

THE DOMINION POST

Boating

Century-old Marangi still ready to race

The kauri construction of Carl Jackson's yacht is the secret to its long and successful life on the water.

THE YACHT Marangi has been sailing and racing around New Zealand waters for 100 years, and owner Carl Jackson says there is no reason it won't be going for another 100 years.

Launched on October 29, 1910, the Marangi (White Sky) is a solidly built boat made of a triple-skin kauri construction. Kauri loves seawater, Mr Jackson says.

It's only when it is taken out that there is trouble.

All the planks along the length of the boat are made from one piece of timber, "and not one of those planks has been replaced, so I see no reason why the boat shouldn't do another 100 years".

Not only is the vessel fairly resilient to time, at least structurally, but it's also a great boat to sail, he says.

"It's a very soft boat in the sea and there's no yacht I've ever felt safer on in bad conditions, even though it has only 18

inches of freeboard at the waist.

"And it's an absolute witch on the reach. It's fast as."

The gaffed rigged sloop was design and built by Ted Le Huquet, of Auckland, who hailed from a Jersey Island family that had been building boats since 1812.

He set up a boat-building firm in Devonport and built Marangi for his son and him to sail around Auckland.

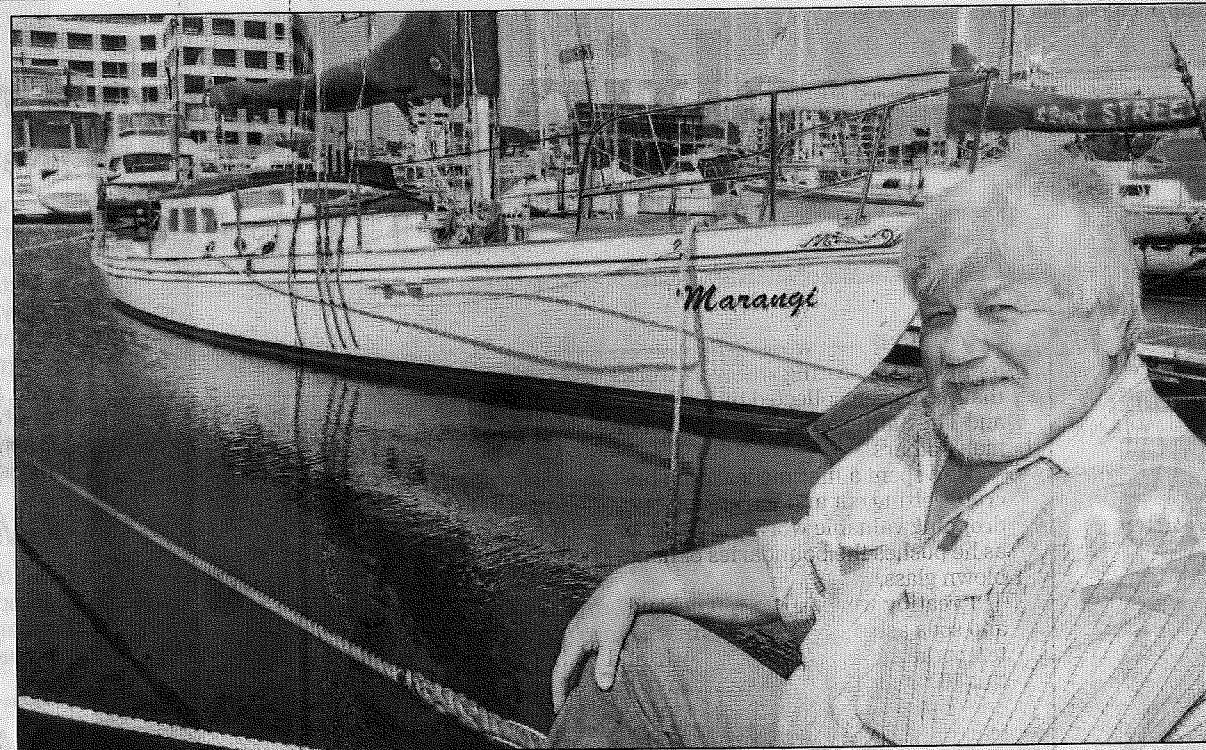
"Like all boat builders, he sold it two or three years later," Mr Jackson says. "It came to Wellington in 1918 and was owned by the commodore of the Royal Port Nicholson Yacht Club, Berkley Clarke."

Marangi was sold back and forth between Wellington, Christchurch and Auckland, till Carl and Valerie Jackson bought it 17 years ago from the Mountfort family, and it has been based at Port Nicholson Yacht Club since then.

Mr Jackson says he has spent a large sum on its restoration and maintenance.

"I wouldn't like to say how much, though – my wife is sitting quite close to me."

Marangi earns its keep, taking the Jacksons around the country and it is on the water in most of the Royal Port Nicholson's offshore races, most recently in last weekend's Mana-Picton race where



Classic lines:
Carl Jackson with his yacht, Marangi, at Wellington's Chaffers Marina.

New Zealand yacht] Rona, designed by Scottish designer Cole Watson.

"Le Huquet went more for the claret glass-shaped hull. This gives the boat a lot of good

it took fifth place off the PHRF handicap.

"We've sailed the boat round the North Island as part of competing in the last America's Cup Classic Regatta and two years ago we sailed around the South Island, including Stewart Island.

"We did all the southern fiords and lived on crayfish, blue cod and albacore tuna. It was wonderful."

Marangi is 11.5 metres (38ft) overall, 8m (27ft) on the waterline, and 2.8m (9ft

2in) in the beam.

He says the three skins of kauri making up the hull – two diagonal and one longitudinal – give it a thickness of 45mm.

The boat benefits from the Le Huquet design.

"I've always said the French make better ships than the Poms.

"The English boats were generally a lot steeper sided at this time when the Marangi was built, such as the [historic

run-off area, so you can get it to plane, which is a bit rare for a boat of its age.

"We've had 18.6 knots out of it. That was running with 55-knot winds right up the bum and that was in 12-metre seas running behind us, coming back from Stewart Island to Akaroa.

"We did 206 nautical miles in a 24-hour run.

"There are a lot of boats that never, ever achieve the 200-mile goal."