

1. **“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.

2. **“Harp n Atom”** Owned by Dave Heald. A 1963 17’ Chris Craft mahogany speed boat. Imported from the States around 2008 by the previous owner. Motor is original - a 283 Oldsmobile with only 700 hours on the clock.



Gunwhales, sides and transom have been stripped back to the bare timber and repainted or revarnished over the past two years. Designed as (and called) a 17' Ski Boat - although I haven't been able to source a second hand ski pole to date... 185 hp.

3. **“Te Pene”** Owned by Nick Wilcox. Designed by Athol Burns and built by Arthur Stephenson. A 1993 6 metre runabout/skiboat.



The late Arthur Stephenson was an internationally renown woodworker supplying woodwork for vintage Rolls-Royces among other things, and built a handful of boats, usually for his own or his family's use.

4. **“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!



5. WITHDRAWN **“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.



6. **"Great Scott"** Owners: Neville and Catherine Stewart, Built: 1957, Length: 4.9m. The mahogany speedboat was built in Tamaki, Auckland as a day fishing boat for Lake Rotorua. Original owner and builder, Stuart Marsters had a holiday home at Waitete, Ngongotaha, immediately above the footbridge. When he sold the house to Mike Russell in 1979, the boat went with the house. Restored in 1999, basically just revarnishing and painting. The boat won a 50 mile race in 1959 on Waikato River averaging 42 M.P.H. Original outboard was a 28hp Scott Atwater which we still have, hence the name. Now powered with a 1958 Johnson 35hp electric start electric choke. Boat purchased in Taupo in February 2017 and spent the winter restoring to the present state, renovation completed in late September 2017.



7. **“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.



8. **“Giovedì Sognare”** Owned by Peter & Linda Wallis.

21' John Hacker designed classic Mahogany speed boat. Built 2014 by Peter Wallis.



9. **“Kokiri”** Owned by Tim Aurisch. A 15' runabout designed by Frank Pelin and built by Tom Jones in 1969.



10. **“Ruru”** Owned by Mark Dunphy. A 19' speed boat built in the 1930's. Designer and builder unknown.



11. WITHDRAWN **“Parera”** Owned by Mike Smith. A 1966 John Spencer designed 5 metre boat. She was built for my father in law (Bill Drake) in 1966. When he past away 15 years ago it left the family . Last Christmas that owner offered her back to the family and we were delighted to take her on as we had settled in Taupo, where she had spent most of her life.

12. **“Kingi”** Owned by Dave Sutton. She is a small 12 ft runabout built in 1956 to catch Kingfish around Pakatoa Island in the Hauraki Gulf. She was built by Max Carter in Auckland for Dave’s father-in-law Peter Heney who was an avid sailor and fisherman. She has been on the lake for at least 30 years. Built out of Mahogany ply and Kauri she is a great little boat for trout fishing and general use and has recently had a refettle. She is now good for another 50 years. She is powered with a 25 horse Johnson outboard. NO PHOTO

13. **“Francoise”** Owned by Lloyd Walker. She is a Pelin designed 16’ glass over ply runabout built around 1970



14. **“Happy Days”** Owned by Peter and Penny Davies, skippered by Annabel 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.



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



17. **“Hope”** Owned by Hamish Coney. She is a 1968 double skin kauri hull Mason Marauder. She has been extensively restored but is very original. She still is powered by a 1968 160hp Mercruiser. Hamish thinks that he is the fourth or fifth owner. The previous owner told him that she spent a lot of time in the South Island around Wanaka. He has recently had her hull completely sorted and repainted. The previous owner did a lot of work on the decks, cabin interior and detailing. Hamish grew up at Lake Rotoiti with their family boat Undine being a 17ft Max Carter design. At one stage there were about 3 similar boats on the lake.



18. **“Snoopy”** Owned by Allan Fullerton and skippered by Tim Mills. Allan built this 14’ boat in 2005 in his father’s garage learning as he went along.

19. **“Miss Acacia”** Owned by Logan Morrell This 14’ Hartley designed boat was built by my Grandad, George Church and two uncles in 1967, was used for water skiing and was then placed in storage for many years and for the last 3 years has been frequently used back on lake Taupo



20. **“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

And finally the commentators boat

“Rambler” Owner: Aaron Martin, Rambler was built in Matakana in 1913 of kauri carvel hull construction. Said to be used for mail delivery from Auckland to Kawau Island until 1915, she was powered by a petrol Chev 4 engine. At this time she would have had a low cabin just above the portholes and a mast with steadying sails. Owned by a bootmaker in the 1960's and used for sea fishing from Matakana and Leigh. Top cabin added around this period. Engine changed to a two cylinder 20 hp Chinese diesel about 1990. Discovered at Half Moon Bay, Howick in June 2000 after searching northland for a suitable vessel. Many changes have been made since - revamped interior, hand made cedar mast, bronze & brass fittings, hand carved mahogany signs, navigation lamps & doors, special hand woven authentic fenders - the list goes on. Length: 7.9m

