

Port Nicholson Yacht Club's regatta. She had to concede time even to twenty-one footers in her club races. But her day waned, and others have come forward to pluck the coveted blue ribbon.

Steps were also taken at the same time to provide some sort of a meeting place for members; plans, schemes, etc., were advanced, and finally we find the hopeful few committed to handling a bazaar. The assistance of the ladies was obtained, and, proud to say, perseverance and pluck were rewarded by one of the biggest bazaars Petone has ever seen, which netted the Club well over £100 clear, and the Clubroom became an established fact, which, at the present day, is very comfortably furnished with tables, chairs, etc., while the walls are tastefully hung with some very valuable pictures, the whole being free from debt, and the members feel proud to be able, after their wanderings, to sit down in the cosy room and read the latest from the "Progress," "Rudder," "New Zealand Yachtsman," etc.

both for young and old, each being under a separate sub-committee, so that a large and varied programme can be proceeded with without a hitch. A submarine explosion also forms one of the main attractions, supplied by the Defence Department, through Mr. Wilford M.P. for the district, and patron of the Club.

Judging by the past records, the Club has no hesitation in stating that these sports will no doubt excel as time goes on and become the one event of the year, not only to Petone, but the whole of Port Nicholson harbour.

The Club deserves to be congratulated upon its progress. Its present officers are Mr. D. Keir, commander; Mr. H. Browne, rear-commander; Mr. W. Miles, vice-commander; and Mr. J. A. Macdonald, secretary; and its present position is mainly due to the efforts of Mr. Browne and Mr. Macdonald.

The present fleet stands at close on twenty boats, practically all of which are of a good, serviceable class, well built, and of a fair turn of speed.

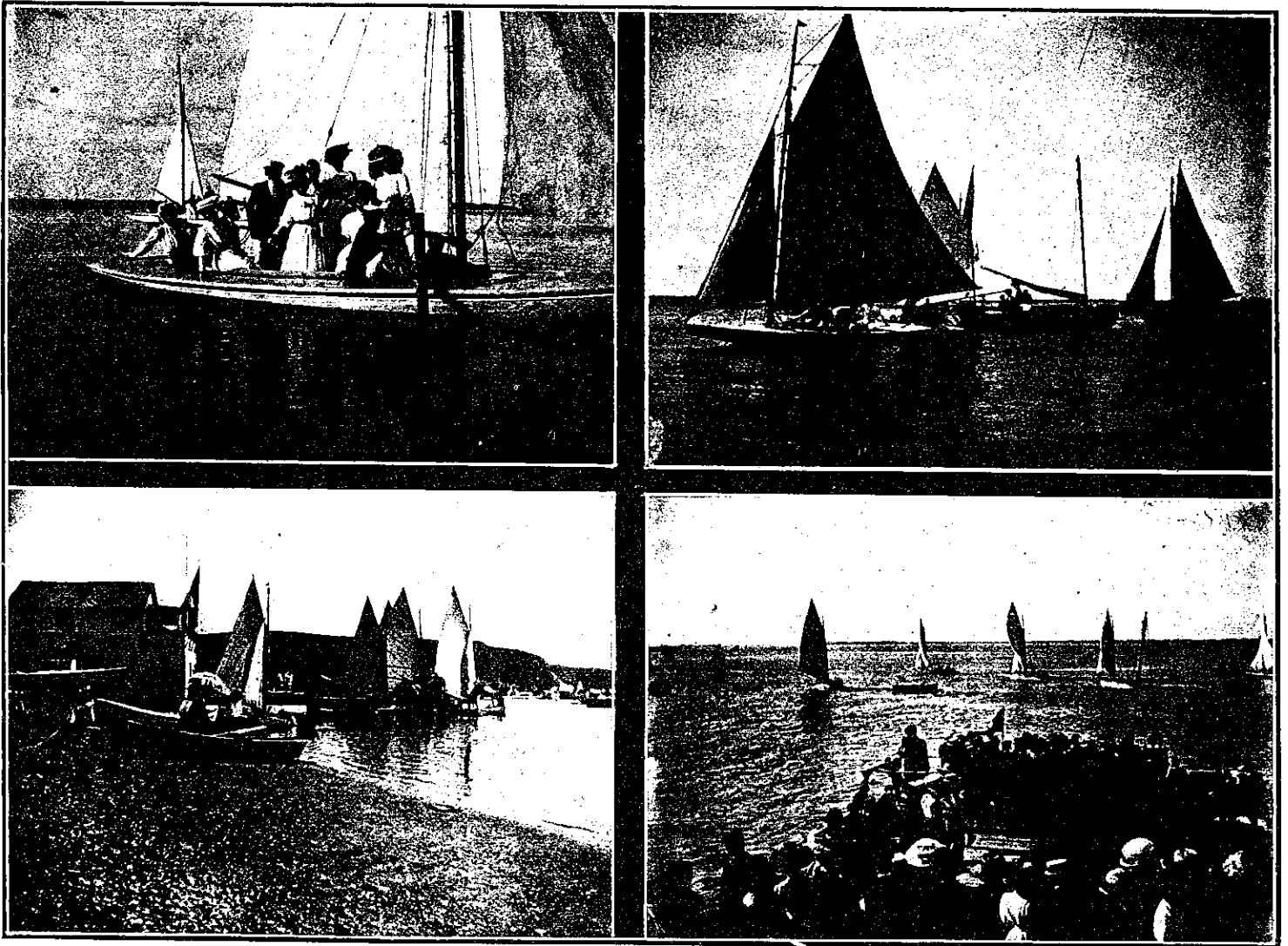
We would suggest that the motto of the Heretaunga Boating Club be our own title—"Progress."

Record of "Viking," Auckland.

Built in 1893 by Chas. Bailey, Senr. Competed for Challenge Cup, 1894, against "Volunteer" (Sydney), and "Muritai" (Auckland); course, 46 miles; won by "Viking" on rating allowance. Time: "Volunteer," 4hr. 1min.; "Viking," 4hr. 3min.; "Muritai," gave up; rating allowance to "Viking," 10min. 14sec.

Second large yacht race, 1895. Competitors, "Volunteer" (Sydney), "Viking," and "Tawera." From the start there were but the two in it—the "Volunteer" and "Viking." Won by "Viking" on rating allowance. Time—"Volunteer," 5h. 25m.; "Viking," 5h. 27m. 17s.; rating allowance to "Viking," 7m. 32s.

Third race.—Competitors—"Volunteer" (Sydney), "Viking" (Auckland), "Haleyon" (Auckland), "Aorere." On this occasion the



CHRISTCHURCH SAILING CLUB.—SCENES ON THE ESTUARY.

The membership at present stands at about sixty financial members and a host of lady members, as well as life members, etc., bringing the total up to about 90.

Not only does the Club run off a full season's programme, which this year means two races practically every Saturday, but it has for the last two years ran a Gala Day Sports on New Year's Day, all which at the present time is wondered at by the boating fraternity of the harbour. The first held was at the modest cost of £47; the last ran, in money and trophies, to close on £90, including a race for deep-keel yachts, for which ten boats entered, which was very encouraging to the committee. The weather, which was in a bad mood, greatly marred what otherwise would have been a red letter day for Petone. As it was, about 4000 people were present. We might state that these sports enter for everybody, including, as they do, yacht and motor races, swimming and land sports on the sand,

Another problem that is exercising the minds of the officers and members, is the ways and means of obtaining a boat harbour, for until such eventuates there is no hope of the Club's ambition being attained, namely, the advent of the deep-keeler, as at the present time all craft have to be beached after racing or cruising, which is disheartening, to say the least.

An estimate from a practical engineer has been obtained for a concrete wall, run out from the railway in the Korokoro Bight which can be done for from £3600 to £4000, and the question to be solved is: Can it be done, how, and when? Not satisfied with this, the Club also has in hand the question of beautifying the foreshore, the making of the beach more attractive to the public, the creation of a recreation resort, the enlisting of the public sympathy towards this end, so that, with a clean, attractive foreshore, the regular summer races, a Saturday afternoon spent at Petone will be something to look forward to.

"Volunteer" came in first, since she was the first to pick up the north wind which suddenly changed round—in other words, on luck and not on merit. The "Aorere" finished within her time, but was disqualified through wrongful entry. The "Viking," of course, is now out-classed, but in her day, from 1894 to 1897, was the fastest boat in the squadron. She competed in and won several smaller yacht races at the different regattas, but these 3 principal races are generally considered "her record."

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