

The Rymill Gifts

On 26 February 1999 Lady Margaret Rymill donated to Royal South Australian Yacht Squadron her entire collection of items relating to the long association with the Royal South Australian Yacht Squadron of her husband (Sir Arthur Rymill), his father (AG Rymill, Commodore 1923-31) and his uncle, Ernest Rymill. Her daughter, Mrs Rosemary de Meyrick subsequently did the same.

Former Commodore Henry Rymill CBE was a nephew of AG Rymill. We acknowledge with deep gratitude that his son, the present Henry Rymill, has allowed us to borrow his father's photograph album, which is a unique and invaluable resource.

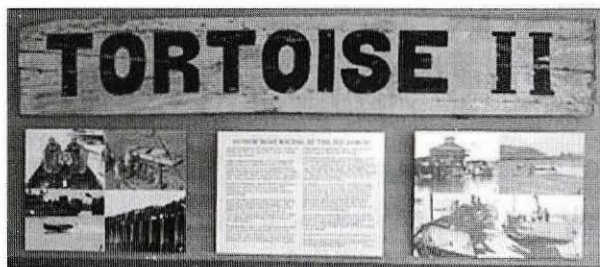
The collection of Rymill Gifts consists of —

A piece of board on which is painted *TORTOISE II*. This is the sole surviving portion of the champion hydroplane *Tortoise II* after it disintegrated while racing on 25 February 1934. It displays how in 1924 such a top class racing hull was constructed. Ian Moncrieff has made this a focus of his excellent display recently mounted in the foyer of the Club House.

Two small cups, one being the *Grelka* Cup (sterling silver, Wendt), the other EPNS. *Grelka* was the large motor boat brought to South Australia by former Commodore Sir Mark Mitchell in 1927.

A copy of *Reminiscences of Twenty-Five Years' Yachting in Australia: An Essay on Manly Sports, A Cruise on Shore, &C., &C.; Notes of a Voyage to China and Japan*. By W.H. Bunbury, For Four Years Vice-Commodore and Ten Years Commodore of the South Australian Yacht Club. Adelaide: Published by E.S. Wigg & Son, 12 Rundle Street. 1888.

A copy (softcover) of *The Cruise of the Avocet: In Search of Skuas and Other Things*. Capt SA White MBOU RAOU. Reprinted from *The Register*, printed by WK Thomas, Adelaide. Inscribed by the author, 'To my esteemed friend Dr Morgan with the writer's best wishes June 1917.' 68 pages, illustrated.



A photograph album containing some of the originals in Capt White's publication.

A log of the MY *Avocet* from Easter Cruise 1935 to a cruise starting 25 December 1947. This includes the log maintained as NAP N54, the only example we have of Squadron vessels on service in local waters during the Second World War.

Log of the sailing yacht *Nyroca* from 24 December 1891 to 18 January 1898, illustrated by AG Rymill with sketches and photographs.

A large piece of cardboard on which are mounted photographs of the Australasian Hydroplane Championships held at Outer Harbor on 20 March 1926.

More than 300 mounted and unmounted photographs, the earliest being 1875, together with programs of hydroplane races, newspaper cuttings and sundry miscellaneous items.

This is indeed treasure trove! We now have the only known photographs of RSAYS Birkenhead, an extraordinary record of the immensely popular hydroplane championships and much more. The collection has been catalogued and annotated, including copying as many news cuttings as can be found relating motor boat racing, dating to the early years of the century, resulting in a publication of 113 A4 pages. The log of *Nyroca* has been copied *verbatim*, together with the pencil sketches and photographs with which it is illustrated.

In this and subsequent issues of *Squadron Quarterly* we will attempt to convey the intense interest of this material, both for its own sake and as part of the history of the Squadron. SQ

Quarterly Meeting, March 1999

There were present 48 Voting members and 10 non-voting Members.

One minute's silence was observed for Harold Henderson (*Monsoon*), Paddy Malone and Bill Lawrence (*Aotea*).

The Commodore expressed the thanks of the Squadron for the generous gifts of Lady Rymill and Mrs de Meyrick, which are reported on elsewhere in this issue.

He reported that Chain Mooring license agreements were delayed by our solicitors clearing a point of law. All marinas are occupied, with seven on a waiting list. A quotation is awaited for the development of Stage Three, which will involve service points from the north bank. At the end of February this year we have 86 resignations and 125 new Members. At that time last year, the figures were reversed — 126 resignations and 85 new Members.

The Clipsal Qantas Regatta, presented by the Rotary Club of Adelaide was held on 14 March and was a great success, in perfect conditions. The Commodore thanked the General Manager, staff and Members who worked hard and often unobtrusively to achieve the excellent outcome, with potentially great benefits to our public relations.

Slip bookings will in future be made through the Office, and slipping will again be available at weekends.

There are no less than 34 separate projects currently in train.

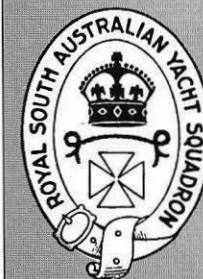
Past Commodore JH Cowell urged that the marinas should be joined to the south bank, and was supported by Mr John Edwards.

The **Treasurer** reported on the Squadron's improved financial position and that he would not be seeking an increase in subscriptions for the ensuing year, but mooring fees will rise by about \$5 a metre. This is required to meet the costs of dredging and other anticipated costs in the pool. Budgeted entrance fees were \$2,500 And 4,500 had been achieved. Accounts will be changed to allow Members to pay quarterly and by automatic deductions from financial institutions. A YSA/AYF affiliation fee will be included in accounts. This will apply to all participants in racing, but if they belong to more than one club, only a single annual payment is required. A voluntary payment will be sought to foster Junior sailing. It is an enormous benefit to the Squadron for Members to pay their accounts as soon as they arrive, and Mr Marshall thanked the increasing number who do so.

It is intended to continue to accumulate surpluses to allow the Squadron to meet future needs. In the next fiscal year extra funds will be required for previously deferred maintenance, the most urgent component of which has been the roof and air-conditioning. The old tractor is to be replaced.

Dr Last pointed out that subscriptions are fixed by Voting Members in General Meetings, but fees are set by the Management Committee.

SQ



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