

Some Yachts Relevant to Glenelg

Matangi

I conclude with the sad end of *Matangi* (of which we have photographs, a half model, and a lot of information) and a cutting that caught my eye —

5 April 1922

WINTRY WEATHER

DESTRUCTIVE WIND SQUALLS

BUILDINGS UNROOFED AND YACHTS WRECKED

The approach of wintry conditions was heralded on Tuesday by a strong blow, developed almost into a storm, lashing rains and a low barometer... It was the first real blow of the year and passed across the Adelaide Plains at a velocity of about 40 miles an hour...

— A Valuable Yacht Lost —

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 Futchter, 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 Menkins, 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.

— Big Seas and More Damage —

The wrecked *Thistle* was a well-built boat of over 14-ft. she broke away from her moorings and was smashed to matchwood. She was anchored at the south side of the jetty, and the gale, which appeared to be blowing from the south-west, drove her under the jetty. Her mast and gear carried away, and the pounding she received against the iron piles of the jetty soon played havoc with her, and her wreckage was mixed with that of the *Matangi*.

When Mr WA Horricks arrived at the jetty, and found that it was too late to save his boat, his attention was directed to another well-known racing boat, Mr JC Hodge's *Fidena*, which appeared to be in a dangerous position. Accordingly Mr Horricks, together with Mr Hodge, and a lad named Alick Wesley, manned a dinghy and pulled off to the *Fidena*. They emptied out her sand ballast and made her secure, but in the process their dinghy broke away, and they were compelled to swim to the baths.

During the storm about half-a-dozen dinghies broke away from their moorings and drifted ashore, but being light they escaped injury and were piled up on the beach out of harm's way.

To give an idea of the big sea that was running, it may be mentioned that a dinghy was carried by a wave over the protecting fence at the western end of the baths without sustaining the slightest injury. At a late hour on Tuesday night a big sea was still running, with occasional squalls, but no further damage was reported. A motor boat belonging to Mr DA Kiley and the well-known cutter *Perseverance* were also washed ashore, but they did not appear to be injured. During a heavy squall the roof of a house in course of construction at Helmsdale Extension was blown off and a side wall was levelled to the ground.

Seacraft 1946; 1: 51

THIRTY-SIX HOUR STORM

Adelaide boat owners paid dearly for the heavy storm which struck the Gulf Coast last March. Of the 26 boats moored off the Glenelg jetty, only three were not wrecked.

The wind velocity of the storm reached 60 miles per hour. The boats at Glenelg were mainly moored off the jetty, which runs approximately east and west, and it has been suggested that a boat moored on the southern side of the jetty was first to break away, and she collided with a number of boats on the windward side of the jetty, either sinking them or severing their mooring lines which allowed them to break up on the jetty. The wreckage from these boats damaged other craft or severed lines on the leeward side of the pier, thus completing the destruction.

The boats that were lost were mostly power boats and included one speed boat with a Lycoming marine engine, valued at approximately £1,500.

The beach north of Glenelg was strewn with wreckage; one or two hulls were washed up, but in most cases boats were broken up completely. Everything of value was quickly picked up by the public, and the boat owners lost everything, including their craft.

Periodically, these storms occur along the Gulf Coast, and though this last gale was more severe than usual, it is rarely that a year goes by without some toll being taken of the small ships in the gulf. One victim of these storms in recent years was the *Alexa*, an old identity well known on the coast, and noted for her fine lines.

One of the three survivors, a fishing ketch, rode out the storm at her moorings which dragged slightly, however, endangering a second ketch owned by Mr H Tickle who decided to run his craft to Outer Harbor under staysail in order to save her.