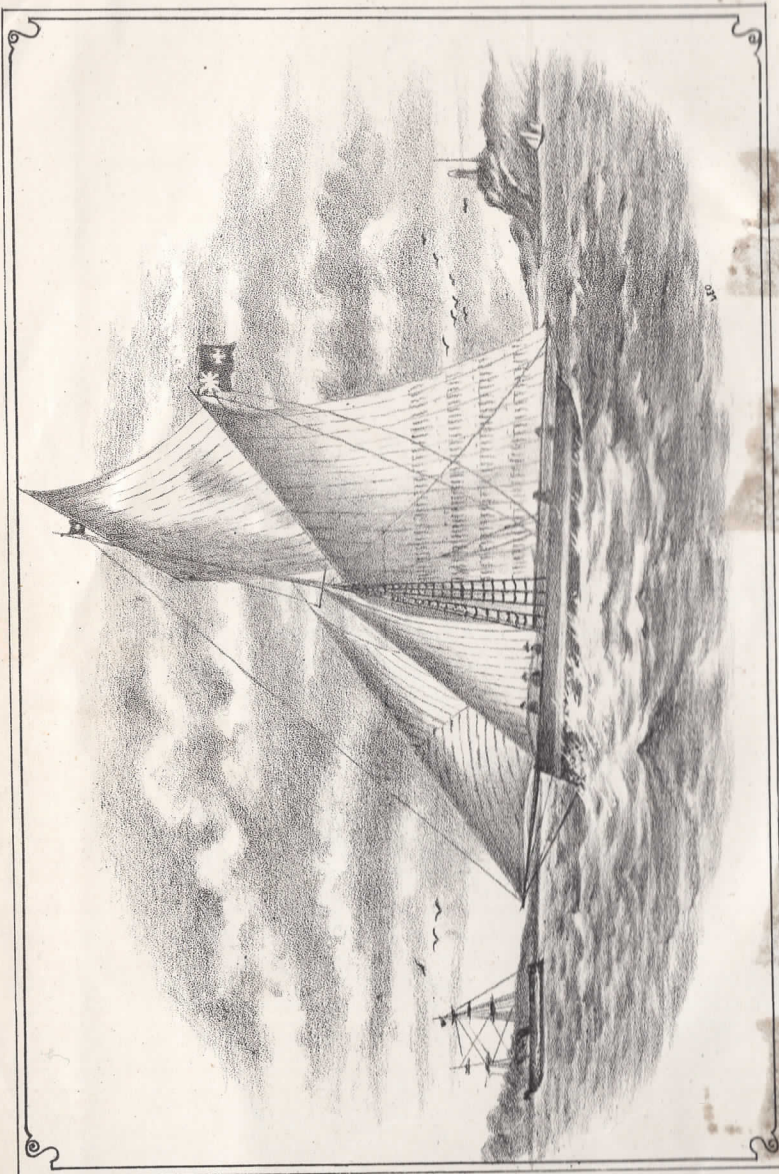




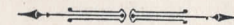
"THE WANDERER," 49 TONS (R.T.Y.C.M.), SOUTH AUSTRALIAN YACHT CLUB.
From a Water-Color Painting by Mr. W. Tibbits, St. Kilda, Victoria.

*Capt Geo Benson
with the Authors best wishes*

REMINISCENCES OF

TWENTY-FIVE YEARS'

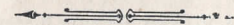
Yachting in Australia.



AN

ESSAY ON MANLY SPORTS,

A CRUISE ON SHORE, &c., &c.



Notes of a Voyage to China and Japan.



BY W. H. BUNDEY,

FOR FOUR YEARS VICE-COMMODORE AND TEN YEARS COMMODORE
OF THE SOUTH AUSTRALIAN YACHT CLUB.



ADELAIDE :

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1888.

The names of yachts now belonging to the Club and their owners are:—

Name.	Rig.	Tons.	Owner.
White Squall	S.-steam sch.	60	F. Sison
Wanderer	Cutter	46	H. P. Fergie
Enchantress	"	24	A. Cunningham, R. Com.
Zephyr	"	20	R. Honey, Commadore
Ethel	"	11	" " "
Alfreda	"	16	H. J. D. Munton
Pastime	Yawl	10	Justice Bunday
Mischief	Cutter	10	Justice Boucaut
Weeteena	"	6	Capt. John Bickers
Trio	"	5	T. B. Browne
Nautilus	"	4	J. V. Sanderson, R. Pelly, and T. B. Gall
Macumba	"	4	E. F. Belt
Leander	"	4	H. Ring
Banshee	"	4	R. Woolnough and W. J. Porter
Satanella	"	4	R. Cruickshank
Seagull	"	4	Howard Gore
Desiree	"	3	C. E. and T. Y. Dewhirst
Dauntless	"	3	G. Heritage
Linnet	"	3	J. Lapthorne
Neva	"	3	G. Arnfield
Alice	"	3	W. Voysey
Triplet	"	under 3	W. Scott
Bertha	"	"	J. Scobel
Cartsdyke Lass	"	"	Allen Martin
Emu	"	"	W. S. Leich
Sunbeam	"	"	B. Magraith
Italy	"	"	A. Monte
Amy	"	"	W. B. Squires
Venture	"	"	J. Hall

During the twenty years since its origin—at any rate up to within a late period—the Club has had uninterrupted success, and I feel assured that the present slight lack of interest in yachting will soon pass away. The last few years in South Australia have not been times in which persons could afford to build yachts. Some of us have had to dispose of our more costly ones, but with brightening days the old favourites that have been laid up will be spreading their wings again, and new craft will be built. Already there are signs of this for the coming season. Having been connected with the Club from its commencement, I can testify to the unanimity and good fellowship that has invariably existed amongst its members. There has been an absence of littleness or petty jealousy so often noticeable in Clubs of this description quite refreshing to witness, and the enthusiasm for and love of the recreation

has always been the motive power with the members individually and collectively. With few exceptions, what the majority has decided upon the minority have cheerfully supported. Whether at the opening or closing demonstrations of the Club, or whether competing against each other either in private races or in public regattas, the same genuine courtesy has been maintained.

It would not be of sufficient interest to the general reader, and, indeed, it would scarcely be in place here to attempt a detailed account of the various contests, regattas, &c., or the result of each year's proceedings. Every yacht has its own record, some of which, if published, would be highly entertaining, but of course this chapter is professedly dealing with yachting in general terms, and it would be manifestly unfair to single out any yacht or yachts for special mention where so many have done well, and whose spirited owners have striven so earnestly to keep the racing element alive; but even if disposed to do so, I have not the data at hand for the purpose. There is ample room for the compilation of a Club record on this subject, which would prove highly interesting to the members. I presume the material for it could be obtained in chronological order from the Club's books. But although it might be invidious, or not in good taste, to individualise or deal with any particular yachts, racing and other experiences, to the exclusion of others equally deserving of notice, still there is nothing that should prevent my bearing testimony to the smartness of the owners and crews, the sailor-like way in which they handle their craft, and the yacht-like trim in which most of the latter are kept. So far as my memory serves me, no member of the Club lost his life whilst or through yachting, nor do I remember any one being seriously injured. This of itself, after nearly twenty years of the pastime, speaks volumes as to how the yachts are managed. There have been some narrow escapes, and I can recollect at least four separate instances of yachts capsizing or sinking in the River, but all hands were rescued. Take them altogether, I think the small yachts in South Australia are as well built, as pretty, as well kept and sailed, and as fast as any of similar kind, size, and number under the Southern Cross.

Unfortunately, their smooth water cruising is very limited—not more than say eight knots. Not that they keep to this water; on the contrary many of them, unwisely, as I think, often venture across the Gulf, even to Kangaroo Island, and some have been up Spencer's Gulf and to Port Lincoln. No true yachtsman would ever advise this being attempted in anything under say eight tons. To go round the Althorpes in anything less for mere pleasure, in my opinion, is a little too venturesome.