



The home of the Royal Singapore Yacht Club, facing the harbor at Singapore, Straits Settlements. The club has made yachting extremely popular under the Equator.

## The Royal Singapore Yacht Club

Even Under the Equator Enthusiasm for Yacht Racing Has Built Up a Large and Active Club

By W. M. BLAKE

**B**EFORE the late war, yachting activity in the far-away harbor of Singapore was conspicuous by its absence. Yet today the visitor to this East Indian port will find a splendid yacht club, a fleet of yachts swinging to their moorings in a well protected anchorage, and is more than likely to witness a stirring race between twenty or more as handsome and modern racing craft as can be found anywhere.

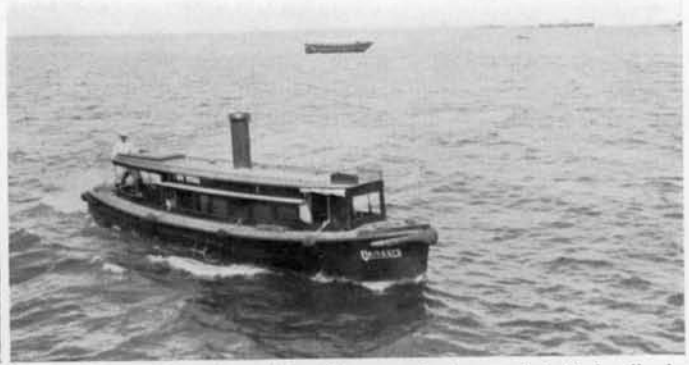
The story of the growth of yachting in Singapore reads like a romance. When the armistice was signed, there was not a yacht in the harbor. Then two enthusiastic gentlemen, Messrs. Blake and Bredenberg, built two small sloops and attracted much attention by frequently racing them around the harbor. Before long five more boats were built. With enthusiasm spreading and the fleet increasing, a meeting was held, which resulted in the formation of a club. With some Government help, ground was secured for a clubhouse site, and soon after a fine clubhouse made its appearance. Two members, Mr. W. F. Nutt and Mr. W. T. Easley, the latter an American, generously assisted in putting the club on its feet financially at this time. The fleet kept on increasing until there were over twenty craft enrolled in the club, and with the granting of a Royal Charter by His Majesty the King, the newly formed club was assured of a long and prosperous existence.

The type of craft evolved to meet local conditions is unusual. Designed locally and built by Chinese labor, the boats are very shoal bodied, 33 feet long O.A., 24 feet W.L., and 8 feet beam, and draw but 8 inches of water with board raised, and 4 feet 6 inches with board down. A sliding gunter rig of 570 square feet on the easily driven hull insures fine speed in the light weather usually encountered, yet despite their large sail spread and lack of draft, these little craft have more than once come

through unscathed while racing in heavy nor'east monsoon weather.

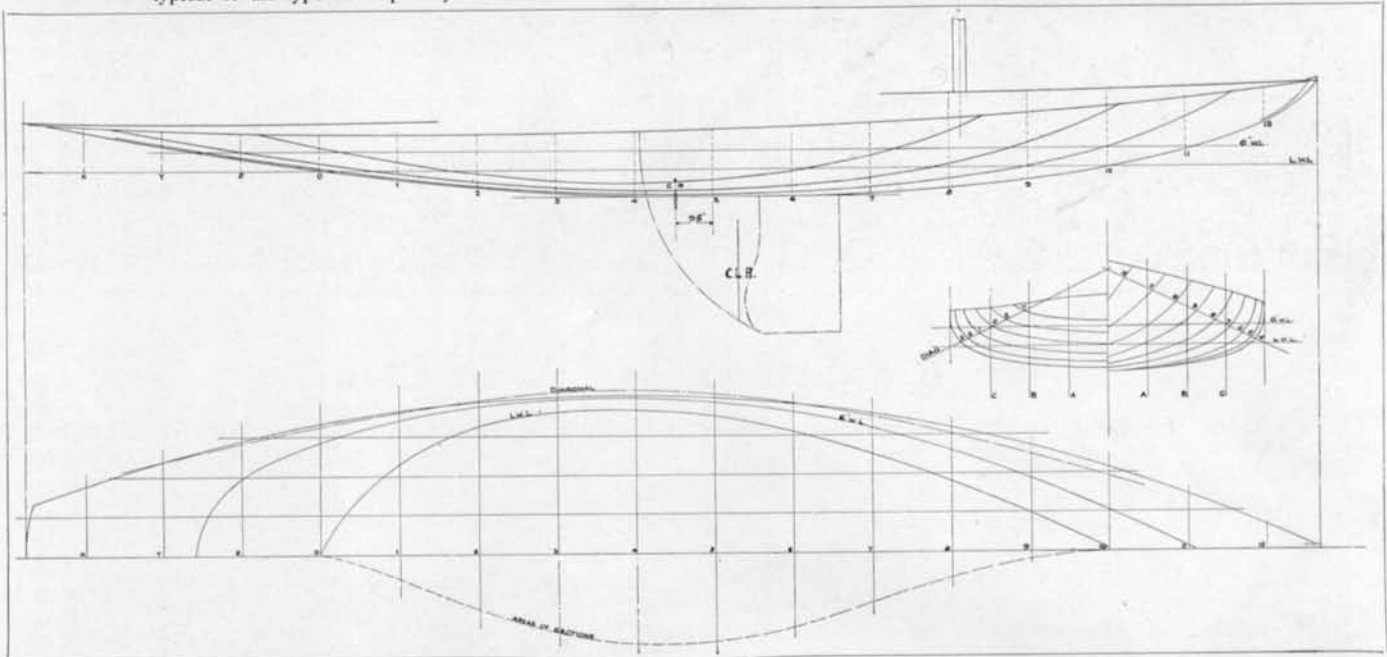


The *Ann*, a type developed for Singapore harbor. They are extremely fast and carry their sail well.



The *Helen*, Dr. Hoops owner, just before the start of a race. She is typical of the type developed by the Club.

Type of motor launch used in Singapore harbor, and built locally by native labor.



Lines of *Anna*, a type suited for shoal water and the weather conditions at Singapore.



The *Kathleen*, one of the original boats that made the starting of the Club possible. She is owned by Rear Com. T. G. Lundon and E. E. Odell.

The boats had been racing but a short while when a challenge cup was offered by Sir Laurence Guillemard, Commodore of the club and Governor of the Straits Settlements. Other challenge cups followed, one from Viscount Milns, Secretary of State for the Colonies, another from Sir William Burton, the skipper of the last *Shamrock*, and still another one from Sir Thomas Lipton. The Prince of Wales, while on a tour of the Far East, became a patron of the club and also presented cups for a special regatta. With these incentives the racing became thoroughly organized, serial and special races attracting full entry lists on every race day.

The crews consist of three to four Europeans and not more than two Malays, and a very fine sight it is at ten o'clock every Sunday morning to see over a dozen of this class maneuvering for the start. Although fast, the boats are extremely weatherly and are raced all the year round, in both monsoon weathers. In case of a capsize the sails are let go and the boat righted and towed home.

With a splendid clubhouse in an ideal location, an ever-increasing fleet of racing and cruising craft, and a membership which has passed the 300 mark and is still growing, the Royal Singapore Yacht Club can undoubtedly look forward to many years of merited prosperity and activity, and the enthusiastic founders believe that the time is not far distant when they will see inter-port racing between contestants from Batavia, Colombo, Manila and Hong Kong.