



Yachts & Sailboats

AMANDA *Dragon Class*



The Dragon Class sailing boat was designed by Norwegian Johan Anker in 1929. It was originally designed and built as a weekend sail boat. The boat was easily handled, combining excellent sea-keeping qualities with sparkling performances that it attracted the racing fraternity and its popularity spread rapidly throughout Northern Europe. The Dragon was selected into the Olympic Games in 1948, and this encouraged the development of the class throughout the world. The Dragons spectacular growth over the years has offered value through long lasting hulls with closely controlled rig development, providing level competition for all ages and degrees of athleticism. Its growth over the years has proved the wisdom of that philosophy. It is perhaps the only international class which allows the gifted amateur the opportunity to race on truly level terms with leading professionals.

Measurement Details

Length overall = 8.889mtrs

Width = 1.946mtrs,

Weight =

Vessel Material = Oak, Mahogany, New Zealand Kauri, Teak

History

Amanda was built in 1965 by boat builder Brin Wilson. Amanda is one of the first Dragon Class Sailing boat to be built in New Zealand. She was owned for many years by renowned Yacht Designer/Builder/Sailor Mr. Allen Smith. The late Mr. Smith was widely regarded throughout NZ for his contribution to the NZ Yachting Industry. Whilst Mr. Smith had Amanda he created a mould of her in 1987 from which many Dragon Class Sailing boats were built. This revived, restored, and renewed the New Zealand International Dragon Association. "Wild Rose" which was built from the mould of Amanda became a champion Dragon Sail Boat. She was hard to beat and competed successfully in the Onerahi Yacht Club weekly races, the Dragon National Championships in Auckland, also in the Australian Dragon Cup Sydney races, and in the 1995 World Cup in Perth. Many other Dragons built from the Amanda mould were successful in many events.



RERE AHI (FIRE FLY) *Classic Pilothouse Ketch*



Rere Ahi was designed by Mr. John Woollacott and was built in Devonport by Charlie Kemp and launched in 1970. The hull is kauri, with the planks edge-glued and screwed, with the keel made from lead from the Devonport Catholic Church. The teak topsides came from the old Waiheke ferry Mutatai and the upgrade has highlighted these wooden features.

Measurement Details

Length overall = 12mtrs

Width = 3.25mtrs

Draft = 1.7mtrs

Weight = 9 Tons

Vessel Material = Heart Kauri and Teak

History

Rere Ahi started life in a Davenport shed in 1967. Built by Charlie Kemp and son Allan and it was launched in 1970. She was to be given the Maori name for Fire-Fly, which was “Ahirere” but somehow it ended up as “Rere Ahi” which when translated from Maori means “Flying Fire”, a very appropriate name. The hull was laid up with one & quarter inch square kauri, edge glued and screwed with twisted bronze nails, and each plank was meticulously fitted, taking eighteen months to complete the planking. She is an extremely fair hull and as any inspection will reveal, she looks as good today (if not better) as when she was first launched. The teak came from the old Waiheke Ferry “Muratai” which was recovered from McCullums Island in the Hauraki Gulf. The teak was rafted up and towed back to town. Most of the teak was laid on the decks of “Rere Ahi” at ¾ of an inch thick that there is many years of life left in the teak decks.

They say that “Rere Ahi” has had a blessed life and this may be because all the lead for the keel came from the Devonport Catholic Church. As the story goes – it just happened that the church was been re-roofed and Charlie Kemp asked the Priest how much for the old lead flashings? The Priest said to Charlie “My son, the lead belongs to the Lord so I think we should offer it to him first” How do I do that asked Charlie? “Well my son throw it up as high as you can and the lord will take what he wants, then you can have the rest” Needless to say the lead from the Church ended up in “Rere Ahi”, all one and a half tons of it.



FIJIAN TRADITIONAL SAILING BOAT *Camakau*



The typical CAMAKAU is approximately 7-9 meters in length and carries a single sail of the oceanic lanteen type, measuring about 27 square meters. The craft is a single outrigger in design, with the outrigger being about 60 per cent of the total length of the canoe. The main hull of the canoe has a round bottom and is made from a dug-out log. Strakes (planks added to the main hull) are attached to increase the freeboard. A deck is added to make a convenient working platform and to reduce the amount of water finding its way into the bilge. The Camakau, the great outrigger was used for travelling about among the islands.

Measurement Details

Length overall = 7mtrs

Vessel Material = Mahogany

History

The South Pacific can claim to have developed and perfected sailing technology over several thousands of years of open-ocean voyaging. Traditional Fijian Sailing History of the Fijian Drua and the Camakau was widely recognized as the pinnacle of Pacific sailing design. Combining the unique properties of the vesi timber from the Lau group with double hull and sail design concepts and technology originating in Micronesia. These high performance vessels were capable of high speeds (in excess of 20 knots), high performance on all points of sail (they were able to sail within 45 degrees of the wind) and large payloads (carrying up to 150 fully armed warriors and in later years large tonnages of cargo). Both the Drua and Camakau in terms of craftsmanship and operation were complex pieces of machinery requiring a high degree of skill to construct, maintain and operate. The *camakau* appears to be a product of Micronesian and Polynesian technology applied to the hardwood resources of Lau. It is generally agreed that the sail rig is Micronesian, probably introduced to Fiji via Tonga sometime in the 1700s for its superior windward sailing ability. Oral tradition and historical accounts from early travelers point to Tonga and Samoa for the origin of the canoe itself. In the late 1700s a carpenter from Samoa, Lemaki, was sent by the King of Tonga to build canoes in Lau, where he eventually established a clan of canoe builders which persists to this day, especially on the island of Kabara. Camakau were the smaller inshore Fijian sailing vessel with an ama (outrigger) as opposed to a full second hull. Very fast and versatile within the reef system, they have been prone to capsize in open ocean waters. A comprehensive study in the early 1990s of remaining camakau in the Lau group has recorded both the history of the camakau and the construction techniques and process still in use today.

**LAUCALA (RIVIERA) Riviera 41 Flybridge**

The most modern luxury boat of Laucala, the Riviera 41 Flybridge, offers a perfect setting for pleasure boating and exciting game fishing excursions.

Rivieras distinctive style has evolved with modern marine technology. The chines and running surface have been designed in consultation with world-renowned naval architect Frank Mulder; the result is an extraordinarily dry and soft ride. Propeller tunnels provide greater forward thrust while the underwater

exhaust system minimizes engine noise and fumes. The design of the boat offers beautiful furnished suites and lounge areas. Just one step down from the saloon is a galley designed for entertaining and extended cruising. It features modern cooking facilities, where chefs create gourmet lunches or dinners. Below decks, you will find two cabins with accommodation for five adults. The forward master stateroom includes a walk-around double bed and plenty of storage space, TV and two bathrooms. In the master ensuite, a frameless glass door leads to a large shower stall complete with prestige brand shower pole and head. With a cockpit designed for serious game fishing or simply relaxing and soaking up the sun and a fly bridge with ample room for entertainment.

Measurement Details

Length overall = 14.00mtrs

Width = 4.57mtrs

Draft = 1.13mtrs

Vessel Material = Solid Laid Fiber glass

History

Established in 1976, Riviera has a product range that includes commercial boats, pleasure boats and swimming pools. The Riviera Yard and Maintenance facility sprawls over 50,000 square meters at the Hamriyah Free Zone, Sharjah. Riviera specializes in boat-building, pleasure-craft building, yacht maintenance and pool-making. Quality products, an international client network and flawless records of customer satisfaction are the hallmarks of the Riviera brand. Riviera is a group of many smaller companies specializing in different sectors, all of which work together to maintain the high standards expected of the Riviera brand. Riviera Boat is responsible for the manufacturing of more than 2000 boats – including pilot boats, patrol boats, passenger boats, mooring boats and fishing trawlers.