

SPORTS AND PASTIMES

AQUATICS.

(By "The Referee.")

The Auckland Swimming Club has elected the following officers for the season:—Joint hon. secretaries, Messrs P. H. Hughes and W. Kay; hon. treasurer, Mr H. Dacre; assistant treasurer, Mr J. Armistage, jun.; committee of management, Messrs F. A. Hedges, W. E. Dervan, W. Moore, A. Bonella, G. Katterns, J. W. Russell, W. E. Cossar, E. Burke and Eastdown.

The election of officers for the Parnell Sailing Club has resulted as follows:—Commodore, Mr A. Stewart; vice-commodore, Mr W. Jagger; committee, Messrs Kilfoyle, Keogh, G. Gilmer, Collings, Carter, B. Gilmer; measurers, Messrs A. S. Stewart and Ronayne; handicapper, Mr C. Kilfoyle; judge and timekeeper, Mr W. S. Whitley; starter, Mr K. Tapper; auditor, Mr Buchanan; treasurer, Mr F. M. Jervis; secretary, Mr M. Evitt.

Tanner's ark, the strange craft in which Mr Felix Tanner proposed to circumnavigate the globe, sank at her moorings in New Plymouth harbour a few days ago. I should fancy it would be well for all concerned if she is allowed to peacefully occupy the spot to which I imagine she is most suited.

Mr Buckridge explains the fact of the Kia Ora going ashore within forty-eight hours of leaving Auckland as follows:—"We were blown from the lee of the Great Barrier, and endeavoured to make the north channel of the Kawau under the staysail. The cabin was half-full of water, and the pump became choked. Neither of us had any food or sleep from the time of starting. Owing to the yawing of the boat, and the tremendous sea, we could not steer our course, but had to run before the gale. The weather was very foggy about us, and when it lifted, disclosed our position to be off Point Rodney. We tried to weather the point, but failed. We were caught by the breakers, and washed on to the shore, miraculously escaping the jagged rocks all round." It is good news to hear that the boat has not been greatly damaged, but there is an obvious moral to the incident. To successfully navigate so small a vessel as the Kia Ora round the world necessitates very special qualifications both in the boat and the man in charge. It must be confessed that these have not forced themselves into prominence by the recent short voyage. At the first breeze of wind, despite the fact that there were several splendidly-sheltered havens right under her lee, the Kia Ora is piled up on the beach at Rodney Point. Mr Buckridge would be well advised to let well alone and abandon the somewhat over-venturous enterprise.

Both St. George's R.C. and West End R.C. will hold their first "At Home" next Saturday, when trial fours will be rowed off.

The Royal New Zealand Squadron has added a race for 26ft tuck-stern boats to its programme as there are a number of new boats of the class in Auckland. Mr E. W. Alison has kindly donated a trophy in the event of there being four starters.

The classes inaugurated by the Royal New Zealand Yacht Squadron last season are to be continued and an examination will be held. The pupil showing the greatest proficiency will win a trophy presented by Rear-Commodore H. R. Bloomfield.

One of the most welcome innovations open boat sailing has ever seen in Sydney has been introduced this season, viz., the uniform attire of the crews in the big boats and in the dingies (writes "Weather-eye," in "The Referee"). The sport should benefit considerably from the change, as it increases enormously the spectacular effect and lends a higher tone to the whole thing. Mr Mark Poy, with his usual generosity, has donated £5 to the Flying Squadron, to be awarded the best-dressed crew throughout the season. The Dingy Club is adopting a similar course. Aucklanders would do well to make a note of this.

The death is reported of the famous English yacht designer, Mr Arthur Payne. He has turned out some excellent yachts, and his loss will be keenly felt by English sailing men.

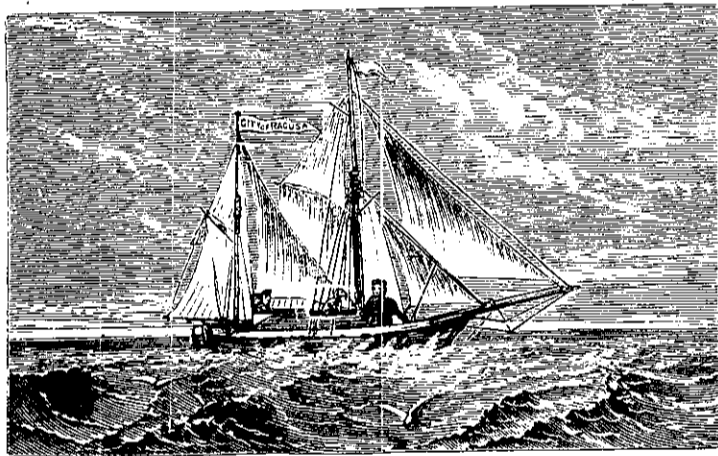
The Auckland yachts will soon be all afloat once more. Quite a number have been put into the water during the week. Nearly all will be in commission in time for the holiday cruise on the 9th proximo.

The Ponsonby folk are pushing ahead with arrangements for the annual regatta, which promises to be even a greater success than was the case last year.

SIX THOUSAND MILES IN A COCKLE SHELL.

AN INTERESTING NARRATIVE OF A FAMOUS VOYAGE.

With the recent visit of the famous canoe Tilikum on her trip round the world, and the abortive effort of Messrs Tanner and Buckridge to emulate Captain Voss' plucky deed, the time seems opportune to recall one of the most daring voyages ever undertaken. This was accomplished by Captain E. R. V. Hayter, a New Zealander by birth, and now a resident of Auckland. During a chat



CITY OF RAGUSA.

with him a few days back he narrated the following which I give in his own words:—

In the spring of 1870 I formed the idea of sailing the smallest boat from England to America and back, to prove that a small boat could negotiate the Atlantic if properly handled. The outcome was the purchase of a ship's long boat of 19ft. with 6ft. beam. We raised her hull three streaks and decked her over. We also placed a fore and aft cabin, or head room hatchway, and rigged her as a yawl or dandy, making her as safe and comfortable as we could. W. Primoraz belonged to Ragusa, which is the smallest walled-in city in the world, so the boat was named after it, while E. Hayter belonged to Canterbury, New Zealand, the smallest colony then.

It was agreed that it would answer two purposes if we flew the English and Austrian flags, which we always did, but the Old Jack was always on the foremast. Liverpool "en masse" came to our assistance when it became known that we were going. Useful presents coming from ship chandlers, provision merchants, tobacco merchants, a little medicine chest from the chemists, casks for water from the coopers, etc. We set sail from Liver-

pool and were ten days going to Queens-town. After a little stay we started for Boston, U.S.A., and were 82 days getting there, or 92 days in all. Of course any one knows that we have the Gulf Stream to go against, to say nothing of S.W. wind more or less prevailing. Also that such a little boat of 19ft., with a great beam of 6ft. for her length, would not make headway nearer than 4½ points to windward.

Here let me tell you that we used the sea anchor, that I heard the Tilikum's captain describing as an invention of his own.

We arrived at Boston, and were met by a great tugboat with the Press and "big bugs" on board and taken in tow like a herring.

The boat was exhibited in Boston and other cities and we reached New York, where she was shown in the Broadway, and visited by the late President Grant and his state officials, etc.

The following year we set sail for Liverpool upon the return trip. From New York to Queenstown we took 35½ days, and after staying eight or nine days there, set sail again for Liverpool, which we reached in three days, making 38½ days in all. For parts of the day we ran eight knots an hour and 120 miles was the best day's work done. We were simply thrown back to the Irish coast and under a small square sail, a jigger and one head sail she had to go.

Of course we had the Gulf Stream in our favour coming home as well, but the ship Lomeron lost her captain and three of his crew overboard while we rode the gale out. That was the stiffest I have ever seen. Of course we were often passing the Western Ocean boats, in fact that was one of the dangers at night of being run down.

Here let me note that the Kia Ora is a deal larger than my boat. Mr Buckridge has a very different and difficult task set him to do than the Tilikum has, and will require a very different style of navigating to that which he said he was doing the other day.

Upon reaching the Mersey we were taken in tow by the powerful tug boat Quickstep, loaded with the press and others, for we had been reported from all the stations after leaving Queenstown till arrival. The training ship manned the yards, the mail boats stopped to see, and forty thousand people lined the Mersey banks and stages (so the papers stated next day). It looked to me as though we were being dragged along like a fish bait and that all Liverpool had turned out to see us. I know that I did not like the feeling of

standing by and being towed along; I had such a feeling of helplessness, I felt we would sooner be sailing upon our own. Only yachtsmen and sailors know the feeling of helplessness you have when being towed by a steamer. Upon the return trip we had a brindle dog called Boatswain, and he was a great favourite with the public when on view at the Crystal Palace, Sydenham, and elsewhere.

The City of Ragusa was steered with an endless line and yoke to get and keep the purchase upon the rudder. Our latitude we took when we could, and rectified by passing ships with the black board. Our longitude we worked by dead reckoning and patent log. We kept as much as we could the Atlantic steamers' course, so as to be spoken often and to be reported.

Three 36-gallon casks of water amidships were stowed with spongy brick and clay. The casks were filled with salt water when used up, and the bricks would take up nearly a pint of water each if we doused them. A small Tangye pump would fetch it out of the bilge when drained. In fine weather all sails were set flying from the fore hatch or cockpit aft; also we could strike or set the topmast from below. Our food was about the same as on sailing ships, that is, salt beef, pork, biscuits, pickled eggs, bacon, tinned jams and meats, condensed milk and vegetables. All our cooking was done in salt water, or steamed in a tin over salt water. We used fresh water for tea, coffee, limejuice, or to drink only. Our watches in ordinary weather were six hours each alternately, but in bad weather we would relieve each other every hour or two, especially if the seas were running very wild.

In conclusion, I ought to mention that as a compliment to us at all the ports both out and home the harbour officials boarded us, or, rather, came alongside and went through the formalities as if we were a 5000-ton ship. The pilot, doctor, harbour-master and Customs officer did the same, and our bills of health were overhauled, signed and stamped, etc., by the Mersey Harbour Board. The Admiral of the fleet that was lying at Queenstown paid us a semi-official visit with his staff. I am only mentioning this to show that the seafaring people appreciated us. It is not to be expected so much from landmen, who looked upon it as a more foolhardy thing to do in those days than now, perhaps, when the boats are more efficient and more easily handled. If anything happened to the ship in mid-Atlantic the only chance for the passengers and crew is the boats, to try and reach the Irish Coast or New Foundland, for there is no friendly lee coast to put or sail to in crossing the Atlantic. So you will see should these boats, the Tilikum and Kia Ora, accomplish the task they have set themselves they will not be the smallest boat by three feet in length, or three-quarters of a ton in measurement to do so.

Nil Desperandum! Never despair:
Your cough may be bad, but it only wants care,
Good sensible treatment is all that you need,
Then take our advice and you will be freed,
From any affection attacking the chest:
Coughs, colds, bronchitis, and all of the rest,
These nasty complaints are soon made obscure
By taking some—
WOODS' GREAT PEPPERMINT CURE.

CARSTAN

TOBACCO

NAVY CUT "THAT'S ALL"