

Extracts from Launceston Papers.

Examiner, Dec. 30th.

EASY WIN FOR THE THISTLE.

INTERESTING PARTICULARS.

The Geelong Yacht Club's ocean race from Port Phillip Heads to the mouth of the Tamar, for the 60-guinea "Rudder" Cup, presented by Mr. Thomas Fleming Day, of New York, U.S.A., created a great deal of interest locally, as was evidenced by the numerous company of yachtsmen which assembled at George Town to meet the competing yachts, and the many enquiries in the city as to their whereabouts.

START FROM QUEENSCLIFF.


Among yachtsmen on Victorian waters, ample proof of the interest centring about the race was given by the presence at Queenscliff on Christmas Day of an array of yachts, the like of which had never before been seen at the anchorage there.

The competitors, with their handicaps, were as follows :—

W. Murphy's Rambler, R.Y.C. (V.), 51ft., l.o.a.,	..	..	scratch.
E. Newlands' Thistle, G.Y.C., 48ft. 5in., l.o.a.,	..	..	56min., 15sec.
T. A. Dickson's Shamrock, G.Y.C., 38ft. 6½in., l.o.a.,	..	..	4h. 30min.
Poole and Cobb's Ellida, St. Kilda Y.C., 38ft. 6in., l.o.a.,	..	..	4h. 41min. 15sec.

Mr. T. A. Dickson, commodore of the Geelong Yacht Club, had charge of the preliminary arrangements, but as he was a competitor, having entered the newly-designed cruiser, Shamrock, he handed over the control of the contest to a committee composed of Messrs. H. P. Douglass, W. and E. Curnow, E. Brockman, V. Nosedá, and W. Smith, all of Geelong. The start took place from an imaginary line stretching between the end of the new pier and the pilot-steamer Alvina, anchored in the stream. The military authorities undertook to fire the necessary signals, and punctually at a quarter to 7 o'clock in the morning a preparatory gun was fired from the fort, followed by the "get ready" signal, 10 minutes later. Unfortunately, a slight fire among the grass on the face of the fort occurred, and the gun's crew had to put it out.

The Shamrock was the first boat ready, and she manoeuvred inside the starting line till the starting hour was reached. The final gun from the fort, however, was 2min. 20sec. late in being fired, and the Shamrock, after being signalled, crossed the line 1½min. past the stroke. Cheers were given as the yacht passed the pier, and these were repeated in respect of the other competitors. A fresh northerly breeze was blowing, and the yachts took full advantage of it by piling on plenty of canvas. About a minute after the Shamrock came the Ellida, and these two, under full sail, made for the Point Nepean side. The Rambler passed the starting line on the heels of the Ellida, and



steered a centre course through the Heads. The Thistle was the last boat to get away, she being several minutes late in starting, and then with only half her sails set. This was soon amended, however, and under heavy canvas she hugged the Point Lonsdale side, being presently joined by the Rambler. The two other yachts bore away in a south-easterly direction.

The yachts cleared the Heads in the following order :—Shamrock, 6.23 a.m. ; Ellida, 6.25 a.m. ; Rambler, 6.27 a.m. ; and Thistle, 6.30 a.m. Opinions differed among the Victorian yachtsmen as to which vessel had the best chance of winning, but it was generally believed that the issue lay between the Thistle and the Rambler.

FIRST BOAT INTO THE TAMAR.

It was anticipated that the yachts would put in an appearance off the Tamar on Friday, and the different officials of the Tamar Yacht Club, in whose hands were the arrangements at this end, were in attendance. At the time the vessels were expected, and for some hours previously, boisterous weather conditions prevailed off the coast, which indicated the likelihood of a detention of the boats. A heavy gale was blowing throughout Friday afternoon, which, in conjunction with rain and mist, made it difficult to distinguish approaching vessels. However, shortly before 5 o'clock a yawl-rigged yacht painted white was sighted, but her identity could not be ascertained until her near approach. She was then found to be the Thistle, which had a handicap of 56min. 15sec. Having remained anchored in Lagoon Bay for some time, the Thistle came up to Launceston, reaching moorings in the Cataract about 8 o'clock on Saturday night.

THE THISTLE'S LOG.

An " Examiner " representative boarded the vessel yesterday morning, and had an interesting conversation with her owner. The incidents of the trip from the very start have been recorded, and a perusal of the log provides full details of what proved to be a by no means unenjoyable trip, albeit at times uncomfortable, and perhaps a little risky. The passage is described in the log thus :—

We left Williamstown on Tuesday at 10 p.m. with a light southerly, and stood over to Red Bluff on the starboard tack. We saw ahead one of our opponents, the Rambler, and thought this would be a good opportunity of testing speed with her. On going about to make our course to the Cliff, we found that the Thistle held much better wind, so soon left the Rambler astern. As we progressed the wind hauled to the east, and freshened, giving us a lead right down to Swan Bay, where we anchored at 2.15 a.m. for the rest of the night, with the intention of going to the Cliff next day. On Thursday morning we were up at 4.30, all on board alive with excitement, to get started on this great race, the first of its kind in these waters. A strong northerly wind was blowing, and, not wishing to hoist our sails too long before starting time, we were waiting anxiously for the preparatory guns, and thought it strange that the guns were not punctual. To our surprise, we found the other boats had started, we having heard no gun at all. We lost no time in getting away, and started some 12 minutes after the others, which was rather disappointing, as the general opinion was that we would have nothing to spare with the handicap. With the barometer at 29.70, we looked for a change. However, we started with the intention of doing our best, getting jib-headed topsail and jib topsail, with balloon foresail on, when under way. We soon overhauled the Shamrock, passing her at 7.15 a.m., with the Ellida to the windward of the Shamrock. Steering

S.E. by S., we were abeam of Schanck by 8.15 a.m., going at a good pace, the log showing $8\frac{1}{2}$ knots. The wind hauled round to the N.N.W. at 8.48 a.m., and we took off the jib topsail and mizzen and set balloon foresail as spinnaker.

9 a.m.—Going strong; all sail drawing.

9.18 a.m.—Passed the s. Oonah, and hoisted yacht's code flags.

9.40 a.m.—Twenty-three knots out; hove the log.

11 a.m.—Showed $11\frac{1}{2}$ knots, making $34\frac{1}{2}$ knots.

11.35 a.m.—Set jib-headed mizzen.

Noon.—Out $42\frac{1}{2}$ knots.

1 p.m.— $50\frac{1}{2}$ knots; weather getting dull to westward.

2.30 p.m.—Shift of wind to the east.

3 p.m.—65 knots.

3.10 p.m.—Spinnaker and topsail off.

3.40 p.m.—Double-reefed mainsail; very threatening, with heavy swell; wind N.N.E.

4 p.m.— $70\frac{1}{2}$ knots; wind light.

4.20 p.m.—Shook out reefs and set large spinnaker.

4.50 p.m.—Afternoon tea, made with salt water. A huge joke—for the cook.

5 p.m.— $76\frac{1}{2}$ knots. Dark in the west; glass very low, 29.64.

5.5 p.m.—Spinnaker and topsail off. Change still brewing; shortly afterwards fresh breeze from the west.

6 p.m.— $83\frac{1}{2}$ knots.

7 p.m.— $90\frac{1}{2}$ knots, Wind light.

8 p.m.— $94\frac{1}{2}$ knots.

9 p.m.—Raining; hardly steerage way.

10 p.m.— $98\frac{1}{2}$ knots.

11 p.m.—104 knots.

12.15 a.m.—112 knots. Wind strong S.W.; hove to and close-reefed mainsail, furled mizzen.

1 a.m.—116 $\frac{1}{2}$ knots.

2 a.m.—123 knots.

3 a.m.—130 $\frac{1}{2}$ knots.

4 a.m.—136 $\frac{1}{2}$ knots. Wind dropped; Table Cape light on weather bow.

5 a.m.—143 knots. Set mizzen, shook out reefs, and changed jibs.

6 a.m.—150 $\frac{1}{2}$ knots.

7 a.m.—Hot coffee, very much appreciated. 156 $\frac{1}{2}$ knots.

7.25 a.m.—Set jib-headed topsail, balloon foresail, jackyarder, and jib topsail, also lug mizzen.

8 a.m.—163 knots; wind light.

9 a.m.—170 $\frac{1}{2}$ knots. Showery; wind S.S.W.

10 a.m.—177 $\frac{1}{2}$ knots.

11 a.m.—184 knots. Light breeze. Set large spinnaker.

Noon—189 $\frac{1}{2}$ knots. Sighted sail to the north; not quite clear if it was the Rambler. Weather misty.

1 p.m.—194 $\frac{1}{2}$ knots. Thick, rainy weather; land difficult to make out.

1.30 p.m.—Wind lightened, and hauled to S.E. Spinnaker off.

2 p.m.—197 $\frac{1}{2}$ knots. Still raining.

3 p.m.—200 $\frac{1}{2}$ knots. Off Port Sorell.

4 p.m.—206 $\frac{1}{2}$ knots. Badger Head abeam. Wind fresh; jackyarder off; barometer 29.40.

4.25 p.m.—Blowing hard; double-reefed the mainsail.

5 p.m.—214½ knots.

5.15 p.m.—Crossed the line between Hebe Buoy and lighthouse ; blowing a gale, blinding rain, and very cold.

After beating up the entrance, anchored in Lagoon Bay at 6.5 p.m. Pilot came alongside and told us that no other boats were in. No sign of others, and with the wind from the same quarter no chance to-night. Needless to say, we were glad to have arrived safe and sound, without any accident, and winner of the first ocean race.

THE WINNING CRAFT.

The Thistle, which is a handsomely-built craft, and decidedly comfortable, is the property of Mr. Edgar Newlands, of Melbourne. Mr. Newlands, who was on board his boat, brought with him his wife and family, his daughter Minnie (aged 19), and son Felix (7). All told, those who made the trip on the Thistle numbered 10, the other members of the crew being Captain Brennan (sailing master), Val. Higgins, W. S. Dagg, Richard Edwards, Alf. Fackrell, and W. L. Baker. A certain amount of local interest attaches to the Thistle, from the fact that Baker was for several years an enthusiastic yachtsman at Launceston, having lately taken just as much to the sport in Victoria, where he is now located. The ladies of the party suffered little or no inconvenience during the trip, and only one of the crew was at all uncomfortable through seasickness. This he attributes, not to the action of the waves, but to the fact that he was often in the vicinity of the galley.

Having accepted our representative's congratulations on winning the "Rudder" Cup, and making such an excellent passage across, Mr. Newlands went on to speak about his vessel, her trip, and her sailing master. Captain Brennan, who is now getting on in years, was a well-known trader to Tasmanian ports some years ago in the ketch Anna Thompson. An incident in his career which might appropriately be mentioned in connection with this yacht race is that he was many years ago the sailing master of Dr. Bowen's well-known Victorian racing yacht, Taniwha, which in her day was very successful in the various events in which she competed. Mr. Newlands anticipated that if the weather conditions under which the Thistle started held, she would accomplish the run across in 25 hours. During the first 12 hours of the journey she covered 112 miles under full sail, which is an average of 9 1-3 miles an hour, an improvement in many instances on steamboat speed. During the night, under close-reefed mainsail, the Thistle, in an hour, put behind her 7½ knots, which indicates her sailing capabilities at sea. The total distance sailed was 214½ knots, which occupied the comparatively short time of 35½ hours. It was at midday on Friday that she commenced to feel the loss of the wind, which had died almost completely out, the subsequent four hours' sailing being responsible for only 16 knots. Following this a strong south-easterly came up, and it was under its influence that the Thistle completed her voyage.

The last Mr. Newlands saw of the other boats was off Cape Schanck. The Rambler was then standing out to the westward with the object of meeting the probable change in the weather. The Shamrock and Ellida stood on to the eastward.

It is the intention of Mr. Newlands to await the arrival of the remaining yachts, and on Tuesday proceed to Devonport, spending Tuesday night at George Town before going outside. After visiting the Mersey Regatta the Thistle will probably remain on the coast until Thursday or Friday, proceeding then on her return journey to Melbourne.

THE OTHER BOATS.

Throughout yesterday little information was obtainable regarding the whereabouts of the other boats, although it was rumoured that two of them were in the river. However, last night, on the return of the yacht *Vedette* from George Town, with the vice-commodore of the Tamar Yacht Club (Mr. F. French) definite news came to hand intimating that the *Rambler* and the *Shamrock* were the vessels. The former entered the river on Saturday afternoon, thus gaining second honours; and the *Shamrock* at 3.40 yesterday morning. Regarding the *Rambler*, little outside the fact that she was anchored in Kelso Bay is to hand; but the *Shamrock* having moored off George Town, some details were obtainable as to how she fared. According to accounts, which are only meagre, those on board the *Shamrock* had a very trying time, and after the vessel had moored were soon asleep, the result of utter prostration. The boat herself was in a state of turmoil, gear and provisions, etc., being thrown together in utter confusion by the severe handling she had received. On the top of the difficulties of their undertaking came a disaster, the final result of which cannot yet be foreseen. During the voyage one of the crew—a paid hand it is believed—was the victim of a mishap which thence onwards made the crew one short. The unfortunate sailor was struck on the head by a swinging block, and, it is understood, remained unconscious for two days, despite all efforts at resuscitation.

With regard to the *Ellida*, the other of the four to be accounted for, the *Shamrock* people express the opinion that she put back to Westernport, on the Victorian coast.

According to the source from which this information was gained, it is the intention of the yachts' crews to come on to Launceston, although they purpose leaving the boats down the river.

Examiner, Dec. 31st.

ARRIVAL OF THE RAMBLER.

THE ELLIDA STILL UNREPORTED.

Another of the yachts—the *Rambler*—which took part in the ocean race sailed up the river yesterday and anchored in the Cataract. The *Rambler* was the second boat to enter the Heads, five hours before the *Shamrock*; but it now transpires that in order to make port on the Saturday afternoon, before the storm was at its highest, it was deemed advisable to make use of the motor-power with which the vessel is equipped. Under these circumstances the vessel was disqualified, so that the second place goes to the credit of the *Shamrock*. The captain and crew of the latter vessel came to the city by the river boat yesterday, but intend returning to George Town either to-day or to-morrow. So far nothing has been heard of the fourth yacht, the *Ellida*, which was last seen on Thursday evening. It was thought that she would turn up yesterday, but as no news concerning her came to hand her whereabouts are causing keen anxiety. The *Shamrock* and *Thistle* will leave the Heads on Thursday, and will return to Melbourne together. The *Rambler*, however, will remain in Tasmanian waters for close on a month, during which time she will cruise round the coast. It transpires that the sailor on board the *Shamrock* who was reported as having met with an accident was merely suffering from the effects of mal-de-mer, and was yesterday as well as ever.

THE SHAMROCK'S EXPERIENCE.

As has already been indicated, the Shamrock had the most trying experience of the three yachts that were fortunate enough to complete the journey. The owner, navigator, and crew came to Launceston by the river boat yesterday, leaving the yacht at her moorings at George Town Cove. Speaking to an "Examiner" representative, the owner, Mr. Dickson, who is commodore of the Geelong Yacht Club, gave the following account of the trip across :—" I might mention, in the first place," he said, " that it was through my representations that Mr. Thomas Fleming Day, editor of the ' Rudder,' New York, offered the cup for competition. On board my own yacht were Mr. M'Pherson (navigator), with the following crew :—V. Wiggs, W. Wiggs, and L. E. Wilson, in addition to my son, W. E. Dickson. We were first over the line and first through the Heads, and our log would read nearly the same as that of the Thistle so far at distances are concerned. Our course was the true Loongana course—viz., south 40 degrees east. As showing that we were on our right track, I might mention that we passed to the leeward of the Loongana at 11.35 on the Thursday night. Unfortunately we had a heavy shift of wind to the south-west, which placed the Thistle and Rambler to the windward of us ; and we then knew that we were practically out of the race. At this time we were hove to for four hours. We then started close-hauled on our course again, and when about 10 or 15 miles south-east of Tamar Heads at 7 o'clock on Friday night we encountered a gale from the south-east, with heavy seas. This carried us 30 miles off our course and landed us 45 miles dead to leeward of our mark. At 4 a.m. on Saturday I took the tiller. We were then sailing due west, under reduced sail, with very heavy seas running. At 6 a.m. the wind changed to the west-ward. We put the vessel about, and were then able to lie on our course, almost due south. The heavy seas continued, however, with the westerly roll, and the roll from the storm of the night before. The little craft, however, took the seas splendidly, and caused us no anxiety, although all hands had their work cut out the whole time. During the morning the wind continued fresh, but about noon took up, and the sea went down quickly. Then, for the first time, were we able to light our stove, and dry some of our clothing. At 2.30 p.m. we sighted land. After that we intended putting on the mainsail, but as the glass was falling the captain thought it wiser to stick to the reduced canvas. The glass went down from 29.75 to 29.50, and then to 29.40 at 3 p.m. The next time we looked it was 29.15 and we knew something terrible was coming. When off Ulverstone a heavy westerly storm broke upon us, and the glass went down till it reached as low as 29.05. Then we hove to, and in trying to clear the land had a particularly trying time. The little vessel was tossed about like a cork, but fortunately did not ship any " green " seas. The wind was so heavy that we could not carry the slightest piece of canvas. When the position of affairs became clear to us, we swamped our dinghy, with the idea of using it as a sea anchor. We had then to allow the vessel to drift, and for eight hours she continued towards leeward, until we were able to pick up Low Head light. As there was no hope of recovering the dinghy, we cut it adrift, and made for the light. The wind then eased, and we were enabled to negotiate the remainder of the passage to George Town owing to the very excellent lighting system at the Heads. The Rambler had got in five hours ahead of us, but we were subsequently told that the Shamrock was placed second in the race owing to the Rambler having broken her seals, and used motive power to enter the Heads. Our own position was such that had we 50 motors on board, the seals would have been broken in our endeavours to make port that night. While acknowledging the great help the

lights were to us in entering the Heads, I think it would be a great advantage if the flash was more distinct, instead of dulling down gradually as it does. In its present state it does not give one the impression of being a flash light, but more a fixed light the same as at the Mersey Bluff."


"I might add," continued Mr. Dickson, "that all on board the Shamrock are amateur yachtsmen, and we are very proud of the way our little vessel acquitted herself. We were done up completely on reaching an anchorage, and you cannot imagine how thankful we were to know that we could at length rest our heads with the knowledge that we were in safe waters."

THE MISSING ELLIDA.

The Ellida, which has not been heard of since Thursday evening, is yawl-rigged with a straight stern and short counter. She is 38ft. 6in. overall, with 7ft. 6in. beam. She was built by Mr. J. M'Pherson, who navigated the Shamrock across. So far as is known, there were only three hands on board, viz., C. Pool and H. Cobb, the part owners, and B. Ryan. The opinion is held by the members of the visiting yachts that she has either made Westernport or the Straits Islands for shelter.

THE RAMBLER'S LOG.

The Rambler, which came into port yesterday, is owned by Mr. W. Murphy, who also brought his wife with him. The party on board numbers nine all told, the navigator being Captain W. Tait, brother of Captain Tait of the Togo. Her log for the trip reads as follows:—Boxing Day—4.30 a.m., all hands on deck; 6 a.m., gun fired at Queenscliff: Shamrock first over the line, followed by Ellida; Thistle and Rambler crossed together at 6.3; fresh northerly blowing in out favour, carrying full sail, the owner (Mr. Murphy) at the wheel, glass 29.72, then Barney served us all round with a refreshing cup of tea; 6.30 a.m., cleared heads, course set south by east half east; 7 a.m., sea moderate, bending square sail and pump at work; 7.10 a.m., passed Runic; 7.40 a.m., at sea, course S.S.E., square sail set; 8 a.m., abreast Cape Schanck, glass 29.70; 9 a.m., at sea, log reads 20 miles, fresh whole sail breeze from the north; 10 a.m., fair weather, glass 29.65; 11 a.m., log reads 35 miles, sea rising, course S.S.E.; noon, wind freshening, glass 29.65; 12.10 p.m., topsail off and one reef in mizzen for 25 minutes only; 3 p.m., wind N.W., with falling glass, topsail off, two reefs in the mainsail and one in mizzen, log 64 knots; 4 p.m., light N.E. wind, glass 29.49; 5 p.m., westerly squall, mizzen and square sail taken off, and mainsail lowered; log 73½ knots; 7 p.m., log 84 knots; 11 p.m., dirty weather, heavy rain squalls. Friday—1 a.m., sea easier; 4 a.m., westerly breeze, log 149 knots; 5.30 a.m., sighted Table Cape; 10 a.m., off Table Cape, course E.S.E., raining steadily; noon, off Penguin; 4 p.m., sharp southerly squall; 7 p.m., within a couple of miles of Tamar Heads, wind went round to south-east with terrific force, which forced us to stow all sail, log reads 193 knots; 8 p.m., drifting out to sea E.N.E., the light at Tamar Heads still in view, everything made fast, mizzen set, sea rising. Barney reported that we were getting close to the rocks, so all hands were called on deck to veer her round. The staysail was run up, but refused to come down until the block carried away. 10 p.m., drifting out of danger; 10.35 p.m., tanks carried away, and had to be stowed; midnight, losing sight of lights, drifting N.W., glass falling; 28th, 4 a.m., wind and sea raging, raining heavily, still drifting, glass 29.40; 6 a.m., Loongana passing south-east, gale getting stronger; 9 a.m., wind dropping considerably; 1 p.m., land in sight,



course S.S.E., moderate sea, light S.W. wind, glass 29.15; 3 p.m., sea smooth, glass 29.10; 5 p.m., log 202 knots, glass 29.5, calm sea, light S.W., breeze; 6 p.m., off Tamar Heads, topsail set; 7 p.m., engineer working, sea calm; 8.45 p.m., dropped anchor in Kelso Bay, S.W. gale blowing, blinding rain, very dark night.

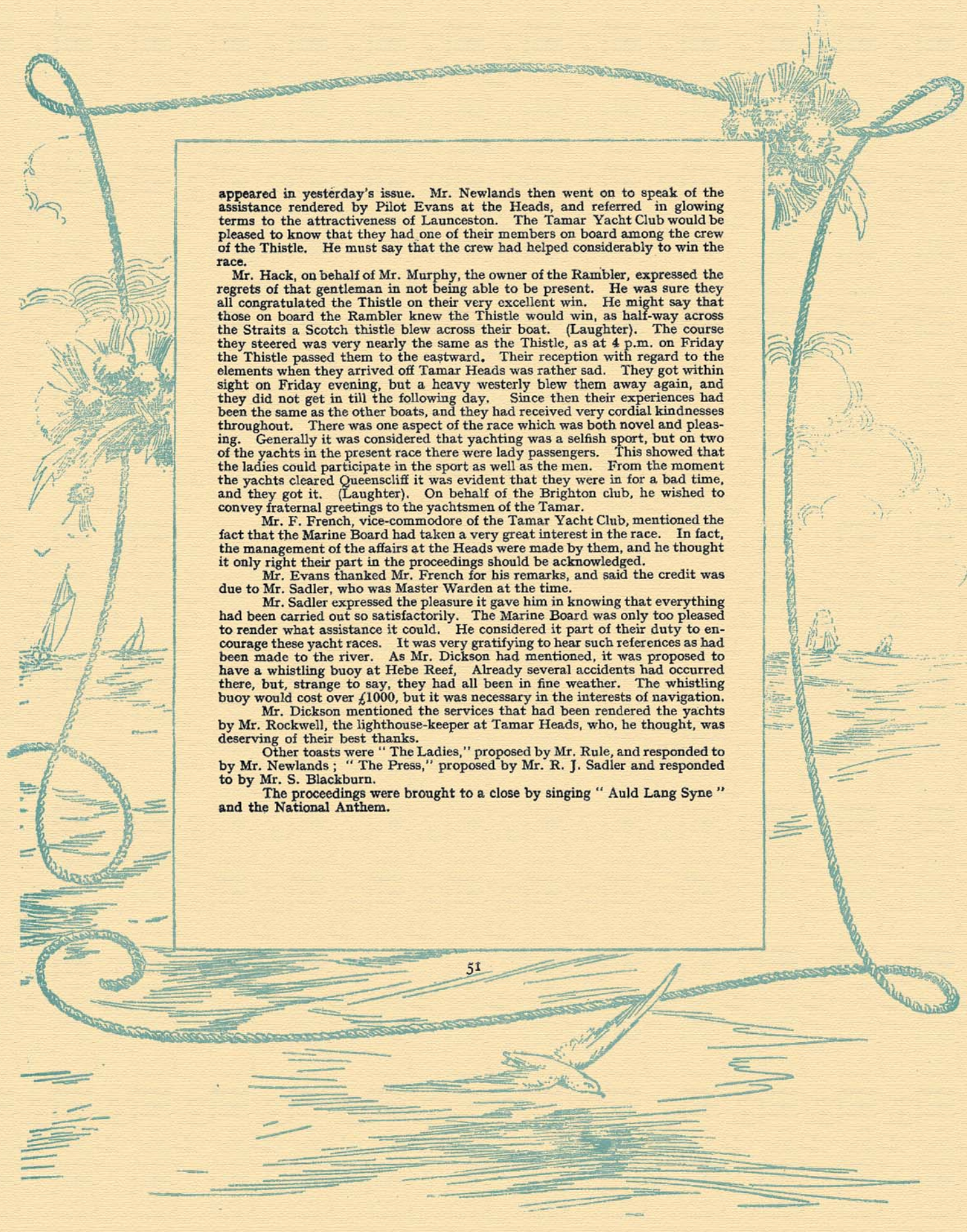
THE VISITORS ENTERTAINED.

At night crews of the three visiting yachts were entertained at tea at the Tasma tea rooms, by the members of the Tamar Yacht Club. The repast was set out on tables on the lawn, the company numbering over 30 in all. Amongst those present were the Master Warden (Mr. A. Evans), who occupied the chair, Mr. R. J. Sadler, M.H.A., and several ladies. The spread was a very bountiful one, and was served in the best possible style, reflecting great credit on those who undertook the management.

Tea over, the chairman proposed the toast of "The King," which was honoured in the usual loyal manner. Mr. Evans then expressed the pleasure it gave him to welcome the visiting yachtsmen. He was very sorry they had experienced such bad weather, and he thought it showed excellent seamanship on their part in getting through the Heads when they did. Such trips, he considered, did a lot of good, as it brought so many of the one bent together. He hoped the race would be an annual affair, and that on the next occasion the elements would be more favourable.

Mr. T. A. Dickson, owner of the Shamrock, responded, and thanked the local yachtsmen for the hearty manner in which they had been received. He was not a speech-maker, but prided himself on knowing a good yacht. All along the line they had been showered with kindnesses, and he could not speak too highly of the assistance rendered his own yacht on her arrival at the Heads. It was an assistance that could not be too highly appreciated. Not only to the members of the Tamar Yacht Club were his thanks due, but he had also to acknowledge the great services rendered him by two gentlemen at the Heads, who had spent the whole day on Sunday in squaring and clearing his little vessel. He congratulated the Marine Board on having such a finely lit harbour. To be able to come through the Heads on a night like Saturday spoke well for the enterprise of the board in providing such a guide to navigation. He wished to particularly mention the bell buoy, which proved of great assistance in approaching the Heads. He had been given to understand from Mr. Sadler that it was proposed to place a whistling buoy on the Hebe Reef. This, he thought, was a very valuable proposition, and he advised that it be done at any cost. Mr. Dickson referred in high terms to the generous spirit which prompted Mr. Day in presenting the "Rudder" Cup for the encouragement of a love of the sea. Although Mr. Newlands had won the trophy, he knew that the members of his crew had done wonders in piloting his vessel through the Heads. On behalf of the Geelong Yacht Club, he thanked the Tamar Club for the manner in which they had carried out all the arrangements for the finish at this end. So far as the race itself was concerned, it would perhaps have been better for the Shamrock had she never started. (Laughter). Bad weather conditions had prevailed all the way across, but he was thankful to know they had arrived safely. There was still a feeling of anxiety as to the whereabouts of the Ellida, but he firmly believed she had returned to Westernport for shelter.

Mr. Newlands, owner of the Thistle, said that when the yachts started on their journey they divided into three sections. One went eastward, two westward, while the Thistle took a middle course, and was fortunate to make a straight run across. He described the passage to the Heads, details of which



appeared in yesterday's issue. Mr. Newlands then went on to speak of the assistance rendered by Pilot Evans at the Heads, and referred in glowing terms to the attractiveness of Launceston. The Tamar Yacht Club would be pleased to know that they had one of their members on board among the crew of the Thistle. He must say that the crew had helped considerably to win the race.

Mr. Hack, on behalf of Mr. Murphy, the owner of the Rambler, expressed the regrets of that gentleman in not being able to be present. He was sure they all congratulated the Thistle on their very excellent win. He might say that those on board the Rambler knew the Thistle would win, as half-way across the Straits a Scotch thistle blew across their boat. (Laughter). The course they steered was very nearly the same as the Thistle, as at 4 p.m. on Friday the Thistle passed them to the eastward. Their reception with regard to the elements when they arrived off Tamar Heads was rather sad. They got within sight on Friday evening, but a heavy westerly blew them away again, and they did not get in till the following day. Since then their experiences had been the same as the other boats, and they had received very cordial kindnesses throughout. There was one aspect of the race which was both novel and pleasing. Generally it was considered that yachting was a selfish sport, but on two of the yachts in the present race there were lady passengers. This showed that the ladies could participate in the sport as well as the men. From the moment the yachts cleared Queenscliff it was evident that they were in for a bad time, and they got it. (Laughter). On behalf of the Brighton club, he wished to convey fraternal greetings to the yachtsmen of the Tamar.

Mr. F. French, vice-commodore of the Tamar Yacht Club, mentioned the fact that the Marine Board had taken a very great interest in the race. In fact, the management of the affairs at the Heads were made by them, and he thought it only right their part in the proceedings should be acknowledged.

Mr. Evans thanked Mr. French for his remarks, and said the credit was due to Mr. Sadler, who was Master Warden at the time.

Mr. Sadler expressed the pleasure it gave him in knowing that everything had been carried out so satisfactorily. The Marine Board was only too pleased to render what assistance it could. He considered it part of their duty to encourage these yacht races. It was very gratifying to hear such references as had been made to the river. As Mr. Dickson had mentioned, it was proposed to have a whistling buoy at Hebe Reef. Already several accidents had occurred there, but, strange to say, they had all been in fine weather. The whistling buoy would cost over £1000, but it was necessary in the interests of navigation.

Mr. Dickson mentioned the services that had been rendered the yachts by Mr. Rockwell, the lighthouse-keeper at Tamar Heads, who, he thought, was deserving of their best thanks.

Other toasts were "The Ladies," proposed by Mr. Rule, and responded to by Mr. Newlands; "The Press," proposed by Mr. R. J. Sadler and responded to by Mr. S. Blackburn.

The proceedings were brought to a close by singing "Auld Lang Syne" and the National Anthem.

Daily Telegraph, Dec. 30th.

WINNING YACHT IN LAUNCESTON.

THE THISTLE AND HER CRUISE.

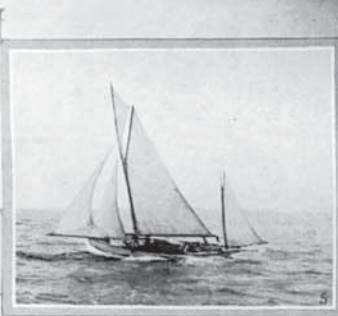
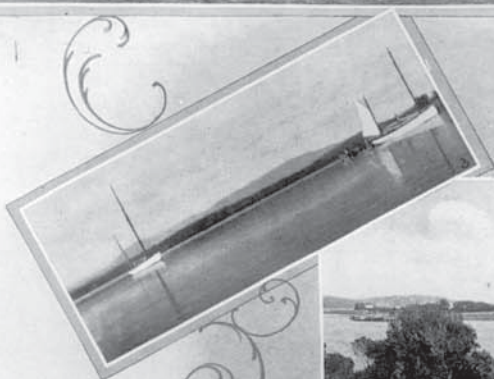
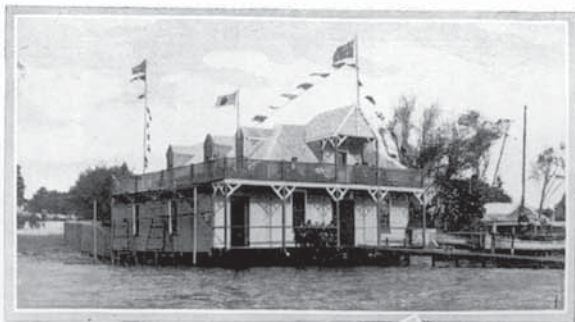
THE TRIP DESCRIBED.

The Thistle, the winner of the ocean yacht race across the Straits for the "Rudder" Cup, arrived in Launceston on Saturday night, and is now anchored in the Cataract, below the King's Bridge. The boat is owned by Mr. E. Newlands, of Melbourne, and he, with his wife and daughter and young son, made the trip across.

The Thistle is a very trim-looking craft, and as far as appointments and general fitting up are concerned, she puts any of the Launceston yachts into the shade. She carries a huge spread of canvas, and her dimensions are: 48ft. 5in. over all, 37ft. 6in. water line, 11ft. 6in. beam, and draws 6ft. of water. She has lead ballast, and carries 9½ tons of the metal on her keel, and with all sail on she spreads out 1600ft. of canvas to the winds. Her crew is as follows: E. Newlands, V. Higgins, W. S. Dagg, R. Edwards, A. Fackrell, and W. Baker, with Captain J. W. Brennan as sailing master. The last two mentioned are well known in Launceston. Mr. Baker's relatives reside here, and he is a member of the well-known aquatic family. Captain Brennan many years ago traded here and around the North-West Coast, whilst early this year he had charge of the boat which came over from Melbourne to assist in the salving of the Eden Holme. Mrs. and Miss Newlands are also on board, and the little boy is rated on the register as cabin boy. The whole of those on board speak with enthusiasm of the trip, and Mrs. Newlands says that after the boat's performance in heavy weather, she would be ready to make a trip to England in her. The craft is well known in the bay, being a competitor in all the big events on the other side.

One of the members of the crew, speaking of the trip, said: "You see, we got away late. I don't know how it happened, but we did not hear the starting gun. We were all down having breakfast, and as it neared six o'clock we got a bit anxious. I went on deck and had a look round, and there I saw the other yachts scudding across the line. We had the anchor up in double quick time. We hadn't a stitch of canvas set, so we had to get up our sails whilst we were running. This was a ticklish job, and the breakfast things flew in all directions. However, we got fairly going, and as we passed the Queenscliff pier didn't the crowd give us a hoy. We steered away to the south-east, two of the other yachts taking a more easterly course, whilst the Rambler, I think, bore away to the westward. We had the wind at our backs, and didn't we make the spray fly. The breeze slackened off a trifle, and then dropped almost to a dead calm. It freshened up later in the afternoon, and then we caught it. We picked up Table Cape light at 4 a.m. on Friday, and a few hours later we caught a glimpse of the coast. It was raining hard, and though we were running down along the coast towards the Heads, and were only a few miles off shore we could not see the land, owing to rain and mist. We had a fairly rough time, and a jolly wet time, but we got here first, and good luck to the old Thistle.

The log, which has to be sent to America, contains minute details of the trip from the time of leaving Williamstown until anchoring in Lagoon Bay.



1. Tamar Rowing Club House. 3. Shamrock and Thistle, Georgetown.
 2. Cataract Gorge. 4. Georgetown.
 5-9. Snapshots of Ellida and Crew.

Daily Telegraph, Dec. 31st.

ARRIVAL OF THE RAMBLER.

"HOVE-TO FOR EIGHTEEN HOURS."

The Rambler, one of the competing vessels in the ocean race across the Straits for "The Rudder" Cup, and which entered the Heads at 7.15 on Saturday night, anchored at the Cataract last evening at about 6 o'clock. The vessel had on board Captain William Tait (who last visited here on the Wareatea) Mr. and Mrs. W. Murphy (the owners), and Messrs. Leslie Bennett, Clem. Hack, Con. Daly, H. Scales, Wm. Armstrong, and "Barney," the steward.

The yacht is a fine-looking vessel, and is excellently fitted up with many conveniences. Her dimensions are: 51ft. overall, 13ft. beam, 45ft. waterline, and she draws 6ft. 6in. aft. The vessel carries a 10 h.p. engine, but it is the intention of the owners to replace this with a 30 h.p. in the near future. This is only the second season that the yacht has been afloat, and all on board speak in glowing terms of her behaviour in the exceptional weather experienced.

The journey was commenced at 6 o'clock on Boxing morning, a strong northerly wind prevailing. These conditions continued until about 3.30 in the afternoon, when the wind dropped, and canvas had to be taken in. Subsequently a north-west wind sprang up, and the glass commenced to fall, the course then steered being south east by south. Good headway was made towards evening, and 33 knots were registered in four hours, although for nearly an hour the wind was very light. Rain commenced to fall on Thursday afternoon, and continued at intervals during the night. At 4 a.m. on Friday the captain went on deck. There was then every indication of dirty weather setting in, and the vessel was steered south-west by east. The prevailing wind, however, was light until about 7 o'clock in the evening, when a moderate gale was experienced. The vessel was then not far from Hebe Reef, and at 7.30 she was hove-to. "You can imagine how tantalising that was," remarked Mrs. Murphy; "to think we were only three miles from Tamar Heads, and yet we could not reach our destination till the next night." The wind came from the south in a gale and blew the vessel landwards. She was hove-to for 18 hours, and did not enter the Heads till 7.15 on Saturday night. The vessel anchored in Kelso Bay at about 8 o'clock, and the party remained there all day Sunday. Yesterday morning an early start was made for Launceston, Beauty Point being being called at en route.

In the course of her voyage the Rambler passed two other vessels. The Runic was passed about an hour and a half from the starting point, while the Thistle was overtaken at noon on Boxing Day, the winning yacht being then a little off Devonport. Although the Rambler behaved well in the exceptional weather, the crew describe the trip as exciting and at times hardly pleasant. During one of the gales the water tanks and other articles on board were damaged, but these were quickly repaired. Fortunately all the crew escaped injury.

The future movements of the party are as yet uncertain. They will leave here this morning at high tide, and it is probable that they will attend the Mersey regatta, but nothing definite has been decided. It is not intended, however, to return to Melbourne for a week or so, as the party desire to have a few days' cruise along the coast.

ARRIVAL OF TWO OTHER YACHTS.

A ROUGH TRIP.

GEORGE TOWN, SUNDAY.—The Thistle entered Tamar Heads at 5.15 on Friday evening, the Rambler at 6 a.m. on Saturday, and the Shamrock at 4 this morning. The Thistle was boarded by Head Pilot Evans, of the pilot station at Low Head, and taken by him up to Garden Island, when Mr. W. Poultney, of the Tamar Yacht Club, acted as pilot up the river, and took her up to the Cataract with the aid of a launch.

The Rambler found an anchorage in Kelso Bay, where she now is, and the Shamrock was found comfortable anchorage in George Town Cove.

Aboard the Shamrock (which has only been three weeks in the water) were to be seen all round the effects of the rough time the boat had had in the Straits. She came into the river with close-reefed main and mizzen, and her owner, Commodore Dickson, of the Geelong Yacht Club, says that at times it was necessary to lower even these small sails, and run under bare poles. A trysail was hoisted, but the halyard carried away, and broke like a thread in the terrific gale blowing. One thing her owner is quite satisfied with that the Shamrock is a good sea boat, for had she not been she would not have weathered the gale.

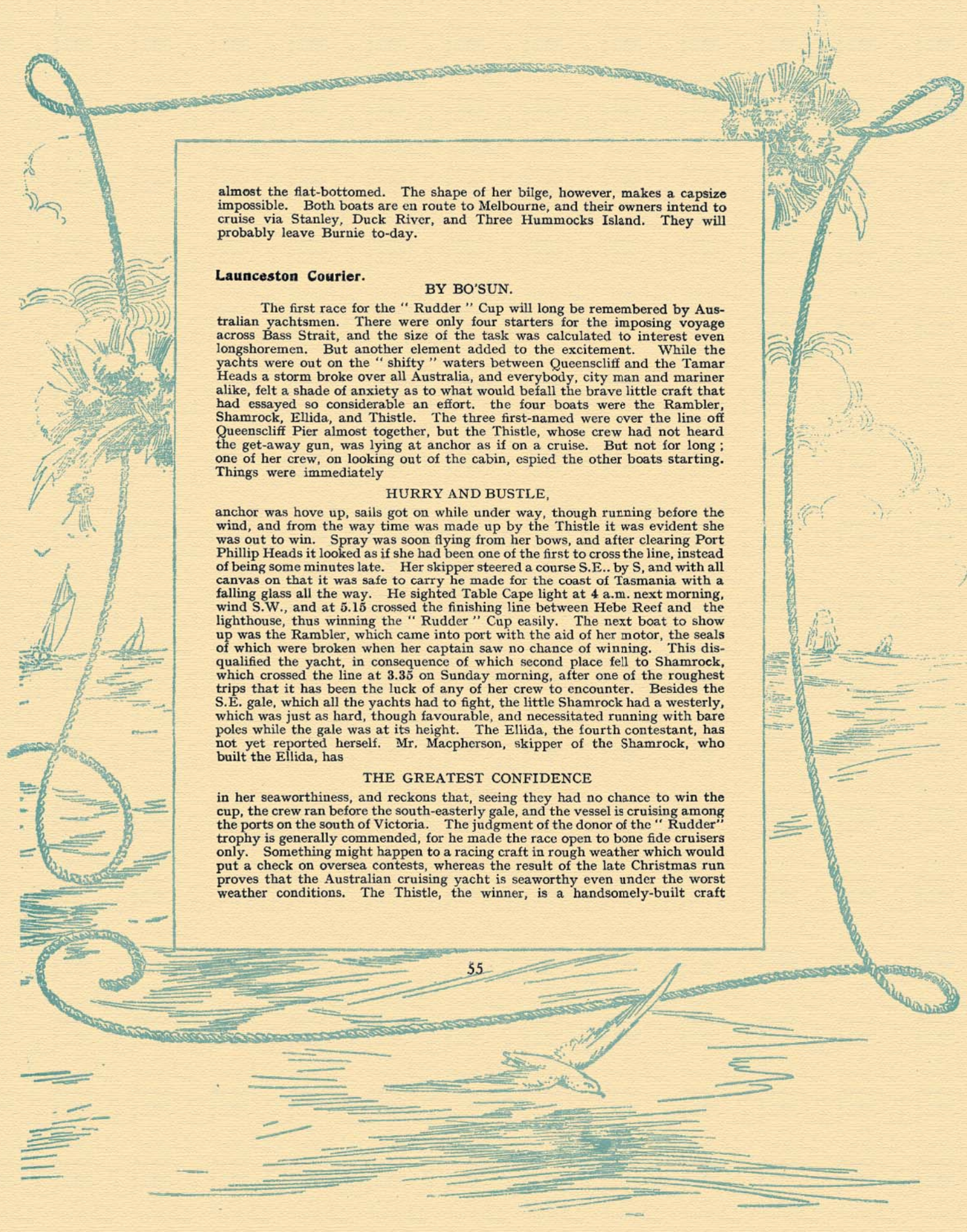
The Shamrock is a Mower designed American scow, with flat sides and bottom, and draws only 4ft. 6in. of water, on which she sits like a duck. An unfortunate accident happened to one of the crew of the Shamrock. While reefing early in the trip he was struck by a block, and has remained in an unconscious state in his bunk for the past two days. The skipper of the Shamrock intends sending this man to the Launceston Hospital by the Togo to-day.

It is not the intention of the owners of the Rambler or Shamrock to take their boats up the river, as in a few days they will start for home.

It was reported in the city last night that the Ellida had put back to Westernport.

INTERESTING CRAFT.

Considerable interest was created last evening by the arrival in Emu Bay of the cruising yachts Thistle and Shamrock, two of the four competitors in the cross Strait race of last week. The little vessels left Devonport yesterday morning at about 7 o'clock, but were becalmed a number of hours; the Thistle, the first to reach Burnie, did not arrive until 6 p.m., and the Shamrock was half an hour later. The yachts did not come right alongside the wharf, for fear of chafing against the piles, but were anchored a stone's throw away. The Thistle, Captain J. Brennan, master, is owned by Mr. E. Newlands, proprietor of the "Atlas Press." The owner, together with Mrs. Newlands, Miss Newlands, and Master Newlands, are on board. The yacht is 17 tons burthen, 48ft. in length, is a keel-boat, and draws about six feet of water. Both yachts have crew of eight men, the regulation number. Chief interest centred in the Shamrock, as she is of a new American type, and was only launched a few weeks ago. Her master is Captain J. M'Pherson, and she is of 15 tons register. The owner is Mr. J. Dixon, chemist, of Geelong, who is aboard. She is of what is known as an angle-bilge build, Mower design, and is of very light draught, approaching



almost the flat-bottomed. The shape of her bilge, however, makes a capsize impossible. Both boats are en route to Melbourne, and their owners intend to cruise via Stanley, Duck River, and Three Hummocks Island. They will probably leave Burnie to-day.

Launceston Courier.

BY BO'SUN.

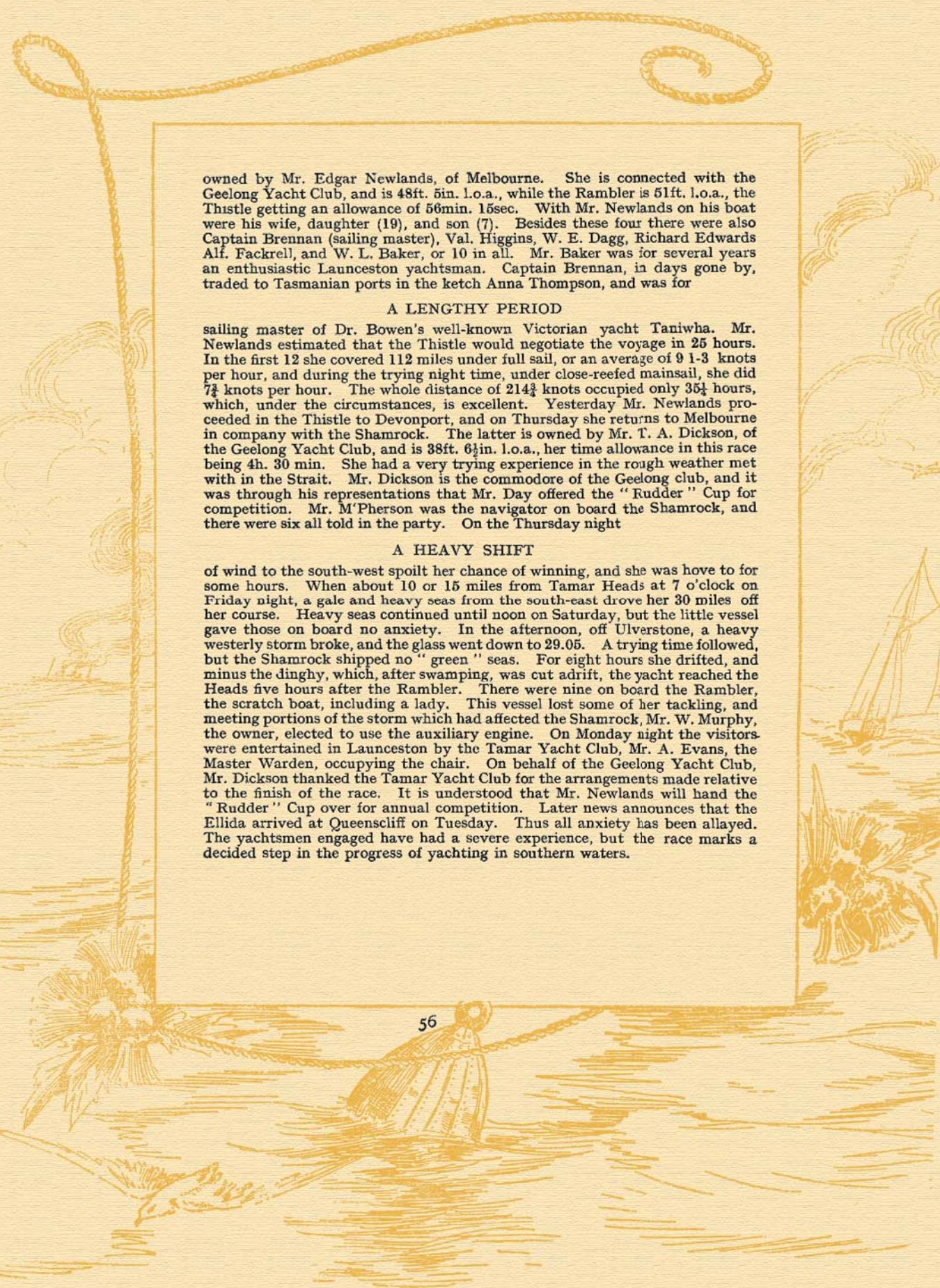
The first race for the "Rudder" Cup will long be remembered by Australian yachtsmen. There were only four starters for the imposing voyage across Bass Strait, and the size of the task was calculated to interest even longshoremen. But another element added to the excitement. While the yachts were out on the "shifty" waters between Queenscliff and the Tamar Heads a storm broke over all Australia, and everybody, city man and mariner alike, felt a shade of anxiety as to what would befall the brave little craft that had essayed so considerable an effort. The four boats were the Rambler, Shamrock, Ellida, and Thistle. The three first-named were over the line off Queenscliff Pier almost together, but the Thistle, whose crew had not heard the get-away gun, was lying at anchor as if on a cruise. But not for long; one of her crew, on looking out of the cabin, espied the other boats starting. Things were immediately

HURRY AND BUSTLE,

anchor was hove up, sails got on while under way, though running before the wind, and from the way time was made up by the Thistle it was evident she was out to win. Spray was soon flying from her bows, and after clearing Port Phillip Heads it looked as if she had been one of the first to cross the line, instead of being some minutes late. Her skipper steered a course S.E. by S, and with all canvas on that it was safe to carry he made for the coast of Tasmania with a falling glass all the way. He sighted Table Cape light at 4 a.m. next morning, wind S.W., and at 5.15 crossed the finishing line between Hebe Reef and the lighthouse, thus winning the "Rudder" Cup easily. The next boat to show up was the Rambler, which came into port with the aid of her motor, the seals of which were broken when her captain saw no chance of winning. This disqualified the yacht, in consequence of which second place fell to Shamrock, which crossed the line at 3.35 on Sunday morning, after one of the roughest trips that it has been the luck of any of her crew to encounter. Besides the S.E. gale, which all the yachts had to fight, the little Shamrock had a westerly, which was just as hard, though favourable, and necessitated running with bare poles while the gale was at its height. The Ellida, the fourth contestant, has not yet reported herself. Mr. Macpherson, skipper of the Shamrock, who built the Ellida, has

THE GREATEST CONFIDENCE

in her seaworthiness, and reckons that, seeing they had no chance to win the cup, the crew ran before the south-easterly gale, and the vessel is cruising among the ports on the south of Victoria. The judgment of the donor of the "Rudder" trophy is generally commended, for he made the race open to bone fide cruisers only. Something might happen to a racing craft in rough weather which would put a check on oversea contests, whereas the result of the late Christmas run proves that the Australian cruising yacht is seaworthy even under the worst weather conditions. The Thistle, the winner, is a handsomely-built craft



owned by Mr. Edgar Newlands, of Melbourne. She is connected with the Geelong Yacht Club, and is 48ft. 5in. l.o.a., while the Rambler is 51ft. l.o.a., the Thistle getting an allowance of 56min. 15sec. With Mr. Newlands on his boat were his wife, daughter (19), and son (7). Besides these four there were also Captain Brennan (sailing master), Val. Higgins, W. E. Dagg, Richard Edwards Alf. Fackrell, and W. L. Baker, or 10 in all. Mr. Baker was for several years an enthusiastic Launceston yachtsman. Captain Brennan, in days gone by, traded to Tasmanian ports in the ketch Anna Thompson, and was for

A LENGTHY PERIOD

sailing master of Dr. Bowen's well-known Victorian yacht Taniwha. Mr. Newlands estimated that the Thistle would negotiate the voyage in 25 hours. In the first 12 she covered 112 miles under full sail, or an average of 9 1-3 knots per hour, and during the trying night time, under close-reefed mainsail, she did 7 1/2 knots per hour. The whole distance of 214 1/2 knots occupied only 35 1/2 hours, which, under the circumstances, is excellent. Yesterday Mr. Newlands proceeded in the Thistle to Devonport, and on Thursday she returns to Melbourne in company with the Shamrock. The latter is owned by Mr. T. A. Dickson, of the Geelong Yacht Club, and is 38ft. 6 1/2 in. l.o.a., her time allowance in this race being 4h. 30 min. She had a very trying experience in the rough weather met with in the Strait. Mr. Dickson is the commodore of the Geelong club, and it was through his representations that Mr. Day offered the "Rudder" Cup for competition. Mr. M'Pherson was the navigator on board the Shamrock, and there were six all told in the party. On the Thursday night

A HEAVY SHIFT

of wind to the south-west spoilt her chance of winning, and she was hove to for some hours. When about 10 or 15 miles from Tamar Heads at 7 o'clock on Friday night, a gale and heavy seas from the south-east drove her 30 miles off her course. Heavy seas continued until noon on Saturday, but the little vessel gave those on board no anxiety. In the afternoon, off Ulverstone, a heavy westerly storm broke, and the glass went down to 29.05. A trying time followed, but the Shamrock shipped no "green" seas. For eight hours she drifted, and minus the dinghy, which, after swamping, was cut adrift, the yacht reached the Heads five hours after the Rambler. There were nine on board the Rambler, the scratch boat, including a lady. This vessel lost some of her tackling, and meeting portions of the storm which had affected the Shamrock, Mr. W. Murphy, the owner, elected to use the auxiliary engine. On Monday night the visitors were entertained in Launceston by the Tamar Yacht Club, Mr. A. Evans, the Master Warden, occupying the chair. On behalf of the Geelong Yacht Club, Mr. Dickson thanked the Tamar Yacht Club for the arrangements made relative to the finish of the race. It is understood that Mr. Newlands will hand the "Rudder" Cup over for annual competition. Later news announces that the Ellida arrived at Queenscliff on Tuesday. Thus all anxiety has been allayed. The yachtsmen engaged have had a severe experience, but the race marks a decided step in the progress of yachting in southern waters.