

'B. Until he, they or the last residing owner of such owners depart from South Australia to reside elsewhere or to be absent from South Australia for a period exceeding beyond the time limited in sub-condition A;

'C. Until they or the last continuing member of such owners ceases or cease to be a Member of the Club;

'On the first happening of any of which events, the trophy shall be returned to the Secretary of the Club.

'Any owner or owners desiring to hold the trophy under the last preceding condition shall on receiving the same execute and hand to the Secretary of the Club a declaration of trust that he or they holds or hold such trophy in trust for the Club to be returned at the time and in manner mentioned in such condition.

'The above rules & conditions are approved by the Board of the Mutual Life Association of Australasia and signed on behalf of the Directors.

(Signed) Fred Stevens
Secretary, Adelaide

At successive meetings Mr Elkan was active over a number of issues, and he must have been popular, because at the 1891 Annual General Meeting he received 23 votes to serve on the General Committee, a higher total than any other candidate. He did not proceed with his motion that the newly renamed RSAYS transfer its meetings to Ford's hotel, but instead they went to the Largs Pier Hotel, where they stayed until the Semaphore Club House was opened in 1901. A newspaper cutting giving a report of the 1893-4 season lists F. Elkan as the owner of the yacht *Pelican*. We have no other record of her and I did not include her name elsewhere in any of the news cuttings I copied. This was probably behind Mr Elkan's request that the Club object to interference by the Marine Board with yacht moorings off Semaphore jetty.

On 10 May 1894 Mr Elkan resigned, but there was then some unpleasantness. On 12 July 1894, 'Mr Sanderson proposed and Mr Bagot seconded that the Secretary obtain a letter from

the donor of the 1/2 model of the *Ethel* (Mr R Playfair) requesting Mr Elkan to hand the model over to the Club. Carried.' Unfortunately, on 9 August 1894, 'Letter from Mr Elkan was read in which he declined to hand over the 1/2 model of the *Ethel*, and it was resolved on the motion of Mr Sanderson, seconded by Mr Bagot, that a demand be made through a solicitor for the 1/2 model.' [Its fate is not known and the topic does not again appear in minutes.]

At a regular meeting on 12 January 1905, 'A hearty vote of thanks was passed to Messrs WG Randall, L Whitham and E Elkan for their kindness in presenting to the Club three splendid pictures.' [Like so many things given to the Squadron, these have long since disappeared.] Then, at the Monthly Meeting held on 8 April 1914, Mr E Elkan was nominated for membership by Rear Commodore HJ King, seconded by TR Gun. His name does not again appear in the minutes, and in particular he is not recorded as having resumed his regular attendance at meetings.

Before the first race for the MLA Cup on 24 January 1891, *The Register* reported, 'The conditions under which the [MLA] cup was presented are that it is to be competed for five seasons in succession, and to become the property of the yacht winning the greatest number of times during that period. The event is open to all yachts of 8 tons and under, and the crafts will have the benefit of tonnage time allowance. The course is from Largs Pier down to and around a mark off Fort Largs, down to and around the Bell Buoy, round the mark off Semaphore Jetty, and back to starting point, twice round, a distance of twelve and a half miles. The entries are as follows: Messrs Martin & Farrow's *Miranda*, sailed by Mr Martin; Messrs Gall, Giles & Randall's *Idler*, sailed by Mr Randall; Mr Vaux's *Gladys*, sailed by Mr CA Ring; Mr Rymill's *Nyroca*, sailed by owner; Mr Belt's *Shona*, sailed by owner; Mr Fisher's *Maggie*, sailed by owner.

Incidentally, the course for the inaugural race for the Earl of Kintore's Cup sailed on 13 December 1890 was: 'Largs Pier to Outer Bar Buoy, round Bell Buoy, round mark off Point Malcolm, twice round. 20 miles.'



Nyroca in the Le Hunte Cup, 1914.

In November 1888 Josiah Bonnin launched a small yacht he called *Nyroca*. She was built by Fred Potts of Langhorne Creek, with the following dimensions —

Length load line	23 feet
Greatest breadth	7 feet
Least freeboard	15 inches
Length overall	26 ft 9 inches
Boom	22 feet
Gaff	15 ft 6 in
Bowsprit outboard	13 ft 0 in
Mast tostem	8 ft 7 in
Mast diameter	0.5 (feet) [= 6 in]
Lead ballast on keel	28 cwt
Lead ballast inside	29 cwt
Height of cabin	4 ft 7 in
Area mainsail	350 sq ft
Area jib	100 sq ft
Area foresail	70 sq ft
Area topsail	100 sq ft
Jack yarder	150 sq ft

After a dramatically successful first race in the Milang Regatta of 26 April 1889, Mr Bonnin sold *Nyroca* to Mr AG Rymill, who was a cousin of Fred Potts. Four days after he took delivery on the 24 December 1891, he took the little yacht through the Murray Mouth to Victor Harbor, on the way to the moorings in the pool of the Royal South Australian Yacht Squadron at Birkenhead.

AG Rymill cruised widely and adventurously in *Nyroca*, leaving a fascinating log illustrated by his sketches and photographs. This has been lodged with the Squadron. He took her to Port Lincoln, Coffin Bay and to Melbourne and back, as well as participating in many local races. There seems to have been no stove aboard and presumably they cooked ashore. She was a wet boat to windward, and the very long bowsprit was a challenge in heavy seas, particularly when they got into trouble off Beachport on the way to Melbourne.