

Sports and Pastimes.

WITH SAIL AND MOTOR

NOTES FROM THE WATERFRONT.

(By RINGTAIL.)

YACHTING in the Waitemata will soon be in full swing. Already a number of yachts and launches are away over the week-end.

The interest taken in racing in this harbour is not what it ought to be, but taking into consideration the number of beautiful bays and inlets there are for yachts to cruise to, it is not to be wondered at. And then, again, there are so few boats of a class. Also, many yachtsmen do not take kindly to the handicap races, where perhaps a start of an hour or more has to be given. But it is to be hoped that we shall soon be building to the metre class, which will bring a fresh interest into racing.

Amongst motor yachtsmen there is a better racing spirit. It is easier to class the motor boats, as a certain horse-power is generally fitted to a certain length, making the handicapping an easier matter.

The first races of the season are:—Cruising race, Ponsonby Club, November 12; cruising race, Victoria Cruising Club, November 12.

So far the following are the fixtures of the local clubs for the season:—

ROYAL N.Z. YACHT SQUADRON.

December 3, First cruising race and power boat cruising race.
January 21, Ocean race and power launch cruising race.
February 4, General handicap for Mr. E. C. Horton's prize.
March 4, Second cruising race.
March 12, Class racing, metre rule, (Classes A and B).
March 26, Class racing, metre rule, Classes A and B.

NORTH SHORE YACHT CLUB

November 5, Opening day.
November 19, Cruising race to Awaroa Bay, five classes and 16 feet and under harbour race.
December 10, First series class race (ten classes).
January 14, Jackson Cup, round Canoe Rock; Classes 6, 7 and 9 to Takapuna.
January 21, Club picnic.
February 4, Race round Waiheke, and 16 feet and under harbour race.
February 11, Kawau race, and 16 feet and under harbour race.
February 18, Championships.
March 4, Second series class races (ten classes).
March 11, General handicap and motor launch race.
March 25, Cruising race to Drunken Bay (five classes).

PONSONBY CRUISING CLUB.

November 5, Opening day.
November 12, First cruising race.
December 10, Second cruising race.
January 7, Harbour race.
January 14, Picnic.
February 4, Ocean race.
March 11, Third cruising race.
March 25, General handicap.
April 15, Harbour race.

VICTORIA CRUISING CLUB.

November 5, Opening day.
November 12, First cruising race.
December 3, First series of harbour races.
January 14, Ladies' race.
February 11, Second cruising race.
February 18, Championship for 16 feet open boats, and 20ft., 22ft., 24ft. and 26ft. tuck stern boats, mulllet type.
March 18, Second series of harbour races.
April 8, Third cruising race.
April 15, General handicap.

DEVONPORT YACHT CLUB.

December 3, First cruising race for sail and power boats.
January 14, Harbour race for sailing boats of all classes.
February 4, Second cruising race for sailing boats and harbour race for power boats.
February 25, Harbour race for mulllet boats only.

March 11, Macky Cup.
March 25, Third cruising race.

N.Z. POWER BOAT ASSOCIATION.

November 12, Opening picnic.
November 26, First harbour race.
December 10, Picnic.
December 17, Cruising race.
January 14, Picnic.
January 28, Harbour race.
February 11, Second cruising race.
February 25, Harbour race.
March 11, Picnic.
March 25, Third cruising race.
April 1, Picnic.
April 15, Harbour race.

RICHMOND CRUISING CLUB.

November 5, General opening day.
November 26, First cruising race.
December 17, First series harbour races.
January 21, Cruising race.
February 25, Second series class races.
April 1, General handicap.

CRICKET.

The South Africans.

THEIR PROSPECTS IN AUSTRALIA. THE GOOGLE BOWLING.

"Phoenix," of the "Rand Daily Mail," writing of the South Africans, who began their first match to-day, to the "Melbourne Age," says:—"On this subject I should like my news and views to be taken as coming from one who has had considerable experience, both as player and critic, in Australia and South Africa. It appears to me that there are probably two questions now being asked by the cricket public of Australia—(1) What style of cricket do these South Africans play? (2) What chances of success have they for their tour? And I shall endeavour to give readers such information as may help them to draw conclusions as to the issues of the contests, and, I hope, interest them in the visitors, whose training on matting pitches has developed methods which are novel to Australians. "Let me start off by saying that the question of the South African exploitation of the googlie on the Australian turf has me beaten, and I can only conjecture on the following grounds: You all know that Bosanquet was the 'father' of the googlie. What he did to help P. F. Warner to carry back the 'ashes' is likewise ancient history with you; but we here cannot judge how far the

most dangerous exhibition of the ball in Australia.

Those who know the accuracy of the Australian turf, as compared with the 'bite' and 'lift' of the ball on the matting over earth wickets, believe that the googlie must be easier to meet over there; then the ordinary big break ball must be pitched closer to the line of wickets, and then the 'wrong 'un' will thereby lose something of its sting. So the probable effect of the googlie on those wickets is an interesting and important problem in the minds of South African cricket experts. I have consistently told our 'star performers' that they will achieve successes with the ball beyond their fondest dreams, but that they must be prepared for fairly regular leather-hunting expeditions, which would mean disaster on the lighter scoring grounds of the sub-continent. I told them that on the nearest approach to perfection in wickets I had grave doubts as to the efficacy of the googlie, except as a change, and that their team should include all the variety consistent with the gathering of the best all-round side. Fortunately for them, this condition becomes easier by far than it would in either England or Australia, for neither of the latter great centres has yet put into the field a representative team in which there was such an abnormal proportion of bowlers. And the team that visits you cannot fail to be almost as fortunate in this respect. But there is one unfortunate lack, not likely to be made good; there is not a really fast bowler in South



Bowler: Where's yer wicket?
Batsman: 'Ere—Billy's the wicket!—"London Opinion."

novelty of the ball was instrumental in his phenomenal successes. And another thing that exercises the South African mind is that we find no records in the Australian newspapers of prominent disciples of the brilliant, if ephemeral, trundler, R. O. Schwarz, of the coming South African team, was Bosanquet's pupil, and it is admitted by English experts that he improved on the work of his master. He in turn taught the South Africans, and he will be associated in Australia with Faulkner and Vogler, of great renown recently as exponents of this form of attack. Of these, Faulkner, on last season's form, was the undoubted best, for Vogler depended much more on his great 'all-round' abilities as a bowler, and upon his infinite variety. His 'ringing in' of an unexpected googlie may prove the

Africa at present. In fact, since the retirement of Coetzee from prominent cricket there is not one who can claim anything better than fast medium. That, however, would undoubtedly be the weak point in the South African attack. It would be easily accepted that the googlie 'ordinary' ball (breaking from the right-hander's leg) comes easier to the left-hander, and our googlie exponents quite appreciate the fact that they will most probably meet Clem Hill, Ransford, and Bardsley. Our greatest bowler, Vogler (one of the best—if not the best—in the world just now), has a tre-

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in time for a short spin on Sunday. Mr Gifford has his smart little craft looking as spick and span as it is possible to get her, having spared neither pains nor labour.

Messrs Seagar Bros' steam yacht Rahutai, which has been in commission all the winter, has been hauled up for painting. Her engine is also to have a thorough overhaul, and will be ready for the water in a week or two.