

Sports and Pastimes.

WITH SAIL AND MOTOR

NOTES FROM THE WATERFRONT.

(By RINGTAIL.)

GOOD progress has been made with the yawl Viking, recently chartered by his Excellency Lord Islington. Last week the Viking was docked, and the old copper stripped off, to be replaced by new. All the new paint has been burnt off, the spars scrapped and revarnished, so that when she leaves the dock she will have the appearance of a new vessel. It is about eighteen years since the Viking was launched, and it was found when docking her she was just as sound as when she first took the water, so faithfully was she built and well looked after ever since. One might sail round the world, and yet never find a better coast for small yacht cruising than ours, for all along the coast are harbours and coves where yachts of almost any tonnage can lie in perfect safety.

Yachtsmen are looking forward to next Monday, "Regatta Day." The large yacht race promises to show a good fleet, which is gratifying to the committee, who have worked very hard to keep this race on the programme. The fine island steamer Atua, kindly lent by the Union Steamship Company, will be the flagship, so there will be no disappointment, as was experienced last year. All through the day side shows, such as swimming races, tub races, diving, and all kinds of water sports, will be taking place, so those on the flagship will not have a dull minute from the time they step aboard.

There is a good deal of interest being taken in the yacht racing this season, which can be seen by the large fleet of yachts that get away in the different club races every Saturday afternoon, and it is hoped that the same sporting spirit will continue through the season.

A very enjoyable picnic was held by the New Zealand Power Boat Association on Saturday, January 14th. Soon after two o'clock the members, with their friends embarked, and a course was set for Tamaki. The afternoon was perfect, and the sailing yachts getting away for their different races made a picture which will not readily be forgotten. About 3.30 p.m. the boats arrived at Tamaki, where all disembarked, and afternoon tea was prepared, which was very acceptable to all. Later in the afternoon most of the members took their friends for a cruise round the bay, while others enjoyed themselves roaming over the hills. About 6 p.m. a start was made for home, and all expressed themselves well pleased with the enjoyable afternoon. Great credit is due to the committee for the manner in which they carried out their duties.

Manukau Yacht Club.

The yacht race held on Saturday by the Manukau Yacht Club resulted as follows:—Orewa, 31m, 1; Edith, 5m, 2; Spray, 10m, 3; Arnhara, scratch, 4.

The motor boat race, for which there were fifteen entries, was won by Mildred II., with Dot second. This race was under sailed handicaps.

Richmond Cruising Club.

The following are the finishing times of the cruising race to Mateatea on Saturday last:—Kenselid, 4h 52m; Sackie, 4h 53m; Maru, 4h 55m 2s; Venus, 4h 57m 17s; Wairangi, 5h 2m; Rambler, 5h 3m 28s; Ivy, 5h 4m 37s; Valera, 5h 4m 55s; Barbara, 5h 5m; Beatrix, 5h 5m 56s; Winnie, 5h 11m; Mischief, 5h 14m. On corrected times Miss Mischief 5 first, Ivy second, and Wairangi third.

The Largest Ocean-going Schooner Yacht.

Those of us who have not forgotten that famous trans-Atlantic race for the Emperor's cup, which took place in 1905, will remember that among the contesting yachts was the Thistle, an able, two-masted schooner, which evidently gained some of its sea-going qualities at the cost of speed—as was proved by the results of that hard-fought contest. The race was won by the large three-masted schooner Atlantic, a low-lying racing

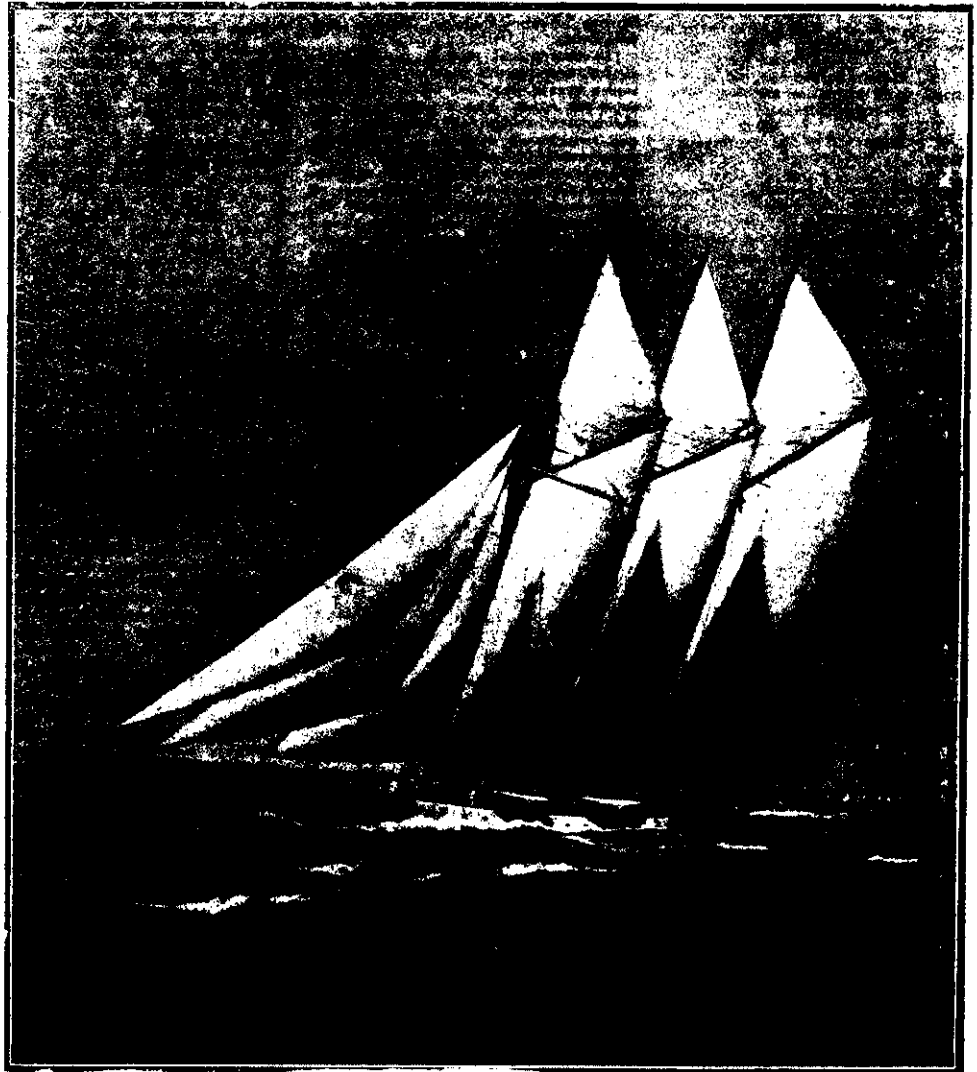
Yacht Clubs, one of the United States amateur yachtsmen who always acts as his own skipper and navigator, has recently placed an order for a three-masted, cruising schooner, which will be the largest yacht of its class afloat. If all goes well, she will be completed and in commission in time for the next ocean race, which will probably be sailed across the Atlantic. The vessel will, for the present at least, depend entirely upon her sail power for propulsion. She is being so constructed, however, that at any time in the future it will be possible to install an engine (steam, oil, or producer gas, as the case may be) without interfering seriously with the present plan of the interior accommodations.

As will be seen from the subjoined table, giving the dimensions of the largest yachts at present afloat, the Karina, as the new schooner will be named, will be the largest schooner yacht in existence. She will measure 198 feet 6 1/2 inches on deck, 150 feet on the load waterline, 33 feet 8 1/2 inches extreme beam, 23 feet 9 inches depth of hold, and her draught will be 17 feet. The next largest vessel, which is almost identical in dimensions, is the auxiliary schooner Visitor II., 197 feet 6 inches over all, 150 feet on the water-line, and 32 feet 8 inches beam.

way leading below. She will carry in her keel 150 tons of lead. Her lower masts will be of steel, and the topmasts of wood, and she will show the spoon bow which has become so popular in modern yachts. Her freeboard will be liberal. Around the foremast will be a small bridge which will form a pleasant lookout station, particularly in calm and moderate weather. Although the "Karina" will carry no driving engine for the present, she will be provided with a donkey boiler to furnish steam for the owner, and four staterooms further forward for guests. The main saloon will be over 30 feet wide, and of sufficient length to provide a large and comfortable room.

the electric lighting plant and for operating the pumps, windlass, capstan, etc. In a yacht of this size it is possible to provide very liberal accommodations. There will be two large staterooms with bath in the after part of the vessel.

Although the particulars regarding sail spread are not given out, it is announced that it will be "liberal," and probably the sail plan has been drawn with a view to getting the maximum speed out of the hull in future ocean races. Probably her sail spread will greatly exceed that of any existing yacht carrying a



KARINA, THE LARGEST OF THE RACING SCHOONERS.

This yacht, now under construction for next season's racing, is 198ft 6 1/2 in long on deck, 33ft 8 1/2 in broad, and carries 150 tons of lead on her keel.

craft, with fine lines and a huge sail spread, which, during one whole day of the contest, reeled off the miles at an average speed of about 14 knots. The Atlantic measures 139 feet on the waterline and 184 on deck, and she is probably the fastest sailing yacht of any kind afloat at the present time. The owner of the Thistle, Robert E. Tod, of the New York and Atlantic

Length Waterline on deck. length. Beam.

	ft. in.	ft.	ft. in.
"Karina"	198 6 1/2	150	33 8 1/2
"Visitor II." ..	197 6	150	32 6
"Atlantic"	184	139	29

The "Karina" is being built of steel, and she will be provided with a half deck house, in which will be a companion-

fore-and-aft rig. The question of the type of motive power is being left open, the owner believing that we are on the eve of important developments in internal-combustion engines, and that a delay of a few years will render it possible to install an engine of considerable power that will make a relatively small demand upon space and weight.