

0 **“Kiri Moana”** Owned by Rod and Florence Prosser. She is just over 16 feet long, Kiri was originally built in the early 1950s. Rod was told that she was a North Island Ski club boat, but dose not know the actual details of where. Rod and Flo purchased Kiri around 2015 without any running gear and in need of a bit of love and attention, and have slowly restored her over that time. The vision was to create a ‘hot rod’ on water. And with a high performance 327 Chev V8 putting out well over 300horsepower, and loads of period correct bits sourced from the USA, Rod thinks he has achieved that. Lots of locals have been involved, and special thanks go to Russell Lowe and the team at The Toy Shed in Riri Street, Rotorua who have done all the mechanical and engineering work, Kevin Saunders (President of Sulphur City Rod and Custom Car Club) and owner of Hillcrest Upholstery, and Blair and Alan from Craig Marine over in Paengaroa for handcrafting the stunning Chestnut and Iroko wooden deck. They have been water testing and fine tuning the boat on Lake Rotoiti over Christmas 2019 with the locals commenting that they can hear her coming long before they see her.

1. **“Harp n Atom”** Owned by Don Brown, skippered by Dave Heald. A 1963 17’ Chris Craft mahogany speed boat. She has a 283 Chevvy with 700 hours since new, marinised by Chris Craft. Originally designed as a ski boat.



2. **“Mirabelle”** 1975 Vintage Launch, owned by John and Carolyn Brough, 8.2 metre Pelin Empress design. A three owner boat with the middle owner keeping it for 40 years. Lived most of its life at Kinloch, Taupo and has only been used in fresh water. It is very original with its original 85 hp Mercury Outboard and a new Yamaha Auxiliary Motor. It is based at Okere Falls, Lake Rotoiti.



3. **“Norma Jeane”** Owned by Noel and Colene Nicholson. 1954 16 foot Chris Craft speed boat.



4. **“Te Pene”** Owned by Nick Wilcox. Designed by Athol Burns and built by Arthur Stephenson in Ashburton whose family owned it for many years. A 1993 6 metre runabout/skiboat. Nick bought it in March 2019. NO PHOTO

5. **“Giovedì Sognare”** Owned by Peter & Linda Wallis. 21’ 1930’s style John Hacker designed classic Mahogany speed boat. Built 2014 by Peter Wallis from old plans found in a library. A “Gentleman’s Racer” with a modified Rover V8 engine



6. **“Resurrection”** Owned by David and Janette Grace. Length 6 metres, a Pelin designed hull, home built then rebuilt by David Grace. She is called Resurrection as we saved her from going to the tip.

She was built approx 1973 the date taken from the engine number of the Volvo. We believe the original design was a Pelin but we can't find any matching plans. Purchased in April 2016 in very poor health, lots of rot in the frames and the deck, with the intention of replicating a Riva stile runabout. We cut off all the cabin, deck and topsides from 300mm above the Chine then fabricated new ring frames, laid up edge glued cedar strips each individually glued, then sanding, epoxy, sand again, two layers of special fibreglass, more sanding, and then 6 layers of clear lacquer.



7. **“Halcion Daze”** Owned by Ross Ogle. A 1972 17’6” fibreglass runabout designed by Haines and built by Vistacraft.



8. **“Polaris”** Owned by Monte Jones. 14’ runabout built by Monte Jones and others 1959. Richard Hartley designed, open outboard runabout - "Starflite".

Polaris was built in 1958/1959 by Monte Jones aged 16 years, together with Don Stewart and Keith Brown, both aged 15 years.

Built originally as per plan and cabin and bunks were designed by the builders and added in 1960. The hull bottom was fibreglassed in 1963 and the rest of the hull and cabin were dyneled in 1978.

Up to 3 people have slept on board at times while cruising on Lake Taupo.

Originally powered by a 1947 3.6hp Scott Attwater outboard, then an 18hp Evinrude, followed by a 40hp Evinrude. Currently powered by a 1968 40 hp electric start Johnson. The auxilliary motor is a 1957 3hp Elto.

Polaris was runner up for best amateur built boat in its class in the 1963 Auckland Boat Show. She was also in the 1970 Auckland Boat Show and was the oldest boat in the 1977 Auckland Boat Show.

Polaris has been used extensively from the Bay of Islands to the Nelson Lakes, and also the Waikato and Whanganui Rivers. It's interesting to note that the vessel has given pleasure to five generations of the owner's family.

A lot of the fittings were made by hand by the boys, such as pulleys for the steering



and the hatch for the anchor warp. The top windscreen was cast from patterns, hand finished and chromed. Stainless steel strips were also made by them. The duckboard on the stern was made out of an old Kauri writing desk lid. Meranti quarter inch three ply was used over Kaihikatea frames and stringers. Aerolite glue with copper nails and bronze screws for fastening. The hull was treated with Metalex rot preventative.

The current trailer was designed by the owner in 1970. All steel work was cut by hand. The winch is home made, using a cog off a old bit of machinery and then cutting the small pinion gear out with a hacksaw.

The handgrips on the trailer were off an old Masport lawn mower.

9. **“Chenoa”** Owned by Tim and Pam Aurisch. A 1970 20’ Pelin Launch. Previous 1 family owner.

NO PHOTO

10. **“Moorea”** Owned by Fred and Elizabeth Hoogveld. An 18 foot runabout built in 1969. Home built by boat builder Barry Blamey.

Used on the Oraki Basin for water skiing and was

powered by a Chev V8 inboard. Has been repowered with a Mercury 150hp in 2018.



### **Albatross local history (1950s-60s) as recalled by Richard Stevens.**

Campbell Motors (Queen St Auckland) were the NZ agents.

The Beamish-White family at Okataina Lodge had a fleet as "Drive U-Self" hire boats, including a 4-seater with Coventry Climax version of the engine and one of the two seaters had a factory alloy-framed full height 4-pane glass windscreen.

They also had a set of hull jigs and did all their own maintenance on site including re-skinning.

These boats took a hammering and were eventually replaced by outboard-powered craft.

Les Warner ran a small hire fleet from his home at Hinehopu. (I recall as a kid seeing one as a crumpled mess after crashing into the jetty at speed.)

There was also a hire fleet on the Rotorua lakefront. These were painted red. One allegedly sank and was never recovered.

There was also a fleet at Queenstown. These may have been the remnants of the Rotorua hire fleet. The boat in these fleets may be doubleups. I do not know how many boat there actually were in total.

In addition to the Stevensons and ours there were two more on the Lake during the '60s.

One was the Annabel family, the other the McDonalds. (I saw their boat in Auckland a few years ago, complete and painted black)

These boats are the MG Midget of the water. They don't have excessive power in their standard format, but they are fast, nimble, well designed and beautifully built with excellent handling. They are simple, cheap to run, easy to maintain and, above all, great fun.

These boats have held classic status worldwide for many years now and are highly collectible.

**11. "Oscar"** Owned by Alan and Maria Thorn. A 15' aluminium Albatross speedboat. A brief history for 1176 "OSCAR" (Z4). 1176 was built in the tail end of 1960 for Lord Somerleyton. The Coventry Climax engine records show that the engine was delivered to the Albatross Marine factory on the 23rd October 1960, so she would have left the factory soon after that date. Archie Peace, the designer of Albatross boats used to live on the Somerleyton estate, only a few miles away from the factory in St Olaves, and new Albatross' were often tested on Fritton Lake on the Somerleyton estate. Lord Somerleyton was known to have frequently used 1176 on his Fritton Lake (at speed) to the dismay of some local residents!

1176 was purchased by George Prior in the early 1980s from a boatyard called 'Ripplecraft' also based on the Somerleyton estate, who made broads cruisers and were handling the sale on behalf of Lord Somerleyton. A hand written invoice from the boatyard has sadly been lost in the passage of time, but Lord Somerleyton often passed comment to George about having regrets on selling the Albatross.

1176 was frequently used by George on the Broads before eventually being laid up for many years at George's ship yard 'George Prior Engineering' in Great Yarmouth. Having moved to Oulton Broad, he subsequently met up with another local Albatross owner who persuaded him in late 2014 to contact John Fildes to carry out a total rebuild on her and satisfactorily so. The restoration was extensive, completely removing every component which could possibly be removed before either restoring what could be salvaged or replacing for new 'old style' replicas, stripping off all the paint back to bare metal, replacing the dead rivets, rebuilding the engine and upgrading it from an FWE Coventry Climax to an FWB, replacing the water pipes, restoring and re-polishing all the brightwork, re-spraying the paint, replacing all the wiring and electrics and the steering system, and restoring the trailer she sits on. Originality was very important in the restoration, and so she looks very much like she would have done the day she left the factory in 1960, with a few subtle safety adaptations.

The naming of "OSCAR" came about from George having then recently lost his British Blue short haired cats who were named 'OSCAR' and 'WHISKEY' as in radio call signs.

**12. "Skinny Boat"** Owned by Ross Birchell

This 12'6" Albatross Sports Mk3 was built in England in **1953** for Sir William Stevenson who owned her until 1990. The boat has lived on Lake Rotoiti all its life and is powered by a Ford 100E engine with a top speed of 33 mph. Although built from aluminium this boat's age and history on Rotoiti makes it something special.



**12 A “Pomme Waka”** Owned by Ross Birchell This 15'9" Albatross Continental was built in England in **1964**, imported to New Zealand 2012 and restored here. Powered with a pre cross flow 1500 Ford, she is one of the last five boats built by Albatross Marine.



**13. “Ana-Belle”** Owned by Richard Jordan. Designed and built in 1958 by legend Max Carter for Auckland sharebroker George Jordan. Construction is timber and a mahogany ply hull which gives an overall length of 18'6". The boat has remained in the family since new and was a common sight in the ski lanes and fishing and diving spots around Manly Beach and the outer Hauraki Gulf for many decades. George was keen sailor and the boat was regularly used as a patrol vessel for the Manly Sailing Club where he is a past Commodore. The name was given when a ship to shore radio was fitted however the boat has traditionally never been physically named. To comply with current maritime regulations this is being addressed. The vessel has been in regular use since new and shows the patina that is to be expected of a vessel of this vintage. Maintenance has been ongoing over the years with at least six motors ranging from the original Evinrude to a series of 65 hp Mercury's, an 85hp Suzuki and now a 75hp Mercury. The boat has a long history, has always been garaged, is extremely sea-worthy and is likely to be around for many years to come!

**14. No Name** Owned by Stefan Bennett. Designed by Glen L and built 2020. Length 6 metres.

**15. "Judy H" 19'6"** Mahogany Runabout owned by Shawn & Cathy Vennell.  
Replica of a Dodge Watercar.  
Built **2005** by Bernie Dale @ Dale Boatbuilders



**16. “Havana”** Owned by Aaron Carthew. A 5 metre runabout built in Wanganui around 1955 and used on the river around the mid 1950's, then moved to Cambridge, then on up to Omaha beach for 30 years. In 2013 Aaron brought her down to a farm in Te Awamutu, cleaned her up and now spends her time as a family cruiser on Lake Arapuni and Karapiro.



**17. “Wainui”** Owned by John Skudder. A Spencer designed and built 16' runabout. Built in 1958 in the Brown's Bay yard and used in Waitemata Harbour.  
NO PHOTO

18. **“Happy Days”** Owned by Peter Davies. Built 1933 in Picton by Vic & Clarrie Olsen, Swedish brothers who became highly regarded for their expertise in designing and constructing high speed racing hulls including owning and racing Pelorus Jack which raced Len Southwards Red Head for both the Masport & Griffiths Cups at Picton.

Australasian Power Boat Championships. Happy Days - John Hacker Design - copied from American Magazine "The Rudder", every detail shown in those days - no proprietary rights. My father Tom Davies bought her in 1934 and she has been in and out of our family on 3 occasions which is a story in itself! Constructed with full length Kauri planking, Oregon bearers and cedar deck. She is absolutely original as far as timber goes. Originally fitted with a 4 cylinder Austin - was re-powered in 1951 with Flat Head V8 left behind by US Forces not needed for spares for powering landing craft. Motor weighed 800 lbs and developed 90 horse power. Motor, hull and upholstery completely renovated with great care by Alan & Blair at Craigs Marine. Motor upgraded by Rob Cowleys Engineers in Hamilton. Restoration took 18 months.



19. **“Scallywag”** Owned by Penny Davies. Found under a Rhododendron bush in a local town. Lady owner said it had been there for 30 years. Very dilapidated state plus a Seagull motor. Restored with patience by Alan Craig and Blair, also re-powered. Length 12’



20. **“Pablo”** Owner: Geoff Chater. Designed by Frank Pelin and built in 1968 by Gerald Coombes of Karapiro who used the boat with his family for a few years. He then sold it to the Karapiro ski club with whom he was involved. The club used the boat for some years and then she was sold twice before the motor blew up. The then owner sold the boat to his brother who pulled the motor out and then put it into a hay barn where it sat for 18 months at Rerewhakitū as a home for chickens. The present owner advertised for a boat to do up, purchased it and repowered it with a Leyland P76 4.4 V8 alloy motor and got it going for owner's 21st. Used for 7 years and then further restored. Flooring is of nickma ply, routed and filled with seka filler and marine oiled. Dash is hand sanded with 8 coats of polyurethane.



21. **“Flower Power”** Owned by Mary Taylor, designed by Michael Taylor and built by Pachoud Boat Builders Rotorua 1998, an 18’ ski boat. The original Flower Power was built by Michael Taylor and a mate back in the early sixties. The 1st Flower Power holidayed in Otaramarae every summer from 1970 and was



in the first parade of Wooden Boats in 1998 but when they pulled it out of the water at the end of summer and went to give it a clean Michael’s hand went straight through the side, it was rotten. With the family growing bigger by the year Michael decided he loved the hull shape but it should be bigger, so he took it along to Pachoud Boat Builders in Rotorua (now located in Tauranga) and they turned it upside down and built the new one around it, just making it about a foot wider and a couple of feet longer and glassing it over so it will never rot. It still has the original motor from the old Flower Power a Chevrolet 454 cubic inch. We didn’t even miss a summers skiing! Skipped by Justin Jamieson.

22. **“African Queen”** Owned by John Shaw& Susan Shaw since 2000. She is 5.2m of clinker mahogany construction. Built in Auckland in 1941 and taken straight to Lake Tarawera. She was in a dilapidated condition. The whole boat was stripped back and varnished/repainted. The rotten transom was replaced, as were the windscreens. Several non-original appendages were removed. Presently used mostly on Lake Ohakuri south of Rotorua.

