

The Earl of Kintore arrived in Adelaide in the *Orient* on 11 April 1889, and became at once a firm and popular Governor. In the following year he faced the local consequences of the great maritime strike which crippled many small businesses throughout the country, although he "kept aloof from the unrest" (ADB). In 1892 the price of silver fell and there was another damaging strike, this time at Broken Hill. That was followed in 1893 by the crash of no less than twelve banks and a serious depression. One outcome was the development of Renmark and other peasant farming communities along the River Murray, from which the idealistic New Australians departed for Paraguay.

Lord Kintore suffered five changes of Ministry before in 1893 Kingston formed a government which survived for six years. He travelled widely, and was the first (and probably only) vice-regal representative to cross South Australia overland from north to south, in an excursion from Darwin to Adelaide along the telegraph line, accompanied by the Director of the Museum, Sir Edward Stirling. He strongly supported the concept of federation and took part in the Australasian Federal Convention in Melbourne in 1890, but couldn't go to the more important one the following year in Sydney. He was highly regarded when he departed in 1895, to become Lord in Waiting to Queen Victoria (and subsequently King Edward VII) and Deputy Speaker of the House of Lords. These duties brought him such rewards as the Grand Cordon of the Crown of Italy; the First Class of the Prussian Order of the Red Eagle; and the Grand Cross of the Portuguese Military Order of Christ. He died in 1930.

It was during the Earl of Kintore's term as Governor of South Australia that we acquired our Royal designation and the right to wear the undefaced Blue Ensign. A matter of relevance to his association with the newly renamed Royal South Australian Yacht Squadron was that he was a prominent and eminent Freemason, as were several of those involved with the Squadron, including William Russell, John Playfair and Magnus Wald. Sir Samuel Way resigned in Lord Kintore's favour to allow him to become the Grand Master of the United Grand Lodge of South Australia, and he held a similar eminent position on his return to Scotland.

A newspaper report of 1889 is interesting. "Those present at the SA Yacht Club's Opening Demonstration included the President, His Excellency Lord Kintore; Commodore, Commander Walcot RN; Vice-Commodore, Mr A Cunningham; Rear Commodore, Mr TL Browne; Hon Secretary, Mr TY Dewhirst; Treasurer Mr F Sanderson; Committee Messrs W Russell, WG Randall, R Woolnough, F Belt and CH Dewhirst. ... There seemed to be a sudden revival of the interest taken in this most enjoyable pastime. One tugboat, though the largest our Tug Company possesses, was found insufficient to carry the crowd of friends that yachtsmen always gather on such occasions, and another tug had to be provided. Nor were yachtsmen wanting in enthusiasm this year, for with but one or two unavoidable exceptions all the yachts from the large twenty tonners to the small length classes were out, freshly finished off with paint, and decorated in minor other ways, to set them off to the best advantage before the admiring gaze of the many interested onlookers. ... Shortly after the appointed time the *Edith* left the *Protector's* side, with the Commodore and a very influential party aboard, including His Excellency the Governor, the Premier and other members of the Ministry."

There is a reference to the marriage of Lord Kintore's ADC to a local lady from a very wealthy background in *Squadron Quarterly* of September 1994.

The Kintore Cup, which is of sterling silver, was presented in 1891. The race for it rapidly became one of the most important and prestigious events on the Squadron calendar. For the first twenty years or more, it was an afternoon race of twenty miles or so, with several laps of a triangular course off Semaphore. For many years it was an overnight race of about sixty miles, with a leg to the south, followed by the Orontes beacon and return to Outer Harbor. On at least one occasion, in about 1970, the course was reversed. The winners have been —

Year	Vessel	Owner	1948	<i>Seevogel</i>	W Harris
1891	<i>Miranda</i>	Martin & Farrow	1949	<i>Seesalter</i>	DH Jarvis
1892	<i>Gladys</i>	GV Vaux	1950	<i>Astrid</i>	GP & RH Howie
1893	<i>Alexa</i>	AP Wyly	1951	<i>Astrid</i>	GP & RH Howie
1894	No record		1952	<i>Cooroyba</i>	CP Haselgrove
1895	<i>Alexa</i>	AP Wyly	1953	<i>Cooroyba</i>	CP Haselgrove
1896	<i>Alexa</i>	AP Wyly	1954	<i>Ingrid</i>	JS Taylor
1897	<i>Utielkah</i>	R Woolnough	1955	<i>Ingrid</i>	JS Taylor
1898	<i>Alexa</i>	EF Belt	1956	<i>Tahoona</i>	H Wilckens
1899	<i>Geisha</i>	AG Rymill	1957	<i>Cooroyba</i>	CP Haselgrove
1900	<i>Alexa</i>	EF Belt	1958	<i>Tahuna</i>	H Wilckens
1901	<i>Matangi</i>	FV Sanderson	1959	<i>Caprice</i>	KW Flint
1902	<i>Valeria</i>	CH Angas	1960	No record	
1903	<i>Matangi</i>	FV Sanderson	1961	<i>Southern Myth</i>	NC Howard
1904	<i>Doris</i>	EN Dewhirst	1962	<i>Celeste</i>	AH Jordan
1905	<i>Reverie</i>	W Fisher	1963	<i>Fiona</i>	CG White
1906	<i>Solace</i>	H Formby	1964	<i>Enchantress</i>	MJ Muirhead
1907	<i>Reverie</i>	W Fisher	1965	<i>Coorinda</i>	AL Smith
1908	<i>Norallie</i>	LW Walter	1966	<i>Cooroyba</i>	CP Haselgrove
1909	<i>Norallie</i>	LW Walter	1967	<i>Southern Myth</i>	NC Howard
1910	<i>Reverie</i>	AJ Fisher	1968	<i>Adria</i>	J Grubic
1911	<i>Norallie</i>	LW Walter	1969	<i>Lyndrea</i>	GA Harding
1912	<i>Janet</i>	J Hunter	1970	<i>Tekin</i>	IJE Scott
1913	<i>Matangi</i>	TH Menkins	1971	<i>Kiandra</i>	KA Hansen
1914	<i>Norallie</i>	LW Walter	1972	<i>Cooroyba</i>	HA Handley
1915	<i>Janet</i>	J Hunter		<i>Aquarius</i>	RE Francis
1916–1919	No race (Great War)		1973	<i>Morning Mischief</i>	RR Cavill
1920	<i>Reverie</i>	R Fisher		<i>Yindala</i>	RH Wollaston
1921	<i>Alexa</i>	LW Walter	1974	<i>Storm</i>	RP Stevens
1922	<i>Reverie</i>	R Fisher		<i>Cooinda</i>	AL Smith
1923	<i>Alexa</i>	TC Angove, RH Martin, TC Crompton	1975	<i>Minna</i>	JK Williams
				<i>Valkyrie</i>	RJ Ottaway
1924	No record		1976	<i>Nimrod</i>	JH Howell
1925	<i>Reverie</i>	R Fisher		<i>Cockatoo</i>	KW Adams
1926	<i>Gymea</i>	WH Powell	1977	<i>Ruthean</i>	BCF Price
1927	<i>Gymea</i>	WH Powell	1978	<i>Dynamite II</i>	P Smith
1928	<i>Ardale</i>	Burnley Bros & E Hosken	1979	<i>Born Free</i>	JH & CD Howell
			1980	<i>Janus</i>	JB Jones
1929	<i>Ardale</i>	Burnley Bros & E Hosken	1980/81	<i>Storm</i>	RP Stevens
			1981/82	<i>Dynasty</i>	WEG Strangways
1930	<i>Ardale</i>	Burnley Bros & E Hosken	1982/83	<i>Trade Secret</i>	KW Flint
			1983/84	<i>J Law</i>	J Waterman
1931	<i>Ardale</i>	Burnley Bros & E Hosken	1984/85	<i>Bacardi</i>	JH Howell
			1985/86	No race	
1932	<i>Stormy Petrel</i>	TC Angove, RH Martin, TC Crompton	1986/87	<i>Tradition</i>	WEG Strangways
			1987/88	<i>Volante</i>	KW Flint
1933	No record		1988/89	<i>Renegade</i>	RE Francis
1934	<i>Nerida</i>	TM Hardy	1989/90	<i>Escapade</i>	RG Halliday
1935	<i>Pavana</i>	RF Angas	1990/91	<i>Helsall II</i>	KW & I Flint
1936	<i>Weeroopa</i>	WT Harris	1991/92	<i>Enchantress</i>	J Muirhead & J Willoughby
1937	<i>Pavana</i>	WT Harris			
1938	<i>Lady Alice</i>	HE Winterbottom	1992/93	<i>Enchantress</i>	J Muirhead & J Willoughby
1939	<i>Solace</i>	J Stanley Verco	1993/94	No race	
1940–1945	No race (Second World War)		1995/96	No race	
1946	<i>Carina</i>	WP Crook	1996/97	No race	
1947	<i>Nerana</i>	Mark L Mitchell			