

1. **“Amanda”** Owned by David Rogers. Skipper Grant Rogers. An 8’ 1955 Vincent Amanda Water Scooter built by the Vincent Motorcycle Company. Better known for their high performance motorcycles, Vincent tried to keep solvent by producing engines for lawn mowers, but their most radical design was the Amanda, making them true pioneers of personal watercraft.

It was named for the daughter of British business man, who brought the concept to Vincent.

Manufactured between 1955 and 1958 the original price was 120 pounds. About 2,000 units were made.

Some bad luck struck the project;

The sales team died in a plane crash on the way to the Isle of Man and a development engineer fell off during testing and drowned on a cold day in January. The New York Times reported the drowning and sadly a safety warning was put on the craft.

The Vincent Amanda water scooter is thought to be the world’s first personal water craft.



2. **“Minty”** Owned by David Rogers. Skipper Millie Rogers. Manufactured in Petone by Sportsee around 1970 as a New Zealand copy of the Californian Hydro-Cycle Barracuda designed for 25- 30 HP outboard motors. She is of fiberglass construction.



3. **“Jaffa”** Owned by David Rogers. Skipper David Rogers. A 1968 9’ Barracuda Hydrocycle , manufactured in California. This boat has been modified and fitted with a steering wheel but still is a good example of the original.



4. **“VOR”** Owned by Kelvin Sherson. VOR is a three metre long water scooter, powered by a 30HP outboard. She was built in Thailand probably in the late 1960’s and has 'handlebar' steering. The builder and designer are unknown.



5. **"SOL"** Owned by Ruth Sherson. SOL is a three metre long water scooter, powered by a 35HP outboard. NZ built, probably in the late 1960's, based on the VOR hull shape but having slightly different topsides and has a steering wheel arrangement. The builder and designer are unknown.



6. Spare

7. Spare

8. **"Mickey Mouse"** 12'9" Aluminium Albatross Sports Runabout Mk III. 1956 Owned by Richard Stevens. Skipper – Morrie Laing.

This is a NewZealand new, 2 owner boat and has been on Rotoiti all its life. Privately imported by the Steele family (Moose Lodge Bay), purchased by the Stevens family in 1967 (\$750.00) and used extensively on the Lake as teenagers' transport. Underwent an engine rebuild and repaint (original colour) in 1980 and remained unused until the engine was started December 2010. This boat is otherwise unmolested and all original, including the comprehensive owners maintenance manual and has an alloy luggage rack and rubber buffers on each transom corner which were factory options.



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.

It is pleasing to see that they are acknowledged on Rotoiti as part of our boating history.

9. **"Skinny Boat"** Owned by Ross Birchell. Skipper: Richard Beamish White. This 12'9" Albatross Sports Mk3 was built in England in 1956 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.



10. **"Albie"** Owned by Dave Paul. 1954 12'6" Aluminium Ski boat. Built by Albatross Marine Ltd. Dave imported this boat from the UK about 10 years ago, he restored it and now he needs to refurbish it again. He loved the process so much he has imported a four seater Albatross and hopefully we will see it at next years parade



11. **"Oscar"** Owned by Alan Thorn. 1960 15'3" Aluminium speed boat built by Albatross Marine Ltd.



12. **"La Perla"** Owned by Rosie Dunphy, a 15'3" Albatross Climax Continental built by Albatross Marine 1961.



13. **"Albert Ross"** Owned by Ross Birchell. 1958 15'9" Aluminium speed boat built by Albatross Marine Ltd.

14. **"Pomme Waka"** Owned by Ross Birchell, skippered by Barry and Christine Hare, this 15'9" Albatross was built in England in 1963, 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.



15. **"Delta"** Owned by Lee Howell. A 1975 speed boat built by Ray Wright. From the 1950s right through to the early '90s, Ray Wright Marine developed and built their remarkable speedboats, vessels which have become recognised as some of the finest designs of their type.

Their long-running Delta model was originally made from aluminium, large supplies of this lightweight and easily formed material existing in booming post-war Britain. Beautiful though they were, corrosion and fragility issues meant that when fibreglass became commonplace in the late 1950s, Ray Wright recognised it as the wonder material they had been waiting for.

He looked to the Ford Motor Company to power his boats. Affordable and reliable power was the key, the 1600GT Cortina engine, the V4 Corsair unit and the powerful 3.0-litre Capri V6 engine being 'marinised' and positioned amidships.