

SOME OLD YACHTS

Extracted by Peter Last, with information from sundry sources, mostly Newspaper Cuttings

AUGUST 2001

Valeria

1 October 1897

For several weeks Mr A McFarlane, yacht and boat builder, Birkenhead has been busy with three yachts which have awakened interest among members of the yacht squadron. Each differs in type. One, the *Valeria*, is owned by Mr CH Angas; another is the property of Mr GF Garrard of Melbourne who is at present on a visit here; and the third belongs to Vice-Commodore W Fisher.

The *Valeria* is a three-rater with a bulb keel. She is an imported craft, Mr Angas having purchased her of the Earl of Albermarle.

In a dismantled state she was brought to South Australia by the Blue Anchor liner *Culgoa* about three months ago, and Mr McFarlane has fitted her out for service. She is expected to take part in the manoeuvres connected with the opening demonstration on November 6. Many yachtsmen regard the bulb keels with disfavour. They are boats which can be said to have a maximum of speed in the water and a minimum of comfort to their occupants. The *Valeria* is nearly 40 ft overall, and she draws about 6 ft 6 in of water. Her bulb weighs one ton 15 cwt and it runs to a depth of five feet from her bottom. She has been tried on the Port River, and she is said to possess good sea-going qualities.

Mr GF Garrard's vessel was only launched on Friday. She was built by Mr McFarlane to designs supplied by Mr W Fife jun. When finished she ought to look a handsome craft and she should prove herself a first-class racing and sea boat. Her dimensions are 60 ft overall, 38 ft 2 in on the waterline, beam 10 ft 7½ in and draught 7 ft 6 in. She is provided with a straight keel, to which is fastened 7 tons 15 cwt of lead. Her foundation timbers are of jarrah and blue gum, the ribs being of the latter timber. She is planked with white kauri. Her deck is of the same wood, whilst the deck fittings etc are of teak wood. She is not unlike the *Alexa* to look at, albeit she has a prettier stem and is a much larger craft, being nearly double her size. The spars have yet to be fitted. They will be of oregon, and the spar fittings will be of galvanised steel. She will be yawl rigged. Her cabin will be splendidly fitted out, and sleeping apartments will be provided for six persons. The cabin panels will be of polished kauri and cedar.

Vice-Commodore Fisher's craft has yet to be named. She is to be a three-rater with a centreboard, and is also being constructed from Mr W Fife jun's design. Her construction is proceeding, and she is now being planked. She will be 27 ft on the waterline and 40 ft overall, and she is intended to carry 2 tons 7 cwt of lead on her bottom. The yacht's ribs etc are of blue gum; her bottom planking will be of jarrah and her topsides and deck of kauri. She will be fitted with a neat skylight and companion. When finished she should prove an acquisition to the squadron.

[This was the celebrated *Reverie*, and Mr Garrard's was *Sayanora*, rigged later as a cutter. She was built to beat *Alexa*, which she did at the Intercolonial Regatta of 1897, held in Hobson's Bay]

Undated

Results of a race 'From starting line to buoy with red flag off Largs, around buoy with red flag near new lighthouse, to and around buoy with red flag to the southward of Semaphore jetty, three times around, about 18 miles.

First prize £12/12/–; second prize £5/5/–; third prize £3/3/–.’

<i>Reverie</i> (Commodore W Fisher) 25 min handicap	1
<i>Valeria</i> (Rear-Commodore R Cruickshank) scratch	2
<i>Matangi</i> (Vice-Commodore FV Sanderson) 10 min	3

Maggie, *Yvonne* and *Britannia* also started. *Valeria* had fastest time.

[Mr Cruickshank was probably helmsman, as CH Angas later sold *Valeria* to AG Rymill.

12 February 1900 [AG Rymill's *Literary Cuttings*]

Yachting

YACHT SQUADRON'S RACE

A fine bracing breeze, that all important element required for a good yacht race, was absent on Saturday afternoon, and the contest on the Port River, arranged in connection with the Royal South Australian Yacht Squadron was thus spoilt...

...the eight yachts that had been entered started. As matters were, the contest was virtually a drifting match, for the afternoon was one of calms.

...The competing yachts ... were Mr CH Angas's *Valeria*, sailed by Mr WG Randall; Mr AG Rymill's *Geisha*, sailed by owner; Vice-Commodore Fisher's *Reverie*, sailed by owner; Rear Commodore Sanderson's *Matangi*, sailed by owner; Dr Angove's *Tern*, sailed by owner; Mr JM Brown's *Maggie*, sailed by owner; Mr JA Inkster's *Volunteer*, sailed by owner; and Mr T Boyce's *Shamrock*, sailed by owner. [Handicaps omitted. Yachts are listed in order from scratch to 22m.]

The course was from abreast the club's shed down to and around No 5 beacon and back to the starting-point. The prizes were:— First, a trophy presented by Dr EW Morris, and second and third trophies presented by the Squadron members.

...the *Shamrock* gave up the contest... The *Geisha* finished the course at 59 min 35 sec past 7 o'clock... As the other yachts did not finish before 9 o'clock their times were not taken.

[Corrected results were *Geisha*, *Matangi*, *Valeria*.]

8 November 1902

Valeria was converted by her new owner (Mr AG Rymill) into an oil launch. 'The comparatively new motive power for small boats seems to be increasing in popularity.'

Vice-Commodore Sanderson 'has had an oil launch built at Mr A McFarlane's yard, Birkenhead... She has a cutwater bow, with a long counter aft.

Her dimensions are 40 ft overall, beam 7ft 8 in and her draft about 18 in. She has been built with a view to stability... The engine supplied is capable of delivering 5 hp.' [Named *Daralie*]

Alexa

Alexa was named for her builder, Alexander McFarlane of Birkenhead. I haven't yet confirmed the year in which she was built. It was before 1898. Her first owner was Mr AP Wyly, of whom I know nothing else. She passed through many hands before going ashore at Glenelg in about 1946 and becoming a total loss. I have many photographs of her, and for many years she was one of the most notable yachts on the register.

27 March 1899 *The Register* [AG Rymill's *Literary Cuttings*]

THE KINTORE CUP

WIN FOR THE *GEISHA*

The eighth race for the Kintore Cup in connection with the Royal South Australian Yacht Squadron took place at Largs Bay on Saturday afternoon, but owing to the absence of wind it became a mere drifting match. In 1898 the Squadron was unfortunate in experiencing light airs for the race, and although the course set out was then completed, the contest was then singularly devoid of excitement.

On Saturday a flat calm, with just an occasional catspaw, characterised the whole race, and the Commodore (Captain Creswell) in fulfilment of the powers given to him, decided after 2½ hours had elapsed from the starting time, to reduce the course.

Shortly before half-past 4 he caused the Squadron's ensign to be exhibited from the foremast of HMCS *Protector*, as a signal that once round the course would signal the end of the contest. At that period none of the yachts had covered more than half the first round, and a search around the horizon failed to detect the slightest sign of an approaching breeze.

In this most aggravating weather the competing boats crept from mark to mark, eventually finishing under the influence of a puff just about four hours after they set out. The holder of the cup on four previous occasions — the *Alexa* — crossed the line first, 3 min 51 sec before the *Geisha*, which, however, secured the trophy on her rating time allowance. *Valeria* was third and *Tern* fourth.

[These were the only starters. Description omitted.]

27 January 1900 [AG Rymill *Literary Cuttings*]

THE TENNYSON CUP

...The win of *Alexa*, although undoubtedly well earned, was to a certain extent wondered at, for she represents what may be called the 'old school' of racing craft, and Saturday was essentially a day for the modern type, as seen in *Valeria*, *Geisha* and *Tern*.

With a big display of canvas the *Alexa* drew away early in the race, and reaping full benefit from what little breeze there was, she crept ahead and finished with an excellent lead. It was not expected that *Reverie* would prove a formidable opponent in such weather, but on the whole it was thought that the other craft would have shown to better advantage.

Captain Creswell officiated as Judge and Starter, and at about 2:15 pm he sent away the following boats:—

Mr EF Belt's *Alexa*, sailed by owner, scratch; Mr CH Angas's *Valeria*, sailed by Mr WG Randall, 8 min 56 sec; Vice-Commodore Fisher's *Reverie*, sailed by owner, 11 min 56 sec; Rear Commodore Sanderson's *Matangi*, sailed by owner, 22 min 39 sec; Mr AG Rymill's *Geisha*, sailed by owner, 25 min 5 sec; Dr Angove's *Tern*, sailed by owner, 28 min 1 sec.

... *Alexa* carried a jackyard topsail, a jibtopsail and balloon staysail. The *Valeria* also hoisted the former, while the remaining boats crammed on all possible canvas. The launch *Leveret*, carrying the club officials and a number of spectators, left Largs Jetty shortly after 2:30, and followed the race throughout. Lord Tennyson viewed the evolutions from the bridge of the *Protector*, where the Commodore was stationed...

Winners of the Plympton Cup since its inception —

1891 *Winfreda* (Mr J Luxmore)
1892 *Winfreda* (Mr J Luxmore)
1893 *Alexa* (Mr AP Wyly)
1894 *Cooraka* (Mr HR Crosby)
1895 *Winfreda* (Mr J Luxmore)
1896 *Empress* (Vice-Commodore Burford)
1897 *Winfreda* (Mr J Luxmore)
1898 *Winfreda* (Mr J Luxmore)
1899 *Winfreda* (Mr J Luxmore)
1900 *Reverie* (Mr W Fisher)
1901 *Winfreda* (Mr J Luxmore)

31 December 1904

There is a fascination about Christmas cruising which no other season of the year provides, and yachtsmen have been revelling to the full in the enjoyment of health-giving breezes, fishing and shooting, which so many of the coastal places in St Vincent's Gulf, not to mention places further afield, afford. It is some years since the Squadron's moorings have looked so bare as they have this Christmas. Port Gawler, Rivilo, Prince's Beach and other places generally so quiet at other times, have during the week echoed with the rattle of cable and rung with the merriment of yachts' crews.

The *Shark*, *Miranda*, *Katie*, *Nautilus*, *Alexa*, *Florence* and *Reverie* rendezvoused at Black Point and Port Vincent. The *Florence* attended the regatta at Stansbury on Monday December 29. Mr Munton's new yacht *Alfreda II* was at Port Vincent, and the general opinion was, while she looks a trifle heavy aft, she is an ideally comfortable vessel and as a cruiser unsurpassed.

14 July 1924

Long obituary of **The Late Mr Allen Martin: Port Adelaide's Schoolmaster.**

...Mr Martin's best known yacht was the *Miranda*. He had previously had a smaller boat, but having joined the Royal Yacht Squadron, of which he afterwards became Rear Commodore, he desired something more pretentious, and in 1890 placed an order with the late Mr Fraser of Birkenhead for the building of the *Miranda*. She won many prizes, among which were the first Kintore Cup and the Mutual Life Cup. She was afterwards owned by Dr Hill, who shortened her spars and put an engine in her. The *Alexa*, a much larger boat, built at a cost of £1,000, eventually eclipsed the *Miranda* as a sailer. Mr Martin was Secretary for years of the Port Adelaide Regatta, which was held every New Year's Day...

27 February 1928

RACE FOR KINTORE CUP

Under the auspices of the Royal SA Yacht Squadron a race for yachts of the rating class for the Kintore Cup was held on Saturday afternoon. The course was from a mark near the north end of the Outer Harbor Wharf out to and round the Wonga Shoal Light, thence to a buoy off Semaphore Pier and back to the starting point.

Those taking part and their handicaps were:— *Stormy Petrel* (Angove, Crompton and Martin), scr; *Alexa* (J Irwin) scr; *Reverie* (R Fisher) 2:27; *Norallie* (TM Hardy) 10:4; *Fife* (LT Bennett) 10:4; *Wylo* (W Birnie) 10:4; *Gymea* (WH Powell) 16:24; *Solace* (JS Verco) 19:47; *Quei* (RL Jack) 24:37; and *Sirius* 23:37.

The race was won by *Gymea* for the third time. She had the fastest time for the race also. [Times omitted.]

The Australian Motor Boat and Yachting Monthly, 1929; 4 (No 11, March): 5.

The historic Plympton Cup, which was presented in the early eighties by the late Captain Morish of Plympton, was sailed at Glenelg on Saturday, February 9th. This handsome trophy is valued at £75 and is for perpetual competition. The race is conducted annually by the Holdfast Bay Yacht Club. This year it attracted only four starters — *Alexa* (Major JM Irwin), *Norallie* (Capt TM Hardy), *Lady Alice* (HE Winterbottom) and *Valkyrie* (W Horricks). The yachts finished in that order, and *Alexa* had an easy win from scratch...

Seacraft 1946; 1: 51

THIRTY-SIX HOUR STORM

Adelaide boat owners paid dearly for the heavy storm which struck the Gulf Coast last March. Of the 26 boats moored off the Glenelg jetty, only three were not wrecked.

The wind velocity of the storm reached 60 miles per hour. The boats at Glenelg were mainly moored off the jetty, which runs approximately east and west, and it has been suggested that a boat moored on the southern side of the jetty was first to break away, and she collided with a number of boats on the windward side of the jetty, either sinking them or severing their mooring lines which allowed them to break up on the jetty. The wreckage from these boats damaged other craft or severed lines on the leeward side of the pier, thus completing the destruction.

The boats that were lost were mostly power boats and included one speed boat with a Lycoming marine engine, valued at approximately £1,500.

The beach north of Glenelg was strewn with wreckage; one or two hulls were washed up, but in most cases boats were broken up completely. Everything of value was quickly picked up by the public, and the boat owners lost everything, including their craft.

Periodically, these storms occur along the Gulf Coast, and though this last gale was more severe than usual, it is rarely that a year goes by without some toll being taken of the small ships in the gulf. One victim of these storms in recent years was the *Alexa*, an old identity well known on the coast, and noted for her fine lines.

One of the three survivors, a fishing ketch, rode out the storm at her moorings which dragged slightly, however, endangering a second ketch owned by Mr H Tickley who decided to run his craft to Outer Harbor under staysail in order to save her.

Matangi

11 January 1908

The interstate race for the cup which Lord Northcote has presented for competition will be sailed on Hobson's Bay early in February. South Australia is to be represented by the yacht *Matangi*, owned by Mr FV Sanderson, the commodore of the Royal South Australian Yacht Squadron, and she is expected to leave Port Adelaide for Melbourne by steamer at the end of the month. The cup is to be competed for annually by yachts from the clubs of the different States of the Commonwealth. The flag officers and members of the Royal Yacht Club of Victoria have been

asked to conduct the first contest. Future events will be held in the waters of the State to which the winning vessel belongs...

[*Matangi* was outclassed by *SJS*.]

2 March 1903

Tennyson Cup. On March 9, 1901, 'Vice-Commodore Sanderson's *Matangi* was the winning boat. Dr AW Hill's *Miranda* won it on the third occasion, and on Saturday Mr JM Brown's *Maggie* was the victorious yacht.'

21 March 1904

On Saturday afternoon the fifth Tennyson Cup yachting contest took place, under the auspices of the Royal South Australian Yacht Squadron.

Considerable interest was evinced in the race by both yachtsmen and their lady friends. No less than nine yachts competed, and the launch *Defiance*, which followed the competitors, carried more spectators than the squadron has been favored with this season. There was ample wind, and the whole of the yachts finished in good time. ...As Saturday's race was won by *Solace*, and each of the preceding contests by a different yacht, there is a prospect of another race being held this year. ...In Saturday's event the *Matangi* looked a likely winner, but *Solace* defeated her on time allowance by 20 seconds only.

5 April 1922

The End of the *Matangi*

WINTRY WEATHER

DESTRUCTIVE WIND SQUALLS

BUILDINGS UNROOFED AND YACHTS WRECKED

The approach of wintry conditions was heralded on Tuesday by a strong blow, developed almost into a storm, lashing rains and a low barometer... It was the first real blow of the year and passed across the Adelaide Plains at a velocity of about 40 miles an hour...

— A Valuable Yacht Lost —

The storm ranged with great violence at Glenelg, and the strong north-westerly wind brought up a big sea, which did considerable damage. A valuable yacht, the *Matangi*, belonging to Mr WT Horricks, and a smaller boat, the *Thistle*, the property of Mr R Futcher, were driven ashore and became complete wrecks.

The *Matangi*, which was 35-ft overall, was a splendidly constructed boat, having been built in New Zealand. She was moored between the baths and the jetty, and her owner considered her absolutely safe, as she was made fast to new moorings, weighing close upon a ton, and was held by two chains. In order to be certain that everything was safe, Mr WA Horricks, a son of the owner, who had been sailing her during the past season, went aboard at about noon, pumped her out, and left, feeling certain she would weather the storm. Shortly after 1 o'clock, however, he received a telephone call stating that the *Matangi* was drifting. He hastened to the jetty, but arrived too late to save the boat.

The *Matangi*, which had about half a ton of lead ballast in her, struck the south-east corner of the baths with tremendous force, and under the influence of the mountainous seas, soon became a total wreck, and in a short space of time, the beach was littered with wreckage. It was only a matter of a few feet and the yacht would have cleared the baths, and brought up safely on the beach.

The *Matangi*, which was well found in every respect, was well known at Port Adelaide, and was at one time owned by Mr FV Sanderson. She subsequently passed into the hands of Mr FH Menkins, from whom Mr Horricks purchased her, and that gentleman had her thoroughly overhauled and put in racing trim. She was valued at about £200 and was one of the crack boats of Glenelg.

Shona

I don't know much about *Shona*, apart from a sketch by AG Rymill in his log and the story of her sinking. She participated in races under two owners.

30 January 1892

This afternoon the second contest for the Mutual Life Association of Australasia's Cup, which was procured for the Royal SA Yacht Squadron chiefly through the instrumentality of Mr Elkan, will take place at Largs Bay. The first contest for the valuable cup took place about the same time last year, Messrs Martin & Farrow's *Miranda* winning from five other competitors.

The conditions under which the 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.

Last year the entries were *Miranda*, *Gladys*, *Shona*, *Maggie*, *Ada*, *Nellie*, so that allowing for the two latter, which are not competing this year, but whose places are taken by *Nyroca* and *Idler*, the same boats will again try conclusions. On this occasion the *Miranda* will have to do all she knows to win, as she will be placed scratch, and she has some admittedly tough opponents with which to do battle.

An additional amount of interest will be centred in the event from the fact that it will be the first occasion on which either the *Idler* or the *Nyroca* will compete in a race, and as both are comparatively new boats, and in cruising have given a good account of themselves, their performances are looked forward to.

The *Idler* was built by Mr Playfair of Birkenhead for a gentleman at Robe, and has now returned to her old quarters. *Nyroca* is a Lake Alexandrina boat, having been constructed by the well-known and successful Murray builder, Mr Potts. She was bought a few months ago by Mr Rymill, who sailed her through the Murray Mouth, and then went on an extended cruise to Kangaroo Island. During this period the little craft acquitted herself very favourably, but as her reputation on the Lake is very high, she will be watched this afternoon with interest.

The start is a flying one, and will take place at 2:30. Vice-Commodore Brown will act as Commodore for the afternoon.

1 March 1892 [*The Advertiser* AG Rymill's *Literary Cuttings*]

ROYAL SOUTH AUSTRALIAN YACHT SQUADRON

On Saturday afternoon the Royals sailed a length class race over an inside course. The entries were :— Mr A Rymill's *Nyroca*, sailed by the owner, scratch; Mr Fisher's *Maggie*, sailed by the owner, 23 sec; and Mr E Farrow's *Nyricha*, sailed by Mr R Woolnough, 5 min 16 sec.

The course was from a point opposite the Yacht Club's moorings down to and round No 9 beacon and back to starting point. Commodore Walcot carried out the official duties on the launch *Thistle*.

...Unfortunately the latter half of the race was robbed of much of its interest by the *Maggie* taking the ground after rounding Schnapper Point... The finish was unusually exciting, the *Shona* gaining the day with the *Nyroca* second. [Very detailed description omitted. *Nyroca* blew out a spinnaker.] The prizes for the race are — First £4; second £3; third £2.

30 December 1905

J Crowther's *Shona* sunk at Outer Harbor on Christmas night after colliding with a lighter towed by the tug *Wato*. There was no personal injury to Mr Crowther or his two companions. On the same day the yacht *Pixie* capsized in Spencer Gulf, but nobody was hurt and she competed in a New Year regatta. *Shona* was found with difficulty and raised, but 'it will cost a big sum to repair her.' (Lowest tender said to be £124)

Litigation was commenced for £158, and judgment was reported in January (undated). *Shona*, *Wato* and lighters all at fault, and *Shona*'s owner awarded £48/8/4. Yacht valued at £80. Mr Crowther sold the hull to Pickhaver the boat builder and promptly left for England. [*Shona* was previously owned by Mr EF Belt.]

Nyroca

I have produced an occasional RSAYS publication *The Story of the Nyrocas* (first edition). This concentrates mostly on the first *Nyroca*, including a complete transcription of the log illustrated by AG Rymill's sketches and photographs.

Southern Argus report of Milang Regatta 20th April, 1889

First class handicap sailing race, three times around the course, open to Subscribers of not less than 10s 6d. First prize £10, second £5, third £2, fourth £1. Entrance 10s 6d.

Mr J Bonnin's <i>Nyroca</i>	23 ft 0 inches	Sailed (and built) by F Potts	1
Mr A McFarlane's <i>Pasquin</i>	25 ft 0 inches	Sailed by owner	2
Mr M Moore's <i>Giroffla</i>		Sailed by owner	3
Mr W Woodrow's <i>Challenger</i>		Sailed by owner	4
Mr W Young's <i>Galatea</i>		Sailed by owner	

The *Pasquin* was designed and built by Mr Frank Potts, in the year 1869 at Langhorne's Creek, and is in every respect but the stern, something similar to the English racers of a little before that time. The stern above water is novel, and originated entirely with the builders.

The *Nyroca* was designed and built by Frederick Potts (son of the above named) [and AG Rymill's brother-in-law] at Langhorne's Creek in the year 1888, and has some of the points of both English and American deep boats of the day with lessened draft owing to her having to sail in limited depths of water. The most striking difference between the two boats is that *Nyroca* has

her greatest beam or bulk further aft, which gives her a finer entrance, but somewhat shorter run. Her quarters at the extreme end are much more cut away, and she carries a higher bridge with more hollow in rise of floor.

The relative dimensions are as follow:—

	<i>Pasquin</i>	<i>Nyroca</i>
Length of waterline	25 ft	23 ft
Length overall	28 ft	26 ft 6 in
Beam	6 ft 8 in	7 ft
Draft	4 ft 9 in	4 ft
Ballast total	3½ tons	2 tons 11 cwt
Ballast on keel	7 cwt	1 ton 8 cwt
Mast deck to hounds	21 ft	19 ft
Diameter	6 in	5 in
Bowsprit outboard	2 ft	11 ft
Boom length	23 ft	22 ft
Gaff length	16 ft	15 ft
Topsail yard	21 ft	22 ft
Area of sail square feet	713	600
Tonnage according to SA Yacht Club rules	3.85	3.60

[There is a half-model of *Nyroca* in the Club House at Outer Harbor, presented by Mr J Bonnin.]

Arthur G Rymill and his brother Ernest (who suffered badly from seasickness) both alone and with friends raced and cruised *Nyroca* extensively. They took her to Melbourne, to Coffin Bay, frequently across the Gulf and to Wallaroo. They could not cook on board, and had to go ashore to do so. With her very low coach-house she must have been uncomfortable to live on and wet to windward.

15 February 1892 [*The Advertiser* AG Rymill's *Literary Cuttings*]

Races for C Class and C class special yachts in connection with the Holdfast Bay Yacht Club took place at Glenelg on Saturday afternoon and were watched by a large number of people.

The course was marked by buoys off Patawalonga, abreast of jetty and Mr William Bickford's residence, Brighton [at the Broadway], twice round — six miles. The light south-westerly wind was favourable for a good display of canvas, and all yachts in C class carried their topsails. At ten minutes past 3 the competitors for the C class race, viz Mr AG Rymill's *Nyroca* scr; Mr A LeR Boucaut's *Carrieena* 5m; Messrs AH & TR Burford's *Zephyr* 9m were got away to a fair flying start... *Nyroca* won across the line and on handicap from *Zephyr* and *Carrieena*.

We don't know when AG Rymill disposed of *Nyroca*, but it was probably after he built the 'skimming dish' *Geisha* to his own design for the Intercolonial Regatta in Auckland of 1899. She probably resembled *Matangi* in general form.

Dr AL Tostevin revived the name *Nyroca*, when George Ross built a motor-sailor for him in 1934. It is the generic name (old terminology) of white-billed duck sometimes seen on the River Murray. After the Second World War she was sold to Henry W Rymill, AG Rymill's nephew and also sometime Commodore of the RSAYS. She has been in Tasmania for several years, and her current owner refrains from responding to repeated requests for information about her.