

physical difficulties he may have suffered, was a very popular and highly regarded Member. This was confirmed in 1910, when he was again named first on the list of members of the Sailing Committee. JS Fisher, not a relation, was elected a Member.

For the first time in its history, the Squadron recorded an overdraft, which rose to £103.19.6. William Fisher did not nominate for any office, although he attended the meeting held on 14 December 1910. The balance crept back into a credit of £13.1.11, and *Reverie* won £4.4.0 (four guineas) for her success in the race held on 17 December.

Leonard Bakewell succeeded FV Sanderson as Commodore, and on 10 May 1911 Past Commodore FV Sanderson and Magnus Wald were elected Life Members. At the Annual General Meeting on 12 October 1911, William Fisher was once again elected to the Sailing Committee in a contested ballot. Magnus Wald proposed the motion for his election to Life Membership, which was carried unanimously. As the constitution then required, this was confirmed at the next meeting. It was a well deserved honour for a gentleman who had shown over many years his intense commitment to yachting and the Squadron. His name was not recorded again until the meeting of 14 August 1912.

FV Sanderson elected to Sailing Committee *vice* late W Fisher.

Although the name of *Reverie* occurred from time to time in the minutes of the Squadron and in the news cuttings, her new owner, Mr AJ Fisher seems not to have sought office or to have attended meetings of the Squadron, but the minutes have only been copied to the end of 1912. When the process continues, perhaps his name will appear, but until then he must remain a somewhat shadowy figure in the history of Royal South Australian Yacht Squadron.

Even though, as at September 2000 few references have been found to William Fisher's descendants in records relating to the Squadron, they continued family involvement with yachts and yachting, concentrating on motor craft.



Waveney, William Fisher's motor launch.



Arthur Fisher (1871–1941), son of William Fisher and his successor in *Reverie*.



Mab, AJ Fisher's launch, built by Clausens (1935).



William Urban Fisher (1897–1947), William Fisher's grandson. He narrowly escaped drowning in the tragedy of the capsizing of the small yacht *Boomerang* at the Outer Harbor on New Year's Day 1917.

Distressing Boating Fatality — Four Men Drowned at Outer Harbor

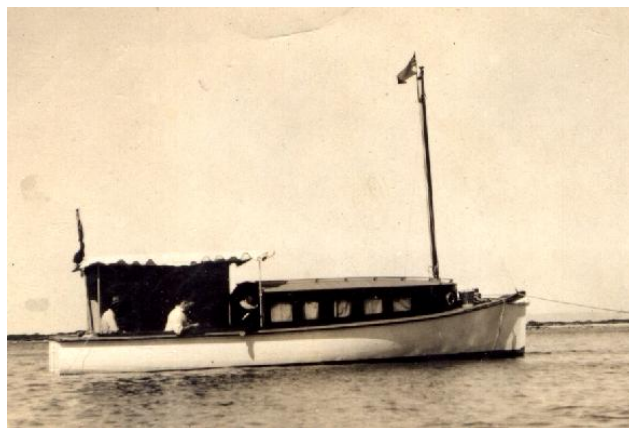
A boating accident occurred at the entrance to the Outer Harbor, between 12 and 1 pm on New Year's Day [1917], as a result of which four young men were drowned. Their names are —

Stephen Luke
Arthur Luke
Otto Surman
Alfred Anderson

The sailing boat *Boomerang*, an 18-footer owned by Mr AO Thomas, was lent to the Luke brothers, sons of the caretaker of the Royal South Australian Yacht Squadron clubhouse, Semaphore Esplanade, for use during the holidays. A party of seven, consisting of Messrs Stephen, Arthur and Harold Luke, whose ages ranged between 20 and 16 years; Otto Surman aged 25 years (son of Mr EH Surman, draper of the Semaphore); William Fisher aged 19 (son of Mr Arthur Fisher, a well known resident of Largs Bay), Alfred Anderson aged 20 (who resided at Young Street Parkside, and who was a guest of the Lukes) — left the Semaphore in the boat about 11 am with the intention of sailing round to Port Adelaide. Stephen Luke was at the tiller.

All went well until the boat was abreast of the Outer Harbor entrance, when a big sea rolled in upon the craft and swamped her. The young men clung to the submerged boat for about an hour, and then Stephen Luke released his hold and struck out for the north bank, but apparently he was drowned. A little later Fisher and McLeod left the boat, and swam for the shore, and they reached the north bank in an exhausted state minus all their clothing except their singlets. They remained where they landed for about an hour, and were then observed and rescued. Harold Luke also swam ashore, and with the other two was taken to the Outer Harbor Police Station. The exhausted men were cared for by Constable and Mrs S Cotter, and were subsequently taken to their homes by Mr Arthur Fisher in his motor car. Mr Fisher happened to be at the Outer Harbor superintending some stevedoring work.

As soon as news of the accident became known, a search for the other four men was made. The launch *Florrie* and the customs launch from the Semaphore proceeded to the scene of the mishap, but up to a late hour no trace of the four missing men had been found. Some occupants of the yacht *Florence* reported to the police that they had passed an overturned boat. The *Boomerang*, which is a shallow craft, was subsequently recovered and righted. She had drifted to the northward of the revetment mound. As soon as the Port Adelaide police were notified, the police motor launch, in charge of Senior Constable J Baddams, who was accompanied by Constable A Sargent, went also to the vicinity. The police will begin dragging operations for the recovery of the four bodies this morning. Mr Stephen Luke, one of the victims of the accident, had been in camp for nine or ten months. He had had an attack of pneumonia, and as soon as he became convalescent he was discharged. At the time of the fatality there was a stiff breeze blowing and a strong sea running at the Outer Harbor entrance.



Blue Line, WU Fisher's motor launch, 27 ft overall, built in 1936. She was sold to Bruce Thiem.

WA (Bill) Fisher recalled other aspects of vessels owned by the Fisher family on 20 September 2000.

ML *Waveney* was last heard of at Mannum, which shares with Goolwa as a repository of old wooden boats.

Mab was built for Arthur Fisher in about 1935 by Clausens. The name was derived from his children Mary, Arthur and Bill. She had an Invincible 6 cylinder petrol engine, but failed to pass Mark Mitchell's *Grelka*. That spurred Arthur to install a Gray engine imported from the United States, which was significantly more powerful.

In 1941 Richard Fisher's last daughter was born and was named Jane. That led to a commission to Clausens to build a new motor boat with the same name. It is interesting that this was possible, in spite of wartime restrictions and controls.

The youngest son of the first Arthur Fisher (1871–1941) was Thomas Laurence Fisher, who acquired *Wongalere*. She was a wooden boat 42 feet long built by Ben Weir of Birkenhead for Leonard Bakewell sometime before 1900. After the Second World War she was used as a workboat to handle logs imported into Port Adelaide. Like many old yachts, she was bought for fishing, and was wrecked at Pondalowie Bay in January 1964. [Chapman G. *Wooden Fishing Boats: A documented and pictorial history of the wooden fishing vessels that have fished the waters off Kangaroo Island*. 1998, self-published. ISBN 0 646 36074 4: 727.]

Tom Fisher replaced *Wongalere* with a small and very fast motor boat aptly called *Spray*.

WA Fisher's father, WU Fisher, had a motor boat before the Blue Line called *Ada*. That revived the name of one of the earlier racing yachts of the South Australian Yacht Club, but we do not know for whom either was named.

In 1973 the South Australian Stevedoring Company was sold to Smith, Patrick & Co. WA Fisher exchanged the sea for the land to go farming near Jamestown and Hallett, thereby not continuing the family tradition of taking pleasure in boats in and near Port Adelaide.