

let go the moorings and headed for the bow of the ship, where there appeared to be room to squeeze past. Unfortunately he had not gauged correctly the height of the ship's jib boom and, luffing up a little too soon, both masts were swept off at deck level and all his proud spars, sails and rigging came tumbling down on top of himself and crew. Fortunately no one was seriously hurt, and in due course new masts were stepped. Although not very efficient as a sailing yacht, this boat succeeded in winning one Gulf race to Black Point, when a quartering Southerly breeze (just suiting the rig) enabled her to win on time adjustment.

Among the early enthusiasts for motor boating, Mr. Archie Smith (son of the then Surveyor-General) was one of the most active. Owner of a handy twenty-six foot canoe-sterned cruiser named "Rambler", he used her in regular weekend trips to the various "runs" and creeks up the North-east coast, maintaining his outings throughout most of the year. "Rambler" came from the workshop of Ben. Weir, who produced several similar craft, a slightly larger boat being owned in later years by Mr. Wreford, who also frequented the same waters, which were popular then with owners of shoal draught vessels, but now much neglected. Charles Inkster also owned one of these boats. The deep water in the runs affords good anchorage and excellent fishing, although the latter attraction has deteriorated in recent years. On one occasion Mr. A. C. and Mr. E. S. Rymill availed themselves of the seclusion in Rivilo run to install the interior fittings of one of their newly built motor boats.

Prominent among the sailing fraternity who frequented the mangrove coast were Messrs. E. Bradwell, Ralph Kestel and Tom Boyce. The former two were joint owners of "Una" (previously "Yvonne") and Mr. Boyce owned and built the similar sized "Britannia" (twenty footer). These two centreboarders were great rivals in racing in the length class. Charles Dewhirst in the "Penguin" also made full use of the "flats" and in more recent years Rex Quinn spent many a holiday there in "Maid Marion".

An appreciative and discerning article on this coast from the pen of the present Judge Sanderson was published in one of our weekly newspapers a few years ago, in which the spirit of this peculiar region was ably expressed.

During the early enthusiasm for power boats it was feared by some that sailing as a sport would die out. Such has not been the case either in Australia or abroad, although some defection certainly occurred, but in the main more personnel were attracted to the water. Long distance sailing races have done much in keeping the sport not only alive, but in a progres-

sive state, also the adoption of auxiliary motor power for sailing yachts—the majority of even the keenest racers being now so equipped.

In 1907 a race for the Northcote Cup held in Melbourne attracted the entry of Commodore Sanderson's "Matangi" (1.5 rater). He took with him as crew Messrs. J. E. Osborne and T. McFarlane. Light weather conditions that prevailed during the race spoilt "Matangi's" chances against her more generously canvased rivals and she only secured a tie for third honours.

The following year was notable for the building by Ben Weir of the motor yacht "Avocet" for Mr. Henry Rymill (father of Arthur G. and Ernest S.). This event was preceded by a disaster when the first hull, almost ready for launching, was destroyed by fire in Weir's yard. "Avocet" at that time was the second largest motor yacht in Australia. She was engined with power equivalent to one horse-power per foot of length (approximately sixty feet).

An extended cruising career in their able ship was soon commenced by the Rymill family. In those days liquid fuel for engines was not obtainable in bulk at the outports and it was not uncommon to see the yacht leaving Port Adelaide with her decks loaded up with containers of that commodity. In addition to the usual places of interest in St. Vincent and Spencer Gulfs "Avocet" was successfully taken through the Murray Mouth to Goolwa and return.

The next addition of importance occurred shortly after "Avocet's" launching, when Commodore Sanderson designed the forty-foot motor yacht "Daralie" which was also built by Ben Weir. A graceful clipper-bowed vessel (like a miniature steam yacht), "Daralie" was the first power-driven craft to lead the fleet on the occasions of Opening Day processions.

