

ROYAL S.A. YACHT SQUADRON.**ANNUAL MEETING.**

The Royal S.A. Yacht Squadron held their annual meeting at the Semaphore Club House on Wednesday evening. The commodore (Mr. A. G. Rymill) presided over a good attendance of members. In moving the adoption of the report and balance sheet, the chairman said the report was very satisfactory, and there was little he need add. (Applause.) In seconding the resolution, Mr. W. G. Randall said the figures set out on the balance sheet appeared to him very satisfactory. He believed he was the patriarch of the club, as he joined in 1878. He was greatly impressed with the report and the number of boats on the register. He really believed, however, that in the early days of the squadron he could remember they got quite as much fun out of the sailing and races as they did to-day, and there were no power boats. (Applause.) The adoption was agreed to.

The chief business of the evening was the motion for the adoption of revised rules. The commodore said the object was to make the rules more workable, and the only one that really affected members was the alteration to Rule 9, which touched their pockets. (Laughter.) The alteration to this rule meant that the entrance fee would be raised to £3 3/4, and the annual subscription to £3 3/4 in lieu of one and two guineas respectively. In moving the adoption of new rules (but leaving rule 9 for separate discussion and decision), Captain F. B. Blackler said for some time past it had been felt that the rules were getting out of date and needed touching up a bit. The committee appointed Captain Brittain and himself to go through the Royal Prince Alfred Yacht Club's rules, and those of the Royal Thames Yacht Club. When compared, it was found that their own rules needed very little more attention than re-numbering and re-assembling. Alterations made were very small indeed. The chief alterations in the rules were that they laid down that the flag officers must be actual boat owners. The old rule 20 was a rule that he was glad to say he did not know of ever having been put into force by the club, and he did not think occasion for its use would ever arise—

occasion for its use would ever arise—"The expulsion of members." They had altered it so as to place the matter in the hands of the committee, and also altered its title to "Infringement of Rules."

An amendment moved by Mr. N. Ford that the whole rule 20 should remain unaltered was carried.

At this stage Major W. L. Stuart raised the point that the only rule that could be dealt with was rule 9, relating to members' subscriptions. To proceed with the general alterations to rules would not be legal, as at the previous meeting Captain Blackler, while giving notice of motion, said that it was his intention to move the adoption of the revised rules at the annual meeting, had not indicated what alterations were to be made (with the exception of Rule 9). Members had not been notified as to the nature of the alterations, and the first they had heard of their nature was at that meeting. The chairman upheld the objection and Captain Blackler then read out the alterations, and gave fresh notice of motion for the alterations to be adopted at next meeting of members.

THE REPORT.

The fifty-sixth annual report presented by the commodore (Mr. A. G. Rymill) and the secretary (Mr. C. S. Inkster) on behalf of the committee showed a steady improvement, the membership now totalling 431 ordinary members, comprising 417 ordinary members and nine honorary sailing members. The net gain for the year was 24, and the members' subscriptions showed an increase of £60 over the previous year. The bank overdraft had been decreased £335, despite the fact that £511 had been spent on improvements to the squadron's property during the year. The opening demonstration on November 24 was successful, and under ideal conditions, and synchronised with the formal opening of the club's new premises at Outer Harbor. Dealing with last season's yacht racing, the report referred to the 21 ft. yacht Gynea, which had recently been added to the Squadron's register, having been a competitor in the races for the Forster Cup, held at Hobart last February. Although not successful in winning a heat, she had sufficient speed to beat three boats in the first heat and five in the second heat. She might be found a much more difficult boat to beat when the Forster Cup was next competed for. The most im-

boat to beat when the Foster Cup was next competed for. The most important sailing events of the season, the Kintore Cup and Gulf Race, were carried out under ideal sailing conditions, and were won by Mr. R. Fisher's Reverie and Mr. J. Edward's Kiandra respectively.

The meeting rejected the amended rule 9 for the raising of subscriptions.

OUTER HARBOR PREMISES.

The committee placed on record the appreciation of the assistance given by Messrs Arthur Fisher, T. C. Angove, R. H. Martin, and L. W. Walter, who by their presentations to the Squadron, had helped to provide the splendid facilities for yachtsmen at the new premises at Outer Harbor. Thanks were also due to the members who comprised the working bees, and who did good work in connection with reclaiming on the front of the premises and the building of the ramp. A slipway had been recently installed, and was available for use by the members. It was gratifying to notice a large number of members who were frequenting and using the Outer Harbor premises. Although the shed was larger than that formerly occupied at Birkenhead they

were already faced with the problem of providing additional lockers and dinghy spaces.

MOTOR BOAT RACING.

The Griffith Cup was contested in Brisbane on February 23, and was again won for Queensland by Mr. J. McG. Williams' "Century Tirc." "Tortoise II." was unfortunate to be incapacitated early in the race, and South Australia's second representative "Lady Sig" also met trouble. The race for the Bennett Gold Cup, held at the Outer Harbor on Saturday, December 13 was interesting and exciting. "Miss Woodville," when making a preliminary start, struck a submerged object, and sank, and the "Mallana" during the race met with the same misfortune, and the hull was completely destroyed. Notwithstanding these accidents, the remaining eight competitors provided a good contest, Mr. Allan McFarlane's imported hydroplane "Silver Streak" winning, her average speed being 33.43 miles. That class of hydroplane was fast becoming popular.

PROSPECTS FOR THE COMING SEASON.

SEASON.

A cursory survey of the past season might incline to a feeling of disappointment that more activity had not been shown. It had to be remembered that they had been settling down in their new yachting home, and passing through what might be termed a transition stage. The committee considered they might reasonably look forward to a much brighter state of affairs in the future. It had to be admitted that the sailing side of their sport was giving them anxiety, and unless members could be induced to take greater interest in it, it might die out almost entirely. With no new sailing craft coming on to the register, the committee had made efforts to rectify the position by bringing to the notice of members the 21 ft. restricted class and the star class. As neither of these were taken up, efforts were being made to establish the 12 ft. dinghy class, and it was cheering to note that progress was being made in that direction. Four boats were in course of construction for members. They were a handy type, and being limited as to sail were not expensive to maintain, the cost of the complete boat being about £38. A number of races for these yachts would be placed on the programme for the coming season. It was hoped through the instrumentality of this class, young yachtsmen would receive their initial training, and gain a liking for the sport, graduating to larger boats. During the past season several new boats had been added to the squadron's register, including a 65 ft cruiser, built by Mr. B. Weir, of Birkenhead to the order of Mr. J. T. Mortlock. Of the raised deck type, the Martindale was a very handsome cruiser, and was fitted with a Petter engine. Another yacht to make her appearance this season was the Mannara, an auxiliary cruiser, built for Mr. Frank Haselgrove by Mr. R. Searles.

Over 700 guests attended the annual ball on the s.s. Nestor at Outer Harbor on June 9, and the committee placed on record their thanks to Messrs. Alfred Holt & Co. (owners), and Captain R. D. Owen, O.B.E., for placing the vessel and her staff at the club's service.

OBITUARY.

The committee expressed regret at the loss through death of two prominent yachtsmen during the past year—Messrs. L. W. Bakewell and Magnus

—Messrs. L. W. Bakewell and Magnus Wald. The late Mr. Wald, who was a life member, was on the executive of the club for many years, both as hon. secretary and sailing committeeman. It was not too much to say that it was owing to his energy and initiative that the club was in its present excellent position. As part owner of the Maggie he led an active yachting life. After the Maggie was sold, although he gave up sailing, he still devoted his splendid energies to the well being of the club, and was always a familiar figure at all its functions.

The late Mr. L. W. Bakewell was for years a keen sailing and racing yachtsman, and his Pastime played her part well in club races. When he sold her Mr. Bakewell became a motor boat enthusiast, having first the Mimosa and then the Wongalere. The Wongalere flew pennant as commodore, and was well known all over the Gulf. He retained all his enthusiasm for the salt water until the last.

It was with regret they had also to record the death of Mr. A. E. Welbourne, who was a member of the club for many years.

OFFICIALS.

The following officers were re-elected without opposition:—Commodore, Mr. A. G. Rymill; vice-commodore, Mr. T. M. Hardy; hon. secretary, Mr. C. S. Inkster; hon. treasurer, Mr. P. H. Jameson; sailing committee, Messrs. F. J. B. Blackler H. P. H. Britain, R. L. Jack and J. L. Stephens; house committee, Messrs. W. E. C. Baudinet, C. F. Fricker, A. S. Loutit, and F. I. Taylor; hon. auditors, Messrs. N. Ford and C. A. Hutchison.