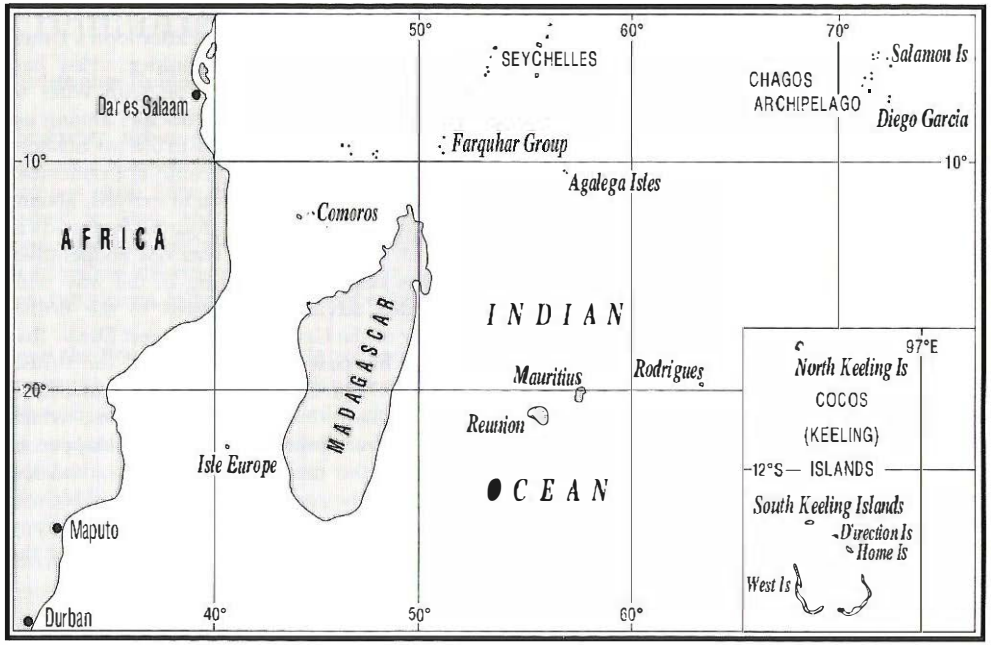


The islands are granite, which is unusual. They are very beautiful, with a variety of trees and shrubs. The yacht club is a haven for us and has good cheap meals. A small beer is US$2.25. Most of the anchorages in neighbouring islands are forbidden for environmental reasons, but we will visit the outer island of Farquhar on our way to Madagascar. We will sail down most of its western coast. We have been recommended to stop in the French island Isle Europe in the Mozambique Channel, which is occupied by the French Foreign Legion. We then wait for the weather and cross to anchor outside (but not enter) Maputo in Mozambique. We will then sail to Richards Bay, which is close to Durban. I hope to arrive in South Africa by mid-November and fly home to Connecticut for Thanksgiving. According to the South Africans, February is the best month to sail from Durban to Capetown. With proper weather monitoring it should not be a problem. It is a much travelled route, so I anticipate getting more local knowledge when I am there.

SQ

The Clipper Race: Semaphore to London

On 27 December 1866 two clipper vessels left the Wonga Shoal lightship at the Semaphore for London. The registered tonnage of the *City of Adelaide* was 791, and that of the Orient liner *Yatala* was 1,127. The following edited extracts are from the *South Australian Register* for 28 December 1866 and 11 June 1867.

"At about 4 o'clock [am] the yardarm gaskets were cast adrift from the *Yatala* and the windlass manned, a movement which was immediately followed aboard the *City*. But while the former was aweigh at 6 o'clock, the latter hoisted a No 3 for a shore boat, and by signal intimated that the ship's articles were not aboard. With every stitch of canvas drawing, the *Yatala* presented a pretty picture under royals fore and aft, and main skysail above all. She made a short board off the land, and on standing in fetched below the Grange, when the next port tack took her hull down. In the meantime, the *City* weighed and stood off and on, while Mr Brown, the agent's representative, rushed over to the Port for the Master's papers, which could not, however, be procured until office hours. Consequently it was 11 o'clock before Captain Bruce filled away on his main topsail and made all plain sail to beat down the Gulf, the *Yatala* having five hours good start."

Captain John Bruce, then senior officer, who succeeded his father in command of the *City of Adelaide*, wrote, "At daylight [on the morning after departure from the Wonga Shoal lightship] we found ourselves within a short distance of our competitor, and the evening saw us abreast of each other, with a fresh south wind and not more than a quarter of a mile apart. The custodians of the Cape Borda lighthouse would have had an uninterrupted view of the course for many miles. ... Fog came on and lasted three days — rather unusual on the Australian coast. Light and variable winds characterised the passage to Cape Leeuwin, which we rounded on 7th January. On the 12th a large vessel was seen astern. Speculation was rife. On the 14th all doubts were removed, as the *Yatala* was close enough to exchange signals. At noon that day we were in lat 30°S, long 100°E. The ships parted company during the day ... and we made slow progress to the Cape [of Good Hope]. On 13th February we anchored in Table Bay. The *Yatala* reached the same place four hours sooner. It blew hard from the south-east during our stay, both ships leaving on the 16th within half an hour of each other, *Yatala* first. The *City* crept up during the night, and the following evening she was six miles ahead. A head wind sprung up, separating the ships. The *City* made all speed through the trade winds SE and NE. To our amazement, the *Yatala* appeared right astern in lat 27°N long 40° W on the 23rd March. It was calm at the time. The *Yatala* brought a breeze with her, and both ships were again in competition. Heavy weather came on soon after, and on arriving in the Downs we got information from the tug steamer that the *Yatala* had gone up the River the day before [8 April 1867]. The steamer that took her up came down to look for another job, and picked up our ship."

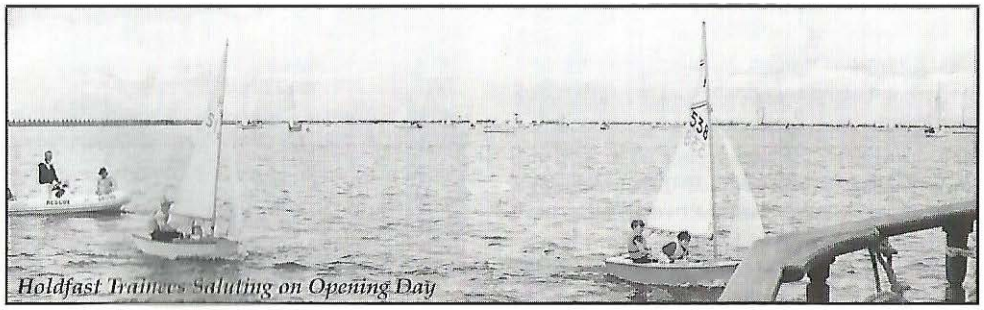
A lady aboard the *Yatala* wrote, "Several times when we were becalmed or had light winds we saw the *City of Adelaide* quite near. It was very close, but in the end we were in the Docks 48 hours before her. We passed quite close to Saint Helena on a lovely day. We could almost distinguish the people in the streets."

Supplied by Jim Bullock, whose 15 year-old grandfather and his mother were on the *City of Adelaide* bound for London. "His journal bears it out at great length."

New Vessels on the Squadron Register

*Asherah	Peter Kelly	*Rita Ann	Ken Montroy
*Criss Cross	James Evans	*Second Lady	Malcolm Dayman
*Horizon	Alan Cook	Trust Me	David Wray
Kristell	Ron Silk	Vaya Con Dayos	Giovanni De Dominicis (new owner)
*Nyanda	Simon Barnes & Diana Lohmeyer	*Zealot	Colin Doudy
*Out of Africa	John Hirsch		

* Denotes vessel moored in the pool



Holdfast Trainees Saluting on Opening Day