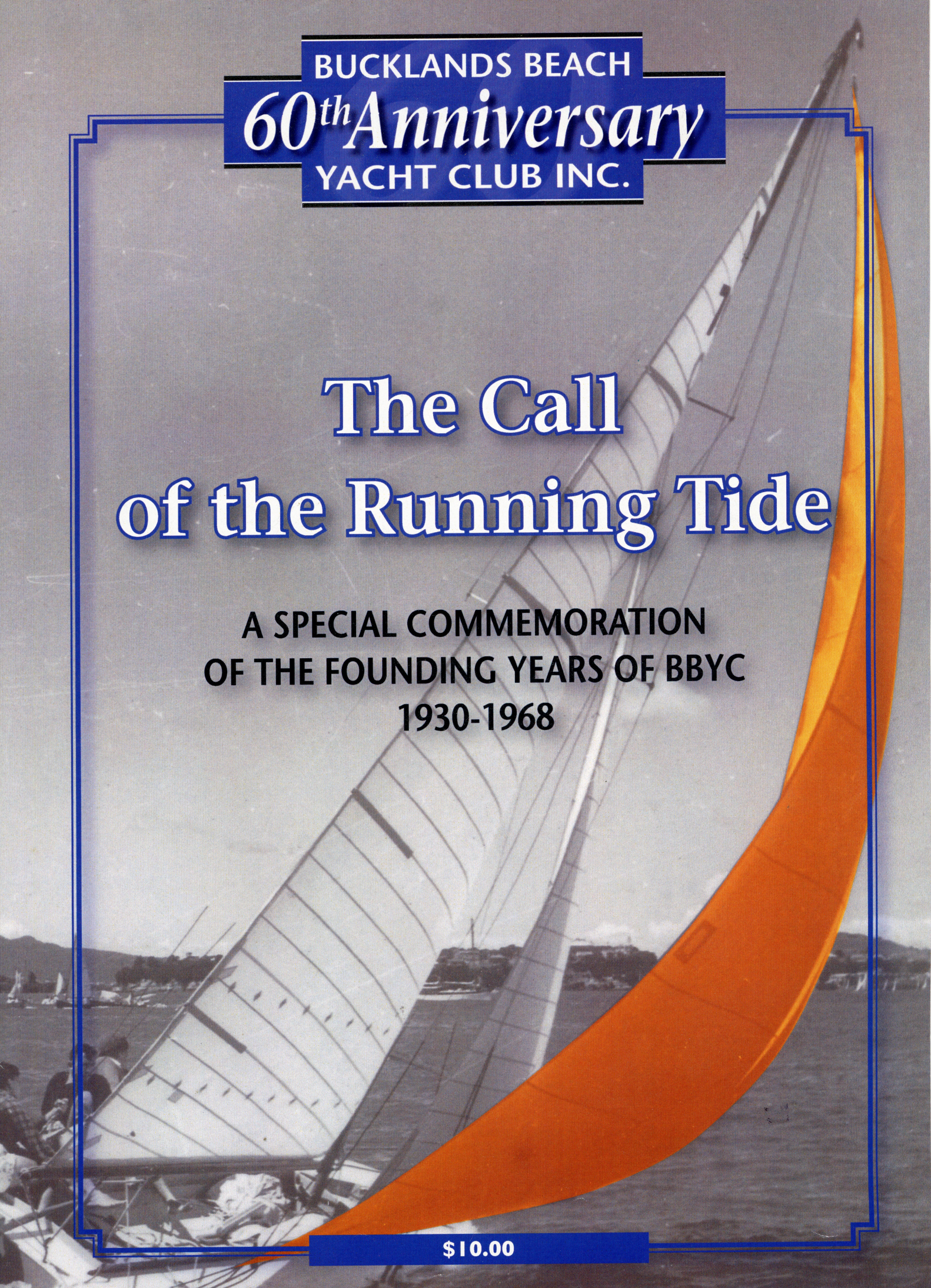
BUCKLANDS BEACH

60th Anniversary

YACHT CLUB INC.



The Call of the Running Tide

A SPECIAL COMMEMORATION OF THE FOUNDING YEARS OF BBYC 1930-1968

$10.00

Open Sweepstake Sunday 20.11.49 — Wind Fresh

Paid	Yacht.	No.	Owner	Handicap	Starting Time	Finishing	Corrected	Points	Prize
Sailing Dinghy		One Round							
2/6	Leania	◇ 184	F. Dangli	GP	Scr.	2.59 hrs	3' 50" 47'	3' 50" 47	—	Hdcp.
2/6	July	◇ 208	B. Cole	GP	6 min	"	3' 51" 11'	3' 45' 11'	10	7/6
2/6	Jem.	GREEN 7 SAILING DINGHY	R. Stone	GP	7 min	"	3' 56" 43'	3' 49" 43'	6	5/6
2/6	June	22	P. Wyman	GP	9 min	"	3' 59" 43'	3' 50" 43	—	Hdcp.
2/6	Atalafa.	GREEN 11	K. Ross	GP	Scr.	"	3' 50" 38'	3' 50" 38'	—	Hdcp.
2/6	Star	STAR	W. Shedden	BB	Scr.	"	3' 50" 28"	3' 50" 28'	3	2/6
	I, X & Y.	Two Rounds.						Time Taken		
2/6	Tessa.	X		GP	Scr.	3.9 hrs	4' 19" 49'	1hr 10" 49'	10	4/6
2/6	Witchcraft	Y 70	J. Harding	BB	Scr.	3.9 hrs	4' 20" 13'	1hr 11" 13'	6	2/6
2/6	Stardust	X 10	H. Rogers	BB	Scr.	3.9 hrs.	4' 20" 15	1hr 11" 15'	—	Hdcp.
	Tauranga.									
1/-	Pony	P 1	D Gunn	BB		3.17 hrs	3'			
1/-	Star	P.	F Evans	BB	Scr.	3.17 hrs	3' 46" 20'			2/-
24/6										24/6

J Harding donated Prize 2/6 Refer Receipt No

This was first race for the new club & was well supported by boats from Tauranga

WIND

BOY — SANDSPIT — START — BOY

Course from starting line off ... to mark ... thence to mark off ... thence to ... Point (...) to starting buoy (...Point) to ... buoy (...Point) thence to finish.

Finishers pair on duty

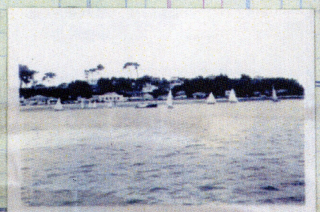
Open Sweepstake, Sunday 20/11/49 along with course information.

Opening Day 26th Nov. 1950.

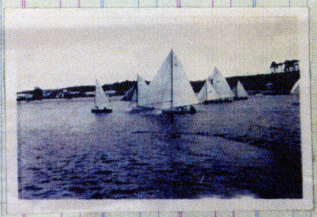
Wind — Very light & variable.

				H'Cap	Starting	Finishing	Corrected	Place
I. X. Yachts								
2/6	1 Soma	J Kilgour	O 14	Scr.	2.08	5.57.	5.57	5
2/6	2 Witchcraft	Harding Bros	Y 70.	5 min	"	Hit Mark - Withdrew.		—
2/6	3 Estrelita	J. Ingoal	T 10	5 "	-	5.44	5.36	1
2/6	4 Sonata	W. Griffin	X 15	9 "	"		Withdrew.	—
2/6	5 Glenys	C. Foss	X 23	8 "	"	6.02.30		4
2/6	6 Stardust	Mrs H. Rogers	X 10	12 "	"	6.03.00	5.51	3
2/6	7 Solang	E. Ingoal	I A	12 "	-	5.54.	5.42	2
2/6	8 Freride	B. Hawthorn	Star 22.	12 "	"		Withdrew	—
2/6	9 Falcon.	R. Hawkes	I A	16 "	"		Withdrew	—
2/6	10 April. (Sailing Dinghy)	T.B. Cole.	7	28 "	"		Withdrew	—
2/6	11 Jimach		I A 81	12 "	2.29		Withdrew	—
2/6	12 Eclipse.		Z 50	20 "	2.32		Withdrew.	—

1-10-0. 12 at 2/6



26-11-50



START 26-11-50

P. Class								
1/-	1 Atom	Andrews		Scr.	2.20	4.17.00	4.17	3
1/-	2 Pony	D. Gunn.		1	"	4.20.15	4.19.15	5
1/-	3 Sunshine	Reid		4	"	4.21.30	4.17.30	4
1/-	4 Piglet	C. Knox.		5	"	4.20.00	4.15.0	2
1/-	5 Linda	J. Sheffield		3	"	3.48.30	3.45.30	1
1/-	6 Launi	D. Gillespie		4	"	4.29.00	4.25.00	6
	6 at 1/-							

£1-16-0. Receipt No. 89.

Starter + J. Campbell.
Officials A. Gunn
Wheeler
C. Knox
J. Griffin

Handicapper — D. Kermath.

Mr. Stan Brooks donated £1 (Receipt 90) to be used for P. Class

(Linda) First to Finish J. Sheffield 12/
(Atom) Second to Finish Andrews 7/
£1/-

Opening Day 26th November 1950 accounts.

BUCKLANDS BEACH
60th Anniversary
YACHT CLUB INC.

BBYC History:
Archivist: Peter Harding
Research: Robyn Duncan Cox
Post script:
Some text excerpts are accredited to Keith Ingram

A word from Robyn:
This publication would not have been possible without the generous input from Peter Harding, who has not only provided his own historical memorabilia enhanced by his photographic skills in presentation, but his awesome recollection of every detail – every event, year, man and boat spanning 60 plus years with impeccable accuracy! Along with this we pay tribute to Peter's wife Julie - proof reader par excellence, strong and patient in her support. Their dedication to this project has been an inspiration.

Like many of the emerging sailing families in the early years of the Bucklands Beach small community, Peter and Julie are an example of how children grew up together, enjoying their backyard playground of the sea, socialising, romancing and eventual marriages with discerning choices. Many of their begotten have inherited the benefits of the footsteps before.

With a respect for our local history along with being a long term member of BBYC this project, exploring and learning about the early days of boating in our environs, has revealed yet again to me, the ingenuity and resourcefulness of New Zealanders, and in this instance initiated 60 years ago, the indomitable spirit and courage in accomplishing world class status in both seamanship and boat building. I feel both humble and proud.

Introduction:
On the 21st September 1991 Blair Beamish initiated a meeting with a few remaining foundation members and/or their siblings and other old "salts." The collective memories of attendees were recorded on tapes. It is with nostalgia and great respect that now the essence of this meeting provides the background to this edition. A valuable contribution to the foundation of BBYC recounting the beginnings of how the "mucking about in boats" developed into serious (?) rivalry and interaction with other early nearby sailing fraternities. From this BBYC has evolved into producing world class international winning competitors. Our grateful thanks to Blair Beamish and all contributors.

This publication goes to print on the occasion of the BBYC 60th Anniversary, November 2009. Many members present at that meeting in 1991 are now deceased.

The members were:

Jim Dickson(d)	Dave Hewitt(d)	Ray McGrath(d)
Stan Dent(d)	Colin Stewart(d)	John Neale(d)
Peter Harding	Jack Banks	Tom Partridge
Helen Partridge (nee Rogers)		Gary Banks
Fred Andrews	Doug Reid	Gordon Patrick
Blair Beamish	Lloyd Thomas	Ron Evans
Alan Moore		

Front Cover:
"Peter Harding's "Witchcraft" with it's innovative fluorescent orange "gennaker" that stunned all competitors in the 100th Auckland Anniversary Regatta in 1950."

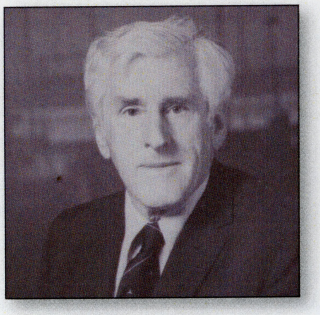
Past BBYC Commodores: 1949 - 1969

Joe Harding: 1949 - 1951

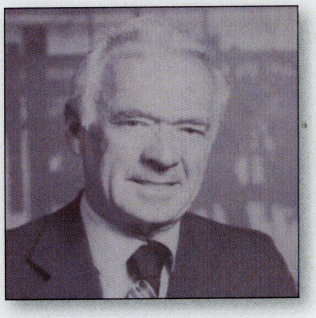
Albie Gunn: 1951 - 1955

Percy Jones: 1955-57 & 1962-64

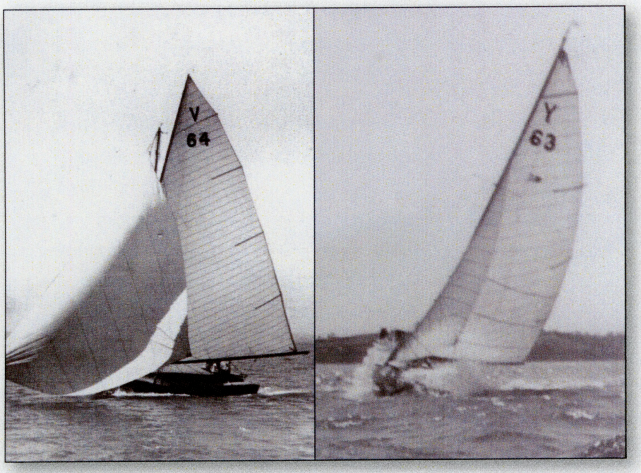
Hughie Nutsford: 1957 - 1961


Gordon Patrick: 1961-62 & 1965-66

D. Pillsbury: 1964 - 1965

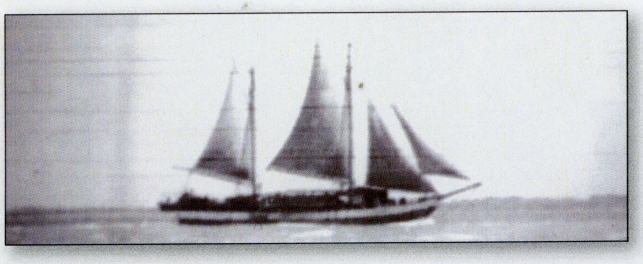

Alf Farrand: 1966 - 1969

Above: *Early 1930's view of boats anchored at Bucklands Beach. These boats came from many parts of Auckland so the crews could attend the regular Saturday night dances held in the Post Office Hall owned by Charlie Farquar (later Mason's Four Square Store).*



'Velox' V64 owned by Stan Brooks. Sailed by Gil Beamish *Early 1940's 'Violua' Y63 owned by Noel & Dave Hewitt. Dave later became Secretary/Treasurer of the BBYC.*

'Surprise' V16 later owned and raced by Jim Dixon and 'Mollie' M2



1940 Scow 'Rahiri' owned and skippered by Jock Mckinnon carried stock and goods to the islands in the gulf and acted as flagship for the Bucklands Beach Regatta that year.

BBYC history to 1968:

The story begins: "Once upon a time a strong bond had developed between many of the then few permanent residents of Bucklands and Eastern Beaches. The kids were students together, played together and enjoyed together the pleasures of their environment – that of the beaches and the sea beyond. Their families were not necessarily financially privileged, just favoured by their living location. This inspired them to be creative and ingenious in supplying themselves with sea worthy craft for family and neighbourhood enjoyment, fun and togetherness. It is no wonder that the fellowship and pride long established still flourishes, and over the years has rubbed off through the generations of many sailors who sail from BBYC.

Racing started off Bucklands Beach in 1934 with boats like the Hancock family's "Phoebe", a 16ft mullet and Noel and Dave Hewitt's "Violua", the Turnidge family's "Cyclone" and Jim Dickson's 18ft V Class "Surprise" which he had owned since he was 16 years old, and had raced it successfully. For 3 years "Surprise", with other boats "Aline" and "Atlanta", was a scratch boat. From measurements taken from "Surprise", Percy Jones' "Meteor" was built followed by another 18 footer, "Velox", owned by Stan Brookes (later to become Commodore of Royal Akarana) and sailed by Gil Beamish.

Our early mariners initially did not have an official club, per se, so combined with other nearby sailing fraternities to hold regattas and regular sailing on Saturdays at Panmure and Bucks on Sundays. The scow, "Rahiri", acted as Flagship at regattas as seen here at Bucklands Beach in 1940.

A great pre-war story is of Jim Dickson. Permits were not required to put moorings down at the beach. In 1936 Jim bought an old keel boat called "Naroma," (Jim described it as "the slowest boat ever designed by man"). On making enquiries to Auckland Harbour Board about getting some moorings at Bucklands Beach he was directed to the skipper of a scow that was departing that day for Thames. Skipper, Lemonade Bill, was paid "three quid" on the spot and Jim was told to put flags out where he wanted the moorings before six o'clock. Lemonade Bill would drop them off, and so he did! Jim also had an 18ft V Class, "Arahi" built which was stored for the duration of the war in a garage at Little Bucks. In fact, Jim owned 3 V Class prior to World War 2.

When World War 2 broke out, it is surmised, that that was the reason any formal establishment of a Club, as such, was abandoned for the time. However, in the first year of the war a regatta was held to raise a few pounds for patriotic services.

During the war, Eastern and Bucklands Beaches were boom defence areas. A submarine net floated by mines extended from Musick Point to Browns Island making it impossible to sail around. There was barbed wire off Eastern Beach - great for fishing but only with a certificate from the Naval Department. Often some fancy seamanship assisted in avoiding the searchlights! John Neale, (a foundation member of Bucklands Beach Yacht Club), was one of the culprits here – he told son Mick of sailing his 24 ft Keeler "Vagabond" through the Browns Island channel at high tide and heeling her over to clear the anti submarine nets.

Bucklands Beach V Class boats used to sail to Westhaven to race. They'd leave Big Bucks, in front of the Chez Paree Cabaret, around 7am to get to get to Westhaven by 1pm for the start of the race. They had to get back to North Head before 6pm to get through the submarine net and often did not get home before midnight. If the wind had dropped and the tide was going the wrong way, with no motors to fall back on, they would anchor until it turned, sometimes having to paddle to shore. Adversely, if it was blowing a gale they would have to hang on for dear life – maybe for hours.

In 1945, before a Patrol boat was in place, "Limerick" capsized on it's way to Panmure for a Saturday race – frozen, the crew had a grandstand view of the race from the water hanging on to the side of the boat - it took them 4½ hours to drift to shore. Wet weather gear consisted of as many football jerseys as one could manage to don without sinking.

As mentioned, sailing was a family affair with a few quirky beginnings. One, is as told by Reg Barker who had a Zeddie, "Betty" at that time. Reg recalls with awe, a spunky kid Fred

1940 'Rahiri's' mast with flags shown behind Y38.

1946 V4 'Limerick' owned and raced by Joe Harding & Wally Girven.

1949 'Pony' P1 owned and sailed by Dave Gunn.

1945 'Pinto' P65 built and owned by Peter Harding aged 13. It was the first P class at Bucklands Beach

'Eurydice'

1948 'Hazard' Y67 owned by Jim Gane had the same problem as 'Witchcraft' - the rudder was too small.

Andrews, aged 7, who adapted his father Charlie's fishing dinghy into a seaworthy vessel by adding lee boards and mast and sail of sorts!

During this time there was plenty of proper boat building going on from youngsters building their own P Class boats, as did Peter Harding in 1945, (aged 13) with "Pinto" with more little P's coming out of back yard sheds like Dave Gunn's "Pony" and a little older Fred Andrews with "Atom", to larger impressive undertakings such as that taking form in John and Dot Neale's shed at 3 Devon Rd. John was building "Eurydice", an Ernest Bailey design 40 ft ketch, built with 1¼" full length kauri carvel planks on tanikaha ribs and grown pohutukawa floors fastened with copper nails and roves, and a long cast iron keel which drew 6' 6" (1980ml).

The local kids were intrigued at this "big ship" and they would sneak into the shed to admire it and it's progress. "Eurydice" was launched at Bucklands Beach in 1947.

Post war, some Kiwi-type innovation was being employed in adapting some craft to increase momentum and seaworthiness. This is exampled in 1948 with top boat designer, Jack Brooke, and his own 18ft V Class on which Jack cut both ends down to make it a 14ft "Y" Class. Others followed suit. Not good thinking as it became very hard to sail as still bore the same sails. The next trick was to shorten the rudder and centreplate for less resistance which made the boat hard to control - many capsizes resulted as seen in Jim Gane's "Hazard" - the rudder wasn't big enough. Unfortunately this was not corrected by opening day but they still had a few tricks up their sleeves.

The Harding brothers discovered that by twisting the centreplate from side to side, "Witchcraft", when going against the tide, would climb to windward. No other boats could do this and no one ever found out. Even when the rudder was extended the centreplate trick continued. Legal? Of course!!

In 1948 "Witchcraft" was the first boat to be fitted with a self-draining cockpit which enabled the boat to be righted.

Added to this was the ingenuity of Peter Harding, in 1951, getting Leo Bouzaid to make a "gennaker" (unheard of in those days) for "Witchcraft" and the first time it was used, lapped a jaw-dropping Laurie Davison, designer of "Black Magic", America's Cup winner in 1951. Apparently Laurie didn't come back to Bucks again - he took to racing "Flying Dutchmen" in Westhaven. Laurie didn't own a boat – he was in great demand as a skipper – such was his reputation. He had served in the Air Force and was rumoured to be an expert weather reporter!

Another point of interest is that boats were harder to sail in those days as they had no trapezes and when

these were introduced in 1954 they made such a difference that the number of crew went from four to three.

After the war the regattas became a fixed event for combined Eastern Clubs such as Otahuhu, Panmure, Howick, Glendowie and the then Bucklands Beach Sailing Club and Eastern Sailing Club. Bucklands Beach was deemed to be the best for inter-club racing. Peter Harding was on the committees of Bucklands Beach, Panmure and Glendowie and would row across to Glendowie in his dinghy, holding meetings in an old steamer, the "Kawau", co-ordinating the regattas.

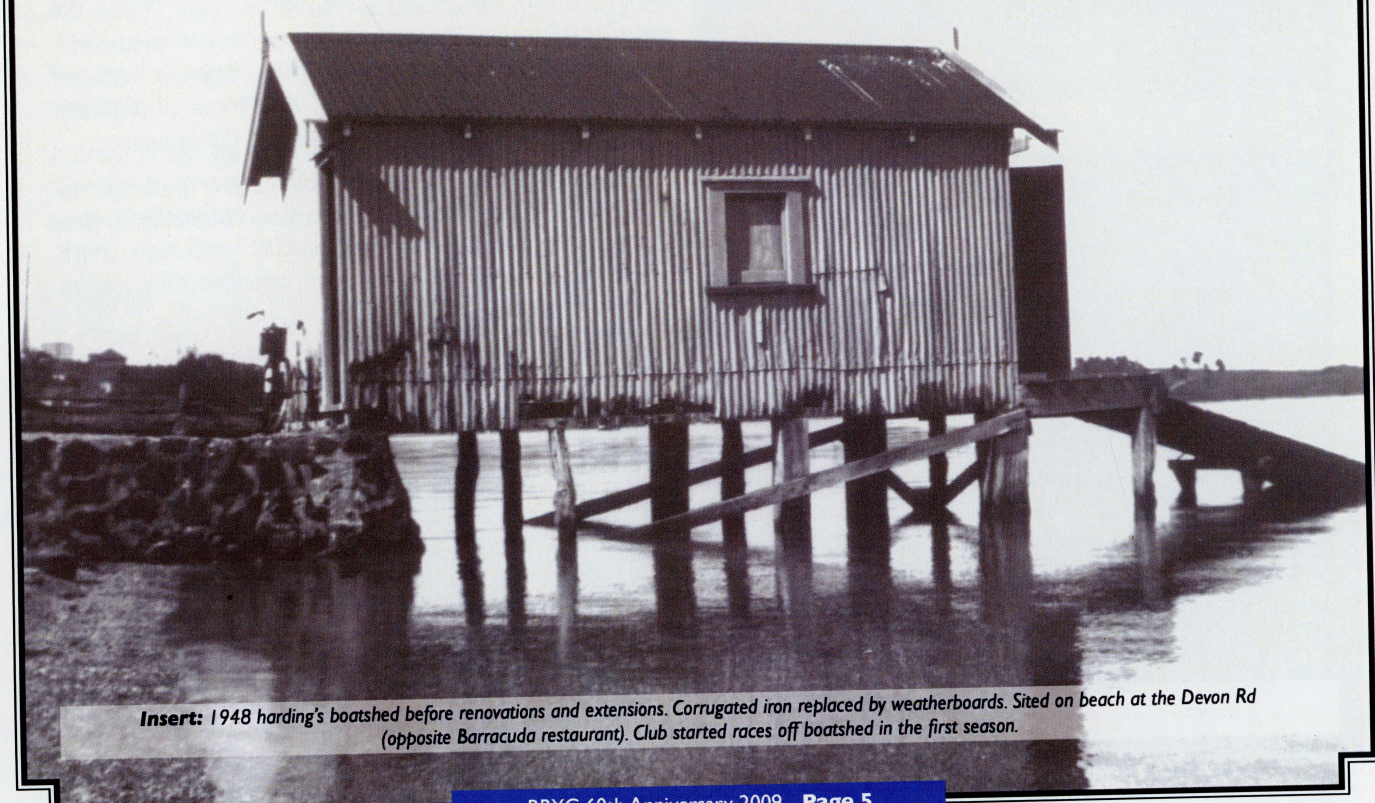
These regattas took place in the Tamaki river. To raise money raffles were held: e.g. one case of whisky containing 6 bottles, costing 7 pounds, eleven shillings and sixpence: one bottle of gin, thirteen shillings and threepence and a bottle of rum, 1 pound, 2 shillings and sixpence. The entry fees in those days were: P class; one shilling, with the prize money being the grand sum of one pound, two shillings and sixpence. These regattas continued with little change until 1966 – (16 years.)

Even though named "Bucklands Beach Sailing Club" the Club had no formal or official status with no home. People like Percy Jones, Albie Gunn, Dave Hewitt and Joe Harding were the backbone of the non-formalised club.

The Harding brothers, Joe and Peter, used an old boatshed for their boat building - Elliot's boatshed as it was known and loved, situated prominently on The Parade opposite Devon Rd. It was a focal point for boaties but as it was rather externally in need of upgrading Manukau County Council wanted it demolished. In an effort to save it, the boaties decided to make it the official Clubhouse and formed the Bucklands Beach Boating and Life Saving Club. The "Life Saving" input was a ploy to convince and endear the powers that be of the worth of it's operations, but to no long lasting avail!

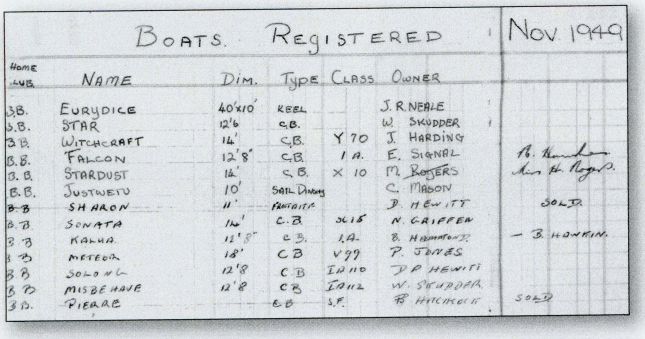
1948 Glendowie Boating Club's Inaugural Opening Day. The steamer 'Kawau was the first clubhouse. All Bucklands Beach boats participated in this regatta.

Rigging up for racing. Bucklands Beach Post Office in the background.



***Insert:** 1948 harding's boatshed before renovations and extensions. Corrugated iron replaced by weatherboards. Sited on beach at the Devon Rd (opposite Barracuda restaurant). Club started races off boatshed in the first season.*

Dave Hewitt was mentor and coach for the younger members of the club.



BOATS REGISTERED NOV 1949

Home Club	NAME	DIM.	TYPE	CLASS	OWNER
B.B.	EURYDICE	40'x10'	KEEL		J. R. NEALE
B.B.	STAR	12'6	C.B.		W. SKUDDER
B.B.	WITCHCRAFT	14'	C.B.	Y 70	J. HARDING
B.B.	FALCON	12'8"	C.B.	I A.	E. SIGNAL
B.B.	STARDUST	14'	C.B.	X 10	M. ROGERS
B.B.	JUSTWETU	10'	SAIL DINGY		C. MASON
B.B.	SHARON	11'	RUNABOUT		D. HEWITT
B.B.	SONATA	14'	C.B.	X 15	N. GRIFFEN
B.B.	KALHA	12'8"	C.B.	I.A.	B. HAMMOND
B.B.	METEOR	18'	C.B.	V 99	P. JONES
B.B.	SOLONA	12'8	C.B.	IN 110	J.P. HEWITT
B.B.	MISBEHAVE	12'8	C.B.	IA 12	W. STRUDDER
B.B.	PIERRE		C.B.	I.P.	B. HITCHCOCK

SOLD B. HAWKIN. SOLD

Registered boats and race day

'Norseman'

The Manukau County Council threatened that if the Hardings did not pull down this little icon, the Council would have it demolished (apparently there were complaints from some residents that it blocked certain views). So, board by board it was dismantled. But soon after, the aforementioned club was advised that MCC had had no right – the section was on a 99 year lease from the Marine Department – a permit was issued to the Hardings and they re-built Elliot's boat shed on their property, 52 The Parade.

An active group was endeavouring to raise funds for a clubhouse. (A fund raiser of great interest in November, 1949 was a beauty pageant). From 1949 onwards meetings were held regularly in the Post Office Hall at the rear of Mason's Four Square Store, then to the Tennis Pavilion (now the Bowling Club in Marrow Ave).

The first Commodore in 1949 was Joe Harding with secretary/treasurer Dave Hewitt. The inaugural Committee included Percy Jones, (Rear Commodore), Albie Gunn, (Vice Commodore) Colin Mason, John Russell, Jack Hogan and Gill Beamish, Peter Harding and George Signal. A junior sub-committee was formed as future adult members - Fred Andrews, Dave Gunn, Reggie Barker, Doug Reid and Dave Harford. Patron was John Turnidge.

The Club colours of blue and white were established - all thanks to a local football club and a basketball club, whose players both sported blue and white uniforms,so when the Sailing Club approached the Yachting Federation of NZ, the request of blue and white was granted and remains today.

In the first summer ten races were held within it's fleet of 33 boats made of "P's", "X's," "T's," "Y's", "Zeddies," Idle-alongs", "Silver Ferns" and a "Mullet" or two. Some of the outstanding performers were: the Y70 "Witchcraft" (J.Harding), T69 "Tessa" (J.Sharp), X10 "Stardust" (Helen Rogers), T10 "Estralita" (G.Signal), V99 "Meteor" (P.Jones), "Invader" (Casley brothers), and "Aoma", (J. Kilgour).

The "Flying 15", the Duke of Edinburgh's favourite sail boat choice, made it's first appearance in New Zealand in Bucklands Beach at the time of the Club opening in 1949 when local car dealer, Eric Schultze, obtained it by trading a motor vehicle.

Legendary "Norseman," built in the 1930's, was bought by the Reid family in 1950 and refurbished, becoming known as the Viking terror ship.

Helen Rogers, with an all girl crew from 1949-1955 was thought to be the first in Auckland.

Membership quickly grew to about 52 – membership fees were 7 shillings and sixpence for seniors and 1 shilling and 6 pence for juniors. Race entry fees were 1 shilling and 6 pence and 1 shilling respectively. At the end of the first summer the Club was in credit 14 pounds and 4 pence.

Much respect has been recorded as to how astutely and professionally the monthly meetings were run. Many of the

young sailors, some still at school, would attend and learn, along with the matters discussed, valuable business skills.

Many of these youngsters mentioned earlier were now achieving success in the greater Auckland racing scene - Fred Andrews with "Atom" and Dave Gunn's "Pony" in P Class.

Later, in 1954 with the Idle-along "Cassandra" Fred won the fresh water championships in both Rotorua and Hamilton.

But the growing awareness and successes still did not bring the desired and much needed Clubhouse any closer.

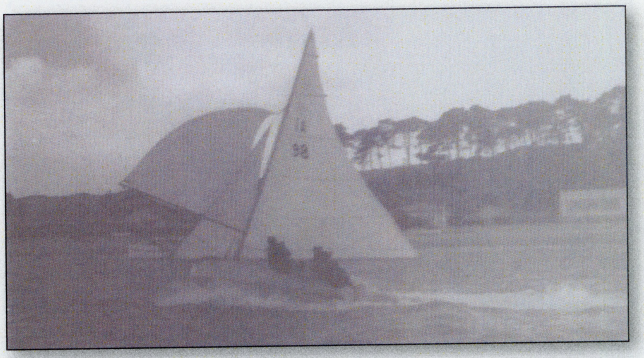
The late Patron, John Neale, recorded that there was a certain amount of animosity towards yachties during and after the war and there was a minor revolt when small boat races were held off the beach. Imagine the mission of trying to hold screeds of papers and a stop-watch whilst attending to the starting and finishing procedure in a Westerly. Suffice to say, impossible, and the result was papers flying in all directions causing some disruption and unwanted litter, so that's when the bright idea of building a starting box was mooted.

And so it was that in 1950 the first starting box with materials supplied by John Neale and built by Joe and Peter Harding the night before a major race, appeared. For some time it was roofless so the shotgun was used to anchor the papers until a tin roof was added. Peter Harding recalls the incident when he was in charge, firing the gun along the starting line – with live ammunition!! Luckily no-one or boat was hit. Unbeknown to Peter, it so happened that Bernie Isemonger was racing the first Flying Dutchman in NZ – good job he wasn't over the line!

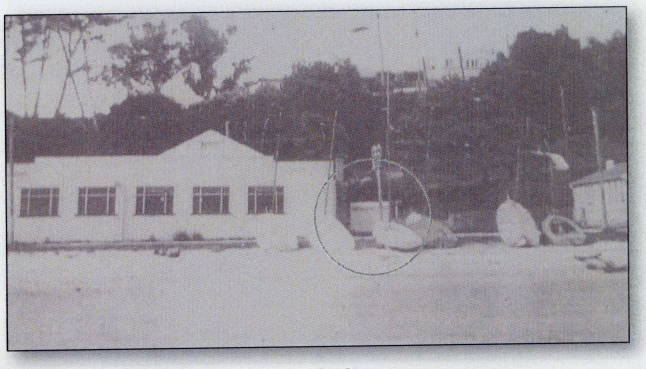
This portable contraption was stored beside Chez Paree, the local cabaret (the War Memorial Hall stands on this site today).

Mention must be made of the owner of Chez Paree, Jack Griffin, who was accommodating and supportive in so many ways. Prizegivings and monthly fundraising dances were always held there. Mothers and sisters made and served

Helen Rogers 1949, with an all girl crew was thought to be the first in Auckland.



IA 98 'Cassandra' owned & sailed by Fred Andrews. Foward hand Dave Harford.



'Chez Paree' besides the Post Office. 1952-53

1951 Hardings Fishing Boat 'Rothsay' towing boats to westhaven for the regatta.

1950's Charlie Andrews senior in race "unofficial" patrol boat. Built by Joe Harding.

'Spiffy' first patrol boat. Donated by Don Wishart.

Below: *Race day at Bucklands Beach approx. 1953. Daly's store in the background, previously Mason's store which was also the Post Office, Petrol Station and had a hall at the rear which was regularly used for Yacht Club meetings, Saturday night dances, church services and various other gatherings.*

copious cups of hot tea ready for the return of valiant young centreboarders - each wearing 6 football jerseys, soaking wet and freezing cold. They also were allowed to dry their sails inside – the cotton sails were subject to mildew if left wet – and the camping site toilets were available after rac ing.

There was no official Patrol boat. The Harding brothers, Joe and Peter, generously used their fishing boat, "Rothsay", for weekend races, even towing all centreboards to Westhaven for several Anniversary Regattas.

In 1950, not long after the Club opening, "Hurry Up", a clinker-built clipper, built by Joe Harding and owned and manned by Charlie Andrews senior became an unofficial rescue launch and was always on hand.

The first official patrol boat, "Spiffy", was donated by Don Wishart in 1953. During the 50's members acquired Mistrals and Javelins and other clubs were encouraged to come to BBYC and race.

Gordon Patrick remembers how chaos would often reign when visitors, not familiar with the unmarked river channel would go aground – notably when the depth would be as low as 9 inches (much to the delight of local yachties)! One of the many responsibilities that Percy Jones with Peter Harding on "Rothsay" took on board (so to speak) was the rough annual task of lifting the 4 club buoys, metal cans, and bring them in to be overhauled and painted (no mean task).

In 1952, with the name change to Bucklands Beach Sailing Club, a positive and getting-desperate move was made to buy land. All sites investigated met with opposition from all sides – bureaucracy and red tape at Council level, antagonism from a section of the local community, added to which the funds available lodged in the Post Office Savings Bank, amounted to the princely sum of one pound, five shillings and threepence!! So, nothing could be done but the frustration was building.

As well as this, and adding to the importance and pride deserved, of establishing some acknowledgment and

recognition of what was being achieved by our local sailors and boat builders was the indignity of the existing haul-out facility.

"Eurydice" and "Norseman" are examples of early haulout days. They would be hauled out in front of where the old clubhouse is now on the reef. Two macracarpa trees, planted by Alf Morrow opposite his bathing sheds at 53 The Parade were perfectly situated. A strop was slung around them enabling cradles of greasy planks to be lowered at low tide, then at high tide, the boats would be jacked up and slid up on to the rocks assisted by John Neale's tractor. Owners were threatened by Manukau County Council that their boats would be impounded if not removed.

Stan Dent, an accountant, was the voluntary auditor in 1955. By then annual subs were 10 shillings. A year earlier an attempt was made to raise them to 12 shillings and sixpence, but the horrendous increase was voted out.

At the first set of annual accounts prepared by Lloyd Thomas, the profit was 102 pounds, 13 shillings and ten pence. There must have been 80 members as total subs registered as 38 pounds, fifteen shillings and 6 pence.

But by 1957 the goal was set to obtain the selected land at the foot of Graingers Point, as already a rocky flat area on Big Bucks side of the reef was being used as a haulout area but it was over a decade before this was realised.

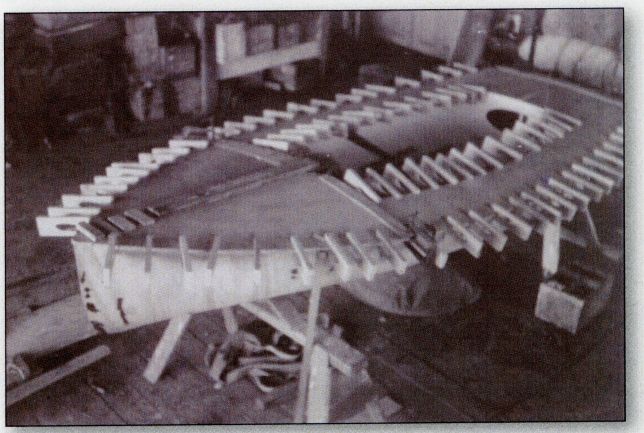
With much red tape to cut through many innovative ideas were initiated. One such idea was when the manager of the then Manukau County Council was invited by Vic Rogers and Dave Bell and a few of their "cronies" to go and look at the land and then retire after the meeting to Chez Paree to discuss the proposition over a dozen bottles of beer and a bottle of whisky. The total cost of these liquid refreshments was one pound, five shillings and fourpence – nearly expending all the funds, leaving only sixpence. And,unfortunately, not much progress was made, business wise, re the new site at that meeting.

So back to the boating:

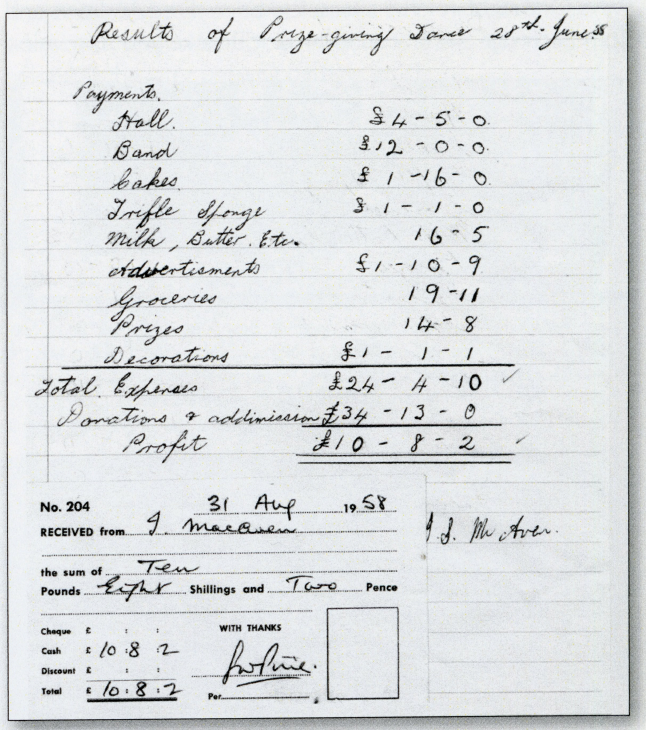
The one-man boat, "Zephyr", with the Des Townsend moulded ply hull, made its advent in 1958. Gordon Patrick (another import from Otahuhu Sailing Club where he began racing in mullets at the age of 14, in 1927) now a BBYC member and having built 6 P class yachts and owned at least one as did Peter Harding, Fred Andrews, Roy Dean, Cecil Rhodes and Gary Linkhorn, to mention a few.

Speaking of the Otahuhu Sailing Club, from where many members eventually joined BBYC, there was another. Tony Kendall, at the age of 13, would race with the Otahuhu Sailing Club "Idle Alongs" and then mosey down to the Eastern Combined Regatta, introducing him to Bucklands Beach. Later, in 1961, Tony decided to moor his 18ft mullet "Priscilla" V12 there– choosing his mooring spot and marking it with a plastic milk bottle. In the ensuing 60's with

1954/55 Eurydice and Norseman hauled out for refits and maintenance opposite 52 The Parade. This situation was chosen by boat owners who used the Harding's boatshed/workshop facilities.



Peter Harding's Zephyr 36 'Woops' under construction. 1957/58 (deck being glued to hull).



Results of Prize-giving Dance 28th. June 58

Payments.

Hall.	£4-5-0
Band	£12-0-0
Cakes	£1-16-0
Trifle Sponge	£1-1-0
Milk, Butter. Etc.	16-5
Advertisements	£1-10-9
Groceries	19-11
Prizes	14-8
Decorations	£1-1-1
Total Expenses	£24-4-10
Donations + admission	£34-13-0
Profit	£10-8-2

No. 204 31 Aug 1958
RECEIVED from J. MacEwen
the sum of Ten
Pounds Eight Shillings and Two Pence
J. McAven.
Cheque £ : :
Cash £ 10 : 8 : 2
Discount £ : :
Total £ 10 : 8 : 2
WITH THANKS
Per

Stan Dent, an accountant, was also the voluntary auditor in 1955.

30ft "Ajax", a mooring change to LB47 beside Stan Dent's ketch and alongside Sid Bell's wooden H28 saw Tony and wife Peggy and 2 wobbling toddlers, Bruce and Wendy, baby Barbara in a plastic carry bag alarming locals in their dinghy prowess out to "Ajax".

One of the clubs more interesting commodores was Hughie Nutsford, commodore 1957-61. Hughie was a refrigeration engineer for Fisher and Paykel and an avid subscriber to the American publication "Popular Mechanics". Hughie built the first catamaran New Zealand had seen since Maui arrived, from plans he found in a "Popular Mechanics" magazine.

When Hughie's catamaran "Me n You" raced with the BBYC open fleet on Sundays he would blitz the field as long as everything held together.

Being an extremely inovative character Hughie also made a set of SCUBA dive gear in the late 50's from refrigeration parts and old fire extinguisher tanks, based on early plans from Jaques Cousteau, also published in the " Popular Mechanics". Not exactly PADI stuff but he caught a lot of crayfish with it.

In 1960 the Mander brothers of Christchurch introduced the Leander "R" Class, which became a popular follower of the "Idle Alongs". Club members, persuaded by Arthur Lines, built nine "R" Class. Lindsay Newbold, Peter Ellis, Ken Harford, Alan Moore, Alan Brown, Ian Hopwood, Bob Ireland, Peter Harding and Steve Udy were all starters. Arthur, abetted by Peter Harding, assisted young sailors in building their own, leading to many being exhibited in the 1961 Boat Show.

Local boat building was taking off dramatically in different ways. One night in 1959 after a few beers, Fred Andrews and Tom Partridge went around to Jack Brooke with the vision of keel boat "Roulette" in Fred's head. This became a reality. Jack's design and Fred's labour saw "Roulette " launched in 1961 and after successful racing in NZ was selected to represent the Club in the Suva race in 1966.

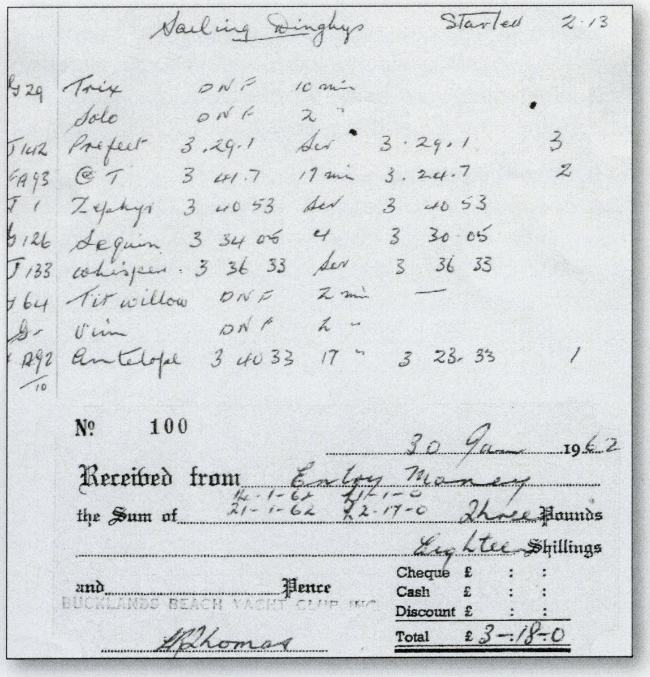
An aside to this story answers the question of how boats such as "Roulette" put their masts up. Fred Andrews explains. "I'd motor up to Panmure Bridge, then from the bridge, drop the mast over the side and winch it down. On one particular day we had a rating official on board measuring calculations and needed smooth water so I brightly thought the Panmure Lagoon would be perfect. Approaching the bridge I realized too late that the mast was still up - hit the bridge - mast cracked, crew covered in crumbling concrete from the old bridge and the rating official white faced muttering "you crazy bastard". But suffice to say, "Roulette still got her rating!"

Another significant trophy in 1962 was Flying Dutchman "Pandora". Awarded "Best Boat" in the Auckland Boat Show in years 1961 and 1964, "Pandora" was built by Peter Harding and Earl Wells for Sir William Stevenson, the then Mayor of Howick and sailed by Peter and Earl initially. "Pandora" then went on with Earl Wells and Helmer Pedersen to win the Gold Medal at the Tokyo Olympics in 1964.

Another innovation was being developed by John Neale who was always interested in new ideas and developments, so when Arthur Piver, an American aircraft engineer, started promoting home built plywood trimarans as fast, stable, and comfortable, John wrote away to the States for a set of plans and started building a 40ft Trimaran. The 3 hulls were built at Devon Rd and as John was busy with the building business he took the hulls around to Tom Partridge in Hattaway Ave to be built. Trimaran "Manuia" was launched in 1963.

'PANDORA' Flying Dutchman. Winner of 'Best Boat in Auckland Boat Show' 1961 & 1964. Winner of Gold Medal at Tokyo Olympics 1964. 'Pandora' was the pinnacle of Peter Harding's boat building career, always forward thinking with his designs, he managed to achieve the first underweight wooden Dutchman along with the only self draining cockpit.

1963 Auckland provincial Championships in Whangarei.



Sailing Dinghys Started 2.13

29	Trix	DNF	10 min			
	Solo	DNF	2 "			
142	Prefect	3.29.1	Ser	3.29.1		3
A93	C&T	3 41.7	17 min	3.24.7		2
1	Zephyr	3 40 53	Ser	3 40 53		
126	Sequin	3 34 05	4	3 30 05		
133	Whisper	3 36 33	Ser	3 36 33		
64	Tit willow	DNF	2 min	—		
	Vim	DNF	2 "			
A92	Antelope	3 40 33	17 "	3 23 33		1

No 100

30 January 1962

Received from Evelyn Mooney

the Sum of 12-1-62 £1-17-0 21-1-62 £2-17-0 Three Pounds

Eighteen Shillings

and Pence

Cheque £ : :
Cash £ : :
Discount £ : :
Total £3-18-0

BUCKLANDS BEACH YACHT CLUB INC.

W Thomas

Expenses received for entry fees 1962.

Lots of experimentation and creativity were employed in this embryonic stage of building boats . Allan Creek displayed typical Kiwi ingenuity when he converted his Mullet to a keeler by adding a concrete keel.

Joe Harding followed with "X" Class "Sabrina" and Owen Woolley built Ray McGrath a keeler, "Mahana". When completed all began racing together. Naturally a strong fellowship developed and family social days evolved, like the Club picnics organised by Ray and Alma McGrath, for which they actually received a small payment to cover expenses.

The larger boats at this time needed much more maintenance than they do now. Canvas sails, no fibreglass and hemp ropes, so anything that got wet had to be dried immediately otherwise would mildew rapidly.

More bureaucracy reared its head in 1962 with regard to moorings.

Up until the mid 60's club members' vessels were restricted to chain and had to use heavy aeroplane tyres to float the chain to the surface.

As an aside 5 sets of grid piles, including a launch grid, were built adjacent to the ramp for cleaning vessels. The 50's haulout practice at Grainger's is referred to earlier on page 9 exampled in "Eurydice".

During these years, members were responsible for the maintenance of their own moorings and would hire Subritzky's "Jane Gifford" to service about 6 moorings at a time. Members would strip trailer loads of mussels off the moorings with a wire strop and have a huge cook-up at the end of the day.

In 1962 it became obvious that yachties could not continue to drop moorings anywhere in the river and the Auckland Harbour Board was asked to take over the control. The Board declined but gave the Club the power to control the mooring sites. Order was brought out of chaos but the mooring pressure on the river would have soon become intolerable if the Half Moon Bay Marina had not been constructed.

Tom and Helen Partridge's experience of launching their home built "Taiaha" in Hattaway Avenue, also examples the intrepid resources of the time. A John Lidgard design, "Taiaha" was a 8 ton 34 foot yacht, and on completion Tom was, in his words, "absolutely broke" and had to resort to somewhat desperate skull-duggery to launch the yacht. With his last few dollars he bought some planks into which he bored holes to put the rope through. He told his crew, in secret, about the expected time of floating "Taiaha" off in high tide. In the dead of night, the trellis was removed from the front of the house and a logging mate of Tom's who had a logging business, backed his truck in, and "Taiaha", on skids, was dragged along to, and down, Devon Road.

The "secret" expedition was met with about 200 people out to watch. Just past Percy Jones' house they had to dig the road up a bit and rounding the corner into The Parade, they were met by a cop car. Naturally, panic reigned as they had just removed a Council seat. But no! A blind eye was turned. "Do you need any help?" the cops asked.

Back to the drawing board of the proposed Clubhouse. What was happening? Fundraising had begun in earnest.

Young members such as Fred Andrews, Reg Barker, David Duffett, Doug Reid, Joe and Rima Harding and Peter Harding were running monthly socials and dances for many years in the Pakuranga Hall and Chez Paree. Entrance fee was 5 shillings for the gents and ladies a plate.

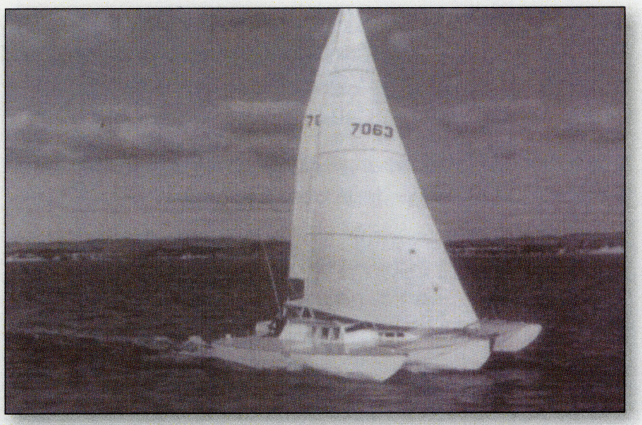
It so happened that a young Council employee, Barry Curtis, was now a very involved member, and he was to prove very helpful in the later ensuing battling years.

Meantime sailing wise, Fred Andrews had been building "Roulette", much to the annoyance of neighbours who

1968 Bucklands Beach mooring service barge.

'Roulette' and crew.

Whangarei-Noumea Race.
Chris Bouzaid, Steve Armitage, Fred Andrews, Don Pollack and Tom Partridge.



John Neale's 'Manuia' Trimaran. Press boat at 1966 Suva race.

'Rainbow II' going downhill on the way to Noumea.

thought that hammering should cease by midnight. On completion, with crew Tom Partridge, Chris Bouzaid, Steven (Sticky) Armitage and Bill Sunday, Fred, with "Roulette", went on to win, as mentioned, the Auckland to Suva race in 1966 bringing much pride and kudos to BBYC. The prize money was 200 pounds. Tom Partridge, navigator, reported that considering the sailing conditions were pretty horrendous, that on it's return to NZ, Roulette was in immaculate condition and looked as though she just had been cruising around Auckland Harbour! The Press boat at this 1966 Suva race was John Neale's "Manuia" with John, son Mick and radio journalist Noel Holmes. Noel reported that Fred raced "Roulette" with the same reckless flair that had made him an Idle Along champion and possessed the "definition" of a good ocean racing helmsman. That is: "A good helmsman is a guy who doesn't give a damn who owns the boat – is nuggety, nerveless and with guts of steel".

The Bouzaid name was becoming well known. First of all there was Leo Bouzaid, notorious in the Manukau Harbour. With his veteran 50-footer, Rainbow, built in 1898 he was soon outstripping everything in Auckland, continuing her reign as champion for over 40 years. Leo, also, was a very sought after sail maker. In between times along came son Chris. After crewing on Fred Andrews' "Roulette", and a sail boat or two, Chris had "Rainbow 2" built of single skin kauri. "Rainbow 2" was launched from Bucklands Beach boat ramp on March 8, 1967 and a month later, with Fred Andrews and Tom Partridge as part of the crew, was competing in the Noumea race, followed by the Sydney-Hobart classic, doing well in both. Then it was taking on the big one in 1969, the "One Ton Series" in Helgoland (coastal Germany) and winning!! Chris, understandably, gaining two other awards, New Zealand Yachtsman of the Year, the Bernard Ferguson Trophy and an MBE.

Mid 60's saw more fundraising efforts, led by Nola Banks, towards the purchase of an Official Patrol Boat. "Miss Buckland" was built by Colin Stewart, cost 500 pounds and was launched in 1968. A strong vessel powered by a second hand Ford 10 petrol motor, "Miss Buckland" gave many years of stalwart service, including transferring picnickers from their crafts to shore. The fleet was growing - now including "Flying Ants" and "Paper Tigers".

The latter was a headache if capsized – the only way of recovery was for the skipper to put a rope over the hull and on to the mast followed by Colin and "Miss Buckland" going at full throttle to pull the boat upright.

In continuing the fundraising efforts for the nearing possibility of the Clubhouse, the biggest personal financial boost came from the generous Patron, Don Wishart, who already was donating fifty pounds annually and had given the Club a "P" Class for members' use and made this bargain - "If you fella's can raise 300 pounds I'll give you another 300". So they all got stuck in – managed to raise 280 pounds and then made a desperate rush for personal donations to make up the

deficit 20 pounds. This done and triumphantly presented, Don, true to his word wrote a cheque for 300 pounds followed by yet another!!

Then came the bright idea of issuing life memberships at 25 pounds each – as they say, the best investment ever made. Then the fired up and intrepid band raised 5000 pounds by issue of interest free debentures.

By 1966 the lobbying was underway with officialdom – a painful and drawn out business. As John Neale expressed, it seemed that every Council Department was against them. At long last with John, Theo Lowe, Don Wishart, Gordon Patrick and supportive efforts from many members – including knocking on doors in previously fruitless treks to Parliament to get Government support, permission was granted, but the building was not to be called a Clubhouse – the reason has always remained obscure. It is referred to in Minute books, as a "Gear Store" – even meetings were not meant to be held there.

Commodore Alf Farrand and John Neale began the initial planning. This was now of major significance in NZ yachting. Together, with assistance from Barry Curtis, they surmounted the difficulties with Manukau County Council and the many aggro-petitions from a faction of residents. Brave but wearying times.

Fred Andrews organised another strong team to raise by fair means or foul, the 6000 pounds for a seawall. John Neale's brainchild.

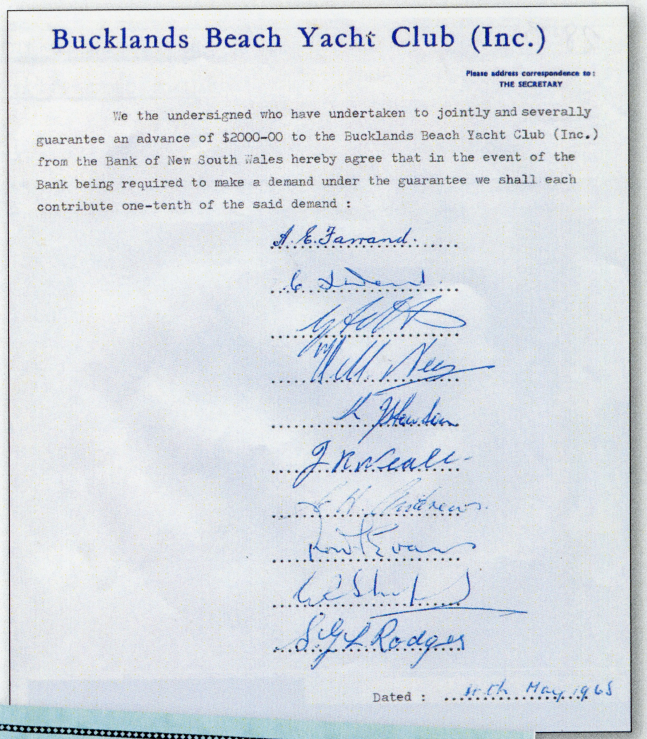
Five years later – at last! Members rallied excitedly at the prospect of having a base and, as per usual, voluntary labour and materials were supplied. Gordon Sorensen donated all the foundation blocks; Gilbert Hadfield and his company laid the foundations – a huge commitment, plus he supplied all reinforcing for free; Frank Langford donated all electrical equipment and undertook all wiring; Chas Andrews not only supplied roofing but installed the plumbing and drainage.

The now Commodore, Alf Farrand, a builder, coaxed and coerced voluntary labour from members to build the 1300 sq ft building. Holes had to be drilled for piers before the concrete blocks laid and then the rest happened and "Voila"! Upstairs, a large lounge, a galley and a real control room with a real starter's box. Downstairs had storage space for a tractor, patrol boats, dinghies and general paraphernalia. Total cost $5,377.

The Clubhouse, to be called "Gear Shed" was opened in 1968 by Patron Don Wishart and his wife Val.

A visitors' book was there for all to sign. Ron Evans had the bright idea of charging all guests, members and visitors, when signing. Don Wishart agreed to match the amount

Colin Stewart on the 2nd official Bucklands Beach Patrol boat Miss Buckland .



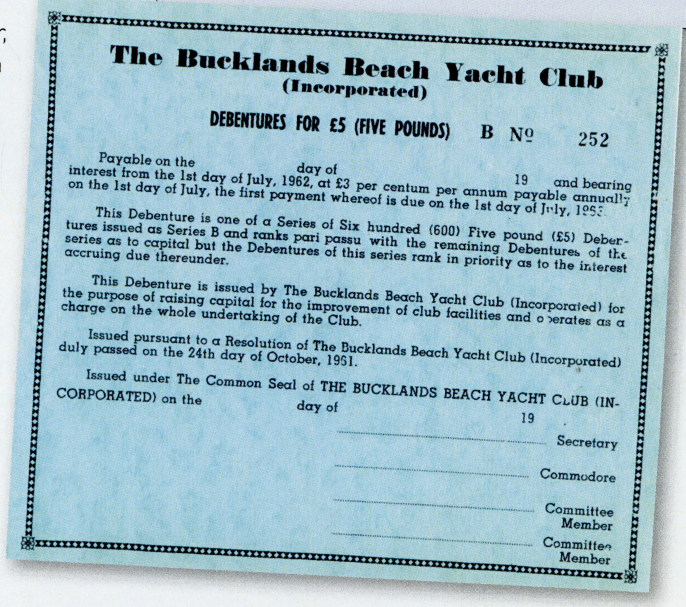
Bucklands Beach Yacht Club (Inc.)

Please address correspondence to:
THE SECRETARY

We the undersigned who have undertaken to jointly and severally guarantee an advance of $2000-00 to the Bucklands Beach Yacht Club (Inc.) from the Bank of New South Wales hereby agree that in the event of the Bank being required to make a demand under the guarantee we shall each contribute one-tenth of the said demand :

A. E. Farrand
G. Dent
W. Neale
K. Hawkins
J. R. Neale
L. K. Anderson
R. Evans
C. J. Short
L. G. Rodger

Dated : 10th May 1965



The Bucklands Beach Yacht Club
(Incorporated)

DEBENTURES FOR £5 (FIVE POUNDS) B Nº 252

Payable on the day of 19 and bearing interest from the 1st day of July, 1962, at £3 per centum per annum payable annually on the 1st day of July, the first payment whereof is due on the 1st day of July, 1963.

This Debenture is one of a Series of Six hundred (600) Five pound (£5) Debentures issued as Series B and ranks pari passu with the remaining Debentures of the series as to capital but the Debentures of this series rank in priority as to the interest accruing due thereunder.

This Debenture is issued by The Bucklands Beach Yacht Club (Incorporated) for the purpose of raising capital for the improvement of club facilities and operates as a charge on the whole undertaking of the Club.

Issued pursuant to a Resolution of The Bucklands Beach Yacht Club (Incorporated) duly passed on the 24th day of October, 1961.

Issued under The Common Seal of THE BUCKLANDS BEACH YACHT CLUB (INCORPORATED) on the day of 19

Secretary
Commodore
Committee Member
Committee Member

Excavation of site.

raised, dollar for dollar. Late that night, a weary Don was visited at home by Ron and Ben Taylor clutching $510. True to form, gentleman Don, flinching somewhat, sat down again and wrote another cheque.

A lighthearted appendage – post Clubhouse opening
The donated piano began to show weariness and re-tuning did not seem an option. No one wanted it and it wasn't thought worth spending $8 on an ad so one night a group of revelers decided about 11pm to wheel it down the road and dump it in the Reserve and so they did, making an enormous racket as they went. Local residents were woken at daylight by the cops trying to establish ownership and/or responsibility. Lips remained sealed. During the day, local council workers discovered it and so a new home was found in one of the offices.

BUCKLANDS BEACH YACHT CLUB (INC.)

BALANCE SHEET AS AT 31st JULY 1968

LIABILITIES		1968	1967
Accumulated Fund :			
Balance 1st August 1967	12201. 12		2434
Add Transfer Patrol Boat Fund	456. 94		14
Surplus for Year	2400. 02		12357
		15058. 08	200
Debentures 1st August 1967	1300. 00		
Add Issues	20. 00		23
	1320. 00		
Less Repaid and Donated	130. 00		8
		1190. 00	60
Loan Manukau City Council		1322. 00	
Overdraft - Bank of New South Wales		1245. 68	10
			90
			77
			7
			-
		$ 18815. 76	$ 15280

ASSETS		1968
Cash at Bank of New South Wales		-
Stock of Pennants and Badges		60. 00
Hauling Out Reclamation and Ramp		12411. 01
Hauling Out Equipment	200. 00	
Less Depreciation	20. 00	180. 00
Dinghy	23. 00	
Less Depreciation	3. 00	20. 00
Shot Gun	8. 00	
Less Depreciation	1. 00	7. 00
Portable R.T. Sets	60. 00	
Less Depreciation	6. 00	54. 00
Mooring	10. 00	
Less Depreciation	10. 00	-
P. Class Yacht and Trailer	90. 00	
Less Depreciation	9. 00	81. 00
Trophies	177. 00	
Less Depreciation	7. 00	170. 00
Starting Box	7. 00	
Less Depreciation	7. 00	-
Patrol Boat	2011. 11	
Less Depreciation	101. 11	1910. 00
Club-House (cost to date)		3922. 75
		$ 18815. 76

Audited and found correct.

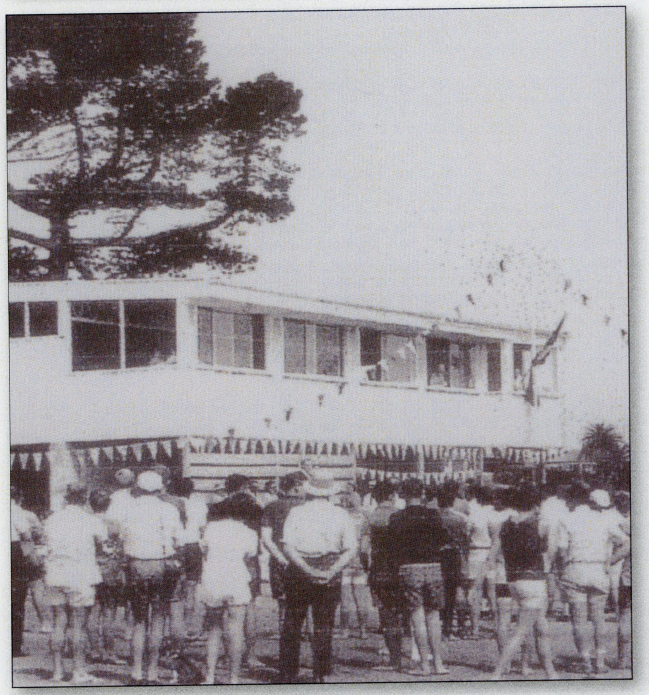
Ron Legg
Honorary Auditor

DATED : 19th August 1968

BUCKLANDS BEACH YACHT CLUB (INC.)

BALANCE SHEET AS AT 31st JULY 1968

	EXPENDITURE	1968	1967		INCOME	1968
To	Stock of Pennants	14. 00	35	By	Interest	29. 91
	Maintenance - Hauling Out Area	52. 53	108		Donations Received	214. 21
	Patrol Boat Expenses	9. 56	-		Donation - J.R. McKenzie Trust	150. 00
	Postages, Printing and Stationery	103. 58	94		Entry Fees	88. 15
	Prizes and Trophies	128. 30	663		Subscriptions - Annual	734. 48
	Sundry Expenses	52. 07	950		- Life	150. 00
	Rent of Hall	7. 50	481		Hauling Out Fees and Honesty Box	815. 48
	Insurance	72. 25	190		Raffle Receipts	611. 75
	Badges	30. 52	12		Social Committee Profits	320. 53
	Signwriting	13. 06	18		Sale of Pennants and Badges	17. 78
	Picnic Expenses	45. 00	62		Boat Show Receipts	84. 40
	Pennants	40. 00	1		Profit - Sale of Year Books	-
	Affiliation Fees	72. 94	-		Profit - Cake-stall	61. 13
	Loss on Sale of Patrol Boat	-	14		Stock of Pennants and Badges	60. 00
	Interest on Loan	132. 38				
	Depreciation	164. 11				
		937. 80				
	Surplus of Income over Expenditure	2400. 02				
		$ 3337. 82	$ 2628			$ 3337. 82



Opening Day 1968.

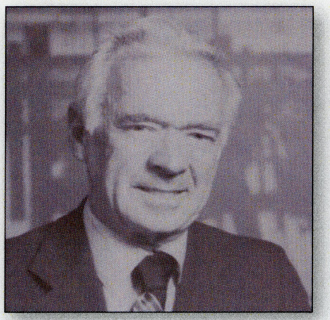
Mr & Mrs Don Wishart cutting the ribbon.

Post Script:

The completion of the Grainger's Point clubhouse in 1968 marked the end of an era spanning nearly 40 years of enterprise and enthusiastic activity by those with a love of the sea and sailing within Bucklands Beach and its environs.

These hardy souls had a vision and a strong spirit to achieve. It was their resolve that helped forge this club and create the foundations that have gone on to produce a club, that in 2009 after 60 years, is the embodiment of a first class community focal point and the second largest Yacht and Boating Club in New Zealand. A club which has achieved a lot and of which we are all very proud.

Articles and information printed in this publication do not necessarily reflect the opinions or formal position of the BBYC.



Alf Farrand: 1966 - 1969

BUCKLANDS BEACH YACHT CLUB (INC)

COMMODORE'S REPORT. August, 1968.

This has been a year of considerable activity and achievement for the club and there has been a steady increase in membership.

Centreboard yacht racing has been carried on as usual under the devoted supervision of Colin Stewart. While there has been good competition in the one man boats, the bigger ones have been lacking in numbers.

Throughout the racing season the ladies committee provided afternoon tea on each race day for the competing crews and also held a very successful cake stall which provided a welcome addition to our funds.

I would like to thank the ladies for their efforts.

As a culmination to enthusiastic fund raising efforts the new patrol boat "MISS BUCKLAND" designed by J.Brookes and built under contract by Colin Stewart was launched and began service in February.

We are grateful to the McKenzie Trust for their donation of $150. toward the cost of the Patrol Boat.

Arnold Rule has kindly accepted the position of Patrol Boat Skipper and Caretaker.

Congratulations to the Bucklands Beach Flying Ant crews who brought home the Tiller Trophy. Bucklands Beach crews have distinguished themselves by winning this trophy twice.

The Flying Ant championships were held at Bucklands Beach during the season.

This year, has been notable for the increased interest and enthusiasm in local keeler races. The keeler committee which is also the social committee has held two popular socials during the year and has built up an admirable set of trophies for its competitions.

Congratulations to "MAHANA" for winning the WOODY CUP.

As in the past few years the club took part in the 1967 boat show. This time a model of our peninsular showing our club facilities and racing course was displayed.

Chas Andrews, Mrs Felts, and helpers made a very creditable job of this display.

Owing to windy conditions the picnic was this year held at Karaka Bay, however the weather improved and we had a very pleasant day.

Thanks to Ray McGrath who once again did a sterling job of organising the picnic.

The hauling-out and equipment have been put to good use during the year and Percy Jones and Harry Nees have done a wonderful job for boat owners. The amount of time given by these members is of concern to me. Either they should receive some payment or the work should be spread to a much greater extent. On behalf of the club I would like to thank Percy and Harry for the splendid work they have done.

This year, it was felt more practical to split the prize giving evenings into Junior and Senior events. The Junior prize giving took the form of a film evening and the Senior one was followed by a very popular dance.

It is very pleasing to see the club building almost completed. The upper floor is now ready for use, while the basement can be developed as funds become available. It is hoped to have a club gathering for an official opening shortly. We are very grateful for the plans provided by our Architects

Messrs. Orchard and Allison, and to John Neale for his organising work. The club is much indebted to Gilbert Hadfield Pile Co.Ltd through the auspices of Mr. Stewart Rodger, who carried out free of charge, a difficult and expensive job with a drilling rig, excavating through the fill for the foundation piers and placing the concrete in the holes. Mr. Rodger also helped greatly in obtaining reinforcing and shuttering free of charge to the club. Club members boxed and poured the footing beams and Mr. Gordon Sorenson made a wonderful gift to the club by laying all the concrete blocks as a full time job.

The committee engaged men on labour contract to erect the frame and close in the building and when this was completed the work has been carried on by working bees of club members.

Roofing, plumbing and drainage have been attended to by Chas. Andrews and his helpers. A splendid contribution has been made by Frank Langford who very kindly donated all the electrical equipment and with his helpers carried out the wiring and installed the fittings.

On behalf of the club I would like to thank all those who have helped in every way with the building. I hope that it will prove a useful amenity to the club and will give much pleasure to members through plenty of use.

Finally, I would like to thank the club for honouring me with the position of Commodore during the last two years and for the support I have received while in this post.

I would like to thank all the officers and committee for the work they have done for the club during the past year. I wish every success to the incoming officers and committee.

On behalf of the Bucklands Beach Yacht Club Committee.

ALF FARRAND.
COMMODORE

14th Committee Meeting — B.B. Dennis Club 2.7.63

Present. - Messrs Jones Barker A.Gunn, D. Gunn, B. Gunn Jarrand, Walker, Thomas, Laylor, J Neale, Delaley, Andrews

Apologies - McGrath.

The Minutes of the previous meeting were read & confirmed

Correspondence - R.Y.A.
N.Z. Yachting Federation
R.W. Williams
E. LeRoy
L. Reid.

Accounts - A donation of £10 be made to the Olympic Yachting Fund. D.Gunn/B.Gunn

Pennants - E LeRoy's quote for smaller pennants be accepted and an order for 24 be placed D.Delaley/A.Gunn

Prize Giving was again a great success, thanks to all those who helped in so many ways. A letter be sent to Mr & Mrs Wishart thanking them for their cheque and presenting the perges.

"R. Class." The "R" class be written to, asking whether they are interested in racing with us in the coming season, if so, how many days they would want to come, and which ones would suit. If there are any other matters that they wish to bring up, would they do so with our sailing committee, who would need delegates from their Assn.

6-8-63
Confirmed
P.B. Jones

15th Committee Meeting — B.B. Dennis Club 6.8.

Present - Messrs Jones, Laylor, McGrath, Andrews, Partridge, A. Gunn, D. Gunn, B. Gunn, J. Neale, Thomas, Jarrand & Walker.

Apologies - Messrs Patrick, Sloane & Barker

The Minutes of the previous meeting were read & confirm

Correspondence - × Class Assn.
Capt. Dunsford.
1963 Boat & Caravan Show.

Accounts - Manukau C.C. - Hall Hire £8.0.0

Annual Meeting - 28th Aug. 1963

Building Project. - A further request be made to the Manukau C.C. with regard to filling, and an inquiry as to the Council's requirements before issuing a permit for the building of the gear store, if further plans are required would they please refer direct to the Club's architects Messrs Orchard & Allison.

Moorings A formal request be made to the Auckland Harbour Board to have the Bucklands Beach area gazetted as a protected anchorage. Walker/A.Gu

P.B. Jones
5-9-63.

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