



**For Sale**

Iconic New Zealand Kauri Launch

Chris Craft Design

Built by Lidgard - 1948











## Overview

Ranui is a New Zealand Lidgard Bros. built 48ft 8 berth kauri launch powered by twin 120 fords (cruises at 10N comfortably). She has undergone a major refit over the past 2 years. Work includes: Complete hull restoration and full hull topsides. She has just been repainted and is now back in the water.

New glassed decking all round. Also total varnish restoration, new electronics, new plumbing new toughened glass all round. She has just undergone a total motor rebuild on both 120 Fords and engine bay upgrade. Engines have been re installed with a redesigned engine bay layout and she's be back in the water ready for viewing and sea trias.

The new teak cabin has everything you need for extended cruising, 2x fridge freezers, fresh hot (gas) and cold water (all new pumps), separate shower and toilet (with holding tank), gas stove (3 gas bottles included, inverter (new), 240 shore power, 12V solar power charging system (new), bow thrusters (new), 3 separate power systems: 12V engine, 12V house and 24V lighting and separate system for winch (All brand new), Navman GPS, Chart plotter, auto helm etc, radios x2 and a stereo system integrated throughout cabin and much much more. Just about everything that could be has been replaced or upgraded has been done with no expense spared.

She comes with fully restored game fishing pole setup (not currently on the boat). Also full set sun protection cover to protect varnish when she's not in use.

**This is an amazing piece of New Zealand history ready to be enjoyed by it's next owner with all the hard work done. Ranui is a real head turner wherever she goes and is much admired by all.**



## Lidgard History

If you live in New Zealand and you love boats, chances are you have heard of the Lidgard family. In 1932 Lidgard Bros. was formed by Roy, Fred and Mike Lidgard. The boatyard was situated in Hamer Street on the western reclamation (Tank farm) in St Mary's Bay.

They were prominent in the design and build of 22 ft. Mullet boats, short-end keel yachts and commercial fishing and work boats. During World War II, they amalgamated with other boat builders to produce Fairmile 112' escort naval craft.

After the war Roy's son Jim, Fred's son John and Betsy Lidgard's son Chris Robertson were all apprenticed at Lidgard Bros. Jim Young was also an apprentice at this time. All four apprentices became prominent boat builders.

## Second Generation

Chris Robertson finished his time at Lidgard Bros. and went to work for Col Wilde between the years of 1946 and 1952. Then from 1952 to 1960 he worked with both Jim Young and Bryn Wilson. In 1960, Chris started his own business - Chris Robertson Boats, a boatyard set up on Target Road on Auckland's North Shore. There he designed all of the boats that he built and toward the end of his time there, his two sons Martin and Conrad joined the business, both having served their time at Bryn Wilson Boats.

## Third Generation

By the winter of 1981, the business was called "Chris Robertson Boats & Sons" and the property was purchased on Alnwick Street, next to the Mahurangi River in Warkworth. Chris retired not long after, and the business name changed to "Robertson Brothers" with Martin and Conrad in charge.

In 1995, Martin sold Conrad his share of the business and the name was changed to "Robertson Boats", as it is to this day. It is currently managed by Conrad Robertson.



*Lidgard Bros. Boatbuilders, 1938*



*Lidgard built Mullet*



*Launching of the first Fairmile, 1943.  
(Note: Jim Young & Chris Robertson in punt on left)*

## Chris Craft History

Chris Smith built his first wooden boat in 1874 at the age of 13. Years later, he built a duck hunting boat. His friends liked the way he built them, and they asked him to build them one. This was technically the start of the Chris Craft Boat Co. He soon began to build more boats and joined his brother Hank in 1881 to begin producing boats full time. In 1922, the brothers joined with other partners to form the Smith and Sons Boat Company. The company name was changed to Chris-Craft in 1930.

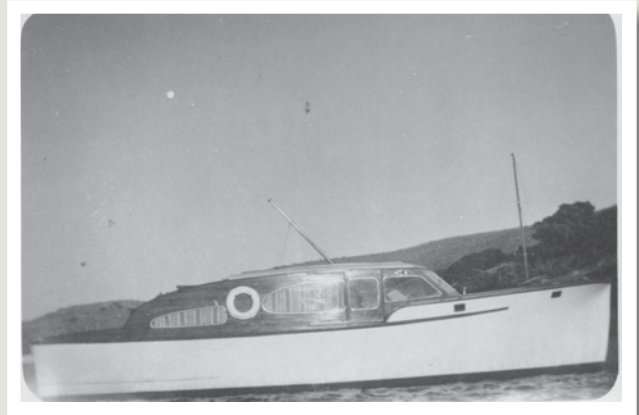
The Detroit area company became well known for their sleek racing boats in the 1910s and 1920s. Chris-Craft sold high end powerboats to wealthy patrons such as Henry Ford and William Randolph Hearst. In the late 1920s, Chris-Craft extended its market into the middle class when it became one of the first mass producers of civilian pleasure boats. The company began assembly line production at their Algonac, Michigan plant, dramatically lowering production costs. Formerly, most powerboats had been hand-built.

In 1927 the company introduced the Cadet, an affordable 22' runabout. At the time, the domain of speedboats was largely confined to the wealthy. Its innovative advertising campaign promised a piece of "the good life" to the growing American middle class. The company sold its boats on the installment plan, making them among the first powerboats available to the general population.

The Great Depression robbed many Americans of discretionary income, and Chris-Craft sales suffered. The company introduced a line of low-priced powerboats to stay solvent. By 1935, a 15.5' Utility boat sold for as little as US\$406. During World War II, the company produced small patrol boats and launches for the U.S. Navy.



*The concept*



*Ranui in the early days*



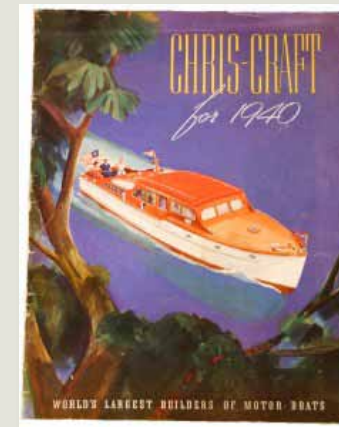
After the war, Chris Craft introduced a new lineup of civilian pleasure boats in time for the massive American consumer expansion of the 1950s. That decade marked the height of company prestige and the brand name Chris-Craft became virtually synonymous with pleasure boating. The company offered 159 different models and was the sales leader in many categories of small civilian powerboats.

The company sold high-end boats to famous customers such as Dean Martin, Katharine Hepburn, Frank Sinatra, and Elvis Presley. Their boats were often made from the finest mahogany and were considered to be among the best available. They were easy to operate, a must for their “weekend sailor” owners. In some circles, owning a Chris-Craft was considered de rigueur. Even their lower-priced boats were considered to be of high quality, often featuring such luxury items as a liberal use of mahogany, teak, and brass.

In 1957, Chris-Craft Corporation added a metal boat division, designated the Roamer Steel Boats Division (RSBD)—founded upon its purchase of the Roamer Boat Company, now known as Chris Craft Roamers. So now, the Roamers that were supposed to always be steel forever, are fiberglass.

The company continued to be independent until it was acquired by Shields & Company’s NAFI Corporation in 1960 and merged with NAFI. They renamed the company Chris-Craft Industries, Incorporated in 1962. Between the 1960s and 1980s, Chris-Craft lost market share as competitors with more innovative designs and less expensive manufacturing techniques such as fiberglass hulls came on the scene. Chris-Craft ended production of its last mahogany-hulled boat, the Constellation, in 1971.

Chris-Craft Industries sold its boat division to Murray Industries in 1981. Chris-Craft Industries retained the Chris-Craft trademark and licensed it to Murray. [6] Outboard Marine Corporation acquires the company in 1989. Outboard goes into bankruptcy in 2000 and is purchased by Genmar. Genmar sells the Chris-Craft division to Stellican, Ltd. Stellican purchases the Chris-Craft trademark from News Corporation thus reuniting the two parts of the company.





A collage of various Chris-Craft boats and promotional text. At the top left, a quote from "Ken Wilson says-" reads: "ALL THE EXCITING THRILLS OF SOUTHERN CALIFORNIA COAST CAN BE YOUR PLAYGROUND WHEN YOU COMMAND A 1934 CHRIS-CRAFT RUNABOUT!". Below this is a photo of a boat with the text "FISHED MAY 12 OFF THE COAST OF CALIFORNIA". To the right, a headline asks "How to be a happy family...Command a Chris-Craft?" followed by a photo of a family in a boat. The bottom right features the "Chris-Craft" logo and a list of boat models and their prices.

Model	Price
1934 Runabout	\$1,295
1934 Cruiser	\$1,495
1934 Sedan	\$1,695
1934 Torpedo	\$1,895
1934 Sedan	\$2,095
1934 Torpedo	\$2,295
1934 Sedan	\$2,495
1934 Torpedo	\$2,695
1934 Sedan	\$2,895
1934 Torpedo	\$3,095





## Ranui's History

From the information I have from the past owners, Lidgard Bros. was commissioned to Build Ranui in 1947 by a New Zealand Royal Navy captain who had served on a Chris Craft design petrol gun boat in Malaysia during the latter part of world war 2. It seems the Chris Craft design performed so well in the battle for the Pacific and impressed him so much that he had to build one for himself.

The story goes that Ranui was built to the original blueprints that the Navy Captain had managed to secure while in the service. Ranui was launched in 1948 and one like to imagine the retired Navy captain spending many years enjoying her around the North.

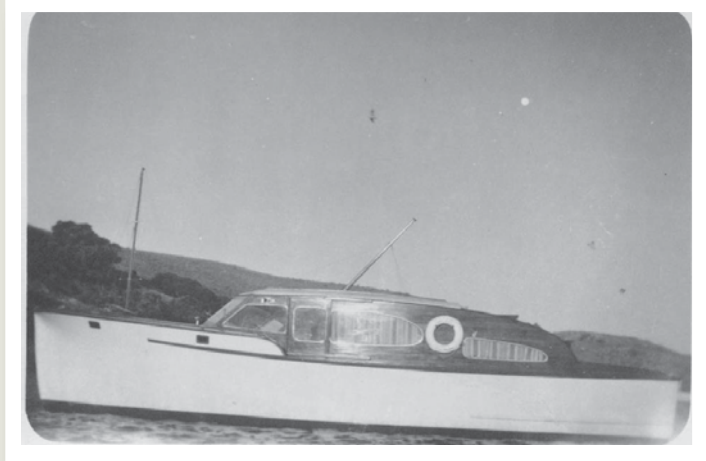
Again, from the oral history I have managed to gain, In the mid 60s Ranui underwent a major rebuild when she was professionally extended by approximately 4 meters and rigged for big game fishing by new owners. Once complete Ranui saw many years of service as a very successful game fishing charter boat.

After retiring from commercial game fishing, Ranui passed to private ownership for a new life of recreational use. This is where the trail runs cold on her history.

When we purchased Ranui she was in a poor state of repair and we have spent the past 3 years progressively restoring her to her former glory.



*The design*



*Ranui in the early days*



*As she looks today*









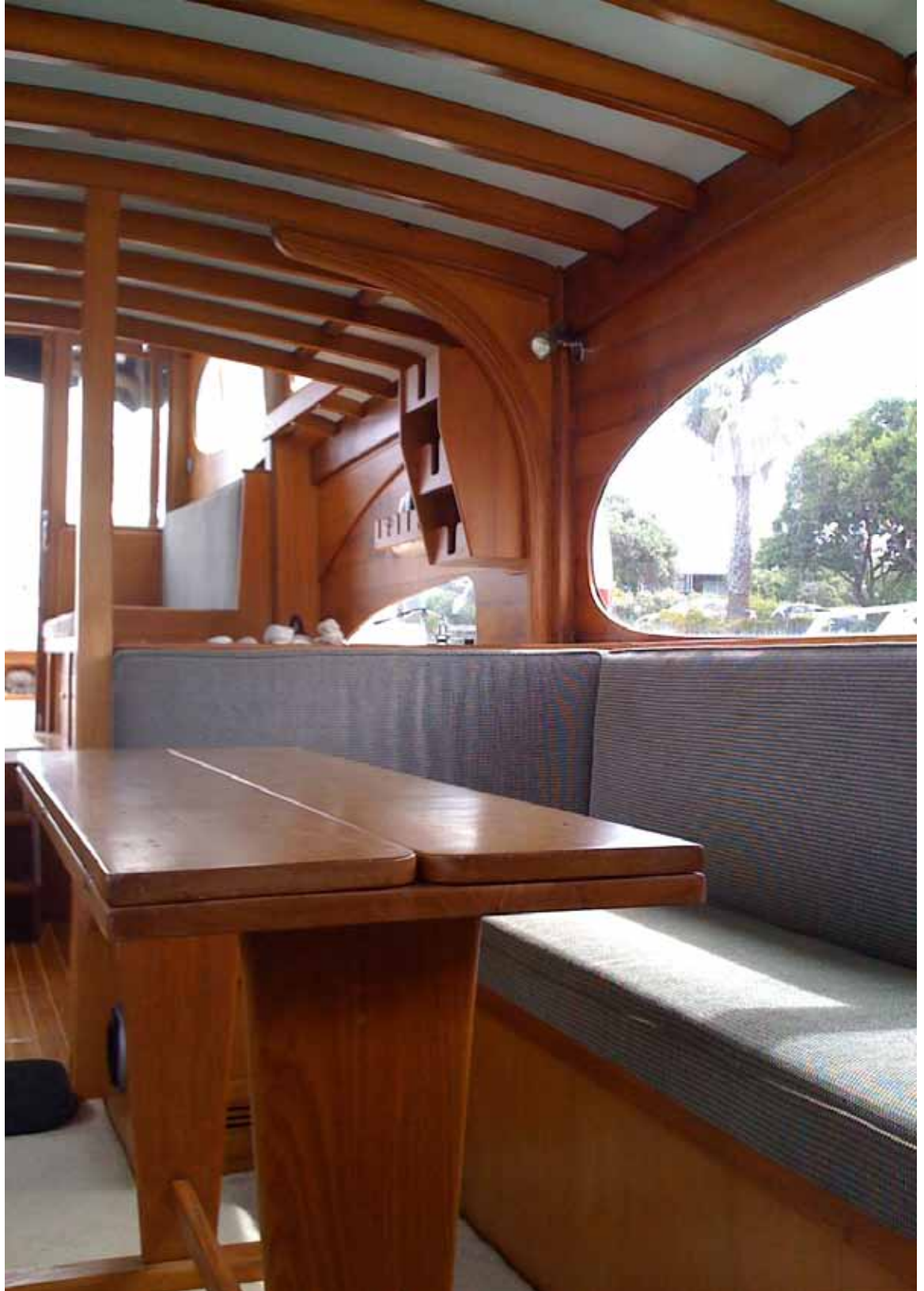
























## Hull restoration





## Hull restoration



## Hull restoration





## Engine restoration



Interior restoration





**Interior restoration**



**Interior restoration**











