

# Yachting and Motor Boats of the Dominion

By Oscar Freyberg

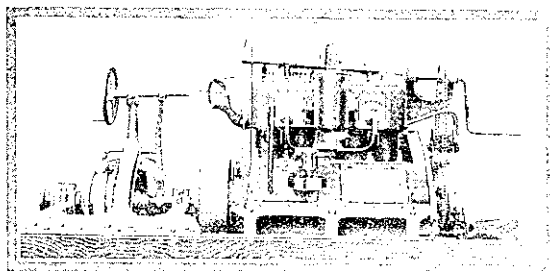
Mr. Ted Bailey has received an order from Messrs. Petley, Cording & Seagar for a ketch-rigged auxiliary cruiser of 32 feet length, with 9 feet beam and 3 feet 3 inches draught. She is to be of the truck stern plumb stem type, and with fifteen hundredweight of lead outside, and a five h.p. Standard engine inside, she ought to be capable of standing a whole lot of bad weather in comparative comfort. Her cabin plan is not quite settled yet, so I understand, but it is proposed to have the galley right forward, equipped with a proper range for coal or wood, so that real cooking may be done, not the Primus variety of cooking, in which a scrambled egg is "either a piece of flannel or something resembling an embrocation," to quote Percy Cotten. Aft of the galley will be situated the engine-room, of just sufficient length to contain the engine, and aft again will be the cabin proper. The construction will be on the bent frame principle, with a single skin of 7/8 Kauri. I hope to be able to reproduce the plans of this sensible cruiser very shortly. She will be just the type of vessel for week-end cruise from Wellington to Port Underwood, Kapiti or Palliser Bay, and I am sure the next two or three seasons will see a good many more of her type in existence.

Butt's whaler has been sold to the ex-secondmate of the schooner "Clyde," and is being converted into a half-decker preparatory to being shipped to the Chatham Islands, where her new owner is going to use her for fishing purposes. A good many of our small craft are being gradually bought up and shipped away to swell the fleet engaged in the fishery.

In view of the fires that have occurred on vessels and launches equipped with internal combustion engines, in some cases with fatal effect, the enforcement of the regulations regarding the carrying of fire extinguishing apparatus is greatly to be desired. It is not generally known that under the new Act all mechanically propelled craft, whether for commercial or purely pleasure purposes, are to be surveyed by H.M. Customs. The surveyor has the power to call for fire extinguishers according to the size of the boat and a box of sand not less than one cubic foot capacity, and the certificate for each craft will only be issued on compliance with the regulations in this and every respect. Enquiry at the Customs elicited this fact, and also that the work of inspection was gradually being gone on with, so all you motor boat and auxiliary owners who have not yet complied with the regulations had better do so before the Customs Surveyor comes aboard.

The yawl "Ethel," at present on the slip at Martin's Bay, is to have half a ton of lead added to her outside ballast as soon as Ted Bailey can find time to do it.

The now defunct Thorndon Dinghy Sailing Club, upon winding up its affairs, invested its surplus funds in the purchase of a Perpetual Challenge Cup "to encourage small boat sailing in Port Nicholson." Mr. F. H. McKeever, a once prominent member of the Club, and now secretary of the trustees for the Cup, reports that the conditions governing the competition call for an annual series of three races open to round and square bilge craft of not more than 14ft. over all measurements. The boat scoring the highest aggregate points holds the Cup for 12 months, when it reverts to the trustees and is again presented for competition. Last season the races were held under the flag of the Herefanga Boating Club. Mr. Taylor's "Hinaa," with a total of 7 points, was the winner. "Runa," "Wai-iti" and "Marguerita" tied with four points each for second place, and "Gil-Blas" scored two points. The Cup will be presented at the Herefanga Club's Smoker, which takes place shortly. It is at present uncertain under which flag the next series of races will be held.



We illustrate a Thornycroft 4-cylinder marine engine developing 47 h.p. on kerosene. Messrs. Harlick & Co., Ltd., have recently ordered one of this type of engine, and are installing it in one of their river boats. They have been using Thornycroft motors for some eight years now, and appear very well satisfied with them.

The first stage of the test of Kapai v. Scripps engines has concluded with the third run of the Scripps engine in "Coquette," the 32ft. launch built by Messrs. Lane & Son specially for the trials.

In the first test "Coquette" completed the Auckland Power Boat Association's course of 6 1/2 knots in 43min. 5sec., which works out at 9.05 knots.

On the second day the weather conditions were not quite so favourable, and the test was run the reverse way to the first. The time taken was exactly 43min. This shows a slight gain of speed—9.07 knots.

The third run took place under ideal conditions, and the same course was followed as at first. The time taken was 42min. 37sec., showing a gain of 23sec. over the second test, and works out at 9.15 knots.

The tests are now over as far as Messrs. Lane & Co. and the Scripps engine are concerned, and it remains for Messrs. Arthur & Dormer to instal their Kapai

engine in "Coquette" and make their three runs. The result of these unique tests will be awaited with interest by all motor boat users, as this is the first competition of the kind held in the Dominion.

The yawl "Ngaira," 9 tons, at present on the Wellington Patent Slip, is undergoing general overhaul, and is having an 8 h.p. oil engine installed as an auxiliary to her sails.

The "Waitangi" auxiliary ketch, 27 tons, is on the same slip, and is having an extensive overhaul.

Ted Hannan's auxiliary yawl "Waitangi," on the "Hard" in the Boat Harbour, is having her keel re-modelled and the engine shifted aft.

"May," "Rawene," and "Tangaroa" expect to make an early start for the coming season by launching within the next week or two.

Mr. C. J. Ward's "Lizzie" is still at her moorings in the Boat Harbour awaiting a purchaser. I can thoroughly recommend this little flier to anyone wanting a boat of her class. Mr. Ward, if he sells the "Lizzie," intends building a larger boat for first-class and ocean racing this coming season. Should the "Lizzie" remain unsold she is going into Ted Bailey's hands to be "raised on" six or seven inches, that is to say, she will be given more freeboard, new decks, deck-house, and also cockpit draining to sea, and will cut a figure in the next ocean race.

Last month I promised plans of a 20ft. cruiser from the board of Mr. Sinton. I have much pleasure in showing them on the following page. I must say that for accommodation and comfort below decks I have never seen the equal in a 25-footer, let alone a 20ft. boat. She will sleep four persons comfortably on the berths, which are nearly 3ft. wide and a full 12ft. long each side. The floor space—2ft. 6in. wide—is much better than the average 35ft. deep keeler has. A neat folding table provides room for four to sit at meals. The stove can be placed on the floor under the bridge deck, while lockers at the sides of, and under the cockpit, will provide stowage space for pots, pans and dishes, provisions, etc. There are also lift out lockers under the cushions of the berths. The space right forward might be reserved for anchors, warps, spare sails, etc.

While this craft is very comfortable, and about as sane and healthy a little cruiser as could be devised, it must not be supposed that she will be slow; on the contrary, I am of opinion that she will be very fast, particularly in a blow if not over-canvased.

The sail plan shows a spread of 320 square feet. This should be a very useful