

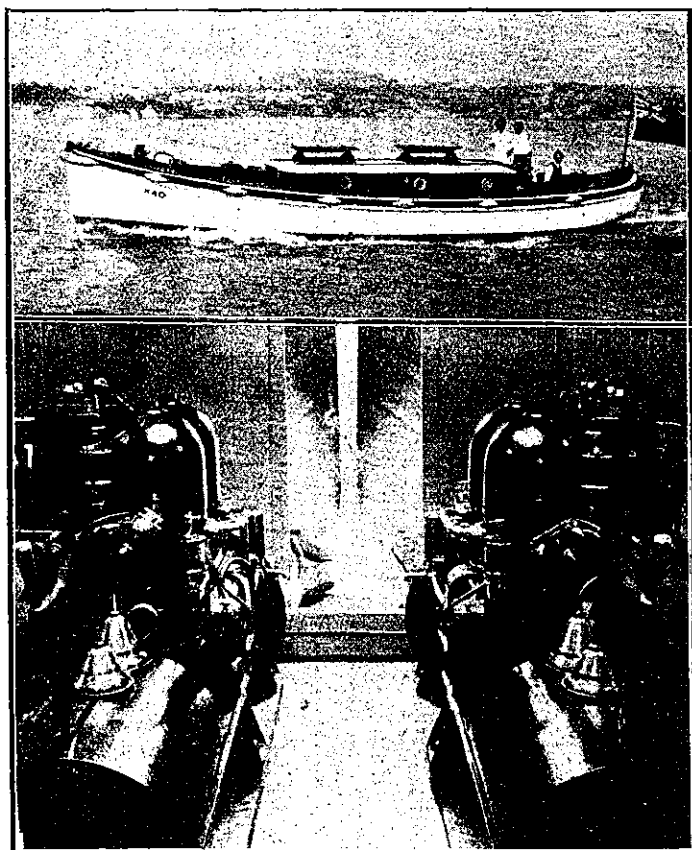
# Yachting and Motor Boats of the Dominion.

By Oscar Freyberg.

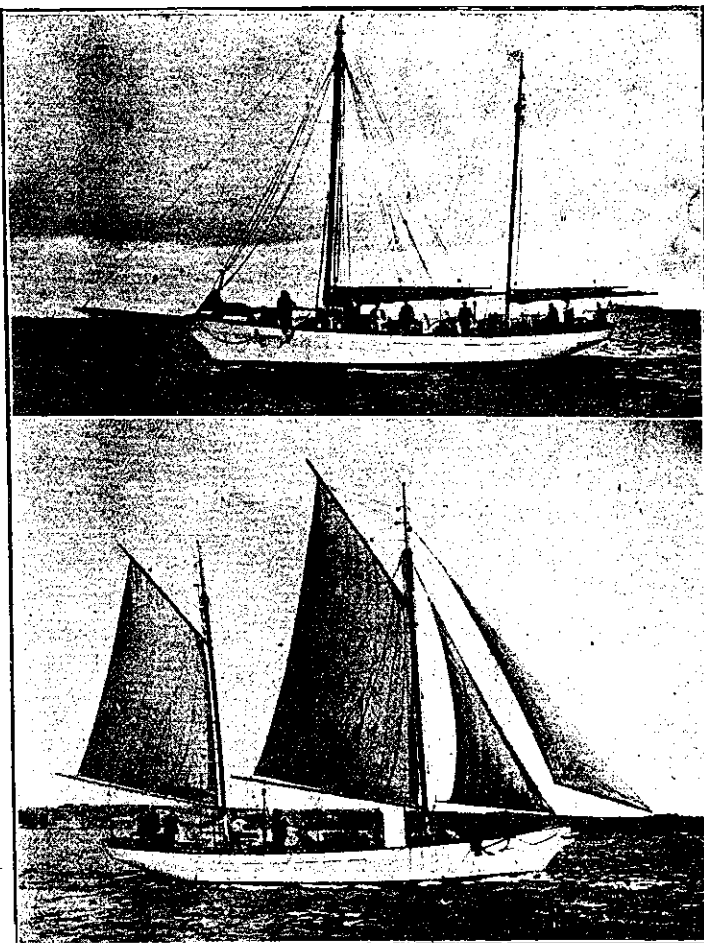
The accompanying photographs are of the yacht "Selwyn," auxiliary ketch, designed and built by C. Bailey, jr., Auckland, to the order of the Melanesian Mission for work among the Solomon Islands. She is, as will be seen from the pictures, a beautiful little vessel, staunch, able in a seaway, and perfectly adapted for the purpose for which she was built. Her principal dimensions are: Length over all 56ft., beam 15ft., draught 7ft., and her accommodation is really wonderful for the length.

The name "Selwyn" is, of course, in memory of that intrepid navigator, our first Bishop, whose diocese comprised New Zealand and the Melanesian Islands. The stupendous task of visiting his flock, even to the most distant outlying islands, was effected in a little 5-ton schooner, which he commanded himself, having taught himself navigation on the way out from England. He left an example of daring and seamanship to be emulated by our cruising yachtsmen.

every hour. Don't set a course, more or less (generally less) correctly, and then rush on blindly for hours without fixing your position, and finding out whether you are going where you are supposed to be pointing. That sort of thing invariably means trouble, and perhaps disaster, though a man generally contrives to muddle through somehow or other, but it isn't seamanlike and it isn't safe. To be



"KAO," King George of Tonga, Owner. Photo by Whitnall-Smith  
Anderson Engines.



"SELWYN," under Power and under Sail. Photo by Whitnall-Smith

Starting from aft, there is first the captain's room, with a comfortable bed, sofa, wardrobe and lockers for navigating instruments, and a full size chart table, while just inside the companion hatch there is a set of pigeon holes containing the flags of the international code. Forward of this is the engine-room, which contains the Kelvin engine, a 30-40 h.p. job, which drives her about 7 knots. Light in the daytime and fresh air are obtained by a skylight. Then come the missionaries' quarters, about 15 x 15ft., with full headroom. There are two good built-in beds and wardrobes, with extra stowage space under the sofas, a dining table and the usual conveniences. A storeroom or hold, of 15 tons cubic measurement, separates the cabin from the fore-castle, where there are bunks for four men. The cooking arrangements are in a scow galley carried on deck, and look somewhat inadequate to provide for the complement the "Selwyn" will carry when she has her Island crew and the sky pilots aboard.

Another very handsome little vessel for the Islands is the twin-screw power launch "Kao," just completed by the same builder for King George Tabu, of Tonga. Her twin Anderson engines, of 14 h.p. each, which are capable of driving her at 10 knots, are clearly shown in the photo of her engine-room. The other photo shows "Kao" making 10 knots on her trial run of Mechanic's Bay. She was shipped to Tonga by the Union Co. recently.

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The Port Nicholson Yacht Club are holding classes of instruction during the winter in navigation, seamanship, and signalling, and it is to be hoped that junior members will roll up in full force to these, so that we may have a supply of navigators and signalmen on the ocean racers next season. Don't let us have a repetition of last season's performance, when four out of the six skippers didn't know where they were when they made the land. Keep a careful check on your position by cross bearings, or sextant angles, at least

at all correct in one's navigation a good compass is absolutely essential. The very best is just good enough. Buy, beg, borrow, or --I was going to say steal—but, anyhow, get a good compass. Go without brass-bound clothes and badge caps, or beer, or even tobacco, but do see that the little box that contains the North is safely aboard, and the best that money can buy, and that you are on friendly terms with all its peculiarities by the time you set sail. A thorough knowledge, or even a moderate knowledge of the uses of that priceless possession will save you many an anxious hour. Many a dirty night you will be lying snugly at anchor, "Riding in blanket bay stem on to the pillow," when the other fellow, who hasn't the knowledge and the instrument, will be beating about outside in dire distress and discomfort, cold and wet, and waiting for dawn to show him where he is. Don't neglect this. Get right in now and learn, there is plenty of time, all the winter, in fact, and when you go to sea next season you will be