

MATANGI

Peter Last

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The first news cutting to name *Matangi* was dated 27 January, 1900 for the first race of a heat of the Tennyson Cup, sailed in light airs.

Captain Creswell officiated as Judge and Starter, and at about 2:15 pm he sent away the following boats:—

Mr EF Belt's *Alexa*, sailed by owner, scratch; Mr CH Angas's *Valeria*, sailed by Mr WG Randall, 8 min 56 sec; Vice-Commodore Fisher's *Reverie*, sailed by owner, 11 min 56 sec; Rear Commodore Sanderson's *Matangi*, sailed by owner, 22 min 39 sec; Mr AG Rymill's *Geisha*, sailed by owner, 25 min 5 sec; Dr Angove's *Tern*, sailed by owner, 28 min 1 sec.

The event was open to all yachts of the club, and the course was from a flying start from an imaginary line between HMCS *Protector* and a marked buoy, around Bell Buoy and Lighthouse, and up the Port River to the clubshed, a distance of about 15 knots. The yachts sailed according to rating time allowance, and there was no restriction as to sails.

On 9 March 1901, *Matangi* won another Brassey Cup heat, but the trophy was won in the end by Mr Munton's *Alfreda*. Its fate is not known.

Matangi won two races for the Plympton cup, was unsuccessful in the Governor-General's interstate trophy of 1908 (the Northcote Cup) and competed in many events, until Frank Sanderson sold her to S Fiddian, who took her to Black Point for the Easter Gulf race of 1910. (In another report the name is L Fiddian.) In the same race of 1914, *Matangi* was skippered by Mr Webb. In the order of procession for the Opening Demonstration of 1919, she was listed as being owned by FH Menkens.

Her sad fate was recorded in a newspaper report of 5 April, 1922:

The storm ranged with great violence at Glenelg, and the strong north-westerly wind brought up a big sea, which did considerable damage. A valuable yacht, the *Matangi*, belonging to Mr WT Horricks, and a smaller boat, the *Thistle*, the property of Mr R Fitcher, were driven ashore and became complete wrecks.

The *Matangi*, which was 35-ft overall, was a splendidly constructed boat, having been built in New Zealand. She was moored between the baths and the jetty, and her owner considered her absolutely safe, as she was made fast to new moorings, weighing close upon a ton, and was held by two chains. In order to be certain that everything was safe, Mr WA Horricks, a son of the owner, who had been sailing her during the past season, went aboard at about noon, pumped her out, and left, feeling certain she would weather the storm. Shortly after 1 o'clock, however, he received a telephone call stating that the *Matangi* was drifting. He hastened to the jetty, but arrived too late to save the boat.

The *Matangi*, which had about half a ton of lead ballast in her, struck the south-east corner of the baths with tremendous force, and under the influence of the mountainous seas, soon became a total wreck, and in a short space of time, the beach was littered with wreckage. It was only a matter of a few feet and the yacht would have cleared the baths, and brought up safely on the beach.

The *Matangi*, which was well found in every respect, was well known at Port Adelaide, and was at one time owned by Mr FV Sanderson. She subsequently passed into the hands of Mr FH Menkens, from whom Mr Horricks purchased her, and that gentleman had her thoroughly overhauled and put in racing trim. She was valued at about £200 and was one of the crack boats of Glenelg.

There is absolutely no protection for boats at Glenelg during a gale. The progress that yachting has made at that watering place is indeed extraordinary, considering the disabilities under which yachtsmen labour.



Matangi (left) and Valeria



Matangi (H Loveder)



Matangi on a cover of *Squadron Quarterly*. The original is lost.



Matangi competing in the Northcote Cup regatta in Melbourne, February, 1908.

The time allowances were:—

				Min	Sec
<i>Violet</i>	StKYC	FC Beckley	24 ft 1½ in	Scratch	
<i>Fidena</i>	RYCV	AJ Drummond	23 ft 5 in	1	36
<i>Eric</i>	StKYC	Smith & Savage	23 ft 4¾ in	1	36
<i>SJS</i>	PMYC	SJ Stenniken	22 ft 3¼ in	3	18
<i>Fancy</i>	BYC	VR Scales	22 ft	4	12
<i>Matangi</i>	RSAYS	FV Sanderson	21 ft 8¼ in	4	12
<i>Rita</i>	BYC	AE Edwards	21 ft	6	5

In the only race of which there is a record, *Matangi* was placed third.



Matangi, *Valeria* and *Maggie* racing, with the Squadron sheds on the right. The large warship is not HMCS *Protector*. Port Adelaide Historical Society.



Alexa and *Matangi* racing in the Port River (H Loveder)



Matangi half model