

# KERIKERI CRUISING CLUB

1936  2011



75<sup>th</sup> JUBILEE

Glenn Saunderson

KERIKERI CRUISING CLUB

***75 Years On***



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(1936 – 2011)

Compiled by Glenn Sanderson

This edition published 2011  
The 50th anniversary edition first published 1986

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## *Acknowledgements*

In writing up this modest publication I have chosen to write what I believe to have been the major achievements of the last 25 years. It is however, quite possible that some may have been overlooked, and if that is the case I apologise, but someone can always address this for the Centennial publication in 2036.

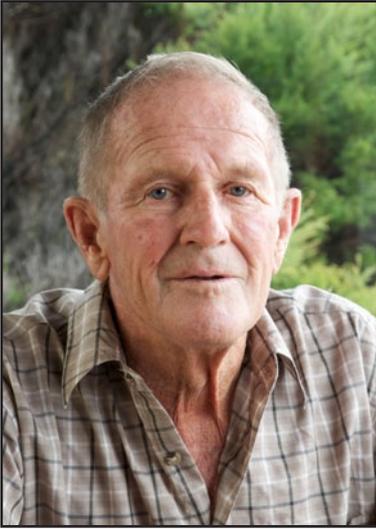
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Special mention must be made here of Chris O'Brien who, while not a Club member, has given hours of his time to advise, edit and assist in the layout of this book. His knowledge and his book-publishing background have been vital. And to Andrew Turner of Design & Print Kerikeri, who has given generously of his time and expertise in bringing the project to fruition. I also want to acknowledge and thank all members who have contributed information, photographs and printed material.

Finally, thank you Mark Beauchamp for your persistence in talking me into doing this book.

Glenn Saunderson, August 2011

## *Patron's Message*



*Tony Shields, Patron*

It is an honour to be elected Patron of the Kerikeri Cruising Club in the year of its 75th Anniversary. It has been a club with a lot of local history which has been made by many unsung members who have put in many hours of hard work to get to where we are today.

The last 25 years have seen big changes in facilities and membership, and the marina has been a huge asset to the local community. When you look at this facility and the number of boats berthed there it makes you wonder where the boats were before the marina. Yet the keelboat race fleets are now smaller than they were 25 years ago for various reasons. The lack of young people being involved in the keelboat sailing is one concern, yet the Club has a proud record of our centreboard people achieving great results on the international scene. Unfortunately, this has not filtered through to club level, as they go off to the big city or overseas — a fact of life.

Over the next 25 years I see the Club remaining in good heart, providing it has good administration with sound foresight.

*Tony Shields*

# *Commodore's Foreword*

## *The Way We Grow*

As Commodore I have been asked to write a short piece on my memories of the past and my vision of the future.

My memories of the Club do not begin until the 1970s when I first visited Kerikeri to participate in the Flying Ant Nationals. I remember camping with the other competitors at a small club very much like all the other clubs of the time, run by volunteers and family driven. I recall driving down a road that was more like a farm track, and miles to sail to the Start in Te Puna Inlet, but it seemed like an awfully long way to a boy who was used to starting straight from the clubhouse on the shores of the Manukau Harbour.

In the early 1980s I returned with my wife and a Tiger Shark catamaran, sailing around the Bay and falling in love with the area. By this time the clubhouse was up and running, moving up to join some of the best in the country.

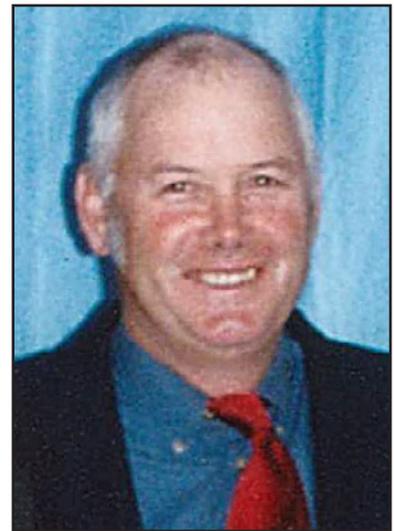
Then along came the 1990s and we moved to Kerikeri. I was able to buy into a Pied Piper (*Beep Beep*) and the family joined the Club. A short time later the building of Stage One of the marina commenced, making Kerikeri Cruising Club the only club in the country to own its own marina. Stage Two followed and then came the new clubrooms down at the bottom and with them the re-birth of dinghy sailing at Doves Bay — a very busy decade for the Club.

We have over the years produced a large number of world class sailors at national and international level and have grown into one of the largest clubs in New Zealand.

Looking forward, I see the Club continuing to grow together in unity, launchies and yachties, marina and club. It would be great to see the Club becoming a major player in the Doves Bay community as a centre for more than just sailing and a place to park the boat. The Club will be around for many more years to come and I plan being there for nearly as long.

I wish to thank all the volunteers who have brought the Club to where it is today and for the continued support that will drive it into the future.

*Peter Hooper, Commodore*



*Peter Hooper, Commodore*

## Life Members



*Wyn Judd, Bob Upperton, Derry Godbert, Lloyd Rousell (1918 - 2011), Doug Gailbraith, Tony Sheilds*

## 75th Jubilee Committee



*Glenn Saunderson*



*Mark Beauchamp  
Chairman*



*Janet McLea*



*Doug Gailbraith*

*Photographs by David Barker*

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**Part Two**

The First 50 Years: a Facsimile reprint of the 1986  
Publication, compiled by Glenn Saunderson.

# 1.

## *Introduction*

It is incredible how fast 25 years have sped by since Kerikeri Cruising Club (Inc) celebrated its first 50 years in 1986 with the opening of an impressive brand-new clubhouse and a membership of 170.

This Club just keeps on developing. With a member base now close to 700 it is considered to be a major player in the New Zealand boating world. It has facilities equal to the very best and, indeed, envied by most. This may have now changed, but for some time it was the only club in the land to actually own a marina.

There is also a strong emphasis on education with an active programme encompassing 'Learning to Sail', 'Training', and 'Coaching', for youths as well as for adults. Furthermore, the Club has been richly rewarded over the years through the success of a number of elite members, both men and women, who have competed internationally.

Kerikeri High School is the front runner in secondary school sailing, not just in New Zealand but in the whole of Australasia. Team Kerikeri members belong to our Club.

The Club has initiated a number offshore races, the first in 1995 to Vanuatu. Members have been active participants in the Sydney-Hobart, Round the North Island, races to Australia and the Pacific Islands, the Coastal Classic, Bay Regattas and many other events throughout New Zealand.

Members have leisurely cruised to all points of the compass, from Patagonia to Phuket. Some are doing it right now. It can be serious or it can be fun, but we all enjoy the opportunity to go out on the water. Of course we are all spoilt for choice in the Bay of Islands and this is no doubt a major factor in the success of this club, but we are also fortunate to have on offer interesting programmes and events through the efforts of various hard-working committees.

One family stands out in the development of our Club over the last 75 years and that is the Rowsell family, and so it seems appropriate to reprint excerpts (with the family's permission) from Trevor Rowsell's story "Opito Bay, Kerikeri River Inlet", a copy of which was presented to the Club in 1997. It predates the formation of our Club of course, but I hope readers will enjoy this glimpse of the past. We will call it "Early Days".

## 2.

### *Early Days*

*by Trevor Rowsell*

August 1919 marked the beginning of the Rowsell & Rowsell sawmilling enterprise. As the building of the mill progressed at Okaihau East on the outskirts of the Williams' property, Ralph Rowsell was able to take an interest again in a former area of his early working life. The arrival of his brother A J (Dick) Rowsell and the establishment of his trucking business meant that transport to Kerikeri and Waipapa Landing was then available. Kerikeri River gave access to the sea and, of course, to fishing.

The Wiroa Road, from the top of the hill at Okaihau to the crossroads of the Waimate North Road to Waipapa, was in very poor condition. The soil [in the] area was ironstone and a lack of watercourses meant that stormwater ran down the centre of the road, scouring it out to a considerable depth. The road was barely one vehicle wide, while thorny acacia or ake ake was well established on either side. Obviously a truck was the most suitable vehicle to travel this track. One of the bridges was impassable because of broken decking and to bypass this the truck had to ford the creek a short distance below the bridge, and then return to the road.

On the Kerikeri Inlet Mo Kingi had a small launch, over at Waipapa Landing; Bill and Clarrie Tubbs a launch tied to a small jetty in the river; and down opposite Skudders Beach one of the Fullers had



*The new clubhouse almost completed, January 23 1960*

another small craft. Twelve foot to 14-ft rowing boats were also available if the motor launches were in use. Little more than a mile downstream from Waipapa Landing plenty of medium to large size snapper were readily available, and on these early expeditions the furthest destination was Old Woman's Island, as it was then known. Later using the launches when they were available, the trip was extended further down the river to the channel off Opito Bay where a deeper declivity provided bigger and better fish than any other area.

Doubtless on some of these visits the boat crew went ashore at Opito and met the Maori owner who lived in a small building near the middle of the foreshore. Friendly relations were soon established with the elderly man with the result that the Rowsell family were offered the opportunity to camp at the bay over the Christmas holidays.

Christmas 1920 arrived and after a truck journey to Kerikeri the family boarded Fullers launch at the Stone Store Jetty, loaded all the camping gear into the Fullers punt and set off down the river. At Opito Bay the gear was offloaded on to the beach opposite a karaka tree on the foreshore, and underneath that two tents were set up with a tent fly between covering the dining area. A cooking recess was dug into a bank, a few iron bars set in for a grille, and the fire was ready. Cooking utensils were few but an iron camp oven with a lid, heavy pots, a fry pan and kettle sufficed to cook very tasty meals. There was only one mattress in the larger tent and the boys broke off young manuka growth to make beds for themselves in the other tent. Covered with blankets these were quite comfortable.

Down in the bay there was a fair amount of flat ground. The Maori owner's small cottage (built of corrugated iron with a chimney of the same material) was in the centre and, apparently, in earlier years the surrounding ground had been used for gardening as shallow furrows were still [visible] where kumara had been grown. However the only vegetation was stunted blackberry as the earth was of poor quality. The owner had a shallow well dug at the bottom of a slope and the water from this was sufficient for his needs.

Fullers launch from Russell visited Kerikeri twice a week so they would call at Opito Bay, pick up a list of our requirements, obtain them from the Kerikeri Stone Store, and drop them off on the way back to Russell. In those days there were few boats around the Kerikeri Inlet.

The next year, 1921, we returned to Opito Bay at Christmas with a 12-ft flat-bottomed dinghy CR had built.

In olden times a Maori settlement had been established in the Opito Bay area. At the topmost portion at the back of the Bay there was a pah with considerable connected earthworks covering the



*Opito Bay cr. 1956*

knoll. The cattle track around the base of these fortifications gave us access from the Bay below.

Across the river from Opito Bay was a farmhouse close to the shore. The name of the owner was Kreller. Also, on the land between there and the Skudders Beach area there were a few dwellings with Hall's cottage the nearest. There was a great deal of rock over most of this land until up towards Kerikeri where some small farms were associated. Names associated with [the] vicinity were Edmonds, Strongman, and Fuller.

Christmas 1922, and the family duly arrived at Opito Bay, this year accompanied by CR's addition to the fleet of another dinghy, 14 ft long, so we had the luxury of two craft. Incidentally the larger dinghy allowed trips a bit further afield, and we visited Goat Island and fished often at the seaward point where large blue cod (and the occasional red cod) could be caught.

Most years holidays were spent at Opito Bay and Spring 1930 saw the completion of CR's *Waiwouri* and its launching at Waipapa. This boat was very stable, quite beamy for its length of 21 feet, a roomy cockpit and a cabin housing a two-cylinder Scripps Marine Engine with coil ignition and marine gearbox. The *Waiwouri* proved an excellent sea boat and soon ranged all over the Bay of Islands harbour with particular preference for the Black Rocks outside Moturoa Island, and Whale Bay past Te Puna Inlet to the Ninepin. There were plenty

of good sized cockles and pipi at low tide directly in front of Ashton's house [in] Doves Bay. This house was also used later by George Wood, an overseas visitor who had a Pacific Island wife and who owned a well-fitted mullet yacht.

Wood then purchased, in July 1937, the whole Doves Bay one hundred acre section up to the southern boundary of Section 11 Opito Bay. The family lived there for a time before he left in his yacht to go overseas in company with a girlfriend. This left his wife and young family in very poor circumstances and she told Hereward Pickmere one day that she would have to sell up and leave the area because of her family. In talking to her he asked whether she would sell the twenty acres between the mangrove inlet and the Opito Bay Section 11 boundary to the Kerikeri Cruising Club.

## *Trixies recollection of the early days of the Kerikeri Cruising Club*

I first visited the Cruising Club in late 1974 shortly after I came to Kerikeri. The club at this time was where the Marina Office is but there was no Marina, just a lovely sandy beach from which to launch dinghies. The club was a great social place and very welcoming, and with next to no knowledge of sailing, being a land-bound Pom, I decided to get involved.

Dr Mary Hamilton with her lovely NZ 37 *Fraoch Mbor* decided to take me under her wing, which was a bit of an induction by fire. Mary was a very forthright single Scottish woman, but I learned a heap and was invited to join her for the Ladies Winter series in Auckland — so I couldn't have been too bad.

The one thing I have never forgotten since I started sailing was what John Graham told me: "When trimming the headsail, let it out first then bring it back in to the optimum position not too tight, and then out." Thanks John.

There were some great parties at the Club, with some folks swinging from the rafters. Do you remember Reidy? It is just as well that the woodworm kept holding hands! Then there were the Reidy parties over the hill with the building of *Gallivant*.

One of the great events I still remember was the Pint to Pint races where you had to race to a particular beach or pub, like Russell, for someone to row ashore to collect a bottle, then back to the boat and on to the next one, finishing back at the clubhouse. An episode I recollect was in a race that went around the Brothers in a light wind but big swells. Murray Ferris was just approaching when an enormous lazy wave picked up his yacht and took it some good ten boat lengths backwards, away from the mark. The language was choice! Those were the racing days of Brownie and other identities.

My late partner Tom, who was not really

a racing man, decided to take our then yacht *Sundance* into a single-handed race. The race finished and Tom was nowhere to be seen. So Reidy took his launch *Saltfish* and went out looking for him. He found *Sundance* just out from Robertson Island, but no one appeared to be on board. Reidy got close and started calling out. A head appeared in the companionway and Tom informed him that the prop had disappeared and he was bailing furiously. Reidy assisted, blocked the hole, and towed him back to the Club.

Tom was once asked to set a course and put the ladies around the Brothers to port, enroute to the Te Puna marker. That was the last time he was asked. I followed Robbie on *Soolaimon II*, but Judy on *Sagitta* found the rocks. The Club was never quite the same when it went up top, something seemed to be missing.

I have served on committees various including the executive, but avoided being a Flag Officer even though I was approached — too busy running my Travel Business at that time.

Trixie

### 3.

## *Marina Development Stage I*

In 1991 the Club's new Commodore, Murray Ferris, caught on to the desire by members to have a walk-on mooring facility.

A Special Meeting was called and approval given to carry out a feasibility study of the venture. A committee was formed comprising Doug Galbraith (Chair), Bob Upperton (Secretary/Treasurer), Past Commodores John Graham, Bob Buick and Blue Wilson, with the Commodore ex-officio.

The recently disbanded Northland Harbour Board had been doing exploratory work on a possible marina in nearby Apple Tree Bay and as its role had been taken over by the Northland Regional Council — who was considered not to be the appropriate organization to develop a marina — the information was readily passed over to the Club.

As the Club owned the adjacent land it was obvious that Doves Bay, rather than Apple Tree Bay, was the logical site for the proposal.

Then the fun started.

The Marina was going to be the first candidate for approval since the introduction of the Resource Management Act. As a result the consent authorities were all feeling their way, with the councils in particular being very cautious.

Doug Galbraith recalls, "The services of Max Dunn, a Whangarei-based Planning Consultant, were employed and he helped guide us through an extensive minefield."

The Brief to the Committee was that the Marina was to be economical, affordable to Club members present and future — and speculators were to be discouraged. Because of these conditions Committee members shouldered a huge workload that would, in a more commercial situation, have been carried out by paid professionals. The number of trips to Auckland and Whangarei, all voluntary, were many, and the meetings countless, as all interested parties had to be consulted.

Strong opposition to the project was encountered from neighbours resident in Doves Bay and Apple Tree Bay and a lot of time was spent in trying to appease these neighbours.

Also, in the interest of economy, it was prudent to call for tenders on a design and build basis. This resulted in an Auckland firm using



*Stage I earthworks.*

an Australian-designed floating system, coupled with a joint venture contractor McBreen and Jenkins to carry out the earthworks.

Doug Galbraith and Bob Upperton made a quick trip to Australia to view similar marinas as a condition of the Acceptance.

The dredging and earthworks progressed satisfactorily, but it was not until the floating structures began appearing on site that it became evident they were not what had been promised or fit for purpose.

This resulted in a case in the High Court in Auckland to get the contract annulled.

During this phase the Committee was advised by well known lawyer and Club member, the late Sir Graeme Speight, who had a holiday home in Rowsell Lane. He recommended an Auckland Queen's Council who was sympathetic to our cause. For the lads from the country this episode of trips to the big smoke and fancy offices was an eye opener.

During the High Court hearings, the heads of the contracting firms played very hard but Doug Galbraith said our QC prevailed and the judgment went our way.

In the early stages of designing the concept, local engineer John Gardner had been invaluable in getting things started. Now, his colleague in Whangarei, Grant Stevens, a consulting engineer with extensive experience in foreshore structures, came on board. Grant suggested a flotation system similar to that used at the Tutukaka Marina, which met the economic criteria and could be made in Whangarei. The system on the breakwater was known as "Unifloat" and it was successfully installed by Total Marine.

The total extent of the shore-based works included the upgrade of the road down to the site, reclamation and formation of the parking

area, installation of a sewage pump-out facility, water and fuel supplies, ablution blocks and an appropriate disposal system.

The Marina is sheltered behind a concrete-encased, polystyrene 132-metre breakwater, designed to allow the Marina to be flushed by the tides. Berth sizes can cater for 8-metre to 18-metre craft, with the larger craft on the inside of the breakwater. It has A and B piers.

During the trials and tribulations of the six-year project the nucleus of the Committee remained intact and involved three Commodores.

It was a proud moment when Commodore Murray Squire presided at the opening on 30 November 1996. This was a gala event attended by over 400 people, including Members of Parliament John Carter, Dover Samuels and the Mayor Sue James. At the official opening speakers emphasized that the finished complex resulted from the dedication and enthusiasm of a group of members determined to make it happen. None more so than Doug Galbraith.

Food and refreshment flowed while everyone watched centreboard sailing and admired the colourfully decorated launches and yachts on their marina berths.

This was a milestone for Kerikeri Cruising Club and certainly the most expensive undertaking in the Club's history.

In unveiling the brass commemorative plaque set into a large boulder, Chairman Doug Galbraith asked boaties to ensure local ecology was respected at all times, so that local residents would never have cause to complain about a marina in their community. "Don't forget," he added, "that in the protracted process before consent was given to proceed with a marina, not all residents were in favour."

*Stage I Marina opening celebrations.*





*Marina opening day.*

This was a smart comment from Doug, particularly when you consider that one day this marina would nearly double in size. More about that later.

The *Northern News* reported this achievement with an article headed "A Warm Glow of Satisfaction". Jazz bands, local dignitaries, politicians and members turned out for the formal opening.

Doug Galbraith reflected: "We sat in our cockpits last evening and had a drink or two. It was a pleasant evening and it felt good to have got to where we are, it really did. Where else could boaties own a Marina berth for \$1560 a metre?"

Soon after completion Doug chose to resign as Chairman of the Marina Company as he had given an undertaking at public meetings that there would be no further extensions on his watch.

Bob Upperton took over as Chairman.

In 1998 Doug Galbraith was made a Life Member in recognition of his outstanding efforts in seeing the Marina through to completion, helped considerably of course by his Committee.

## 4.

# *Marina Development Stage II*

Almost immediately after the opening of the Marina the Club experienced an increase in demand for more berths. This resulted in Kerikeri Cruising Club making a decision to extend the Marina.

Peter Woods, Commodore 1999–2001, Chairman Kerikeri Cruising Marina Limited and his Committee of Bob Upperton, Tony Coyte, Frank de Vries, Keith Turner and Hilary Johnson, formally opened Stage II extension of the Marina on Saturday 11 October 2003. This development, carried out by Bellingham Marine NZ and McBreen and Jenkins, increased berth holding from 108 to 186 by adding Piers C, D and E, a further 78 berths.

In terms of design and construction almost everything went according to plan. There were difficulties, however: for example, not all piles could be driven in successfully and some required drilling first. And the breakwater had to be shifted further south, which meant pulling out posts, using divers and subsequent dredging.

The result was another milestone achievement for the Club.

It is important to record, however, that Peter and his Committee had a huge fight on their hands because no sooner had the Club been granted the Consent to Proceed in late 1999 by the Northland Regional Council and Far North District Council, this was immediately appealed by the Department of Conservation and the Doves Bay Society, representing local residents.





Commodore Woods said that the Club then spent 22 months in discussion with both parties trying to reach an agreement.

The *Northern News* of 28 June 2001 reported: “Environment Court to hear case”. And again on 3 July 2001: “Marina zoning questioned”.

No agreement could be reached so the matter was heard by the Environment Court that resolved in 2002 to allow this Marina extension to proceed.

All parties made compromises. “The proposed extension of the existing Marina was necessary to cater for much needed mooring space in the western Bay of Islands that has reached capacity limitations”, Peter Woods said. “The Marina is currently full, the proposed berths are already allocated and there is an ever-increasing waiting list that the Club cannot cater for”. The Coastal Permit would enable the Club to construct two additional floating Marina piers, and associated finger jetties for about 78 craft; dredge 8,500 cubic metres of the sea bed; extend the existing Marina basin, and construct a rock retaining wall at the eastern end. It would allow relocation of the existing floating breakwater approximately 90 metres out, parallel with the present structure, and add to its southern end a wave-breaker pier. It would create a new boat ramp, a sand beach, and build a wash-down and haul-out area, as well as improving vehicle access and parking.

All together, a fantastic effort by another dedicated Committee.

Loading and unloading facilities are available on the outside of the breakwater and new concrete ramps service centreboard and public, as well as allowing access to moorings.

The old clubhouse created an office for Marina Manager Bruce Douglas, a re-worked ablution block and storage for centreboard boats.

### ***Fuel Pontoon***

At a Special General Meeting 9 November 2010 held at the Clubhouse, approval was given by members for payments of \$45,000 ex Goods and Services Tax (GST) to replace the Fuel Jetty pontoon, gangway and associated piles.

David Green (Kerikeri Cruising Club General Committee Member) spoke at this Meeting outlining the project in detail. Commodore Peter Hooper proposed, and Adam McSweeney (Deputy Chair of Marina Committee) and seconded this Resolution.

## 5.

# *The New Marina Building*

### *Replacement of Old Clubhouse*

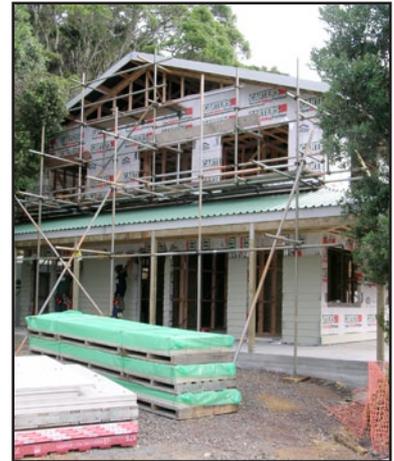
Approval was obtained late in 2006 to demolish the old clubhouse and to rebuild to a purpose-built design. This new building was designed to serve a variety of functions: to house the Marina office, a meeting room, larger modern toilets and showers, a laundry with washer/dryer, boat storage at the rear to accommodate safety boats, club centreboard boats and storage of equipment, as well as room to hold training and strategy sessions.

Bay Builders' quote of close to \$500,000 was accepted.

Club and Marina finances are managed separately so it was agreed that both entities would contribute to this cost, using a split of approximately 33% Club, 67% Marina.

Club assent for payment was approved and at a Special General Meeting of Berth Licence Holders on 30 October 2006, it was agreed to use Marina Scheme Surplus Funds to enable this building project to proceed.

Today we have another outstanding facility including additional water tanks for Marina supply, relocated utility services, modern ablutions and offices for the majority of visiting boaties, members, and the public generally. This is the front of house for our Club.



*New Marina building, under construction.*



*New Marina building, completed 2007.*

## 6.

# *The Things We Do*

### ***International Ocean Racing***

Over the last 40 years many members of the the Kerikeri Cruising Club have ventured beyond the sheltered waters of the Bay of Islands to participate in international offshore events.

<i>Year</i>	<i>Boat</i>	<i>Skipper</i>	<i>Race</i>
1970	<i>Ketiga</i>	G Clark	New Plymouth-Moolooba
1983	<i>Soolaimon II</i>	A Robertson	Auckland-Moolooba
1984	<i>Soolaimon II</i>	A Robertson	BOI-Tahiti
1985	<i>Kishmul</i>	R Barnaby	Auckland-Fiji
1988	<i>Highjacker</i>	R Lodge	Auckland-Moolooba
1989	<i>Highjacker</i>	R Lodge	Auckland-Noumea
1990	<i>Highjacker</i>	R Lodge	Sydney-Hobart
1990	<i>Soolaimon II</i>	A Robertson	Auckland-Noumea
1990	<i>Sagitta</i>	S Willis	Auckland-Noumea
1990	<i>Backlash</i>	P Atkinson	Auckland-Noumea
1990	<i>Backlash</i>	P Atkinson	Noumea-Southport
1992	<i>Highjacker</i>	R Lodge	Auckland-Noumea
1993	<i>Highjacker</i>	R Lodge	Auckland-Noumea
1993	<i>Sunday Sun</i>	M Beauchamp	Auckland-Fiji
1994	<i>Highjacker</i>	R Lodge	Sydney-Hobart



*Sagitta*



Sow's Ear. Hobart Bound 1997

1994	<i>Sagitta</i>	S Willis	Sydney-Hobart
1995	<i>Cariad</i>	W Bigwood	Kerikeri-Vanuatu
1995	<i>Aspect of Arran</i>	P Carpenter	Kerikeri-Vanuatu
1995	<i>Tereata II</i>	W Judd	Kerikeri-Vanuatu
1995	<i>Highjacker</i>	R Lodge	Kerikeri-Vanuatu
1995	<i>Pedlar</i>	M Parsons	Kerikeri-Vanuatu
1995	<i>Sagitta</i>	S Willis	Kerikeri-Vanuatu
1995	<i>Sunday Sun</i>	M Beauchamp	Kerikeri-Vanuatu
1997	<i>Bon Heur</i>	M Ward	Kerikeri-Vanuatu
1997	<i>Gallivant</i>	A Tuke	Kerikeri-Vanuatu
1997	<i>Granny Smith</i>	M Squire	Kerikeri-Vanuatu
1997	<i>Tereata II</i>	W Judd	Kerikeri-Vanuatu
1997	<i>Whitebait</i>	C White	Kerikeri-Vanuatu
1997	<i>Sow's Ear</i>	M Beauchamp	Sydney-Hobart
1999	<i>Sow's Ear</i>	M Beauchamp	Auckland-Denarau
1999	<i>Hurricane</i>	T Ray	Sydney-Hobart
1999	<i>Sow's Ear</i>	M Beauchamp	Sydney-Hobart
2001	<i>Wild Card</i>	R & A Lodge	Auckland-Fiji
2001	<i>Jive Talkin'</i>	R Haslar	Auckland-Fiji
2001	<i>Fez</i>	J Graham	Auckland-Fiji
2002	<i>Jive Talkin'</i>	R Haslar	Auckland-Noumea
2003	<i>Wild Card</i>	R & A Lodge	Auckland-Fiji
2003	<i>Jive Talkin'</i>	R Haslar	Auckland-Fiji
2004	<i>Northern Rebel</i>	R Tingey	Auckland-Noumea
2005	<i>Jive Talkin'</i>	R Haslar	Auckland-Fiji
2006	<i>Wild Card</i>	R & A Lodge	Auckland-Fiji
2007	<i>Cotton Blossom</i>	D France	Whangarei-Vanuatu
2007	<i>Northern Rebel</i>	R Tingey	Whangarei-Vanuatu
2007	<i>Wild Card</i>	R & A Lodge	Whangarei-Vanuatu
2009	<i>Wild Card</i>	R & A Lodge	Auckland-Noumea
2009	<i>Sagitta II</i>	S Willis	Auckland-Noumea

## *A blue water adventure with John Graham*

Having purchased Alan Warwick's lovely yacht *Fez* and knowing that she was built with offshore cruising in mind it was decided in 2001 to sail to Fiji in the Auckland–Musket Cove race of that year. With a crew of eight Kerikeri sailors, including well-tested yachtsmen like Mike Cannon, Simon Willis and Bruce Douglas, we prepared the boat for four wonderful months of island hopping.

We arrived at the startline in a 30–40 knot southerly and it was with a little trepidation on my part as I watched the likes of *Thunder* surfing around us while we waited for the gun. With eased sheets we took off on a brisk sail up the coast and once we had set our big kite we were off surfing at over 20 knots. However, it wasn't long before our 15-year-old kite blew to pieces, so it was up with the No. 2 and we continued on at a great speed until the first of two halyards broke. It was time for Simon to show us his wonderful skills as an offshore sailor — up the mast he went with the boat swaying from side to side in rough seas till, after what seemed forever, he finally managed to fit a jury halyard. Once down he proceeded to rebuild our shattered kite.

We sailed on the wind for a day and a half and then once we got into the south-easterly trades we reached and ran for the remainder of the trip, arriving in five and a bit days. We were really chuffed to receive 3rd place on PHRF and for Kerikeri to win the team prize with *Jive Talking*, *Wildcard* and *Fez*. What a wonderful hospitable place the Smiths have created at Musket Cove.

While in Fiji we cruised the Yasawa Group with Murray and Pauline Ferris, and on our return to Musket Cove with a freezer full of beautiful fish Murray and I manned the barbecue for a great party at the \$2 bar. Tears filled our eyes when it came to leave for

Vanuatu as a large gathering of staff and friends came to down to the wharf and sang “Isa Lei” as we cast off.

Murray and I, along with two other couples — one Australian, one American — looked forward to our passage as we went through the reef with a following sea and a nice breeze. We were making good time, but the weather can change quickly in these parts. I was awakened from my time off watch to find when I came on deck that the Australians were sailing along hitting 17 knots. We were supposed to be cruising and it wasn't long before we did a couple of broaches. We reefed well down and continued in big seas and up to 60 knots of wind. It was pitch black and raining, and as I watched the Yank helm the boat I noticed that although he was moving the helm nothing was happening. I quickly realized that we had lost our rudder. Bugger!

Now all yachts going offshore are required to have some form of emergency steering. *Fez* had all the bits — U-bolts, bunk boards, spinnaker poles, etc. — but it soon became apparent that no way could you steer with a device like that in such conditions. There was no option but to tie everything down and close up the boat and go to sleep, which we did. The Australian crew kept us confident by saying that *Fez* felt so good under these conditions — and they had been in the terrible Sydney–Hobart race in which so many lives had been lost. All went well; we all got some sleep and at daybreak we found a much reduced sea and wind.

And then I proceeded to unfold my piece of magic. My stroke of luck was being friendly with Bob Graham: with his wisdom and sailing knowledge he had suggested to me that because of the way *Fez's* rudder was made I should take a spare, which I did. I had a spare



shaft and boards and bolts all stored in different parts of the boat, which only needed to be assembled. The crew could hardly believe it.

We gathered together all the bits and started to build the replacement. While this was happening we dropped the remainder of the broken shaft through the hull with a rope tied to the top. The Yank went over the side attached to a line so we wouldn't lose him, and he was able to retrieve the rope going through the tiller shaft hole. We then tied it to the new rudder and dropped it over the side, pulled it up and secured it. What a relief. By the time everything was tidy the sea and wind had died right away. We started the motor and it wasn't long before we put our eventful night behind us. Then Murray soon caught two lovely mahimahi which we cooked on the spot.

We arrived at Vila in the middle of the night but with no leading lights to guide us in the crew were reluctant to proceed. So I took over using the chart plotter and we dropped anchor right beside the quarantine buoy. Thank goodness for modern navigational aids.

Unfortunately our cruising was restricted as we had to wait for a new rudder to be made

and shipped up from New Zealand, which took about ten days.

It was then off to Australia to the Whitsundays to try our luck at the Hamilton Island race week. It was an uneventful trip to Mackay and, after clearing, on up to Hamilton Island for an interesting week of sailing. We struck an unusual season with very light winds but lots of tide and quite often we had to secure our anchor to stop us going backwards. We did have wind in the long race and managed to get a 3rd on general handicap. We enjoyed our stay but no way can they offer the wonderful cruising that we have in good old New Zealand.

Our trip home to Kerikeri after leaving Mackay was amazing. We pulled up the sails with the wind on the starboard quarter and they stayed up till we got to Opuia, a trip of nine days. Someone must have been looking down on us. We arrived in the middle of the night and after clearing customs the next morning we motored to Doves Bay. The colours of the bay brought tears to my eyes; we truly have a special place to sail and I can say yes, I have done what most people can only dream about.

### ***The Race to Vanuata***

On June 10 1995, Kerikeri Cruising Club, in conjunction with Vanuatu Cruising Club, started the inaugural Bay of Islands-Port Vila Race.

This event was sponsored by Marine Cup Ltd Vanuatu. The founder of this company was Mr Hitoshi Fukuma, an architect with a designing business in Tokyo, plus several other small business interests in the USA. Ms Midori Ito is President of the company, which was expressly set up to foster ocean yacht racing to Vanuatu as a way of promoting these beautiful islands. Obviously, as with any offshore ocean race, a great deal of organization was required, and two committees were set up to plan this inaugural event.

#### ***Kerikeri Cruising Club***

Wynn Judd  
Tony Shields  
Simon Willis  
Tom Partridge  
Murray Squire  
Pete Woods  
Judy Willis

#### ***Vanuatu Cruising Club***

Ross Wilson  
Ron Olds  
Joy Olds  
Jim White  
Murray Parsons  
Ben Saul

Start time was 1400. The official starter and Officer of the Day was Tony Shields. The official start boat was the naval vessel HMNZS *Tarapunga*. (Incidentally the writer was on board for this auspicious event, courtesy of his young officer son.) Altogether there were 19 starters, seven of them from KCC. The biggest yacht was *Anataeus* at 20.22 metres and owned by Charles St Clair Brown from the Royal NZ Yacht Squadron; the smallest *Tereata II*, at 8.54 metres, owned by KCC member Wynn Judd. The Full KCC representation was:

*Aspect of Arran*

Peter Carpenter

*Cariad*

Wattie Bigwood

*Highjacker*

Ray Lodge

*Sagitta*

Simon Willis

*Sunday Sun*

Mark Beauchamp

*Tereata II*

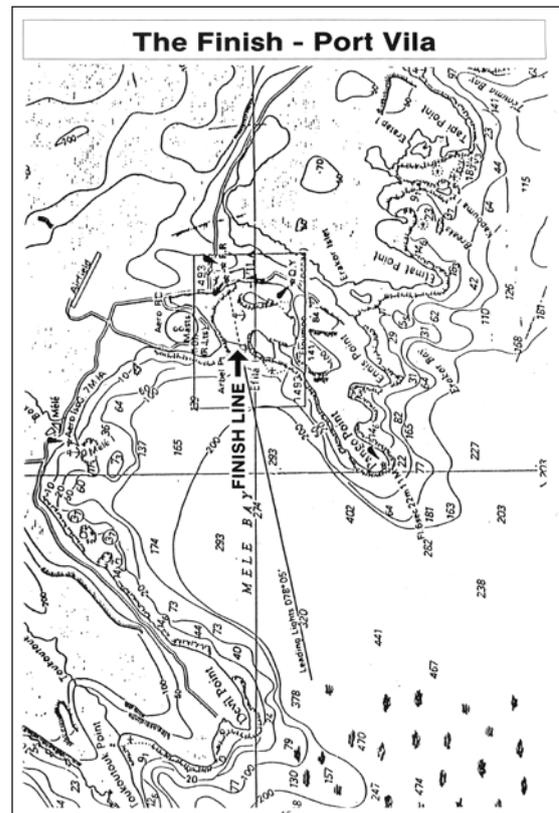
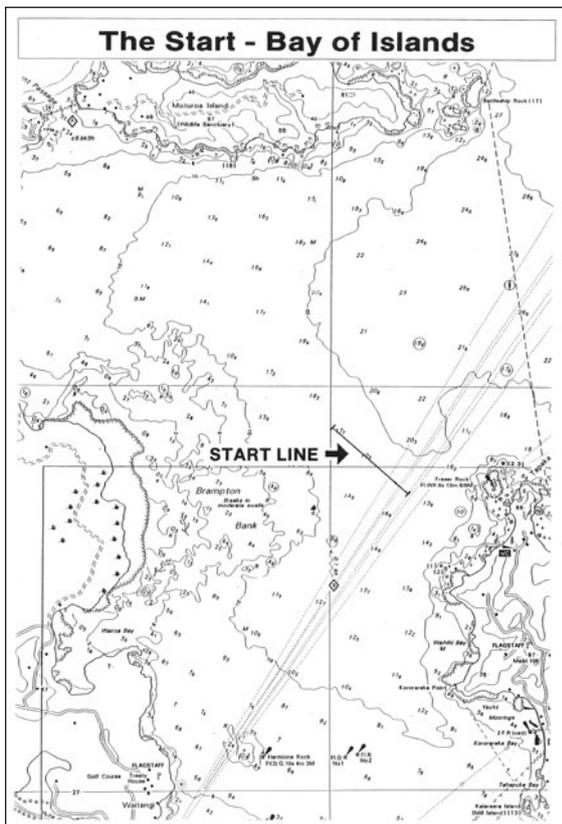
Wyn Judd

All boats completed the voyage without drama, and everyone enjoyed the experience, so much so that when another race was started to Port Vila on 15 June 1997 Wynn Judd did it again. Three of the 11 starters in this race were KCC boats: *Gallivant*, *Granny Smith*, and *Tereata II*. All three did well, with *Gallivant* 1st on two handed, and 2nd on PHRF and General Handicap. One boat, *Bloody Mary*, did not finish.

Sadly, there have been no further Port Vila races.



Clockwise from left: Tereta II, Cariad, Hitosbi Fukuma and Midori Ito, Sunday Sun. Below: Start and finish lines.



### ***Round the Islands Race***

The Round the Islands race is one of the most prestigious on the Club's calendar and carries a lot of history. Coming early in the New Year it is a keenly anticipated opportunity to shake off the excesses of Christmas, with good competition and lots of fun guaranteed.

One such race was held on 2 February 2010, a sunny summer's day with a 10-knot easterly and flat seas for the 20 starters, which included some yachts from other clubs.

The A division got away on a beat out to the Black Rocks. This suited *M1* down to the ground and she took a lead that she held around the course — which took in Brampton Buoy and Roberton Island before returning back across the bay to the Kerikeri River.

The course did not suit the reaching boats like *Deep Throttle* who crossed the line in second place but thirty minutes behind. *Titan* from Opuia was another eight minutes further back.

B division had a shorter course, but with a long beat at the start that suited *Golden Delicious* who rounded Flat Island with a good lead on *Wavelength* and *Manuia*. On the kite run down to Brampton *Manuia* passed *Wavelength* to hold second place. *Golden Delicious* took line honours by six minutes from *Manuia* with *Wavelength* another three minutes further back. Handicap results went to *Manuia* from *Aalitta* and *Golden Delicious*.

There was a section for traditional yachts and this was won by *Sagacious* from *Mokena* and *Kotabi*. There were some very attractive prizes donated by local businesses for this section, in the hope of attracting more of these old boats which make a great sight out on the water.

2011 race winner M1.



### ***Kerikeri locks out Coastal Classic, 2010***

If the members of the Kerikeri Cruising Club are walking a little tall after the Coastal Classic race they can be forgiven after a stellar performance by club boats. *Tongue Twister* led the way by taking the overall handicap prize and being first over the line in Division 2, and 1st on handicap in that division. She took the Russell Trophy for 1st Bay of Islands boat on PHRF just to put the icing on the cake. If that was not enough *Deep Throttle*, skippered by round-the-world yacht racer Justin Ferris, won the handicap prize for Division 1 against the much bigger hotshot boats in the division and also took 2nd overall. She was also a member of the three-boat winning team.

In the Young 88 division local boat *Wise Guy*, skippered by Sam Oxley, was second in what is a very competitive class. *Tongue Twister* is an interesting concept and is typical of the No. 8 wire approach of many New Zealanders. With a syndicate of three owners it is a 6.5 metre carbon-fibre canting keeler, which was originally based on a 12-foot Gary Lambert sailing dinghy. Mark Beauchamp blew up the original plans on a photocopier. The resulting yacht had wide wings but was a little disappointing and so in 2009 Mark, in true Kiwi fashion, took a chainsaw to it and widened and lengthened it to produce the present boat. The canting keel is driven by electric winches controlled by a button on each side of the cockpit so that the skipper can alter the angle of tilt with his foot — a very cunning idea. Skippered by Mark and crewed by the two co-owners Brian Hutching and David Ferris, plus Craig Moffat and Tim Slatter, they found the sou'westerly conditions at the start virtually perfect for their boat. And thanks to a great start, they found themselves in amongst the Division 1 boats that had started ten minutes earlier after only one hour. A tactical decision to go outside the Hen and Chicken Islands paid off handsomely and they arrived at Cape Brett before the wind died for the following boats.

*Deep Throttle* was up against other Rob Shaw-designed boats including the designer's own boat, but great sailing skills and crew work saw them prevail. Justin Ferris had said before the race that the conditions forecast were exactly what would suit them and so it proved. It says a lot when one considers that this 9.4-metre yacht was ahead crossing the line against more famous and much longer boats such as *Starlight Express*, *Pretty Boy Floyd* and *Lion NZ*.

Other Kerikeri yachts to do well in Division 1 were *Cotton Blossom II* who was 9th on handicap, *Black Pearl* 11th, *Jive Talking* 15th and *M1* 24th. *Physical Favours* was 19th in her division.

The Coastal Classic is rightly considered the premier race in the calendar and so perhaps Kerikeri Cruising Club could perhaps call itself the premier club at the moment. Of course I could not say that could I!



**DINGHY FUN RACE**

The epic Kerikeri Cruising Club New Year's Day Stone Store to Doves Bay dinghy, tender, canoe, kayak fun race and barbecue



**Spot prizes over \$1000**  
 Categories for children 13 and under, women, over 60, fancy dress and general  
 Entries accepted at starting lines 1 hour before race  
 Stone Store starts commence at 10am  
 Rangitane starts commence at 10:30am  
 A tow will be available from the Kerikeri Cruising Club to the start lines at 8:30am  
 Finish at the end of Kerikeri Cruising Club breakwater  
 For further information contact Tony Hudson (09) 4077500 or Leah Mahoney (09) 4077118

## *Dinghy races*

The New Year's Day dinghy race from the Stone Store to the Kerikeri Cruising Club's breakwater in Doves Bay first started around 1975 to raise funds for the extension of the old clubhouse. It was originally intended only for dinghies and yacht tenders under 8ft 6 inches in length, but with changing times it was opened up to include any man-powered craft of any length, and in latter years the majority of these have been canoes or kayaks.

Because of the casual nature of these events no official records have been kept but it is known that at times there were well over 150 participants.

## *Centreboard sailing*

The Club has an active programme which encompasses Learn to Sail, Training, and Coaching. During the year a series of regattas is held, starting around October and, for many years now, the Club has been rewarded by the success of many young sailors who have competed internationally at the highest level, with great results.

There are three streams within the Centreboard fraternity: organized racing at the Club, "Learn to Sail", which is based on Lake Manuwai, and the activities of Kerikeri High School, a veritable fountain of raw talent.

The Learn to Sail programme teaches youngsters as well as adults how to move forward into the wind, in a nursery-type situation, without having to be concerned about tides, waves, or being too far away from land. Simone Scully runs this with Brian Hutchings. In previous years Derry Godbert has done this assisted by Dennis Hewitt, and in earlier times Ron and Jill Hayes were very much involved.

When Lake Manuwai was opened for sailing in 1986 there were no facilities whatsoever. Now, the Club boasts a storage shed for more than 30 yachts, as well as toilet facilities, etc. Apart from rescue boats, the Club owns Optimists, P Class, Able, Sunburst, Sabot and Mistral centreboard boats. Advanced training and racing is usually done in the two-person Mistrals, which are also available for racing at Doves Bay, or further afield. With increased skills and confidence young sailors attain higher levels of competence; for example, with a Level Two qualification they can use the Club's Splash yachts, and with further skills move up to the 420 yachts. There is no doubt that what has been learnt at Lake Manuwai enables safe saltwater sailing later on. Typical of this was a holiday sailing session held on the lake in January 2011, over four days. Ten young sailors took part, instructed mainly by Charlie Cartwright, with support from Sam King and even grandparents. The weather was perfect, the sailors enjoyed themselves and — this is the positive bit — six of these young sailors have said they will come back to join in the Club's Saturday Learn to



*2010 Splash Nationals held in the Te Puna Inlet.*

Sail, YNZ Level 1 Course. Brilliant, because they are the future for our Club.

### Centreboard Happenings

Alison Ayr writes up the majority of reports on Centreboard activities; the following is reprinted with her permission.

#### ***Dash for Cash***

Conditions for this Regatta, held on Sunday 19 June 2011, were less than ideal for many sailors. Squalls with gusts over 25 knots ripped down the inlet during each of the four races, taking casualties each time, the weather alternating between heavy showers and sunshine. Added to the sailors' woes, the debris (logs, fence-posts and branches) coming down the inlet created further issues. It was impressive however to see some of the younger, inexperienced, or lighter sailors, battling to, "hang in there", although, eventually, the conditions got the better of them.

Five classes were represented in the 10-strong fleet, including two Starlings, a P class and an Optimist, all sailed by members of the Wilson family of the Marsden Yacht and Boat Club. From Kerikeri, there were five Splash and a Mistral.

**Results:**

Mistral 1st	KCC, Ned Dalbeth-Hudson
Optimist 1st	Marsden, Nicola Wilson
P class 1st	Marsden, Penelope Wilson
Splash 1st	KCC, O'Shea Butler
Splash 2nd	KCC, Harris Bindon
Splash 3rd	James Ayr

Splash 4th	Sam King
Splash 5th	Shae Donahoe
Starling 1st	Marsden, Graeme Wilson
Starling 2nd	Sue Wilson

***Winter Series Regatta, 31 July 2011***

This proved just how fickle the weather can be, going from a feast to a famine: too much wind for the first Regatta, too little for the second. The wind averaged 1 knot and the first race had to be abandoned after one hour. With an out-going tide and virtually no wind, all sailors made steady progress drifting backwards from the top marks. Eventually, sailing had to be called off to allow sailors to make it back in time for the Keelboat race. This was a huge disappointment as there was a great turnout, including nine Splash, six Optimist, two Mistral, and one Starling.

O'Shea Butler and Harris Bindon represented Kerikeri Cruising Club at the Splash World Championships on Lake Lipno in the Czech Republic in August 2011. In a fleet of 67 boats, Harris achieved a creditable 18th place, with O'Shea one place behind in 19th. First place was taken out by fellow New Zealander, Taylor Burn of Picton.

## *Andrew Murdoch's early recollections of Kerikeri Cruising Club*

My family first joined the club in 1988 and my first experience of sailing was on our boat *Astrolabe*, an S&S 24. My older brother Hamish and my sister Rebecca started sailing Optimists during this time. I remember being stuck in the patrol boat with Dad, as I was supposedly too young to sail. Later, during one training weekend we were up the Te Puna Inlet and another young sailor didn't want to sail his Opti back to the club. I pleaded with Dad to let me sail it back to Doves Bay. Eventually he gave in and I sailed it back. I must have passed the test, as from that point on they didn't manage to get me out of a boat, first a club boat and soon after a Mark Turner-built Opti. Yes, they were the days of wooden Opti's.

Right from the start Mum and Dad made sure we cleaned up our boats and sailing gear after sailing. We also had to work hard to pay off our boats. I'm sure it was good training for us for future regattas and boat ownership. We had some great days sailing at the club from Doves Bay with the Ferris's, Bellinghams, and Logans to name a few. Who could forget (pre marina) having to drag the old Boston Whaler through the mud at low tide at the end of the day.

As a family we started to compete in regattas further afield, Hamish and Rebecca began to sail Starlings and I sailed a P class. My first big success was representing Northland at the Tanner Cup in Wellington. I was probably the youngest sailor competing and being Wellington it was windy. One day they had to move the sailing to the inner harbour at Plimmerton. That day I decided to put in a reef, and I managed to beat many of the older kids. I really enjoyed sailing the P as it was always a challenge in a breeze.

During this period the whole family were involved in the Kerikeri High School team, Dad as manager, Mum as team Mum. During the seven years I sailed in this team we won

five New Zealand National Secondary School Championships. This also included sailing against the top Aussie school for the Inter-Dominion Trophy. I also sailed in four senior teams from Kerikeri Cruising Club (three as captain) which represented New Zealand at the world team racing champs (open age). The first was in Miami, USA in 1998 when we finished 4th, then in 1999 at Dun Laoghaire, Ireland where we came 1st (after this we became known as the Milkshake Kids, due to our age). We continued our winning streak with a 1st in Brno, Czech Republic in 2001, and this was followed by a 3rd in Auckland in 2003.

During my time in the High School team and the Seniors we carried out many fund-raising ventures, from loading rocks on to Jim Tubbs' truck, marine auctions, food stalls, and some very successful social functions at the Club. One memorable social was an America's Cup night in which we built a half section of NZL32, taking up the full length of the old mezzanine floor. We had amazing support from Kerikeri Cruising Club and the Kerikeri community, including the late Ken Proctor who was a great supporter.

I moved on with my individual sailing from Starlings to Lasers, competing at youth level and representing New Zealand at World Championships in Finland in 1993 (3rd) and Sydney, 2000 (2nd). Kerikeri Cruising Club is the only club I have ever joined and represented, and I am grateful for the opportunity to submit this article, and to thank members who have supported me over the years.

Good sailing, Andrew Murdoch.

### ***KCC supports school sailing***

Team Kerikeri High School comprises some very skilled KCC sailors, as Alison Ayr reports in 2010:

The Kerikeri High School team carried off a stellar season in 2010, taking out the Award for Team Excellence at the ASB Secondary School Sports Awards. This team was also unbeaten during the 2010 sailing season, ultimately winning the Inter-Dominion Sailing Team Championships held at Algies Bay in October 2010.

Here the top three teams from New Zealand and Australia completed five round robins over three days of full-on racing. “New Zealand Kerikeri” dominated, winning the Tasman Trophy in the process. The Kerikeri sailors were also the National Champions.

Kerikeri has regularly won both events for many years up to 2006 and now, after a period of redevelopment, is back to full strength under Coach Reuben Corbett, assisted at times by Derry Godbert.

My memory tells me that Reuben Corbett was also a member of Kerikeri High School Sailing Team some years back, so isn't it great that he is passing on some of his skills and knowledge to younger sailors.

The following are achievements of graduates of our youth programmes:

- Blair Tuke:**
- 1st Splash World Champs 2006
  - 3rd Australian Youth Olympics 2007
  - 2nd 29er ISAF World Youth Champs 2007
  - 1st 29er National Champs 2008
  - 2nd Team Racing World Under 21 Champs 2009
  - 1st Oki 24 Hour Race 2009
  - 1st 29er World Champs 2009
  - 1st 49er North American Champs 2010
  - 2nd Delta Lloyd Regatta 49er 2010
  - 4th Overall ISAF World Cup 49er 2010
  - 1st Sail Sydney 49er 2010
- Sam Osbourne:**
- 3rd Mayors Cup USA 2008
  - 5th Rolex Osprey Cup USA 2008/2009
  - 8th Rolex Olympic Regatta World Cup 2010
  - 1st Kiwi/3rd Overall Women's Match Racing 2010
  - 2nd Harkens Women's Match Racing 2010
  - Only Kiwi to gain entry Match Racing Worlds 2010
  - 1st & 2nd Buddy Melges Racing Challenge 2009/2010
- Member NZ Olympic Development Squad 2010**
- Highest ranked NZ female racer 2009/2010
  - 3 year graduate RNZYS Youth Training & first girl in five years to be chosen to sail in Open events
- Andrew Murdoch:**
- 3rd Laser Men, Brazil 2005
  - 6th Laser Men, Korea 2006



*2011 Kerikeri High School Sailing Team. (Back Row L-R: O'Shea Butler, James Ayr, Alex Bryning, Harris Bindon, Sam Brierley; Front Row: L-R: Shae Donaboe, Klaus Ohlendorf Matt Bindon)*

	2nd Laser Men, Portugal 2007
	13th Laser Men, Australia 2008
	5th Laser Men, Olympic Games, Beijing 2008
	1st Laser Men, National Champs 2009
	1st Laser Men, Auckland 2009
	1st Laser Men, Singapore Airlines 2010
	1st Laser Men, National Champs 2011
Sharon Ferris	Called up to crew Maxi Catamaran for attempt on Jules Verne Trophy Record 2002
	2nd Olympic Campaign Spanish Champs 2003
	7th Olympic Games, Athens ISAF Ranking 2004
	1st Non-stop Around World Maxi Cat (64 days) 2005
	1st ISAF World Ranking 2006
	1st Brazil Cup 2007
	Qualified for Olympic Games, Beijing 2008
Justin Ferris	2011 Volvo Ocean Race, Abu Dhabi Ocean Racing
	1st 2009 Transpac Ocean Race, Samba Pa Ti
	2nd 2007 Volvo Ocean Race, Puma Ocean racing
	2nd 2005 Volvo Ocean Race, Pirates of the Caribbean

### ***Bay of Islands Sailing Week***

This special event will be celebrating its 10th anniversary in January 2012. In its time it has grown from a small event to become the largest regatta of its kind in New Zealand, with 134 yachts competing in 2011. The 2012 Regatta will stretch to four days.

The original idea came from Tony and Nina Kiffs of the Opuia Cruising Club who, inspired by Cowes Week on the Isle of Wight, decided that something similar could happen here — and it has. The event now caters for up to 14 divisions according to size, plus Sport-type yachts (*Animal Biscuits* for example) and A Class Cats. National championships are also held within the Regatta.

For the 10th anniversary Regatta, Far North Holdings (the commercial arm of the Far North District Council), have allowed participants to move off the wharf on to the car park area of the Marina, which will provide more space and set up a better social environment, with the music and stage outside the tent. The beach party is on again, with a Race Day finish at Roberton Island on day four.

Within the divisions are some one class designs for the likes of Elliot 5.9s, Young 88s, as well as Farr 10.20s. One of the divisions is the passage division, for those who want easy-style racing. There will be no windward/leeward, just a “tour of the Bay”, using islands as markers. This event calls for a lot of planning, and operates with a committee of eight, who are representative of the four yacht clubs in the Bay (Kerikeri, Russell, Opuia, BOI Waitangi).

## 7.

# *Personalities*

### *Alan Reid*

Known to his friends as “Reidy”, Alan joined Kerikeri Cruising Club in 1975 and could arguably be described as one of the Club’s most interesting characters. In fact, some of Reidy’s antics are quite legendary. For that reason alone it is important to record some of these. During an interview with him he said he had no objection, as long as we chose only the good ones.

Following a marriage break-up, he came to Kerikeri, initially to purchase a kiwifruit orchard, but instead bought the waterfront property in Te Puna Inlet, still known locally as Reidy’s Retreat, where he operated a boat building and slipway/haulout facility. Alan Robertson ran this business for Reidy for several years.

With significant business interests on the North Shore, he drove daily to Auckland and back for five years. Yet, he still managed to race most weekends. Reidy’s mind still operates in overdrive, so with the business sold, even more emphasis was placed on yachting.

First it was *Hilite*, a Townson 32 that he campaigned hard both in Auckland and the Bay of Islands with mates Colin Brown, Doug Galbraith plus others, including Tom Schnakenberg. He cleaned up in many races.

It was after one such Epiglass Series race at host club Russell — at their Matawhai Bay clubhouse — that Alan carried out one of the still most talked about practical jokes. Well imbibed of course, as were many others, he challenged Le Roi Ford to a race across the rafter trusses from one end of the clubhouse to the other.

Alan won and by way of celebration ‘peed’ on the crowd below. At first there was significant concern from his victims, until Reidy pulled out a Lux Liquid squeeze bottle that he had had up his pants. Much hilarity broke out.

Several years later at the same clubhouse for an Epiglass prize-giving function, a large crowd, food, and Alan Orams band knocking out great music, Reidy told me he went outside “for a call of nature and blow me down, found a horse outside. It immediately occurred to me that I should ride it into the clubhouse just for a laugh. I did and even had to make the horse duck its head through the doorway. Alan Orams’ band stopped playing, there was silence all round. Laughter



*Hilite*

and applause followed as I rode the horse out.”

Reidy’s next move was to have a 56-foot yacht built by Don Adolph, Robbie and others. Once finished, *Gallivant* took off to charter in the Whitsunday Islands.

Returning to New Zealand, he sold *Gallivant* locally and purchased a Stewart 34, *Phenomena*. During one race, rounding Bird Rock, he put out a lure, popped the kite for the run home and immediately caught a large kingfish. This was shown off at the clubhouse.

Over the years he has towed out Club members when the road was too slippery, auctioned off crayfish to members, capsized dinghies, raced 1-metre boats and owned several other boats. Currently he has a Lidgard launch on C Pier.

An amazing man.



### ***Alan and Lyn Robertson***

Alan, Lyn and boys Chris and Pete, together with their cat, sailed from Oamaru non-stop to Kerikeri in 1982 on *Soolaimon II*, a Warwick 42-foot sloop, built by Alan over approximately 6000 hours.

They joined Kerikeri Cruising Club, built a house on their section overlooking the KCC clubhouse and found work. Alan quickly involved himself in committee work and became Commodore in 1989.

Some years earlier he was Commodore of North Otago Yacht and Power Boat Club. At a ceremony in Oamaru both Alan and Lyn were presented the New Zealand Yachting Federation Award 1993/94 in honour of their world circumnavigation in *Soolaimon*. This nomination recorded that it was achieved by “attention to detail, outstanding seamanship, common sense and on a low budget”.

The westerly course took them to Australia, up inside the Barrier Reef to Thursday Island, on to Darwin, Christmas Island, Cocos, Sri Lanka, India, Aden and then the demanding 1200-mile beat through the Red Sea to Suez and Port Said.

The Mediterranean portion included Israel, Syria, Cyprus, Turkey, the Greek islands, Spain and Gibraltar.

Then it was into the Atlantic to England, followed by an Atlantic crossing and a cruise in the Caribbean. Next were Venezuela, Panama, through the Panama Canal to the Marquesas, Tahiti, Rarotonga, the Tongan Group and back to Opuia. Some trip!

Alan and Lyn had many more offshore voyages. One of their many friends with whom they corresponded suggested that their greatest achievement was the long and difficult leg through the Red Sea in up to 40 knots, dodging rocks, reefs, islands, gun-wielding soldiers, a heavy concentration of shipping and bandits, not to mention corrupt officials. Crossing the South Pacific non-stop came a close second. The proudest — standing on Cape Horn, having gone ashore from



*Soolaimon II.*

their own yacht. Incidentally, their letters back to New Zealand fill up three volumes and took me the best part of a day to read.

*Soolaimon* covered tens of thousands of miles through all sorts of weather for thirty-odd years. In 2004 *Soolaimon* was sold in America.

They continued to sail for the owner of a large yacht, *Moonblue*, for some time before making some interesting road journeys through the United States.

### ***Brian White***

A Club member of 10 years, Brian was a late starter into yachting. Boatbuilder by trade, Brian mostly mucked around in fizz boats and launches until he bought *Golden Delicious*, a Davidson 28.

Despite health problems he is hooked on racing and seldom misses any B Division races. Results show *Golden Delicious* and her crew perform very well.

In 2009 Brian was voted Scribe of the Year for his top efforts in writing up Club racing reports and he is still doing this in 2011.

### ***Murray Rogers***

Murray, with wife Barbara, shifted from Bucklands Beach to Okaihau in 1959. Having previously sailed Idle Alongs, Z-class yachts and a Mullety, a young family necessitated a change to launches. First *Aolis*, then *Royal Falcon* and finally *Rambler II*, that Murray has owned for just on 30 years.

*Rambler II* is on A Pier and has been since the inception of the Marina. Now in his eighties he reckons he still has a few more years to enjoy fishing and cruising.



*Rambler II*

### ***Ray and Janice Lodge***

Ray and Janice came to Kerikeri in 1970 and joined Kerikeri Cruising Club. Their first boat in the Far North was a Woollacot ketch, *Whispering Hope*. Next was a 36-foot Lidgard, built by Ray and campaigned in Bay of Islands, Whangarei as well as in Auckland. This was followed by *Highjacker* and presently *Wild Card*, co-owned with son Andrew. Below is a summary of races and cruises undertaken:

<i>Highjacker</i>	1988	Auckland-Maloolooba, Tasman Cup winner
	1989	Fiji
	1990	Noumea
	1990	Sydney-Hobart
	1992	Noumea
	1992	Sydney-Hobart
	1993	Fiji
	1994	Sydney-Hobart
	1995	Bay of Islands-Port Villa

<i>Wild Card</i>	2001	Fiji
	2003	Fiji
	2006	Fiji
	2007	Vanuatu
	2009	Noumea



Janice crewed on all *Highjacker* races.

Ray recalls that he has had some quite nasty experiences over the years. Returning from Australia with Tony Rae on the helm they encountered 70-knot winds and had the spreaders in the water.

On yet another occasion *Wild Card* took a big hiding running bare poled back to Noumea in 50–60 foot seas, towing ropes, tyres, and just about everything else to slow them down. Ray said that being knocked down and sliding sideways down monstrously big waves with his two sons on board was frightening. Both Mike and Andrew are top sailors, and daughter Christina is also very sailing savvy.

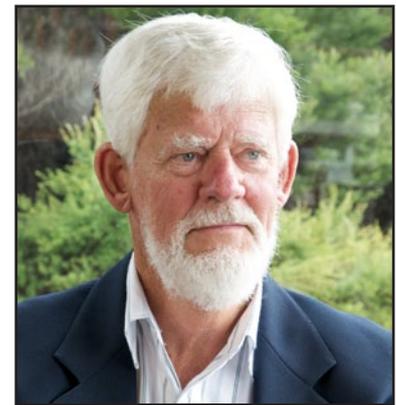
In 2009 Ray was named Northland Sailor of the Year.

### ***Bob Upperton***

Easily distinguishable by his loftiness, mop of white hair and beard, Bob has been a member of KCC since 1985. He was made a Life Member in 1991 for his years of hard graft for the Club as Secretary, Treasurer, Marina Committee member and after Doug Galbraith resigned, Chairman until 2001. Bob said that the rule then was “you were out as soon as you turned seventy”.

*Kotabi*, a 36-ft Hereschoff, has been owned by Bob since 1979.

Bob believes that the Club is in good heart, has first-class facilities for all members to enjoy but we need to consider consolidation for a few years as well as possible management restructuring for the future.



*Bob Upperton.*

### ***Bruce Douglas***

Marina Manager since 1996, Bruce recently retired from his position of Marina Operator. In the early days, having come from a banking background, it was his administrative skills that developed the systems need to run the Marina efficiently until he stepped down in 2004. Melanie McDiarmid was appointed. At that time the Club wanted this position to be fulltime and, according to Bruce, “it required advanced computer skills, which I didn’t have”. After a long career in the banking business, the opportunity to work outside, rather than being in an office, really suited him.

Bruce recalls some amusing incidents. One involved Morse cable failures, one a launch returning to its berth and crashing into and mounting a Marina pier.

The other launch owner, realizing he was in the wrong fairway, put his vessel in reverse gear. The cable snapped and the owner had the

choice of smashing into the Marina rock wall or C Pier gangway. He chose the gangway that was badly damaged.

Bruce was unique as a Marina Operator: other members will fondly remember that for several years he rode his son Reece's bike at the Marina, mostly to quicken up inspections. But as a result of compliance issues (and, Bruce says, "the Marina is inundated with them"), Club Management wanted him to wear a helmet as there were health and safety concerns, particularly when riding on the piers.

Bruce admitted that Management were right because once he tried to knock off a horse mussel with his foot, misjudged and both he and the bike ended up in the water. He eventually fished it out and took it home. No more biking and Bruce's cellphone was a bit the worse for wear.

Bruce quips that working in the Marina leisure situation was a whole lot better than banking. "At least when people came to see me it was by their choice. In banking people I met were mostly there because I had sent them a letter."

### ***Derry Godbert NMZM***

Quietly spoken retired school teacher with a Masters Degree (Honours) from Oxford, Derry has given almost 40 years of coaching and tutoring service to young sailors throughout the Bay of Islands and particularly Kerikeri Cruising Club.

Derry has been associated with Kerikeri Cruising Club since 1974.

In 2009 he was awarded the New Zealand Order of Merit for his services to youth sailing.

In his spare time he sails *Jinga*, a Nova 28.

Though he admitted to slowing down, he still actively coaches at Lake Manuwai and Doves Bay. Derry is a member of the Centreboard Committee and our representative on the New Zealand Yachting Association committee.

A very hard act to follow.

### ***Wyn Judd***

Long-time member since 1981 with yacht *Tereata II*, a Nova 28 that Wyn took offshore on many occasions. He is now with *Manuia*, a Marrauda of similar length that he keeps on A Pier.

At 82 years of age Wyn won the Around the Islands Race on 2 January 2011, second across the line in his division and was placed first on handicap. A starter in the inaugural Kerikeri to Port Vila Race in 1995 and again in 1997. At various other times he has cruised either alone or with crew and his wife Gladwyn has flown to Australia or Pacific Islands to meet him.

He recalls some fairly hair-raising incidents such as having to dive



*Derry Godbert.*



*Wyn Judd.*

overboard in the Pacific to untangle a rope around the propeller, a Tasman Ocean crossing lightning strike, a broken tiller in rough seas, as well as a 180° knockdown that left him unconscious and his crew member wondering what to do.

Wyn chaired the Sailing Committee for several years and was made a Life Member.

### ***Mark Beauchamp***

Chairman of the 75th Reunion Committee and Rear Commodore until he resigned for personal reasons in 2010, Mark joined KCC in 1989 and purchased *Sunday Sun*. He entered several Coastal Classics, coming first on *IMS* on one occasion as well as competing successfully in Air New Zealand International regattas. In one of those events, the fleet of seventy boats headed out in gale force conditions. Only thirteen yachts completed the race including *Sunday Sun* and *Sagitta* (skipped by Simon Willis). Mark said that “was my first taste of a bit of the rough stuff”.

*Sunday Sun* also raced to Vanuatu in 1995. Several boats have followed since the sale of *Sunday Sun* to Bob Donaldson: first *Sow's Ear*, then *Strictly Business*, *Liquore de Split*, *Thirsty Work* and the latest, jointly owned by Mark, Brian Hutching and David Ferris, called *Tongue Twister*. *Sow's Ear* represented New Zealand at the Southern Cross Cup in 1997, including the Sydney-Hobart race. She remains the only KCC boat to have officially represented New Zealand.

Mark has had a tendency to modify most of his boats in some way or other and the latest *Tongue Twister* is no exception. With No.8 wire technology Mark lengthened this boat by cutting through the hull using a chainsaw and then layered up a new section to join it together. Mark says his next boat may well be a launch!

Here are some of Mark's results in boats he has owned and skippered:

1993	Auckland-Fiji
1994	Air New Zealand IMS Regatta (Inshore), 1st
1995	Kerikeri-Port Vila Coastal Classic IMS, 1st
1997	Represented NZ in Southern Cross Cup, Sydney
1997	Sydney-Hobart
1998	Coastal Classic. 2nd, Div. 2
1999	Auckland-Fiji, 2nd ORC, 3rd PHRF Fiji Presidents Cup, 2nd Mooloolaba-Airlie Beach, 1st IMS Hamilton Island Race Week (TMA) Sydney-Hobart (DNF)
2006	Coastal Classic, 1st on line and handicap, Div. 5



*Tongue Twister.*

- 2007 SSANZ Simrad two-handed series, 1st on line and h'cap Bay of Islands Sailing Week, 1st Div. D. PHRF
- 2008 Coastal Classic, 2nd Div. 3
- 2010 Coastal Classic, 1st on line and h'cap Div. 2. 1st Overall.

Abbreviations:  
 IMS = International Measurement System  
 ORC = Offshore Racing Council Handicap  
 PHRF = Performance Handicap Racing Fleet  
 DNF = Did not finish  
 TMA = Too much alcohol



*Silver Hawk.*



***Keith Turner***

Keith has been a member since 1998 and has actively been involved on most committees ever since, currently with the Marina Committee.

With his engineering background he designed the haul-out area, including the boat trailer.

Keith and Gaeleen own the much admired launch *Silver Hawk*.

***Frank de Vries***

Commodore 2001-2003, member since 1990, Frank is chairman of the Launch and Cruise Committee.

He owns *Petty Cash*, a Farr 1020, which he bought as a hull and deck in Auckland, and finished himself.

Frank and his crew are regulars in A Division races.

***Ray Haslar***

Ray first started sailing as an eight-year-old in a P Class and without wanting to give away his age, that was many decades ago. His involvement over this time has shown it has been a “long and exciting love affair with the sea”, to the extent he is right up there with New Zealand’s best ever yachties. Although Ray and Leslie did not become members until 1993 when they moved to the Bay, they have become heavily involved in the Bay of Islands Regatta and have contributed much to its success.

Some of Ray’s accomplishments are listed here:

- 1959-60 Won National Champs in Z class.
- 1961 Left NZ as crew member on a 36ft yacht and sailed around the world. Complete circumnavigation over four years. Learned the skills of navigation over this period and skippered a charter yacht in the West Indies for six months.
- 1966 Auckland to Suva race as navigator. The yacht experienced a broken keel, and sank. Rescued by

- the Royal NZ Navy. Joined another yacht and crewed extensively around Fiji and Tonga.
- 1966 Sydney-Hobart, as navigator on *Santanna*, sailing both ways across the Tasman.
- 1969 Competed in Southern Cross Cup series and Sydney-Hobart on *Rebel*. New Zealand team finished 2nd.
- 1970 Navigated for Chris Bouzaid in the One Ton Cup on *Wai Anua*, 3rd overall.
- 1971 Southern Cross series, Sydney-Hobart as navigator on *Pathfinder*. New Zealand won the series and *Pathfinder* won First Overall in the Sydney-Hobart.
- 1973 Navigator on *Quicksilver*, Southern Cross series plus Sydney-Hobart.
- 1975 First time as Skipper in an international race, New Zealand's first Admiral's Cup Challenge on *Barnacle Bill*. Placed 5th out of 54 boats. Met the Queen and Duke of Edinburgh.
- 1977 Built and launched *Jenny H*. Won the Southern Cross series and was the sole NZ boat to reach Hobart in the roughest weather ever recorded for this race up to that time. *Jenny H* was the top individual points scorer over the entire fleet.
- 1978 Skippered *Inca* in Hawaii Clipper Cup.
- 1979 Tactician for Peter Blake on *Condor-Bermuda*, Sydney-Hobart. Second boat to finish.



*Rikki.*



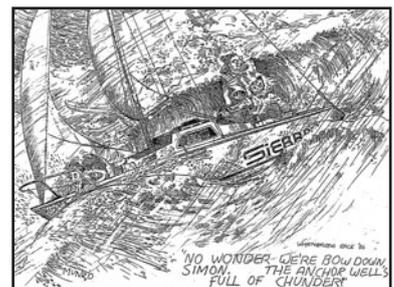
*Jive Talkin'.*

For the next 10 years or so Ray competed in all sorts of international events, and moved to the Bay of Islands, joining KCC in 1993.

2000 saw the launch of *Jive Talkin'*, a Davidson 10.6. According to Ray this has been his most successful offshore racer. Competing in the 2001, 2003, 2005, Auckland-Fiji races, plus Auckland-Noumea in 2002, all resulting in a podium finish. This year (2011) has seen Ray launch another, bigger Pugh-designed 42-ft yacht named *Rikki*. In 2003, Ray was named Northland Sailor of the Year, and in 2005 was named New Zealand Sailor of the Year.

### ***Simon Willis***

Simon and Judy moved to the Bay of Islands in late 1981. Simon described himself as an itinerant sailmaker and sailor, joining the Kerikeri Cruising Club that same year. Highlights of his sailing experiences up to this time were the Admiral's Cup on *Barnacle Bill* with Ray Haslar as skipper; a transatlantic race and Fastnet as watch captain aboard the Dutch Whitbread boat, *Flyer*; Los Angeles to Tahiti race; Sydney to Hobart and the SORC aboard *Bravura*, a Frers 49 from California; the first Pan Am Clipper Cup in Hawai aboard the winning yacht *Monique*, a Farr 2-tonner with fellow club member Don Pollock



in the crew, and finally as watch captain and delivery skipper on *Zamazán*, a Farr 52.

Some of the less enjoyable, but certainly memorable times, were grounding on Minerva Reef in the middle of the night, loosing the rig 1000 miles south of Hawaii on a Farr 52 with only two couples on board, and being rolled 360 in the North Atlantic on Christmas Day.

He arrived in the Bay with a newly built Ganley 25 called *Hedgehog*, and competed in the single-handed Trans Tasman race. Simon said it wouldn't have been the boat he would have chosen to do the race in if he had had a choice, but he entered anyway. For the first and only time the race organisers decided it was too hard to handicap single-handers, so they split them into two divisions — over and under 30 feet, racing on scratch. He finished more than a week ahead of the other 25 footer, and just over 24 hours behind the much larger winning boat.

The following year he tried to enter the Two Man North Island race, and while the Race Committee were prepared to ignore the minimum 28-ft length requirement in view of his Tasman achievement, they would not waive the requirement that the boat must have an inboard diesel engine. His co-skipper Rob Carpenter offered his quarter tonner with an inboard engine. They won the race on handicap, by more than nine hours, and Rob reckoned that the organisers only let them race in the hope that they would probably both drown each other.

Simon did two more North Island races, including one with former KCC Commodore Alan Robertson. Simon and Judy have owned several Spencer-designed yachts all named *Sagitta*, and over the years their company, Willis Sails, have been very good sponsors to KCC.

Simon's offshore racing and cruising have been many and varied over a long period, far too many to list. However, here is a sample of the last ten years or so.

1999	<i>Hurricane</i>	Sydney-Hobart and return
2001	<i>Fez</i>	Auckland-Fiji, Fiji to Australia, Hamilton Island Race Week
2004	<i>Odysseus</i>	Auckland-Noumea
2005	<i>Odysseus</i>	Circumnavigation of New Zealand
2007	<i>Hullabaloo</i>	Musket Cove-Auckland
	<i>Allegresse</i>	Port Vila to Kerikeri
2008	<i>Young Gun</i>	Auckland-Noumea
2009	<i>Sagitta II</i>	Auckland-Noumea
2011	<i>Limit</i>	Sydney to Auckland Bay of Islands to Wellington

In all of the above Simon has been Skipper, Navigator or both.

## 8.

# *Thoughts for the Future*

*by Glenn Saunderson*

In the last 25 years Kerikeri Cruising Club has increased its assets significantly with the development of a magnificent marina, sealed parking, a haul-out facility, new fuel pontoon, a modern marina building, a number of centreboard yachts, extensive clubhouse improvements and the jetty upgrade, together many other utility-type services such as up-to-date toilets, showers, sewerage and water supply, boat ramps, etc.

This has been a credit to all the hard working Flag Officers, committee members and members generally who have volunteered hours of their time without payment. In fact, altogether a fantastic achievement, and history will record this.

Having said that, in talking to many members — some of long standing — perhaps the time is near to rethink the way this Club is administered. With huge freehold assets the Club is still operating as it was 25 years ago. To ensure these assets are looked after, and even built on, it may be time to seek some professional advice on where to next. I am aware that several members have put their thoughts down on paper, some of which have been published in the monthly newsletter. This is healthy. I am also aware that Club management has held discussions on this topic also.

But in the world we live in today, no business with a similar size asset base would operate as we do. They would have in place at least 5-year and 10-year plans to achieve certain goals, cashflow projections, set strategies and responsibilities. There would be a CEO answerable to a Board, or in the case of the Kerikeri Cruising Club, this could be the Flag Officers and a general committee.

Some of you would argue that a CEO salary on top of what the Club currently pays out would further hike up subscriptions and marina rentals. Not so. A good CEO would pay his way by creating additional revenue streams from, for example: commercial-based activities, such as a marina shop; water-based events activities, such as dinghy, kayak, centreboard, launch and sailboat hire, as well as fishing trips, and so on, although some of these may require a change to the resource consent.

We could also better utilize the land that we own and in the process obtain useful income. The availability of family-type holiday

accommodation is a good example, which would dovetail with the restaurant and marina shop and the type of activities mentioned previously.

Leasing out the first floor of the clubhouse for commercial activities could also generate some revenue, as could the development of eco-based tourism, like bush and coastal walks.

Well that's a few thoughts for the future. But what I am sure of is that the collective wisdom of the Flag Officers and all committee members, plus the membership at large, will ensure this Club goes from strength to strength,

# *Appendix 1: Office Bearers*

## ***Commodores 1986-2011***

John Graham	1985-1987
Bob Buick	1987-1989
Alan Robertson	1989-1991
Murray Ferris	1991-1993
Jim McGlashen	1993-1995
Murray Squire	1995-1997
John Wallace	1997-1999
Peter Woods	1999-2001
Frank de Vries	2001-2003
Jim Clark	2003-2005
Gary Francis	2005-2007
Graeme McCarty	2007-2009
Peter Hooper	2009-2011

## ***Officers and Committees 2011***

*Flag Officers:* Commodore Peter Hooper  
Vice Commodore Andy August  
Rear Commodore Cheryl Rymer

*General Committee:* Flag Officers, Treasurer/Secretary, Sub Committee Chair people, Marina Deputy Chair, Jim Murdoch, and Irene West.

*Keelboat Committee:* Ric McCready Chair, Ron Berrington, Ian Derrick, Craig Gurnell, Craig Jones, Craig Partridge and Irene West.

*Centreboard Committee:* Tony Dalbeth- Hudson Chair, Alison Ayr, Garry Colebrook, Phil Harris, Raewyn King, Geof Pye, and Derry Godbert.

*Social and House Committee:* Cheryl Rymer and Trixie Newton.

*Launch and Cruise Committee:* Frank de Vries, with others as required.

*Marina Committee:* David Green Chair, Adam McSweeny Deputy Chair, Phil Harris, Peter Kennedy, Maurice Macken, Keith Turner.

## *Appendix 2: Membership as at September 2010*

### **Patron**

Shields, Tony

### **Life Member**

Galbraith, Doug ..... SHENAE

Godbert, Derry ..... JINGA

Judd, Wynn.....MANUIA

Rowsell, Lloyd

Shields, Tony

Upperton, Bob .....KOTAHI

### **Associate Life Member**

Galbraith, Wendy..... SHENAE

Godbert, Isabella..... JINGA

Judd, Gladwyn .....MANUIA

Shields, Ann

Upperton, Margaret-Mary.....KOTAHI

### **Long Service Member**

Anderson, Trevor..... LEARAE

Barnaby, Rex & Jennie ..... LEGATO

Barrett, Judy

Birchall, Noel

Buick, Bob & Jean .....TORQUE FLIGHT

Clarkson, Trish Fisk & Allan..... NICE ONE

Douglas, Bruce & Marcia

Dreadon, Russell & Maude..... SUMMER WINE

Graham, John & Mavis ..... FEZ

Green, G.L.

Hart, Ken & Merle..... DELPHINUS

Hayes, Ron & Jill ..... SPUNYARN

Hendl, Peter & Tissi

Hewlett, Brian & Gailene .....TALAREWA

Lodge, Ray & Janice ..... WILD CARD

Messenger, Mel & Lyndsey .....TEAMANU

Newton, Trixie ..... SAGACIOUS

Partridge, Tom & Helen

Reid, Jenni White & Alan ..... SEA RENITY

Riley, Brian & Jenny ..... ORANGE BLOSSOM

Watts, Deryck

Willis, Simon & Judy ..... SAGITTA II

Wood, John ..... GRANDMA

### **Members**

FM - Family Member

SM - Senior Member

YM - Youth Member

LD - Long Distance Member

S - Social Member

FM Adams, Martin & Maxine..... BOSSANOVA

FM Adams, Stan

SM Adamson, Phillipa

YM Aglietta, Anna

SM Ahlsen, Robin .....MOTIVATION

FM Alison, Robert & Jeanne .....AMITY

SM Alston, Laureen.....ELIMINATOR

FM Altorfer, George & Yolanda

FM Anderson, Ross & Jeanette ..... FREELANCE

FM Apps, Graeme & Mieke .....TAKARO

FM Archibald, Cam & Celia

FM Ardern, Keith & Adrienne.....BELLATRIX

SM Asquith, Paul

FM August, Andrew & Shirley ..... AALITA

FM Ayr, Lane & Alison ..... RUEBEN

SM Ayton, Richard

FM Baird, John Mandy Renfree

FM Baker, Bill & Jolanda..... MUSETTA

LD Bamford, Richard Dawn Bamford..... DOLFIJN

FM Barker, David & Tanya Westinghouse .....FEATHER

FM Barker, Jeff & Julie

FM Barnes, Patrick & Oriel .....JASCAL

FM Barrett, John & Michelle		FM Bunce, Philip & Deborah	
SM Barron, Douglas .....	ARA TAI	FM Burgoyne, Peter .....	SEQUEL
FM Bates, David & Adrienne		SM Burling, Peter	
FM Beauchamp, Mark .....	TONGUETWISTER	FM Burnside, Kristina Miller & Mark	
SM Bell - Booth, David .....	WINDSONG	SM Burrill, George	
FM Bell, Lindsay & Danielle .....	CRUZIN	S Burson, Neil & Lynis	
LD Berg, David & Mary .....	KISMET	FM Butler, Phil & Sue .....	MATHESIS
YM Berkhardt, Freia		FM Butler, Steve & Wendy .....	EARL GREY II
FM Berrington, Ron & Joan.....	WAVELENGTH	FM Butterworth, Bob & Trish .....	6
SM Beu, John.....	EXPRESSO	S Button, Ken & Jane Radford.....	MORNING LIGHT
FM Bindon, Brian & Deirdre .....	MERRY SHEPHERD	FM Byfield, Linton & Jan	
FM Bindon, Simone Scully & Sam		FM Callagher, Dave	
FM Bingham, Tim & Amanda.....	COYOTE BLUE	FM Cammell, Bill & Joan .....	TAMATANE
FM Blackley, Dave & Mandie		FM Cane, Nigel & Kerry	
.....	HEMINGWAY / ALCYONE	FM Cannon, Mike & Marie .....	BAY BREEZE
FM Blair, David & Julie Gatland.....	RAZZEL	FM Carere, Mike & Debbie .....	GUNGHA II
SM Bliss, John.....	TORRES	SM Carr, Les .....	RED ARROW
FM Block, Thomas & Sally Tait		FM Cartwright, Michael & Pauline	
S Blomfield, Mark		FM Casolasco, Cristiano & Happy.....	35 SOUTH
FM Blunden, Greg & Gay .....	AQUARIUS	FM Cates, Neil & Max .....	THE FOUR WINDS
FM Blunsom, Stuart & Dale.....	HUNTRESS	S Catt, Alan	
FM Bodle, Gary & Loes .....	TEMPEST	FM Chambers, Rob & June .....	SHADY LADY
FM Boggs, Dennis & Ngaire .....	UNPLUGGED	SM Chaney, Rewi	
FM Bonham, Haydn & Joanne.....	45 BELOW	FM Chapman, Malcolm .....	COMMODORE
FM Booth, Chris & Anne Marie .....	CHIPPER	FM Chesters, Bob & Heather Nixon ..	INDEPENDENCE
FM Borden, Jim & Kathy .....	FISH MAGNET	S Christie, Claire	
FM Border, Neville & Jeanie.....	HAT TRICK	FM Clapshaw, Mike & Rachel Byfield	
SM Boswell, Darien .....	BARGE	FM Clark, Bill & Kathy .....	ARDMACHREE
LD Boswell, Lee & Carol		S Clark, Dave	
LD Bouzaid, Bob		FM Clark, Jim & Pauline	
FM Boyle, Peter & Joyce .....	DEMOS	FM Clarke, Alan & Donna.....	TE HARINUI
FM Bradley, Brad & Helen Anderson.....	LONE BIRD	SM Clarke, Hanlon	
FM Bridson, Ross & Stephaine		SM Clarkson, David.....	ZINGARO
YM Brierley, Sam		FM Clemmet, Chris & Carol	
FM Briggs, Graham & Merle.....	ECLIPSE	FM Clouston, Graham & Jenny .....	BLEW SEA
FM Brock, David & Nickola .....	CONCLUSION	SM Cochrane, Doris	
FM Brott, Michael & Lian		FM Coen, Brian & Angela	
S Brown, Grainger		FM Colebrook, Garry & Andrea Sim .....	VIM
FM Brown, Mike & Cindy Smidt		FM Colebrook, Wayne & Elaine.....	NO NAME
FM Browne, Tony & Nicky .....	ZINDABAR	SM Collins, Gary	
FM Browning, Ian & Trish Baylis.....	CINQUANTE	FM Connolly, Shaun & Karen.....	MANUTERE
SM Bruce, Don .....	RUMBOTL	FM Cook, Ernest & Pat	
FM Bryning, Rob & Sam Harwood		SM Corbett, Reuben	
FM Buckthought, Russell & Pauline.....	.FROLIC	FM Corcoran, Tony & Cheryl .....	BLITHE SPIRIT
FM Budgen, Roy & Barbara.....	TUAHINE	LD Cosgrove, Denis	

FM Costello, Tony & Jeannie ..... INTERIM  
 FM Coulston, Barry & Margaret ..... WAIATUA  
 S Cox, Graham  
 FM Coyte, Tone & Maire ..... OSTEND FERRY  
 FM Currie, Roy & Gerri ..... SAUSALITO  
 YM d'Ettore, Angelica  
 FM Dalbeth-Hudson, Tony & Tania  
 ..... DEEP THROTTLE / BLACK PEARL  
 FM Danks, Alan & Lorraine ..... STRANGWAYS II  
 FM Darby, Ray & Laura Krehn..... ARIEL  
 YM d'Argentina, Benedetta Beria  
 FM Darrach, Bruce & Brenda O'Leary.  
 .....KLOEINER BAER  
 FM Davey, Mike & Lee ..... SHEER INDULGENCE  
 FM Davies, Anna & Steve ..... EXALTATION  
 SM Davies, Brett..... THE NAUGHTY STOOL  
 FM Davies, Daryl & Annie Prestt. .... BEDIVERE  
 FM Davies-Colley, Tony & Claire  
 LD Dawes, Derek & Jan ..... TIANA  
 FM Dawn, Alan & Gaye  
 FM de Langen, Nico & Linda..... WANDERER II  
 S De Ruitter, Steve  
 FM de Vries, Frank & Jan.....PETTY CASH  
 FM De Young, Geoff & Shelley.....HAPPENSTANCE  
 FM Denham, Bob & Jenny .....WOODWIND II  
 FM Denny, Paul & Helen ..... YOUNG NICK  
 FM Derrick, Ian & Kathy..... BLUE YONDER  
 FM Devine, Charlie & Pauline.....AMITIE  
 FM Dick, Malcolm ..... SEA TOY  
 SM Dickinson, Des ..... CONTESSA  
 FM Dickson, Shane ..... PAC A TAC  
 FM Donahoe, Paul & Kristine .....MARISA  
 FM Donaldson, Bob & Barbara .....SUNDAY SUN  
 LD Donovan, Rob & Carol  
 LD Doole, Paul  
 LD Douglas, Marty  
 SM Douglas, Ray.....APERITIF  
 FM Dowell, Jim & Monica..... SWEET INSPIRATION  
 YM Duevel, Johnas  
 FM Duffy, Paul John  
 FM Duley, Richard & Christina  
 FM Durham, John & Gillian ..... WAIOLAI / KERMIT  
 FM Eastwood, James & Di..... BELLATRIX  
 FM Ebdale, Brooke .....MARLIN BLUE  
 FM Edmonds, David & Toni..... OUR PLEASURE

FM Elliott, Rex & Erica  
 FM Elliott, Robin & Janet Monahan  
 FM Eusterbrock, Steffen.....CANBELEGO  
 SM Evans, Bob..... DAWN  
 FM Evans, Mark & Sally  
 FM Everitt, Tom & Rosemary .....TE HARINUI  
 S Ewings, David  
 SM Farland, Richard  
 LD Farrand, Bradley  
 FM Farrand, Kerry & Kristin ..... IRENE / HINEWAI  
 LD Farrand, Martin..... SCOUT  
 S Farrington, Justine  
 FM Fasher, Brett & Leah  
 FM Faulkner, Ian & Eunice.....T' IEN HOU  
 YM Favero, Eugenioo  
 FM Felton, Dale & Nanette .....MESMERISE  
 FM Ferris, David..... TONGUE TWISTER  
 FM Ferris, Justin & Kirsty Simpson  
 ..... DEEP THROTTLE  
 FM Fielding, Geoff & Jane.....PAPILLON  
 FM Fiske, Peter & Gaynor .....TAIHOA  
 S Flood, Carolyn  
 S Flowers, Jan  
 FM Forbes, Guy & Tracy  
 FM Ford, Leroi & Kaye Mann .....SUNDANCER  
 FM Forgie, Alan & Elizabeth  
 FM Forsyth, Hamish Howie & Debbie  
 FM Forsyth, Murray & Fay..... TOP HAT  
 LD Fountain, Robin..... HOPE  
 S Fox, Bruce & Debra  
 FM France, Doug & Vonnie ..... COTTON BLOSSOM II  
 FM Francis, Gary & Laurie  
 FM Franklin, John & Lynne Fuggle.....GLAYVA  
 SM Fraser, Warren..... NEFERTITI  
 SM Fussell, Gary  
 SM Galbraith, Andrew ..... SWEET INSPIRATION  
 LD Galbraith, Barry ..... SIESTA  
 LD Galloway, Sidney .....FREEDOM HUNTER  
 LD Garland, Toby ..... AEOLIS V  
 FM Garrett, Adrian & Sylvia..... SEA HORSE  
 FM Gault, Gavin & Shelley .....ARTFUL DODGER  
 FM Geddes, Simon & Winni  
 FM Gibb, Jeremy & Anne ..... SEA HAWK  
 FM Gibson, Toby & Kath..... SOLSTICE  
 FM Gifford, Sue Allen & Tony

LD Giles, Stan.....SHARADA  
FM Given, Ronald  
FM Gladding, Lance & Christine.....KIWI BREEZE  
S Goater, Ted & Julie  
FM Godden, Paul & Michelle ..... BLACK PEPPER  
LD Goldfinch, Ken  
SM Goldfinch, Simone .....SURF & TURF  
FM Goord, Richard & Rosie  
FM Gordon, Brent & Shona .....YOUNG MISCHIEF  
SM Govorko, Milan.....HVAR7  
FM Graham, Paul & Sue  
FM Green, David & Sue..... WINIFRED  
LD Griffin, Bruce & Nicola King.  
..... GREEN LABEL / BOB  
FM Griffin, Eric & Annie  
FM Grimme, Katie Aukett & Simon ..HIGH SPIRITS  
LD Grunau, David & Leslie  
FM Guerin, Derek & Lila .....PERSUASION  
FM Gundersen, B & M Holdsworth .. YOUNG ONCE  
SM Gundersen, Jon  
SM Gunn, Colleen  
LD Gurnell, Barry ..... JAGMEN  
FM Gurnell, Craig & Shannon Hawthorn  
FM Hacker, Juergen & Dorle  
FM Haigh, Bill & Denise  
FM Halligan, Paul & Sue ..... SALTAIRE  
FM Hannan, Brian & Liz.....KIALOA  
FM Harkins, John & Ruth.....JOCELYN  
FM Harkins, Kingston & Judy .....PELOROUS JACK  
FM Harris, Kim & Maureen..... KINGFISHER  
FM Harris, Philip & Zara ..... NGARO RUA  
FM Harrisson, Dick & Lillian..... VANITY  
FM Harvey, Barry & Janet  
FM Harwood, Martin.....ROBIN HOOD  
FM Haslar, John ..... RIKKI  
FM Haslar, Ray & Lesley ..... RIKKI  
FM Haycock, Neal & Linda.....MORNING LIGHT  
SM Hayes, Robyn  
SM Helm, Trevor..... DELIGHTFUL LADY  
S Henderson, John  
YM Hesel, Katherina  
SM Hilford, Neil Grant .....KNIGHT RAVEN  
FM Hodgkinson, Stan & Margaret...KNIGHT RAVEN  
FM Hogan, Mike & Denise  
FM Hollis, Nigel & Sue .....BBQ BAY EXPRESS  
FM Hollow, Divina Penney & Martin PANIC MOUSE  
FM Hollow, Trevor & Avis..... PANIC MOUSE  
FM Holmes, Tony & Jane ..... AVON  
FM Honeyfield, Peter & Joan  
FM Hood, Brenda & Tony ..... DOMINATOR  
SM Hooper, Michael  
FM Hooper, Peter & Yvonne ..... BEEP BEEP  
FM Horrell, David  
FM Howe, Bruce & Jenny .....FLEETWING  
LD Hoyle, David & Jan .....PENDRAGON  
FM Hunt, Fred & Kay ..... DEVON MAID  
FM Hunter, Bill & Pam ..... SUMMER WINE  
FM Hutching, Brian..... TONGUE TWISTER  
FM Hutchinson, Martin & Leigh ..... JINDALEE  
FM Hutton, Athol & Judy ..... TRESPASSER  
S Hyland, Harold  
FM Imms, Greg & Vivienne .....BAY LADY  
FM Inverarity, Graig  
FM Jackson, David & Dianne ..... INFLATION  
FM Jamieson, Robin & Lorraine  
FM Jepsen, Aksel & Susan .....PLAYMATE / M1  
FM Jerome, Lloyd & Laura Jerome .....LADYBIRD  
LD Jewel, Richard & Marilyn  
YM Johannsen, Jasper  
FM Johnson, Milton & Hilary .....ZUMA  
FM Jones, Bob & Anna Cartwright..... TEREHU  
FM Jones, Craig & Annette  
FM Jones, Craig & Annette  
FM Jordan, Barry & Lisa  
FM Jordan, Cyril  
FM Judd, Allister & Susan  
LD Kean, Paul & Carrie ..... STRANGWAYS II  
S Kearney, Jessie  
FM Kearney, Stephen & Ann  
S Kearney, William  
LD Keefe, David & Kay .....CHANCERY  
FM Kelly, Ron ..... VALIANT  
FM Kemp, Don & Sandra  
FM Kennedy, Chris & Sarah  
FM Kennedy, Peter & Trisha .....PESCADOR  
YM Kennemann, Katherina  
FM Kensington, Bryan & Annette .....TARA-ITI  
FM Kensington, John & Megan ..... PSYCHO CIRCUS  
FM Keoghan, Terence & Gwen  
FM Kerr, Alan & Susie..... OKAHU

FM Kerr, Ian & Kate  
 FM Kimpton, Murray & Teresa  
 FM King, Bill & Doris  
 FM King, Jason & Raewyn ..... HARRY D  
 FM Kistemaker, Taco & Simone Schut  
 FM Knippers, Hein & Sharron .....METRO  
 FM Larrivee, Larry & Anne Berry..... BANKSEA  
 FM Laurie, Graeme & Karen  
 FM Laurie, Ross  
 FM Lawson, Ian  
 FM Le Couteur, Charles & Glenys  
 SM Le Page, Norman ..... CALYPSO  
 LD Lee, Dennis  
 FM Lemon, Lloyd & Noelene .....PERSUASION  
 FM Lemon, Raymond & Alison.....GAMBLER  
 FM Leslie, Alan & Judith .....DIVA  
 FM Little, Norm & Bev ..... LA VITA  
 LD Locke, John & Caroline ..... MARANGAI  
 FM Lockyer, Ross & Lestari ..... SAMUDRA  
 FM Lodge, Andrew & Natasha..... WILD CARD  
 FM Lodge, Geoff & Sara Toft ..... INSTINCT / OASIS  
 FM Lodge, Mike & Sharron ..... HEMINGWAY  
 FM Logan, Lester & Heather .....COMPADRE  
 FM Lott, Ken ..... TAWHITI  
 S Lucas, Peter  
 FM Lund, Roger..... SCAMP  
 SM Lupis, Ante .....LADY DIANA  
 FM Lynch, Ross .....R & R  
 FM Lyon, Bruce & Sharon  
 LD Lyon, Cliff ..... SEALYON  
 LD MacBrayne, Laurie ..... CONCERTO  
 FM MacGregor, Ian & Mary ..... CHIARA  
 FM Mackay, Dereck & Adrienne  
 FM Macken, Maurice & Anna ..... CORONADA  
 LD Mackenzie, Bruce & Joss ..... ARC en CIEL  
 S Maher, William  
 FM Mandeno, Alan & Mary .....ALFRESCO  
 SM Mark, John..... WAR LORD  
 FM Masefield, Murray & Leigh ..... SKINNY DIPPER  
 FM Mason, Miller & Heather ..... ADAGIO  
 FM Massey, Jim & Jane ..... .LOUANNE  
 FM Mathewson, Ross & Donna Mathewson  
 FM Matterson, Garth & Lindsay ..... SOLACE  
 FM Maxwell, Kevin ..... WARLOCK  
 FM May, Earl & Marsha  
 FM McBain, Mal & Sue  
 FM McCallum, Malcolm & Sheila ..... TANGENT  
 SM McCarty, Brendon  
 FM McCarty, Graeme & Lyn ..... SANSON  
 FM McCaughan, Sean & Jane ..... BRIZAN  
 S McCondach, Dennis & Bev  
 S McConnaughy, Jame  
 FM McCready, Richard & Heather Windsor.  
 ..... WITCH WIND  
 FM McHardy, Adrian & Elaine ..... OPEN COUNTRY  
 SM McKay, Sandy ..... JACQUELINES  
 FM McLea, Peter & Janet..... THAT GIRL  
 FM McLennan, Alan & Ingrid  
 FM McManus, Steve & Katrina Upperton . MOKENA  
 FM McNaughton, John & Barbara ..... TOPSY 11  
 FM McNeilly, Peter & Moira ..... PACIFIC JEWEL  
 FM McSweeney, Adam & Ruth ..... DIAMANTINA  
 LD Melvin, Colin & Sandy  
 LD Meredith, Dave & Becky  
 FM Miller, Bruce  
 SM Miller, Stephen ..... HICKY BURR  
 LD Mitchell, David ..... SHANDON  
 FM Moir, Greg & Maureen  
 LD Moloney, Bill & Carolyn Oberst.....SHAG  
 FM Moon, Shane & Lesley .....NGA HAU E WHA  
 FM Morris, Phil & Ricky ..... SHAKEDOWN  
 FM Morrish, Mike & Shirley ..... CHIKARA  
 FM Morton, Alan & Barbara.....SCIMITAR  
 FM Mowat, David & Hilary  
 LD Murdoch, Andrew  
 LD Murdoch, Hamish  
 FM Murdoch, Jim & Claire ..... WHITE HOT  
 LD Murdoch, Rebecca  
 S Murgatroyd, Alan & Wanda  
 FM Murrie, Joe & Marie Montanjees  
 SM Musil, Peter  
 FM Neave, John & Nita .....KOLEA  
 FM Neil, John & Glenda  
 FM Newport, Blue & Lynley ..... VALENTINE  
 FM Newport, Max & Maren ..... ROCK'N ROLL  
 FM Ngan, Joe & Margo .....ECLIPSE  
 FM Nicholl, L Kupka & Gordon  
 LD Nietert, Daniela & Eckardt ..... CASABLANCA  
 SM Norris, Carl..... BOSSONOVA  
 S Norris, Tony

FM Norton, Gail & Lex	FM Reed, Simon
S Nunn, Michael & Anne	LD Rees, David & Karen ..... MAHARA
YM Obladen, Alex	S Reeve, Brian
LD Offa, Peta..... TOUCHE	FM Reid, Chris & Sara
FM Ohlendorf, Klaus & Zhixian..... SHANGHAI TAN	FM Rennes, Lex & E Schoffelmeer..... MURITAI
FM Olds, Ron & Joy ..... ZORA	FM Retton, Dennis & Averley..... SANTE'
FM Orams, Alan & Debbie ..... GOLD STAR	SM Ricco..... JIMMY
YM Orlandini, Tommaso	LD Riddell, Neil
FM Oxley, Sam & Pip Stewart ..... WISE GUY	FM Riddle, Stuart
FM Palmer, Rob & Kath	SM Riley, Colin ..... BLACK JACK
LD Parlour, David & Trish..... HALCYON II	S Ritchie, Hugh
SM Parrish, Brian	S Robertson, Alan
FM Parsons, Wayne..... CALITA	FM Robertson, Ian & Karen ..... ASTRA II
FM Partridge, Craig & Leigh	FM Robinson, Garry & Alison ..... SURREEL
.....ANIMAL BISCUITS / JACQUELINE / M1	FM Robinson, John & Angela ..... CHICANA
FM Pasquale, Antonio & Stefania Muraro	SM Robinson, Max
..... CALIPH / WINDJAMMER	FM Robinson, Peter & S Robinson-White
FM Pedersen, Eric	S Roffey, Tim ..... THE ARK
FM Penney, Michael & Suzanne ..... OUR FREEDOM	FM Rogers, Murray & Barbara ..... RAMBLER II
FM Petrie, Kelvin & Elizabeth ..... TRIESTA	FM Ross, Trevor & Shirley ..... BAYLINER TROPHY
LD Petrie, Russell ..... ANISTASIA	YM Rossi, Alessandro Mury
FM Pettigrew, Richard & Marion..... RENOWN	FM Roux De Buisson, Peter
S Philip, Tony	LD Rowe, Brad ..... BLUEFIX
FM Phillips, Jim & Leslie	FM Rowe, John & Robyn ..... BLUE FIX
FM Plowman, Neal & Annette	FM Rowsell, Pete & Jenny..... ALEGRIA
FM Plowman, Ross & Dianne..... TE WAKA	FM Rowsell, Wade & Sue
SM Pollock, Don..... ACE	FM Ruddell, Norman & Tessa..... ASTRADYNE II
FM Pool, Mike ..... PATRICIA M	SM Rudkin, Andrew ..... CLANSMAN
S Poore, Barry	FM Rundle, Stephen & Shirley
YM Possett, Johan	FM Ryan-Bell, Barry & Margaret ..... DOCTOR WHO
FM Potts, Dave & Debby ..... SAVANAH SAFARI	FM Salmon, Terry & Janet Salmon..... CAVILAR
LD Poyau, Richard	SM Sanderson, Bruce ..... FINALEE
LD Pratt, Mike	LD Sanderson, Eric & Win..... WEST WIND V
FM Pratt, Tony & Sue..... GAMBIT	SM Saunderson, Glenn..... CORONET
FM Pye, Geoff & Andrea Ohlendorf ..... WIRRUNA	FM Sceats, David & Linda Liu
FM Pyne, Morgan & Tomasetig Francesca	FM Sceats, Max & Shirley..... LA PAJARA
FM Quilter, Mike & Robyn	FM Schaasberg, Charles & Cheryl Rymer..... ANTE
SM Quilter, Sam	YM Schmidt, Benjamin
SM Quin, Kaye	LD Schofield, David & Linda
S Radford, Jane & Ken Button	FM Scholl - Latour, Roman & Seida ..... FENG SHUI
FM Rae, Grant & Lesley..... ASGARD	FM School, Kerikeri High
FM Raines, Garth & Lyn ..... JACANA II	FM Scopas, Andrea & Katrina..... THE CHAIRMAN
FM Ralph, C J & Carol ..... EL PESCADOR	FM Scott, Keith & Christine ..... ODYSSEY
FM Ray, Tony & Leanne	FM Scott, Neil & Jessica ..... DE JA VU
FM Read, Len & Lyn ..... SHANDI	FM Scully, Patrick & Paddy

FM Seelig, Howard & Beatrice  
 S Sefont'e-Bodle, Ross & Sylvia ..... SUN CHASER  
 SM Semb, Chris ..... SHANGRI-LA  
 FM Sexton, Malcolm & Vivienne ..... GREY SEAL  
 FM Sharp, Phillip & Anne-Marie ..... PENULTIMATE  
 FM Shaw, Russell  
 SM Sheffield, Robin ..... VAGRANT  
 FM Sheldon, Brett & Fleur Aspden ..... PAPERCHASE  
 FM Shepherd, Claude & Debarah  
 FM Shields, Andrew & Na 10  
 FM Simmons, Ray & Anne ..... CARLOTTA ANNE  
 FM Sinton, John & Lorna  
 S Sirl, Bryan  
 FM Small, Leslie & Ursula  
 S Smellie, Charlie  
 SM Smith, Alastair ..... REFUGE II  
 FM Smith, Bill & Lynette ..... SPRAT  
 SM Smith, Dean  
 FM Smith, Hans & Florence ..... JAGGED EDGE  
 LD Smith, Jenny  
 FM Smith, Owen & Beth ... CHANGES OF LATITUDE  
 SM Smith, Rex  
 SM Smitheram, John ..... ALTAIR  
 FM Soland, Bruce & Sue Calan ..... CLARICE  
 FM Spencer, Barry & Julie ..... PEARL DIVER  
 FM Spice, Don & Robyn ..... DON JUANITO  
 FM Spiers, Aidan & Elke Liebe ..... RONGOMAU  
 FM Spreadbury, Ken & T Morton ..... JOLLY NOVA  
 S Spurr, Eric Bernard  
 FM Squire, Murray & Christine ..... GRANNY SMITH  
 SM Stacey, Roderick  
 FM Staff, Kit ..... CHIMERA  
 FM Steadman, Warren & Robyn ..... CLOUD NINE  
 S Stevenson, Ian  
 SM Stewart, Iain ..... LA DAL  
 FM Stocker, Phil & Sue ..... ENTROPY  
 FM Stockley, John ..... GAZELLE  
 FM Stratful, Kevin & Carol ..... SECLUSION  
 FM Suess, Stephen & Cheryl ..... CARRIED AWAY  
 FM Suggett, Bob & Liz ..... VERONICA  
 FM Summers, Peter & Primrose ..... PROSPECT  
 FM Sutherland, Doug & Paty ..... MER SOLEIL  
 FM Tanner, Dennis & Colleen ..... VAGRANT  
 SM Taylor, Murray ..... FESTINALENTE  
 FM Thomas, Donald ..... DANELLA  
 LD Thomas, Eric  
 FM Thompson, Allan & Helen ..... SHIRAZ  
 SM Thompson, Harold ..... VELSHEDA  
 FM Tingey, Richard & Janette  
 ..... NORTHERN REBEL / DEEP THROTTLE  
 FM Titmus, Gavin & Erin ..... FLASHWAVE  
 SM Tombs, Ben ..... CHARMAINE  
 FM Townsend, Michael  
 S Townsend, Murray  
 FM Trickett, Janet Heenan & Chris  
 SM Tubbs, Shirley ..... JACQUELINE  
 FM Tuke, Andrew & Karen ..... ITS TIME  
 LD Tuke, Blair  
 FM Turner, Andrew & Melanie MacDiarmid  
 ..... ABBAGALE  
 FM Turner, Keith & Gaeleen ..... SILVER HAWK  
 SM Turner, Mark ..... F/15  
 FM Turner, Royce & Mandy  
 SM Turner, Stephen ..... HONFLEUR  
 YM Van de Kelt, An-Sofie  
 LD Verstrate, Marc ..... CASTIGNO  
 S Voigt, Laurence  
 FM Vroege, Marcel & Rhona Mackenzie  
 FM Vujcich, Peter & Ann Davies  
 FM Wakelin, Gavin & Karen Hawtin.. WASTED AWAY  
 LD Waldron, Martin & Jan ..... WARM RIDE  
 FM Wallace, John & Margaret ..... VIXEN VI  
 FM Walshe, Mike & Kay ..... SAFARI  
 FM Walters, Ian & Jacquie ..... OPTIMUM  
 FM Wards, David & Barbara ..... EXODUS  
 FM Warren, David & Avril ..... MARIANA  
 FM Warren, Peter & Claire ..... BARONESS  
 FM Warwick, Alan & Gael ..... ACE  
 FM Waterman, Bruce & Helen ..... DEF LEOPARD  
 FM Webb, Philip & Josephine ..... WALTER MITTY  
 YM Wegman, Julius  
 FM Wellington, Tom & Barbie  
 SM Wells, Alastair John ..... GREEN LABEL  
 FM Welten, David & Jillian ..... SUGAR N' SPICE  
 SM West, Irene  
 S Wheeler, David  
 SM Wheeler, Lyn ..... POTEEN  
 SM White, Brian ..... GOLDEN DELICIOUS  
 LD White, Chris ..... EASY RIDER  
 FM White, Graeme & Dorothy ..... SASPARILA

FM White, Laurie Jill White .....	PENRHYN	FM Woods, Pete & Veronica .....	PHYSICAL FAVOURS
FM White, Paul & Joanna		FM Woodward, Mike .....	BAJA
FM Whitelaw, Cliff & Lee .....	EXODUS	SM Woolley, David	
FM Wichman, Kevin & Leigh .....	POTEEN	FM Workman, Jim & Joy	
FM Wilkinson, Russ .....	VIRTUAL REALITY / M1	SM Wright, Dean .....	ARETHUSA
FM Williams, Barry & Suzanne .....	BEDOUIIN	FM Wright, John & Jan .....	SECOND CHANCE
FM Willis, Doug & Lu .....	WEONA	FM Wright, Murray & Isobel .....	GOLANDRINA
SM Wilson, John		FM Wright, Murray & Julie .....	VENOM
SM Wilson, Ron .....	ALOHA	FM Wright, Neville .....	CHILLI PEPPER
LD Wilson-Petch, Jimmy		FM Wyllie, Christopher .....	ZETA
SM Wood, Andy		FM Yardley, Alan & Eileen Taylor .....	OCEANEER II
S Wood, Brian		FM Young, Rod & Heather	
FM Wood, Steve & Lynne Baldwin .....	SOLEIL	LD Yovich, Bruce.....	DELMAR II
SM Woodhall, Scott		FM Zammit, Dave & Pip..	RAINBOW CONNECTION

## OBITUARY

(Albert) Lloyd Rowsell 11 October 1918 - 11 April 2011

(with grateful thanks for contributions from Wade Rowsell, Patrick Scully, Mike Canon,  
Dean Wright, and Melanie MacDiarmid)

Lloyd Rowsell, founding member of Kerikeri Cruising Club, Life Member, Commodore 1961-1963, and Patron 1993-2009, died on 11 April 2011 at the wonderful age of 92 years. He is remembered as a warm and friendly man, a great raconteur and teller of tales.

Lloyd's affinity with the sea started at an early age when, as a baby, he fell into the tide at Opito Bay. Luckily he was rescued by his older brother Trevor and from that point on he had a strong connection to all that happened in the Kerikeri Inlet. In the pre-war and immediate post-war years many of the young lads and their families would knock off work on a Friday at Kaikohe, Okaihau, and Kerikeri, and go down the inlet by boat from Waipapa Landing to the Bunkhouse for a weekend's sailing. Amateur boatbuilders remember Lloyd at the planer shed at the sawmill in Okaihau and then later Kaikohe, where he looked after them with top quality kauri and kaihikatea.

With his help and immense knowledge and experience, young people who were building or repairing their boats would come away with the right timber for the right job.

During the Second World War, Lloyd was an armaments artificer attached to the New Zealand Electrical and Mechanical Engineers. Part of his duties involved the establishment of guns in emplacements around the Northland coastline. He was present during the test-firing of the two guns on Moturoa Island. The first and second shots were maximum and minimum trajectories and the third was fired at the Ninepin. It was a direct hit as evidenced by those who had the binoculars and saw a fair amount of rubble blown off "The Pin". (abridged)

## *Appendix 3: 2010 Winners*

### *Keelboat Trophy winners*

Single Handed	<i>Zuma</i>	Milton Johnson
2 Handed	<i>Bedouin</i>	Barry Williams
His & Hers	<i>Coyote Blue</i>	Tim Bingham
Round the Islands	<i>Deep Throttle</i>	Justin Ferris
Round the Islands A Div	<i>Deep Throttle</i>	Justin Ferris
Round the Islands B Div	<i>Paperchase</i>	Brett Sheldon
Round the Island Trad.	<i>Mokena</i>	Katrina Upperton
Coastal Series	<i>That Girl</i>	Peter McLea
Ladies Series	<i>Wiseguy</i>	Sue Graham
Wed Night A Div	<i>Deep Throttle</i>	Justin Ferris
Wed Night B Div	<i>Golden Delicious</i>	Brian White
Rum Race A Div	<i>Hickey Burr</i>	Steve Miller
Rum Race B Div	<i>Coyote Blue</i>	Tim Bingham
Summer Series A Div	<i>Petty Cash</i>	Frank De Vries
Summer Series B Div	<i>Golden Delicious</i>	Brian White
Winter Series A Div	<i>Physical Favours</i>	Pete Woods
Winter Series B Div	<i>That Girl</i>	Peter McLea
Winter Rum Race A Div	<i>Sagitta</i>	Simon Willis
Winter Rum Race B Div	<i>Bedouin</i>	Barry Williams
Fastest Times A Div	<i>Deep Throttle</i>	Justin Ferris
Fastest Times B Div	<i>That Girl</i>	Peter McLea
Crew Member Contribution		Adam McSweeney
PHRF Club Champ	<i>Deep Throttle</i>	Justin Ferris

### *Centreboard Trophy winners*

Junior Start Trophy	James Ayr
Opti Green	Shae Donahoe
Opti Open	Petrina Sheldon and Matt Bindon
Most improved Female	Petrina Sheldon
Most improved Male	James Ayr
Slash	O'Shea Butler
Hawk Trophy for Mistrals	Tony and Jack Dalbeth-Hudson
Keelboat Trophy	Klaus Ohlendorf
Red Cross Trophy	Dylan Wichman

## ***Appendix 4: Sponsors***

### ***Keelboat sponsors***

Over the last 25 years there have been numerous sponsors supporting KCC. Without them the Club, as with most sports-orientated organizations would not have been so successful. Sponsors for 2010 were as follows:

#### GOLD SPONSORS

WILLIS SAILS

CRAIGS INVESTMENT PARTNERS

TRIXIE NEWTON'S WORLD TRAVEL

GOODYEAR AUTO SERVICE CENTRE

LION NATHAN

SUPPORTERS

A1 SECURITY

FELL ENGINEERING

CRAIG PARTRIDGE YACHTS

NORTHLAND SPARS AND RIGGING

TYREPOWER

HARVEY'S REAL ESTATE

SOUTH PACIFIC MARINE CANVAS&UPHOLSTERY

SCOTTRONIC TECHNOLOGIES

HALVO SIGNS

FURNITURE COURT

LIQUOR WORLD WAIPAPA

## *Appendix 5: 75th Jubilee Weekend*

Our 75th Jubilee year was marked with a weekend of activities which started on Friday the 25th March 2011. Unfortunately the weather wasn't kind on the Saturday and Mark Beauchamp, Chairman of the Jubilee Committee, commented that it required a change of plan, moving from the marquees to the clubhouse. Friday evening was a get-together and catch-up with Mark acting as MC and introducing Commodore Peter Hooper who warmly welcomed everyone, especially those past members who had made the effort to be part of the celebrations, thanking past and present members for making the Club what it is today, as well as remarking on the stories of some of the things members used to get up to before we all became too PC! He also acknowledged the catering effort for the evening by Charles and Cheryl.

A local kaumatua congratulated the Club on reaching 75 years and gave his blessing for the future.

Mayor Wayne Brown, a former member and at one stage a very keen and competitive yachting enthusiast, gave a very humorous speech to the amusement of all.

Saturday saw the start of the keelboat Around the Islands race, and Mark said it was well supported and even included a couple of boats never seen racing before. Once again the weather caused a few problems with a lack of wind causing confusion with the procedure for shortening the course, finally resulting in the race being abandoned. However there were plenty of prizes given away and a fun time was had by all.

Catering on Saturday was carried out by the Kerikeri Gym Club. In the evening, dancing to the music of the band Shagadelics was fantastic, with the band donating their entire fee of \$1000 to the Canterbury earthquake appeal. Mark said that a loose-change jug on the bar was similarly donated. Sponsors of the drinks were thanked, and it was said that from the feedback of those who attended, all had an enjoyable weekend.

**Part Two**

KERIKERI CRUISING CLUB

*50 Years On*  
(1936 – 1986)

Glenn Saunderson

## **Author's Note**

All possible precaution has been taken to ensure the accuracy of the detail of the script set out in the pages of this book. A considerable amount of time has been spent in research, and numerous sources of information have been carefully checked out. It is however recognised that with the passage of time, even if only fifty years, memory becomes dimmed. Several witnesses of the same event will give varying versions of it, especially yachties. In the main though, accounts of happenings as occurred in the foundation years particularly, seem in agreement. One very regrettable fact is the loss of old and not so old Club records. Who knows what valuable and important details went with them. It is hoped that in the next fifty years all possible precautions will be taken to minimise further losses. Perhaps a Club member will take on the task of creating some sort of display in the new Clubhouse.

Taken all through it is unlikely that the accuracy of any of the happenings related herein can be significantly questioned or much improved on, given the information made available to me, and the time in which this had to be completed.

It also seems reasonable to point out that the compilation of this book has been done on a purely voluntary basis by the author with no pecuniary reward whatsoever and all monies from the sale of this publication go to the Kerikeri Cruising Club Incorporated.

## Foreword

Clubs like the Kerikeri Cruising Club have recorded a special place in the history of sailing in New Zealand. From humble beginnings much romance and adventure have been gained in these years of growth. Fifty years is a long time, and during that time clubmates have made lifelong friends and enjoyed countless hours of relaxation, adventure and exploration through the medium of sail.

The vision of our benefactor Mrs Wood in gifting the land to founder members can never be praised enough.

She has given the Club an everlasting monument that we can now enjoy and we hope her name will always be associated with our unique Club.

The aim of a Club like ours is to race, cruise and enjoy comradeship through sailing.

The passage of time has seen many changes. The latest addition of our new Clubhouse builds the foundation for a lively, friendly meeting place, for all members to romance and enjoy hours of fellowship.

May the next fifty years of the Club sail on smooth waters and a fair breeze.

John Graham,  
Commodore Kerikeri Cruising Club

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"Sierra" under "Shykite".

## Foundation Years

Several stories exist on the way the Club started, one concerns a bunch of kids from Okaihau and Kaikohe, amongst them the Rowsell lads who found a maori canoe at Lake Omapere, and from this discovery developed an interest in boats, eventually sailing in the Kerikeri Inlet. There is a fair ring of truth in this tale, but to quote Lloyd Rowsell when asked to substantiate this story "You need to sort out the wheat from the chaff, best to ignore it as it was mostly the figment of a young journalist's imagination".

Gordon Mackereth, a lake adventurer himself, reckons several people such as Vernon Atkinson, the Twizells, Mark Waters, himself, and a guy further up the Mangonui Inlet, all had boats and were sailing during 1935. Mark Waters photographs certainly confirm this. All of them set out independent of each other from the various locations close to Kerikeri, and with no organisation to co-ordinate or guide them, an accident or some kind of misadventure was sooner or later bound to occur.



Hoisting sail for first time on Sea Fox, 19th April, 1935.

Sea Fox stretching sail November, 1935.



Having seen the bunkhouse at Manganese Point, belonging to the Whangarei Cruising Club, Arthur Mackereth, Gordon's Dad, was quick to appreciate the advantage such a headquarters would give to future sailing in the Kerikeri area. Probably with concern as a parent in mind mostly, he placed the initial advertisement calling for a meeting of interested people. The meeting was held in the upstairs room of Bob Cleave's Stone Store on 5 December, 1935.

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### KERIKERI GAZETTE

Saturday, January 4, 1936

#### KERIKERI CRUISING CLUB

We have received advice anent the formation of a local cruising club for the purpose of yacht racing and cruising in the Bay. The officers are as follows :

President—J. A. Creswell, Esq.;  
Vice-President—R. Cleave, J.P.; Secretary and Treasurer—Mark Waters.  
The Committee appointed are Messrs. A. Mackereth and C. Cowan.

The annual subscription will be 2/6.

A subsequent meeting was held on 9 January, 1936, and from the combination of both, the Kerikeri Cruising Club came about.

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Saturday, February 1, 1936

### KERIKERI GAZETTE

#### KERIKERI CRUISING CLUB

A special meeting of the Kerikeri Cruising Club was held on January 9 to form the rules of the Club. The meeting was held in Mr. R. Cleave's store. Mr. J. A. Cresswell presided.

The rules of the Tamaki Yacht Club, Inc., were obtained by Mr. A. Mackereth and these were adapted to suit local conditions.

The annual general meeting has been fixed for September. Any special meetings will be advertised in the local newspaper, or will be posted in a conspicuous place.

A Rally was held on Sunday, the 19th inst., at Opito Bay. An eight-mile race was held, Mr. M. Waters' boat proving an easy winner.

- Officers were elected
- Rules of the Tamaki Yacht Club were accepted in amended form
- Affiliation to the Auckland Motor Boat and Yacht Club Association was sought
- A Post Office Savings Bank Account was opened
- Organised sailing activities were planned
- A Club Burgee was adopted
- Trophies were donated.

The Kerikeri Cruising Club was now a fully blown Club.

It is unclear from the early minutes just how many attended the Stone Store meeting, but it is thought that with the addition of new members L. Brady and R. Skudder, the total membership in 1936 stood at 41.

V. Atkinson	G. Walker	J. Cresswell
H. Alexander	A. Mackereth	Commander Reeve
G. Mackereth	G. Hansen	M. Waters
L. Brady	R. Pleasants	R. Skudder
R. Cleave	G. Hansen	C. Cowan
R. Shannon	R. Walker	S. Roos
J. D. Le Clerc	C. Little	R. Lewis
G. Kendall	G. Bryden	R. Shirliff
G. Thorpe	V. McInness	J. Stokes
H. Jenkins	W. Twizell	T. Swann
L. Waterhouse	J. Bush	R. Lemming
C.R. Rowsell	G. Black	L. Rowsell
C.B. Hawkes	Captain Emanuel	R. Benner
J. Twizell	A.H. Pickmere	

The early strength of the Club from a sailing view point came from local and inland members such as:

Twizell brothers — farmers	Ray Rowsell — saw miller
Gordon Mackereth — blacksmith	Lloyd Rowsell — mechanic
MacLeod — post and telegrapher	Mark Waters — orchardist

Support on management of the Club was directed by the likes of George Hansen, Pick Pickmere, Reg Shirliff, Bob Cleave, Vernon Atkinson, C.R. Rowsell, Gerald Black and Arthur Mackereth to name but a few. During 1936-1938 picnic races were held approximately once a month, with competition racing each fortnight.

Regular meetings were held usually at the Commodores place or the new pavillion (Kerikeri Hall). Dances proved popular. Strong in heart as a Club with an enthusiastic bunch of young and not so young sailors, the Club still had no headquarters.

But in October 1938, George Wood who had recently purchased Doves Bay and was living in the house now owned by Sally Kent (formerly owned by Sam Dove a boat builder of sorts who finally went insane, no parallel is intended with the boat builders who are Club members today) made a verbal offer of approximately five acres to include the beach opposite his house. (Incidentally the house was then known to be haunted and may still be today.) The intention was for this land to be used as a sheltering and rest up spot for members and ultimately to become the headquarters. Location wise it was ideal. Sheltered in all winds except South East, it had a private, sandy, obstacle free beach, not steeply shelved and with both water and flat land closeby. Above all, it was mid distant to Waipapa and Skudders where most boats were launched, and the favoured Mangonui Inlet where nearly all races, including picnics, were held.



Vernie Atkinson's bach, Mangonui Inlet.

Vernie Atkinson's bach up the Mangonui Inlet seemed to be the mecca for these outings. Kerikeri Cruising Club was quick to take up this offer and less than a month later A.H. Pickmere wrote out a

simple though quite legal agreement. It read as follows: "An agreement made this 20th day of November, 1938, between George J. Wood, Registered owner of section III in VII Kerikeri Survey District of the one part, and the Kerikeri Cruising Club of the other part, whereby it is agreed as follows; That the Club be permitted to erect on part of the said property a Club building and make reasonable use of the land adjoining the building. That the Club undertake to protect by all means within its power the said property and trees thereon from damage. That the Club have the right to remove the said building entirely if or when such removal be considered desirable."

Signed at Doves Bay by George J. Wood, Registered owner.

Signed for and on behalf of the Kerikeri Cruising Club, A.H. Pickmere, Commodore

Two years later on 15 March, 1940, Mrs Agnes Anne Wood signed a memorandum of transfer giving complete title of twenty acres more or less of land surrounding and including the "Bunkhouse" to Kerikeri Cruising Club, now a duly Incorporated Society. With its own permanent waterfront headquarters, there was no further need to pursue through the Harbour Board, a possible Clubhouse site at Waipapa Landing.

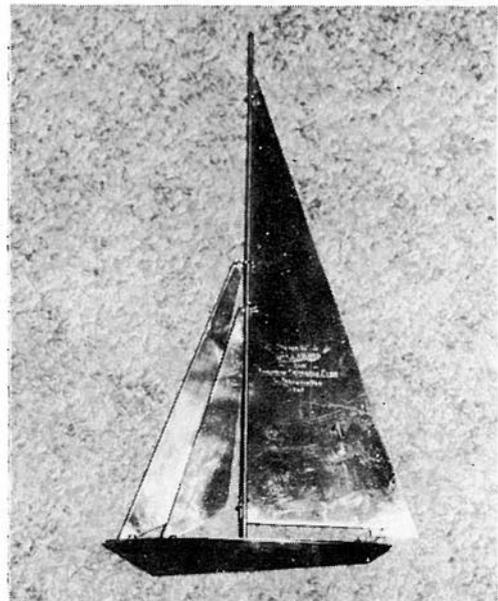
In a recent interview with Mrs. Wood and another early Club member Mrs. Enid Strongman (nee Bruton), Mrs. Wood remembered how Pickmere gave her five shillings to formalise the transaction. She quoted her words at the time, "I'm giving the land to your Club and I don't want your bloody five shillings".



Carmen Wood and Commodore at Russell 1985.

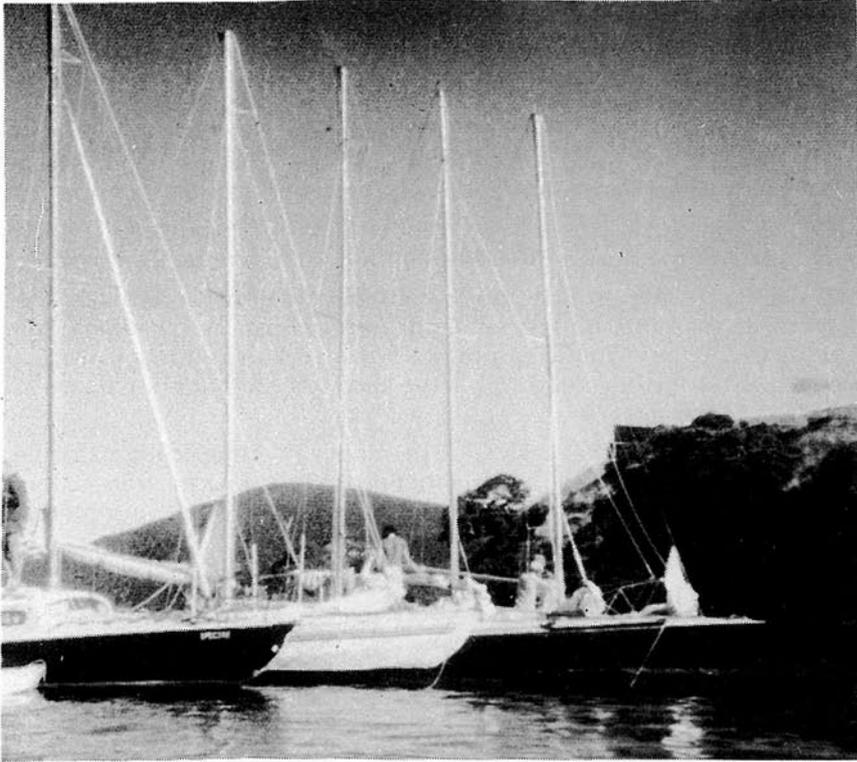
She took it only when Pickmere told her that it was a statutory requirement, as land could not be given away without some kind of token payment. How times have changed. At Easter of 1940, as a gesture of appreciation the Club presented Mrs. Wood with a small engraved, silver plated yacht trophy.

Trophy presented to Carmen Wood 1940.



She still treasures this as a reminder of the many good deeds and assistance Club members carried out for her as a young pioneering mother almost fifty years ago at Doves Bay.

According to Mrs. Enid Strongman, the Maori name for Doves Bay is Rapoto, meaning the short day.



Diamonds at Whangaroa Spectre, Rainbow, Starfire, Facet and Windsong.



Conclusion of "Flying Ants" champs at Doves Bay.



"Honeywell" reaching.

## The Bunkhouse

Plans were quickly drawn up by Pickmere for a 20' x 10' shed at an estimated cost of forty-eight pounds. This was built and furnished except for painting, by a group of some twenty odd enthusiastic members, during labour weekend 1938. The timber ex Rowsell's mill, Okaihau, was brought down by launch and landed at the beach. With the foundations already in, it was framed with untreated weatherboards and shutters for windows closed it in. A corrugated iron roof together with a fabricated iron chimney made by our present Patron, Gordon Mackereth, completed the outside. Inside, two rows of bunks around the walls were added, to bed a dozen people. Bunkhouse rules were published.

Gordon Mackereth tells of Pickmere being clearly upset on arriving at this working bee to find the foundations already in place, but incorrectly sited, on the foreshore reserve, and not as he had drawn up. In subsequent years, Kerikeri Cruising Club ran foul of the Marine Department and was given an order to remove this building.

Eventually it complied and demolition took place in April 1968. If readers turn to the section on Extended Club Membership, the plan drawn up in 1960 shows the extent of the Bunkhouse encroachment.



## The War Years

During the years 1939 to 1941 there was a significant exodus of members to the Services. Pickmere in his Commodore's Report to the Annual General Meeting in 1939 wrote:

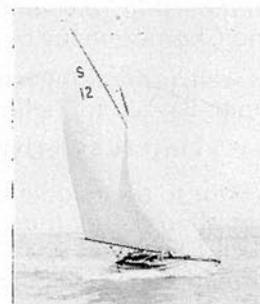
"Many members have already enrolled with the National Military Reserves and may be called up at any time, but I should urge all members for their common good to remember the old British slogan — Business as usual! — and to proceed with their ordinary and civil duties and the fitting out of their yachts for the coming season."

While activities of the Kerikeri Cruising Club gradually wound down from 1939, 1940 and 1941 were still busy years and saw some notable achievements. Picnics were held, fund raising dances were organised, and in co-operation with the Harbour Board thirty-seven protected moorings were established in the Kerikeri and Waipapa Rivers, twenty-seven were taken up by Club members. Larger boats such as the 16 foot Mullet boats "Namu" (Rowsell's) and "Muru" (Alexander's) were added to the fleet. The Kerikeri Cruising Club built a jetty at Waipapa Landing (this was demolished in the 1950's and replaced by the existing jetty). Through the endeavours of the Kerikeri Cruising Club, though notably Pickmere who was a real conservationist at heart, three rangers were appointed by the Harbour Board, with power to act on the Board's behalf for the protection of native trees and fauna, and to prevent damage to beaches and shores.



Namu — Rowsells.

Muru — Alexander.



Though not a very big sports Club, Kerikeri Cruising Club lent forty pounds to the New Zealand Government for war purposes on the basis that it was interest free for the duration of the war and due for repayment six months thereafter. Towards the end of 1940, meetings were virtually suspended due to benzine restrictions preventing out of town members from attending. Trophies were returned by holders, and all absentee members on war service automatically became honorary members.

The Bunkhouse was padlocked and organised sailing activities ceased.

Membership in 1940 was recorded as:

Kerikeri	23
Okaihau	12
Died	5
Absent	17
Kaikohe and Waimate	4
	<hr/>
Total	61

Of this total, nineteen were on active overseas service, and eleven on home service, quite apart from members involved in essential work.

### **ROLL OF HONOUR FOR MEMBERS KILLED ON WAR SERVICE**

#### **Gordon Callendar (RNZAF)**

Gordon's parents donated the Callendar Cup which is raced for by today's Centreboarders.

#### **John Raymond (Navy)**

John was an early Committee member and purchased Mark Waters first yacht — "Sea Fox".

#### **Rodney Shannon (Army)**

Crewman for Mark Waters on "Sea Fox", killed in Greece.

#### **Selwyn Roos (service not known)**

Financial member since September, 1936.

## **Later Years**

The Kerikeri Cruising Club continued to stay in recess with the Bunkhouse still padlocked and no officially organised activities. Of course, it must be remembered that most of the younger members having returned from overseas service found themselves back in the work place. For most of them, building homes and looking after young families had to come before yachting and without them the Club barely ticked over. Records show no Annual General Meetings were held from 1942 to 1945. In 1946 following its first Annual General Meeting since the war, the executive decided to continue in recess. It remained that way through the 1948 and 1949 season. By then support had rekindled, the economy was improving year by year and in the early 1950's another bunch of enthusiastic young yachties arrived on the scene to join those of the war years who had taken their yachts out of storage.

Keith Shiftliff, in a recent letter to Lloyd Rowsell said he could remember at least seven boats besides his own "Golden Arrow" such as: Bob Best "Z Class"; Michael Block "Skimmer"; Des Birchall "Idle Along"; Ron Kiernander "Y Class"; John Wood "Own Design"; Terry Cleave "Clinker Y Class".

Plus some pre war 14 foot and 16 foot centreboards. Regrettably all Club records for the period 1949 to 1955 seem to have been lost.

Probably the most significant development took place in the late 1950's with an upsurge in membership, one hundred and three members by 1959, coinciding with the introduction of Sabots and Cherubs, many of which were being built by the do-it-yourself members of the Club.

As well, fundraising had started for a new Clubhouse with bottle drives (133 dozen collected from Opito Bay alone) raffles, plus highly successful street stalls, being held.

### **THE ROAD WAS NOW THROUGH TO OPITO BAY**

Prior to the middle of 1955, no road existed beyond Redcliffs Road which stopped at Circuit's woolshed corner (now Dreardons). After a public meeting held in the Memorial Hall, chaired by Cecil Clow who was Commodore at the time, the Bay County in agreement with landowners, formed a road to Rangitane and Opito Bay. As a landowner, the Cruising Club contributed fifty pounds. Such was the state of this road, metal only came years later, Kerikeri Cruising Club held

working bees and put in a culvert crossing, where previously there was only a ford at the Kurapari Road/Opito Bay Road junction.

Most road users carried spades to ease the water off the road or to open clogged water tables—slashers were also carried to cut ti tree to cover the slippery patches in order to get traction and most times it was prudent to travel in convoy.

**PUBLIC AQUATIC SPORTS DAY**

With road access into Opito Bay, picnics proved more popular than ever.

The Club held its first ever Public Aquatic sports day in 1958 and four hundred people attended. Strings of signal flags on loan from the Navy were set up on poles to create a nautical and festive atmosphere. “Heavies” like Bill Gibson collected gate money. Commodore Merv Birchall thanked everyone for coming and opened the day. Activities were arranged to include novelty events, fishing contests, outboard races, beauty parades, tug o’wars, etc. as well as to cater for the yachties. One newspaper reported fifteen boats started in the senior event won by the Routley Brothers from the Bay of Islands Club. Seventeen boats, mostly Sabots raced in the Junior event.

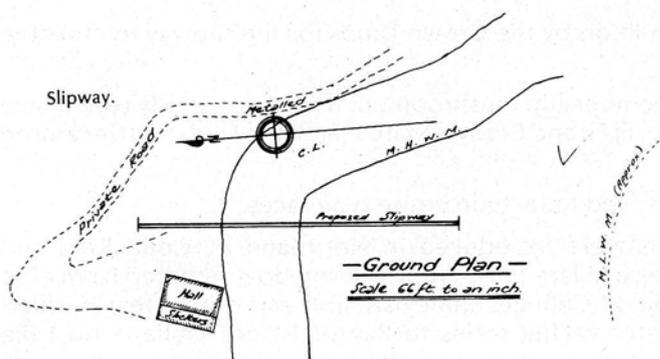
**NEW CLUBHOUSE**

In June 1959 the County approved the plan drawn up by John Dawn for a 50’ x 25’ x 8’ Boat Shelter and working bees started straight off. Gerald Black donated the pine trees which were felled and cut locally. The timber to floor level was supplied from Rowsell’s Kaikohe mill, and despite the fact that one had either to come in by sea, or walk down through the ti tree (the access to the Club property was bulldozed several months later) the building was built over the winter months by eager volunteers.

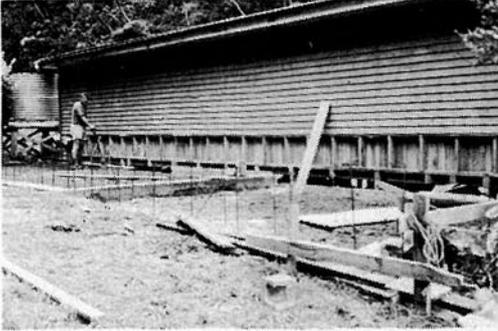
Lloyd Rowsell remembers timber and supplies were transported to Opito Bay, and loaded at low water onto three pairs of 44 gallon drums lashed together to provide flotation. On the incoming tide a couple of Seagull out-boards were fitted to a sternboard and the lot motored around to Doves Bay for off-loading.

This building was used for dinghy shelters initially, which meant clearing the hall prior to any social, but by 1961 boat racks were built on the eastern side for the larger centreboarders, and a lean-to shelter accommodated the sabots on the west wall later. Sharp and Sons refused any payment for the considerable bulldozing works for the eastern boatracks, Clubhouse, road access and parking areas. Many others were similarly generous.

The 1960’s, particularly the early part, proved a very social time for the Club and the Social Committee boasted no fewer than six ladies who met frequently to organise and arrange functions. Power was connected in 1962, a slipway proposal was finalised, and the application processed which took quite a few years to bring to fruition, quite apart from hours of work by many club members, especially Merv Birchall - Slipmaster.



Kerikeri hosted its first Northland regatta, proposals for a jetty were put forward, navigation classes were started by John Dawn, a kitchen was built, plumbing was put in place. Training weekends were held for Sabots, extra pile moorings were requested and approved by the Harbour Board.



Additions to Clubhouse

Cherub championships were held. The idea of extended Club membership was ratified.

This, like many other sporting clubs was a growth period. Literally dozens of local youths experienced the thrills of sailing.

Possibly the hottest argument, or issue, the Club got into, was its decision in 1965 to pay only part of the NZYF olympic levy. Kerikeri Cruising Club considered this levy too expensive and unsuited to a small country club with little hope of providing members for olympic selection. In 1968, after prolonged correspondence battles plus some very nasty personal correspondence to its executives, Kerikeri Cruising Club pulled out of the NZYF altogether, but not before it had made its feeling widely known. Not just on the question of the olympic levy but also on voting rights.

In later years the Club rejoined the NZYF. The present delegate is Derry Godbert. Earlier delegates were G. Mackereth, L. Rowsell and Jill Hayes.

In 1968 the slipway finally became operational. Later improvements saw the winch motorised, and an adjustable cradle made to accommodate a greater size range of keelers. The once very popular Cherub fleet had dwindled so much, that there were insufficient numbers to hold the championship.

Junior membership with Sabots and a few P class boats was however still strong. Twenty-three applicants attended a Sabot training school weekend, run by Alf Hancox with assistance from Club members. To try and overcome the demise of the Cherub and to give extra incentive to the junior sailors, another class of centreboard boat was sought.



Ron Hayes instructing juniors.

Plans were purchased for the Flying Ant which attracted considerable interest, and a number of juniors progressed into these two man boats. In 1974 a National Flying Ants championships was hosted by the Kerikeri Cruising Club.

The bunkhouse was demolished as a condition by the Crown Lands for the slipway to cross the Marine reserve.

Noticeably from the late sixties, Keeler membership mushroomed, where previously (with some exceptions such as Birchall's Sheena, Dawn's Fi Fi, and Brady's Matua, etc), the Club mostly catered for centreboarders.

The need existed to add races for Keelers, and to include cruise type races.

Intersecondary School Yachting contests were introduced in Northland by Colin Reid and Kerikeri Cruising Club hosted the first of these in late 1969. Twenty-seven boats entered from nine schools. Such competition between Northland Colleges still exists, and earlier this year Kerikeri High School narrowly lost an exciting match racing series to Bay of Islands College on Lake Manuwai.

## Today

Club membership records show two hundred and thirty-four Senior members in 1986. Unfortunately, the information on the computer print out sheets provided to me, does not give any clue to the type of membership. However, the writer feels certain that more than one member of a family is included in many of the names listed, so the real figure could be considerably in excess of that. There is no question however that membership is increasing fast, with forty-five new applications processed in the first four months of 1986. It was for this very reason, and faced with escalating maintenance costs on the old Clubhouse built nearly thirty years earlier, to say nothing of the major facelift and improvements soon requiring attention to keep pace with today's multiplicity of regulations on liquor licencing, fire, health and food, plumbing, etc, that a majority of members at the 1984 Annual General Meeting indicated approval for the Club's executive to study and report on all the options, even that of building a new Clubhouse. A sub-committee of: D. Galbraith, B. Buick, J. Graham, R. Voigt, undertook this brief over twelve months, then constructed a carefully thought out proposition for a brand new Clubhouse and offered this as the best alternative. This was put to members at the 1985 Annual General Meeting held at Kerikeri High School. It was accepted. Minutes of the meeting recorded the fact that there wasn't a single dissenting member from the large number in attendance.



Clubhouse 1986.

The race to build started. Of course, the considerable finance required to build, first had to be achieved from the planned sale, of a part of the Kerikeri Cruising Club's twenty acre property, along the south west boundary. It was an area of eight acres more or less, not being used, and due in fact to the land topography, couldn't be seen anyway. A sale was concluded late in 1985 for \$140,000. Debentures have since raised a further \$15,000.

Siteworks started late 1985 and construction quickly followed, supervised by Honorary Clerk of Works, Doug Galbraith. Together, the Building Committee all have made a huge contribution to the project, not just their labour, but the time spent, costing, ordering, servicing materials, organising permits, organising working bees, problem solving and the one hundred and one other tasks faced with a building of these dimensions.

For the record, Mike Cannon, active yachtsman and former Kerikeri Cruising Club Centreboard Champ in the 1960's, and Bob Butterworth were engaged as contract builders, assisted at various times by others, like John Beach.

Response to working bees has been top notch, including quite a few members who had previously been at working parties for the old Clubhouse.

Now completed, with its appealing roof shape and huge decks, it blends magnificently with the bush and sea backgrounds. The view from the water is spectacular. It heralds an exciting new era for the Kerikeri Cruising Club.

Several hundred members, old and young, including founder members from fifty years ago, invited guests and well wishers attended the opening of the Kerikeri Cruising Club's new Head Quarters, on Saturday, September 27th, 1986.

Commodore J. Graham offered congratulations to members for their contributions, before the club's patron fired the hand-made miniature cannon to officially declare it open.

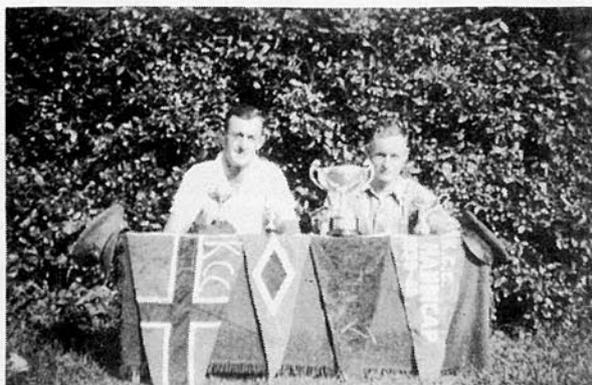
## The Story of the Kerikeri Cruising Club's Pennant

Today, our Club flag, or burgee as some yachties prefer to have it called, is widely known and respected throughout New Zealand as a blue flag with a red diamond on a white background. It has been represented proudly by Club yachts right around New Zealand and at many overseas places. This flag, chosen from a design submitted by a syndicate of Reg Shiftliff and Harcourt Alexander, the former now deceased, proved to be a tireless worker for the Club, the latter, now in his eighties and living in Auckland, was a long serving secretary and active sailor and the Club's first life member, was approved by the Auckland Motor Boat and Yacht Association in 1939.

In the pre-war years up to 1938, a different flag was used and the story behind the existence still brings a smile to early members. When it was considered necessary at the first Annual General Meeting in September 1936 to have a Club flag, rather than design one itself, the Committee arranged for an Auckland bunting manufacturer trading under the name of "Le Roy" to do it for them.

Quite unbeknown to our Club, Le Roy had a gross of pennants already made up which were previously ordered for the Milford Cruising Club which had gone into recess during the depression in the 1920's.

Being a shrewd business man and quick to get rid of stale, unsaleable stock, he simply arranged for one of these to be forwarded to Kerikeri. It was adopted, more were ordered and subsequently used by all Kerikeri Cruising Boats. He quit his stock and Kerikeri Cruising Club had a flag.



Ray and Lloyd Rowsell 1940, pennant on left was first Kerikeri Cruising Club flag.

However, during 1938, the Milford Cruising Club reformed and visiting Milford keelers to the Bay of Islands took a strong dislike to the smaller Kerikeri centreboarders flying their flag. They protested to the Auckland Motor Boat and Yacht Association requesting an immediate change and thus the Kerikeri Cruising Club present flag came into existence.

Kerikeri Cruising Club also has flags for the Commodores.

### COMMODORE

A broad pennant (swallow tailed) otherwise similar to Club flag.

### VICE COMMODORE

Same as for Commodore but with one ball near the staff.

### REAR COMMODORE

Same as for Commodore but with two balls near the staff.

(It would be quite easy to make a joke here, wouldn't it?)

## Picnic Races

Most early races were picnic races with some six to eight yachts competing on Purerua courses, using anchored launches as marks. Picnic races were advertised in the Kerikeri "Gazette" and by posters displayed in local shops in Kaikohe, Okaihau and Kerikeri.

Spectators comprising girlfriends, wives, parents usually embarked on George Hansen's launch, called "Penguin", at the Stone Store jetty for a fee of one shilling, and six pence and were ferried out to a selected beach, where he grounded the barge. Passengers disembarked via a ramp, and picnicked on the beach, or swam or watched the race.

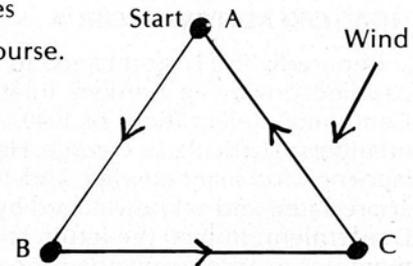
Races were usually started with flags lowered on fifteen and ten minutes and a shotgun signalled the start.

Courses were mostly within the Manganui over three to six miles. Other launches acted as course marks.

## Opening Day Picnic Race 6 December, 1936

6 mile Race — 2 laps of 3 miles

All boats of scratch. Race started 2.07pm. 5 yachts competed course.



Remarks: Tide running out. Wind fresh but variable. 'Waimea' 45 secs late starting. 'Roma' tore mainsail on mark C.

Results:

1st	Sea Fox	finished 2.55¼pm	M. Waters
2nd	Roma	finished 2.56	V. Atkinson
3rd	Foam	finished 3.2½	G. Mackereth
4th	Waimea	finished 3.3½	R. Benner
5th	Teddy	finished 3.14½	W. Twizell

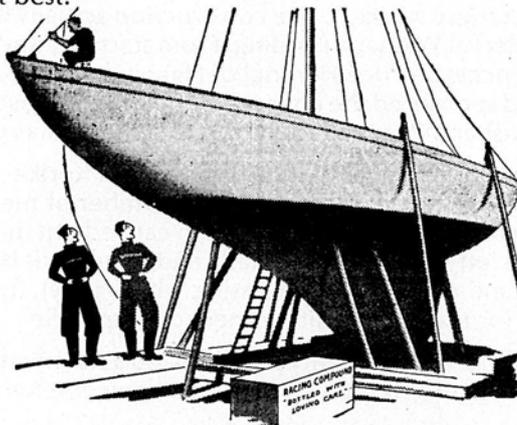
Handicaps were introduced for the second Picnic Race, Boxing Day, 1936.

Unless staying on overnight, boats were towed like a string of sausages back up the Kerikeri Inlet. Sometimes however, they waded them, paddled or pushed using spinnaker poles, making a late return, especially for the inland members.

It is quite hard for modern yachties to perhaps appreciate the difficulties encountered by these early members, such was their love of sailing, and by comparison we who sail today, do it much more easily. Take the Twizell brothers of Okaihau for instance. The late Richard Benner told me, "They handmilked thirty-five cows, carried out the normal farm chores, then rode on their bikes from Okaihau to Waipapa Landing, slipped their boat, and depending on the tide or wind, either, rowed or sailed to the start in Doves Bay. After the race it was a row or sail, if lucky, back to Waipapa, to finally face the bike ride over metalled roads to Okaihau to milk cows in the evening."

The non farming members were not much better off either, because they usually worked a forty-four hour week, which meant working Saturday morning until twelve o'clock.

Gordon Mackereth remembers the fun they had launching at Waipapa early Saturday afternoons and racing to Russell to try and get to the Duke of Marlborough before six pm closing. He swears that they never made it, but perhaps this newspaper advertisement borrowed from Mark Waters answers it best.



### Yachts Spell Lachts of Spachts and Tachts of Ale (Whacht Racht)

Or Lloyd Rowsell, on returning to Skudders Beach where he had left his car, to find the Ford at Waipapa Landing (there was no bridge) impassable, and having to use the old bridle track on to the Main Highway. Kapiro Road didn't exist, but the track virtually traced a similar path.

The slipway at Table Ale Bay is a veritable hive of activity these week-ends—the term "Dry" Dock being a misnomer. And what with the pungent aroma of Oakum, the fascinating fragrance of racing compound (both varieties), the subtle scent of navy cut, the heaven-sent ozone of the ocean (and the Bosuns' Broth), we are thankful indeed to go down to the sea for our sips. Harold Heeltaps-Smith is doing penance in the bilges—ever since that last party—the committee is fearfully down on that sort of thing, you know. Major Burr-Cantle, (who has a cousin in the Navy and once saw the moorings of the "Shamrock"), times his arrival to the second—just as the "sun goes over the Yardarm." What with his yachting cap and book of "Naughtycal Terms," he's a perfect picture of an Armchair Admiral. Even worse than this, he threatened to sail as one of the crew. Until Tim, with a master-stroke of diplomacy, suggested that he should fire the starting gun. That fixed the Major! And now, we liberty men must report to the Master-at-Arms to box the compass, run the cutter, splice the mainbrace, broach the cargo or what the bosun's whistle. Yes sir, a noggin of Nelson's Nectar, a basin of Buccaneers' Beverage, and who said sailors don't care?

## Genial TIMARU

THE FRIENDLIEST DRINK IN THE WORLD

Bottled with loving care by John & Co. Ltd. Anzac Avenue, Auckland. Copyright 1934-1936

# Waitangi Canoe

## NGA TOKI MATAWHAORUA

Reputedly the largest canoe in the world at 117 feet, this was launched at Waipapa Basin, and paddled down the Kerikeri Inlet to its place at Waitangi, to coincide with the Waitangi Day Centennial Celebrations of 1940. At the launching and on prior occasions Kerikeri Cruising Club members, particularly George Hansen and Pickmere offered technical assistance, use of their launches for manoeuvring and towing, loan of mooring ropes, poles etc. A fact very much appreciated and acknowledged by the Native Department, which preceded today's Maori Affairs Department. In fact, the letter, still in our files, invited the Kerikeri Cruising Club executive and members to accompany the canoe as escorts to Waitangi. Many did just that.

Stories of the construction of this canoe are plentiful, but mostly different. From conversations with long time residents, like Clarry Henderson, Owen Fuller and Owen Best, together with information from newspaper articles, and access to photographs, the following story would seem most reliable.

Two kauri logs chosen from large trees quite deep within the Puketi forest, were hauled out by bullock teams during 1938 under the control of Sam Radokovich of Okaihau. Sam incidently was Peter Jurisich's grandfather. In stages over three weeks, he operated a team of twenty-four bullocks harnessed to haul out these logs. The main log weighed nearly twenty tonnes and was seventy feet long. It had been shaped, and was to form the centrepart of the canoe.

Transportation was very difficult over steep, wooded slopes, which had to be crossed to get to the edge of the forest. Often temporary bridges needed to be made to cross ravines, and the bullocks trained to cross the bridges without baulking. The second log was cut into two thirty foot sections. A third fire damaged tree was felled and roughed into huge planks, thirteen feet wide and six inches thick, by forty feet long, to make up the top sides of the hull or Rauawa. These planks were also used for the tall bow and stern sections.

From the forest logging skids, they were transported by truck and trailer to Waipapa Basin. Cartage was done by Jim Penney of Okaihau who used a back up team to assist. Often he had to disconnect the trailer arm and virtually push and pull in two directions to manoeuvre around tight corners, before finally off loading.

At the Waipapa Basin, it became a common sight for locals and particularly the young out of town guys who regularly used that as a place to launch and retrieve their centreboard yachts, though some were permanently moored, to see a small team of Maoris working under the direction of Mr. Peter Heperi Senior, from Waihou Valley, hollowing, shaping, carving and eventually scarfing together the two shorter logs to the main hull.

Owen Best and Clarry Henderson both of Riverview are two locals who remember this well. In fact Maude Henderson cooked a few meals for these workers. The construction actually took place near to the spot now marked by the public toilets at Waipapa Landing. From start to launch date, 30 January 1940, nearly two years had passed. Princess Te Puea Herangi of Ngarawahia attended the launching. In fact, she initiated the scheme and sponsored the entire project with the Government's backing. Also there was her father and her husband Piri Poutapu who had overall charge.

At first it was thought George Hansen's barge and winch, plus assistance from Kerikeri Cruising Club members would be needed. But from the efforts of a considerable number of men, several timber jacks, and only after the appropriate Karakia or prayers, had been carried out, it slid easily into the water to float straight. Moored to the jetty, which incidently had been built by Kerikeri Cruising club members (demolished in 1957 and replaced with existing wharf/jetty), it was fitted with an inner deck made from long Manuka for the crew to sit or kneel on to paddle.

Vincent Michie from Okaihau made the paddles. With seventy paddlers and a Kaituki standing to call time to the paddlers' strokes, plus others chanting, it set off on the tide-down the Kerikeri Inlet to Waitangi.

Kerikeri Cruising Club members accompanied the canoe in launches, such as Owen Fuller in Jemima, and it was reported they had difficulty keeping up to the pace of Nga Toki Matawhaorua, which translated means, "Two Striking Axe Edges".

Nearly fifty years later, this same canoe is kept in its special house at Waitangi, and has many times carried Royalty and other distinguished persons.



Smoko in Puketi Forest.



Kauri tree selected for canoe.



Felling underway.



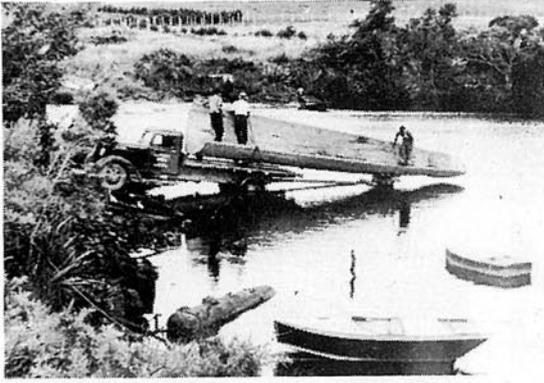
Hollowing begins.



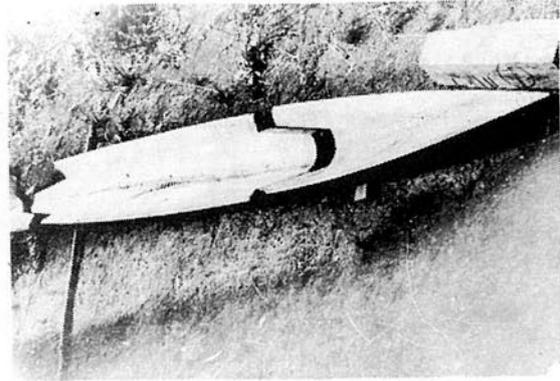
Hauling out main section by bullock team.



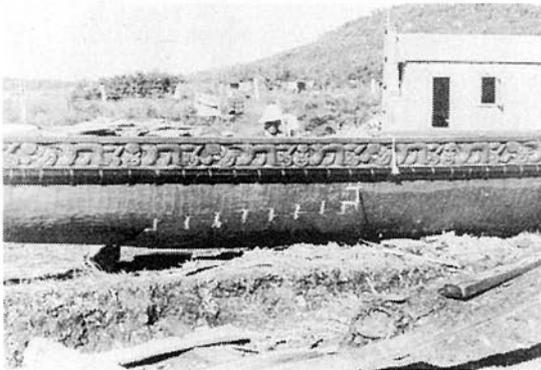
Further work before transporting.



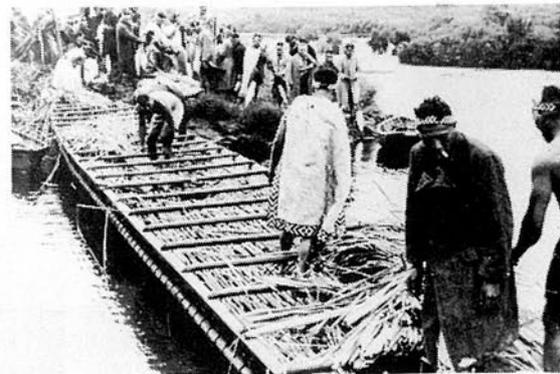
Unloading at Waipapa Landing.



Scarfig sections together.



Almost in water.



Final preparations.

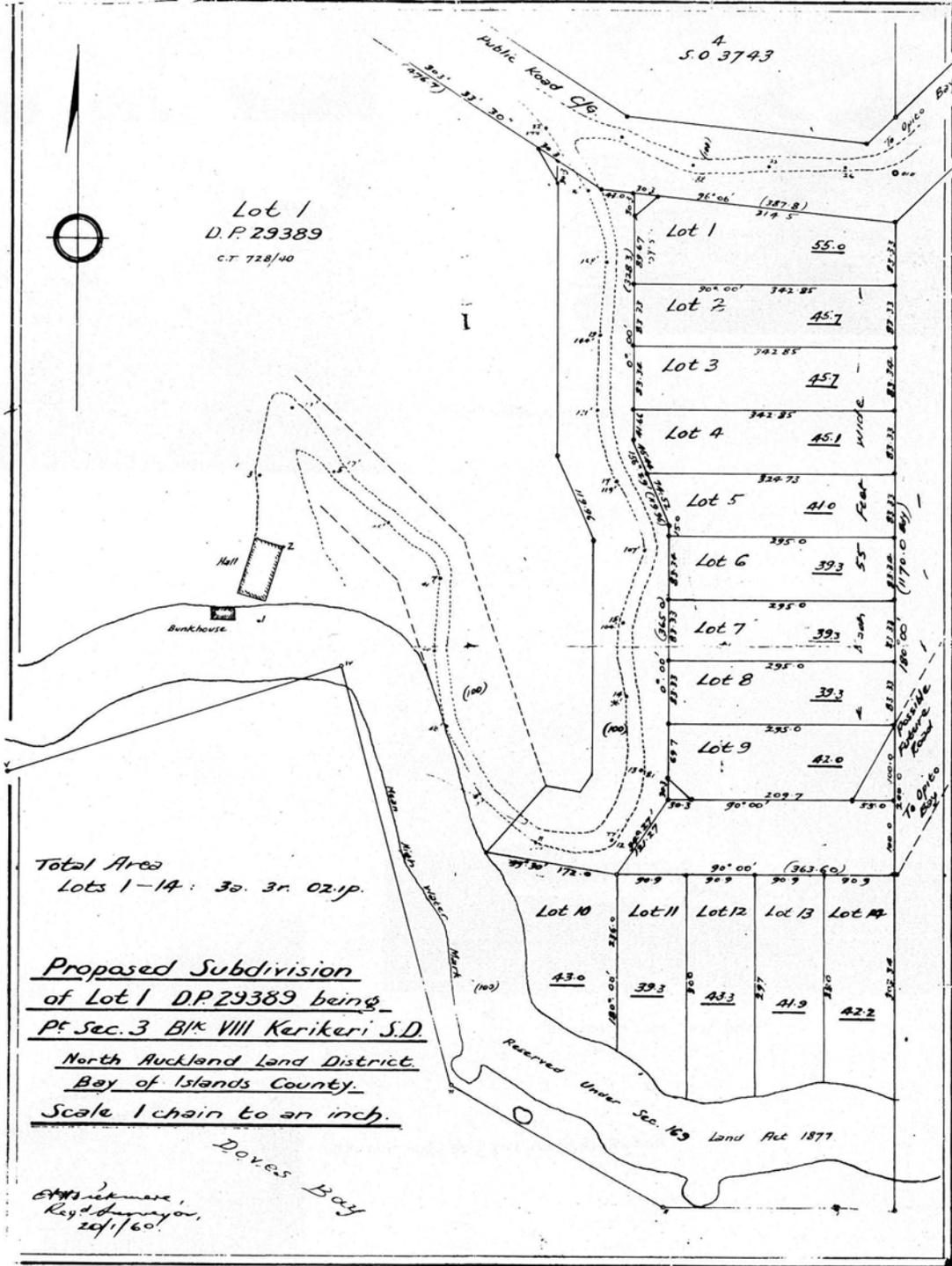


Launched.

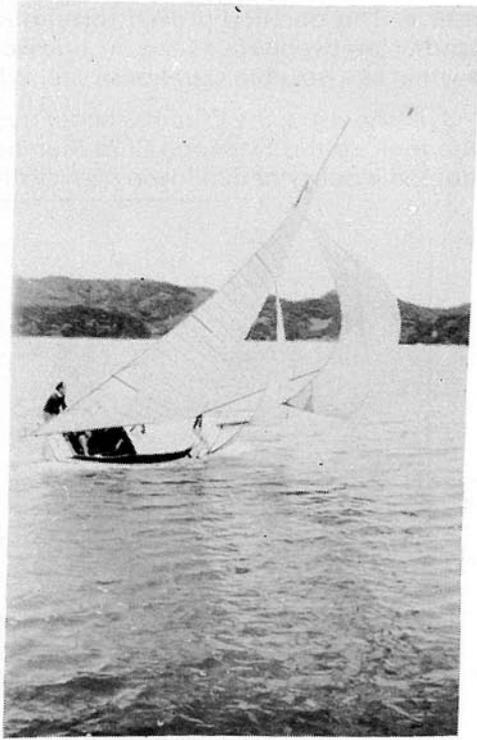
# Extended Club Membership

This was a scheme devised to firstly make much better use of the large area of land at the Club's disposal, and secondly to help provide a yearly income to match the rates, thus leaving subs and any other monies free for the general running of Club activities. It was introduced and adopted at the 1960 Annual General Meeting. Rules were quickly formulated and in all fourteen sections approved for subdivision. Subsequently sections ten through fourteen were withdrawn to become a Club reserve. This decision proved fortuitous as it is on these sections that the new Clubhouse now stands. Now twenty-five years on, one wonders whether those members looked into the future, and saw that as a possible Clubhouse site. Who knows?

Over the years, the Club has benefitted from the income generated by the three Club members who took up this Extended Club Membership scheme. However, Committees in later years have adopted a policy of disallowing any further extension of this scheme.



"Lancia" Kerikeri Cruising Club champion 1938 to 1939.



Gordon MacKereth sailing "Ida".



"Sundancer" and "Honeywell".

Roma Kerikeri Cruising Club Champion 1936.



## Honorary Yacht Inspectors

In the late 1970's Kerikeri Cruising Club sought and obtained permission to have its own Yacht Inspectors. Before this of course, yachts, particularly those trekking off shore, had to be checked out at Whangarei.

Those inspectors approved by the Ministry of Transport — Marine Division and NZYFA were Colin Reid, Jim Lennox-King, Gerry Clark and Greg Webb. But with the retirement of Colin Reid and Jim Lennox-King, and the absence of Gerry Clark (away on South American exploration), new replacements were approved. They were Mark Turner, Alan Robertson and Colin Browne. With Greg Webb, the Club has four widely experienced boatbuilders, sailors, and it is to their credit that no yacht which has received a favourable voyage certificate report on either the suitability of the yacht or crew for a proposed off shore voyage, has ever been found wanting.

The Club values their services and freely acknowledges that improvements in getting Club boats to minimum NZYF category requirements, is a measure of their effectiveness.

## Kerikeri Marine and Sports Radio Station ZMH90

On September 16, 1985, this official Post Office licensed station operated by Maureen and Jon Cullen started operation. Supported by all the Yacht Clubs in the Bay, Civil Defence, Police and Search Rescue organisations, using occasionally trained fill-in operators, they maintain daily skeds for the benefit of overseas and local boaties on nominated frequencies 2480, 4125, 2182 — 44419.4, 2089 and 2129 on Single Side Band. The last two channels are reserved for local yacht racing or aquatic sports events such as the Mangonui race from Kerikeri. In the first four months they worked one hundred and ninety boats, sixty-one overseas (ten of these, New Zealand boats), ninety-two visiting the Bay of Islands and thirty-seven locals. They have relayed help to boats in trouble throughout the Pacific, assisted "Gallivant" when it hit a whale on a trip from Australia, organised Custom clearances, called Doctors, aided search and rescues, solved a whole raft of problems (having an Engineer on the set is very handy), found missing dinghies, consoled distressed, or should it just be stressed, wives whose husbands were late home. Name it, Maureen and Jon have been asked to do it.



Jon and Maureen.

By popular demand the station now keeps a VHF watch, licensed to operate on channel 71 after call up on 16. It provides good coverage from Whangaruru in the South, to the Cavalli's in the North. But at time of print Jon was hopeful that an application to use the VHF repeater on Mount Camel with Channel 60 would soon extend the range all the way to North Cape, thus effectively covering practically all of the most popular cruising grounds in Northland.

Station ZMH90 is a properly constituted non profit making association and members provide funds to meet the expenses. Anyone who owns a yacht or launch, be it big or small who cruises the Bay of Islands and East Coast shouldn't need to be encouraged to become a member.

The Kerikeri Cruising Club congratulates Jon and Maureen for putting their money where their mouths are so to speak, in initiating and getting the station running.

We understand they have personally made a huge contribution to the purchase of thousands of dollars worth of transmitters etc.

We wish station ZMH90 continued success.

## Northland Regatta Kerikeri 1963

Sixty-five boats turned up at Opito Bay to the first ever Regatta hosted by the Kerikeri Cruising Club. Lots of them arrived on Friday night and pitched tents on the foreshore. Conditions were fine, although it is reported the wind was quite fresh on the Saturday, but moderated later to make the courses set, a delight for all yachtsmen.

Lloyd Rowsell as Kerikeri Cruising Club commodore at the time spoke of the fantastic involvement from Club members who volunteered to clear scrub, erect fences, install telephones between the Kerikeri Cruising Clubhouse to the two starting boxes at Kerikeri Cruising Club look out, and Koarea (Cemetery Point) and on down to the headquarters tent set up in front of Rowsell's house at Opito Bay which involved miles of wire.

Club members laid out the courses (six were set to accommodate wind changes), made tea, dispensed lunches, recorded results, started races, provided rescue facilities, etc. As there were few Club members who weren't active sailors, many skippers left their boats straight after a race, to assist in the running of the Regatta. Most times of the Regatta the foreshore was crowded with boats, cars and spectators drawn to watch by the spectacle of such a large number of yachts.

Sabots, P class, R class, Cherub, Moth and Flying Ant, and others formed the classes of the Regatta.

Kerikeri Cruising Club Member Results:

### Sabots

1 Harvey Ogle

2 C. Sydall

3 equal J. Dawn, N. Rowsell

### Cherub

1 Mike Cannon

A social and dance were held in the Clubhouse on Saturday night followed by Prize Giving at Opito Sunday afternoon, capped off a most successful weekend. Kerikeri Cruising Club has since hosted other Regattas though none using Opito Bay.



Racing instructions.



Starting box.

## Centreboard Boats over the Years

1935/36 records show that there were two 16 foot boats racing. One was a gaff rigged, inside ballasted mullet boat owned by Vernon Atkinson, named Roma. It won the Club Championships in 1936/37 and was Handicap Champion 1936, 1937 and 1938. The other was Bluebird, a mullety owned by Ron Lewis. The rest were 14 footers from the classes of that era, namely T class (round bilge) such as Heather and Ilex, and Y class, hard chine or square bilge flatties which were purchased from Auckland, such as Sea Fox — Mark Waters and Teddy — W. Twizell.

There were also several locally built 14 footers of the Whakatere class which would have qualified as a Y class such as Foam owned by G. Mackereth.

### Pre War Yachts to 1940

(Not a complete listing)

#### 16 Footers

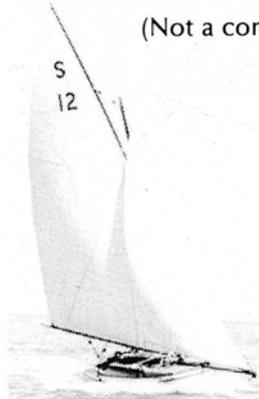
Namu — R. Rowsell  
 Ida — G. Mackereth  
 Muru — H.M. Alexander

#### 18 Footers

Michie — J.M. Stokes

#### 14 Footers

Impudent — T. Rowsell  
 Vixen — J. Raymond  
 Teddy — W. Twizell  
 Heather — C. Little



Roma — V. Atkinson  
 Lancia — M. Waters  
 Bluebird — R. Lewis

Sea Fox — G. Callendar  
 Waimea — R. Benner  
 Foam — McLeod  
 Mae West — Rowsells



After several years more 16 footers appeared on the scene also purchased from Auckland. These belonged to the S class and were round bilge boats. One 15 footer was built by Okaihau members, as was an 18 footer V class hard chine boat, Michie, owned by J.M. Stokes. All were centreboard yachts, though considerably beefed up when compared to today's centreboard yachts. For example, Sea Fox was planked in 5/8" Kauri and has canvas over a wooden deck 7/16" thick and usually carried a 14 pound Kedge anchor and two oars while racing. World War II put a stop to organised activities and the Club went into recession.

In the 1950's it renewed activities with a mixed bag of home built boats of design classes such as Z class, Idle Along, own design such as John Wood's Teke, the pre war boats had faded away as boats have a habit of doing.

### Boats of the 1950's

(Not a complete listing)

C. Smellie

R. Maxwell

B. Best

R. Yendall

T. Cleave

L. Rowsell

W. Gibson

R. MacDonald

G. Mackereth

R. Birchall

L. Chatfield

K. shirtliff

Hugh Robinson

J. Wood

Selina

Cutty Sark

Terror

Arrow

Rosalie

Lotus

Wilma

Seraph

Cindy

Bluebird

Pearl

Golden Arrow

Frith

Teke

Idle Along

Y class

Z class

X class

Y class clinker

Cherub

Z class

Cherub

Cherub

Cherub

12 footer

X class (ex New Zealand

Champion boat)

Own design



In the late 1950's, Sabots and Cherubs arrived on the scene. Racing became very enthusiastic, and big fleets were the norm. Sabots proved ideal to train beginners, while Cherubs provided the excitement for the more experienced and older sailors. This was a John Spencer designed 12 footer chined, so it could be built by the do-it-yourselfer from flat plywood. With continued refinement

up to Mark VIII over the years it was way out in front as a trendsetter and few Club yachts then or even today could match a trapeze kite reach on a Cherub for speed or excitement.

It developed into a National and International class yacht. Records show about eighteen Cherubs in the Club at one stage. The Flying Ant, also a Spencer design, but smaller at 10.5 feet then appeared being a good boat to move up to from the Sabot, and a good trainer for boys with the Cherub type in.

## Boats of the 1960's and 1970's

International's 14 footer, R class, Cherub, X class, Flying Ant, P class, Starling, Moth, Frostbite, Sabot, Cherokee, Paper Tiger, Arafura, Kitty Class.



Again popularity waned, Cherubs disappeared to be followed by the twin hulled Catermarans as Kitty class (12 foot), Paper Tigers (14 foot) and Arafura Cadets (11 foot). The last two classes were the main stay of the Centreboard class's through the 1970's with a few monos such as the odd Cherub, Optomists, P's, Starlings, Cherokees, Finns and the Cub tub Chop chop — with a few other Sabots. Today's largest centreboard fleet racing on Lake Manuwai are Townson designed Mistrals. Currently there are ten of these two crew boats.

## Predominant Boats of the 1980's

P class, Optomist, Mistral, Laser, Micron, Europe, Paper Tiger, Windsurfers.



Centreboard Cruise Weekend starting at Waipapa.

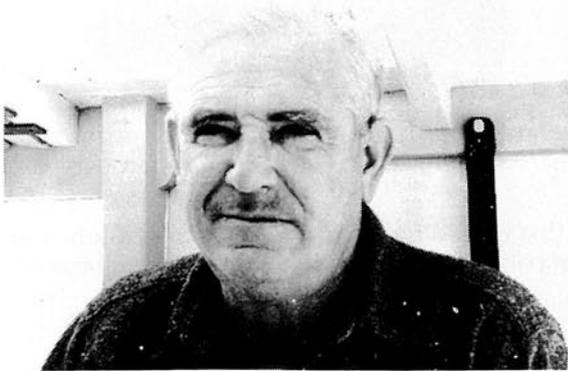
## Arthur Hereward Pickmere

Known as "Pick" to one and all, over the long years of his involvement with the Kerikeri Cruising Club from 1936 through to his death in 1973, he made a very significant contribution to the orderly development of this fledgling Club.

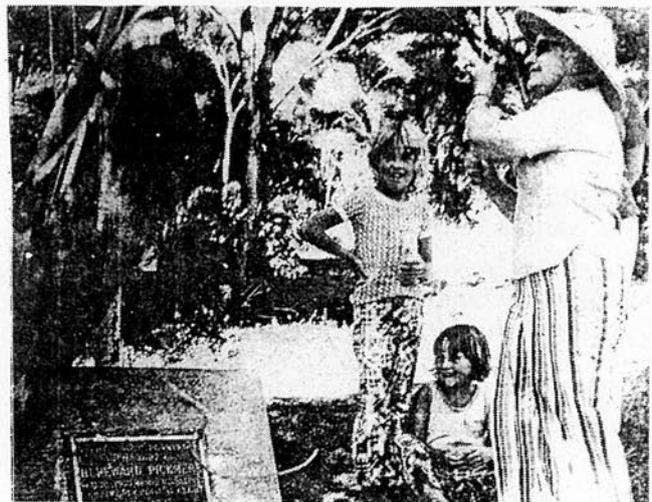
He was a yachtsman extraordinaire, having sailed to Fiji in his yacht Arethusa in 1931, which was then one of the first small-boat ocean crossings from New Zealand. He was also the first New Zealander to own a P class yacht built for him in 1923 by Harry Highet. After qualifying as a surveyor in 1928, he spent several years charting boundaries with the Fiji Government Survey Office in Fiji, finding the time to chart many of Fiji islands also, such as the Yasawa Group.

In 1935 he returned to New Zealand and eventually bought out a Surveyor's practice in Kaikohe and Kerikeri, and lived at Waipapa Landing.

He was a founder member of the Kerikeri Cruising Club and Whangarei Cruising Club. He was also Patron of both at the time of his death.



Arthur Hereward Pickmere — "Pick".



Unveiling Pickmere Memorial.

His first Chart — a plan of the Kerikeri River was available in 1939 at two shillings and six pence per copy. This is shown in the Pickmere atlas which contains his charts of the Northland coast. A remarkable collection at first prohibited for sale in Chart form, until finally compiled in book form by his daughter. His survey skills were empowered under the Essential work act and the Lands and Survey office employed him during World War II to map the Northland Coast. Often he used his yacht Arethusa or borrowed launches to carry out this task.

A tribute to the accuracy of his work can be found by comparing his Chart 16 Te Puna in the Pickmere Atlas with the official Hydrographic office Chart NZ 5122 of the Bay of Islands.

Pickmere shows a sunken rock out from the entrance of Wharengaere (Crater Bay) opposite Dudley Point. The official chart doesn't! Recently, an experienced Club member who shall remain nameless hit this rock, the outcome of which was a boat being out of the water for weeks awaiting a new keel, to replace the bent one.

After his death the Kerikeri Cruising Club erected a flagpole with a commemorative plaque in his honour, unveiled by his wife, Nancy at a well attended ceremony of members, friends and relatives.

Pohutukawa trees were planted and the surrounding area named Pickmere Grove. The siting of the new Clubhouse close by further enhances this everlasting tribute to Pickmere, a yachtsman, a Surveyor, a Conservationist, and the man who helped start Kerikeri Cruising Club.

## C.R. Rowsell

### THE FATHER OF OPITO BAY

C.R. Rowsell, the father of the Rowsell sons, most of whom have had an association with the Kerikeri Cruising Club, finished schooling in Pahi, Kaipara Harbour. After serving a shipwright's apprenticeship, he worked at saw milling and building before shifting to Okaihau in 1914, eventually setting up the well known sawmill of Rowsell and Rowsell, with various machinery and an old steam engine bought in Kawakawa.

He joined the Kerikeri Cruising Club shortly after its foundation and, became the Club's Patron from 1956 until his death.



C.R. Rowsell boatbuilding.

In 1954 he purchased Opito Bay and set up Opito Bay Properties Limited which was responsible for the development of this settlement. Over the years he built several large boats and of course, various centreboard yachts, mostly for his family.

At the Northland Regatta in 1963, which was the first hosted by the Kerikeri Cruising Club, and held at Opito Bay by his permission, he was an active participant, and manned the pick up boat for the two days of the regatta.

## Stan Bacon

Seventy-six years of age and still sailing in most Club races. Usually helming Red Arrow, the keeler he part owns with Alan Clarkson, that's Stan. He fits into the slot of being a real character. He is an ex Chemist and was made a life member in 1982. Interestingly he is also a life member of the Worsler Bay Yacht Club, close to the entrance of Wellington Harbour, where he did most of his Centreboard sailing. Although not starting to sail until well after the War, he certainly caught on fast. He won the Moffatt Cup — New Zealand Idle Along National Championship in 1952 at the age of forty-two. In later years he also won the prestigious New Zealand Flying 15's National Championships.

John Spencer, nationally known yacht designer, domiciled at Okiato Point, Bay of Islands, formerly sailed for the Evans Bay Yacht Club and remembers the respect in which Stan's name was held among colleagues.



Hard to beat, but try if you can, Stan has built more than sixteen Centreboard boats including, Idle Alongs, P's and Flying Ants over the years, all as a hobby.

Very few were sold, most were given away.

## A.W. Shields

Tony Shield's prowess as a yachtsman is widely respected by local members as is his ability as official Club handicapper. His services to other Clubs in the Bay of Islands and elsewhere has been invaluable. Tony's experience with small boats goes way back to the Z class National in Auckland in 1947. Representing Canterbury he finished second in the Cornwall Cup. At the National Frostbite Championships the same year he finished second overall, and as the top outside boat, won a Frostbite as a prize for his Club.

Later, he competed and won the National Silver Fern Championships racing clinker 12 footers. In 1948 he unsuccessfully defended this in Auckland in a boat he built himself, racing against Roy Dickson and Laurie Davidson.

The early 1950's saw him gain two seconds in the Sanders Cup racing X class yachts. Noted New Zealand yachtsmen Chris Robinson and Neville Thom sailed these events.

Marriage and market gardening responsibilities kept him away from competition until 1960. This time it was the R class championships competing for the Leander Cup, probably the second oldest Centreboard trophy to the Tanner Cup for P's still raced for today. In the years to 1976 Tony was three times National runner up against such stiff competition as the Mander Brothers. He is still the Secretary for the New Zealand R class squadron and a Life member.

With the shift to Kerikeri, Tony purchased his keelboat "Reefrunner", and in the years since, he has actively participated both in the Bay and outside at such events as the Coastal Classic, Feltex, Balokovic and Adam Cup events. From six Feltex campaigns he has one first and several placings in the Chico 30 Division.

1985 saw his daughter Robin, an ex New Zealand women's Laser champion, skipper Reefrunner in the Devonport to Russell race, to win the Russell Cup and the Ladies crew trophy.

Tony is the present Rear Commodore of the Kerikeri Cruising Club, and was responsible during his term as Commodore in 1984, 1985 for setting up a team to study the feasibility of building a new Clubhouse.

He can be proud that this has been achieved.

X-Class "Haze".



R-Class "Salty Dog".



## George Hansen Senior

George Hansen was a founder member of the Kerikeri Cruising Club. He and his launch "Penguin" provided much needed transport for families and friends to the Picnic Races up the Mangonui Inlet. The charge from the Stone Store wharf and return was one and sixpence which barely made the excursions economic.

# Aorere

## THE HARDER IT BLEW, THE BETTER THEY SAILED

That was the Headlines from the Auckland Star, edition of May 1930. Aorere owned by KCC members Terry Dunn and Maggie Aslund is now considered to be one of the oldest keelers to be found in New Zealand still in active use.



Aorere — 1930 Auckland Star.

Aorere was launched at Devonport a week before Regatta day 1894. Her dimensions were: length overall 44ft, waterline 34ft, beam 8ft 7 inches, draught 6ft 6 inches. She originally had a flush deck, but with a recent major overhaul during 1985, she now sports a changed cabin top, giving full headroom below. Aorere was the first boat to be built to the old 6000 rating rule, where waterline length, multiplied by sail area divided by 6000 equalled her rating length. She no longer carries a top mast, which enabled her to set a lot of canvas, and perform particularly good in light breezes.



Aorere — 1985.

However, she still performs well in club events.

Aorere was built by Robert Logan senior, then today's equivalent of renown designer Bruce Farr.

Ronald Carter's book "Little Ships" records that Robert Logan was thought to be the man primarily responsible for the introduction of the diagonal skin hull construction, a very untried method but long since demonstrated to be sound and strong, as proved with Aorere the first boat ever built this way.

Though approaching nearly 100 years of active sailing life, Aorere's previous owners (not thought to be as many as one would expect of such a vintage ship. The Auckland Star reported only 2 owners for the first 30 years) has with perhaps the odd exception been well maintained. Her present owners have done the same, and the club looks forward to Terry stepping her mast, so we can all see her sailing again. KCC has been fortunate over the years to have had other Logan keeler designs built by Robert Logan's son, Arch who inherited his father's flair for fast yachts with beautiful lines.

Some members will remember also, Matua owned by Keith Brady and Tawera previously Bill Franklins, both Logan designs.

More recently club members Jim McGlashan and Jenny Seabrook purchased Aramoana, an Arch Logan design, launched in 1938.

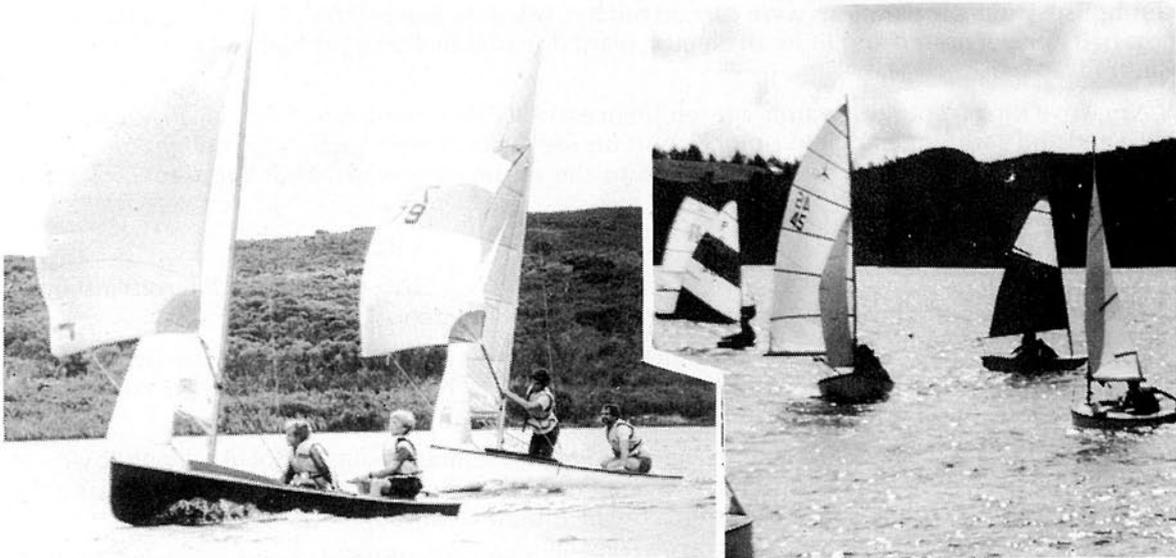
## Lake Manuwai

The completion of Lake Manuwai in 1982, one of two large lakes trapping water for the Kerikeri Irrigation Scheme, and designated by the Ministry of Works, for multi-purpose recreational use, was too good an opportunity for the Kerikeri Cruising Club to overlook as a venue for small boat sailing.

After nearly choking to death by dust or shaking both boat and trailer nearly to pieces on the metal road out to Doves Bay, a trip to the Lake which is just a few kilometres past Waipapa, is a real pleasure. It has easy access, no tides or current, reliable breezes most times and good all round viewing. Most summer race days twenty or more boats from uncomplicated optimists to the larger sophisticated yachts such as Mistrals can be found racing.



No wind at dam — Lake Manuwai, 1986.



Few Club members have liked the removal of centreboard activities from the Doves Bay area. After all that's where they've been for almost fifty years and centreboard boats were the mainstay of the Club for a great many of those years.

But, "times, are a changing". The Centreboard committee themselves seem very aware of this separation, so much so that Derry Godbert who largely organises Lake activities, tries to ensure some salt water sailing is programmed to fit in with the keelers over the Christmas holidays, such as the Club picnic, Round Island race, Over night cruise weekends, etc. Who knows where the centreboarders will sail for the next fifty years. At a guess, the Lake will continue to be used for instruction and as a venue for Club visits, match racing, secondary school competition or the like, but all round sailing skills would seem best obtained and improved on the salt water.

## Interesting Snippets

Found while researching Kerikeri Cruising Club records or told to the author.

From Commodore Pickmere's report to the Annual General Meeting 1939.

"Many members have already enrolled with the National Military Reserves, and may be called up at any time, but I should urge all members for their common good to remember the old British slogan, 'Business as usual!' and to proceed with their ordinary and civil duties, and the fitting out of their yachts for the coming season."

From Committee minutes:

"That the Secretary be instructed to purchase an oil cloth for table in said building as a protection against grease and dribble (Bunkhouse)."

"That the sum of forty pounds be lent to the New Zealand Government by the Kerikeri Cruising Club for war purposes, free of interest for the duration of the war and six months thereafter."

(Interestingly enough, no record of its repayment has been found in Club records.)

"Notice was gazetted on 31 March 1939 that all species of turtle in New Zealand waters were protected henceforth."

(This is considered to be from the outcome of applications made to the Minister of Internal Affairs by Kerikeri Cruising Club, as well as other sympathetic bodies.)

Incidentally, Merv Birchall saw one when returning to Kerikeri from Cape Brett in 1960.

### HONKY TONK PIANO

At a social following a barbecue outside the Clubhouse in 1973, there was music and dancing, and a good deal of hilarity especially when Keith Brady arrived.

Determined to make his own music, he brought along his piano on the back of his truck which he backed right up the ramp into the Clubhouse. He then proceeded to play, entertaining everybody until the wee hours of the morning.

### SOCIAL 1960

The New Year 1960 was celebrated by one hundred and fifty members and friends at the clubhouse. Huge preparations were carried out by the ladies. Supper took the form of a Hangi. The new hall was decorated and lit by an electric plant donated by Merv Birchall and installed by Don Faithfull.

A massive King Neptune, bearing a resemblance to Bill Gibson rose out of the sea, festooned with sea weed and a trident, and held a mock court beside the bon fire, much to the delight of the kids. Later that night, everybody rock and rolled to the music of records, and Abe Cannon's piano accordian.

### THE DO IT YOURSELFERS

Kerikeri Cruising Club minutes and newsletters over the years have recorded numerous instances of club members building their own boats from eight to fifty feet.

Regrettably, it hasn't been possible within the scope of this publication to comment in depth, but quite apart from the enterprise of individual members who have built boats, the club has several times arranged almost an assembly line system for building small centreboard boats.

To help publicise local yachting, John Dawn and other members built a sabot in full public view at the Waimate North Show in 1958 in a day. When finished, though unpainted, it was raffled and the money put into the fundraising account for the proposed Clubhouse.

At night classes at the Kerikeri High School in 1979/80 some thirteen optimists were built by clubmembers.

Records show eight cherubs were under construction in 1959, by members, including one suitably modified by Bill Gibson to suit his superior condition.

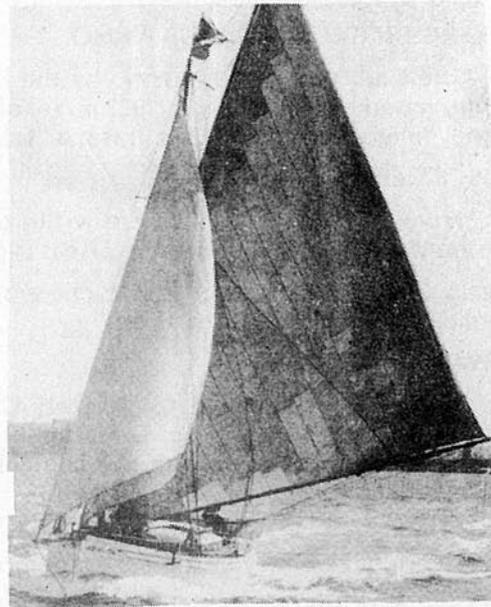
Currently it is believed there are at least six keelers under construction by Kerikeri Cruising Club members.

KCC has often been represented at National World Championships in Centreboard yachts, though particularly Cherubs. Phillip McNeil won the World Champs in ????. Others to represent New Zealand were Colin McNeil, Cyril Sharp and Noel Fletcher.

KCC hosted the National Flying Ant Championship in 1974.



Some of the gang outside Kerikeri Cruising Club bunkhouse 1936



Pickmere's "Arethusa".



Keeler racing at Kerikeri.



"Mae West".

### **DOVES BAY SOCIAL CLUB**

The Doves Bay Social Club which comprises mostly local residents who enjoy indoor bowls, darts and a natter, have been regular users of the Cruising Clubhouse since 1983. This arrangement has been very satisfactory and is extended to allow participation in the new Clubhouse as well.

### **KERIKERI CRUISING CLUB PIANO**

The Club was gifted a piano by the late Richard Benner's mother. This had previously been purchased by her family in 1922 in Yokohama, Japan, and was brought out to New Zealand when they immigrated in the 1920's. It was a "Frances Bacon" make.

### **PICKMERE HUMOUR**

From a letter A.H. Pickmere wrote to Kerikeri Cruising Club Secretary Ron Hayes in 1963 following his return from an overseas trip.

"... managed to evade pirates, cholera, malaria, President Marcos and other pestilences and am glad to be back home for a rest."

### **WAITANGI CANOE**

Excerpt from a letter to Kerikeri Cruising Club Commodore Pickmere from the Native Department (forerunner of Department of Maori Affairs) in regard to assistance required from Kerikeri Cruising Club with the launching of the Waitangi Canoe, Nga, Toki Matawhaorua at Waipapa Landing in 1940.

"The necessary costumes for the crew of about ninety men and sixty maidens will be ready at Kerikeri, but we may be a bit short of mooring ropes and other such gear as poles ..." Indeed!

### **REMIT FOR 1937 COMMITTEE**

"Fish are not to be cleaned on the beach where picnics are held, and sharks are not to be brought in."

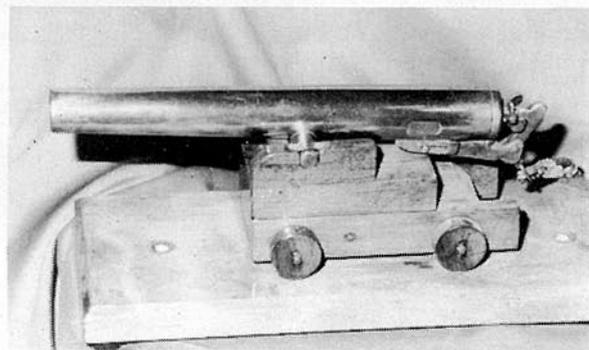
### **FLEURY BROTHERS**

Graeme and Warrick Fleury, prominent Centreboard Sailors with Kerikeri Cruising Club in 1970's moved on into the big league. Graeme crewed on NZI Enterprise — 1985/86 Round the World Yacht Race.

Warrick is crewing on KZ5 in Perth 1986 as a member of the New Zealand, America cup squad.

### **MODEL CANNON**

In 1961 John Matthews donated a beautiful engineered model cannon to the Club, to be used for racing starts, firing a 12 gauge blank. It is still in perfect working order, and is on display in the Clubhouse.



Starting cannon.

### **ARAFURA CHAMP**

Lance Burton of Kerikeri Cruising Club was the New Zealand Arafura Cadet National Champion in 1978.

### **STREET STALL**

A street stall organised by Kerikeri Cruising Club in 1962 outside Carl Oates chemist shop raised forty-three pounds.

### **STRAIGHT EIGHT**

Shortly after building "Straight Eight", Bob and Jean Buick managed to run it aground by straying from the channel. "Never mind," said Bob, "Jean, you open the throttle on the outboard, and I'll leap over the side and push." With Bob's considerable weight out of the yacht, a big shove and a roaring outboard, the yacht cleared the mud and it took off.

Bob aquaplaned behind the dinghy tied to the Pied Piper for a fair distance in full view of Rangitane residents, before determinedly hauling himself back on board and showing Jean how to stop the motor.

Back in town a few days later a local stopped Bob, and asked when he was next taking out his boat. He then said, "I've got my camera handy. When I told my neighbour what happened he wouldn't believe me."

### **BLAZER POCKETS**

Secretary/Treasurer Bill Gibson's minutes of the March 1969 Committee Meeting on the subject of a colour for a Club Blazer Badge.

Colour optional. No. More discussion. Much more discussion. Yes. But No. Too much discussion. Conversation too fast to follow clearly. I give up.

(At a subsequent meeting the colour problem was resolved and navy was selected.)

(During 1985 the Club introduced monogrammed grey dress jerseys.)

### **BROTHERLY/SISTERLY LOVE**

In the main, family sailing combinations in centreboards such as with brothers, sisters or the like, and Kerikeri has had a fair number over the years, such as Twizell brothers, the Birchalls, the Fleury's, the Hayes, the Finch's, the Lodge's, the Scott's, etc. have produced good results, even if a little stormy at times.



Adam and Jaimie Scott in Mistral — "Michelle"

Noel Birchall once threatened to knock his brother's head off with the tiller during a Cherub race for messing something up. But Sue Corbett (nee Turner) crewing for younger brother Mark, in his Flying Ant after an argument, decided to resolve it by swimming ashore. Mark finished, but was disqualified for completing the course with less crew than when he started.

### **"CARMEN WOOD LOUNGE"**

As a token of the Kerikeri Cruising Club's appreciation the lounge in the new clubhouse has been named the 'The Carmen Wood Lounge' after the benefactor Mrs Wood who gifted the land to the Club.



Kerikeri Cruising Club keelers and launches at Doves Bay.

## DANCES

The following is a summary of expenditure and income for a dance organised by the Kerikeri Cruising Club in 1940 to raise funds for the Red Cross as part of the assistance to the war effort.

### DANCE AT OKAIHAU ON 24/5/40

In aid of Kerikeri and Okaihau Sub-branches

#### RED CROSS SOCIETY

##### STATEMENT

Door and donations	24	0	3			
Proceeds from Raffle	2	5	0			
Sale of cakes		11	0			
Receipts	26	16	3			
Hall				1	10	0
Orchestra				5	15	0
Collected to continue dance to 2am (paid to orchestra)	1	5	0	1	5	0
Tea, sugar, floor powder					7	6
Prizes					7	11
	28	1	3	28	1	3
To Miss Anderson (president Okaihau Branch) Cheque				9	6	6
				9	9	4
Net Profit	18	15	10	18	15	10

Notes: Further 10/- may have to be paid to the Hall owners (Okaihau Chamber of Commerce Inc.) but the Treasurer has advised that this will probably be waived. Davison's Orchestra does not issue receipts unless demanded. Receipt from Okaihau sub-branch not yet to hand.

Dances by Kerikeri Cruising Club over the years have always been highly successful. During the war years they were held at Waimate North, Russell, Cathay Theatre, Okaihau and the Kerikeri Hall. In earlier years G.S. Little's Red Barn hosted dances, a report of one such dance is recorded in the "Kerikeri Gazette".

In later years the club house proved ideal. Before electricity was installed, lighting was provided using a small gasoline engine driving a 24 volt generator. At times some bright lad would turn off the gas tap and the engine would stop, throwing the hall into darkness during the middle of a dance.

## Sea Fox

(Mark Water's first yacht and Kerikeri Cruising Club Champion 1937-38.)

Purchased on March 24, 1935 from J.T. Marriott, Holiday Road, Milford, Auckland.

Price	11	10	0
Freight (Scow) (Auck to Kerikeri)	1	17	0
Wharfage	0	3	0
TOTAL — pounds	13	10	0

Landed at Kerikeri 6 April, 1935.

### ROCKS FOR PROPOSED RECLAMATION!

Keith Brady borrowed a small wooden barge towed by his concrete yacht Kirimoana and beached it at Appletree Bay. Loaded with rocks, he and Le Roi Ford drank wine of dubious vintage while the tide came in. At 2.00am they hooked a rope to the barge and tried to tow it to Doves Bay but, about one hundred yards away the barge overturned and sank.

It was recovered the following day at low tide, less the rocks.

Despite many hours of design work by Jon Cullen, Committee members and approval of Harbour Board and Ministry of Transport, club members turned down this reclamation proposal.

## Miscellaneous

### PATRONS OF KERIKERI CRUISING CLUB

Year	Name
1939-1948	Captain A.E. Emanuel
1949-1955	Gerald Black
1956-1966	C.R. Rowsell
1967-1973	A.H. Pickmere
1973	Dr. Chiswell
1974-1978	Captain Reynolds
1979-1983	A. Mackereth
1984/85/86	G. Mackereth*

\* present patron.

### Kerikeri Cruising Club's First Patron

Captain Emanuel, the father of well known Kerikeri resident, the late Bus Emanuel, was an avid sailor who, as an orphaned lad of fourteen, in fairly classic fashion did a "runner" to sea. Bus told me his early years were on Coastal ships sailing the United Kingdom ports, but later he moved on to the large Square Riggers trading out of Liverpool to Australia.

He claimed no fewer than five trips round Cape Horn.

One of his ships, "Benecia", a three masted Clipper, was the ship on which he gained promotion from ordinary seaman to A B and she became one of his favourite ships, hence the name of the Trophy Cup he presented to Kerikeri Cruising Club in 1938, which was won by Mark Waters.

Largely self taught, he disciplined himself to pass exams, to rise through the ranks of mate and eventually Captain in Shanghai, China, navigating the Yangtse River.

With the political upheavals in China in 1923, he shifted his family to New Zealand first settling in Auckland, and then to Kerikeri, along with several other China expatriot families also very well known in Kerikeri.



His love of the sea, and his experience, led to the honour of him being invited to become Kerikeri Cruising Club's first Patron.

## Kerikeri Cruising Club — Life Members

H.M. Alexander  
C.R. Rowsell  
A. Mackereth  
R. Shirliff  
S. Bacon  
A.G. Mackereth

A.H. Pickmere  
V. Atkinson  
J.A. Creswell  
G. Strongman  
M.T. Waters  
J.R. Dawn

G. Hansen Senior  
J. Twizell  
R. Cleave Senior  
Mrs. C.R. Rowsell  
A.L. Rowsell

The Club has a life member's shield presented by C. Clow in 1962.

## Kerikeri Cruising Club 1985/1986 Committee



Photo taken in front of the old Clubhouse.

COMMODORE John Graham  
REAR COMMODORE Tony Shields  
TREASURER Jim Brooks

VICE COMMODORE Bob Buick  
SECRETARY Ray Voigt

MEMBERS Ralph Gibson, Cyril Scott, John Gard, Colin Browne, Trixie Newton, Mel Messenger, Rex Elliott, Deryck Watts, Mark Turner, Paula Ford, Mike Cannon, Le Roi Ford, Derry Godbert, Colin Peterken, Glenn Saunderson.

ABSENT Doug Galbraith, Jeff Scott, Alan Robertson, Alan Clarkson.

# Kerikeri Cruising Club

## Commodores' List

YEAR	COMMODORE	VICE COMMODORE	REAR
1935	J. Creswell	(formation meeting)	
1936/37	R.F. Cleave		
1937/38	R.F. Cleave	A.H. Pickmere	C. Hansen
1938/39	A.H. Pickmere	C.R. Rowsell	G. Hansen
1939/40	A.H. Pickmere	C.R. Rowsell	G. Hansen
1940/41	A.H. Pickmere	G. Black	T. Rowsell
1941/42	A.H. Pickmere	G. Black	T. Rowsell
1942/43	A.H. Pickmere	G. Black	T. Rowsell
1943/44	A.H. Pickmere	G. Black	T. Rowsell
No Annual General Meetings held due to War			
1944/45	A.H. Pickmere	G. Black	T. Rowsell
1945/46	A.H. Pickmere	C.R. Rowsell	*T. Kendall
1946/47	A.H. Pickmere	C.R. Rowsell	
1947/48	A.H. Pickmere	C.R. Rowsell	T. Kendall
1948/49	G. Black	R. Shirtiff	C.R. Rowsell
1948/49	G. Black	K.I. Kiernander	C.R. Rowsell
1949/50	C.R. Rowsell	)	
1951/52	R. Shirtiff	)	
1952/53	R. Shirtiff	) All Club Records of this period lost	
1953/54	R.E. Kiernander	)	
1954/55	R.E. Kiernander	)	
1955/56	C. Clow	W. Galbraith	R. Shirtiff
1956/57	A.G. MacKereth	C. Clow	G. Black
1957/58	A.G. MacKereth	M. Birchall	G. Black
1958/59	M. Birchall	T. Rowsell	C. Clow
1959/60	M. Birchall	T. Rowsell	C. Clow
1960/61	W. Gibson	M. Birchall	G. Vivian
1961/62	A.L. Rowsell	W. Gibson	E. Vivian
1962/63	A.L. Rowsell	E. Vivian	A. Cannon
1963/64	G. MacKereth	Lloyd Rowsell	J. Dawn
1964/65	G. MacKereth	J. Dawn	L. Rowsell
1965/66	J. Dawn	G. MacKereth	L. Rowsell
1966/67	J. Dawn	G MacKereth	L. Rowsell
1967/68	J. Dawn	M. Birchall	G. MacKereth
1968/69	J. Abbott	J. Dawn	G. MacKereth
1969/70	J. Abbott	J. Dawn	L. Rowsell
1970/71	J. Abbott	G. MacKereth	N. Birchall
1971/72	R. Hayes	N. Birchall	J. Abbott
1972/73	R. Hayes	N. Birchall	J. Abbott
1973/74	A. Vause	J. Cullen	N. McNeil
1974/75	J. Cullen	Not Known	Not Known
1975/76	J. Cullen	Not Known	Not Known
1976/77	J. Cullen	D. Godbert	G. MacKereth
1977/78	D. Watts	D. Godbert	J. Cullen
1978/79	D. Watts	D. Godbert	J. Cullen
1979/80	H. Robinson	D. Godbert	D. Watts
1980/81	H. Robinson	D. Godbert	D. Watts
1981/82	D. Godbert	B. Curruthers	H. Robinson
1982/83	D. Godbert	A. Reid	H. Robinson
1983/84	T. Shields	J. Graham	D. Godbert
1984/85	T. Shields	J. Graham	D. Godbert
1985/86	J. Graham	B. Buick	T. Shields

\* Appointment disallowed as he was not a member at the time of nomination

## Kerikeri Cruising Club

Year	Secretary	Treasurer
1935	M.T. Waters	M.T. Waters
1936/37	H.M. Alexander	M.T. Waters
1937/38	H.M. Alexander	R. Shannon
1938/39	H.M. Alexander	H.M. Alexander
1939/40	H.M. Alexander	H.M. Alexander
1940/41	H.M. Alexander	H.M. Alexander
1941/42	H.M. Alexander	H.M. Alexander
1942/43	H.M. Alexander	H.M. Alexander
1943/44	H.M. Alexander	H.M. Alexander
1944/45	H.M. Alexander	H.M. Alexander
1945/46	H.M. Alexander	H.M. Alexander
1946/47	H.M. Alexander	H.M. Alexander
1947/48	R. Kiernander	R. Kiernander
1948/49	R. Kiernander	R. Kiernander
1949/50		
1950/51		
1951/52		
1952/53	Club records for this period don't exist and are presumed lost	
1953/54		
1954/55	J. Wood	J. Wood
1955/56	C. Smellie	C. Smellie
1956/57	C. Smellie	C. Smellie
1957/58	W. Gibson	W. Gibson
1958/59	W. Gibson	W. Gibson
1959/60	W. Gibson	W. Gibson
1960/61	J. Dawn	J. Dawn
1961/62	J. Dawn	J. Dawn
1962/63	J. Dawn	J. Dawn
1963/64	M.V. Birchall	M.V. Birchall
1964/65	J. Abbott	J. Abbott
1965/66	J. Abbott	J. Abbott
1966/67	J. Abbott	J. Abbott
1967/68	R. Hayes	R. Hayes
1968/69	R. Hayes	R. Hayes
1969/70	R. Hayes	R. Hayes
1970/71	R. Hayes	R. Hayes
1971/72	P. Finch	P. Finch
1972/73	A. Hancox	A. Blanch
1973/74	R. Hayes	J. Hayes
1974/75	R. Hayes	J. Hayes
1975/76	R. Hayes	J. Hayes
1976/77	R. Hayes	J. Hayes
1977/78	W. Carruthers	D. Turner
1978/79	W. Carruthers	D. Turner
1979/80	W. Carruthers	D. Turner
1980/81	W. Carruthers	D. Turner
1981/82	N. Sorrensen	R. Tane
1982/83	N. Sorrensen	J. Graham
1983/84	R. Voigt	J. Brooks
1984/85	R. Voigt	J. Brooks
1985/86	R. Voigt	J. Brooks

## 1986 Membership List — Senior

J. Anderson  
 T. Anderson  
 A. Atkinson  
 P. Atkinson  
 J.S. Bacon  
 R. Ball  
 R. Barnaby  
 K. Barnard  
 R.T. Barnard  
 H. Barrett  
 T. Barrett  
 D. Bartlett  
 K. Bellingham  
 N.B. Birchall  
 M. Birchall  
 J. Bishop  
 M. Blind  
 E. Barker-Grace  
 P. Borthwick  
 Don Broadhurst  
 J. Brooks  
 W. Brown  
 C. Browne  
 R. Buckthought  
 Mrs Buckthought  
 R. Budgen  
 B. Buick  
 G. Bunker  
 W. Canning  
 M. Cannon  
 J. Carr  
 L. Carr  
 W. Carruthers  
 W. Carter  
 D. Chiswell  
 W. Christophers  
 D. Clarkson  
 A. Clarkson  
 A. Eyles  
 E. Innes-Jones  
 R. Jeffries  
 Mrs Jeffries  
 M. Jenkinson  
 R.W. Judd  
 L. Kensington  
  
 R. Lodge  
 Mrs Lodge  
 B. McDiarmid  
 D.R. McDiarmid  
 D. McFadzien  
  
 Miss J McGregor  
 B. Mckay  
 A. MacKereth  
 A.G. MacKereth  
 P. McNeilly  
 Mr. Manning  
 G. Martin  
 R. Martin  
 H. Mason  
 R. Matheson  
 D. MacAlister

G. Clemmett  
 S. Collins  
 Dr. Comely  
 A. Cottle  
 B. Coulston  
 W.J. Cullen  
 J.H. Curry  
  
 B. Carson  
 Mr. Clinton-Baker  
 Mr. Dalbeth  
 B. Davis-Goff  
 R. Davis  
 J. Dawn  
 T. Day  
 C. Dennes  
 D. Douglas  
 R. Dreadon  
 C. Driesbock  
 Mrs Driesbock  
 T. Dun  
 B. Edge  
 R. Elliott  
 Mrs Elliott  
 G. Ellis  
 M. Ellis  
  
 B. Evans  
 M. Evans  
 r. Ewans  
 A. Eyles  
 Mrs Eyles  
 D. Faithfull  
 N. Farmer  
 K. Farrand  
 K. Farrand  
 M. Ferris  
 P. Finch  
 A. Reid  
 B. Riley  
 C. Riley  
 A. Robertson  
 H. Robinson  
 C. Robinson  
 E. Rodgers  
 B. Rout  
 C. Routley  
 A.L. Rowsell  
 G. Saunderson  
 C. Scott  
 J. Scott  
 K. Sharp  
 T. Shields  
 R. Shields  
 O. Smith  
 R. Smith  
 M. Stephen  
 A.B. Stevens  
 P. Stewart-Jones  
 S. Stewart  
 K. Saunders  
 R. Stephens  
 R. Tane

L. Ford  
 P. Ford  
 D. Flett  
 Mrs. Flett  
 R. Ford  
 D. Fountain  
 W. Franklin  
 D. Galbraith  
 A. Garrett  
 D. Gibson  
 T. Gibson  
 W.R. Gibson  
 R.D. Godbert  
 B. Gorden  
 B. Graham  
 J. Graham  
 M. Graham  
 A. Grayson  
 G. Green  
 J. Gard  
 J. Haigh  
 G. Hamilton  
 R. Hampson  
 R. Hampson  
 W. Harford  
 K. Hart  
 Mrs Hart  
 R. Hawker  
 R. Hayes  
 P. Hendl  
 D. Hendry  
 B. Hendry  
 D. Hewitt  
 B. Hewlett  
 B. Honiss  
 D. Horrell  
 C. Howarth  
 W. Hunter  
 M. Waters  
 B. Watts  
 C. Watts  
 D. Watts  
 W. Watts  
 G. Webb  
 C. Wheeler  
 P. White  
 C. Wilkinson  
 S. Willis  
 J. Wood  
 Mrs Wood  
 M. Wright  
 Mr Wylie  
 F. Zylstra

J. McGlashen  
I. McGregor  
A. McLeod  
M. Messenger  
R. Milford  
M. Murray  
J. Mays  
T. Newton

J. Oldham  
I. Oxley  
R. Palmer  
C. Peterken  
W. Doel  
J.R. Gough  
M. Aslund  
B. Eberly  
A. Harper  
T. Fannin  
J. Andrewes  
R. Laurenson  
P. Walker  
D. Marks  
T. Partridge  
D. Powrie

R. Thomas  
H. Thompson  
S. Thompson  
M. Timmons  
M. Triggs  
D. Turner  
M. Turner  
R. Upperton  
Mrs. Upperton  
R. Voigt  
H. Wain  
R. Wanklyn  
A. Warrick  
K. Goldfinch  
Blair Graham  
I.T. Dunn  
A.C. Browne  
B. Butterworth  
D. Church  
M. Reynolds  
J. White  
M. Shearman  
J. Munroe  
J. Phillips  
W. Penman

P. Gordon  
Paul Graham  
D. Eastmond  
G.A. Browne  
B. Campbell  
J. Farrell  
C. Robertson  
C. Schaasberg  
A. Stephenson  
T. Naylor  
B. Warwick

## Financial Junior Membership 1985/86

C. Abbott  
T. Messenger  
M. Saunderson  
Meridith Bartlett  
M. Hunter  
M. Palmer  
P. Bishop  
A. Butterworth  
N. Erberle  
J. Grayson

H. Abbott  
P. Messenger  
A. Bartlett  
T. Hunter  
J. Clarkson  
S. Palmer  
R. Horrell  
D. Manning  
J. Scott  
M. Eyles

S. Gard  
A. Saunderson  
M. Bartlett  
D. Hunter  
J. Honiss  
G. Bishop  
T. Godbert  
A. Hayes  
A. Scott  
J. Eyles



## 1986 Kerikeri Cruising Club List of Trophies

CUP	DONOR	YEAR	CLASS	EVENT
Opening Day Shield	Eric Clark	1959	Centreboard	Opening Race
Faithfull Cup	Don Faithfull	1959	Centreboard	Handicap Series
Jurisich Cup	T. Jurisich	1960	Centreboard	Handicap Series
Weekly Challenge Cup	Bill Gibson	1959	Centreboard	Handicap Series
Hutchinson Trophy	Hutchison	1963	Centreboard	Consolation Race
Starting Junior Trophy	D. Kingston	1971	Centreboard	All Races Count
Junior Handcap Cup	B. Clarke	1959	Centreboard	Full Handicap Series
Dawn Cup	J. Dawn	1959	Centreboard	Championship
Opening Day Shield	A. Hancox	1970	Senior B	Opening Race Hcp.
Hawke Trophy	I. Hawke	1970	Centreboard	Handicap Series
Yendall Trophy	T. Yendall	1938	Keeler	Handicap Series
B. Division Hcp Cup	K.C.C.	1962	Keeler	Full Hcp. Series
B. Division Champion Cup	Mrs A.L. Rowsell	1959	Keeler	Championship
Cherub Champion Cup	L.R. Rowsell	1959	Cherub	Championship
Cherub Cup	Mrs. C.R. Rowsell	1959	Cherub	Championship
Best Cup	Owen Best	1959	Centreboard	Best. fwd. Hcp.
				(cup destroyed in fire)
Rowsell Cup	A.L. Rowsell	1959	Centreboard	Most Improved
Jubilee Handicap Cup	Mrs. V. Birchall	1962	Centreboard	Overall Hcp Winner
Championship Cup	Mathew Esq.	1936	Centreboard	Championship
Category 3 Trophy	Stan Bacon	1982	Keeler	
Kempthorne Cup	M. Kempthorne	1959	Centreboard	Capsize Race
Opening Day Trophy	K.C.C.	1962	Catamaran	Opening Race
Callendar Cup	Mrs. Callandar	1949	Centreboard	Championship Series
R.I. Waters Cup	M.T. Waters	1939	Centreboard	Handicap Series
Jubilee Handicap Cup	M. Birchall	1962	Catamaran	Handicap Series
Championship Cup	K.C.C.	—	Catamaran	Championship
Sharp Cup	J. Sharp	1963	Fastest Keeler	Round Island Race
Weave Rosebowl	R. Cleave	1963	B. Div. Keeler	Round Island Race
Smellie Cup	C. Smellie	1963	A. Div. Keeler	Round Island Race
Palmer Cup	E. Palmer	1958	Keelers	Cruise Series
Birchall Cup	M. Birchall	1959	Centreboard	Round Island Race
Watts Cup	Watts Bros	1977	Arafura Cadets	Championship
Senior Starting Trophy	Jill Hayes	1971	Centreboard	All Races Count
Fathers Trophy	R. Stevens	1963	Centreboard	Fathers Race
Benecia Trophy	Capt. Emanuel	1936	Centreboard	Awarded to M.T. Waters
Cullen Cup	W.J. & M.N. Cullen	1986	Keelers	40 Years & over
Townson Cup	E. Rodgers	1983	Keeler	Townson Series
Launch Handling	J. Stirrat	1949		Launch Handling
Fishing Champion	M. Birchall	1956	Champ of Year	Heaviest Schnapper
Mugs Shield				
Eric Baker Sheild	Baker	1959	4 Heaviest Fish	
Over 16, under 60 Trophy				
				Race Errors/Crews/ Skippers
Camien Wood Ladies Race Trophy	J. Bruton	1978		Ladies Races
Te Tii Handicap Cup	C.L. Mathews Esq.	1938	Centreboard	Handicap
Te Tii Handicap	C.L. Mathews Esq.	1939		Handicap
Epiglass Trophy for KCC	Healing Industries	1948		Winter Series
KCC Hcp Series Cup	Sports & Rec	1937		Handicap Series
KCC Weekly Challenge Cup	K.C.C.	1958		
B. Division Catamaran		1979		Handicap/Series
Diamond Cup				Invitation Challenge Series
Junior Picnic Trophy	K.C.C.	1959		Series

## Kerikeri Cruising Club

Round the Island Keeler Race

Presented by C.S. Smellie

YEAR	BOAT	WINNER
1973	Heather	C. Riley
1974	Baccara	A.R. Clarkson
1975	Facet	S. Bacon
1977	Sheena	N. Birchall
1978	Orange Blossom	B. Riley
1979	Matua	W. Franklin
1980	Spectre	J. Fannin
1981	Gusto	B. Puckey
1982	Breezin	L. Ford
1983	Henchman	M. Cannon
1984	Sierra	P. Hendle/R. Gibson
1985	Sierra	P. Hendle/R. Gibson

## Palmer Cup

Formerly Opuā Aquatic Carnival 14 Class

Presented by E.H. Palmer Esq. 1938

YEAR	WINNER	BOAT
1938	M. Waters	Sea Fox
1939	V. Atkinson	Roma
1939/40	J. Raymond	Vixen
1941/55	Not Presented	
1956/57	R. Yendell	Arrow
1957/58	R. Yendell	Arrow
1958/59	G. MacKereth	Cindy
1959/60	G. MacKereth	Cindy
1960/61	J. Sharp	CR
1961/62	D. MacKereth	Cindy
1962/63	B. Rowsell	CR
1963/64	R. Rowsell	CR
1964/65	R. Rowsell	CR
	1965/66 to 1973/74 no information	
1973/74	R. Hayes	Muffy
1974/75	R. Ford	Adelphie
1975/76	J. Sharp	Temerarie

## Kerikeri Cruising Club Picnic Trophy 1959

YEAR	WINNER
1959	S. Vivian
1959/60	B. Birchall
1961	N. Rowsell
1962	B. Stevens
1963	B. Stevens
1964	C. Syddall
1965	B. MacKereth
1966	B. MacDiarmid
1975 through to 1985	Not Presented

## K.C.C. — The Hawke Trophy

Centreboard Handicap Senior

YEAR	WINNER	BOAT
1970	S. McHugh	Pegnsus
1971	W. Rowsell	Vivienne
1972	C. Sharp	Vivienne
1973	P. McNeill	Chantelle
1974	G. Fluery	Rufus
1975	K. Tyler	Road Runner
1976	M. Waters	Imp
1977	—	—
1978	R. Hayes	Love Is
1979	R. Hayes	Love Is
1980	R. Hayes	Love Is
1981	R. Voigt	Chebob
1982	P. O'Brien	—
1983	J. Hayes	Love Is
1984	J. Hayes	Pinkle Purr
1985	S. Guard	—

## K.C.C. Jubilee Year Champion A H U 1962

1983	L. Ford/A. Fannin	Baezui
1984	J. Brooks/S. Willis	Rainbow
1985	A. Clarkson	Red Arrow

## Kerikeri Cruising Club Handicap Series

Presented by Kerikeri Sports & Picnic Association 1936

YEAR	BOAT	WINNER
1936/37	Roma	V. Atkinson
1937/38	Roma	V. Atkinson
1938/39	Ida	G. MacKereth
1939/40	Namu	R. Rowsell
1941 through to 195	Not Presented	
1956/57	Cutty Sark	R. Maxwell
1957/58	Arrow	R. Yendell
1958/59	Lotus	L. Rowsell
1959/60	Lotus	L. Roswell
1960/61	Aha	B. Gibson
1961/62	Blue Bird	N. Birchall
1963/64	Sea Miss	S. Vivian
1963/64	CR	R. Rowsell
1965 through to 1973	Not Presented	
1973/74	Chameleon	M. Gatti
1974/75	J. Cullen	Valynda
1976 through to 1982	Not Presented	
1983	Sooliamon II	A. Robertson
1984	Sooliamon II	A. Robertson
1985	Hijacker	R. Lodge

# Kerikeri Cruising Club Jubilee Handicap Cup

Presented by M.V. Birchall 1962

YEAR	WINNER	BOAT
1962	N. Birchall	Bluebird
1963	B. Riley	Thalasa
1964	J. Abbott	Duet
1965	G. MacKereth	Cindy
1966	B. MacKereth	Cindy
1967	B. MacKereth	Cindy
1968	G. Bacon	Goldie
1969	R. Hayes	Phalene
1976	D. McInnes	Pepepe
1971	D. Kingston	Smarty Cat
1972	R. Hayes	Muffy
1973	C. Sharp	The Real Thing
1974	R. Hayes	Muffy
1975	R. Hayes	Hau iti
1976	G. Fleury	Iwin Finn
1977	R. Hayes	Pinkle Purr
1978	T. Block	Tainui
1979	T. Block	Tomcat
1980	W. Fieldsend	Paperlace
1981	D. Honiss	Malibu
1982	R. Hayes	Live Is
1983	Not Presented	
1984	J. Hayes	Pinkle Purr
1985	J. Clarkson	

## Birchall Cup

Round Island Race

Presented by M.V. Birchall

YEAR	WINNER	BOAT
1959/60	R. Birchall	Bluebird
1960/61	B. Gibson	Aha
1961/62	R. Birchall	Duet
1962/63	M. Cannon	Iona
1963/64	E. Birchall	Seraph
1964/65	R. Phillips	Tarka
1965/66	N. Birchall	Tallyman
1966/67	J. Abbott	Catspaw
1967/68	B. MacKereth	Cindy
1968/69	B. MacKereth	Cindy
1969/70	J. Eastwood	Tallyman
1970/71	D. Kingston	Smarty Cat
1971/72	D. Kingston	Smarty Cat
1972/73	D. Kingston	Smarty Cat
1973/74	P. McNeill	Black Knight
	C. Sharp	The Real Thing
1974/75	D. Kingston	Vixen
1975/76	D. Kingston	Vixen
1976/77	B. Richmond	Zany
1977/78	Not Presented	
1978/79	C. Franklin	Vixen
1979/80	T. Scott	Sprat
1980/81	R. Hayes	Love Is
1981/82	Not Presented	
1982/83	Not Presented	
1983/84	M. Smith	Tambua
1984/85	Not Presented	

## HUTCHISON TROPHY

Centreboard Consolation

Year	Boat	Winner
1963	Crestor	B. MacKereth
1964	Flame	B. McDiarmid
1965	Bozo	Christine Rowsell
1966	Otatie	R. Collett
1967	Monette	Elsa Clark
1968	Pinnocchio	T. Rowsell
1969	Lightning	S. McHugh
1970	Chop Chop	B. McNeil
1971	Winikle	I. Dawn
1972	Rose of Tralee	G. Denerell
1973	Lightning	M. Turner
1974	Popeye	L. Burton
1975	Womble	S. Heaen
1976/1977	not presented	
1978	Slewfoot	S. Manning
1979/1985	not presented	

## EPIGLASS TROPHY

For Kerikeri Cruising Club  
Winter Series - Keelers

1978	Rainbow	D. & B. Watts
1979	Rainbow	D. & B. Watts
1980	Bobby Dazzler	W. Brown
1981	Bobby Dazzler	W. Brown
1982	Rainbow	J. Brooks
1983	Sierra	P. Heldl/R.Gibson
	Red Arrow	S. Bacon/A. Clarkson
1985	Hijacker	R. Lodge

## CARMEN WOOD

Ladies Race Trophy  
Presented By J. Burton 1978 — Keelers

Year	Winner
1979	Mrs J. Lodge
1980	Mrs Puckey
1981	Miss T. Godbert
1982	Miss T. Godbert
1983	Mrs M. Graham
1984	Mrs G Bellingham
1985	Mrs M. McGregor

## TE TII HANDICAP CUP

Presented by C.L. Mathews Esq. 1938

Winner 1938  
C.R. Rowsell

## TE TII HANDICAP CUP

Presented by C.L. Mathews Esq. 1939

Winner 1939  
T. Rowsell

## KERIKERI CRUISING CLUB

Championship Cup - Centreboard  
Presented By C.L. Matthew 1936

YEAR	BOAT	WINNER
1936/37	Roma	V. Atkinson
1937/38	Sea Fox	M.T. Waters
1938/39	Lancia	M.T. Waters
1939/40	Namu	R. Rowsell
1940 through to 1955 Not Presented		
1956/57	Arrow	R. Yendell
1957/58	Arrow	R. Yendell
1958/59	All Black	G. Tobin
1959/60	Cindy	G. MacKereth
1960/61	CR	J. Sharp
1961/62	Duet	R. Birchall
1962/63	Iona	M. Cannon
1963/64	CR	R. Rowsell
1964/65	Tallyman	N. Birchall
1965/66	Tallyman	N. Birchall
1966/67	Tallyman	N. Birchall
1967/68	Cindy	B. MacKereth
1968/69	Phalene	R. Hayes
1969/70	Muffy	R. Hayes
1970/71	Smarty Cat	D. Kingston
1971/72	Muffy	R. Hayes
1972/73	The Real Thing	B. Sharp
1973/74	Smarty Cat	P. Edmonds
1974/75	Twin Finn	G. Fleury
1975/76	Twin Finn	G. Fleury
1976/77	Pinkle Purr	R. Hayes
1977/78	Love Is	R. Hayes
1978/79	Love Is	R. Hayes
1979/80	Love Is	R. Hayes
1980/81	Tonskat	T. Block
1981/82	Not Presented	
1982/83	Not Presented	
1983/84	Love Is	R. Hayes
1984/85	Ijay	T. Godbert

## KERIKERI CRUISING CLUB

Fishing Contest for Heaviest Fish of Season  
Presented By E.N. Baker

YEAR	WINNER	WEIGHT IN lbs
1957	A.L. Rowsell	88.2
1958	M.V. Birchall	34
1959	M.V. Birchall	77
1960	Not Presented	
1961	M.V. Birchall	56
1962	C. Stirling	67
1963	M.V. Birchall	60
1964	M.V. Birchall	49
1965	B. Birchall	52
1966	B. Birchall	86
1967 through to 1969 Not Presented		
1970	C. McNeill	23
1971 through to 1985 Not Presented		

## OPENING DAY TROPHY

Opening Race Centreboard

YEAR	WINNER	BOAT
1961	J. Sharp	CR
1962	M. Cannon	Iona
1963	M. Cannon	Iona
1964	R. Rowsell	CR
1965	Not Presented	
1966	N. Birchall	Tallyman
1967	N. Birchall	Tallyman
1968	N. Birchall	Tallyman
1969	B. MacKereth	Cindy
1970	J. Eastwood	Tallyman
1971	N. Birchall	Breakaway
1972	D. Kingston	Smarty Cat
1973	C. Sharp	The Real Thing
1974	D. Kingston	Vixen
1975	R. Hayes	Vixen
1976	D. Kingston	Vixen
1977	R. Hayes	Pinkle Purr
1978	R. Hayes	Pinkle Purr
1979	D. Honiss	Sauta
1980	K. Burton	Endless Flight
1981	D. Honiss	Malibu
1982	R. Hayes	Love Is
1983	R. Hayes	Love Is
1984	N. Sorenson	Peanut Cookie
1985	J. Hayes	Love Is

## KERIKERI CRUISING CLUB INC

Cherup Championship

Presented By C.R. Rowsell 1960

YEAR	WINNER	BOAT
1959/60	A.L. Rowsell	Lotus
1960/61	G. MacKereth	Bindy
1961/62	J. Sharp	CR
1962/63	M. Cannon	Iona
1963/64	M. Cannon	Iona
1964/65	M. Cannon	Iona
1965/66	N. Birchall	Tallyman
1966/67	N. Birchall	Tallyman
1967/68	N. Birchall	Tallyman
1968 through to 1972	Not Presented	
1973/74	P. McNeill	Black Knight
1974 through to 1976	Not Presented	
1977	S. Bacon	Facet
1978	R. Buick	Straight Eight
1979	A. Reid	Hilite
1980	D. & B. Watts	Rainbow
1981	B. & D. Watts	Red Arrow
1982	R. Buick	Straight Eight
1983	A. Robertson	Sooliamon 11
1984	A. Robertson	Sooliamon 11
1985	R. Gibson/P. Heldl	Sierra

## KERIKERI CRUISING CLUB

B. Division Catermaran Handicap Series

YEAR	WINNER	BOAT NAME
1980	K. Burton/T. Briggs	Kyrua
1981	B. Hayes	
1983	R. Hayes	Kyrua

## KERIKERI CRUISING CLUB

Opening Day Shield  
Centreboard Opening Race Handicap

YEAR	WINNER	BOAT
1959	N. Birchall	Pluto
1960	M. Cannon	Cheesie
1961	B. Stevens	Chop Chop
1962	N. Rowsell	Bozo
1963	H. Ogle	Rocket
1964 and 1965	Not Presented	
1966	K. Wright	Tania
1967	Not Presented	
1968	R. Attwood	Doiphin
1969	J. Rowsell	Pinnocchio
1970	D. Bilkie	Wanda
1971	C. McNeill	Bozo
1972	C. & W. Fleury	Zorro
1973	Not Presented	
1974	D. Duffy	Piglet
1975	B. Philbrick	Popeye
1976	C. Logie	Mighty Bird
1977 through to 1979	Not Presented	
1980	A. Lodge	Peanut
1981	A. Hayes	Rum Tum Tubba
1982	T. Messenger	Red Mite KZ2004
1983 and 1984	Not Presented	
1985	R. Matheson	Albatross

## KERIKERI CRUISING CLUB

John Dawn Junior Champ Cup

YEAR	WINNER	BOAT NAME
1959	S. Vivian	Kowhai
1960	B. Birchall	Frisky
1961	B. Birchall	Frisky
1962	M. Cannon	Cheesie
1963	B. Stevens	Bye Bye
1964	C. Syddall	Allez-ooop
1965	H. Ogle	Rocket
1966	B. MacKereth	Cresta
1967	S. Oates	Lightning
1968	L. Moran	Alpha
1969	W. Rowsell	Bozo
1970	C. Sharp	Fiddlesticks
1971	C. Sharp	Fiddlesticks
1972	P. Hancox	Lindy Lou
1973	A. Hansen	Lindy Lou
1974	K. Tyler	Loco
1975	M. & A. Lodge	Zorro
1976	M. Edmonds	Tangelo
	J. Blumenthal	Kybra
1977	Not Presented	
1978	M. Lodge	Zorro
ALSO		
1978	B. Hayes	Rum Tum Tubba
1979	A. Lodge	Peanut
1980	Not Presented	
1981	A. Hayes	Rum Tum Tubba
1982	Not Presented	
1983	Not Presented	
1984	T. Roberts	Cee Cee

## KERIKERI CRUISING CLUB

Gordon Callendar Memorial Challenge Cup  
Presented By His Parents  
Centreboard Championship

YEAR	WINNER	BOAT NAME
1949	C.A. Gilbin	Topeora
1959	R. Kiernander	Duet
1959/60	L. Rowsell	Lotus
1960/61	W.D. Gibson	Ahi
1961/62	E. Williams	Exodua
1962/63	R. Birchall	Duet
1963/64	M. Cannon	Iona
1964/65	R. Rowsell	CR
1966/67	B. MacKereth	Cindy
1967/68	N. Birchall	Breakaway
1968/69	N. Birchall	Breakaway
1969/70	D. McInness	Pepepe
1970/71	D. Kingston	Smarty Cat
1971/72	N. Birchall	Breakaway
1972/73	C. Sharp	The Real Thing
1973/74	C. Sharp	The Real Thing
1974/75	G. Fleury	Twin Finn
1975/76	L. Burton	Banana Split
1975/76	B. McDiarmid	Smarty Cat
1977	J. Blumenthal	Kyrua
1977/78	T. Block	Tainui
1978/79	C. Franklin	Vixen
1980	W. Fieldsend	Paper Lace
1981	J. Hayes	Pinkle Purr
1982	Not Presented	
1983	M. & A. Cox	Puff
1984 and 1985		

## FATHER'S DAY RACE

Donated By Roy Stevens - Centreboard Race

YEAR	WINNER
1963	J. Sharp
1964	R.G. McDonald
1965	Not Presented
1966	C. MacKereth
1967	J. Dawn
1968	J. Abbot
1969	P. Finch
1970	J. Abbott
1971	J. Abbott
1972	J. Abbott
1973	J. Sharp
1974	P. Edmonds
1975	R. Hayes
1976	R. Hayes
1977	R. Hayes
1978	R. Hayes
1979 through to 1982	Not Presented
1983	R. Hayes
1984 and 1985	Not Presented

## KERIKERI CRUISING CLUB

50th Jubilee Cup  
Presented By W.J. & M.H. Cullen  
'Keelers Over 40 Years'

1986	Aramoana	Jenny Seabrook and Jim McGlashin
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## KERIKERI CRUISING CLUB

Starting Trophy - Centreboards  
(All Races Count)  
Presented by Jill Hayes 1971

YEAR	WINNER
1971	P. McNeill
1972	R. Hayes
1974	R. Hayes
1975	R. Hayes
1976	R. Hayes
1977 through to 1985	Not Presented

## KERIKERI CRUISING CLUB

Diamond Invitation Challenge Series Trophy

YEAR	WINNERS
1980	A. Reid/D. Godbert
1981	Not Presented
1982	H. Robinson/M. Turner
1983	J. Graham/A. Robertson
1985 and 1985	Not Presented

## OLYMPIC SERIES KEELERS

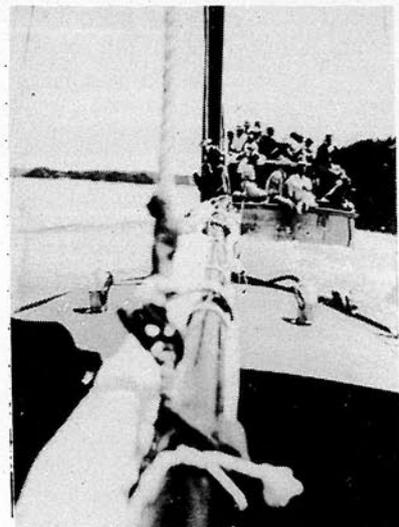
Kerikeri Yacht Club Inc.  
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YEAR	WINNER	BOAT
1977	D. & B. Watts	Rainbow
1978	D. & B. Watts	Rainbow
1979	S. Bacon	Red Arrow
1980	J. Graham	Windsong
1981	P. Hendl	Starfire
1982	D. & B. Watts	Red Arrow
1983	J. Brooks	Rainbow
1984	A. Fannin	Demon Tricycle

## CATEGORY 3 TROPHY

Presented By Stan Bacon

YEAR	WINNER	BOAT
1983	A. Shields	Reefrunner
1984	P. Hendl/R. Gibson	Sierra
1985	P. Hendl/R. Gibson	Sierra



Spectators on picnic launch towing centreboard yachts home.

## THANKS

Special thanks are acknowledged to all those past and present members who have provided material for this publication. Especially those who have loaned photos which could be described as vintage.

It isn't possible to name them all, however Lloyd Rowsell of Opito Bay deserves special mention because it is largely through his enthusiasm for this project, that we have this modest publication, for the Clubs 50th Jubilee. He has been tireless in searching for missing information.

I also wish to convey my appreciation to Tony Fannin, as the cover designer of this book.

## CONCLUSION

Quote from Oliver Wendall Homes

The great thing in the world is not so much where we stand, as in what direction we are moving.  
KCC is confident it knows where it is going.



Townson 34 — "Keynote".



Ray Lodge's Lidgard 44 — "Hijacker".

Kerikeri Cruising Club picnic Mangonui 1937.



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