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Gloriana (foreground) and Rogue reunited at Horizon Boats.

Gloriana and Rogue set to resume a 130-year-old rivalry

By Penelope Carrol

The last time *Gloriana* and *Rogue* raced against each other was just over 130 years ago. But it won't be long before the lovely 32-foot

(over-all length) clippers, built expressly in 1892 by sons of prominent Auckland boatbuilders to race each other, are competing again on the Waitematā and beyond.

Gloriana, the Classic Yacht Trust's oldest boat, is a Logan design, and *Rogue*, a Bailey. For months they lay side-by-side at Horizon Boats at Stillwater, being 'tidied up'. *Gloriana* arrived from her mooring behind Auckland's Maritime Museum; and *Rogue* from the hard stand at Evans Bay, Wellington.

Although extensively restored and relaunched 15 years ago, *Gloriana* (lacking a permanent skipper and an engine) had remained mostly on her mooring with only the occasional outing. *Rogue* arrived back in Auckland "pretty much 120 years to the day when she was shipped to Wellington aboard the *Elignamite*," says Wayne Olsen of Horizon Boats.

Gloriana has now returned to her museum mooring and, with both an engine installed and a committed skipper

(Giles Jordan), has begun racing again in the CYA B division. "She wasn't built to be tied up against the dock," says Giles.

Giles has sailed on and off since boyhood (Optimists, Darts and Pied Pipers) and discovered classic yachting in Europe in the 1980s, crewing in the Mediterranean (on *Saharet of Tyre*, a 112-foot 1933 classic) and working with a wooden boat charter company in Malta. When he returned to New Zealand and sailing, it was to crew on the CYA's *Frances* and *Thelma*. And now he is skippering *Gloriana*.

"She is very tender, *Gloriana*. We've had her out three times (two of these occasions racing) and we've had great fun; but we're still very much learning." Her crew of three has yet to hoist *Gloriana's* topsail, says Giles. The wind needs to be rather less than the 25 knots blowing during her last race.

The long job of restoring *Rogue* began in 2007 after her current owner noticed her berthed at Evans Bay late in 2006 and decided to purchase her: "I was attracted by *Rogue's* lines and size. Then I learned of *Rogue's* history and – being without a current project – thought her restoration might be an adventure, as well as a contribution to cultural heritage." He never imagined it would be a 15-year adventure.

The owner came to sailing later in life, his first



Photographed from Waitangi by David Davies, it is great to see Tangaroa back racing in Auckland in the CYA fleet. Launched in 1936, Tangaroa raced regularly in RNZYS events until leaving our shores for Hawaii in 1961.

Racing before the storm

In October 2020, we shared excerpts from the first part of **Peter Mortimer's** Picton to Stewart Island voyage on *Tamariki*. Here he has a very fast ride to Lyttleton – and a reminder about reefing!



Dusk falls with the Kaikura Ranges off to the west.

After a relaxing time in the Nelson/Marlborough area, I was ready to head south. The sailing was good until the wind backed 100° at the entrance of Queen Charlotte Sound. I ended up motoring into 25 knots, arriving in

Wharehunga Bay just as it really started to blow.

Severe storm conditions were building in the Tory Channel area. With brisk breezes in a southerly direction forecast for the next 24 hours, I set sails and

experience racing on a Farr in Wellington harbour. He had always loved the water and swimming and found, once he went on to experience sailing on classic wooden boats, that he also loved sailing. Crewing on 'little *Thelma*' (a 1903 Bailey) and other wooden boats in Wellington, along with trips to San Francisco and Maine to sail in wooden classic regattas, led to his passion for classic yachts and his purchase of the then-derelict *Rogue*.

Restoration work began at Matt Price's Wellington boatyard and included stripping *Rogue* back to bare wood inside and out and replacing almost everything

except for the fabric of the hull itself. Among the replacements was "the iron contraption" on her keel which was installed after the lead was removed and melted down for bullets during WWI. Her restoration has continued with Wayne in Auckland and is now almost complete.

Rogue will be briefly back in the water five weeks after the end of the current lockdown (whenever that will be) to strike the waterline. Then, after her official relaunch and a commissioning sail later this year, her owner and crew will take time to get to know how to best handle her on the water.

compass south for Robertson Point and Port Underwood.

About 4nm short of Robertson Point, however, the sailing conditions seemed too good to waste, so I gybed over to continue on toward Lyttleton. The broad reach across Cloudy Bay was delicious and turning the corner at Cape Campbell gave us a lovely downhill run with gybes about every 12 miles.

However, as the following sea built by 2200, I knew I should have put in a third reef! Too late. Lesson to self: "once at sea and going downhill, reefs are easier to take out than put in."

By 0300, we were motoring in a sloppy sea on top of the increasing swell pushed up by the developing gale in Cook Strait. The new NW wind arrived just before midday, which saw us again broad reaching, heading straight for Port Lyttleton.

At 1915 on December 1, I dropped our pick at Corsair

Bay, having sailed 200nm from Queen Charlotte Sound at an average speed of 6.4 knots.

Eight days later, I moved into Lyttleton's Te Ana Marina. Tucked into a corner at the west end of the commercial port, you enjoy a daily parade of tugs dancing an interesting array of ships – oil tankers, gas tankers, ice-breakers, log carriers, huge offshore fishing vessels, research vessels and occasional car carriers – in and out from the wharf with amazing dexterity.

A highlight was observing the Tuia 250 Cook celebrations, held at the marina on December 7.

One of the waka in the celebration fleet had sailed from Tahiti. It had been designed and built three years earlier at Salthouse Boatbuilders in Greenhithe, Auckland where I'd watched its launching.

Next stop, Akaroa...

"Like *Gloriana*, historically *Rogue* has had a tendency to be very tender. The new ballast is meant to stop that. But no-one knows yet how she will go."

Plans are for *Rogue* to be moored off Jamieson Bay (Mahurangi) for cruising during part of the year and at other times in Auckland for "occasional racing".

Rogue's owner is suggesting the 2022 CYA summer racing season (in December next year) might be a good time for the newly restored *Rogue* to begin racing again. "That will be both boats' 130th anniversary," he says.

Gloriana and *Rogue's* first ever contest was the 1892

Judges Bay Regatta, just before Christmas. *Gloriana* won, with *Rogue* second. *Rogue* never beat *Gloriana* during her time racing on the Waitemata during the 1890s, but she won many races in Wellington Harbour from 1901 racing under her new name of *Muritai*.

Gloriana and *Rogue's* racing prospects and race fortunes were avidly discussed and reported on in the *New Zealand Herald* and *Auckland Star* through the 1890s.

While not of the same widespread interest 130 years on, some of us still await their next race with great anticipation ...