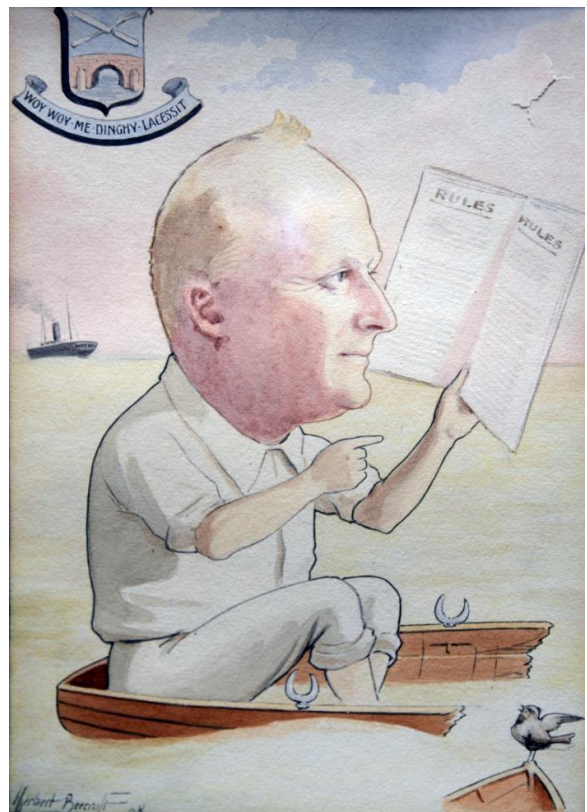
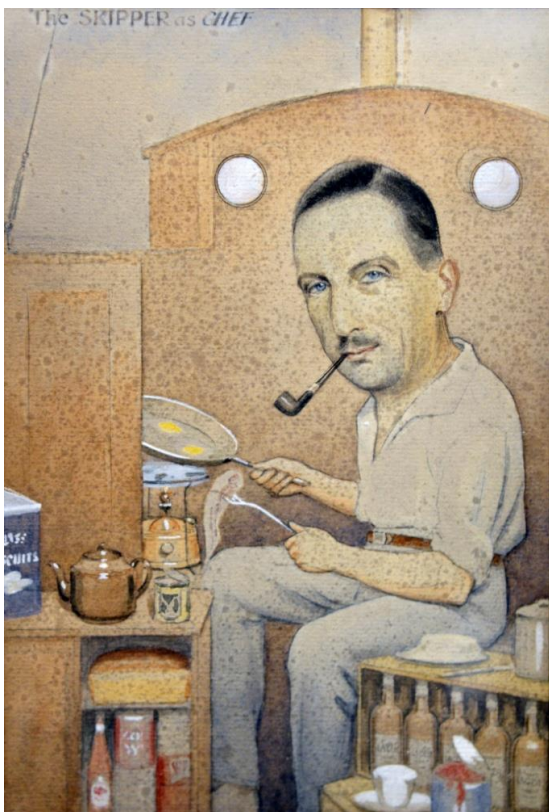
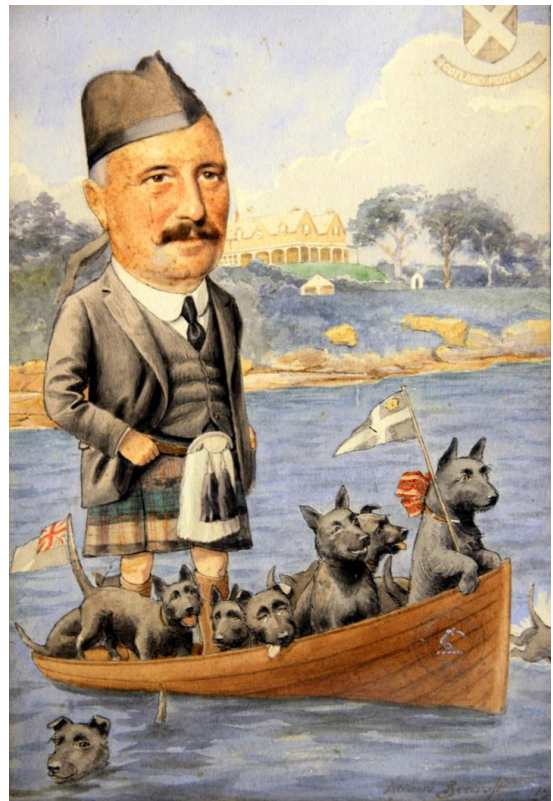
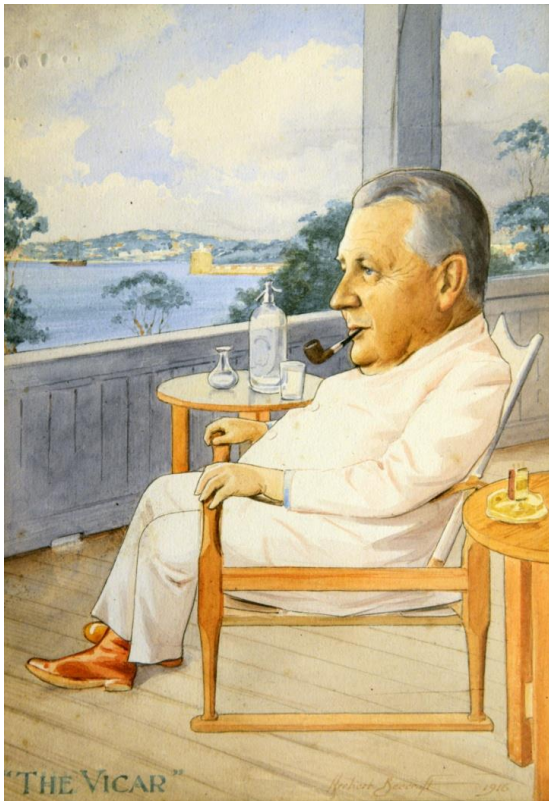


# Beecroft's Caricatures



at the  
Royal Sydney Yacht Squadron



1st Edition - 2019

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## Foreword

Towards the end of 2014, I offered my services to Life Members Peter Bradford and Lance Chapple, to assist in any way they might choose with the never-ending work they had undertaken with the Royal Sydney Yacht Squadron (RSYS) Archives. My only stipulation was that I did not want to take the lead – simply be a worker. They said, “Find out something about the Beecroft paintings.”

The paintings are a series of watercolour caricatures of eminent RSYS members, painted by Lawrence Herbert Beecroft, the earliest in 1908 and the last in 1933.

For as long as I could recall, the paintings had been on walls upstairs in small meeting rooms and hidden from general view of the Club’s members. When the refurbishment of the accommodation and meeting rooms was undertaken, with Bruce Gould, Malcolm Levy and Lance taking the lead, the paintings were stored by the Archive Committee. Recognising the interest they could create if they were displayed more prominently, a professional “Picture Hanger” was employed and a suitable location was sought within the Clubhouse.

The northern entrance to the Club was chosen in 2013; however, no-one really knew much of the history of the artist or the stories which might be unlocked by the subject matter.

I was given no conditions by the Archive gang – “Just go for it, John and see what you come up with.” Having been heavily involved in unlocking the history of my own family, I set to with a vengeance. I chose one at random and started. Peter provided me with a publication about the artist from the Randwick Historical Society titled “Lawrence Herbert Beecroft: An entertaining artist” by Ellen Waugh. A copy of the booklet has been placed in the archives and a further copy was recently purchased and placed in the Club’s library for easy access to interested members.

Little did I know how very interesting the project was and soon I became enmeshed in the lives of Beecroft and his subjects, many of whom were not only prominent yachtsmen but major contributors to the development of Sydney and the RSYS 100 years ago.

The following essays are the results of my research with one exception. David Payne, a member of the RSYS Historical Committee and Curator of Historic Vessels at the Australian Maritime Museum wrote the essay on Walter Reeks, the famous naval architect. These essays are not biographies although sometimes an obituary or such has provided a neat summary. The emphasis is always on the subject’s relationship to the RSYS and the sailing community. It was a member of the Albert family who engaged Beecroft for the Club and you will find a reference to that occurrence in the essays.

Beecroft’s talent was prodigious. He had the knack, particularly in the earlier paintings prior to World War 1, to capture his subjects, always with a whimsical slant. My thanks to RSYS member John Jeremy who expertly photographed them for me – not an easy task.

Some of the essays have been printed in the RSYS Logbook, but not always in their complete version. So here are the essays unedited. I hope you enjoy them.



John Maclurcan  
April, 2016







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## E. Hungerford

Members may have noticed that the northern entrance to the Club has recently been enhanced by the addition of framed caricatures which used to be hidden in some of the rooms upstairs. I first noticed them while chairing protests 30 years ago. While awaiting the protagonists, I would study the art work. I always was amused by the number of gents smoking pipes.

The caricatures are the work of Lawrence Herbert Beecroft. Beecroft was born in Reading in England in 1864 and immigrated to Australia in 1905. He is recorded in the National Library of Australia as a “Widely printed early 20th century Sydney painter, miniaturist, postcard artist and theatrical lightning sketch artist and lecturer.” As a result of my research, I learnt that between his arrival in 1905 and 1920, he made many detailed portraits of the La Perouse Aboriginal community and became a handwriting expert called upon to give evidence in court cases. He dabbled in miniature works, etchings and landscapes. His sister and 2 of his uncles were missionaries and he became a painter of religious pictures in the 1920s. He died in 1951.

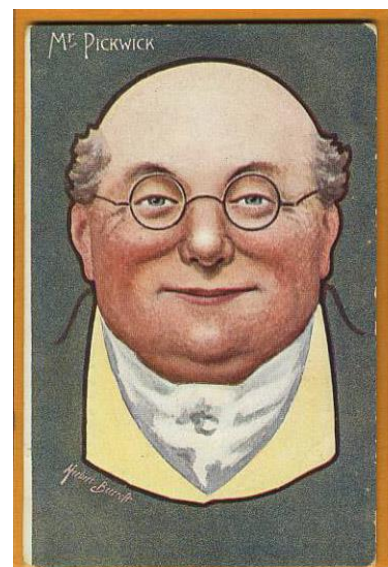
Only 2 months after his arrival in Sydney, the following appeared in the paper:

**Friday, 26th April, 1905 - The Sydney Morning Herald**

**THE BEECROFT ENTERTAINMENT.**

*Mr. Herbert Beecroft's second entertainment at the Centenary Hall last night enabled him to bring forward a series of humorous lightning sketches of characters in Charles Dickens' novels, and again his vivid caricatures of gentlemen in the audience won him deserved applause.*

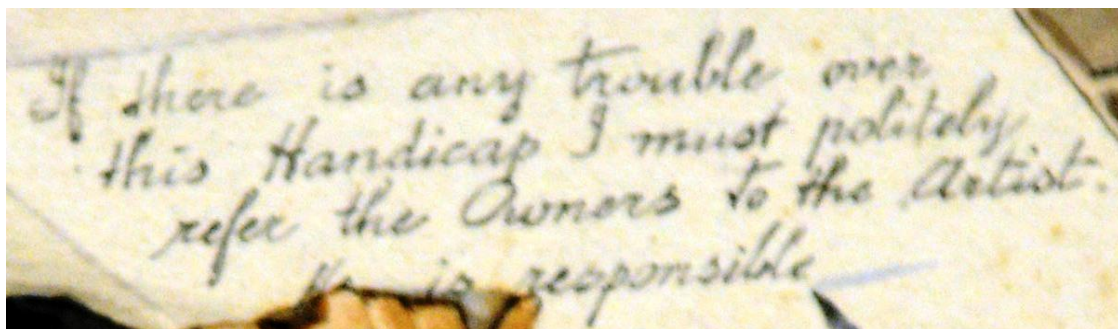
Of particular interest to us is that he was invited in 1908 by Frank Albert, a surname that lives on today at the Club, to begin a series of humorous but genteel studies of members of the Club. The last of these portraits is dated 1933. Each portrait usually has a suitably chosen nautical background, reflecting the personality or the role at the Club of the subject. Recently, my favourite marine photographer and RSYS member, John Jeremy, met me at the Club and we chose 6 pictures at random to photograph. These were to be the start of research on the stories behind the images.



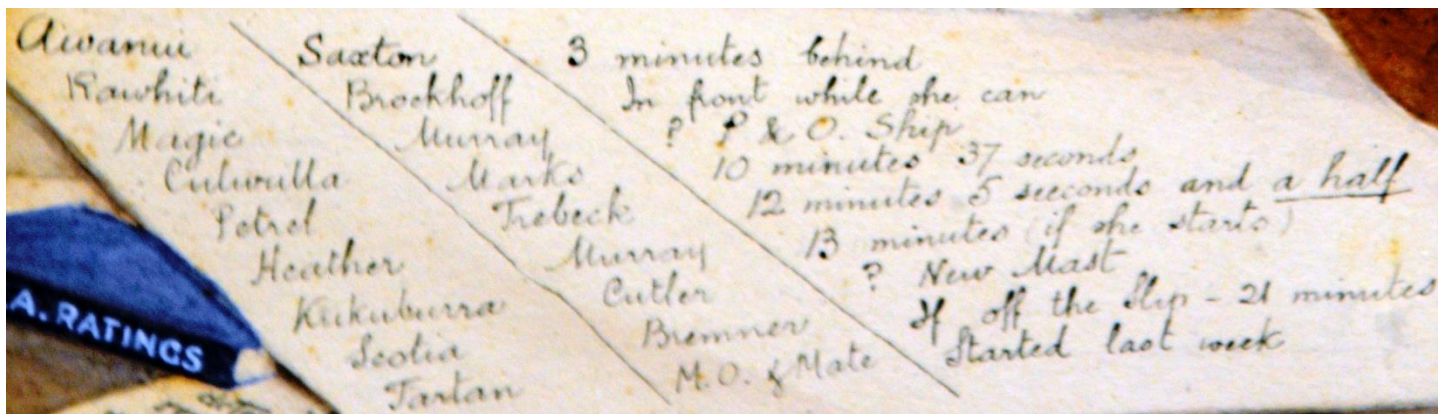
I chose Mr. E. Hungerford as the first to research and I laughed out loud as I studied the painting. It is titled “A Thankless Job.” The painting dates to 1908 and guess what: he was a Race Officer and **the Club Handicapper**. There was sinister work at hand with my choice.

Edward (Ned) Hungerford joined the Club in 1896. He died in 1956 so he was a member for 60 years. In fact, he was a resident for over 50 years and thereby active in everything for the Club’s welfare. To quote from “**Sydney Sails**”, the Squadron’s History book, 1862 to 1962, in 1954, he was “ninety years of age and never neglected to criticize the committees, declaring stoutly ‘That is what committees are for.’”

In the painting, he is writing “If there is any trouble with this handicap I must politely refer the Owners to the Artist. He is responsible.”





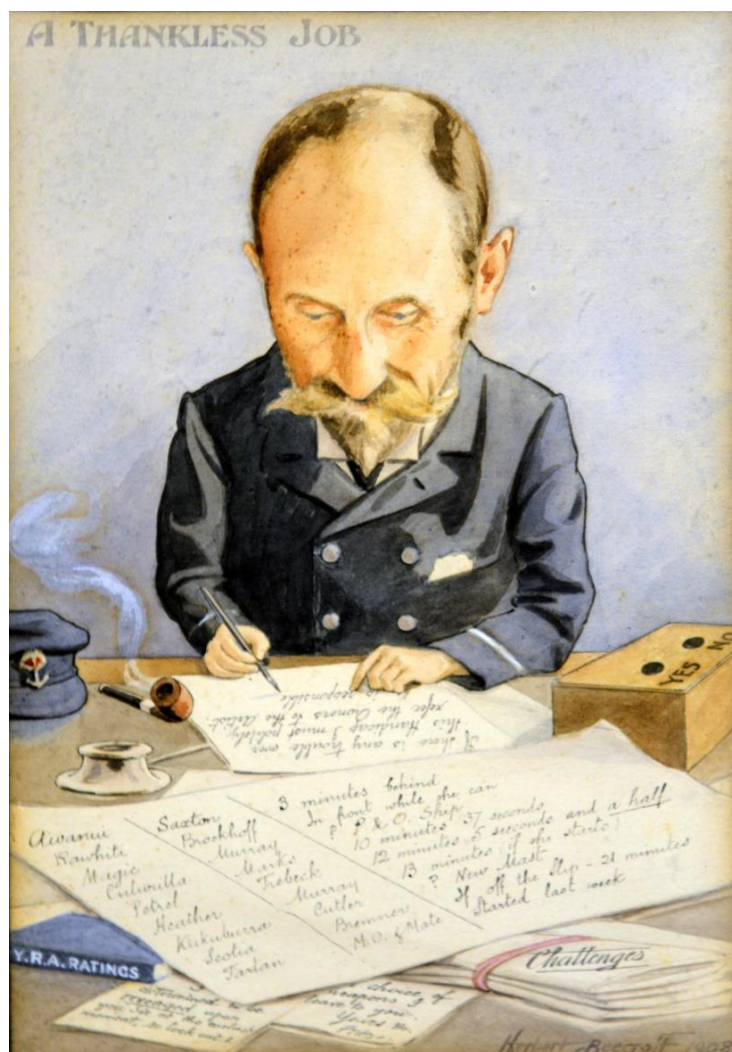


The other page lists the competitors, owners and comments as follows:

- Awanui – Saxton – 3 minutes behind
- Rawhiti – Brockoff – in front while she can
- Magic – Murray – ? P & O Ship
- Culwulla – Marks – 10 minutes 37 seconds
- Petrel – Trebeck – 12 minutes 5 seconds and a half
- Heather – Murray – 13 minutes (if she starts)
- Kukuburra – Cutler – ? New Mast
- Scotia – Bremner – if off the slips – 21 minutes
- Tartan – M.O & Mate – Started last week

Underneath this list, the papers say “determined to be revenged upon you, Sir, at the earliest moment, so look out..... Choice of weapons I leave to you, Yours etc” and the banded sheaf of papers is titled “Challenges.” Maybe they were challenges to the handicapper or maybe they were protests. Don Taylor, nonagenarian member, suggests they might be challenges for the Sayonara Cup. He tells me the ratings were always contentious and that may explain on the left the blue book of Y.R.A. ratings (today we have IRC).

The wooden box on the right is a ballot box. Maybe the competitors voted on their handicap. God help Mr. Hungerford if so. Once again, Don Taylor suggests it would have been a ballot box for the election committee which seems much more likely.



Here is a description of Closing Day, 1905.

## 25th March, 1905 - The Sydney Morning Herald SAILING.

### ROYAL SYDNEY YACHT SQUADRON.

*The Royal Sydney Yacht Squadron will close their season this afternoon with a ladies yacht race, and a sweepstakes for boats on the supplementary list. In the first event sails are limited to fore and aft canvas, and no booming out. Ladies must be at the helm, but in the boat race it is optional for them to be in charge. The*



handicaps are: Yachts: *Sirocco* (E. W. Knox), *Culwulla* (W. M. Marks), and *Scotia* (T. W. Bremner), scratch; *Actaea* (E. C. Jones), 5m; *Gulnare* (C. E. Waters), *Bull-Bull* (C. W. Barker), and *Lah Loo* (W. C. Heron), 9m; *Golarmi* (G. A. Heath), 11m. Boat race: *Vailele* (H. M. Shelley), scratch; *Iris* (B. J. Newmarch), 8m; *Mischief* (D. Roxburgh), 4m; **Tartan (E. Hungerford)** and *G. Henty*, 9m. The first event will start at 2.45, and the second at 3.15, both being sailed over a course starting from Neutral Bay, round Pilelight, back round Fort Denison to starting point. As the handicaps are to be given at the start luffing when off the wind cannot be indulged in. The prizes will be presented at the Clubhouse immediately after the races. No steamer will follow the races, but a very fair view will be obtained from the Club lawn.

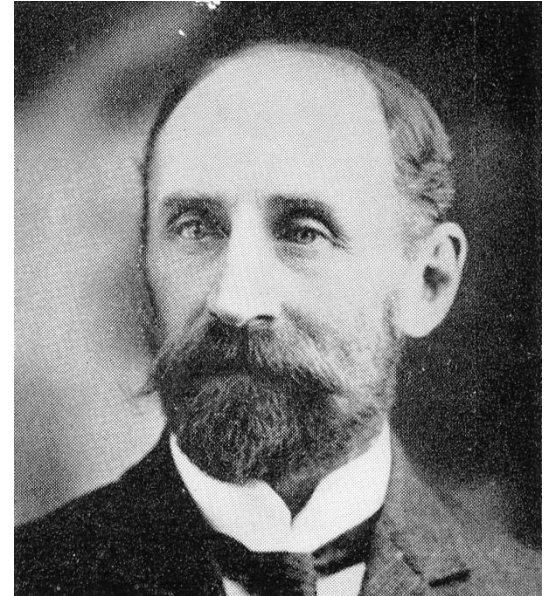
The following has a delightful reference to Mr. Hungerford.

## Monday, 22nd October, 1945 - The Sydney Morning Herald

### AT VICTORY REGATTA

#### GUESTS ARRIVE BY YACHT

Gay flags which "dressed the ship" of the Royal Sydney Yacht Squadron, Kirribilli, on Saturday afternoon, fluttered in a good sailing breeze for the Victory Regatta, which marked the opening of the sailing season. It was the first opening regatta held since the 1938 season, and many of the guests arrived in yachts which later took part in the races. The Commodore of the squadron, the Duke of Gloucester, sent a telegram with best wishes for the sailing season. Members sat in the waterfront gardens of the Clubhouse to watch the 143 yachts, from 12 to 32 footers, which took part in the races. Mr. and Mrs. Claude Plowman anchored their yacht, *Morna*, near the squadron Clubhouse, and Mr. and Mrs. F. B. Clapp also watched the races from their yacht, *Westwind*. After sailing across to Kirribilli with Mr. James Hardy in his yacht, *Windward*, Miss Pamela Bushell and her father, Mr. Percy Bushell, arrived at the Clubhouse rather wet, because a small naval craft had partly swamped the dinghy bringing them ashore. Miss Bushell was wearing a large scarf gaily printed with the regimental badges of the British Army, which her sister, Mrs. Anthony Oxley, sent her from England. Wearing a yachting cap which he acquired in 1877, **Mr. Edward Hungerford** was one of the oldest members of the squadron present. The last important occasion on which he wore the cap was when he started the last Sayonara Cup ocean race in 1932. Mr. W. L. Dendy, who won the last Victory Regatta race on February 8, 1919, in his yacht *Magic*, also attended.



The last reference to Mr. Hungerford comes from "Sydney Sails." In 1892, the Club meetings were held in the Post Office Chambers, Pitt Street, opposite the G.P.O. on the site where the Commonwealth Bank was erected in 1917.

"A humorous comment on this Clubroom was made in 1953 by a veteran yachtsman, **Edward Hungerford**, who had joined the Squadron as a young man in the 1890s: 'The Squadron met in a little upstairs room in the Post Office Chambers, where twenty people could assemble. The members used to go up there, and occasionally the honorary secretary was present. It had as a bar a small locker in which were a bottle of whisky and a couple of bottles of beer, some glasses and a money-box. The Squadron stayed there many years,' the veteran whimsically added, 'there were some stirring meetings upon which the libel law prevents me from dwelling.'"

Their emergence of this artwork to a proud location in the Club is welcome. There is a wealth of history behind each painting and the Archive Committee has undertaken to unlock this history in future editions of the Logbook. We hope you enjoy the journey of discovery with us.



## W. M. Cameron

It is worth remembering that when L. Herbert Beecroft arrived in Australia in 1905, he was aged 41. He had an established career and a fine reputation in London, so he was quickly able to establish his reputation “down-under.”

### Thursday, 20th April, 1905 - Evening News

#### NOVEL LECTURE ENTERTAINMENT.

*An attractive sketch lecture entertainment has been arranged by Mr. H. N. Southwell, for Easter Monday night, at Centenary Hall, York-street, to introduce **Mr. Herbert Beecroft**. This artist has recently arrived from England, with a good reputation as a novel entertainer. He illustrates people met with every day, and caricatures them; also, any of the audience who seek such distinction. His work is highly spoken of. Variety will be added to the programme by the aid of George P. Boyle, the popular pianist, Miss Ethel Uggins, contralto, Miss Florrie Flett, soprano, and Mr. H. Fahy, accompanist.*

The following article is the earliest reference I have been able to locate linking Beecroft to the water. It refers to a meeting of the Motor Boat Club. This might have been what prompted RSYS member, Frank Albert, who was in attendance at the meeting, to recommend Beecroft to the Squadron's committee.

### Wednesday, 25th March, 1908 - The Sydney Mail and New South Wales Advertiser

#### MOTOR BOAT CLUB.

*The complimentary dinner given by the Club on Wednesday night to Mr. P. C. Mitchell, the commodore, on the eve of his departure for England, was a success. The evening was filled in with characteristic sketches by Mr. **Herbert Beecroft**, humorous addresses by Mr. Empson, and songs. Mr. F. Albert, who presided, proposed the toast of 'The King,' and Mr. Empson that of 'The Commodore.' Mr. Mitchell was presented with a framed illuminated menu card to commemorate the function.*





For this essay about Beecroft's caricatures, I have chosen **Wallace McPherson Cameron**. The caricature is not dated but I think it is likely to be an early drawing, maybe 1908, because Mr. Cameron was Vice Commodore from 1897 to 1902. I was interested in my research to learn that quite often Vice Commodores did not progress to Commodore as was the case with Mr. Cameron. Mr. Cameron was also a member of the Sydney Amateur Sailing Club. He started sailing at Balmain in the 1880s in his 16 foot "Sophia."

I have included a photo of Mr. Cameron with Beecroft's caricature to illustrate just how accurately he captured his subject: in Mr. Cameron's case, heavy jowls, a thick neck and a roguish moustache. The drawing indicates that Mr. Cameron was a musician. Note the violin on the piano top, the box with the broken string on the floor and the banjo leaning against the piano. The lyrics of the sheet music start with "Whenever I meet her..." and on the floor "Ta Ran Ta Ra." The latter is a chorus from the "Pirates of Penzance", a popular Gilbert and Sullivan operetta of the period. At the top right-hand side of the painting appear the words "Chorus Boys!" My interpretation is that Mr. Cameron is asking his audience to join in on the chorus. Note too the portholes. This implies that the piano was inside a motor vessel, probably Mr. Cameron's. A piano accompanied by a sing-along is now obsolete. In the early days of the twilight racing in the 1970s and 1980s, Al Willis, a loyal race official and an accomplished pianist, would play a white piano and Gordon Ingate was always keen to add his vocal talents to the crowd.

Many RSYS Members at the turn of the last Century were notable characters in Sydney society. Furthermore, they often came from families who really contributed to the growth and development of the city. Wallace Cameron was such a man and therefore I have included an article about his father which is most interesting. The letter is signed "Descendant" who might have been Wallace Cameron himself.

## **Tuesday, 4th March, 1924 - Sydney Morning Herald**

### **BALMAIN PIONEERS.**

#### **TO THE EDITOR OF THE HERALD.**

*Sir, - I hardly think the list of Balmain pioneers would be complete without the name of Ewen Wallace Cameron. Mr. Cameron came to Van Diemen's land in 1822 with his father, Lieut-Colonel Cameron, who brought a detachment of the Buffs in charge of convicts. He resided at Darling Point, but in 1860 bought a large property in Balmain, now known as Ewenton, from the late R. Blake (strange to say, his grandson and Mr. Blake's granddaughter have recently been married). Shortly after he became a partner in the firm of Thos Mort and Co. (now Goldsbrough, Mort, and Co.).*

*Mr. Cameron not only took a great interest in all public affairs but gave freely of his time and his money for the advancement of Balmain, and many of its streets now bear the names of members of his family. Always an enthusiast in military matters, Mr. Cameron founded No. 2 Company of the old NSW Volunteers, and became its first captain, his officers being the late Lieut-Colonel Longfield, Major G. Bagot Slack, Under-Major Theodore Jaques, then Registrar General. The band was almost wholly supported by the captain. In the year 1845, Captain Cameron (always interested in the working man), in conjunction with Lieut. Wilkinson, convened a public meeting, with the result that the Balmain Working Men's Institute was formed, the first subsidy to which was given by the late Sir Henry Parkes.*

*Captain Cameron's portrait in oils, given by the people of Balmain, still hangs in the institute. He took a great interest in church matters, and on one occasion, hearing an appeal for the church debt on St. Mary's, Balmain, wrote a cheque on the leaf of his prayer book, and paid off the entire debt (over four figures). His tablet, erected by the people of Balmain, now hangs in the old church, together with the stained-glass window given by his family, and the carved oak pulpit given by his widow, as also a lectern to match, given by his friend, Mr. T. I. Jaques. His tablet as a lay canon is on the walls of St. Andrews Cathedral. He died at Ewenton, Balmain, in 1876, in his 59th year.*

*I could mention the names of many other Balmain pioneers, but feel that their friends will see that honour is given where honour is due.*



*I am, etc.,*  
*March 3. DESCENDANT.*

It has been noted that Mr. Cameron owned some fine vessels, one being “Iduna.” The Iduna Shield is another trophy which is familiar to current Club members.

### **Monday, 5th February, 1894 - Sydney Morning Herald**

#### **THE YACHT IDUNA.**

*The yacht ‘Iduna’, which was built for Mr. J. A. Gurner, of Victoria, in the year 1888, from designs furnished by Mr. Reeks, naval architect, has, we understand, been purchased by a **gentleman well known in aquatic circles** here. The ‘Iduna’s’ principal dimensions are: - l.o.a., 49ft. 5in.; beam, 12ft. 1in.; and depth, 8ft. 4in., registering 30 tons. At present she is being docked and overhauled generally, and will, it is expected, leave the Southern capital early next month. Her inventory is very complete for cruising. She will be yawl rigged, but for racing purposes will appear as a cutter. All her canvas is from Ratsey and Lapthorne’s loft and is in the best of order. It will be remembered that in the race for all yachts at the regatta held in Victoria in 1888 she was a competitor, having as opponent the ‘Era’, ‘Volunteer’, ‘Wanderer’, ‘Janet’, ‘Taniwha’, &c. On that occasion the ‘Iduna’ showed her sailing qualities. Yachting in Sydney Harbour has during the present season - or rather since the departure of the ‘Volunteer’ - fallen off considerably, that is amongst the larger yachts. The arrival of the craft under notice will, no doubt, give a fillip to yachting, and next season we may expect to see both ‘Era’ and ‘Thelma’ with their big canvas set trying conclusions with the newcomer.*

Newspaper reporting has never been known for 100% accuracy. In the next article a month after the first, “Iduna” has grown 7 feet!

### **Thursday, 29th March, 1894 - Evening News**

#### *The Yacht ‘Iduna’.*

*The yacht ‘Iduna’ is once more in Sydney waters, having arrived from Melbourne after a somewhat lengthy passage. The ‘Iduna’, it will be remembered, was built in 1888 by Ellis from drawings furnished by Mr. Walter Reeks. Her dimensions are: Length overall, 56ft 6in; l.w.l., 46ft 6in; extreme beam, 12ft 1in; draught. 8ft. Her spars under cutter rig are: Mast, deck to hounds, 33ft; topmast fid to sheare hole, 29ft; boom, 42ft; gaff, 30ft; bowsprit, 20ft 6in; outboard spinnaker boom, 37ft; topsailyard, 26ft; and jackyard, 20ft — which gives her a rating of 23. For cruising she is yawl-rigged, her spars being: Main boom, 33ft 6in; gaff, 27ft; mizzen-mast, 18ft from deck to truck; boom, 14ft 6in and gaff, 10ft 6in. **Mr. W. M. Cameron** is the owner of the ‘Iduna’.*

### **Wednesday, 29th April, 1896 - Referee**

#### **SAILING**

#### **SYDNEY YACHT SQUADRON'S CLOSING RACE. WON BY IDUNA.**

*(By ‘Weather-Eye.’)*

*It is strange that at the eleventh hour so big a fleet as that which mustered for the closing race last Saturday of the Royal Sydney Yacht Squadron could be enticed from their moorings at a time when it could reasonably be expected that they would be dismantled for the Winter. Did conscience reproach some owners for lack of enthusiasm, and impel those who were seemingly loathe at an early stage in the season to help the Club in getting through with its programme, to rally up for once, if only for appearance sake? It would seem so. However, the dilettante yachtsman was found slashing down to Manly in an exhilarating breeze from the south-west, and no doubt he considered he was doing his duty. In the race both ‘Era’ and ‘Iduna’, with all the canvas they were allowed to carry spread to the favorable breeze, soon forced their way to the front. ‘Electra’ had the ill luck of a bad start, which hampered her considerably whilst away, but this perhaps was partly due to Mr. Dalley’s crew, which consisted of ladies as well as men. ‘Iduna’ held ‘Era’ better than I thought she would on the beat up from Manly, and **Mr. Cameron’s** win may be considered a very creditable one indeed. Herreshoff’s designer must have felt as pleased with himself as he was over the sloop’s performance, for after giving ‘Isea’ 33secs at the Manly buoy she beat her home by over 6min. ‘Iolanthe’ should have been well to the fore had the jaws of her gaff held out until after the race. Everybody felt sorry to see the old favorite left behind off Taylor*



*Bay. However, Mr. Maclardy's was not the only casualty during the afternoon, for both 'Electra' and 'Archina' met with some mishap, and consequently did not finish. On the home tussle the small yachts, with one exception, and that, of course, 'Bronzewing', were all left far behind. A noticeable feature at the Manly buoy was the manner in which some of the crews flattened down their mainsheets long before there was any occasion.*

**Wednesday, 19th May, 1897 - Evening News**

**A YACHT PILLAGED. THE THIEF CONVICTED.**

*William Jones pleaded not guilty today in an indictment charging him with having on April 6 stolen a pair of marine glasses, a barometer, and other articles, the property of **Wallace M'Pherson Cameron**, from a vessel in port. On the night of the date mentioned the 'Iduna', a yacht, the property of the prosecutor, while lying in Snail's Bay, was boarded, and the articles stolen. The accused was subsequently arrested by Detective Brown and identified as the person who had pawned the marine glasses. The jury found the prisoner guilty, and he was remanded for sentence.*

**Wednesday, 14th November, 1906 - Sydney Morning Herald**

**SAILING.**

**IDUNA SOLD.**

***Mr. W. M. Cameron's** fine 20-ton yawl 'Iduna', which has been lying at Ford's yard, in Berry's Bay, has been sold to an Adelaide yachtsman. Captain Baker will shortly sail her round to her new quarters. The racing gear and spars will be sent round by steamer.*

Mr. Cameron died the 24th of April, 1928.

**Thursday, 26th April, 1928 - Sydney Morning Herald**

**OBITUARY.**

**MR. WALLACE MCPHERSON CAMERON.**

*The death occurred at his residence at Wollstonecraft on Tuesday of **Mr. Wallace McPherson Cameron**, at one time a very prominent yachtsman. Deceased, who was 62 years of age, was the third son of the late Mr. Ewan Wallace Cameron, of Balmain, and a grandson of Colonel Charles Cameron, an officer of one of the British regiments stationed in Australia in the early days of settlement. Mr. Cameron carried on business as a merchant in the city until four or five years ago, when he retired. In his young days he owned the yachts 'Iduna' and 'Sophia', and the racing boat 'Genesta'. He is survived by Mrs. Cameron, one son, and two daughters. His brother is the Rev. Ronald Cameron, of Turrumurra, and his two surviving sisters are Mrs. John Waugh, of Mosman, and Mrs. Arthur Kingston Moore, of Hunter's Hill. The funeral will take place this morning.*

**February, 2015**

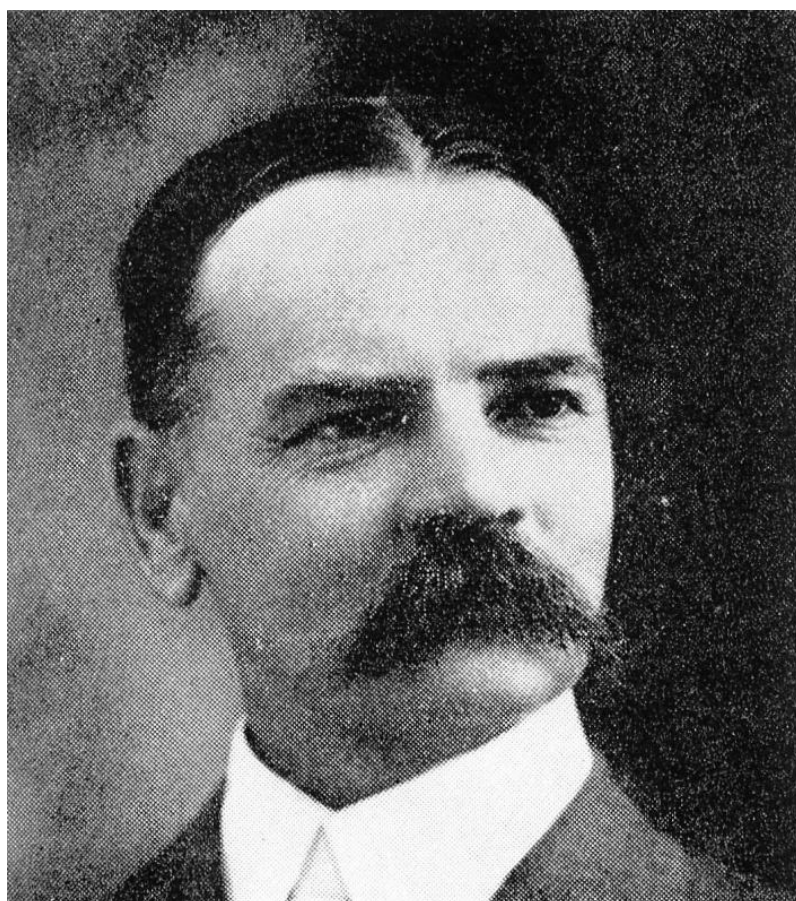
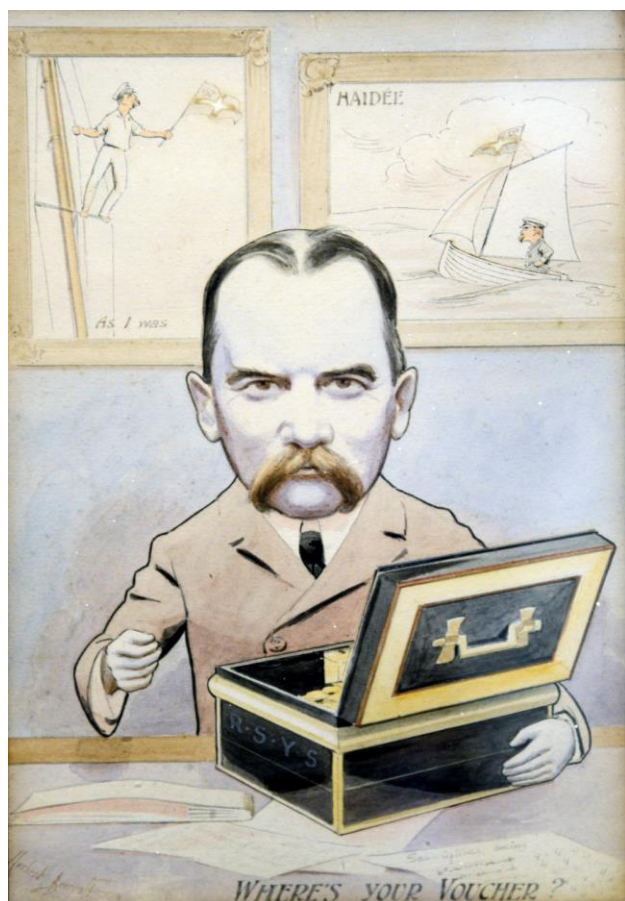
**Copyright: John Maclurcan, 2019**



## J. A. V. Minnett

You don't have to be Einstein to work out from L. Herbert Beecroft's caricature of John Alma Villiers Minnett that he acted as honorary treasurer for the Club for many years. Mr. Minnett is asking "Where's your voucher?" I have been in the office when accounting staff have been wading through the chits or vouchers to collate the member's monthly bills. While it has taken just about a century since the painting was done for the Club to automate payments to some degree, the vouchers of sorts still exist. The painting is undated, but I have determined that it would be probably 1908, not only because Mr. Minnett was active at this time but because the painting has the mischievous humour which dates all the pre-First World War ones.

The gold painted money box has R.S.Y.S. written on the side but it is hard to see. Next to the box is a cheque book and in front is a piece of paper with the heading "Subscriptions Owing" listing who and the amount £4 4s 4d.



When I studied Beecroft's depiction of Mr. Minnett's face, the hair parted in the middle and the moustache were unmistakable. I noticed he had painted the eyes a little sterner than in the photo, maybe to reflect the seriousness of the role of Treasurer as he asks with a direct stare "Where's your Voucher?" with outstretched right-hand.

The etchings on either side are intriguing. The left-hand one shows Mr. Minnett standing on the cross trees of a vessel holding an RSYS burgee and the caption says, "As I was." The second drawing shows Mr. Minnett at the helm of his dinghy named "Haidee" which he raced at the Sydney Amateurs. An RSYS





burgee flies from the masthead. In both drawings, Mr. Minnett is recognisable by his walrus moustache.

I was mystified by the meaning of the first drawing until I located the following article from 1907.

**Saturday, 16th November, 1907 - The Arrow**

*Mr. J. A. Minnett is the honorary treasurer of the RSYS of which he has been a member for nearly 20 years. Mr. Minnett has been in his time, a crack forward hand. In the early seventies he obtained a general knowledge of seamanship, aboard small vessels trading between Tasmania and the other Australian States, which he has since put to good service. Coming to Sydney as a youth, his worth was soon recognised in the sailing arena, where he was not long in making his mark. In the spirited days of the 24-footers he sailed many a race in the 'Lottie', and in the no less famous 'Carlotta' under such skippers as Montgomery and George Ellis. Later on, when 10-footers were in vogue, he sailed with Mr. P. O. Williams in the 'Anthea' and 'Desdemona'. To us, however, Mr. Minnett is best known as a yachtsman. His first yacht was the 'Ione'. Afterwards he belonged to the crews, generally as a forward hand, of the 'Waitangi', 'Magic', 'Miranda', 'Electra', 'Assegai', 'Thelma', and 'Era'. Mast head work was Mr. Minnett's specialty and many a risk he took of delivering himself over to old Davy Jones. Once, while sailing a race in 'Waitangi' against 'Magic', when it was blowing hard from the S.E., Mr. Minnett experienced perhaps his narrowest escape. He had been sent aloft to take in the topsail when the skipper changed his mind and called him down just as the yacht put her nose round South Reef. His feet had hardly touched the deck before the mast went overboard, carrying everything with it. A few moments earlier and Mr. Minnett would have gone too. But he has come through all the dangers of the deep unharmed and all the better for his experiences.*



In "Sydney Sails", I found the following photo which only identifies 3 of its subjects. Look closely. That's John Minnett in the second row on the left.



R.S.Y.S. OFFICERS AND COMMITTEE, 1895-96

Commodore R. H. D. White is seated in the centre, with Vice-Commodore MacCormick on his right, and Rear-Commodore Cameron on his left



Mr. Minnett was also an active member of both the Royal Prince Alfred Yacht Club and the Sydney Amateur Sailing Club. He often acted as “Officer of the Day” on a steam launch which followed the Club’s racing. He also served as president of the North Sydney Baseball Club and the North Sydney Orphan’s Club for a period. In 1913, he was elected to the committee of the newly formed Automobile Club of Australia.

Here is a sample of newspaper articles referring to Mr. Minnett. Like so many Squadron members of the period, he had multiple interests. His sons were famous cricketers.

**Friday, 3rd November, 1899 - Evening News**

*A pleasing ceremony, took place on Thursday at the offices of the New Zealand Insurance Company, when **Mr. J. A. Minnett**, the newly appointed manager of the company, was the recipient of a framed group of the officers of the Sydney branch, bearing the following inscription: 'Presented to Mr. J. A. V. Minnett by the staff of the Sydney branch of the New Zealand Insurance Company, upon the occasion of his appointment as manager for New South Wales.' The recipient expressed himself pleased at the good feeling exhibited by the staff upon his appointment, which augured well for the future success of the company.*

**Thursday, 21st September, 1905 - Evening News**

*MR. J. A. MINNETT.*

***Mr. J. A. Minnett**, Sydney manager of the New Zealand Fire and Marine Insurance, to-day celebrates his 32nd anniversary in the service of the company. Mr. Minnett entered the company in the humble capacity of boy, and by strict adherence to duty and business principles, rose step by step to positions of higher responsibility, finally being appointed to the managerial chair, which he has occupied for several year’s past.*

**Wednesday, 12th June, 1907 - The Sydney Mail and NSW Advertiser**

*A PECULIAR INCIDENT.*

*In the match at Petersham Oval between Petersham and Chatswood, a peculiar incident, which fortunately carried with it no serious result, occurred. **Mr. J. A. Minnett**, vice-president of the New South Wales Baseball Association, and one of the keenest supporters of the game, was a spectator. A ball from the striker came at a terrific rate, and struck an umbrella which Mr. Minnett was holding, breaking it into two portions. The end portion was knocked several yards away; the top of the handle was left in his hand. Whilst he was trying to realise what had happened, the next ball delivered by the pitcher struck the remaining portion of the umbrella held by him and this time his thumb required bandaging.*

The following is an extract from a lengthy article titled “**Yachting Past and Present**” about the development of yachting in Sydney:

**Wednesday, 6th November, 1907 - The Sydney Mail and NSW Advertiser**

*.....After the retirement of its first treasurer, Mr. Dangar, the Squadron had many honorary treasurers, but since **Mr. J. A. Minnett** was elected, nineteen years ago, there has been no change, and no desire for change. Year in and year out Mr. Minnett has endured the drudgery of bookkeeping which his important office entails. The treasurer has his fingers on the pulse of a Club, and it is he who can tell, on the basis of the hard facts of credit or debit, what its health really is, and so it is that the position is such an important one. And for just that reason the Squadron elected Mr. Minnett its treasurer, and wishes to keep him at his post as long as he can be induced to stop.....*

**Wednesday, 25th October, 1911 - Referee**

*THE MINNETTS IN CRICKET.*

***Mr. J. A. Minnett**, the father of the three brothers, has every reason to be proud of them. He is a light of the yachting world, and an automobilist, and yet his enthusiasm in cricket is so keen that he generally finds it convenient to see the Shoremen playing, though I have seen him drawn out to the 'Varsity matches. He must find it difficult at times to determine whither he must travel.*



*The three Minnetts are probably superior all round to any other three brothers New South Wales has produced. The Gregorys were a wonderful set of brothers in cricket, but they were principally noted for batting and fielding, Dave, who captained the first Australian Eleven, being the only one who was a bowler of note, whereas L. A. and R. B. Minnett are first-rate bowlers. And although some of the Gregorys were before my time, I am inclined to think that the three Minnetts are at present a better collection of batsmen than any three of the Gregory brothers were, though in the days of the latter wickets were not so good as they are now. The Minnett brothers have come on the scene when a higher standard of play exists in New South Wales. And all three are fit for any team in the country.....*

When Mr. Minnett retired as Treasurer, he was awarded Life Membership by the Committee.

**Thursday, 23rd January, 1936 - Sydney Morning Herald**

**OBITUARY.**

**MR. J. A. V. MINNETT.**

*Mr. John Alma Villiers Minnett, who was well known in business and sporting circles in Sydney died at North Sydney yesterday morning, at the age of 81 years. Born in New Zealand, Mr. Minnett came to Sydney Harbour 60 years ago. For most of his business career he was associated with the New Zealand Insurance Co Ltd, being for many years up to his retirement in 1912 manager of the company's business in Sydney. More recently he was a member of the Sydney Stock Exchange and a director of the North Shore Gas Co Ltd and of the New South Wales Mont de Piete Deposit and Investment Co Ltd. He became a member of the Stock Exchange in September 1934 in order to maintain the continuity of the business of his son Mr. L. A. Minnett who was killed in a motor accident. Keenly interested in cricket himself, Mr. Minnett's three sons, the late Mr. L. A. Minnett, Mr. Rupert V. Minnett, and Dr. Roy Minnett, achieved either international or interstate honours in the game. His chief other pastimes were baseball and yachting. In addition to having an interest in the yacht 'Era', he was honorary treasurer of the Royal Sydney Yacht Squadron for 25 years. Mr. Minnett married Miss Milson, a member of the well-known North Shore family, who died in 1910. He had one daughter Mrs. N. C. Oakes. As a mark of respect for Mr. Minnett, the Stock Exchange suspended business of the noon call yesterday.*

After Mr. Minnett died, a trophy was instituted in his memory. From **"Sydney Sails"**:

*"Some new yachts came to the fore in the 1938-39 season, when F. C. McKillop's 'Judith Pihl' won the J. V. Minnett Memorial trophy, presented in memory of the Squadron's long term honorary treasurer of bygone years, for the yacht with the best record in all races throughout the season."*

The J.A.V. Minnett Memorial Trophy is currently awarded to the winner of the Division 2 pointscore.

**February, 2015**

**Copyright: John Maclurcan, 2019**



## Walter Reeks

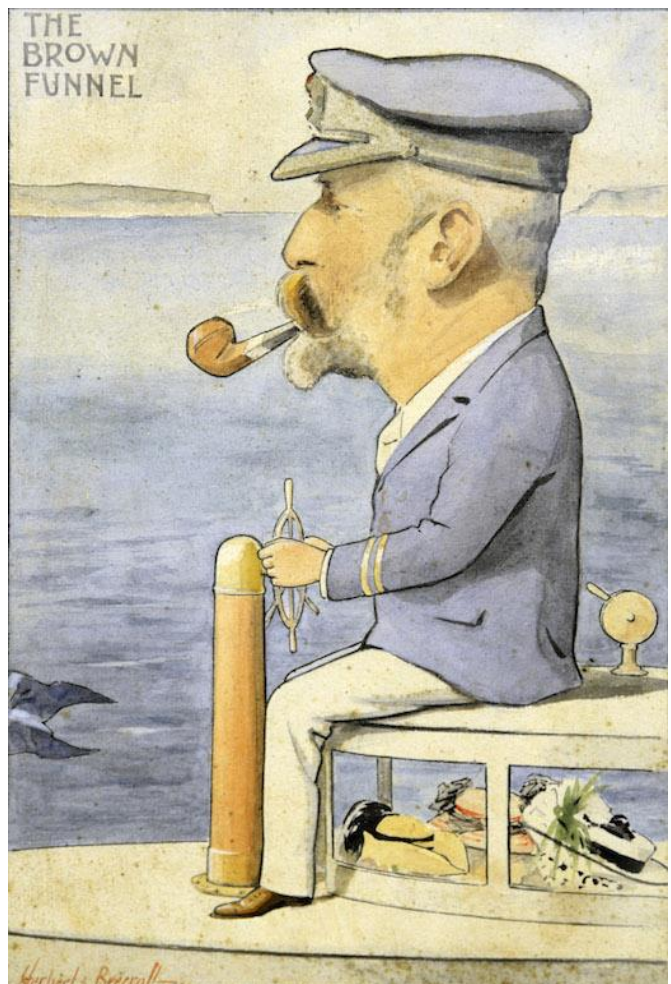
2015 marks 90 years since Sydney naval architect and RSYS life member Walter Reeks passed away. Reeks had an extraordinary career and his legacy lives on. His letterhead was simple – “Practical & Consulting Naval Architect, & Marine Engineer” and he was probably Australia’s first full time practicing naval architect, enough for a permanent niche in the history of the profession. However, Reeks added to that with the credits of shipbuilder, surveyor, broker, lecturer, speaker, teacher, yachtsman, mining company director, member of community associations and supporter of the arts. Within that web of activities, he produced over 300 designs.

Born in Christchurch, England, in 1861 to a corn dealer, details of his youth are open to speculation. Perhaps he had an aptitude for maths and drawing, and once this was mixed with the influence of yachts and ships, vessels he would have seen along the coast and in the Solent, his career was set. In the late 1870s, he was apprenticed to Liverpool naval architect Alec Richardson, a contemporary of Fife, and he achieved a wide base of initial experience there and later at George Inman’s shipyard on the Solent. Arriving here in mid-1885, he settled into the Sydney scene easily. He married and had two children; however tragically his first wife died while they were very young. His home that he designed himself was on the hillside above Mosman Bay and his friends included the artists Tom Roberts and Arthur Streeton. Tragedy struck again when his son and aspiring marine engineer Kent was killed in the UK in 1913.

Once in Australia he quickly became Australian in outlook. His America’s Cup challenge was to be an Australian venture, and writing in the Sydney Illustrated News May 1888 he notes *“We are already abreast the times in yachting and sailing....surely we shall soon lead the world, cease to speak of the American type and the English type, and have a type of our own, which other countries will look at with envious eyes, and call Australian.”*



WALTER REEKS  
who wished to challenge in 1889  
for the *America’s Cup*



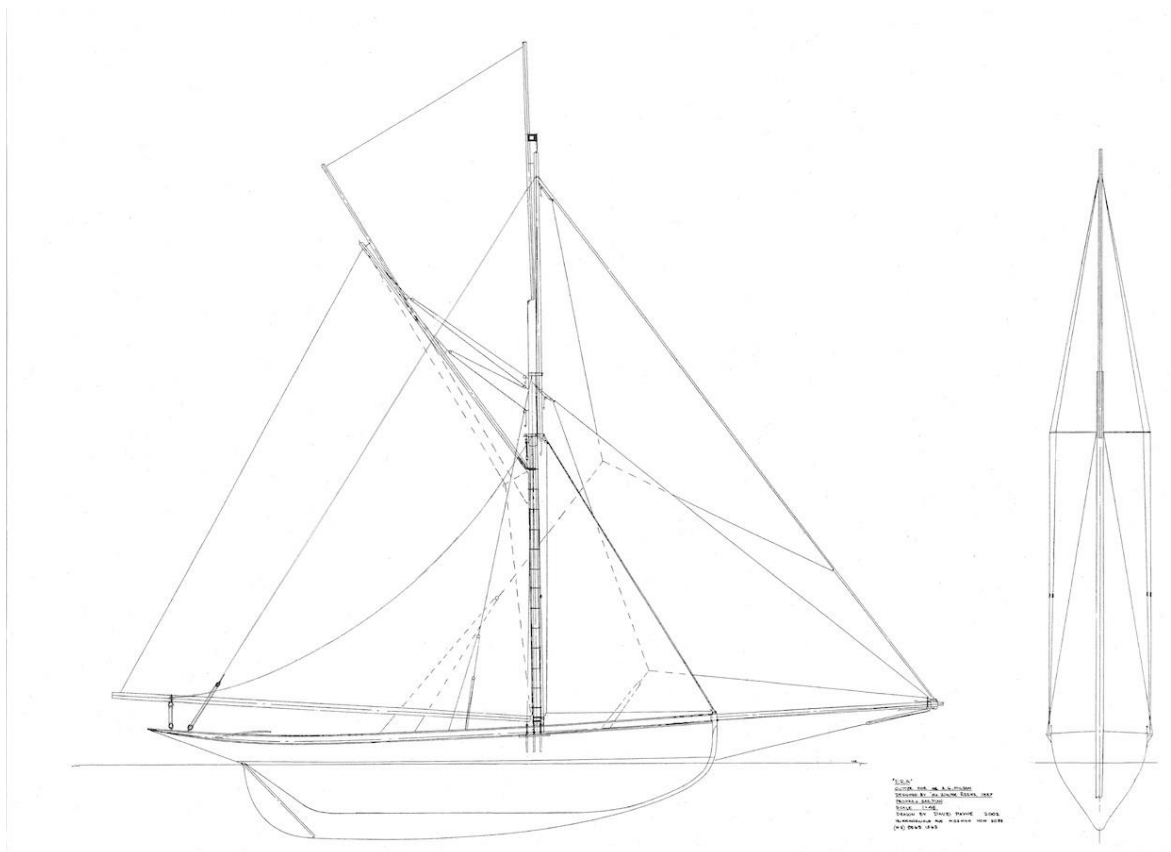


Reeks joined the RSYS in 1886. He rose to be Vice Commodore in 1906-1910 and was Honorary Measurer throughout his time as an active member. He was also a member and measurer for many other Sydney Clubs and was widely respected in the yachting community. The Herbert Beecroft portrait in the RSYS Collection is a classic pose. He is aboard his launch *Wahine* (1902), steering with an arrangement he used on a number of launches, a pedestal and helm on the cabin top, engine telegraph to starboard. His vice commodore's flag is captured as well. *THE BROWN FUNNEL* – now that must be his pipe.

Reeks designed a series of stunning yachts, and the Squadron was lucky enough to have all five of his biggest in its fleet, along with one or two other classic vessels from his board. The yachts *Era*, *Miranda*, *Iduna*, *Volunteer* and *Thelma* graced the harbour from 1887 through to the early 1900s, a sight captured in images, and a scene to rival anything elsewhere in the world; *Era* and *Volunteer* sparring - two 70 footers under full sail downwind; *Thelma* - a 56 footer that nearly brought the Sayonara cup to Sydney for the first time in 1909; *Miranda* - a large centreboard yawl on American lines. His versatility and development of ideas was on show with these craft.

From 1901 the graceful SY *Ena* for (Sir) Thomas Dibbs cruised the harbour, and after the war *Bona* was brought back to Sydney by Sir Charles Lloyd Jones, then sold to the Alberts becoming *Boomerang*. Meanwhile the Alberts had been active in racing, and both *Rawhiti* and *Rawhiti II* were modified by Reeks to improve their performance. When the national Restricted 21 Foot Class was set up, Reeks was heavily involved in the establishment, its administration and the management of the Forster Cup.

**The America's Cup** - just how close he came to putting a syndicate together is unknown, but reports indicate he had designed a yacht before the challenge was abandoned. Soon after he was organising *Volunteer* to represent Australia in a match on San Francisco harbour against *Lurline*, a schooner, but that too fell short of funds. In both instances it is now just as frustrating as then not to have seen them realised; could we have won?



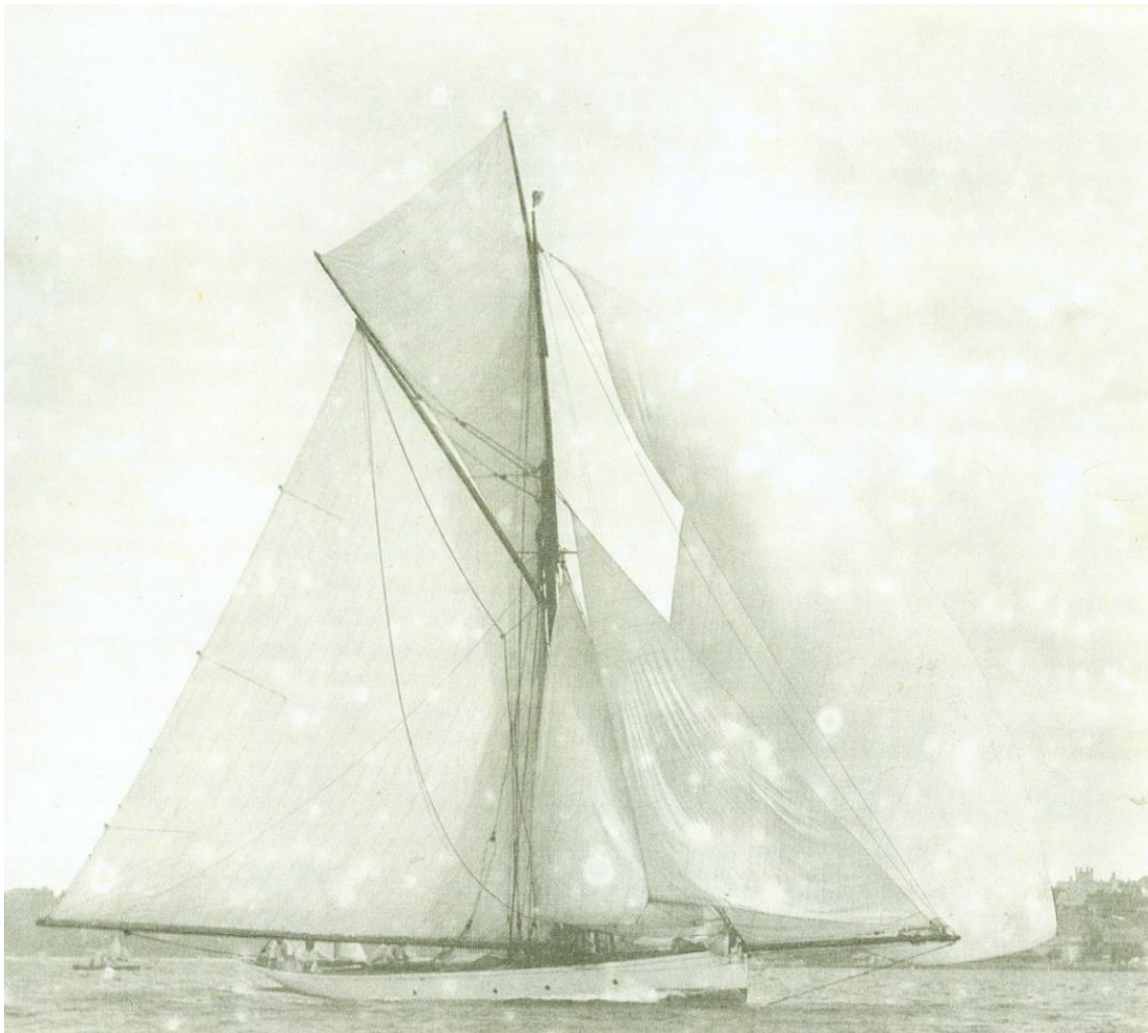
***Era* Sail plan 1887 Drawn D. Payne 2002**



Beyond yachts, Reeks roamed widely in vessel design. The ferries stand out. He designed many of the early double-ended ferries used widely on the harbour - in particular the last five of the wooden Lady class around 1910. He also designed ferries for Hobart, Brisbane and Perth, steamers for New Zealand, and was the pioneer of the concept and shape for the iconic Manly ferries with *Manly* (1896) and *Kuring Gai* (1900). The pearling luggers he designed from 1891 onwards put in place a yacht-like vessel for the Thursday Island and Torres Strait region, a style quite different from the type used in the northwest pearl fields around Broome, WA. He also designed schooner mother ships that worked with the fleet.

Motor launches became popular from the early 1900s and Reeks produced many of the early Australian designs. There were excursions into NSW river traders, a drogher for the same waterways, an explorer's launch for the Fly River in Papua New Guinea and a federal steamer then motor yacht for their administrator, a prototype fishing trawler for the federal government, tugs, lighters, large steamers, vessel modifications and adaptations, even a model racing skiff. His nephew was given plans for a model boat that taught him lessons in boat design.

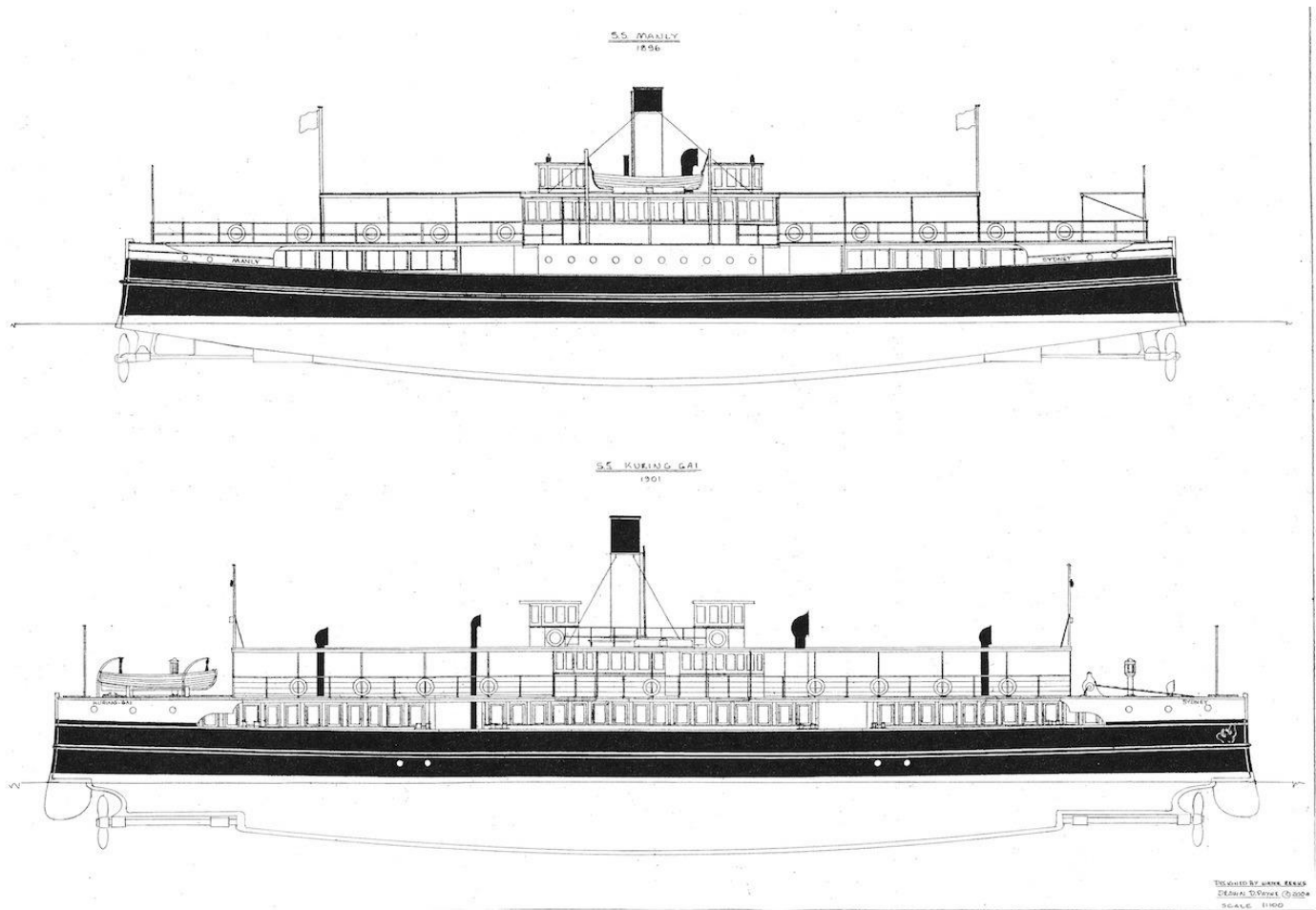
Reeks had firm design ideas and in the present era we might question some aspects. He was an advocate of Archer's Wave Form theory at a time when the early scientific tank test and engineering approach of Froude and others was building the foundations of classical and technical naval architecture. He worked toward cost effectiveness with supervised trials; and he was working at the leading edge of the period, using the latest materials, keeping aware of many developments, and showing an evolution of shape that seems to keep up with changing trends. He was also prepared to take an unorthodox approach to meet the requirements for many of his designs.



***Thelma- Alec McCormick Collection.***



The evidence we have from plans and specifications such as those for yachts prepared to Lloyds' scantlings of the period shows he represented the highest standards of engineering and it was the same with his styling. He could be classic with such vessels as *Bona* or *Ena*, but at the same time he was trying new things. Look at the bold lines of *Kuring Gai* and *Manly*, ram bowed with a straight deck over a curved sheer. There's a balance in these contrasting ideas.



His drawings are meticulous. Every item has been thought out by calculation or proportion and styled with an instinctive eye for a pleasing line. Although often attracted to unorthodox ideas, they were based on a reasoned approach. The cambered keel seen on *Manly* and *Kuring Gai* featured on other ferries was there to reduce wetted surface. It was an idea he arrived at quite early in his career after cutting away deadwood on his first design *Lady Mary*. He staggered the propellers on one shallow draft, tunnel-hull stern ferry, cut away forefoot on a river steamer then reproduced this on *Musa*, the Fly River exploring craft. It probably helped if they got caught aground on sand banks and it would enable them to turn more easily in narrow rivers.

**Unorthodox to the end, or perhaps ahead of his time?** His final design was his own, very unconventional Restricted 21-footer called *San Pan*. It had its mast set aft of amidships, a big fore triangle and a chine hull shape, all features seen on the latest super-maxi *Comanche*.

**Friday, 20th February, 1925 - Brisbane Daily Standard**

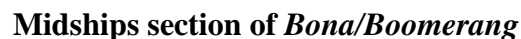
**RESTRICTED YACHTS EXPERIMENT.**

**WILL IT BE SUCCESSFUL?**

**Mr. Walter Reeks** has designed a new type of racing 21ft class of yacht to be known as the *San Pan*. (says a Sydney paper). The craft was afloat on Saturday, with Mr. Reeks at the helm, and Mr. Pros. Milson on the sheet. *San Pan* was not built with an eye to beauty, and her design is entirely new to Australia. Her mast, instead of being carrying well for'ard, is in the centre, giving her a unique appearance. *San Pan*, in a light air,



*Mr. Reeks does not believe in following the conventions of others. He regards San Pan as an experiment and a type of boat that will lend itself to improvements. Probably the quaint one will have her first race next Saturday under the R.P.A.Y.C. flag.*



**David Payne**  
**May, 2015**

19



## Paul Ross

Among the many skills of L. Herbert Beecroft, the water colour painter of the caricatures on display at the northern entrance of the Club, was handwriting. In fact, Beecroft was often professionally employed in this capacity and the following reference demonstrates that he was still active at age 67.

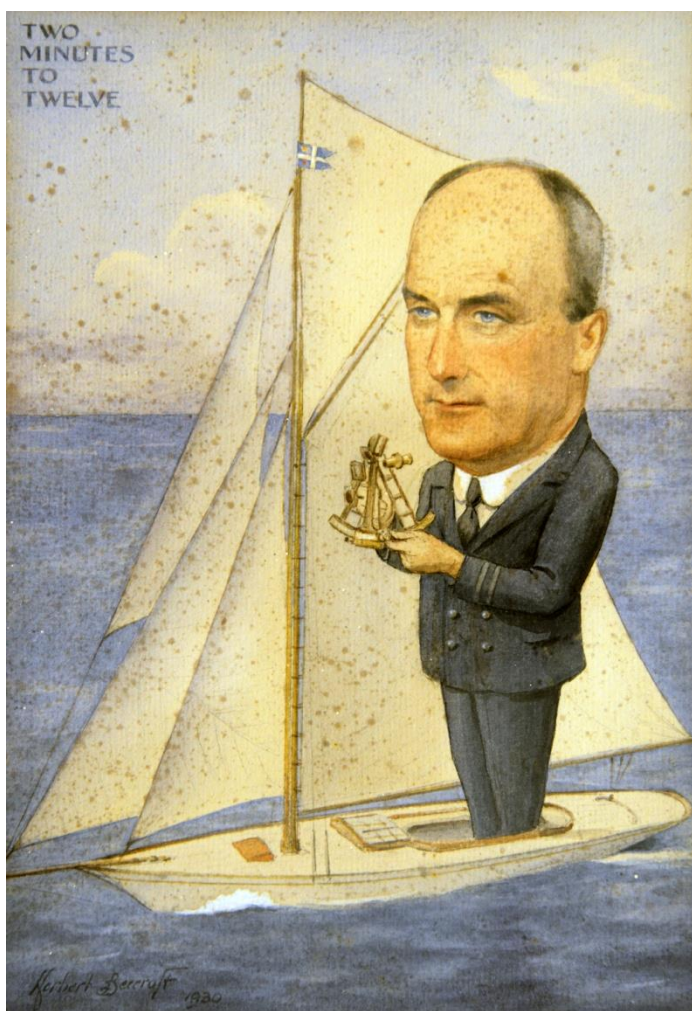
**Tuesday, 13th October, 1931 - Lismore Northern Star**

*COMMITTED FOR TRIAL,*

*SYDNEY, Monday*

*At the Central Police Court Alice Dunn (34), wife of Senator Dunn, was committed for trial on a charge of false pretences. **Herbert Beecroft**, hand-writing expert, expressed the opinion that the signature, James P. Dunn on certain documents was written by Alice Dunn.*

It was around this time that Beecroft produced his last paintings for the Royal Sydney Yacht Squadron. In 1930, at age 66, his skill had not diminished. The subject of this essay is Paul Alfred Ross who at the time was the Commodore of the Club. Mr. Ross also was an ex-Commodore of the Royal Prince Alfreds, which was not uncommon because the Clubs were so closely allied.



The yacht on which Mr. Ross stands is “Sayonara”, which he had owned for almost 20 years in 1930. This is the same “Sayonara” which has been magnificently restored and appeared in Sydney in the last decade at Classic Boat events around the harbour. She currently resides in Melbourne.

Mr. Ross holds a sextant in his hands and with the caption at the top left-hand side, “Two minutes to Twelve”,



he is on standby to get his noon sights. He clearly was a navigator and I note that he was a Fellow of the Royal Geographical Society. The skills required to use a sextant are now gone as GPS and Satellite navigation have superseded the ancient art. The Squadron burgee flies from the top of the mast and the surroundings indicate that Mr. Ross is off the coast.

This caricature is one of quite a few which is in need of restoration. In John Jeremy's photo, foxing is clearly evident and the colours are not as vivid as they once were.

"Sayonara" was such an important vessel at the turn of the last century that I have been able to locate many articles with reference to her. Here are some examples.

#### **Thursday, 21st March, 1912 - Evening News**

##### **THE SAYONARA WEATHER BOUND.**

*The yacht Sayonara, which has been purchased from Mr. Dickson, of Victoria, by **Mr. Paul Ross**, of Sydney, was weather-bound at Oberon Bay, Wilson's Promontory, on Wednesday at 5 p.m. and reported 'all well.' The yacht left Queenscliffe on Saturday morning last for Sydney, with a crew of six, in charge of Mr. W. Parker. The owner is represented by Mr. W. E. Moore. If she gets away to-day, and is favored by good weather, she may reach Port Jackson in about five or six days.*

#### **Wednesday, 28th May, 1913 - Evening News**

##### **THE BIG REGATTA.**

##### **KEENNESS OF THE VICTORIANS SAYONARA'S SKIPPER EXPLAINS.**

***Mr. Paul Ross**, owner and skipper of the yacht Sayonara, has returned to Sydney from Melbourne, and when seen by an 'Evening News' reporter spoke of the prospects of the proposed Australian regatta which the Victorian yachtsmen are organising. Mr. Ross said, 'I was in Melbourne on private business, and naturally was interested in the scheme, and desired to find out all I could. For this reason, I accepted an invitation to a big meeting of delegates from the various sailing Clubs, held in Melbourne last week. There is no doubt about the spirit of the thing; these men are determined on making the regatta a success. Personally, I gave them all the encouragement possible; but also gave them clearly to understand that I was not speaking on behalf of anybody else. I was not a delegate.' Mr. Ross then mentioned that in addition to the races to be provided for visiting boats to the big regatta, other Clubs were prepared to place events on for their particular day before or after regatta; while the Brighton Club would have a regatta on its own, offering inducements to visitors. 'There is one statement I wish to contradict,' said Sayonara's owner and skipper. 'It has been stated in some of the papers that I have appointed Mr. W. H. Parker of Melbourne, as skipper of my vessel, and that he is coming to Sydney to take charge. Now, this is pure imagination on somebody's part. I have not appointed anybody, nor do I intend asking anyone to take the tiller. If the boat goes to Melbourne I will be there, and will sail her, too. That is why I bought the boat. I don't know how such a statement originated. Then, again, it is said a purse of sovereigns is being arranged for a race from Sydney to Melbourne. That, too, is moonshine.'*

The following extract from "**Sydney Sails**" indicates a direction for the Club which is still evolving 100 years later.

*"Again, in 1914, there was an unofficial race, under Squadron auspices, for yachts with ladies at the helm. **Mrs. Paul Ross** steered Sayonara to victory, with Mrs. R. Adams second in Culwulla III, and Mrs. T. W. Bremner third in Scotia. At this time, as from its foundation, membership of the Squadron was a male prerogative. However, from its earliest years, a delightful aspect of cruising and other outings in Squadron yachts had been the presence of ladies on board, some of whom became adept in handling sail and tillers. The Ladies' Races of 1911 and 1914 indicated the shape of things to come, when ladies would eventually be admitted as associate members of the Squadron."*

The next reference indicates that Mr. Ross must have learnt significant navigation skills.



**Friday, 6th July, 1923 - Sydney Morning Herald**

*Mr. Paul Ross, commodore of the Royal Prince Alfred Yacht Club, has passed the Board of Trade examination for a certificate as master of a foreign-going yacht.*

**Tuesday, 21st October, 1930 - Sydney Morning Herald**

**YACHT SQUADRON.**

**FLAG OFFICERS.**

*On the departure of Lord Stonehaven, who, during his term of office in Australia, was commodore of the Royal Sydney Yacht Squadron, the position of senior flag officer became vacant. At the general meeting, held in the Clubhouse, Kirribilli Point, **Mr. Paul Ross** was elected commodore, Mr. E. J. Bayly-Macarthur was appointed vice-commodore, and Mr. James L. Milson rear-commodore. The commodore, Mr. Paul Ross, commenced his yachting career 27 years ago, when as owner of the half-rater Corella he raced with the Sydney Amateurs and the Neutral Bay Amateur Sailing Club. Three years later, in partnership with the late Professor S. J. Johnstone, he became owner of the 26ft coach-house cruiser 'Canita'. In 1911, he purchased his present yacht, the Sayonara, which had up to that date, represented Victoria in all the Sayonara Cup races. Mr. Ross took possession of her in Melbourne, and brought her to Sydney, racing until a few years ago with the various Clubs. Joining the Royal Sydney Yacht Squadron in 1911, he was elected rear-commodore in 1925, and in 1928 took office as vice-commodore. Mr. Ross has always taken a keen interest in all yachting activities, having been a member of the committee of the Royal Prince Alfred Yacht Club for the past 19 years and commodore in 1920-22. He has been one of the representatives of the Prince Edward Yacht Club on the Sydney Yacht Racing Association since 1927. In 1922, Mr. Ross qualified for a foreign-going master's certificate, and is one of the few Sydney yachtsmen so qualified.*

Here are 2 pictures of "Sayonara", then and now.



**Tuesday, 22nd June, 1937 - Sydney Morning Herald**

**OPENING OF SEASON.**

**ROYAL SYDNEY YACHT SQUADRON.**

*The beautiful old garden at the Royal Sydney Yacht Squadron, Kirribilli, which forms a natural amphitheatre with its gentle slope towards the water's edge, was well filled with an audience of three hundred guests on Saturday afternoon, who gathered to watch the races held to celebrate the opening of the sailing season. Other guests preferred vantage points on the yachts moored alongside the squadron's wharf, which were gaily dressed in honour of the occasion. The garden party is one given annually by the members of the squadron to mark the beginning of the summer season, and is much looked forward to by the guests, as the Clubhouse is noted as a perfect setting for parties.*

*Tea was served at small tables on the lawn, and afterwards there was dancing on the wide verandah. The*



*associates' Clubroom, as well as the other Clubrooms, were also well patronised later in the afternoon, when the chill wind drove many of the guests indoors.*

***Mr. Paul Ross** (commodore of the squadron) and Mrs. Ross were among those who brought parties, Mrs. Ross wearing a black tailored suit and a small black bowler hat. Mr. E. J. Bayly-Macarthur (vice-commodore), was accompanied by Mrs. Macarthur, who was in a tobacco brown frock and coat and a brown hat. Mr. J. L. Milson (rear-commodore) and Mrs. Milson and Mr. J. Murray (hon. treasurer) also entertained parties.....*

Mr. Ross died on the 20th of June, 1937, and the following obituary appeared 2 days later.

**Tuesday, 22nd June, 1937 - Sydney Morning Herald**

*MR. PAUL ROSS.*

***Mr. Paul A. Ross**, aged 58, who died at his home in the Appian Way, Burwood, on Sunday, was a director of Ross Brothers, Ltd., printers, Kent-street, Sydney. After leaving school he joined his elder brothers, Messrs. Hector L. and Albert Ross, in carrying on the business founded by his father, the late Mr. Hector Ross in 1862. The business was transferred to Kent-street in 1875 and was incorporated in 1905.*

*Mr. Ross was one of Sydney's best-known yachtsmen. He began his racing career in 1903 with the Sydney Amateur and Neutral Bay Amateur Sailing Clubs. In 1911 he became the owner of the Sayonara, which, up to that date, had represented Victoria, in all the Sayonara Cup races. He took possession of the craft in Melbourne and sailed her to Sydney.*

*He was Rear-commodore of the Royal Sydney Yacht Squadron in 1925, vice-commodore in 1928, and commodore in 1930. He retained the latter rank until last year, when Lord Gowrie was appointed to the senior office and Mr. Ross became vice-commodore. For 19 years he was on the committee of the Royal Prince Alfred Yacht Club. In 1924, he was elected a fellow of the Royal Geographical Society.*

*Mr. Ross was interested in tennis and was president of the Appian Way Club. He is survived by Mrs. Ross.*

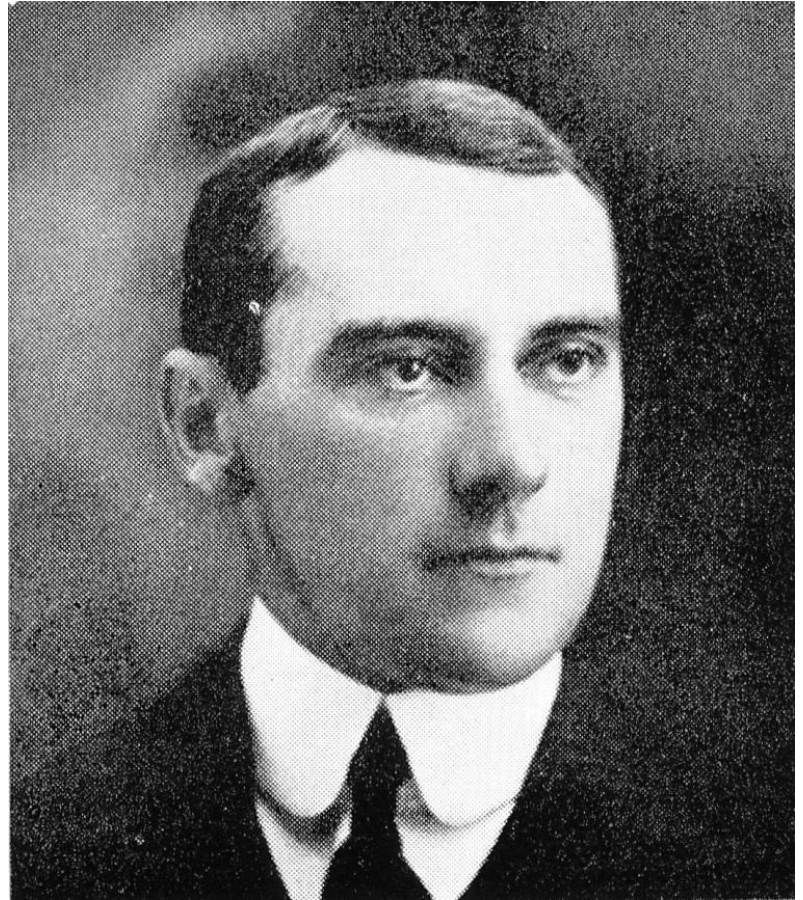
**April, 2015**

**Copyright: John Maclurcan, 2019**



## T H Kelly

One the liveliest of L. Herbert Beecroft's water colours of RSYS members is the vivid painting of Thomas Herbert (Bertie) Kelly. This is also one of the paintings which is undated. Mr. Kelly is depicted in a rain squall and southerly buster. The view of Pinchgut indicates he is heading northwards across the front of the Club and he is running late because the caption at the bottom left says, "Hope I shan't be Late!" My guess is that Mr. Kelly, who was a prominent Committee man and politician, may have not had a reputation for punctuality. The painting is also unusual because Beecroft has signed in red.



Bertie Kelly was another Squadron member who was a man of many interests and he is listed in "**The Australian Dictionary of Biography**" as follows:

*Thomas Herbert Kelly (1875-1948), metal merchant, was born on 17 May, 1875, in Sydney, the second son of Irish-born Thomas Hussey Kelly and his native-born wife Mary Ann, née Dick. Known to his friends as Bertie, he was educated at Sydney Grammar School and in England at Eton (1890-95) and Magdalen College, Oxford (B.A., 1898). Thomas returned to Sydney in 1898. On the death of his father in 1901, he became managing director of the family firm, the Sydney Smelting Co., and chairman of the Australian Alum Co. He was musical and had some lessons from Joachim. He played with the first violins in Roberto Hazon's Sydney Amateur Orchestral Society, but preferred chamber music, playing the violin or viola in several quartets. He became very knowledgeable about music and its history.*

*Handsome, clean-shaven, with smoothly parted dark hair and large, wide-set eyes, with his brother Willie, he was a dashing young man about town. He belonged to the Australian and Royal Sydney Golf Clubs and the Royal Sydney Yacht Squadron of which he was a committee-member. At Christ Church, Hawthorn, Melbourne, Thomas married a widow Ethel Knight Moore, née Mollison, on 29 August 1903; they lived in the family home, Glenyarrah, Double Bay, until it was sold in 1913.*



*The brothers shared an interest in politics and defence matters. Thomas was defeated for the State seat of Hawkesbury in 1904 but represented Bourke ward on the Sydney Municipal Council in 1906-19. He had joined the Australian Field Artillery in 1905 and, commissioned in 1907, was promoted captain in May 1908; transferring to the Australian Intelligence Corps in October, he was appointed major in 1910. Stationed in Sydney, he commanded the A.I.C. (N.S.W.) from 27 May 1913 until 1919, as lieutenant-colonel from 1 July 1914.*

*From the 1920s Thomas Kelly was chairman of the Perpetual Trustee Co. and a director of Tooth & Co. Ltd and the Bank of New South Wales. He helped to establish Koala Park at Pennant Hills as a sanctuary and advocated the use of Australian plants and trees in town planning. A committee-member of the Royal Philharmonic Society of Sydney, he was a lavish host to visiting musicians and a friend of Melba and Verbrugghen. When he built a house at Darling Point in the 1930s, he included a large music-room designed by his daughter Beatrice. A good linguist, he was a member of the Dante Alighieri Art and Literary Society. He had a ponderous and didactic manner of speaking at times, but also 'that rare determination to make the best of things'. His brother Frederick (with whom he was very good friends) found him 'a complete philistine about literature & especially poetry'.*

*Thomas died of cancer in St Vincent's Hospital on 12 May 1948 and was cremated with Anglican rites. He was survived by his wife, two sons and two daughters. His estate was valued for probate at £58,944: his wife presented his important musical reference library to the University of Sydney.*

Mr. Kelly served as Rear Commodore from 1902 to 1904 and Vice Commodore from 1904 to 1906. Here is an interesting extract from “**Sydney Sails.**”

*“At the Squadron’s annual meeting in August 1902 T. A. Dibbs was re-elected commodore, with Dr. J. F. Elliott as vice-commodore, and **T. H. Kelly** as rear-commodore. The financial ability of Commodore Dibbs and Rear-Commodore T. H. Kelly, combined with the legal knowledge of Harold Cockshott, barrister, was chiefly responsible for bringing to a head the long-debated question of a suitable home for the Squadron. In all probability the suggestion of acquiring “Carabella” came initially from Alfred and Arthur Milson, since the locality had been their grandfather’s interest, and their father (James Milson II) was still living at a great age at “Elamang”, adjacent to “Carabella.” To the credit for a move that was to prove spectacularly successful should be added acknowledgment of the co-operation of Miss Fanny Tucker and the trustees of the Tucker Estate in facilitating the negotiations.....In order to put the transaction on a formal legal basis, since the Squadron did not have the power to hold land, a company named “Yacht Squadron Club House Limited” was incorporated on 19th November, 1902. The company was registered as non-profit-making and limited by guarantee “for social and general recreation, yachting, and all kinds of sport.” It had power to carry into effect a provisional agreement dated 14th November, 1902 with Fanny Louisa Tucker, and to purchase, lease, or otherwise acquire and hold land or any real or personal property; to construct, improve, repair, furnish and maintain a Clubhouse, refreshment rooms, billiard rooms, wharves, boats, boatsheds, and ships’ slips; to carry on business as caterers; to establish a capital guarantee fund; and to borrow or raise money by debentures.”*

*The first directors of the company were: J. F. Elliott, **T. H. Kelly**, W. M. Cameron, George Waley, T. W. Bremner, and H. M. Shelley, with Sydney T. Wilson as secretary. The first issue of debentures was for £1,100, in units of £10. With these funds in hand, the directors began the renovations without delay.”*

The following article is of interest. It highlights that the Carleton Cup, an event which is awarded still over 100 years later, was donated by Mr. Kelly’s father in memory of his brother Carleton who died at a young age.

**Wednesday, 3rd August, 1904 - Sydney Mail and New South Wales Advertiser**  
*Sailing.*

*Royal Sydney Yacht Squadron held the annual contest for the Carleton Cup on Saturday. The cup was given by the late Mr. T. H. Kelly to perpetuate the memory of his son, and the conditions are that the race is to be sailed*



over an outside course by yachts of 10 tons and over. The entries were: — *Iolanthe*, 10 tons (allowed 80 minutes); *Electra*, 29 tons; and *Oithona*, 19 tons. The course was from Neutral Bay round a mark off Botany Heads and back. The Club added a prize of £10. *Iolanthe* was not in good trim and gave up after going a few miles past the South Reef. *Oithona* sailed very well and showed *Electra* the way for some distance, then the big boat drew away and eventually won by nearly 10 minutes. **Mr. T. H. Kelly**, son of the donor of the cup, is the owner of the winning yacht, and sailed her. Mr. A. J. Soutar sailed his own boat, the *Oithona*.

### **Wednesday, 3rd August, 1904 - Windsor and Richmond Gazette**

*An Earnest REFORMER*

*A Sketch of the Man.*

There are doubtless still numbers of voters in the vast Hawkesbury Electoral District who have not yet seen or heard the selected Liberal & Reform candidate, **Mr. T. H. Kelly**. Electors living in remote spots have not been able to get to his meetings, and much as Mr. Kelly would have liked to meet every one of them, this has been rendered quite impossible with the time at his disposal. Since the campaign started Mr. Kelly has not been idle, and has spoken in several places two, three or four times, putting in spare time calling on electors. He, with the band of great Reformers who have helped him in his cause, has spoken eloquently through the press to the whole electorate, and we are sure that hundreds of men and women who have had to deny themselves the pleasure of listening to his oral efforts have derived profit and pleasure from reading his printed speeches, and those of such men as Mr. J. H. Carruthers, Mr. B. B. O'Connor, Mr. W. C. Oakes, Mr. J. Garland, Mr. T. Jessep, Mr. David Storey, Mr. J. J. Cohen, Sir William McMillan, and last, but not least, Mrs. Rhys Davies.

We would like to introduce Mr. Thomas Herbert Kelly for those who have neither seen nor heard him. He is a young Australian, imbued with an earnest and patriotic desire to do some good for his country. He is a man of wealth and has no sordid ends to serve — no axe to grind — and would sooner be a member of Parliament without the £300 a year allowance than with it. He is modest, but ambitious — and a man without ambition is a sorry specimen of humanity — yet he was diffident at coming out into the glare of public life. A student of politics, and a firm believer in the great principles of Liberalism, he viewed with alarm the dissolute trend of our political life, and the decadence of our natural prosperity and credit. Strong counsels prevailed, and he resolved to sacrifice the cozy comfort of private life and contest a seat in the State Parliament — to make one of a band of patriots pledged to make the supremest efforts to restore our national credit. He is a man of culture and education, a methodical man in business, possesses a pleasing personality, and is approachable by the most humble and the most exalted. In fact, Mr. Kelly is one of nature's gentlemen. He is a delightful conversationalist, and as a public speaker is fluent, forcible, logical and convincing, has an extensive vocabulary, and is always happy in his choice of words, his construction of phrases, and the sequence of his matter. He speaks extemporaneously and has a full and flexible voice. He is a man of good physique, robust health, and fairly revels in the work of an arduous campaign in wet or fine weather. Mr. Kelly is closely associated with one of our greatest industries, and, like his father before him, is devoting much time to the development of our iron mines. He lives at Double Bay, and has offices in O'Connell street, Sydney.

Most people like to see and hear the man for whom they desire to vote, but to all those who may not have had this pleasure by polling day, we can confidently commend Mr. T. H. Kelly as a man of irreproachable reputation, sound in politics, full of grit and resolution, and who has talents fit to win the highest and most honorable position his country can offer. He is a man who must come to the front, and not only would he grace and add to the store of wisdom in our legislative halls, but he is just the type of man likely to take a deep and kindly interest in any constituency which returned him and give every attention to their local wants.

Mr. Kelly died on the 12th May, 1948.

**April, 2015**

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## C L Jones

L. Herbert Beecroft produced artwork for the RSYs from 1908 to 1933 and the earlier paintings are generally more complex and full of Beecroft's impish humour. His painting of Charles Lloyd Jones is one of a number which are undated but my opinion is that it was done in the 1920s because it is rather straightforward, characteristic of the later caricatures.

When one compares the photo of Mr. Lloyd Jones to the painting, one can see he is much younger in the watercolour. He is hoisting a squadron burgee with 2 red dots on it. Whereas nowadays this is the burgee which the Club Captain can fly from his vessel, at the time of the painting, the Club Captain office did not exist, so I assume it indicates Rear Commodore in which office Mr. Lloyd Jones served the Club from 1906 to 1908. The caption at the bottom says, "A Retiring Disposition" and I assume this is a sly reference to Mr. Lloyd Jones' larger-than-life personality. There are many references to him in "**Sydney Sails**", the RSYs Centenary Book so I have used that in this essay to tell his story.



### Some Biographical details

*At that meeting in 1904, the annual membership fee of the Squadron was raised to four guineas. The additional income not only permitted bigger prizes to be offered for racing, but also enabled improvements to be made to the Squadron's home and allowed of the employment of a paid secretary in residence.*

*The move to "Carabella" had brought, as expected, an increase in the Squadron's membership. Among the new members was one who joined in 1903—**Charles Lloyd Jones**, aged twenty-five years. Born in Sydney, he was the grandson of the founder of David Jones' emporium, which had been established in 1838. Charles Lloyd*



*Jones as a young man had spent a few years in England, studying art. While sketching on the Blyth River in Suffolk, he had chartered a small yacht, and had sailed her for two seasons with the aid of one paid hand. He had then bought a North Sea trawler, Five Sisters, and sailed her with the aid of two fishermen, father and son. On returning to Australia early in 1903, he chartered the old deep-keel yacht Meteor, and joined the Squadron. He then, in 1904, bought Actaea (the old-time Sao, renamed), and in course of time was to become the owner and helmsman of far bigger and better yachts, to take his place in the history of the Royal Sydney Yacht Squadron, and to be long remembered as one of its members, and eventually, as its commodore.*

### **An exciting event**

*In the meantime, **Charles Lloyd Jones** entered a challenge, on behalf of the Squadron, for the Sayonara Cup, with Thelma, which had been refitted and tuned up to racing pitch by her original designer, Walter Reeks, the Squadron's vice-commodore. Thelma sailed from Sydney to Melbourne in January 1909, with her owner on board, and a skilled crew, consisting of Walter Reeks (helmsman), W. J. Creagh, "Sandy" Ross, J. A. Muston, Walter Moore, J. Dawson, and a professional yacht hand. The defender was, as expected, the redoubtable Sayonara herself, W. J. Robb owner. As previously mentioned, Sayonara had a length overall of 58 feet, but a waterline length of only 38 feet, which made her somewhat difficult to classify. She was three feet shorter than Thelma on the waterline, but five feet longer overall. Her sail-area was 2,071 square feet, whereas Thelma's was 2,144 square feet. She was of a few inches lighter draught than Thelma. Both yachts were approximately, but not exactly, of the "12-metre" class, but had been built before that classification was adopted in Australia. By mutual agreement this challenge match was to be sailed "off the mark"—that is, without time allowance, which would have been extremely difficult to compute.*

*The match was sailed within the broad waters of Port Phillip, a basin with a landlocked expanse of 720 square miles and a shoreline of 130 miles. It is of almost circular shape with a narrow outlet to the ocean only 1% miles wide at the Heads. Port Phillip is virtually a sunken marsh, resembling the Zuyder Zee of Holland, with no islands, but many sandbanks, channels, and tricky tidal currents. It is of such an expanse that strong winds can heap up running seas within it, though free of ocean swell or other open ocean conditions. This was Sayonara's home ground, but challengers had no complaint to make on that score, since ocean racing outside Port Phillip Heads, in the surge of Bass Strait's waters, and in the proximity of the notorious "Rip", would have provided conditions even more difficult for strangers.*

*The first race of the match was held on 5th February 1909. Sayonara led to windward and rounded the mark 48 seconds ahead, but on the run to leeward Thelma passed her and crossed the finishing-line to win by 45 seconds.*

*Next day, on the triangular course of 21 miles, the Victorian champion outsailed the Sydney challenger and had a long lead on rounding the second mark. Though Thelma gained on the home run, Sayonara was the winner by the handsome margin of 9 minutes 57 seconds. One all!*

*The third and deciding race, with a beat of 5 miles to windward and a run of 5 miles return to leeward, proved intensely exciting. The yachts were together at the rounding-mark, but Thelma lost time when the buoy was not found where her crew expected it to be. Sayonara found it easily, rounded it closely, took the lead, and sailed home the winner by 56 seconds. Charles Lloyd Jones made no excuses or complaints about the placing of the buoy, and, in a spirit of true sportsmanship, regarded the mistake as "one of the chances of the game."*

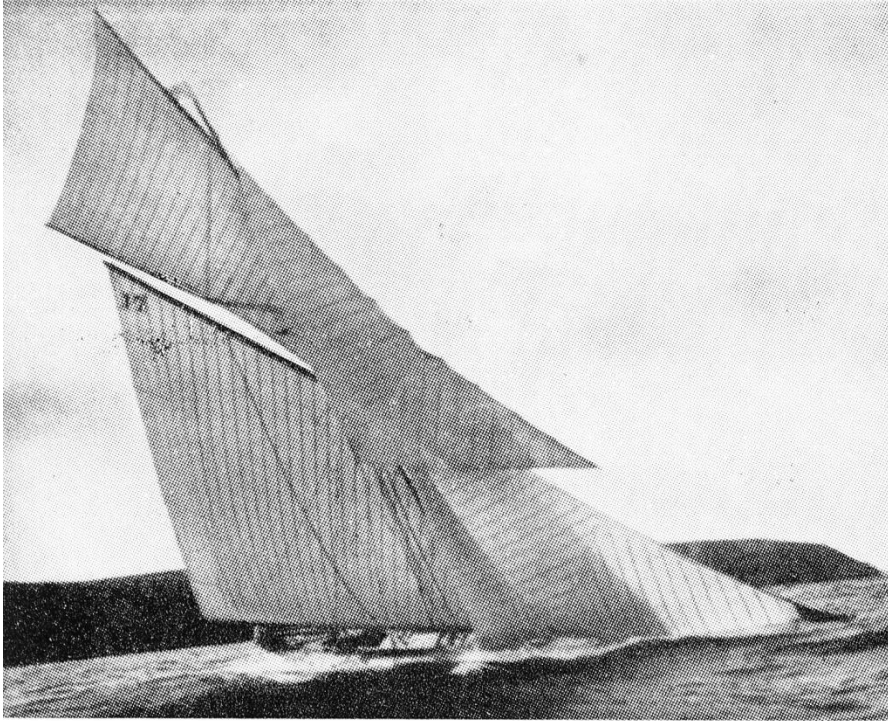
### **A tragic event**

*At the end of the season, **Charles Lloyd Jones** and Paul Ross agreed to sail a private match race between Thelma and Sayonara on a course within the harbour from Neutral Bay, round a buoy at Manly Cove, and return. On the day of the race, 8th March 1913, a south-easterly was blowing at whole gale force of up to 60 mph, with heavy driving rain. Nevertheless, the yachtsmen decided to start. Thelma set three jibs and reefed mainsail, but Sayonara, with a whole mainsail, was well in the lead on rounding the mark at Manly.*



*Thelma on this day had a crew of nine: Charles Lloyd Jones (owner and helmsman), Walter Moore, Jack Evans, Oscar Meyer, Sandy Ross, C. W. Henty, Ray Diamond, T. Diamond-Colman, and Jack Mulgannon. All were wearing heavy oilskin coats. After rounding the buoy, Thelma began to overtake her rival on the beat to windward. Between the Heads, in the water open from seaward, the seas were heaped up twelve feet from trough to crest.*

*Walter Moore, the mainsheet hand, was stationed beside Lloyd Jones when suddenly the yacht gave an unexpected lurch and Moore fell overboard. In an instant he was out of sight astern, no doubt hindered from swimming by his oilskin.*



## *THELMA (Built 1889)*

*headed at full speed for Watson's Bay pilot station, to embark the master of the Burranda, Captain Sweet, and additional crew for the rescue operations.*

*Walter Moore was not sighted again. In the meantime, Thelma was drifting helplessly towards the "bombora" (hidden rock-reef) close inshore off Dobroyd Point. The Burranda hove in sight when the yacht was perilously near the cliffs. A lifeboat was launched, manned by three men, with a line aboard from the steamer. The boat ranged alongside Thelma, and the eight men on board the yacht were rescued. A few minutes later the yacht went ashore and broke up, becoming a total wreck.*

*A search was made for Walter Moore, but his body was never found. He left a widow and big family, but Sydney yachtsmen subscribed generously to a trust fund, which assisted materially in the family's support and in the education of the children. The Squadron officially expressed its appreciation of the skillful seamanship and personal bravery of the captain and crew of the pilot steamer in the rescue operations and added a monetary reward for the three men who had manned the lifeboat.*

*In memory of this tragic occurrence, Charles Lloyd Jones presented to the Squadron for annual competition a trophy known as the Thelma Plate.*

*In 2015, my own yacht "Morag Bheag" won the Thelma Plate awarded to the yacht in Division 2 of the Gascoigne Cup event with the lowest corrected time.*

*Charles Lloyd Jones pulled the tiller hard over and attempted to jibe all standing. It was a courageous but dangerous manoeuvre in the conditions prevailing, but one demanded by the urgency of the occasion. The rigging carried away under the sudden strain, and, with a crash, the mast went over the side. Thelma lay almost on her beam ends with her sails in the water, with the eight men on board clinging precariously to anything they could lay hands on. Moore was nowhere to be seen.*

*A pilot steamer, s.s. Burranda, in charge of an acting master, sighted the disabled yacht. It was not realized, however, that a man was overboard. The acting master, being at the time short-handed, decided not to attempt immediately to drift a towline to the yacht or to launch a boat. Instead, he*



### **A new yacht**

*In that year (1928), **Charles Lloyd Jones** purchased in Melbourne the 80-ft schooner Bona, and brought her to Sydney, where she had been built in 1903. She had been sailed at Melbourne as a cruiser, owned until 1915 by C. D. Wallace, and afterwards by Harry Howard Smith, and was then 25 years of age. In later years, Charles Lloyd Jones reminiscently stated, "I watched her being built by Holmes of Lavender Bay, and always loved her. I did not see her for many a long day after that, until, one day, I saw her moored in the Yarra. There she was, just as beautiful and delicate as ever; the passing years had made no ravages on her, and she was as lovely as the day she was launched."*

### **The final chapter**

*At the annual meeting in August 1949 J. M. Hardie retired from the office of commodore. He was (and is) a yachtsman of great experience; in earlier days he had cruised extensively in his numerous yachts; and, in his last love, Windward II, raced wherever a race was to be found. In his more active days, he would make or could meet, with relish, any challenge that had to do with sailing, proving a tough opponent, a modest winner and a sporting loser. He had filled the Squadron's highest post with distinction and upon his retirement from the office of commodore he was elected to life membership. He was succeeded by **Charles Lloyd Jones**, artist, business man, philanthropist and veteran yachtsman, aged seventy-one, who had joined the Squadron in 1903, and had at various times owned the Actaea (the old Sao), the ill-fated Thelma, and the 80-foot schooner Bona (later sold to M. F. Albert and renamed Boomerang). Charles Lloyd Jones was knighted soon after his appointment and remained at the Squadron's helm for the next six years, during which the Squadron made rapid headway under his wise leadership. He was elected a life member in 1953.*

Sir Charles Lloyd Jones, who served as Commodore from 1950 to 1955, died on the 30th July, 1958.

**April, 2015**

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## F Doran

When J. Herbert Beecroft first came to Australia, he made his name with his “entertainments” at which he would draw caricatures of members of his audience. His comical drawings became quite famous. Beecroft’s artwork is still in copyright so with the permission of the “Look and Learn History Picture Library” based in London, I am able to show you his drawing of “The Sporting Girl.” “Sporting” could have many meanings. Does he mean athletic or “a good sport”? With the set of her mouth, I suspect the former and my guess is she is a horsewoman.

This essay expands upon the caricature of Fred Doran, dated to 1922. The painting illustrates a 21 foot Restricted Class yacht weighed down “In Ballast” with a swag of trophies. The largest one has the inscription “Peace Cup” which implies Mr. Doran may have won it not long after the cessation of war. I was able to locate a description of the race for the Peace Cup in 1922 in the



“Referee”, the journal dedicated to Sport from 1885 to 1939, when it ceased production due to the war. Incidentally, my grandfather J. C. Davis was the editor of the “Referee” at this time.

### **Wednesday, 1st March, 1922 – Referee YACHTING**

#### **PEACE CUP TO INEZ**

#### **21 Footers Interesting Race**

(By PELORUS)

*The strong southerly on Saturday provided excellent sport for the 21ft Restricteds in the race for the Peace Cup, won by Mr. Fred Doran's Inez by 43sec from Lord Forster's Corella. The seven competitors for the Peace Cup rounded the distance mark at Manly within 25sec; the first six were only separated by 13 sec. Such evenness of sailing in the boats, and yachtsmanship in the crews, makes the spirit of sport rejoice. These little yachts, whose natal season it is, are a gift to yachting. The Club steamer of the R.S.Y.S. followed the yachts..... The officials of the day were Messrs. C.*



Bartholomew, J. D. M. Goddard and Walter Reeks.

The starters included one Queensland representative, the yachts that crossed the line being: Corella (Lord Forster), E. O. J. (J. L. Milson), Maroomba (D. MacTaggart, Queensland), Boomerang (A. Albert), Inez (F. J. Doran), Gumleaf (J. Alderton) and Cherry Too (A. H. Davies). The course was from Neutral Bay round Shark Island on port hand, round buoy at Manly, to a finish off the Club house. Boomerang got the best of the start, but was followed closely by Corella, Inez, Gumleaf, Cherry Too, E.O.J., and Maroomba. On the stretch to Shark Island, Corella overtook Boomerang and took the lead, while Gumleaf got the better of Inez, and E.O.J. was passed by Maroomba. At Shark Island the whole fleet rounded within 52 sec, the order being Corella, Boomerang, Gumleaf, Inez, Cherry Too, Maroomba, E.O.J..

**ROMPED BEFORE THE WIND.** The fleet fairly romped down the wind to the Manly mark, and numerous were the changes in position on the way. The yachts were in a bunch as they bore down upon the mark, which was rounded by the first six, with Maroomba and Corella in the lead, within 13 seconds of one another.

Boomerang, on the heels of the rest, was last. With sheets hauled, the yachts soon separated on different tacks. The eastern shore was chosen by all except Inez, which, after having been crossed by Maroomba, made in the direction of Dobroyd. Then Doran set to work and disposed of those ahead of him one by one. His first victim was Maroomba, then he headed E.O.J., doing very nicely, too, and then with one of those displays of skill for which he is noted, after a long tack across stream, he wrenched the lead from Corella, which was doing its best in the hands of Mr. Don Taylor. The times at the end of a splendid race were: Inez 5.10.1, Corella 5.10.44, E.O.J. 5.12.34, Maroomba 5.14.43, Gumleaf 5.15.12, Cherry Too 5.15.13, and Boomerang 5.17.46, Inez thus winning from Corella by 43 seconds, and the latter securing second place from E.O.J, by 1 min 50 sec.

Here are more memories of Fred Doran who died in August, 1925.

### **Saturday, 9th August, 1924 - Evening News**

#### **YACHTING MEMORIES**

THE first race **Mr. Fred Doran** sailed in took place in 1879, when he skippered the *Swallow*. The race was on the programme of a regatta arranged in that year by rowing and sailing enthusiasts to raise funds to equip with a band the *Vernon*, a ship where the naughty were sent, and whose name kept many a good little boy good, all the time. The instruments were bought, and for many a year afterwards the band was heard at public functions in the city. After that race Fred Doran was one to be reckoned with on the harbor, and is still a master of the art. One of his greatest achievements was winning the Intercolonial championship for 22-footers at Sydney in 1897. Twenty boats competed from all the Colonies — they were not States then — and the prize was £120. The *Irex* was the winner, and Fred Doran set the seal of fame on his name for ever. It was a wonderful day. It is safe to say that pretty well every steamer in Sydney Harbor followed the race. The Hunter River Company had steamers out, too. All were crowded. The *Birkenhead*, loaded with Balmainites, very nearly foundered. She got alongside Clark Island in the nick of time. It was in this race that spinnakers were used for the first time in Sydney. Formerly square sails were the fashion here, although the Queenslanders had long before that successfully tried the spinnaker. The race was sailed in a breeze from the E.S.E., steady all the time, so that everybody engaged was on his mettle. The victory of the *Irex* was hailed with great joy from the fleet of steamers in attendance. Few sailing men have had the same all-round experience of Fred Doran. He came up from the canvas dinghy to the deep-keelers, graduating through open boats, raters, and ocean-going yachts. His





*last was one of the Restricted, which he sold lately. He is going to build another — this time a real racer, and not a pleasure boat. —BOB BACKSTAY.*

### **Wednesday, 19th August, 1925 - Evening News**

#### **DIED AT DURBAN**

#### **MR. FRED DORAN A GREAT YACHTSMAN**

*News has been received in Sydney, of the death at Durban of Mr. F. Doran, formerly manager of the Port Jackson Company. Mr. Doran left for England some time ago in the Surie, but was taken ill on route, and when the ship reached Durban, he went into hospital there. Pleurisy and heart trouble had attacked him.*

*For some time prior to his departure for England Mr. Doran had been ill, but a wonderful recovery enabled him to set out on a long-cherished trip to the Old Country. The flags on the Manly steamers were flown at half-mast this afternoon as a mark of respect to a beloved former chief. A typical Australian watersider, Mr. Doran was born 62 years ago, and began sailing about as soon as he could walk and talk. In his time, he handled all manner of craft from the canvas dinghy to the stately deep-keeler, being equally at home in the open boats as in the yachts. He was one of the most unassuming of men, and though the undoubted champion of the harbor for many years he was the hardest man in the game to persuade to talk about himself. The writer had been a close personal friend of Fred Doran for 35 years, and during the whole of that long period he could never be induced to supply a photograph "for fear of it going in the paper." He avoided publicity of that kind, although he could not prevent a good deal of it. His record as a skipper could not be kept a secret. Mr. Doran was a generous critic, and never said an unkind thing about any competitor. He always sailed according to the rule and fought his fight albeit in the fairest possible way. For many years he was in the employ of Jas. McIntosh and Sons, of Pitt Street and, when not engaged in the firm's store, he was out on the harbor or pushing a bicycle through the country.*

*TACTFUL MASTER For some years he had been manager of the Port Jackson and Manly Company and was a tactful master of men. He had a patient way of dealing with industrial differences, as is well-known to those closely associated with the ferry traffic of the port. His appointment to the position of manager of the company occasioned surprise at the time, but the directors considered they had a "find" in the famous sailing man and their choice was amply justified. Mr. Doran left a wide circle of friends. His family will receive wide expressions of deep regret and sympathy.*

### **Thursday, 20th August, 1925 - Evening News**

#### **GREAT HELMSMAN GONE**

*THE late Mr. Fred Doran was only a bit of a boy when he won his first sailing race, the occasion being a regatta up Hunter's Hill way, the proceeds of which went to equip the Vernon boys with a brass band. The old Vernon was then the ship to which the naughty boys were then sent. Fred Doran sailed a dinghy with the skill of a veteran, and, from that time onward, was one of the foremost skippers of the Commonwealth. In the good old days, the public went out in thousands to see the big sailing races, and a few years later Fred upheld the honor of the State in a contest over the Manly course when seagoing ships were chartered to follow the race. He seemed to possess the knack of anticipating the other fellow. In short, he was a born helmsman, but he never refused information or advice to anybody. The old push bike on which he toured every known road was as dear to him as the boats, and, as results proved, it was too much for him at the finish. A painful accident while on one of those rides stirred up some latent heart trouble, and he never fully recovered. The trip to England was a long-cherished idea. A few days before going he told me of all the places he meant to visit. His resting-place just now is Durban — a long way from his native city and the scene of his triumphs. —BOB BACKSTAY.*

**July, 2015**

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## W M Paul

After the first batch of caricatures painted by L. Herbert Beecroft for the RSYS in 1908/09 was completed, Beecroft became busy on other projects. In particular, he was employed in 1911 by the Australasian Pioneer Club, which was founded in 1910, to paint all the founding members. This was a unique occurrence and members were encouraged to pay for the portraits, thereby defraying the costs. Beecroft became an “Artist in residence” and even had rooms in the Club itself at Hunter Street, city. The prices were interesting. A framed portrait in watercolour was 10 guineas. By 1911, 90 portraits had been completed. Not long after Beecroft completed this commission, he completed (1913) the painting of this essay’s subject, William (Willie) Melvin Paul.



Beecroft’s caricature of Willie Paul indicates that Mr. Paul was a keen fisherman, possibly deep sea by the look of the waves though the lure is unusual and the fish are rather small. The lure looks like a snooker ball in a pocket, so I assume Mr. Paul frequented the billiard table at the Club.

Mr. Paul was born in 1865. In the 1890s, he owned a 23-foot yacht called “Varuna” and was an active participant at the Sydney Amateur Sailing Club.

### **Wednesday, 26th March, 1890 - Sydney Morning Herald**

#### **AQUATICS.**

*A meeting of the Sydney Amateur Sailing Club was held in Aaron's Exchange last evening. The vice commodore (Mr. P. R. Pedley) presided. The prizes won by Mr. O. E. Fairfax's Morna, in the race for yachts 21 rating and under, on March 1, and by Mr. N. Johnson's Irex, in the race for 22ft, open boats, on the same date, and also*



*prizes won in the race for painted boats, were presented. It was decided to close the season on Saturday, April 26, with evolutions by the Club's fleet and a luncheon down the harbour.*

***Mr. W. M. Paul** has disposed of his 22ft half-decker Varuna to Mr. Dangar. The Varuna has been successful in her races under Mr. Paul's ownership, and there is no doubt she will be equally so under her new owner in next season's races. It is Mr. Paul's intention of having a boat of the same class built from his own designs.*

The following articles reflect the state of play prior to and during the First World War when the Club's activities ground to a halt. It is also notable that there were 11 gentlemen on the General Committee but only 3 flag officers. Many of those listed were subjects of Beecroft's artwork. Our Mr. Paul is on the General Committee at this time and practicing dentistry in Macquarie Street.

## **Tuesday, 27th August, 1912 - Sydney Morning Herald**

### **SAILING.**

#### **ROYAL SYDNEY YACHT SQUADRON.**

#### **ANNUAL MEETING.**

*The enthusiastic reception of the 50th annual report by the members of the Royal Sydney Yacht Squadron at the Club House, Kirribilli Point, last evening augurs well for a successful season.*

*Among the important items in the report is the record of the jubilee of the squadron on July 8 last, which event was marked by a dinner and the presentation of a silver cup and salver by Mr. E. W. Knox, an ex-commodore. The squadron roll numbers 251 members, an increase of nine during the year. The season opened on October 14, 1911, when the commodore, Sir James R. Fairfax, entertained the members at a garden party, and there was a rendezvous of yachts off the Club house. The racing programme comprised five events open to all yachts, one for yachts of 10 tons and over, one for 8 metre yachts, ladies' race, and races for auxiliary boats, tuck boats, skiffs, and dinghies, £117 12s being distributed as prize money. The championship was won by Mr. W. M. Mark's Culwulla 111. The class championship by Mr. C. Trebeck's Petrel. Two cups were won outright, viz., the Squadron Cup, presented by Dr. A MacCormick (to be won three times by the same yacht); and the Lipton Cup, presented by Sir Thomas Lipton (to be won twice by the same owner); the former having been competed for by yachts of the squadron each season since 1897-8, and the latter from 1909-10. The Australian Cup, presented to the Yacht Racing Association by the squadron, the Royal Prince Alfred Yacht Club, and the senior yacht Club of each of the other States of the Commonwealth, was won by Mr. Anker, who represented Norway with his yacht Rollo at the first European festival of international yacht racing. The thanks of the squadron are tendered to those members who so liberally gave trophies and donations to the prize and entertainment funds. The treasurer's statement and balance sheet show the squadron finances are in a very satisfactory state.*

*A letter was read from Sir James R. Fairfax, regretting his inability to continue in the office of commodore, and wishing the squadron every success in the future. Eulogistic reference was made to the retiring commodore, who, it was stated, had been at the head of the squadron for no less than 11 seasons, viz., 1884-89, 1893-95, and 1904 to date, during which periods he had done much to forward the interests of the squadron and materially had assisted in bringing the Club to its present prosperous position.*

*It was decided by the meeting to hold over the election for the position of commodore until next month. Mr. Arthur J. Milson was re-elected vice commodore and declared the following officers elected for the ensuing year - Rear commodore Mr. T. W. Bremner, hon. treasurer, Mr. J. A. Minnett; hon. official measurer, Mr. Walter Reeks; committee, Mr. F. Butler, Mr. W. J. Creagh, Mr. E. Hungerford, Mr. C. Lloyd Jones, Mr. R. L. Massie, Mr. A. G. Milson, Mr. R. Old, **Mr. W. M. Paul**, Mr. J. A. Ross, Mr. W. Reeks, Mr. H. M. Shelley, election committee, Mr. O. Bauer, Mr. W. M. Cameron, Mr. W. J. Creagh, Mr. J. M. D. Goddard, Mr. E. Hungerford, Mr. R. L. Massie, and Mr. P. N. Russell.*

*Prize money to the extent of over £200 towards next season's racing was promised by the members present, and a trophy was given by the retiring commodore (Sir Jas R. Fairfax.) Another trophy, to be known as the Thelma*



*Cup, was also presented by the owner of Thelma, Mr. C. Lloyd Jones.*

In the following article, it is notable that the Club “decided not to carry out any racing.” The First World War was raging.

**Wednesday, 6th September, 1916 - Referee**

**SAILING**

*By CORINTHIAN.*

**ROYAL SYDNEY YACHT SQUADRON.**

*The annual general meeting of the R.S.Y.S. was held at the Club house, Kirribilli. The Commodore, Sir Alex. MacCormack, presided. The report and balance-sheet were adopted. Mention was made of the number of members on active service. The list included the following names: Sir Alex. MacCormack, Dr. H. J. Brennand, Dr. Gordon Craig, Dr. C. L. Macintosh, Dr. C. Retallack, Dr. J. B. St. V. Welch, and Messrs. C. M. Barker, G. F. Bestie, Herbert Binnie, P. Brown, R. D. Burns, William Cope, F. M. Coxon, L. E. Dawson, O. B. Dibbs, W. F. Forrest, R. M. King, R. L. Johnson, W. M. Marks, H. Millett, Stewart Milson, H. J. Preston, R. W. Potter, J. T. Toohey, and C. M. Young. The officials appointed for the season 1916 17 are: — Commodore, Sir Alex. MacCormack; vice-commodore, Mr. A. J. Milson; rear commodore, Mr. T. W. Bremner; hon. treasurer Mr. J. A. Minnett; general committee, Messrs. F. Butler, W. J. Creagh, F. J. Doran, E. Hungerford, C. Lloyd Jones, Alfred G. Milson, R. Old, **W. M. Paul**, W. Reeks, J. A. Ross, and H. M. Shelley. It has been decided not to carry out any racing programme this season.*

I have been unable to find anything in particular about Willie Paul but the following obituaries for his parents indicate the family from which he came. It makes interesting reading.

**Tuesday, 28th October, 1922 - Sydney Morning Herald**

**DEATH OF MR. W. H. PAUL.**

**VETERAN NORTH SYDNEY RESIDENT.**

*One of the oldest residents of North Sydney, Mr. William Henry Paul, died at his residence, Altona, Paul-street, North Sydney, on Thursday morning. Mr. Paul was born 82 years ago, in a house with a water frontage to Circular Quay, and when four years of age he was taken to North Sydney by his parents. He was in the employ of Mason Bros. for many years in their shipping department, and later was associated with the London Assurance Company. An original member of the Royal Sydney Yacht Squadron, Mr. Paul was one of the crew of Mr. Alfred Milson's yachts Waitangi and Era, and for several seasons he successfully sailed Mr. W. C. Trickett's yacht Mabel. Fishing was another hobby of Mr. Paul's, and he was expert in that sport and in shooting.*

**Wednesday, 18th April, 1928 - Sydney Morning Herald**

**MRS. FRANCES PAUL**

*One of the oldest residents of North Sydney, Mrs. Frances Paul, widow of the late Mr. W. H. Paul, of Altona, Paul-street, died last night after a brief illness. Mrs. Paul was born in Tasmania 88 years ago, but came to New South Wales as a child, and for nearly 70 years had lived at Milson's Point. She leaves four sons and two daughters - Henry Paul, of Lane Cove; **William M. Paul**, of Macquarie street; Frederick Luther Paul, of North Sydney; Robert Paul, of North Sydney, Mrs. Colin Wardrop, of Dee Why, formerly of Brisbane; and Miss Nellie Paul, of North Sydney.*

Willie Paul died on the 29th July, 1951, aged 86.

**August, 2015**

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## E P Andreas

Not all the characters painted by Herbert Beecroft for the RSYS were well known yachtsmen. Such a personality was Eheinreich Phillip Andreas, painted by Beecroft in 1925. Mr. Andreas was clearly a “larger than life” identity who was better known in fishing circles. The following biography is available in “**Wikipedia**” on the internet and explains:

***Ehienriech Phillip [Harry] Andreas** was an Australian businessman and company director. As a big-game fisherman he pioneered the sport in New Zealand. He was the inventor of the Andreas Fortuna Game Fish Reel and is described in the 1935 edition of Who's Who in Australia as being of "Independent Means."*

*Harry Andreas was born in 1879 in Sydney, the first son of Australian-born Hannah Denning and English-born Phillip Ehienriech Andreas. During his childhood, the Andreas family lived in Palace Street, Petersham. Andreas was educated at Newington College where he was a talented sportsman and shot. From his earliest years out of school, Andreas was notable as a sportsman with his activities chronicled by the Sydney Morning Herald and other newspapers.*

*In 1902, Andreas married Alice May Burton, the daughter of William Henry Burton of Leicester, England. The marriage produced two sons and two daughters.*

*Leuralla was Andreas's house in Leura. In 1903 a house was built on the current site but was destroyed by bushfire in 1909. Between 1910 and 1914 the present house was built and is a notable example of an early 20th Century permanent residence for a wealthy family. The property is still owned by the family and now houses a toy and railway museum. Andreas also maintained a family residence on Sydney Harbour at Elamang Avenue, Kirribilli.*

*In 1905, Andreas applied to the Commonwealth Commissioner of Patents to register his improvements to an acetylene generator. Only 46 of his "Fortuna Reel Andreas Pat. No 123405/18 & 19 Ex Wide" were produced between 1934 and 1936 and one was sold at auction in London on 14 July 2012 for £5,200. His friend and fellow Old Newingtonian, George Harker, was the inventor of a patented system of extinguishing fires at sea and fumigation and in 1908 when the Harker Fire Extinguisher and Fumigator Company was formed, Andreas became a director.*

*During the 1927 Royal Tour of Australasia, Andreas acted as a fishing guide for The Duke and Duchess of York (later King George VI and Queen Elizabeth) in the Bay of Islands. Whilst her parents were fishing with Andreas the young Princess Elizabeth (later Queen Elizabeth II) was at home in London but during the 1954 Royal Visit to Australia, Andreas welcomed Her Majesty and His Royal Highness The Duke of Edinburgh as guests at Leuralla.*

*From as early as 1906, Andreas was the Country Vice-President in Leura for the Old Newingtonians' Union (ONU) and he continued to serve in that position until his death in 1955. Andreas presented annually a Hardy Brothers medal to the Newington College boy who was the highest scorer in the AAGPS shooting competition. From 1956 until 1969 the Andreas Medal continued to be presented in his honour by the ONU. In 1994, the*





*Andreas Medal was funded in perpetuity by his grandchildren. Harry Andreas died in Bowral in 1955, survived by his four children.*

Beecroft has celebrated Mr. Andreas's prowess at game fishing with the scale of the catch. For once, the painting is not dominated by the caricature of the subject. The title of the painting is "The Joy of the Deep Sea Fisherman." The ocean is calm, the sky is blue and the catch is enormous, so for what more could a fisherman ask? On the bottom right, it asks "Got Him"? One could ask "Who has got who?" It could be that the Fish has got Mr. Andreas rather than the other way around!

In the background on the left is Mr. Andreas's newly launched yacht "Prince Alfred." The following article describes its launch.

**Friday, 25th December, 1925 - Arrow**  
**THE PRINCE CLASS.**

*The new 28ft Prince class yachts, Prince Alfred (E. P. Andreas), Scarab II. (Dr. Cyril Shepherd), and Riawena (Dr. S. H. Kirkland) have been placed in the water, and their magnificent lines have won the affection of almost every yachting enthusiast. The new boats will be given their maiden race at Pittwater for a handsome cup, valued at £15, presented by Major Bros, and Co., Ltd. The performances of these boats will be watched with interest, as they are of the cruising type, suitable for racing and pleasure. If successful there will be a big increase in the fleet for next year's racing.*



The Prince Class yachts were designed by A. C. Barber in 1925 for the Prince Alfred Yacht Club and were intended for both racing and cruising. As I write this essay, I have found that a fully restored "Scarab II" is currently for sale, listed at \$45,000. The photo shows a raised deck yacht, not unlike the Ranger Class in profile as can be seen in the painting.

I have noted that Mr. Andreas was clearly a character. The following articles are delightful to read. In the first one, Mr. Andreas has resolved the monotony of a train trip to Leura with a luncheon.

**Friday, 20th December, 1918 - The Blue Mountain Echo**

*Friends of the 'Fish' Fraternise.*

**LUNCHEDED BY MR. E. P. ANDREAS.**

*Nearly a score of well-known patrons of the "Fish" train, comprising past and present residents of the Mountains, were entertained by Mr. E. P. Andreas, at luncheon at Paris House, on Wednesday last. The squire of "Leuralla", had conceived the felicitous idea of bringing together, at this festive period, those whom he had been accustomed to travel with in a well-known reserved compartment of the "Fish", famed alike for its hospitality, its fine traditions of personal conduct, and its inexhaustible resources for self-entertainment as an antidote to the tedium of the daily journey, to and fro. After a vigorous exploitation of a real, first-rank Paris House menu, which (it was subsequently learned) sorely tested the digestive powers of those of the guests wont to confine their mid-day repast to "a roll and tea," Host Andreas submitted the toast of "The King," which was*



received with thunderous acclamation and the singing of the National Anthem. "The Old 'Fish'— may she run forever!" was the succeeding toast. The company, to a man, obviously recalled the fact that the historical train had been running without a break for more than forty years, and, during the great railway strike, was the only passenger train that continued to run (thanks to the dutiful patriotism of driver, guard and fireman), the toast was honored with enthusiastic applause mingled with cries of 'Good old Fish'. Other appropriate toasts were duly honored, including 'Our Host,' whose popularity with the company was attested in unmistakable fashion. The casualties were nil, except that the richly decorated table was divested of its many golden baskets of delphiniums by those desirous of carrying off some souvenir of "the most ripping dinner ever." It may be mentioned that a well-known and popular Hazelbrook residence was 'fined' for addressing the chair with his mouth full, the line going, with others, justly levied, to the "tip" box. An immense two-gallon bottle that had held Schweppes' "best dry," was appropriated by an old gentleman from Springwood, whose subsequent struggles to carry it off to his home created not a little amazement, and even shocked some, who mistook the real character of the giant container.

## **Tuesday, 3rd September, 1935 - The Brisbane Telegraph**

### **BIG GAME FISHING**

*Veteran Angler's Lecture.*

**Mr. E. P. Andreas**, veteran game angler and world authority on the sport, in a lecture to the New South Wales Rod Fishers' Society recently, said that the Australian coastline offered unrivalled possibilities for the development of game angling, and the coming season would be one of considerable activity, particularly on the New South Wales coast (says the "Sydney Morning Herald"). Before showing and explaining a number of lantern slides depicting many phases of game angling, Mr. Andreas gave members some instructive points on the tackle and tactics necessary for the sport and showed some of his own much-used tackle to illustrate many of them. One exhibit of particular interest was a very light rod which many would regard as being an excellent one for ordinary sea angling. Mr. Andreas explained that a mako shark weighing more than 500lb. had been taken on it with only 300 yards of No. 30 thread line. Among the pictures shown was that of the spear of a swordfish which had rammed a boat from which Mr. Andreas was fishing, and which had broken off, remaining in the planking. A little while afterwards, Mr. Andreas caught the same fish. Another slide showed the head of a mako shark protruding through the bottom of a dinghy. A friend of Mr. Andreas's had the fish on his line when it suddenly slackened. Reeling in furiously to take up the slack, the angler received a tremendous shock when the mako rammed the dinghy, smashing through it from directly underneath with terrific force. It was killed before it could release itself and both dinghy and sharp were taken aboard the accompanying motor boat. Mr. Andreas said he did not consider that either of these incidents was the outcome of deliberate action on the part of the fish; the boat in each case simply happened to be in the direct path of the fish during its wild rush.

In the following article, Mr. Andreas shows his community spirit.

## **Friday, 6th March, 1936 - The Katoomba Daily**

### **BARKING DOGS**

*(To the Editor).*

Sir, — Might I, through your paper, voice a state of affairs existing in Leura that is causing a great deal of annoyance and irritation to the residents concerned. I feel certain that if such a state of affairs existed in Katoomba, means would be found to stop it immediately. Over the last eighteen months a number of fierce Alsatian dogs, which are apparently locked up and left without attention for long periods, howl, bark, and whine fearsomely, making night and day hideous. It is impossible to get rest during the night and I, through your paper, and on behalf of the residents, respectfully implore the civic bodies to take steps to stop the nuisance. Yours etc.

**E. P. ANDREAS**

**August, 2015**

## **Postscript:**

The following additional information was provided by Squadron Member, Bill Manning in September, 2015:



*“E.P. Andreas’ two sons never had to work for a living. His eldest son Bill was a member of the Squadron as was his grandson and for a short time his great-grandson (all named Bill of Will). His son Bill lived in a very large house at 11 Elamang Ave, Kirribilli, until they moved to Eridge Park in Bowral. Each of these two houses had over 40 rooms. The second was Phil who lived in Killara, NSW. He made the ship models for the shipping companies (Burns Philip etc) and now held in the Sydney Heritage Fleet model room. His grand-daughters married Harry Seidler and the politician Clive Evatt.”*

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## E J Bayly-Macarthur

One of the last paintings done by L. Herbert Beecroft for the RSYS was that of Edward John Bayly-Macarthur in 1930. The earliest reference I have been able to locate concerning Mr. Bayly-Macarthur and yachting is this charming piece in the Social Columns of 1894.

### Saturday, 17th February, 1894 - Sydney Morning Herald

*A yachting party is one of the most enjoyable of summer parties, provided the weather-god is propitious, and yet it would be difficult for more thorough amusement to be found in the same time than fell to the lot of Mr. Bayly-Macarthur's friends on board the Era on a very rainy day not a week ago. An excellent luncheon was served, and as the yacht did not leave her moorings there was not the danger of accidents from sudden waves, &c, and later, comfortably placed on the high seats, there was much enjoyment as the ladies chatted, whilst some of the party contributed excellent music. Mrs. and the Misses Pilcher, Mrs. Sahl, Mr. W. B. Mitchell, Miss Enid Macarthur, Miss Florence Binnie, Miss Clara Manning, Mr. Jay, Mr. A. G Milson, Captain Fowle, Count Schlippenbach, Mr. von Arnheim, Mr. Otto Bauer, Mr. A. W. Nathan, and the host of the day made up the party which, numerically, was much smaller than was expected, owing to the weather. Afternoon tea followed at the usual hour, and so cosy were the visitors that not until 7 o'clock did the company separate.*

In Beecroft's painting the title on the top left-hand side says, "Me and 'im", meaning "Me and Him." "Me", the bearded character standing on the foredeck, is pointing to "Him." "Him" is clearly Mr. Bayly-Macarthur by comparison to the photo from "**Sydney Sails**" and Me, is Beecroft himself. This is the only time when he appears in one of his paintings.

The gents are out for a good day's fishing with a fish on the hook and a tin of oyster sauce on the stern. Sadly, the painting is one that has deteriorated with mould and requires restoration. All donations towards restoration will be gratefully accepted by the Archive Committee.

On the back of the painting, it has been recorded that the yacht is the 28 foot "Nyria." I have found that "Nyria" is a Couta boat which is alive and kicking in 2015, sailing out of Sorrento in Victoria. The Couta boats are very popular, enjoying a resurgence in Victoria which has spread to the Royal Prince Alfred Yacht Club in Pittwater and the Royal Prince Edward Yacht Club in Sydney. Here is a description of "Nyria" at the time Mr. Bayly-Macarthur bought her.

### Wednesday, 8th November, 1922 - Referee

#### NYRIA.

*Nyria, Mr. Bayly-Macarthur's fine new cruiser, was built by J. B. Jones at Footscray, Victoria. She is stoutly built of Kauri pine, and has a length of 28ft, beam 9 1/2ft, and draught 3 1/2ft. She has been in Port Jackson several months, having been purchased locally by Mr. Macarthur. In the opening race of the season, for boats on the register of the Sydney Amateur Sailing Club, Nyria, although the only boat that started from scratch in a light breeze, was the winner.*





It is amazing what you can find when you start looking. Here is the advertisement for the sale of "Nyria" in 1928.

**Wednesday, 1st February, 1928 - Sydney Morning Herald**

*For Sale*

*FAST CRUISER, "Nyria," 28ft, racing, cruising, and storm sails, balloon jib, winner of S.A.S. Club races from scratch, including an ocean race. All-lead ballast. Rig spars, 2-cylinder English marine engine by Brooks and Co., Lowestoft, removable propeller. ALL IN FIRST-CLASS ORDER.*

*Particulars with  
JOHNSTON and SON, Boatshed, Rose Bay,  
or **BAYLY-MACARTHUR**, Tele, 1100.*

Golf was Mr. Bayly-Macarthur's other sporting love. Here is an amusing reference.

**Monday, 13th July, 1931 - Sydney Mail**

**GOLFER TRAPPED IN BUNKER.**

*Mr. E. J. Bayly-Macarthur underwent an unenviable ordeal while playing golf on the Rose Bay links on Saturday afternoon. Unknown to him, the heavy rain during the week had saturated a sand pit forming a bunker, and, slicing a shot, the ball went on to the sand. Macarthur walked on to the bunker to retrieve it, but within a few seconds he commenced to disappear. He was up to his waist when his opponent arrived, and, with the aid of caddies, the player was extricated. It was later explained that some rocks had been removed from the bunker, because of the danger to Clubs, and the hole filled with sand. Players were not aware of this, but a notice was displayed after Mr. Macarthur's experience.*

Mr. Bayly-Macarthur died on the 28th of October, 1933, at the height of the Great Depression. His obituary tells us so much more about him than just his sailing exploits. His portrait, shown here, is on the western wall of the 5th floor meeting room at the Clubhouse.



**Wednesday, 8th November, 1933 - Sydney Mail**

***The Late Mr. E. J. Bayly -Macarthur***

*By the death of Mr. E. J. Bayly-Macarthur on the 28th October last, at the age of 65, a link in one of the oldest family chains in the history of Australia has been snapped. Mr. Macarthur was a grandson of that Hannibal Macarthur who made a considerable place for himself in our early annals, and who was a cousin of the even more famous John Macarthur, of Camden, the pioneer of Australia's wool industry. Mr. Bayly-Macarthur himself was also a man of very varied parts. A barrister of forty year's standing — he was admitted in 1893 — he practised with success, mainly in the Common Law Jurisdiction, until his retirement a few years ago. But it was in the arena of sport that Mr. Macarthur was most widely known. His interests in this field were exceedingly large, and he engaged successfully at one time or another in cricket, tennis, golf, yachting, and*



*racing. His favourite sports were, however, undoubtedly golfing and yachting, and in both of these he gained a position of considerable eminence. Originally a member of the old Botany Golf Club, he learned the rudiments of the game there so well that in 1900 he was able to win the Hampden Cup championship of New South Wales and the championship of the Australian Golf Club. In 1905 he also won the championship of the Royal Sydney Golf Club. Mr. Macarthur was one of the founders of the Australian Golf Club and a member both of that Club and of the R.S.G.C. for many years. From his earliest youth Mr. Macarthur had been interested in yachting, having commenced his active participation in the sport in 1875, at the age of eight, when he became a member of the crew of the Ella, and later of the Meteor, both 8ft dinghies, and both owned by the late Mr. John Gilchrist. A little later he was with Colonel Gascoigne's crew in the Carina and with the late Mr. A. G. Milson in the Era. He sailed at various times a number of his own yachts, including the Wanganella, the Nyria, the Gol Gol, and the Winji Winji. He handled them with considerable skill, in one season winning the Sydney Amateur Sailing Club's gold medal for the skipper with the best record for the year, and a little later also winning the Brothers Cup. When the 21ft restricted class was initiated, Mr. Macarthur sailed as mainsheet hand in the first E.O.J.; but latterly he had limited his association with the sport mainly to the administrative side. At the time of his death he was vice-commodore of the Royal Sydney Yacht Squadron, of which he first became a member nearly forty years ago. A man of many friends and of many activities, of a singularly good humour and of wide and generous impulses, the loss of Mr. Bayly-Macarthur will be keenly felt by a large circle of friends throughout the social and sporting world of Australia.*

After Mr. Bayly-Macarthur's death, a trophy was introduced to the Club in his memory. From "Sydney Sails", in 1934, I quote:

*"Vanessa reasserted her old supremacy by winning the Gascoigne and Norn Cups, and also the Bayly-Macarthur Cup, presented by Mrs. Bayly-Macarthur in memory of her husband. This trophy was for annual competition, for the yacht on the Squadron's register holding the best racing record in each year. In this first award, two other yachts, Morna (D. F. H. Packer) and A. Muston's Windward I, actually gained more points than Vanessa—they tied—but had failed to fulfill all the required conditions."*

The trophy was last won by Zeus II (Jim Dunstan) in the 2006/07 Season.

**August, 2015**

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## R Windeyer

One of the last caricatures painted by L. Herbert Beecroft for the Royal Sydney Yacht Squadron is dated July 1932 and the subject is Richard Windeyer. The painting is in need of restoration and any generous benefactors within the Club would be welcome to offer their services (a donation).

Like all of the later paintings, it is very straightforward with Mr. Windeyer at the helm of his vessel and a crest of a swallow in the top right-hand side with the Latin caption “Usque ad inferos” which could be interpreted as “Even to the gates of hell.” I am really not sure what the significance of the caption is but it may be a reference to Mr. Windeyer’s dedication to legal affairs. Once again, if any reader can enlighten the Archive Committee, we would be happy to shout a drink at the bar, particularly if a hot cocoa is just your thing.



From “**The Australian Dictionary of Biography**”, I located the following:

*“**Richard Windeyer** (1868-1959), barrister, was born on 9 September, 1868, at Darlinghurst, Sydney, eldest son of Sir William Charles Windeyer, barrister, and his wife Mary Elizabeth, née Bolton. He was educated at Sydney Grammar School and the University of Sydney. Richard was a resident of St Paul's College, edited *Hermes* and graduated B.A. in 1891. He belonged to the Australian and University Clubs.*

*A committee-member (1893) of the Articled Clerks' Association, from 1892 Richard was judge's associate to his father before being admitted to the Bar on the 10<sup>th</sup> of August, 1894. He built up a solid practice, beginning on the Hunter River and Northern circuits. In Sydney he practiced at Denman Chambers. On 23<sup>rd</sup> of December,*



*1891, at All Saints Church, Petersham, he married Mabel Fuller Robinson (d.1957).*

*His skill as an advocate brought him a leading practice, particularly in common law, criminal law and divorce. Windeyer took silk in 1917 and was an acting Supreme Court judge from November 1936 to February 1937. He was counsel in the much-publicized Ezra Norton and Field divorces; he appeared for Percival Brookfield, Thomas Mutch and Ernie Judd who claimed before a royal commission in 1918 that police had procured false evidence in the 1916 conspiracy trials of Donald Grant and other members of the Industrial Workers of the World; and he acted for the Australian Newspaper Proprietors' Association in their successful press censorship contest with Arthur Calwell in World War II (1944). Windeyer retired in 1946.*

*Sir Garfield Barwick later testified to his courage and resource as counsel and described him as belonging to 'a generation of advocates who were pre-eminent in the strategy and tactics of the courtroom and who brought to the conduct of the case a great deal of personality and wit'. Another observer noted that Windeyer's clients in criminal cases owed 'much to the emotional appeal of his advocacy'; some likened him to the English barrister Marshall Hall.*

*A staunch supporter of Sir Edmund Barton, Windeyer toiled to attain Australian Federation and throughout his life actively proposed constitutional reform. He was interested in politics but was considered 'too unpredictable to be a good party man or to gain party selection'. Eventually, in 1929 he stood for the Australian People's Party and nearly unseated Sir Robert Parkhill for the Federal seat of Warringah.*

*Windeyer lectured at the University of Sydney (1935-44), served on its senate (1934-44) and helped to establish the university archives. As patron of the Sydney Repertory Theatre Society, he worked closely with Evelyn Tildesley. He was a fellow of the Royal Economic Society, London, councillor of the Prisoners' Aid Association of New South Wales and a committee-member for the Food for Britain Appeal. Managing Tomago, the family's country estate, he learned about farming and preferred 'growing vegetables to flowers' at his Lindfield home. His recreations were motoring and yachting, and he was vice-commodore of Royal Prince Alfred Yacht Club. He was a gifted conversationalist and relished congenial company. Of middle height, he had 'a face like wrinkled canvas, thin white hair which juts in front, a big mouth and eyes like a highly intelligent bird', with 'a rather harsh, high pitched inquisitional voice'.*



*His wife, who had served from 1914 with the Voluntary Aid Detachment in England, France and Belgium, petitioned for divorce on her return in 1919, but consented to a modus vivendi. Richard Windeyer died on the 8th of November 1959 at Gordon and was cremated with Anglican rites. Four sons and two daughters survived him; his eldest son Charles had been killed in action in World War 1."*

Mr. Windeyer is the only Squadron subject who appears in a newspaper report in which Mr. Beecroft appears too. Beecroft was frequently called in to court as a hand writing expert, possibly the original form of forensics. Here is a most amusing example of the use of his expertise in a court case in which Richard Windeyer is judge.

**Wednesday, 6th May, 1931 - Sydney Morning Herald**  
**PROTRACTED LAWSUIT**  
*Curious Scene in Jury Court.*  
**CLAIM AGAINST A BANK.**



*A Bar table littered with books and documents; old and worn account books and papers strewn in hopeless confusion over the Press table, overflowing in an ascending scale to the associate's desk and up on to the bench, where a weary-looking Judge endeavoured to absorb their contents and listen to evidence at the same time; barristers peering through electrically illumined magnifying glasses at signatures on bundles of cheques - that was the curious scene in the Queen's-square Jury Court yesterday, when the Paddison v the E.S. and A. Bank case entered on its thirty-eighth day of hearing, and day by day a similar scene is reproduced.*

*The plaintiff, Charles Victor Paddison, property agent, claims from the E.S. and A. Bank, Ltd., £15,000, representing moneys alleged to have been paid out by the bank on unauthorised or forged cheques. The defendant bank denied liability. The identification of the cheques is causing all the trouble.*

*The case started on its long career on March 10 last, and has kept Mr. Justice Stephen, six barristers, and a jury of four engaged ever since. For the first time in its history the Jury-box has had a table placed in it for the accommodation of the jurymen, who have been provided with magnifying glasses, and sit about the table examining the signatures on cheques and looking very like a diminutive and modernised copy of Rembrandt's "The Syndics." The magnifying glasses used by counsel and Jurors are each provided with a small surgical electric torch attachment, which illumines the writing that is being examined. Engaged thus in the pursuit of microscopic knowledge regarding the genuineness or otherwise of signatures, the barristers give one the impression of scientists in a laboratory searching for bacilli.*

***Herbert Beecroft**, handwriting expert, continued his evidence in the case for the defence. He was shown a number of cheques and gave it as his opinion that the signatures on them were by the same person and agreed with the specimen signature of the plaintiff. Witness refused to agree with **Mr. Windeyer**, K.C., that the "P" in Paddison on one of the cheques had been made with two strokes of the pen. He also said that a difference in appearance between two signatures attached to two cheques submitted to him was due to the use of a scratchy pen. When witness used the word "anatomy" to explain differences in the general contour of the letters in the signature, Mr. Windeyer wanted to know what he meant by "anatomy."*

*"Well," said witness, after pondering a moment, "you know there are differences in human anatomy."*

*"Oh, yes," agreed counsel. "I know your anatomy is different from mine. But what I want to know is, what do you call the anatomy of handwriting?"*

*Witness: I mean superficial details.*

*Mr. Windeyer: Do you mean difference in form? - No*

*"Oh, well," sighed counsel wearily, "I'll give it up."*

*Yesterday the jurors' fees were increased by another guinea, on the application of the foreman. Each jurymen will now receive £4/12/6 a day.*

*Neither the Judge nor the parties have any idea when the case will end.*

From "**Sydney Sails**", it is noted that in the 1925/26 season:

*"This year saw the launching of Bluebird, a 30-ft auxiliary cruiser, for Richard Windeyer, K.C., a prominent barrister and member of the Squadron."*

It is evident that "Bluebird" was used for entertaining as much as racing.

### **Monday, 29th April, 1929 - Evening News**

#### **TO-DAY'S DIARY OF A MAN ABOUT TOWN**

*The flag of Newington flew from a ferry steamer on the way up the river. Youth and Beauty sported college colours, waved flags, shouted 'New-ing-ton!' They were not superstitious— those aboard the Kookaburra.*



*Getting Into the Line* - We aboard a Sydney Ferries boat—on which the assistant manager, Mr. Wedderburn, was host to a big party—did not get our thrills altogether from the racing. There are such adventures as manoeuvring into position along the course—preferably as near the finish as enterprise and risk may wangle—then, being out manoeuvred, and manoeuvring in again.

*K.C. Strike, 'Difficult Case'* - **Mr. Richard Windeyer, K.C.**, Old Boy of Sydney Grammar, might have delivered a fine address-in-chief on that score from the poop of his yacht 'Bluebird.' The K.C. is also a motorist. He had been before to-day caught in a traffic jam. But the terrors of terra firma are as child's play—something that might with confidence be delegated to a junior—compared with the problems or pushing into a position on the Parramatta.

*Into the Thick of It* - First of all, Mr. Windeyer sought to squeeze into the line a little below us. Some plebian tug butted him out. Instantly: whereupon the K.C. retired to take counsel with Mr. Gale. Next the 'Bluebird' chugged farther along but was boldly anticipated by a snub-nosed thug of a thing. Back spun the 'Bluebird' into circles and passed on into the thick of the line, still farther along.

*Strategy—and No Paint* - We got in all right through a combination of strategy and tonnage. Not very pretentious, from the show aspect our craft was willing to have a lash at anything. Neither Mr. Wedderburn nor the skipper had to risk spoiling paint, like Mr. Hardy, with the magnificent Morna, built originally for Sir Alexander MacCormick. Nicely manoeuvred, stern on, the craft was allowed sufficient drift by the strategists to swing nicely into line.

*'No Man's Land' Flappers* - To the number of a score or so, commissioned a launch and put up a placard 'No Man's Land'—rather a flamboyant show of the new militancy. In the centre of the boat, looking very important, was a mere man, holding the lives of the dear girls in his hands. How delightful! 'No Man's Land' is the most dreaded terrain in femininity's topographical survey of life.

*Romance on the River* - Not having gone to school in Sydney, all crews, sentimentally looked alike to me. So there was a fine relish in the barracking—as there is always when a heartache doesn't trail in the wake of the result. One young lady was pointed out to me as sporting the colors of a crew not supported by the family. She had a boy in the rival boat and—according to the story, he had pinned the colors in her dress.

*A Wonderful Finish* - Well worth the wild rush home, the irksome donning of glad rags, was the Pavlova performance in the evening. This wonderful artist cast such a spell by her dancing as to refresh those in the dress circle who like myself, were wearied by the exertions of the afternoon. Again, there was the enthusiasm of the river, toned down in acclamation, but with all the fervor. The Gavotte remains greatest among the incidental attractions. Pavlova, in buttercup dress and poke-bonnet, flashing her dark eyes, threw into relief the romantic times of silken dalliance. And by the way, the great audiences prove that Sydney isn't as jazz-crazy as some would have us believe.

The last article I have included indicates that Richard Windeyer always had an opinion.

**Tuesday, 20th November, 1934 - Sydney Morning Herald**

**BUSINESS LECTURES FOR BUSINESS MEN,  
BLANNERHASSETT'S**

**COMMERCIAL EDUCATIONAL SOCIETY OF AUSTRALASIA.**

**"SOME LESSONS OF TO-DAY,"**

**by**

**RICHARD WINDEYER, K.C.,**

**THE KING'S HALL. 69 HUNTER-ST. SYDNEY, TOMORROW, WEDNESDAY, 21st NOVEMBER,  
at 8 p.m.**



*Mr. Windeyer possesses an exceptional equipment for the task of interpreting correctly the signs of the times, and he proposes to discuss: -*

*1. The old social ideal - Liberty.*

*2. Is democracy a failure?*

*3. What is the matter with the world?*

*Mr. Richard Windeyer, K.C., an eminent leader of the Bar, an earnest and able advocate for the welfare of Australia, and a fine and forcible speaker, needs no formal introduction, and we anticipate a large and interested gathering on WEDNESDAY, 21st NOVEMBER.*

**August, 2015**

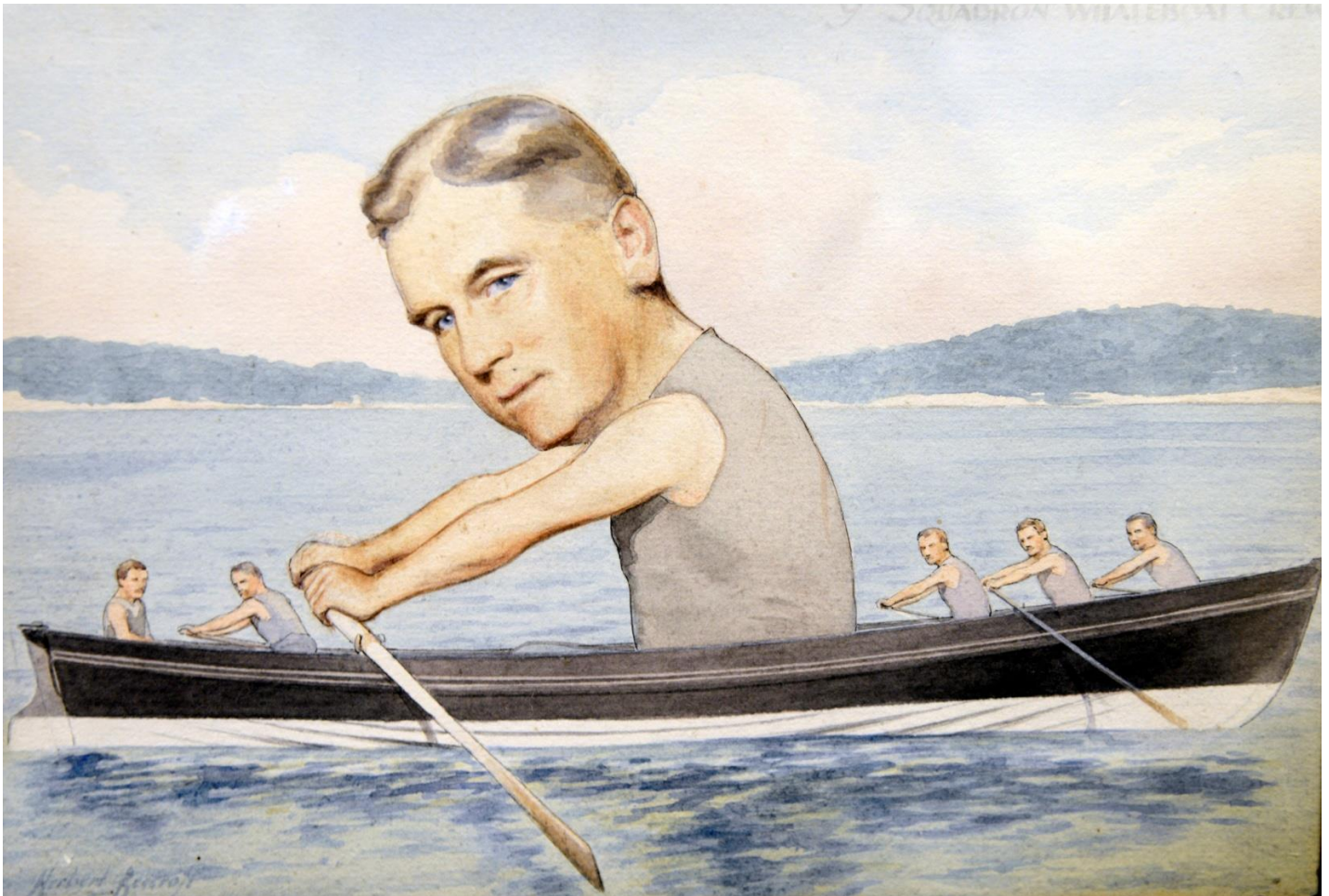
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## F W Hixson

The caricature of Francis William Hixson by Herbert Beecroft is one of a few which are undated. My guess is that it is one of the last and if so, it would date to about 1930. The title barely visible at the top right-hand side says, "A Squadron Whale Boat Crew."

The Whale Boats, manned by 6, were an integral part of naval history and I have found evidence of Whale Boat racing in the 1920s on Sydney Harbour. Therefore, I have assumed that Mr. Hixson was a member of an RSYS crew who competed in such an event at this time.



**Saturday, 16th August, 1902 – Sydney Mail and New South Wales Advertiser**

*The Old Naval Brigade.*

*The B Company of the old Naval Brigade, by the invitation of their late lieutenant, **Mr. F. W. Hixson**, assembled at his place, Tinteni, Elizabeth Bay, on Saturday and instant. Elaborate preparations made for the comfort of the men, were well appreciated by them. The gathering was in every sense a success and marked another notch in the stick of favour and popularity of the genial host, Mr. F. W. Hixson. The father of the Brigade, Captain Francis Hixson, its founder, and commander for over 40 years was present, and made the gathering even more successful. A number of toasts were submitted and responded to, the one, 'Our Host,' coupled with the name of Mrs. Hixson, being received with marked enthusiasm by the men, who one and all endorsed the proposer's (Mr. P. O. Kempton) remarks in reference to their late lieutenant. Lieutenant Hixson responded at some length. A photo of the company was then taken, and a programme of songs and recitations, the items of which were rendered by P.O.'s White, Knapton, and A.B.'s Keene, Denis, Goodall, and Troke. Lieutenant F. W. Hixson joined the Naval Brigade in June 1877, as a cadet, and by dint of hard study and*



*practice attained the position of lieutenant. He was the first Naval Brigade officer to pass the necessary examination to qualify him for the position. He had charge of B Company for a period of 12 years, and during that time proved himself an efficient, energetic, and popular officer. He volunteered for active service in China but received orders to return from Hong Kong. Lieut. Hixson took a keen interest in every branch of the Brigade, and was instrumental in getting together two boats' crews, who beat all-comers, even the cracks of H.M. Navy. He was an ardent supporter of the rifle Club and did his utmost in every way to encourage the men in doing their duty. He leaves the Brigade as the result of the late sweeping retrenchment movement, just at a time when officers of his stamp are most needed.*

**Friday, 12th February, 1904 - Sydney Morning Herald**

**SHIPWRECK RELIEF AND HUMANE SOCIETY.**

*The monthly meeting of the committee of the Royal Shipwreck Relief and Humane Society of New South Wales was held in the Royal Exchange, Pitt and Bridge streets, yesterday afternoon. There were present Mr. J. H. Storey (chairman), Mr. J. Russell French, Mr. A. F. Robinson, Mr. C. J. Henty, Mr. W. S. Buzacott, Mr. J. O. Fairfax, Captain J. Edie, Captain J. M. Banks, Captain G. S. Lindeman, R.N., and the secretary (Captain A. W. Webber). The first business before the committee was the consideration of some cases of relief, and accounts were passed. Many cases of saving life were discussed, but the final decision was deferred until the next meeting in March. It was with regret that the committee received the resignation of one of their number – Captain Francis W. Hixson, R.N. – who had occupied the position since the foundation of the society 20 years ago. Captain Hixson has always taken a great interest in the work, and his efforts have contributed largely to the successful position of the society. It was unanimously resolved to elect **Mr. F. W. Hixson** (son of Captain Hixson) to the vacant seat.*



The next article is one of the most interesting I have unearthed among all the research undertaken to write these essays. In 2015, I can reach to an article written in 1934 which takes recollections back to 1870. We thereby bridge 170 years of marine history in Sydney.

**Wednesday, 24th January, 1934 - Sydney Mail**

**The First Sydney Regatta:**

**How the Anniversary Day Festival Developed**

*THE first Anniversary Day Regatta took place in 1837. There had been boat races before that, of course; the proud owner of a smart sailing boat or a man of prowess at the oar will race at any time anywhere. The first Sydney regatta, on the occasion of which 'one of the most numerous and select parties ever assembled in the Colony met at Macquarie Fort,' has been noted in the interesting weekly account in the 'Mail' of what happened here a hundred years ago. The ladies sat down to 'a magnificent luncheon' at 3 o'clock, the gentlemen 'succeeding to the tables' when they had finished, and then they danced a set of quadrilles. That was in 1834. DOES it not bring up a picture of the courtliness of the times a hundred years ago — the times when gentlemen had to stand some distance off from the ladies on account of the width of the crinoline, and could not*



*sit at lunch with them for the same reason? It would be a gay scene. The ladies surmounted their crinoline dresses with big hats shaped like the old coalscuttle, and decorated with a bright plume, while the gentlemen were likely to be in frock coats of mulberry or French brown, with black stocks wound around the neck — most uncomfortable in January in Sydney—and tight trousers held by straps beneath the boots. Then, too, there would be some military uniforms, and in those days the soldier was a picturesque object indeed. The guests at this 'numerous and select party' danced the quadrille to the music of the band of the 4th Regiment. And it must have been a fine sight. It would be at night, when the regatta was finished, and probably on the grass by the light of numerous lamps and perhaps the moon, when they tripped the stately measure, the ladies in their billowy crinolines, the gentlemen in their mulberry-coloured coats, in which they would no doubt perspire profusely on that night in January a hundred years ago.*

*IN earlier times the racing on the water generally took the form of matches between the crews of vessels. Judge Therry, who wrote of Sydney of 1831, when the town contained about 15,000 inhabitants, says the regatta, races, and the cricket match provided the more 'genteel' circles with their enjoyments. Following the Anniversary Regatta of 1837, the newspaper files record that the next one was got up in the following year, but the newspaper men seemed singularly unenthusiastic, and reported, too, that the public were apathetic. In 1839 'the great press of other matter prevented' the 'Sydney Herald' from giving any report of the proceedings. In 1840 rainy weather caused the festival to be postponed until the following day, when it was a success, and the term 'The Anniversary Regatta' appeared to become fixed in that year.*

*THIS was the first official event of the name, and it continued year after year ever since. Sydney in 1837 was a very small place. The Tank Stream wound its way down across Pitt-street under the bridge at Bridge-street and into the bay which we now know as Circular Quay. There was another small bridge across it near where the 'Herald' and 'Mail' offices stand, where there was also a pump. A post and rail fence of countrified appearance ran along that side of the road down to Bridge-street.*

*Recollections of the Seventies - JUDGE BACKHOUSE was connected with the Anniversary Day Regatta either as a competitor or spectator since 1869 until recent years, and for a long time was chairman of the executive committee. 'It is really one of the great regattas of the world,' he said in recalling the early years. 'It stands very high indeed, and we are nearing its century. There are older aquatic events. Oxford and Cambridge boat race is older, but it has not been continuous. So far as I know, we are the oldest continuing water festival of the kind held within the Empire. It was with the express wish and consent of the Governor that it was kept going during the war. We asked for no subscriptions from the public at that time. Sir Gerald Strickland was here, and he said that there were instructions that things of that kind should be kept going if possible.*

*IT is a wonderful sight from the flagship when you look across to Bradley's Head in the afternoon. Dawes Point was a favoured vantage place for the crowds in the early days, and the flagship used to be moored somewhere thereabouts. Later I think they had it in Farm Cove. There were regattas held in the twenties, I believe. Captain Piper used to have races for whale boats with all gear in place exactly as used in whaling. We used to have races on Anniversary Day for the coasting ketches, a boat that has almost disappeared. Some of them I remember were almost yacht-like in their lines— beautiful craft. One named the White Cloud was a beautiful model. There used to be races for 24-foot fishing boats. The 18-footers have taken their place. They were a very useful craft that would come through any weather. We also had 24-foot skiffs, and there were, of course, the yachts. We always had rowing races, in which scullers like Beach and Trickett and those fine oarsmen of the times took part. Q. L. Deloitte and Alfred Milson were two men who were the mainstay of the Anniversary Regatta for many years.*

*IN the old days the harbour would be filled with square-rigged sailing clippers — beautiful vessels of a thousand tons or thereabouts. Vessels such as the Cutty Sark, the Sophocles and the Thermopylae would be at anchor decorated with bunting. The Anniversary Regatta was the one thing in those times. It had the monopoly of Anniversary Day. No cricket or races. For a time, the Balmain regatta became a little more prominent, and I*



*can remember the sailing ship Macquarie being the flagship. During the war we had a North Shore ferry steamer as flagship.'*

**COMMANDER F. W. HIXSON** remembers the Anniversary Regatta from 1870, when the flagship was moored between Dawes Point and Milson's Point. It was the year in which his father, Captain Hixson, went to live in a stone house that stood on Dawes Point. 'In those days,' said Commander Hixson, 'most of the races for rowing boats were around the two islands — Goat Island and Fort Denison. They had good crews — the Fitzhardinges and the Clarks and men of that caliber. After a while, as the traffic grew heavier, one or two of the regattas were held from Lavender Bay; they had to put the flagship in out of the way. Then later on they went to the north of Kirribilli, where they have been held for a good number of years. I remember the racing for coasters, fishermen, and watermen. The 'Herald' gave a prize, I recollect, of a new skiff for the watermen to race for. We used to wind up with a gig and dinghy race around the flagship. That gave the people lots of fun. It's a wonderful part of our life, this sailing, that people don't realise. Take those races on Saturday. About 450 men are engaged in them, and I should say from 2,000 to 2,500 are sailing on the harbour every Saturday. It all calls for expenditure and enthusiasm, and it means a lot to the business community. Now we have boats coming from other States to race, and, altogether, it is a branch of sport and usefulness that is not fully realised.'

### **Monday, 17th April, 1944 - Sydney Morning Herald**

#### **SAILORS' HOME TOO SMALL**

##### *Many Turned Away*

*Since the war, demands on the Sailors' Home in George Street North have increased so much that accommodation cannot be found for those who seek it, and 30 to 40 seamen a week have to be turned away.*

*The Sailors' Home is the only home for sailors in New South Wales. At present it holds 100 sailors, but plans have been completed for another wing of 30 rooms. All that delays the building of the wing are the necessary funds.*

#### **SECOND OLDEST**

*In 1863 the Home, now in its 80<sup>th</sup> year, was built by public subscription. It is the second oldest Sailors' Home in the world, coming next after that at Well Street, London, founded 130 years ago. The original building in George Street North accommodated 50 men, but a wing added in 1926 doubled its capacity. Sailors come to the home when their ships are in port, and they have been paid off. They remain until they sign articles again. Others from hospital live there until repatriated, and there are also survivors from wrecked ships and ships sunk by enemy action. They pay 8/ a week for a room and a shilling a meal. Special quarters, with showers, and a dining-room, are provided for coloured seamen. Last year the home took more than 5,000 guests and provided for 356 seamen who had exhausted their funds through illness or prolonged unemployment. Also 46 survivors from two ships sunk by enemy action lived there for varying periods. In 1941, 38 survivors of sinkings were received, and, by sinking three ships in 1942, the enemy added a further 74 guests to the home.*

#### **AIDING SURVIVORS**

*When shipwrecked sailors are brought in from the sea by destroyers, Rear-Admiral Muirhead-Gould personally brings them to the home. Those who come from other ports are met at the railway station. With the assistance of the King George's Fund for Sailors, survivors of wrecks are fitted out with clothes, and stay until repatriated to their home ports. Some of the injured stay to be cared for. Among the survivors were Island French, Poles, Yugoslavs, Norwegians, Danes, Indians, and Malays. So many Asiatics have been arriving recently that the shipping companies have rented Harbour Trust property to accommodate the overflow. They have taken three houses opposite to the home to which the men come for hot showers. Mohammedan seamen are especially grateful for this amenity. Many of the Asiatics call the superintendent and his wife "father" and "mother."*

*The home is run by Commander R. G. Hart, as superintendent, and an honorary council of six, of which **Commander F. W. Hixson**, son of the late Captain Francis Hixson, one of the founders of the home, is chairman. In the grounds of the home the oldest occupied cottage in Australia, built of natural stone 127 years*



ago, houses six Merchant Navy officers. Frequently they are foreigners, many Norwegians and Danes having lived there. Commander Hart is convinced, from bearings he has taken, that the cottage marks the spot at which Governor Phillip landed.

**Wednesday, 26th September, 1951 - Daily Commercial News and Shipping List**

**DEATH OF COMMANDER F. W. HIXSON, O.B.E.**

*It is with regret we report the death of **Commander F. W. Hixson, O.B.E.**, at the age of 89 years, following a short illness. He was a director of the Permanent Trustee Company, the United Insurance Company, the Illawarra and South Coast Steam Navigation Company Ltd., and the Newcastle Wallsend Coal Company. He was a son of the late Captain Francis Hixson, R.N., who was stationed in Sydney in the fifties and afterwards took charge of the Sydney shore establishment of the Navy. Commander Hixson became a commander in the Naval Brigade, which was a volunteer naval reserve raised and commanded by his father. He always took a keen interest in naval affairs. He was honorary secretary of the Naval League, chairman of the Royal shipwreck Relief and Humane Society, chairman of the council of the Sydney Sailors' Home for many years, and a member of the Board of Royal Naval House, being largely instrumental in the success of this body. He was a member of the Council of the Sydney Church of England Grammar School. In 1920 he was made a member of the Order of the British Empire in recognition of his work for the Australian Comforts Fund. Commander Hixson was a brother of Lady Fairfax and the late Mrs. Geoffrey Fairfax. He is survived by his son, Mr. F. D. Hixson.*

**August, 2015**

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## R H Binnie

Ten years before L. Herbert Beecroft painted the caricature of R. Herbert Binnie in 1909, he was at work in his hometown of Reading in England. Here is a reference to him in the local rag.

### Saturday, 30th December, 1899 - Reading Mercury MUSEUM AND ART GALLERY.

*It is estimated that over 70,000 persons visited the Reading Museum and Art Gallery during the past twelve months, fully confirming the public's appreciation of this excellent Institution. The Art Gallery opened the year with a very successful exhibition, under the auspices of the Berkshire Art Society, of paintings in oil and water colours, by Berkshire Artists. There were about 250 works exhibited, a number of which found purchasers. This being the first exhibition of the kind, it must be considered most satisfactory. The works, taken collectively, were of good standard, and spoke well for the artistic taste of Berkshire artist residents. During the early part of the year a collection of engravings, prints, and water colours, illustrating old Reading and neighbourhood, was formed. This has since been handsomely added to by Mr. Councillor McIlroy, who presented ten watercolour paintings of old Reading, by **Mr. Herbert Beecroft**.*

By the time he undertook the painting of Mr. Binnie, Beecroft had completed almost a dozen paintings. I have always wondered in what order he chose the subjects. Most of them are in "portrait" format but some are "landscape" and these are the ones displayed on the eastern wall of the northern entrance to the Squadron.

The painting of Mr. Binnie has him at the helm of his beloved "Bona", sail number 19. A full set of sails are flying, including a spinnaker and the Squadron burgee is flying from the top of the mast. In the top left-hand corner is a crest showing a gent in a red striped bathing suit wading into the ocean. The caption says "Salis





bene in Mare” which in literal Latin means “salt well in sea.” Alternatively, the word “bene” meaning well, could be a pun on Binnie so a less literal translation could be “Salty Binnie in the ocean.” Alternatively, it could simply be “A fine Salt on the sea.”

Comparison of the profile of Mr. Binnie in the painting to the frontal head shot I located in “**Sydney Sails**” once again demonstrates the accuracy of Beecroft’s brush. In spite of the completely different angles, the resemblance is remarkable.



The “Bona” was a 36-footer built in Auckland, New Zealand, of kauri, which was ‘seasoned’ in salt water for at least two years before construction. The yacht was designed and built by New Zealand boat designer and craftsman Charles Bailey. She was brought to Australia by Mr. J. E. Chinnery and purchased by Mr. Binnie in 1903. He sold her in 1917 during the 1st World War. The photo of the “Bona” comes courtesy of **The State Library of NSW**.

### **Wednesday, 6th January, 1904 - Evening News**

*The Yacht Race.*

#### **BONA GETTING READY.**

*As the time for the great yacht race between the Victorian craft Sayonara and the Sydney owned Bona approaches, every effort is being taken to have the latter vessel in readiness for the contest. The vessel is now on the slip at Blue's Point and being overhauled. Dominey is looking after the sails, while Mr. Walter Reeks is superintending other alterations. A number of hands are engaged, and the work is being carried out with all speed. It is hoped that she will be in the water tomorrow, so that the crew may have a field day, for the purpose of "finding out" their ship. The Bona was built at Auckland, in 1900, for Mr. Chinnery, of Sydney, and only changed hands within the past few weeks, the owner being **Mr. H. Binnie**. A number of alterations have had to be carried out since it was decided that she would be the N.S.W. defender against the Sayonara. There is a vast difference between the boats. It is anticipated that the Bona will race about 40 rating, while her opponent will measure about 42. Bona will, therefore, be conceded 2min 40sec in a 20 mile contest, and 2min 48sec in 21 miles: Approximately the Bona carries 1400ft of canvas, and the Sayonara 2100ft. Another difference, too, may strike yachtsmen as being significant. Both vessels are to sail cutter rigged - the Bona has a polemast while the other carries a topmast. The Sayonara's rig is described by sailing authorities as the finest fit out ever seen here. A comparison cannot be drawn in this direction as regards Bona's fit out. This is a matter which must wait until she leaves the slip at Blue's Point. Prior to being taken in hand by the sailmaker, riggers, and so on, the Bona was taken out for a couple of turns. She proceeded outside for several miles and behaved fairly well. There is every reason to believe that she will give a good account of herself and cross the line first. The crew selected for the N.S.W. boat numbers nine hands, eight of whom are amateurs. The names are as follow: — S.*



*M. Dempster (skipper), H. Binnie (owner), Arthur C. Jewett, J. W. Manson, R. L. Massie, J. N. Roxburghe, F. W. Smith, J. L. Milson, and J. Evans (paid hand). In fairness to the crew— which is a good one, by-the-way— it must be said that for the first race they will be somewhat at a disadvantage. They will have on board a lot of untried gear, while the alterations which will have been carried out will also have to be got used to. The first race takes place on Saturday over a course 10 miles to windward from Sydney Heads. The boats will get away at 1 p.m. and must finish within six hours of starting. The steamer Cobar will be the umpire's boat, and the Newcastle Company's steamer Newcastle will also follow the race.*

### **Saturday, 20th April, 1907 - The Australasian (Melbourne)**

#### *Social Doings in Sydney*

*As a wind-up to the yachting season, the Royal Sydney Yacht Squadron gave an afternoon party at "Carabella" on Saturday last, when the members entertained some of their friends quite informally at tea — a very pleasant gathering. Chairs were placed on the lawns, and the various races watched in a desultory fashion by the ladies, who did not understand in the least what was happening, except that guns denoting the finish of various events boomed forth from a little launch at odd and unexpected moments. The boats, motor launches, cutters, and yachts in Careening Cove shone brightly in the sun, and the waters gleamed blue and serene. The flag staff in the grounds was gay with flags, a band played on the lawn, and on the upper lawn tea was served about 4 at small tables from a large tent. Sir James Fairfax (commodore) presented the Lady Rawson Cup to **Mr. Herbert Binnie**, who having for three years in succession been successful with his yacht Bona, is now the owner of the prize. Mr. Binnie modestly responded. Cheers were given by a posse of Sobraon boys present. Mr. Walter Reeks (vice commodore), Lady Fairfax, Mr. and Mrs. Macfarlane, Mr. and Mrs. R. Old, Mrs. Burton Dibbs, Mr. Collard. R. N., Mr. and Mrs. James Ross, Captain and Mrs. St. John George, Miss Blanche Curnow, Mr. and Mrs. S. A. Milson and Mr. O. Bauer were at the squadron afternoon. Mr. Herbert Binnie, winner of the cup, went for a trip to England via Vancouver in the Manuka on Monday, April 15, and will be away about nine months.*

Mr. Binnie retired to Berry on the south coast and died 21<sup>st</sup> October, 1954.

### **Friday, 26th March, 1954 - Sydney Morning Herald**

#### *£42,000 Sale of City Building*

*The Farmers and Settlers' Association of N.S.W. has purchased Binnie Building, 10 Castlereagh Street, for reception and Club rooms. Purchase price was £42,000. The building, which is between Martin Place and Hunter Street, consists of a basement, ground floor and six upper floors. It is on land having a 27ft frontage on to Castlereagh Street. The sale was made by Richardson and Wrench Ltd. for Permanent Trustee Co. of N.S.W. Ltd., as attorneys for the English executor of the will of **Herbert Binnie**.*

**August, 2015**

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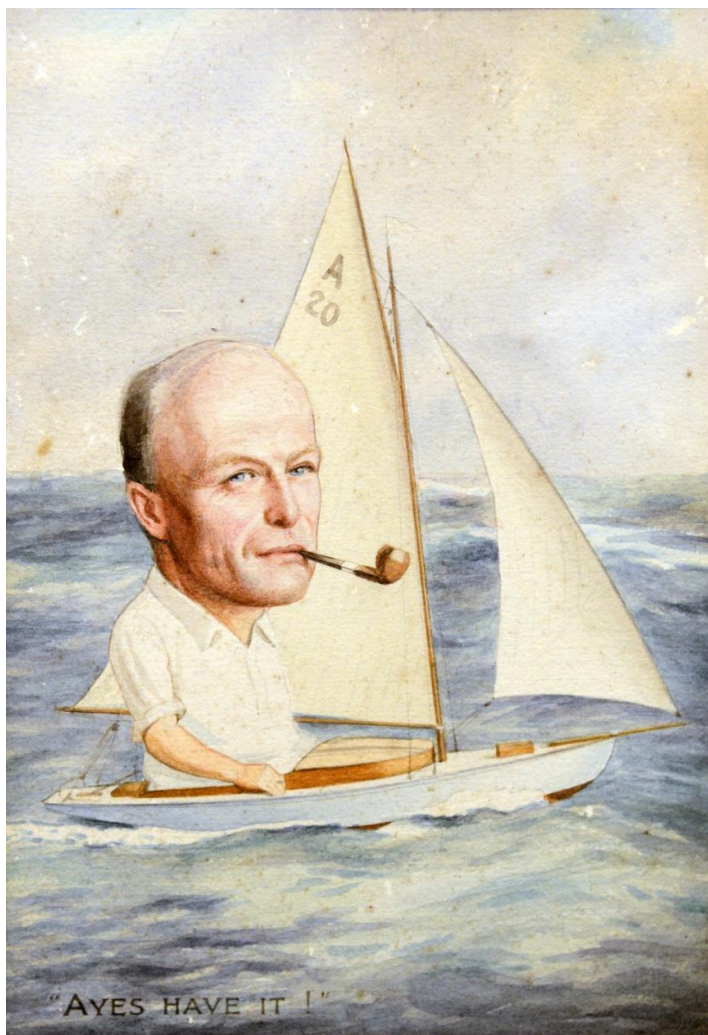
## R H C Down

One of a half a dozen of L. Herbert Beecroft's caricatures which is undated is that of Richard Down. Beecroft's work for the Squadron tailed off with the advent of World War 1 with a few paintings dated to 1916 then resumed in 1922. Since the twenties were the halcyon days of Mr. Down, I can reasonably assume that Beecroft's painting dates to that period or maybe even the early thirties.

Richard Down was the backbone of the Sydney Amateur Sailing Club at this time and Beecroft's painting reflects this. He is at the helm of his gaff rigged yacht "Rana" and the Amateurs sail no. is A20. At the bottom of the painting, it says "Ayes have it" which is a variation on "The I's have it" but with the substitution of "Ayes" to signify the Amateurs. Over many years, there have been many yachties who were members of both the Amateurs and the Squadron, although it is rare that anyone would serve on Committees at both Clubs. I have not been able to find any evidence that Mr. Down was in fact a member of the Squadron but there is no doubt that with his role at the Amateurs over such a long period, he would have been working with the RSYs closely.

The following information has been extracted from **"The Amateurs"**, the history book of the Sydney Amateur Sailing Club, published in 1972, and reproduced here with the kind permission of that Club.

R. H. C. DOWN (1914-1934). Club rules today provide for three yearly rotation of Flag Rank, thus the twenty-year term of Dick Down is a record. Elected in 1911, Captain 1912-14, Commodore 1914 in lieu of R. G. Smith who stood down. Club activities were suspended during World War I and, apart from War Service, many members resigned as subscriptions were not suspended at first. Dick Down took a leading part in getting the Club going again after the war and he raced "Rana". His main contribution was as an able administrator and a strong chairman who guided the Club to new records in membership and racing during the 1920's, and particularly during the early 30's when, owing to the depression, few starters were coming forward. It was 1921 when the Amateurs were invited to affiliate with the Sydney Yacht Racing Association and the Commodore was appointed a delegate, a position which he retained for thirty years. When he stood down in 1934, the Club was flourishing and representatives of other Clubs attended to express their appreciation of his services to yachting.





## R. H. C. DOWN

Although Richard Henry Charles Down has not been connected in any way with the Olympic Games, he, nevertheless, has something in common with a large number of Olympic champions. Dick Down and the champions referred to all hold records which can never be broken. It is not true of all records that "records are made to be broken".

When the Western World changed over to the metric system the current records for distances measured in miles and yards became records which will stand for all time. Similarly, Dick Down's record of 20 years as Commodore of the Sydney Amateurs became an all-time—and unbeatable—record when the Amateurs' rules were changed to limit the Commodore's term of office to three years.

During his remarkable term as Commodore, Dick Down—it infuriated him to be called Downs—was described as dictatorial, demanding, impatient, domineering and ambitious, and there is little doubt that he was all of these things. He was dictatorial in that he wanted everything done his way. He was demanding in that he required every member of his Committee to support his ideas. Every decision had to be unanimous. He was impatient in that all his ideas had to be put into effect at once. He was domineering in that he had the ability to persuade all his associates to do it "Down's Way" and he was ambitious in wanting, very much, to retain his office for 25 years. He probably would have if his close friend, C. W. Robson, had not pointed out to him that he was killing enthusiasm in his succession of Vice- and Rear-Commodores by making the Commodoreship unavailable to them.

But he had three qualities which even his most outspoken critics had to recognise. He was a hard worker, he was a wonderful organiser and he was a born leader.

The following article previews the launch of "Rana."

### Wednesday, 11th June, 1913 - The Referee

#### SAILING

By 'CORINTHIAN.'

*MR. DOWN'S NEW CRUISER.* During the week, I had the opportunity to view the plans of a cruiser that Mr. W. Holmes, of McMahon's Point, will shortly put in frame for **Mr. R. H. C. Down**, of Middle Harbor. Although not of large proportions, she will be a staunch and weatherly little ship, just such a one that will fight her way home at all times. The dimensions are: L.O.A., 32ft; L.W.L. 24ft; beam, 9ft; draft, 5ft; timbers of yellow wood, deck and planking of kauri. The sail plan allows of mainsail and jib, which will be supplied by Mowatt, of Williamstown. Thirty hundredweight of lead, molded on the keel, furnishes the necessary ballast. An aperture is to be left so that an engine can be fitted later. This yacht will probably set others building, as she will be most suitable both for inside or outside use. She will have good accommodation for her passengers, and in addition will be economical to maintain.

In the next article it sounds like the southerly set off the coast had taken over and moved the mark. It still happens today.

### Wednesday, 18th February, 1920 - The Referee

#### SAILING

#### RANA'S SUCCESS IN THE OCEAN RACE

(By WEATHER-EYE)

*Saturday in Sydney turned out a perfect day for sailing, the wind coming in steadily throughout the entire afternoon. The Sydney Amateurs could not have struck a better day for their ocean race. Unfortunately, this, however, proved a bit disappointing, in as much that the ocean mark was not placed according to the Club's rules — that is, three miles to windward; and as it was not more than a mile and a quarter outside, and drifting at that, the competitors had occasion for considerable dissatisfaction. As a matter of fact, at the conclusion of the racing a complaint was lodged by a number of those who had taken part. Eleven boats entered, these, together with their respective handicaps, being: — Triton, scr; Gumleaf II, 2min; Waitangi, 2 ½ min; Rana, 3min; Dawn, 4min; Mischief, 5min; Burraneer and Wirri Winna, 10min; Winji Winji, Athene, and Sundowner, 12min. Of the three latter Athene did best on the work down the harbor and out to the ocean mark, Mr. Carment's boat showing fine weatherly qualities in the prevailing breeze. However, on the run home she was not fast enough to prevent **Commodore R. H. C. Down's** Rana from overtaking her just at the finish, where*



*Rana had but 13sec to spare from her. Mr. Carter's Waitangi sailed the best of the others, and overhauled the long starters, excepting Athene, in fine style, the latter having 2min 48sec to spare from her at the finish. Sundowner and Wirri Winna were hopelessly out of it before the finish, whilst Dawn and Winji Winji did not complete the course. The finishing times were: — Rana, 5h 18min 41sec; Athene, 5h 18min 54sec; Waitangi, 5h 21min 42sec; Burraneer, 5h 22min 25sec; Triton, 5h 23min 5sec; Gumleaf II, 5h 23min 40sec; Mischief, 5h 24min; Wirri Winna, 5h 34min; and Sundowner, 5h 34min 12sec.*

#### **Thursday, 12th July, 1934 - Sydney Morning Herald** **YACHTING.**

*Commodore R. H. C. Down to Retire.*

*At the meeting of the Sydney Amateur Sailing Club, at the Royal Empire Society rooms last night, **Mr. R. H. C. Down** announced that he would not seek re-election as commodore at the annual meeting on August 29. Having held office for 21 years, Mr. Down said he felt that he had earned a rest. Mr. Down's service as a flag officer of the Sydney Amateur Sailing Club has extended over a quarter of a century for, prior to becoming commodore in 1913, he had been a junior flag officer. In 1913 the Club did not play a very important part in the sailing activities of Sydney, and its efforts were further curtailed during the war years, but since then it has gone on from strength to strength. In no small degree this is due to Mr. Down's interest. He has never missed a meeting held when he was in Sydney.*

After Mr. Down finally relinquished his hold on the Amateurs, he continued racing until the start of the Second World War. He died in 1963.

**September, 2015**

#### **Postscript**

In March, 2016, “Rana” was relaunched after an extensive restoration by Peter Langman. The photo here was taken by Dale Wahren at the time on the day. Here is a description attached to a promotion for Noakes Boat and Shipyards, owned by Sean Langman, Peter’s father:

*“Around 1995, Bill Gale suggested to Sean Langman that he should have a look at a boat sitting in a back yard in Windsor. Despite having no deck, some missing planks and a broken horn timber, it was love at first sight. Soon after, “Rana” was trucked to Noakes at Berry’s Bay and the first stages of restoration was undertaken by waterfront identity and Noakes shipwright, Jack Boyle. The project was put on hold when Jack died in 1999. One of Jack’s great legacies was the knowledge he had shared over decades with many*



*apprentices. It was therefore fitting that the project was resurrected by Pete Langman in 2014 in his last year as an apprentice shipwright. “Rana” was designed by A.C. Barber and built in 1913 by Holmes of Lavender Bay for Mr. Dick Down, Commodore of the SASC for over two decades. Dick introduced the “A” prefix for all SASC registered yachts and at that time “Rana” had the highest sail number – A20. “Rana” is a Persian word meaning beautiful, eye-catching and classically elegant. This was proved to be true at her relaunch in late March, sailing again in home waters after almost half a century.”*



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## D Carment

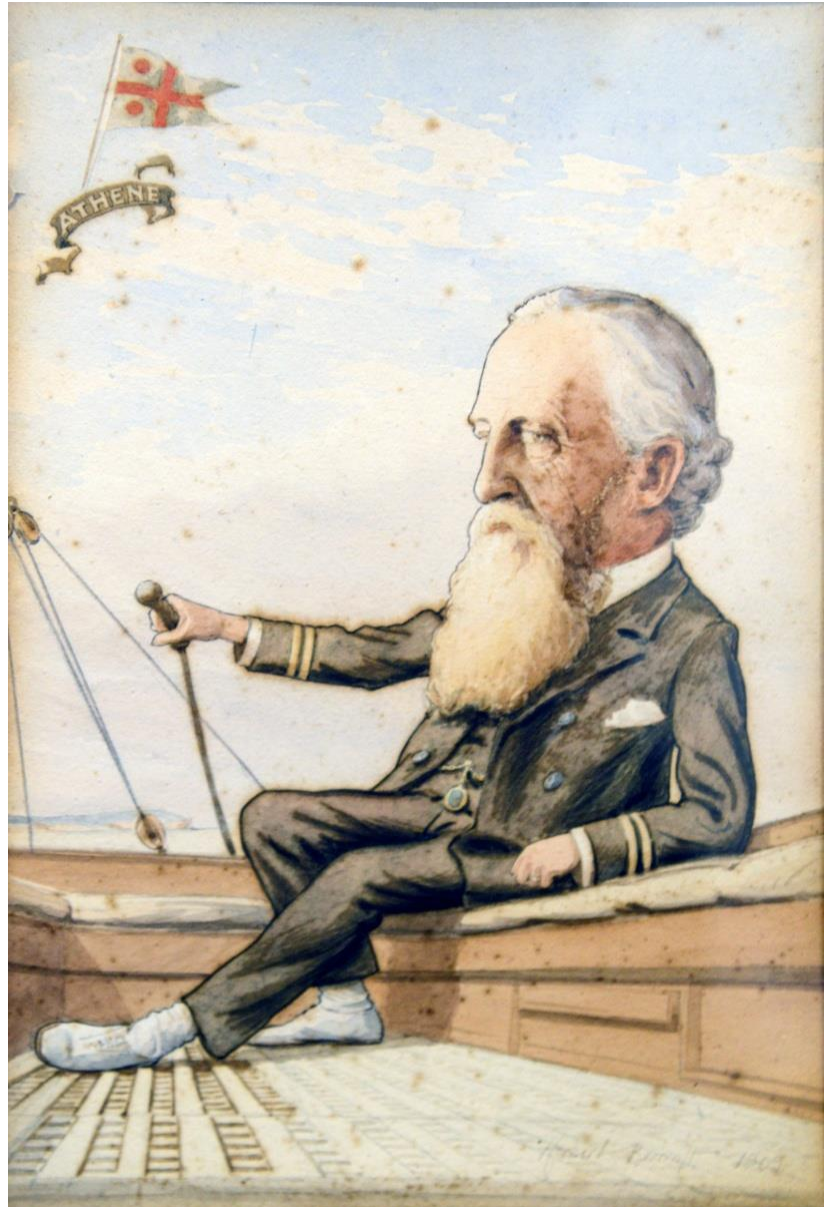
For the subject of this essay about the caricatures of L. Herbert Beecroft, I depart from my regular approach because the best source of information about David Carment is his descendants. I am grateful to Professor David Sulman Carment for kindly allowing me to reproduce these images and for lending his time to aid in the editing of this story. NOTE: the material has been edited from a biography originally published on the Australian National Maritime Museum blog on 13 March 2013 and is reproduced courtesy of **The Australian National Maritime Museum**. (Author Nicole Cama).

Beecroft's painting was completed in 1909 and is self-explanatory.

### The 'oldest yachtsman' in Sydney and his love for ATHENE

By all accounts David Carment was an energetic man, and one who never seemed to slow down with age. Described as 'young in spirits' David was '6 feet tall and well built'. Born in Comrie, Scotland in 1843, he came to Australia in 1872 after an actuary to the Australian Mutual Provident Society (AMP) in Sydney met David while on a business trip to Britain and offered him a position with the company. During the voyage to Sydney, David stopped shaving and grew a long beard that he was to keep for the rest of his life, a steadfast traditionalist until the end.

On 27 January, 1876, he married Elizabeth Shallard at St. Philip's Church of England on Church Hill, Sydney. Together, they had five children of whom only two survived infancy – Elizabeth Edith and David Shallard. David Carment was considered one of Sydney's 'outstanding personalities' and served as Honorary Treasurer of the Royal Society of New South Wales as well as the Australasian Association for the Advancement of Science. He was also, it seems, a fine singer, and sang in the Philharmonic Society concerts in Town Hall as well as at the opening of the famously ill-fated Garden Palace Exhibition of 1879.



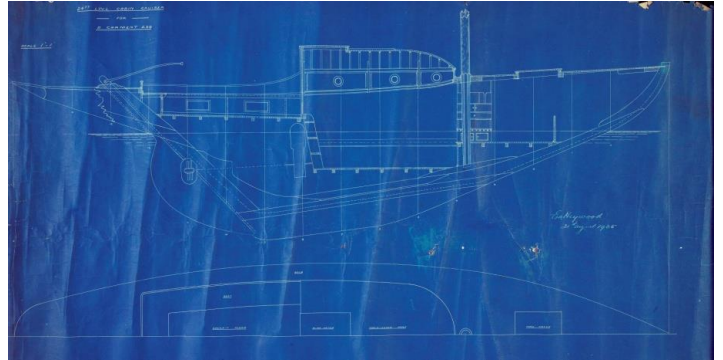
At the centre of this story for me, however, is the yacht David had built in 1905 and named *Athene*. Designed by E. W. Heywood and constructed out of New Zealand Kauri by W. M. Ford of Berry's Bay it was, according to his grandson Max Carment, 'fast and wet, 34 feet length, 8 feet 6 inches beam, and 6 foot draught, and with over 1 ton of lead external ballast'. An early mention of the yacht appears in *The Sydney Morning Herald* on 4 April, 1906, saying a private yacht race was to take place between *Athene* and Mr. J Young's *Herreshoff*.

David reveled in Sydney's picturesque harbour and nowhere is this more evident than in the Carment family's private collection of photographs shot on board the yacht. The man with the long white beard appears dignified;



beaming proudly in the yachting uniform he always wore as homage to the sport and its associated Clubs. In December 1913, he colorfully described what an average day sailing was like in a letter to his son, David Shallard, displaying just how ingrained the sport had become in his life:

“On Saturday I took the boat down the harbour with a crew of three ... We had a good sail in a fresh nor’easter and had a great view of the numerous open boat races. On Sunday it blew pretty nearly a “black nor’easter” in the afternoon...we went to North Harbour and had a truly great sail home round by Shark Island carrying full mainsail and jib. You see the lapse of years has not abated my love of a good breeze. I wonder if you’ll take to sailing again when you come back ... or whether you are tired of the finest sport in the world.”



David was rear commodore of the Royal Prince Alfred Yacht Club in 1919, vice commodore from 1920 to 1923 and a life member. He was also a member of the Royal Sydney Yacht Squadron and the Sydney Amateur Sailing Club, and he lent his support to other Sydney sailing Clubs. Max Carment stated that during the 1920s and 1930s, David or his son would race *Athene* every Saturday. During the 1926 season, *Athene* ‘was the most successful boat, having won the Tempest Trophy, Jubilee Cup, Boomerang Cup.’ Her skipper, David Shallard, also won the captain’s trophy for the best record in “A” class. Each Sunday, David and his son would pack lunch for themselves, the crew and any other passengers, before walking to Sandeman’s boatshed in Careening Cove to launch their dinghy. Max described what followed:

“As soon as the anchor had been dropped, cushions were laid out on the cockpit seats and a folding table set up for lunch. Lunch was always the same – cold beef, potatoes boiled in their jackets in sea water, pickles, bread, butter and jam. If it was hot an awning was set up over the cockpit. After lunch Grandfather went down to one of the two bunks in the cabin for a nap, and most of the others rowed ashore for a walk on the beach, or in summer, a swim ... We usually returned to the moorings in Careening Cove about 5 pm.”



On 29 April 1934, only weeks after his last cruise on *Athene*, David died of bronchitis and myocarditis at the ripe old age of 90. The tributes poured in, including one from Air Vice Marshal Sir Philip Game, Governor of New South Wales, who referenced the sport David loved so much: ‘I always admired him so much in all the various roles in which I came across him and was amazed at the way in which he handled a boat in any and every weather.’ Another tribute piece was written by a relative and published in the *Northern Star* and summed up his character quite eloquently. Amy Shallard described him as a ‘courteous gentleman’ and, despite being the ‘oldest yachtsman in Australia’, she had ‘vivid recollections of beating up the Harbour in the teeth of a howling



westerly gale with "the Skipper" (as he was affectionately called) at the tiller when he was over 80 years of age.' Four to five hundred people attended the memorial service at St Peter's Church in North Sydney.

*Athene* stayed with the family until 1950. Though it was still sailing in 2008, like many of its contemporaries, it was significantly altered from its original form. Like the photographs themselves, *Athene* represents the "golden olden days" of recreational boating in Sydney Harbour.

### **Wednesday, 23rd May, 1934 - Northern Star Lismore**

#### **AN APPRECIATION**

#### **LATE DAVID CARMENT**

*There died recently at his home at North Sydney, **David Carment**, ex-actuary of the A.M.P. Society, in his 91st year, a courteous gentleman and very fine classical scholar. His father was a minister of the Free Church of Scotland and preached alternately in Scotch and Gaelic. Mr. Carment was educated in Comrie (where he was born) and Edinburgh, where he read Greek and Latin with the late Prof. Blackie, of Edinburgh University. Unlike most, he retained his knowledge and was as familiar up to the day of his death with the ancient classics in their original languages as the average man is with Dickens and Shakespeare.*

*He was elected a Fellow of the Institute of Actuaries at an early age and shortly afterwards became a Fellow of the Faculty of Actuaries. He arrived in Sydney in 1872 under engagement to the A.M.P. Society and on the retirement of Mr. Black, became Actuary.*

*Perhaps not the least of the factors which contributed to the wonderful success of the A.M.P. was the mathematical accuracy of the wide knowledge of life insurance of David Carment. He was very liberal and never refused help to any deserving case.*



#### **ACTIVE CHURCH WORKER**

*He was a member of the Presbyterian Church and took an active part in its management. He was also a member of the various scientific societies and at times an office holder. He represented Australia at various International Actuarial Conferences in the U.S.A. and England and was the author of one book and several pamphlets on actuarial matters. At the time of his death he was collecting data for another publication on insurance in England and America.*

*One of his hobbies was music and he sang in the Philharmonic Society concerts in the Sydney Town Hall. He also sang at the opening of the Garden Palace Exhibition. He had a genial disposition and contributed to the success of the celebration of the writers golden wedding, by singing "The Good Rhine Wine," when he was nearly 90 years of age. He was a member of the Australian Club for half a lifetime. He married Miss Elizabeth Shallard, who predeceased him three years ago, at the age of 83. He left one daughter, Miss Bessie Carment (who was studying music in Germany at the time of the war, and who was one of the last refugees to get away), and one son, David Shallard Carment, who had just taken his degree as "Naval Architect" in Glasgow and was brought out by the Federal Government for naval work at Cockatoo Island.*



## WONDERFUL VITALITY

*He attributed his long life and wonderful vitality to regular habits. Cold plunge bath at 7.30 every morning, breakfast at 9 sharp, and if one was not down he wanted to know why. Coffee at 11 and then off to town and a call at the A.M.P. office where Mr. Carment's room was kept for him up to the time he died, although he retired 20 years before. He was a member of the Prince Alfred Yacht Club, Royal Sydney Yacht Squadron and Sydney Amateur Sailing Club and was probably the oldest yachtsman in Australia. The writer has vivid recollections of beating up the Harbour in the teeth of a howling westerly gale with "the Skipper" (as he was affectionately called) at the tiller when he was over 80 years of age. He built the auxiliary cruiser "Athene" some 25 years ago and had a cabinet full of prizes. He was a most enthusiastic yachtsman and was noted for the fact that in spite of his years, he would "go out" in all weathers.*

*To sum up, he was one of the few surviving members of the Victorian "aristocracy of culture and learning," and the world is the poorer for his passing. In the words of Adam Lindsay Gordon, he is "A good man gone where we all must go." Four to five hundred friends attended the memorial service at the Presbyterian Church. It was conducted by four clergymen (personal friends). He was buried alongside his wife at Gore Hill and the funeral was a mile long.*

*A. SHALLARD. Boonah, Queensland.*

**September, 2015**

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## T W Bremner

Another of the “Class of 1908” of Squadron members from the portfolio of L. Herbert Beecroft is the then Rear Commodore, Thomas William Bremner. In fact, Mr. Bremner had 2 terms as Rear Commodore: 1905-1906 and 1910-1919.

The painting once again demonstrates Beecroft’s accuracy and skill. Compare it to the photo I found in “**Sydney Sails**”: the bushy moustache, the set of the eyes and the pointed chin. No doubts about it; that’s T. W. Bremner! The yacht could only be the “Scotia” which Mr. Bremner launched in 1902 but there may be a mistake in the painting. The Sail number is 18 whereas the photo I located of “Scotia” displays 19 as her sail number. Is it possible I have found a mistake by Beecroft or did Mr. Bremner change the number at some point?



By the expression on Mr. Bremner’s face, it looks like he is not amused. “Where-is-that-Buoy”? he is asking, clearly reference to an important race when a buoy has moved. The most unusual feature of the painting is the pink silhouette of Mr. Bremner on his mainsail, maybe a suggestion of the frustration felt late in the day when a buoy has gone missing. On the top left-hand side of the painting is a flag with a symbol on it which is a Scottish thistle. It could be a symbol which signifies the Bremner clan, an old Scottish family, as well as the name of the boat.

**Tuesday, 14th October, 1902 - Sydney Morning Herald**  
**SAILING.**

**ROYAL SYDNEY YACHT SQUADRON.**

Mr. T. W. Bremner presided at the *monthly meeting of the Royal Sydney Yacht Squadron held at the Club room, Pitt-street, last evening.* Mr. Bremner's motion - *"That the time during which new members be admitted without entrance fees be extended from October 1 to include all nominations up to the monthly meeting in December for*



*election at the January (1903) meeting," was carried. Dr. C. MacLaurin brought before the meeting the matter of the military authorities refusing to allow visitors to land at Obelisk Bay. It was decided to leave the matter in the hands of the committee to see what could be done. Messrs. Arthur W. Tooth, E. R. Taylor, J. W. Adman, T. Raine, L. Wallace, T. Lawry, R. M. Pitt, and Arthur Pitt were elected members of the squadron.*

Here is a press report of the launch of the "Scotia."

### **Wednesday, 24th December, 1902 - Sydney Morning Herald**

#### **SAILING.**

#### **A NEW 30ft. FAST CRUISER.**

*Yesterday there was launched from H. T. Green's yacht building yard, Lavender Bay, a handsome specimen of the popular 30ft. fast cruiser class. She was designed under the present Y.R.A. rule by the renowned William Fife, of Fairlie, for **Mr. T. W. Bremner**. Cruising qualities called for first consideration, so she is strongly built, gun metal floors being used fore and aft. The planking is of cedar in two thicknesses laid longitudinally, her grown frames are ti-tree with bent elm timbers between, keel and sternpost are of spotted gum, and stem of ti-tree. The deck is laid with sugar pine and canvas covered. The deck-fittings are of teak. She has the most modern form of profile, the long raking keel extending right to the sternpost, which is the deepest point. Her appearance quite justifies the general opinion that she will be one of the speediest of her class, and this is pretty well assured when the recent successes of her designer in this class of craft are considered. On deck there is a neat low coachhouse fitted with two ports; aft is the steering well, separated from the companion by about 2ft of deck, which allows the deck beams being carried right across, giving great strength where it is much needed. Forward of the mast is a hinged fore-hatch. Below the arrangements are very convenient, right aft under the steering-well is the sail locker, on each side of it are two fixed berths. The cabin itself is about 11ft long, and has some 5ft 2in headroom, and is fitted with sofa beds, drawers, lockers, shelves, etc. The forecabin is completely shut off from the cabin by a bulkhead and contains a platform for stove and the usual galley appurtenances, besides a cot for a man.*

*The finish of the boat is excellent, every little detail being perfectly attended to, and, as a whole, better work could not be wished for. The sails are by Messrs. Ratsey and Lapthorne. The rigging was made locally by J. Wrixton, of Careening Cove, and is, as usual, of the best. The launching ceremony was performed by Mrs. Petherich, a daughter of the builder, who broke the customary bottle over the bows and gracefully named the new craft Scotia. After the launch an adjournment was made to the building shed, where success was drunk to the new craft. The following dimensions, &c. will be of interest: - L.O.A., 43ft 7in, L.W.L., 28ft 7½in, beam., 7ft 9½in, draught, 5ft 4¾in, sail area, 974 square ft, lead keel, 3½ tons.*

The photo of "Scotia" on Sydney Harbour, near Neutral Bay, comes courtesy of The Australian National Maritime Museum.



### **Wednesday, 10th February, 1904 - Sydney Sportsman**

#### **ROYAL SYDNEY YACHT SQUADRON**

#### **SCOTIA HOLDS THE GASCOIGNE CUP.**

*The final destination of the Gascoigne Cup is again undecided, for on Saturday last Scotia notched her first win for the 'pot,' and **Bremner** will now hold it until beaten. Petrel has already won it upon two occasions, but she did not sail at all well, and Dempster will have to wait next season to try and prove his ownership to the cup by*



notching a third win. The starters were *Petrel* (S. M. Dempster) and *Culwulla* (W. M. Marks) scr, *Heather* (N. H. Murray) 1 min, *Isea* (Dr. Nathan) 3min, and *Scotia* (T. W. Bremner) 9min. *Fleetwing* was also entered, but as there was more than a thimbleful of wind, *Brockhoff* as usual was afraid to take his fair-weather toy into deep water. *Scotia* showed a liking for the strong breeze, and during the reach to Long Reef greatly increased her lead, and rounded the mark over 15min ahead of *Petrel*, which yacht was very closely followed by *Culwulla*. *Scotia* maintained her long lead until the harbour was entered, when *Culwulla* and *Heather* began to bring her back. But *Bremner* was never troubled and crossed the finishing line a winner by about half a minute. A splendid race took place between *Culwulla* and *Heather*, Marks coming out on top by 29sec. *Petrel* finished fourth, 2 ½ min behind *Heather*. Dr. Nathan drew the *Isea* off after rounding the Long Reef mark.

## Tuesday, 12th December, 1905 - Evening News

### 'TORN SAILS.'

#### HARBOUR RACING INCIDENT.

A case of interest to yachtsmen, and others who take their pleasure on the waters of the harbour, was commenced in the Sydney District Court today, before Judge Murray and a jury of four. The basis of the action was a collision which occurred between a sailing boat and a yacht, while the latter was taking part in a race.

The plaintiff was **Thomas William Bremner**, an actuary, of 'Othrys,' Bennett-street, Neutral Bay, who was represented by Mr. Windeyer (instructed by Messrs. Asher, Old and Jones); and the defendant Orlando Taylor, engineer, of M'Mahon's Point, North Sydney, for whom Mr. J. C. Gannon (instructed by Messrs. J. Williamson and Sons) appeared. The plaintiff set out that the defendant so negligently and unskillfully managed and navigated a sailing boat, the '*Keriki*,' as to run foul of and into collision with plaintiff's yacht the '*Scotia*', damaging her, and so injuring her mainsail as to render it utterly worthless. Plaintiff claimed £30. In reply the defendant gave a denial of any negligence causing the accident. In opening to the jury, Mr. Windeyer explained that on October 28 last, the *Scotia* was competing in the Royal Sydney Yacht Squadron's Commodore's Race. While on a starboard tack, near Clark Island, and in an excellent position to win the race (in which she eventually sailed into second place), a collision occurred with the *Keriki*, which had been just under the lee of Clark Island. The result was the ruin of an expensive suit of sails obtained for the *Scotia* from England. Plaintiff was examined in support of his case, giving particulars of the circumstances under which the collision occurred. (Proceeding.) The jury, after a lengthy retirement, returned a verdict for plaintiff, with damages £15.

### From "Sydney Sails":

"At the Squadron's annual meeting in September 1911 the flag officers — Sir James Fairfax, A. J. Milson, and **T. W. Bremner** — were re-elected, and thus would hold office during the Squadron's Jubilee Year (1912), a year which would be made all the more memorable by the fact that in its fiftieth year of existence the Squadron had acquired the freehold of its superb harbor-side home."



GARDEN PARTY IN THE JUBILEE YEAR (1912)



I found in a book called “**Sydneyites As We See ‘em 1913 – 14 - 15**”, the following summary of Mr. Bremner.

**BREMNER, THOMAS WILLIAM**

*Fellow of the Faculty of Actuaries, Associate of the Institute of Actuaries, Consulting Actuary and Accountant. Born, Edinburgh, Scotland, April 2, 1865. Son of the late Doctor Bruce Allan Bremner, and Mrs. I. Bremner, of Edinburgh. Came to Sydney, January 1897. Was with the Standard Life Office, Edinburgh, 1882-1886, Mutual Assurance Society of Victoria, Melbourne, 1887-1897, Mutual Life of New York, 1897-1907, and has been engaged in his present occupation since 1907. Is rear Commodore of the R S Y Squadron.*

*Club – R. S. Y. Squadron*

*Recreations – Yachting, Golf*

*Home Address – “Othrys”, Bennett Street, Neutral Bay*

Members of the Royal Sydney Yacht Squadron have been serving on the governing bodies such as the yachting Association of NSW and Yachting Australia for as long as they have existed and here is an example in 1930 of Mr. Bremner serving as Vice President of the Sydney Yacht Racing Association. It is amusing to me that the item of discussion reported relates to the inevitable wrangle about handicapping. The Y.R.A. scale referred to is the same concept as the Yardstick Rating System used, for example, in 2015 for Sports Boats.

**Thursday, 25th September, 1930 - Sydney Morning Herald**

**SYDNEY YACHT RACING ASSOCIATION.**

**A RULING FROM THE Y. R.A.**

*The annual meeting of the Sydney Yacht Racing Association was held on Tuesday evening, when the following office-bearers were elected for the 1930-1931 season: - President, Mr. L. C. Waterman; vice-president, **Mr. T. W. Bremner**; hon. treasurer, Mr. R. H. C. Down; hon. secretary, Mr. S. D. Wenborn; delegates, R.S.Y.S., Messrs. T. W. Bremner, W. J. Creagh, D. S. Carment; R.P.A.Y.C., Messrs. J. Alderton, F. F. Buchanan, L. C. Waterman; S.A.S.C., Messrs. R. H. C. Down, F. Lomer, W. D. M. Taylor; P.E.Y.C., Messrs. J. L. Milson, P. Ross, and C. Mack Walker.*

*During the 1929-30 season three council meetings were held, and the main points dealt with during the year were the question of ownership of last year's Forster Cup candidates, upon which a ruling was given, the Interpretation of Rule 43 (Y.R.A.), on an Inquiry submitted by the S.A.S.C., and an Inquiry as to the application of Y.R.A. rule 4, paragraph 2, which was submitted to the Yacht Racing Association.*

*The reply to the question submitted is interesting and summarised the Y.R.A. Interpretation is as follows; - In a pure class all yachts would sail level, that is, if in a pure 8-metre class race yachts, although rating differently, perhaps 8.0, 7.9, and 7.7 metres would give and receive no time allowance. In races between classes, e.g., 6 and 8 metre classes, the time allowance would go between classes and not between individual boats. Thus, if boats rating respectively 8.0, 7.7, 6.0, and 5.9 metres were racing class against class the first two would sail level and would allow the latter two (also sailing level), the allowance laid down between the 8 and 6 metre classes. When boats of a number of ratings are racing in the one race and it is well understood that there are no classes, time allowance is found by taking the actual ratings of the competitors and determining the time according to the Y.R.A. scales.*

Thomas Bremner died in 1948.

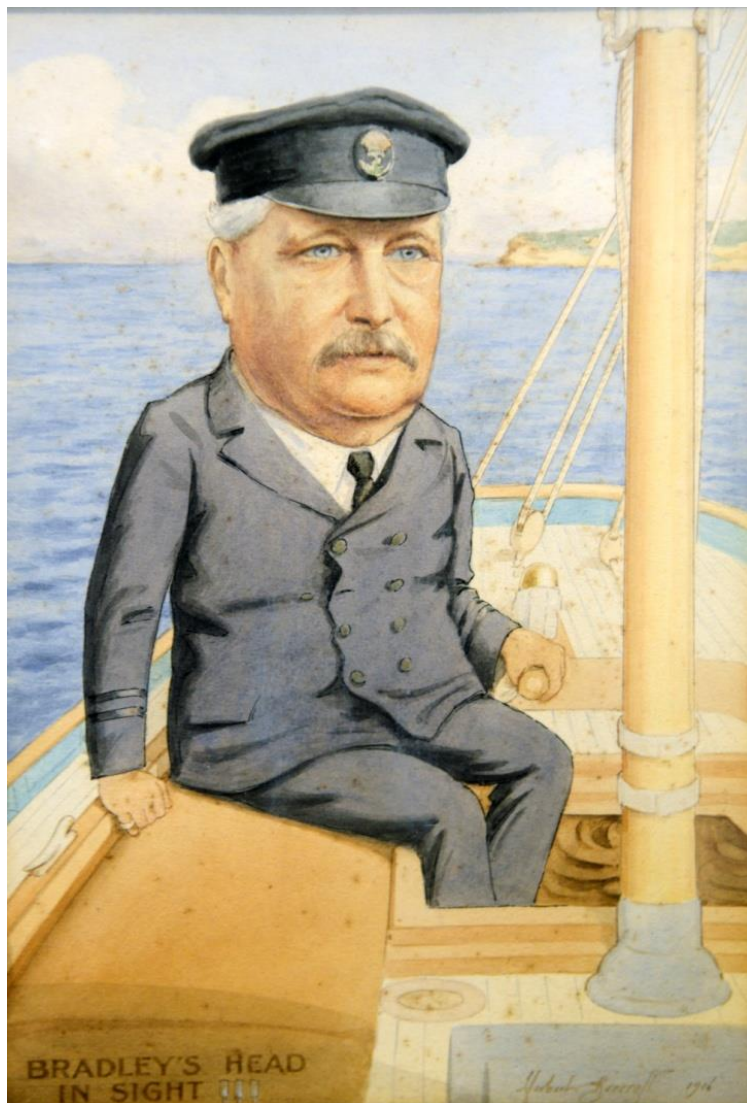
**September, 2015**

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## A J Milson

L. Herbert Beecroft's caricature of Arthur J. Milson, dated 1916, is a straightforward painting of another member of the Milson family who were giants in the history of the Royal Sydney Yacht Squadron. Befitting his status, Mr. Milson is sitting in his full Squadron uniform at the helm of his yacht. Arthur Milson was not the sailing identity in the family; that was his brother Alfred. Arthur, however, often acted as Officer of the Day and frequently skippered motor launches to view the racing, particularly off the coast. From the title at the bottom left-hand side of Beecroft's painting "Bradley's Head in sight" I assume Mr. Milson is bringing his yacht home from a day at sea because it looks like South Head over his left shoulder.



The following description of a Garden Party at the Club in 1907 contains many familiar names if you have been reading these essays about the paintings of L. Herbert Beecroft.

**Saturday, 10th October, 1908 - Sydney Morning Herald**

**ROYAL SYDNEY YACHT SQUADRON.**

**GARDEN PARTY AT CARABELLA**

*Bright, genial weather, with a delightful breeze blowing in from the sea, favored the garden party held in the grounds of the Royal Sydney Yacht Club House, 'Carabella,' this afternoon. There was a large attendance, and the scene on the lawn, where a gay company of ladies and gentlemen assembled to witness the spectacle on the water, was a very animated one. From the flagstaff fluttered the blue ensign, and lines of bunting gave quite a festive appearance to the picture. The grounds looked their best after the recent rain, and the presence of all description of craft, from the stately yacht to the cockle shell dinghy, as they glided to and fro', their sails glinting in the sunlight, added to the picturesqueness of the function. A popular programme of music was played by the Naval Brigade Band, and during the afternoon refreshments were served in marquees and in the open by a number of prettily dressed waitresses who kept tripping in and out of the foliage where the tables were arranged. Among those who accepted the invitation of the Commadore, Sir James Fairfax, who, with Lady*



Fairfax, was in attendance, were Lady Poore, Lieutenant Alberto Paredes, and a number of officers from the Chilian training ship; Walter Reeks, vice-commodore of the squadron; **Mr. Arthur J. Milson**, rear-commodore; Mr. and Mrs. J. A. Ross, Mr. Otto Bauer, Mr. A. G. Milson, Mr. C. Bartholomew, Mr. F. W. Hixson, Mr. Wallace Cameron, Mr. W. M'Crea, Mr. J. T. Wilshire, Mr. and Mrs. C. Hordern, Mr. Geoffrey Fairfax, Mr. H. Harris, Mr. and Mrs. J. Paul, Mr. and the Misses Bryant, Mr. and Mrs. Frank Butler, Mr. and Mrs. Dennison Miller, Mr. E. Hungerford, Mr. and Mrs. T. W. Bremner, Mr. N. H. Murray, vice-commodore P.A.Y.C., Mr. Fred Jackson, Mr. F. Doran, Mr. Russell Marshall, Mr. Archibald Howie, Mr. J. W. Mason, Mr. R. Old and Mr. Arthur Blix.

### **Wednesday, 29th November, 1911 - The Sydney Mail and New South Wales Advertiser**

*In the World of Sport*

*By Combo*

Vice-Commodore **Mr. Arthur J. Milson**, who gave the prizes for the Royal Sydney Yacht Squadron race on Saturday, had his flag on the tug Alexander, and took a party down off Dee Why to watch the race. The clinking southerly behind the competing yachts sent them along at a great bat, but the tug was on the mark first; and all aboard who survived mal-de-mere had a perfect view of the ocean work, in which five splendid boat's took part. The contesting yachts were: — Thelma (C. L. Jones), 5m allowance; Culwulla III (W. M. Marks), scratch; Yeulba (A. L. Mullens), 16m; White Wings (J. A. Muston), 8m; and Petrel, (C. M. Trebeck), 15m.

Bowling north, with spinnakers set, the yachts made a great show. Thelma led Culwulla round the mark by about 48s, and the others were close astern. The big yachts outpaced the eight-metres on the run back to Shark Island, where the finishing times were: — Thelma, 5h 15m 36s, Culwulla III, 5h 17m 47s, White Wings 5h 27m 59s, Yeulba 5h 33m 52s, Petrel 5h 34m 38s. After allowing for handicaps, the adjusted times read thus: — Thelma 5h 10m 36s, Culwulla III 5h 17m 47s, Yeulba 5h 17m 52s, Petrel 5m 19m 38s, and White Wings 5h 19m 59s. Thelma thus won by 7m 11s, with 5s between Culwulla III, and Yeulba.

From “Sydney Sails”,

“Sir Alexander MacCormick, who had volunteered for service abroad, attained the rank of surgeon-colonel and served with great distinction. During his absence he was re-elected each year as commodore of the Squadron, while **Vice-Commodore Arthur J. Milson** and Rear-Commodore T. W. Bremner carried on the curtailed activities of flag officers. In 1915 T. A. Dibbs presented his fine mansion “Graythwaite” at North Sydney to the State for use as a convalescent hospital for wounded servicemen. The Squadron donated and maintained a bed at the hospital in memory of Captain Stewart Milson, son of Vice-Commodore Arthur Milson, who was killed in action during the year. Wounded servicemen from “Graythwaite” were given special attention by the Squadron during and after the war years. In 1917 T. A. Dibbs was knighted, and at the same time the Squadron made him an honorary life member.”

### **Thursday, 9th September, 1920 - Sydney Morning Herald**

**ROYAL SYDNEY YACHT SQUADRON.**

**THE NEW COMMODORE.**

**Mr. Arthur James Milson**, the new commodore of the Royal Sydney Yacht Squadron, was vice-commodore for eleven years. His father (Mr. James Milson) was one of the founders of the squadron and its first vice commodore, a position he held for four years. Mr. Arthur J. Milson's brother, Mr. A. G. Milson, has held office as vice-commodore and commodore. Mr. A. J. Milson spent his early life in Queensland, where he was engaged in pastoral pursuits. When he returned to Sydney, he became interested in yachting, and built the Mischief, a twelve-ton schooner, and a motor boat as tender. Some years ago, Mr. A. J. Milson was elected rear-commodore of the Royal Sydney Yacht Squadron, and subsequently he succeeded to the vice-commodoreship during the commodoreship of the late Sir James Fairfax, and later of Sir Alexander MacCormick. Mr. A. J. Milson has taken a keen interest in all matters connected with yachting, and his election as commodore of the Royal Sydney Yacht Squadron received the unanimous approval of all yachting enthusiasts.



Mr. Milson died in 1926. I have included some information about his heritage.

### **Saturday, 8th May, 1926 - Sydney Morning Herald**

**MR. ARTHUR J. MILSON.**

**DEATH ANNOUNCED.**

*The death occurred yesterday afternoon of **Mr. Arthur James Milson**, a well-known resident of North Sydney, and formerly commodore of the Royal Sydney Yacht Squadron. He was 72 years of age.*

*The late Mr. Arthur Milson, who was a brother of Mr. Alfred G. Milson, was the eldest son of the late Mr. James Milson, and a grandson of the late Mr. James Milson, the elder, after whom Milson's Point was named. Mr. Milson was born at Florence (Italy) on April 13, 1854. Upon leaving the Sydney Grammar School Mr. Milson was indentured at the Pyrmont works of the old A.S.N. Company. He did not, however, continue at his profession, but subsequently acquired an interest in Huntly station, Peak Downs, in partnership with the late Mr. E. H. Mackay...*

*Mr. Milson married in 1880 the second daughter of the late Mr. Nell Stewart, the issue being two sons and one daughter. The eldest son, Captain Stewart Milson, was killed at Lone Pine.*

### **Wednesday, 19th May, 1926 - Sydney Morning Herald**

**AN OLD FAMILY.**

**THE MILSON STORY.**

**(BY R. H. G.)**

*The death recently of **Mr. Arthur James Milson** at his residence, Walaya, Milson's Point, removes another link connected with the early days of New South Wales. His grandfather, James Milson, arrived in Sydney as a free settler in 1804 with letters of introduction to Governor King from several influential friends in England. On arrival he built a small cottage on the North Shore opposite to Dawes Battery and here cultivated extensive gardens and an orchard at Castle Hill for the supply of vegetables and fresh fruit for the ships in Sydney Cove. On receiving a "promise of the land fronting Sydney Cove" he remarked that the area was not fit to grow anything as it was nothing but sandstone. The Governor reasoned with him that although he would not be able to grow much then the stone on the ground would certainly be valuable in years to come for building purposes. A prophecy that was true indeed.*

*James Milson held the position of confidential land steward to Governor Macquarie and had the superintending of the Government Farm (now Botanic Gardens). Governor Brisbane having known Milson in England, they were fast friends, and he held a similar position in Sir James's household. James Milson married Elizabeth, a daughter of David Kilpack, a member of the New South Wales Corps, and one of the first grantees of land in the Parramatta district, and an early sheep breeder of the colony. "King's Dispatches" mention the number of sheep in the colony in 1805 to be 20,617, and the sheep breeders were S. Marsden, John Macarthur, R. Hassall, Edward Lamb, T. Rowley, David Kilpack, Edward Robinson, James Sheppard, and Thomas Arndell. Milson's house on the North Shore was the rendezvous of many such gentlemen as Dr. McLeod, Dr. Ivory Balcombe, Brabyn, Sir James Brisbane and Judge Bent who would be found there on Sunday afternoons.*

*In 1826 bush fires raged over the whole of the North Shore and Milson's house was destroyed. Everything was lost including some valuable mares he had recently imported. The occupants were rescued by officers and men from H.M. S. Warapite. An account of the disastrous bush fires that occurred on November 28, 1826, appeared in the "Monitor" on December 8 of that year and was recorded as follows: - "It is our painful duty to record a melancholy instance of the mutability of human affairs. There dwelt upon the North Shore a reputable family named Milson the heads of whom had long held confidential positions in the households of Governors Macquarie and Brisbane. Having acquired an easy competency they had retired to this sequestered spot to enjoy the fruits of their labour, a comfortable neatly-furnished dwelling; a garden, cattle, and a well-known resort of Sunday-goers known as 'The Milk House,' which produced a considerable weekly rental, constituted*



*their possessions. Milson was absent, and his wife and daughter saw with fearful solicitude the distant smoke rising o'er the hill; towards the set of sun the blazing heath presented to their view an appalling prospect. Two male domestics then on the premises made active endeavours to cut off the communication of the flames by clearing a space as ample as time would admit to check its destructive progress, but the attempt was vainly made. The impelling breeze wafted ignited masses through the air and the only recourse now left was to remove the most necessary and valuable portables. The house contained apparel, beds. etc., which were hastily conveyed to a distance; but the unfortunate owners were compelled to witness the demolition of their peaceful habitation. The small remaining hope of saving the residue of their property was not for long. The destructive element made rapid progress towards the depository of their movables, and quickly was the wreck complete." The "Monitor," December, 1826, reports other serious bush fires: -- "The northern point or the hemisphere presented a vivid glare from the conflagration." A similar fire took place at Woolloomooloo.*

*Governor Brisbane having taken up his residence at Rosehill (Parramatta), he offered Government House to James Milson until he rebuilt. His new home he called Brisbane Cottage, erecting it on the former site, situated just above the new cutting recently made to the Milson's Point vehicular ferry. The late Mr. Arthur Milson, when speaking of the old days of Milson's Point, recalled the small creek that ran through the garden to the west of Brisbane Cottage, emptying itself over a waterfall into this part of the harbour (known then as Cockle Bay), where ships' boats used to fill their casks when getting supplies of milk, fruit, and vegetables. On the cliff near the waterfall there were several round holes in the rock, and his father told him that the natives in the early days used these holes to mix up a punch and get intoxicated with the mixture. In these grounds there used to stand three headstones under some lemon trees, marking the position of the remains of the chief officer, surgeon, and one of the crew of the ship Surry (belonging to Captain Raine), who succumbed to smallpox on August 12, 1814. The authorities would not allow the interment in a public burial ground, and hearing this, Mr. Milson allowed the interment to be made in his grounds.*

*James Milson was one of the original members of the first Boating Club formed in 1836; Mr. Burton Bradley was the commodore. His Son, James Milson junior, was one of the founders of the Royal Sydney Yacht Squadron in 1862. When the late Mr. Arthur Milson came to reside in Sydney, he, like many other members of this old yachting family, took a great interest in yachting. He built the yacht Mischief, which was named after the old boat of the same name owned by his father, and which was well known as far back as the early 'fifties. Mr. Milson did not take an active part in yacht racing, but held office in the Royal Sydney Yacht Squadron, first as rear-commodore, afterwards as vice-commodore, and finally as commodore. He retired from the latter position to offer the position of commodore to Lord Forster.*

*Referring to the naming of the proposed new railway station at Milson's Point (Kirribilli), by the Railway Commissioners, the late Mr. Milson never ceased, up to the time of his death, to draw attention to the obviously unnecessary alteration of the name of Milson's Point.*

**September, 2015**

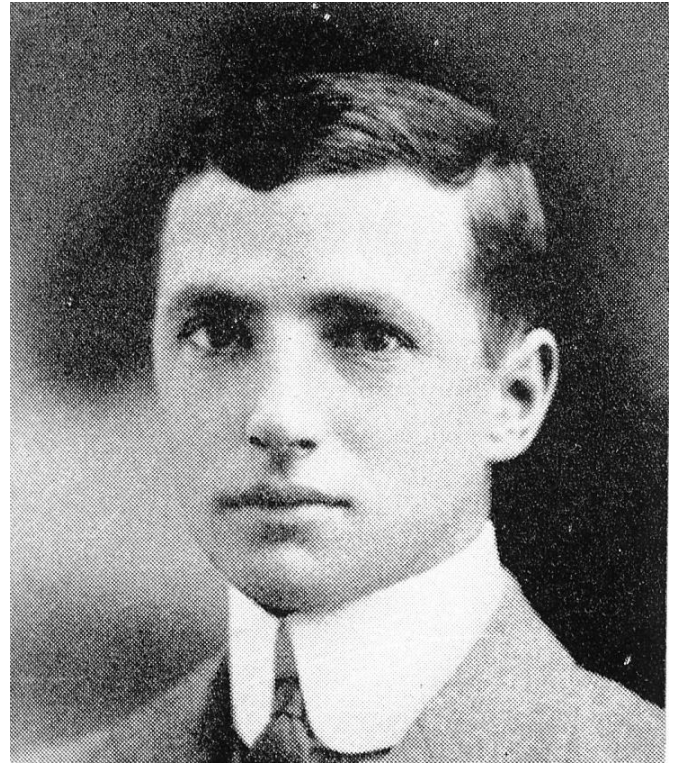
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## J L Milson

When L. Herbert Beecroft was invited back to the Royal Sydney Yacht Squadron after the First World War, a number of the subjects were painted aboard the newly formed and very successful 21foot Restricted Class. One such painting was that of James Lord Milson, dating to 1922, in “E.O.J.”. Beecroft’s painting shows a more mature man than the photograph I located at the Club. He was the third generation of the iconic Milson family.

The painting is titled “Rounding the Buoy” in the top right-hand corner and the buoy is a pot of Irish Stew with a Code Flag P in it. Mr. Milson is smoking a cigarette and is gazing at the stew, maybe with longing.



Here is a photo from “Sydney Sails” of E.O.J.



I have tried to ascertain what “E.O.J.” stands for. Nonagenarian member Don Taylor recalls his mother telling him there were initials for E. O. Jones, a solicitor with Asher, Old and Jones. Richard Old was a subject of one of Beecroft’s caricatures, but Don was unable to provide any further information.



## Friday, 28th October, 1921 - Sydney Morning Herald

### NEW RESTRICTED CLASS OF YACHT

**Mr. J. L. Milson's** new restricted 21 ft. yacht *E.O.J.*, as she appears on the lawn of the Royal Sydney Yacht Squadron at Kirribilli, Sydney. The craft was built on exactly the same lines as Lord Forster's *Corella* and Mr. F. Albert's *Boomerang* by Stewart Sandeman, Ltd.

Mr. Milson raced *E.O. J.* with great success for many years. In the next article, it is notable that cash prizes were awarded. He replaced *E.O.J.* with 2 further restricted Class yachts – *E.O.J.II* and *N.S.W. III*.

## Sunday, 28th October, 1923 - Sunday Times

### OCEAN YACHTING

#### *E.O.J. and Aoma Win*

In annexing the Royal Sydney Yacht Squadron's scratch race for the Thelma Memorial Plate, **Mr. J. L. Milson's** *E.O.J.* put up a splendid performance over an ocean course, as she carried by far the largest spread of canvas in the contest. With plenty of weight in the boat *E.O.J.* was always prominent in the fresh nor'easter, but it was on the run home to Neutral Bay that the extra spread of canvas enabled her to gain victory. *E.O.J.* has been successful in both events sailed this season. At the deep-sea mark, which was four miles to windward of South Head, the official times were: *E.O.J.* 3hr 32min 2sec, *Boomerang* 3.33.34, *Corella* 3.33.32, *Gymea* 3.34.37, *Wattle* 3.36.43, *Dormy* 3.37.5, *Nettle* 3.40.26, *Cherry-Too* 3.52.38. Prior to reaching the mark *Nettle* and *Inez* collided, and the latter, in the mix-up, lost her bumpkin and retired. On the run home *E.O.J.* held her own, while both *Corella* and the Marconi-rigged *Gymea* defeated *Boomerang*.

<i>E.O.J.</i> (Mr. J. L. Milson),	£6	1
<i>Corella</i> (Lord Forster),	£3	2
<i>Gymea</i> (Mr. A. C. Saxton),	£1	3
<i>Boomerang</i> (Mr. C. T. Trebeck)		4

Finishing times: *E.O.J.* 4hr 23min 45sec, *Corella* 4.25.11, *Gymea* 4.25.11, *Boomerang* 4.25.50, *Dormy* 4.27.50, *Wattle* 4.28.5, *Nettle* 4.31.27, *Cherry Too* 4.48.50.

## Sunday, 4th November, 1923 - Sunday Times

### YACHTING

#### *Fourth Successive Win to E.O.J.*

**Mr. J. L. Milson** has established a record in yachting among the 21ft restricted class by registering his fourth successive victory with his speedy craft *E.O.J.* Yesterday he retained the Magic Cup, presented by the trustees of the family of the late Mr. Alfred Fairfax to the Royal Prince Alfred Yacht Club for annual competition. *E.O.J.* went to the front from the flying start off Neutral Bay and was not headed. Her skipper displayed magnificent judgment after clearing Shark Island for Manly by working the eastern shore, where he gained much smoother water than the craft that stood on the opposite side. *E.O.J.* fairly romped away in the hard thrash, and at Manly led *Boomerang* by 4min 25sec, the official times being: *E.O.J.*, 3hr 56min 36sec; *Boomerang*, 4hr; *Gymea*, 4.0.25; *Dormy*, 4.1.3; *Nettle*, 4.2.10; *Wattle*, 4.2.22. *Inez* was not timed, and *Cherry Too* retired early. *Corella* and *Gumleaf* were absentees. On the run back to the finish *E.O.J.* was not troubled and won by 4min 15sec. A great finish resulted for places, and *Dormy* created a surprise by running into second place.

## Wednesday, 28th October, 1931 - Referee

### 69 AND STILL GOING STRONG

#### *Royal Sydney Yacht Squadron Opens Season SPLENDID ROLL-UP AUGURS WELL*

#### *(By 'FOR 'ARD HAND')*

The Royal Sydney Yacht Squadron enjoys the distinction of being the oldest aquatic organisation in Australia. Reminiscent of the spectacular events of pre-war days, its 69th opening of the season off Kirribilli last Saturday proved to be the most successful staged for many years.

*THERE* was not the slightest sign of depression. Hundreds of types of boats of all sizes and shapes congregated, and a conservative estimate of the fleet that either raced or dressed ship was in the vicinity of £150,000. Guests



at the grounds totaled 400. There is no doubt that the squadron has come back with a solid punch, and indications point to a promising season. **James L. Milson** was the recipient of many congratulations on his new appointment as rear-commodore, taking the place of Mr. H. H. York, the owner of Carina. The name of Milson has been a household one in the Royal Sydney Yacht Squadron from the time of its foundation. His grandfather was one of its pioneers, while his father, the late Alfred G. Milson, was prominent in many positions. The late Arthur J. Milson, an uncle, was at one time its chief flag officer. It looks as if 'young Jimmy' will take the same lively interest in the historic Club as his ancestors. Already he has made a name for himself by winning the Forster Cup, 21ft championship of Australia, in N.S.W. III. It would not come as a surprise to those intimately associated with yachting to see J. L. M. at the helm of a deep-keeler, probably an eight-metre boat, emulating the deeds of his father in the famous Era, or following in the footsteps of the Alberts and the Arnotts in winning a Sayonara Cup race against Victoria. Mr. Milson is one not given to talking at random. He seldom discusses the future, and all that is known from him is that for the present, at any rate, he will sail N.S.W. III. in the class racing. Besides the big yachts and cruisers, there were also present 34 cruisers of the Sydney amateur class, 56 skiffs of the 16ft variety, drawn from Port Jackson, Manly, Middle Harbour, and Drummoyne Clubs, and 13 dinghies of the one-design 12ft class.

In the mid-30s, the 6 metre became a desirable class for racing and Mr. Milson joined the fleet.

#### **Thursday, 24th September, 1936 - Referee**

*Acrospire To Be Renamed*

**Mr. J. L. MILSON**, rear-commodore of the Royal Sydney Yacht Squadron, who recently acquired the six metre yacht, Acrospire, from Mr. J. White, of the St. Kilda Club, Victoria, has decided to re-name the craft Era, after a famous deep-keeler, raced by his father, the late Alfred G. Milson. The original Era was a 40-ton yacht. In 1880, Mr. Milson, sen., sailed the craft to Port Phillip (Victoria), where he won two challenge races against the best in Victoria. There will not be a special class for the three six metre yachts this season in Sydney. The craft will compete against all classes.

The name "Era" was given to one of the Squadrons hard-working Committee vessels 30 years ago, in recognition of the significance of the name and the Milson folklore, celebrated in the next article.

#### **Saturday, 30th January, 1937 - Sydney Morning Herald**

**ANNIVERSARY DAY.**

**CENTENARY REGATTA**

**LONG RECORD OF SUCCESS**

**(BY N. J. MCDONALD.)**

*The Anniversary Regatta will celebrate its centenary on the waters of Port Jackson on Monday. It is the oldest public regatta in the world and has been held continuously without a break. The regatta has had the splendid support of prominent citizens throughout its history.*

*On January 26, 1837, the regatta was held to commemorate the foundation of the settlement of Sydney. It proved so successful that it was decided to hold it annually. At that first regatta the chief race was for yachts, and was won by Mr. James Milson, a keen supporter up to the time of his death. Mr. Alfred G. Milson, his son, followed his father's enthusiasm. Fifty years afterwards, he won the champion yacht race. Mr. Milson played an important part in this historic regatta up to the time of his death. **Mr. James L. Milson**, his son, now a senior vice-president, and hon. treasurer, is also a keen yachtsman, and maintains the family traditions. This year's regatta will thus mark the centenary of the Milson family's association with it - a remarkable record.*

#### **Thursday, 11th February, 1937 - Referee**

**R.S.Y. S. JUBILEE**

**FAMOUS FAMILY Victory to Grandson of Pioneer**

*The Royal Sydney Yacht Squadron celebrated its 75th anniversary on Saturday and the gala held off Kirribilli was one of the most spectacular for years. The shortening of the courses enabled crews of more than 100 yachts*



*to meet the Squadron's Commodore, the Governor-General, Lord Gowrie.*

*His Excellency is having his first year as chief flag officer of the R.S.Y.S., and he spent the early part of the afternoon on Vice-Commodore Paul Ross's Sayonara. **James L. Milson** won the Fairfax Cup for all yachts with his six-metre Era, a boat that he purchased in Victoria towards the end of last season. She was then known as Acrospire V. Mr. Milson's grandfather was a member of the original meeting, and his yacht was also an Era. He was the first vice-commodore. Mr. Alfred G. Milson, father of the present rear-commodore, was the squadron's representative in the first Intercolonial Challenge Yacht race on the waters of Port Phillip in 1887.*

*The race for the Fairfax Cup was sailed in a fresh nor'easter, and a strong flood tide prevailed. It looked as if J. M. Hardie would succeed with the staysail schooner, but he was beaten by 27sec. Claude Plowman's six metre Sjo-Ro was third, followed by A. F. Albert's Norn.....*

James Milson died on the 22nd January, 1947. The following report appeared in the press.

**Saturday, 25th January, 1947 - Sydney Morning Herald**

**YACHTING FIGURE DEAD**

*The death has occurred of **Mr. James Lord Milson**, a well-known yachting figure. Mr. Milson was a member of the Royal Sydney Yacht Squadron and the third generation of his family to hold flag rank in the squadron. He was commodore in 1944 and 1945, relinquishing his position for the Duke of Gloucester.*

*Mr. Milson was trustee of the Royal Naval House and later a councillor. He held a commission in the old New South Wales Naval Brigade and was a member of the Naval Officers' Association (NSW), and of the Union Club. Mr. Milson, since 1928, was chiefly identified with the grazing interests of J. and R. K. Milson Ltd, of which he acted as secretary.*

**September, 2015**

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## F Albert

The story goes that it was Frank Albert who brought L. Herbert Beecroft to the notice of the Royal Sydney Yacht Squadron in 1908 as a result of Beecroft performing at a function of the Motor Boat Club. It is ironical, therefore, that 15 years would pass before Beecroft painted Frank Albert. If Mr. Albert was not considered important enough in 1908, by 1923, he had established his reputation soundly at the Club.

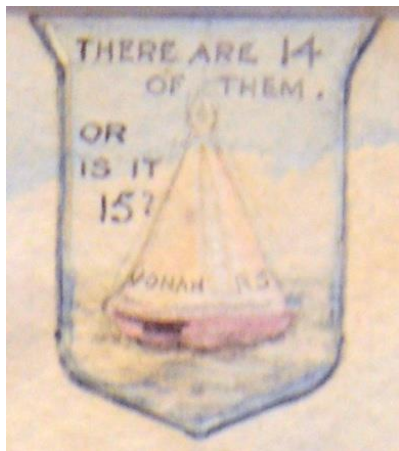
It is evident from Herbert Beecroft's painting that Frank Albert was a considerable influence in the introduction of "One Design" racing to Sydney Harbour, in the form of the 21foot Restricted Class. Up until then, the Club racing was confined to large vessels rated under a British system at first and then subsequently by a committee. If my handicapping experience is anything to go by, this must have been dreadful and a source of much frustration to the competitors. I know that when I have been on the receiving end of a particularly aggressive diatribe from a competitor, as a last resort I have been known to say "Sir, I can offer no other solution than you sell your vessel and buy a one design boat to race."

Beecroft has painted Mr. Albert on his Restricted Class "Boomerang", sail number C3, in his full Squadron Uniform. From the masthead flies code flag W. The stern of another Restricted Class is to the right and the bow of another to the left.

The location of the painting, with the Heads in the background, seems to be around the western Channel, off Obelisk. A variety of yachts are in the distance, all of which were owned by Mr. Albert. The launch is "Revonah" and has two pennants flying – Code Flag W and the Squadron burgee. The yacht

with sail no 6 is "Rawhiti,"

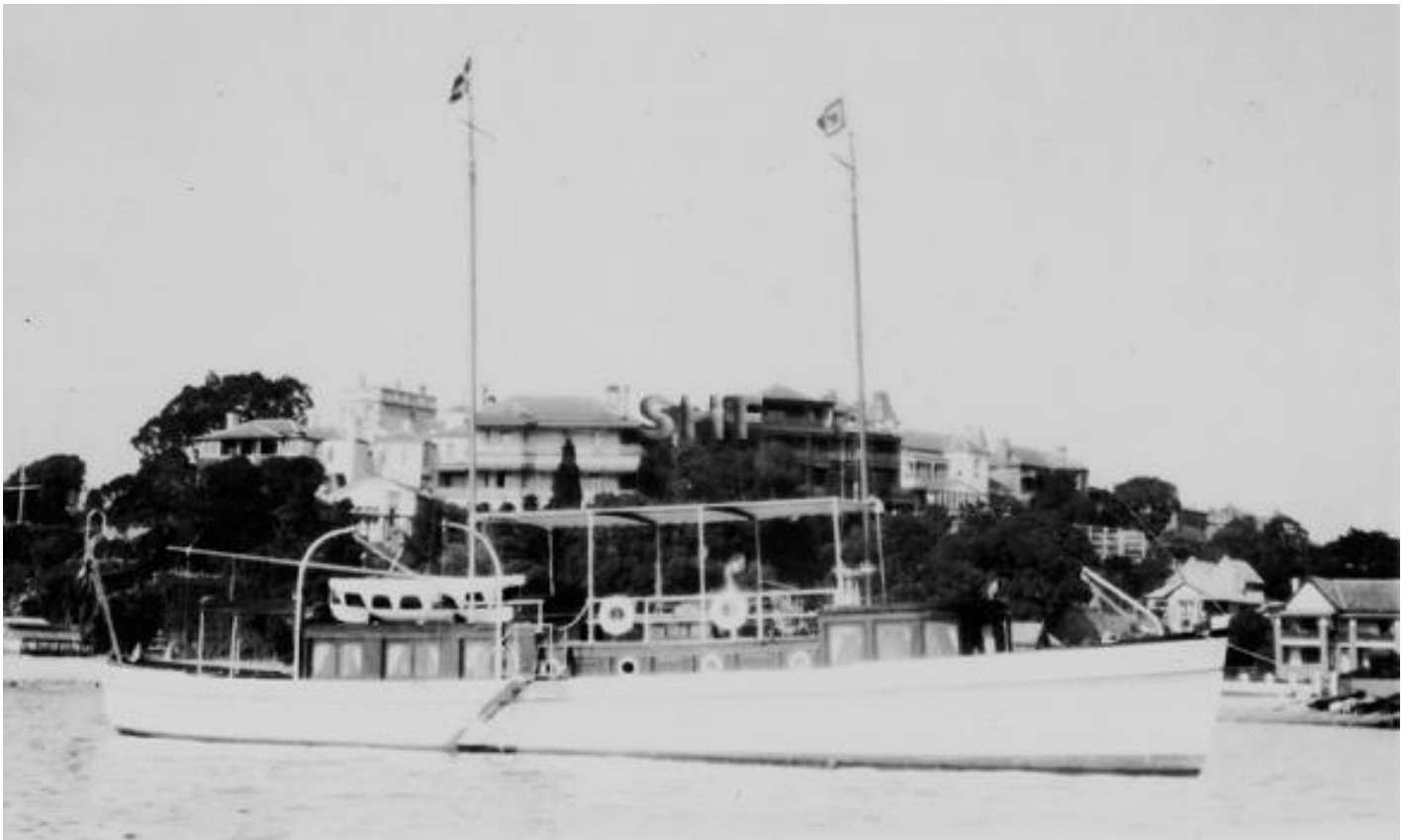
the blue yacht in the centre of the painting with sail number 4 is "Morna" and the red motor boat is most likely a tender vessel.



At the top right-hand, the shield has on it "There are 14 of them or is it 15?" I assume he is referring to the number of Restricted Class yachts launched at the time. In the middle of the shield appears to be a buoy with the writing "VONAH RS." "Sydney Sails" provided the explanation to that: "Racing for Squadron trophies in the 1922-3 season established M. F. Albert's Rawhiti as cock o' the harbour, with victories in the Gascoigne and Fairfax Cup races, and also in the inaugural race for the Revonah Cup, a trophy for annual competition which had been presented by M. F. Albert himself."



Here is a picture of **Revonah**, courtesy of the Sydney Heritage Fleet.



One of the highlights of Opening Day in the last 20 years has been the appearance of “Boomerang” under the guidance of Mick York from the Maritime Museum. Here is a description of her within a year of her launch.

### **Wednesday, 29th November, 1905 - Referee**

#### **MR. F. ALBERT'S BOOMERANG.**

*The motor-yacht Boomerang, which is owned by Mr. Frank Albert, Rear Commodore of the Motor-boat Club of New South Wales, was designed and built by Mr. R. J. Wain. She is undoubtedly one of the prettiest motor launches in Sydney Harbor, and excites admiration on all sides. About 45ft. long, with a beam of 9ft., schooner-rigged, and painted black, the little craft was one of the distinguishing features of the procession of 'Opening Day,' when she led one of the columns, after the Commodore's Cyrene. Boomerang is replete with all the latest appointments, including cooking galley, lavatory, folding-table, ice chest, glass lockers, china cabinet — in fact, she is quite a miniature deep-sea liner, even down to the two boats which swing, each on a pair of davits, on either side. Everything a marine pleasure yacht could have, either for local wants or for cruising is included in her equipment. Her motor is in keeping with the rest of the equipment - a double-cylinder 20 h.p. Union engine being installed— and considering that she is built for comfort and not for racing, her speed of eight knots is very satisfactory. She has now been in commission for over nine months, and during the whole of that time has never given the owner the slightest trouble, which speaks well both for the engine and the boat. The Boomerang has two masts, which are, fitted with auxiliary sail power, so that in case anything should happen to the engine, either inside or outside the Heads, she could reach home under canvas.*

“Sydney Sails” contains many references to Frank Albert.

- *At the annual meeting of the Squadron in 1920 Arthur J. Milson, after ten years' service as vice-commodore, was elected commodore. E. P. Simpson was elected vice-commodore, and A. C. Saxton rear-commodore. In that year, Michel François Albert—better known as **Frank Albert**— music publisher and importer of musical instruments, joined the Squadron. He was the owner of the 36-foot (waterline) Rawhiti,*



which had been built in New Zealand in 1905, and was reconditioned for racing after being laid up during the war. He and his son, Alexis F. Albert, with many racing victories to their credit, soon attained leading places in Sydney's yachting fraternity. M. F. Albert became also a substantial benefactor of the Squadron, with generous donations of trophies, and gifts for Clubhouse improvements.

- During the winter of 1927 *Rawhiti* was converted to Bermuda rig to the design of W. Fife and Sons of Scotland. This firm also made the new hollow mast and rigging while Ratsey and Lapthorne, the English sailmakers, completed full sets of sails to the new design. Looking a magnificent picture as she started in the first race of the season, the pride of the harbour had barely sailed a mile when she was fouled by another yacht. Caught by the forestay, the new mast was brought crashing to the deck. The beautiful array of new spars and canvas lay in ruin. No one was injured. Her owner, Frank Albert, simply observed, "That's all that matters." Undismayed, he set about securing a new mast and repairing the damage. Before the season closed, *Rawhiti* had "come as of old, a queen, untouched by time", to win in succession the *Rawson*, *Revonah* and *Fairfax* trophies.
- The *Fairfax* Cup of that year was won by *Bona*, and the *Rawson* and *Revonah* Cups by *Rawhiti*, but there was no competition for the *Gascoigne* Cup. Harold Nossiter provided a surprise by equipping *Utiakah II* for racing as a Bermuda-rigged cutter with a mast, 70 feet high. She won the *Morna* Cup, and also a new trophy presented by M. F. Albert, the *Boomerang* Cup.
- The schooner *Bona* was not used for racing, but only for pleasure-cruising. Her centreboard was removed, and for many years she was to be seen on cruises in the Harbour and offshore—a beautiful sight, as she was one of the best creations of Walter Reeks as a designer in his prime. (In 1933 she was bought by Frank Albert, who renamed her *Boomerang*.)
- In the Squadron's trophy racing events during the 1929-30 season the veteran *Bona* (H. J. Fitzpatrick) again won the *Fairfax* Cup, this being the fifth time that she had won it since 1921; but her day was done, and this was her last victory in a Squadron race. The valiant old cutter had been launched nearly thirty years previously. M. F. Albert's *Rawhiti*, equally valiant and only five years younger, continued her run of successes by winning the *Gascoigne* Cup, the *Carleton* Cup (which had been in abeyance since 1914), and the *Boomerang* Cup, the last named now restricted to First Division yachts.
- To the deep regret of all sailing men in Sydney, the veteran *Rawhiti* was in 1932 withdrawn from service and laid up at Careening Cove. Her owner, Frank Albert, had decided to be content with occasional cruises in his commodious schooner *Boomerang*. Both he and his beloved *Rawhiti* were advancing in years. The pale green Logan sloop, always immaculately groomed and superbly canvassed, had graced Sydney waters for nearly three decades. With expert skippers and crews and driven as hard as a vessel could be, *Rawhiti* had figured in the trophy lists of every Club and regatta; her racing flag had streamed over every course, on the waters she knew so well. "Old hands" would treasure nostalgic memories; see, in their mind's eye, the gleam of her spars, the perfect set of her jackyarder, the great curve of her spinnaker billowing to a nor'easter, and the lovely sweep of her hull "brightening the water where her breast was bared."





- *At the annual meeting of the Squadron in August 1932 C. P. Bartholomew succeeded J. Murray as honorary treasurer. An offer was accepted from M. F. Albert of a gift of an honour board, on which the names of commodores would be inscribed. His son, A. F. Albert, presented a new trophy, the Norn Cup, for First Division yachts, which had competed at any time for the honour of representing New South Wales in Sayonara Cup contests.*
- *In 1949 M. F. (Frank) Albert, owner of the old-time champion Rawhiti, made a donation of £1,000 towards the cost of redecorating and refurnishing the southern lounge at the Clubhouse, thus providing a large combined lounge and special dining-room. This was one of many donations made by the Alberts, father and son, since they had joined the Squadron in the 1920s. Their zeal as yachtsmen, and their champion yachts, will be long remembered in the Squadron's annals. At this same time a new slipway at the boatyard was installed and additional moorings laid. There were then seventeen moorings in the offing of the Clubhouse.*



M. F. ALBERT'S RAWHITI, 1928  
 L.O.A. 54 ft, L.W.L. 35 ft  
 Built by Logan Bros, Auckland, in 1905  
 Brought to Sydney in 1906 by A. T. Pittar

John Allcot's watercolour on display at the Club.



**Thursday, 27th January, 1927 - Sydney Morning Herald**

**MR. FRANK ALBERT.**

**GREAT SPORTING CAREER.**

*Mr. Frank Albert, to whom reference has been made as having occupied several positions as a flag officer of the Motor Yacht Club of New South Wales, and as the donor of the different Albert Cups, which have been raced for in motor boat championships, is one of the best-known followers of aquatic sport in Australia. Today he devotes most of his attention to sailing, being the owner of the great yacht Rawhiti, but he still takes a keen interest in the doings of the Royal Motor Yacht Club of New South Wales, of which he was commodore for about eight years.*

*Mr. Albert first became actively interested in aquatics about 27 years ago. His first motor launch was a 16ft launch of striking appearance, the Gromobol. At that time Mr. Albert states that there were no more than 12 motor boats in Sydney Harbour, and he used to take more risks with this little vessel than he would subsequently face with a magnificent motor yacht, the Revonah, which he subsequently built. This vessel was one of the most palatial in Port Jackson before the war and was the outstanding craft at most of the demonstrations and outings promoted by the Motor Yacht Club. Mr. Albert exchanged the original Gromobol for a 25-footer of the same name. He became associated with Mr. E. E. Bayer in 1902, and was elected rear commodore of a sailing Club, which had both motorboats and sailing boats on its register. He became very enthusiastic about sport on the harbour, particularly motor boating, and built a large craft similar to one owned by the late Mr. S. Hordern, the Bronzewing, in 1904. This boat, the Boomerang, was well known on the harbour, and cost about £1,200. It had a 20-h.p. Union oil engine. In 1906 Mr. Albert assisted in the formation of the Motor Boat Club, but when he left on a visit to America sold the Boomerang to Mr. Plunkett. On his return Mr. Albert bought a 30ft launch, the Fedora, and when the Motor Boat Club came into existence, was elected rear commodore. After a couple of years' service as vice-commodore, Mr. Albert retired from taking an active interest in motor boating, and, with Mr. Sayer, devoted himself to sailing, and they purchased from Mr. Brockhoff the New Zealand built yacht Rawhiti.*

*With Rawhiti, Messrs. Albert and Sayer won the championship of the Prince Alfred Yacht Club for 1909-10, and the blue ribbon the following year. Subsequently they won many important trophies and titles with her including the Basin Cup in 1912. Messrs. Albert and Sayer remodeled Rawhiti, and with the assistance of one of the leading marine architects, Mr. Walter Reeks, redesigned the whole sailing plan as well as rigging. Later, Messrs. Albert and Sayer purchased from Mr. W. M. Marks his yacht, Culwulla II, which they renamed Rawhiti II, and with her they visited Melbourne, but were unsuccessful. On returning to Sydney, the plan of the sails of Rawhiti II was altered by Mr. Reeks, and she won the Northcote Cup.*

*Mr. Albert was elected commodore of the Motor Yacht Club of New South Wales in 1912 and devoted a great deal of attention to that body. He held the office without a break for the whole duration of the war, and did splendid work, with the assistance of the other flag officers, in many ways, notably in entertaining convalescent soldiers from the military hospitals in Sydney at outings on the harbour and at the Club house, Rose Bay. His late son, Otto, and also Alexis Albert, both took much interest in the Club, and were regular competitors in handicaps at Rose Bay in a little launch, Baby Revonah, which acted as tender to their father's fine yacht, the Revonah. Mr. Albert has always been a liberal supporter of aquatic sport, and among the trophies he presented to the Motor Boat or Motor Yacht Club were the original Albert Cup for the championship of New South Wales, won outright by Mr. A. H. Davies (Fairbanks), a trophy valued at £52/10/ for the winner of a pointscore covering the year's races, which was eventually won outright by Mr. J. Spencer Nolan, and the Albert Cup for the championship of the 151 cubic inches piston displacement class, which has been raced for twice, and each time won by Mr. J. Breckenridge's hydroplane, Miss Bree.*

The following article was published in "**The Australian Dictionary of Biography**", Volume 7, (MUP), 1979.

*Michel François (Frank) Albert (1874-1962), music publisher, was born on 26th March, 1874, at Kharkov, Russia, son of JACQUES ALBERT, horologist, and his first wife Sophia (d.1890), née Greenberg. Jacques had*



*been born on 1st January, 1850, at Fribourg, Switzerland, son of Otto Albert, optician, and his wife Rose, née Lachome. After serving his apprenticeship to a clockmaker in Switzerland, he moved round Europe as a journeyman horologist. In Kharkov from the early 1870s, he later went to Moscow. He arrived in Sydney via Rockhampton, Queensland, with his wife and two children on 10th December, 1884.*

*Jacques Albert set up business as a watch - and clock - mender at Newtown, where the sound of his violin attracted music-lovers to his shop. In 1890 he decided to import violins, moved to premises in King Street, and adopted the boomerang as the firm's trademark. He also published handbooks on health, diet, cookery and conundrums. On 26th June, 1901, at the Baptist Tabernacle he married a widow Annie Maria Hare (d.1903), née Hay, and that year was naturalized. Albert died of a perforated gastric ulcer on 9th July, 1914, in the Bellita off Mackay, Queensland and was buried in Waverley cemetery, Sydney. He was survived by a son and daughter of his first marriage and by his third wife Mary Eliza Blanche (d.1950), née Allan, whom he had married on 10th February, 1904, and by their son (Professor) Adrien Albert.*

*Frank, as he was widely known, was educated at Newtown Public, Fort Street and Sydney boys' high schools. In 1894 he joined his father in partnership under the style of J. Albert & Son and in 1896 became sole proprietor of what had become a music selling and publishing business. On 25th March at St Andrew's Cathedral he married Minnie Eliza Buttell. He expanded the firm and concluded licensing arrangements with overseas publishers for Australia and New Zealand. In the late 1890s he had taught music and about 1917 set up the Albert College of Music in Boomerang House, King Street. In 1919 he visited Europe and the United States of America. He was naturalized in 1920.*

*In 1929 Albert became a director of the Australian Broadcasting Co. Ltd, formed by J. Albert & Son with Union Theatres Ltd and Fullers' Theatres Ltd, which successfully tendered to the Commonwealth government to provide radio programmes and ran the National Broadcasting Service. When their contract expired in 1932, the government set up its own authority, the Australian Broadcasting Commission. In 1933 Albert's Australian Broadcasting Co. acquired the licence for the commercial station 2UW in Sydney and, later, stations in Queensland at Brisbane, Toowoomba, Maryborough and Rockhampton. Albert was a founding director of the Australasian Performing Rights Association and of Waddington's Theatres Ltd, which ran a chain of Sydney suburban cinemas. When J. Albert & Son gave up retailing in 1933 to concentrate solely on music publishing, he formed Albert Investments Pty Ltd which acquired many urban and rural properties.*

*Albert was a motoring and yachting enthusiast. He was an early member of the Royal Automobile Club of Australia and in 1905 a founder and rear commodore of the Motor Boat Club (Royal Motor Yacht Club) of which he was commodore in 1912-20. In 1909 he bought the New Zealand yacht Rawhiti and that season won the Royal Prince Alfred Yacht Club championship. He was elected to the Royal Sydney Yacht Squadron in 1920 and won many races in the next decade with Rawhiti; he was also a life-member of the Royal Yacht Club of Victoria. Founding secretary in 1927-35 and president in 1936-37 of the Geographical Society of New South Wales, he became a fellow of the Royal Geographical Society of London.*

*Albert was an active Freemason, a director of the Rachel Forster Hospital for Women and Children and a councilor of the Civic Reform Association of Sydney Ltd. In 1940-62 he was a member of the executive committee of the Australian Red Cross Society and from 1943 sat on its divisional finance committee. He gave generously to St Paul's College (University of Sydney), the Royal Australian Naval College and other causes, and endowed St Edmund's Church, Pagewood, in memory of his elder son. Over the years he had donated many small sums to the university and in 1944 gave £10,000 towards establishing a chair of music, which was not filled until 1948.*

*Survived by his second son (Sir) Alexis, Albert died on 19th January, 1962, at his home, Boomerang, Elizabeth Bay, where he had lived since 1902; he was cremated with Anglican rites and his ashes were buried in the family vault at Waverley cemetery.*



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## L C Waterman

When L. Herbert Beecroft died in 1951, he was approaching 90 years of age. While he had been prolific, that was not the same as well-known and it may be because of the whimsical nature of much of his output. I located a letter in 1954 requesting information about him and here is the reply. It is as modest as the man himself.

### Wednesday, 7th July, 1954 - Melbourne Argus

Artist

*MR. GEORGE W. NEVILLE, Kalinda rd., Croydon, adds further information to Mrs. Hetherington's request for information about the artist Herbert Beecroft, with:*

*He was born in Reading (England), in 1865, practised as a lithographic artist for 15 years, and then became a lecturer and entertainer, sketching before audiences. In 1905, he accepted an offer to come to Australia, and never returned to England. He worked mostly on portraits and religious subjects. He and his family lived at Upwey West until six or seven years ago, I think. I remember seeing his death notice in The Argus a year or two ago.*

Thirty years earlier, Beecroft was at the height of his career and in 1922, he was commissioned to update the Squadron collection with at least 9 more paintings of personalities prominent around the waterfront, if not the Club. One such personality was Laurence Charles Waterman.

Beecroft's painting is quite simple. The title at the top left is "Rightly Named" and when one contemplates Mr. Waterman's contribution to yachting, his surname is fitting. He was "rightly named!"

The yacht is Mr. Waterman's craft, "Bunty" and the background could well be the western shores to the entrance to Manly which Mr. Waterman frequented in "Bunty."

Twenty years earlier, Mr. Waterman was making his presence felt, racing and cruising.

### Wednesday, 16th October, 1901 - Referee

*A private match between Mr. A. R. Marks' 19ft yawl Cronulla and Mr. L. C. Waterman's 18ft cutter Myee was sailed on Saturday over a course from Fort Denison, round the Lightship, Sow and Pigs, Shark Island and back to the starting point; Myee held the lead until Bradley's Head was opened out, when, after a luffing match, Cronulla assumed the lead, and showed the way round the Lightship. From this point the yawl maintained the lead, eventually finishing 1½ min ahead of her opponent.*



**Saturday, 28th December, 1901 - Windsor and Richmond Gazette**  
**VISITING YACHTSMEN.**



*THE yacht 'Myee' hove in sight of Windsor bridge at 5 a.m. on Thursday week. She had on board a pleasure party consisting of three members of the Prince Alfred Yacht Club, Sydney: Mr. R. D. Adams, junr., owner of the yacht, **Mr. L. C. Waterman**, assistant hon. sec. P.A.Y.C., and Mr. Allen Bowden. The 'Myee' left her moorings in Snail's Bay, Port Jackson, at 6.30 p.m., Friday, the 13th inst., but as it was a dirty night outside did not put to sea until daylight on Saturday morning, when with a strong s.w. breeze and a lumpy sea she made a quick run along the coast and anchored under Barrenjoey for breakfast. After visiting Captain Champion, The Basin, Patonga Creek, and Brooklyn, the party proceeded up the Hawkesbury River on Monday, and dropped anchor that evening at the mouth of Webb's creek where they mention having received most hospitable treatment from the homestead owned by Mrs. Books. On Tuesday a hot n.w. wind, which blew like fiery blasts from the scorching atmosphere of Gehenna, brought the yacht to within 24 miles of Windsor, and on Wednesday they continued the journey up stream till the flats and the turn of the tide compelled the voyagers to bring up a little this side of Wilberforce, and with the flood tide on Thursday morning arrived about three quarters of a mile below the bridge where the shallow water obstructed further progress, as the yacht draws 4ft of water. It will be seen that the 'Myee' has half circumnavigated the County of Cumberland.*



**MR. L. C. WATERMAN (President).**  
For over 25 years Mr. Waterman has taken a prominent part in the legislative and organising sides of yacht-racing. He was hon. sec. for the original Sayonara Cup contest in 1904.

If I can, I always like to provide some esoteric information for the reader in these essays and the next article fits the bill perfectly. Did you know that.....?

### **Saturday, 13th September, 1902 - The World's News**

**THE AUSTRALIAN CALL COO-EE.**

**Mr. L. C. Waterman** writes: —

*"Your contributors, 'Yarrowee' (August 23), and 'Narringeree' (September 6), and perhaps readers of "The World's News" may be interested to read the following extract from the journal of the late Captain Hunter, Post Captain in the Navy of his Majesty King George III., and who accompanied Governor Phillip when he came out to Australia in the ship Sirius, and subsequently assisted in the exploration of portions of New South Wales.*

*"The passage is taken from Captain Hunter's notes on the discovery and examination of the Hawkesbury River, in 1789, and reads thus: — " 'In the woods we frequently saw fires, and sometimes heard the natives; in the afternoon we saw a considerable number of people in the wood, with many fires in different places. We called to them in their own manner by frequently repeating the word, co-wee, which signifies come here.'*

*Then, again, in a short vocabulary of the aboriginal language, given in the appendix to the volume the construction of the word is somewhat different, the letters being arranged cow-ee.*



*Although Captain Hunter's renderings of the word do not exactly coincide with the present-day phonetic spelling of the call, there is sufficient similarity in the words to convincingly indicate that the original was a vocal signal used by the Australian aboriginals in New South Wales."*

**Saturday, 28th September, 1907 - Referee**

**SAILING.**

*(By 'FREE-SHEET.')*

*PERHAPS there is no one that takes a keener interest in yachting affairs than **Mr. L. C. Waterman**. Mr. Waterman started his yachting career from the bottom rung of the ladder, beginning, as he did, in the small boats, and gradually working his way up to the deep-keeler. As representative of the P.A.Y.C., at the Yacht Racing Association, committeeman of the same Club, and as Commodore of the Sydney Dingy Club, Mr. Waterman's time is fairly taken up. He sails in Rawhiti.*

Here is a glimpse of what Mr. Waterman did when he was not sailing.

**Saturday, 18th July, 1914 - Sydney Morning Herald**

**INDUSTRIAL COURT.**

*(Before Mr. Deputy Justice Scholes.)*

*NOMINATION OF REPRESENTATIVES. Re Manufacturing (No. 2) Group, No. 10 Board (Sugar Workers). Mr. Kelynack, instructed by Messrs. Minter, Simpson, and Co., appeared for the Colonial Sugar Refining Company, Ltd. and Mr. A. C. Roberts, for the Australian Workers' Union. The application was one for the nomination of representatives on the above board. Mr. Kelynack nominated **Laurence Charles Waterman**, an officer in charge of the Industrial branch of the Colonial Sugar Refining Company, Ltd.; Mr. Roberts nominated Harry Herbert William Hall, of Broadwater, mill hand, and lately appointed organiser of the employees.*

A Life Membership is an Oscar to a Club member, believe me.

**Thursday, 22nd August, 1935 - Referee**

**HONOR FOR MR. L. C. WATERMAN**

*THE greatest honor that can be conferred on a yachtsman is a life membership. The latest who is to receive the tribute is **Mr. L. C. ('Laurie') Waterman**, president of the Sydney Yacht Racing Association, and an influential member of the Royal Prince Alfred Yacht Club. He has served more than 30 years with the 'Alfreds,' and he is richly entitled to have his services recognised, as he has been a hard worker in popularising racing among the big yachts and cruisers in N.S. Wales waters. Mr. Waterman has served on all committees of the Club and has been a big factor in helping the cadet skippers to unravel many knotty problems. He has played a prominent part in the management of interstate racing for the Sayonara, Northcote, and Forster cups. When not on the Club premises, Mr. Waterman is to be seen sailing round Manly in his small cruiser, 'Bunty.'*

The next 2 articles must be read in unison and I have included them because of their social relevance. Mr. Waterman's patriotic letter is that of a dying breed and the reply 2 days later is a reality check. It still applies today.

**Thursday, 9th May, 1940 - Sydney Morning Herald**

**CONDUCT OF THE WAR.**

**TO THE EDITOR OF THE HERALD.**

*Sir, - It is difficult to understand the tone of a section of the English Press in regard to the withdrawals from certain positions in Norway. Whatever the circumstances a public rebuke at the present time and the announcement that the people are alarmed can hardly be to the best interests of the Empire.*

*The statements that have been published within the past few days may be calculated to cause unnecessary alarm. Moreover, the action of the English Press is likely to do more harm to British prestige than the actual*



*facts, for the outstanding aspect of the campaign was Britain's gallant effort to help a small nation to repulse an unscrupulous aggressor.*

*The older members of the community remember the adverse beginnings of the Great War and the spirit in which reverses were received. Here it seems appropriate to recall some of the inspiring lines by the Australian poet Henry Lawson written in 1917, when the position was anything but encouraging*

*She's England yet! The nations never knew her:  
Or if they knew, were ready to forget.  
She made new worlds that paid no homage to her  
Because she called for none as for a debt.  
The bullying Power that deemed all nations craven.  
And thought her star of destiny had set.  
Was sure that she would seek a coward's haven -  
And tempted her and found her England yet!  
She's England yet with little to regret -  
Ay, more than ever she'll be England yet!*

*Yours faithfully,  
Manly, May 8. L. C. WATERMAN*

**Saturday, 11th May, 1940 - Sydney Morning Herald**  
**TO THE EDITOR OF THE HERALD.**

*Sir – Mr. L. C. Waterman strikes a loyal note in quoting Henry Lawson "She's England yet! the nations never knew her" and deplores the statements recently made in the Press. People often resent what is in reality matter-of-fact comment. There is always an unwillingness to admit the truth when it is disturbing to comfortable assurance. Why is it so rare to find the reaction "Is it true?"*

*Loyalty is a fine thing but only so long as it is not blind and does not exclude the higher loyalty to truth. Loyalty in the last war was too often a conspiracy to cover things over, a conspiracy by subordinates to deceive commanders and a conspiracy by commanders to mislead their superiors. The sober truth emerges: Our "star of destiny" will certainly be in eclipse unless we face up to facts and to the reality that we are opposed to a nation at the moment easily our equal in armaments and manpower. Couple this with a ruthless determination to crush all opposition and it is clear that if we are to win this war we need the best brains in the highest places.*

*Are the warnings in the daily Press calculated to cause unnecessary alarm? I don't think that matters because I think we need alarming. We need shaking out of a dangerous smugness before it is too late and all credit to a Press that has the courage to do it. Then, "Ay more than ever, she'll be England yet!"*

*I am, etc.,  
A. ASHLEY FORSTER. Kensington, May 10.*

The last word is from "Sydney Sails":

*"Another such veteran was Laurence C. Waterman who, in various honorary capacities, had served both the Squadron and the "Prince Alfreds" faithfully over the years. He had joined the Squadron in 1921 and was elected a life member in 1959. He died in 1962.*

*Such dedicated men, of whom it would be impracticable to mention all the names here, have served and are serving the Squadron, and the yachting community, with wisdom and distinction. Bearing, more often than not, other and heavy responsibilities, they yet give unstintedly of time and energy to Squadron affairs."*

Mr. Waterman died on the 3rd of July, 1962.

**September, 2015**

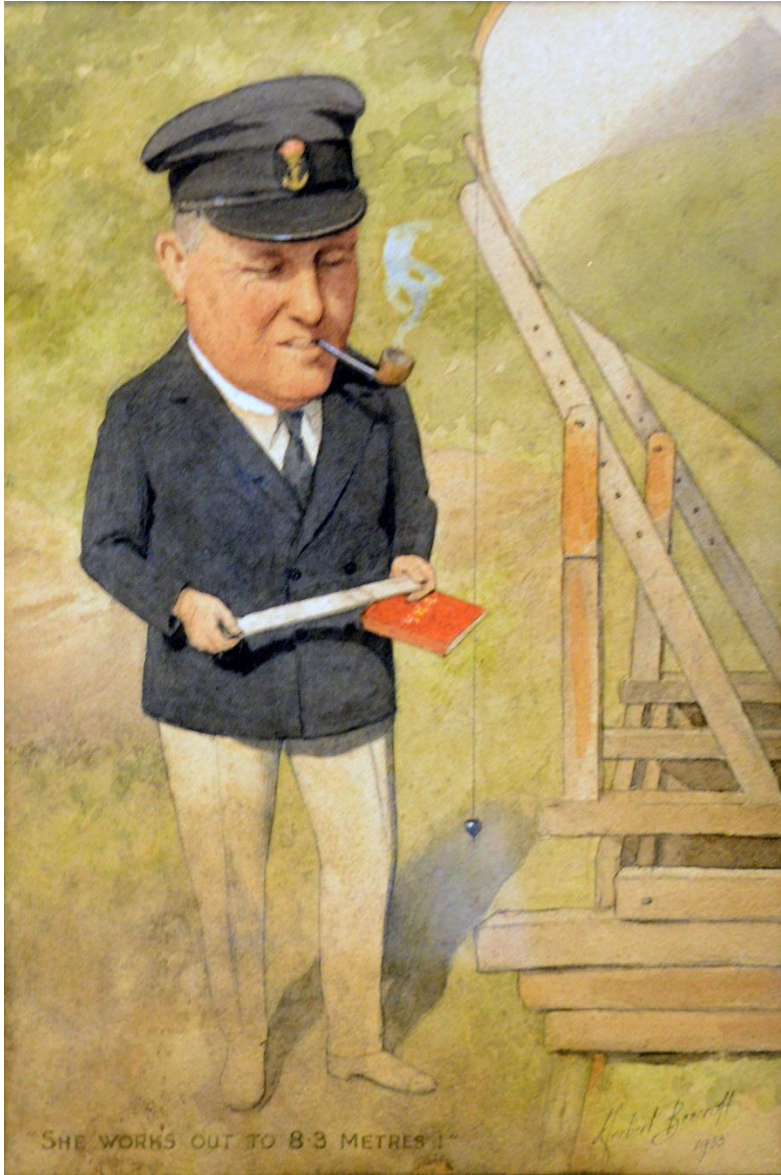


**Copyright: John Maclurcan, 2019**



## David S Carment

The final painting in the Beecroft collection at the Royal Sydney Yacht Squadron dates to 1933. The subject is David Shallard Carment, the son of David Carment about whom I have written previously. David S. Carment was the official measurer for the Club for many years and it is this aspect of his sailing career which Beecroft has focused upon.



The painting shows Mr. Carment holding a slide rule with a red book in his left-hand. The book has the initial Y. R. A. on its cover which stands for "Yacht Racing Association." A plumb bob is hanging from the side of the yacht on the slipway and these were standard equipment for obtaining accurate measurements in days gone by. Now it is done digitally with a scanner. Mr. Carment is wearing his Squadron uniform and smoking a pipe, of course. At the bottom left, Carment is quoted as saying "She works out to 8.3 metres!" which is intriguing because there

was no sign of the metric system in Australia in 1933. Ratings however were expressed in that scale.

The Carment family has documented their extensive family history and with their permission, I reproduce the following:

**David Shallard Carment** was born in 1884 at Sydney, Australia, son of Scottish-born actuary, David Carment, who was known for being the oldest yachtsman in Australia.

*Carment had wanted to become a naval architect, and as there were no naval architecture courses in Australia at that time, he went to Boston, USA to study at the Massachusetts Institute of Technology. Carment was however unable to complete the practical requirements of the course which were to be undertaken at Boston's naval shipyard, due to his status as an alien. Consequently, Carment travelled to the home country of his parents, where he enrolled at the University of Glasgow in 1907 for five years. He took classes in Engineering*



*Drawing (1907); Natural Philosophy (Physics), Mathematics, Naval Architecture (1908); Intermediate Mathematics, Naval Architecture and Drawing (1909); Engineering, Engineering Laboratory, Higher Physics, Intermediate Mathematics (1910); and in his final year, Engineering IV, Higher Physics, Senior Naval Architecture and Drawing. He gained a Certificate of Proficiency in Engineering Science and graduated BSc in April 1916.*

*At the outbreak of the First World War, Carment was placed in the Reserve Army due to his occupation, and he gained practical work with his future father-in-law's company, Mackie and Thomson, as well as with John Brown and Company. Carment married Ida Marion Arbuckle Mackie in Glasgow in 1916, and returned with her to Australia, where he embarked upon a successful career as a naval architect with the Australian Commonwealth Shipping Board's Cockatoo Dockyard on Cockatoo Island in Sydney Harbour. He also taught at the Sydney Technical College and played a role in the establishment of the degree course in naval architecture at the New South Wales University of Technology (the University of New South Wales), where a naval architecture prize is named after him. One of Carment's students, Alan Payne, went on to design Australia's first America's Cup challenger, Gretel.*

*Carment gained membership, and later Fellowship, of the Royal Institution of Naval Architects, and the Institute of Marine Engineers, and would later play a role in establishing the Australian Branch of the Royal Institution of Naval Architects.*

*He also took up his father's keen interest and expertise in yachts and followed in his footsteps by becoming rear commodore and vice commodore of the Royal Prince Alfred Yacht Club, a member of the Royal Sydney Yacht Squadron and the Sydney Amateur Sailing Club. He was also a foundation member of the Royal Prince Edward Yacht Club.*

In “Sydney Sails”, Mr. Carment receives some extensive coverage.

*“Walter Reeks’ successor (in 1925) as official measurer was **David S. Carment**, a graduate in naval architecture of Glasgow University, and owner of Athene. He had joined the Squadron in 1922. He fulfilled the exacting demands of yacht measuring, not only for the Squadron, but also for the “Prince Alfreds”, the “Prince Edwards”, and the Sydney Yacht Racing Association. With the growing interest in interstate and championship contests, and the consequent demands upon technical knowledge and accuracy in the rating of competing yachts, the office of official measurer was becoming of increasing importance. David Carment was an expert who gave, and continued to give, yeoman service to the Squadron, and to the sport of yachting, over the years.*

*In a learned and lengthy paper by the Squadron's official measurer, David S. Carment, B.Sc., which was given before the Royal Institute of Naval Architects (Australian branch), the evolution of yacht design and yacht measurement was traced from the seventeenth and eighteenth century concepts of “tonnage” rating, to the Royal Thames Yacht Club rating rule of 1854, the British Yacht Racing Association's “1730” rule of the year 1882, and later developments including the “Linear Rating” rule introduced in 1901, and the first and subsequent international rules (ratings in metres according to formula) introduced in 1906 and modified in 1920 and 1933.*

*These formulas, intended to make classification and handicapping scientific, were of such mathematical complexity that only naval architects and other experts could readily understand them. The intention in general was to put emphasis on skill in handling yachts during races, by equalizing, as much as possible, the factors of hull design and sail-area. The accepted formula in the mid-1950s, as stated by D. S. Carment, was:*

$$\frac{L+2d+VS-F}{237} = \text{Rating}$$

*In this formula, L represented modified length, d the difference between skin girth amidships and chain girths, S*



*sail-area, and F mean freeboard. The method of measuring the components in this formula would seem too difficult for laymen to comprehend. As David Carment explained it:*

*The rule is by no means as simple as the formula would suggest. For instance, “L” is the length measured at a height 15 per cent of the class rating above L.W.L. plus one and one half times the difference between the girth at the bow section, measured to points 5 per cent of the rating above “L” and twice the vertical height from “L” to those points plus one-third the difference between the girth, covering board to covering board at the stem ending of this length, and twice the vertical height at the side of the yacht at this station. The minimum difference of girth at the bow station as above defined to be 30 per cent of twice the said vertical height.*

*There were many other restrictions and definitions in the formula of metre rating, as Carment explained them, for example:*

*No hollows in the surface of the hull between L.W.L. and sheer line, except in the profile of the stem forward of the point of measurement;  
Maximum draught, 16 per cent of L.W.L. plus 5 metre;  
Freeboard, maximum 008 of rating plus 025 metre;  
Sheer, fair continuous line;  
Tumble home, not to exceed 2 per cent of extreme beam;  
Displacement in cubic metres, (02 L.W.L. + 015);  
Beam, minimum specified for each class;  
Maximum height of sail plan, class rating multiplied by 2 plus one metre;  
Size and number of sail battens, also the maximum height of the fore triangle and balloon jibs, the size of spinnakers, the number of crew, the cabin fittings, and the dimensions and minimum weight of masts, all fixed;  
Booms fixed in size and height above deck;  
Scantlings as laid down by the various class societies.*

*The foregoing extracts from D. S. Carment’s technical exposition are not quoted as comprehensive, but solely to indicate the complicated and scientific system of measuring, classifying, and handicapping yachts that was adopted in Australia, following international practice, in the 1950s.”*

Mr. Carment died in 1976.

**September, 2015**

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## Sir F G Waley

The Rear Commodore of the Royal Sydney Yacht Squadron from 1904 to 1906 was Frederick George Waley, so when L. Herbert Beecroft was commissioned by the Club to paint senior and prominent members at that time, Mr. Waley was an obvious choice. In 1909, Mr. Waley lived on an 800-acre property at Picton called “Mowbray Park”, and this is the background for Beecroft’s painting. He has been painted behind a plough with the caption “Must Steer Something!” A Squadron burgee is flying from the plough. The gum tree on the right-hand side and the bush in the background add a rural touch.



I have always wondered what the story behind the whale bone and flagstaff on the lawns of the Club was. Now I know, reading the following extract from “**Sydney Sails.**”

*“On 5th January, 1903, a formal agreement was signed between the Squadron and the company, whereby the premises were sublet to the Squadron. As from that date, the Squadron had its long-wished-for waterfront home. Its burgee was hoisted for the first time at “Carabella” on 24th January 1903, on a flagstaff presented by F. G. Waley. It is 60 feet high, with a topmast of the same length, and doublings of 10 feet, thereby giving a height above ground at the truck of 110 feet. Waley also presented to the Squadron two jaw bones of a whale. These he had brought from the old bay-whaling station at Twofold Bay. They were eventually erected to form an arch across the path leading to the landing-stage, providing a striking feature which has been maintained to the present day.”*

Over the years, when I have encountered a few particularly aggressive competitors complaining mercilessly about their handicap, I have offered the suggestion that the only solution for said competitor is “go one design.” Here is a long but very interesting letter from Mr. Waley informing us that nothing is new.

**Tuesday, 15th January, 1901 - Sydney Morning Herald**

**CLASS RACING IN SYDNEY.**

**TO THE EDITOR OF THE HERALD.**

*Sir, - During the past two or three years persistent efforts have been made to introduce class racing to Sydney, and it is a pity, now that a number of true class boats are competing in races and regattas, that any laxity in administering the rules governing class racing should be permitted.*

*The essence of racing boats in classes is to avoid handicapping, and for this purpose the Yacht Racing Association of England has recommended for the consideration of sailing committees that classification of yachts should, when practicable, be as follows -*

*Not exceeding 18ft linear rating 18ft and not exceeding 24ft*

*Above 24ft and not exceeding 30ft*

*Above 30ft and not exceeding 36ft*



*Above 36ft and not exceeding 42ft  
Above 42ft and not exceeding 52ft  
Above 52 ft and not exceeding 65ft*

*And have added a recommendation that whenever practicable a clause should be inserted in programmes providing that there shall be no time allowance in races for classes exceeding 65ft. The result of this recommendation has been that designers are taxing their ingenuity and skill to build up to the extreme limit of the class. In Sydney the classes represented are principally 30-footers and 36-footers, while in England the 42ft class has been neglected, the popular classes being 30ft, 36ft, and 52ft, and 65ft.*

*Most rigid rules are laid down regarding the measuring of yachts to arrive at their linear rating, and while it is unnecessary to trouble your readers with the technicalities for arriving at the L. R., it will be well understood by every sportsman that, whatever the nature of the game he plays, the rules laid down in the game should be absolutely followed if the sport is to continue satisfactory to all taking part in it.*

*The yacht Clubs of this city were not slow to recognise the importance of following the rules laid down by the Yacht Racing Association of England for the guidance of class racing, and the whole of these rules were printed by the Royal Sydney Yacht Squadron, together with instructions for the measurers, which were forwarded to those interested, and as we have at the present time in Sydney no less than eight boats specially built to the 30ft class while visiting boats are expected from New Zealand, and possibly from Melbourne, at the Anniversary Regatta, it will be admitted that the question of racing them together is an important one. This specially, is leading designers in England, including Messrs Fife, Payne, and Sibbick, as well as Messrs Logan and Bailey, of New Zealand, and others will be represented.*

*The designing of yachts to come out at 30ft L. R., or as close thereto as possible, without exceeding it, and thereby shutting themselves out of the class, is a fine art, and how much is meant may be arrived at by the fact that the difference between 29.9 (L. R.) and 30.1 (L. R. ), over a 16½ miles course, which is the usual one adopted by the 30-footers racing in Sydney, represents over 20 seconds in time, while the difference similarly worked out between two home designed boats already measured which rate under 29ft 7, and the largest of the New Zealand designed boats, which measures 30.74, represents 2 minutes 11 seconds of handicap over the usual 16½ miles course.*

*At the meeting of the Anniversary Regatta Committee on Wednesday, it was decided to alter the race for the 30ft L.R. class, to all boats which have been built as 30ft. under the L.R. rule, and as it was known that a number of yachts built to this rule exceed 30ft, it was decided to handicap any such excess, and give such handicaps at the start, thus altering the whole conditions of the race a few days before the event. And this alteration is of a much more drastic character than appears at the first blush, as to begin with it opens the race to a class of boats over 30ft, which the conditions distinctly excluded, it next turns a scratch race into a handicap, and, lastly, by giving the handicaps at the start does away with the flying start, by which all yachts got away under similar conditions, with the same time to manoeuvre to a fixed time of starting.*

*It may be presumed that as time allowances are made for those boats which exceed 30ft, those that are under 30ft will receive the benefit of a corresponding handicap on their reduced rating, and any other arrangement will be grossly unfair, yet Mr. Dempster's motion reads that any yacht "that exceeds 30ft L. R. shall be handicapped according to the scale of allowances of the British Y. R. A.," and that such time allowance shall be given at the start. It may be well to explain here that time allowances will be given by boats exceeding 30ft L.R. to their smaller competitors, but the wording of Mr. Dempster's rule is far from clear, and it would appear to have been hastily drafted, and adopted without sufficient criticism. Owners of yachts under 30ft, whose designers have strictly conformed to the published conditions of this race, should surely not be penalised by having to rate as full 30ft when they are under that rate, while those above 30ft incur no penalty, yet if Mr. Dempster's motion is acted upon the regatta committee would appear to have no power to handicap any yacht except those that exceed 30ft L. R. It is well-known to every boat sailing man that the scale of allowances by the*



*Y.R. A., although worked out as far as is possible to bring the different boats together, leaves the advantage in every case with the bigger boat, size being of relatively greater value, especially in a hard blow, than time allowance. It was the knowledge of this that made the Y. R. A. of England suggest that no time allowances should be made in races where they could possibly be avoided, and also which made them divide boats into certain classes.*

*It may be at once admitted that the owners of yachts built to the 30ft L. R. design, who now find their boats in excess of the measurement, would be hardly dealt with were they to be excluded from taking part in the race on Anniversary Day, and the race itself would lose its interest. Owners acted in all good faith, and the designers are alone to blame for the excess in the measurement, but on the other hand I contend that now the correct measurements are known to these owners, and they find that same are in excess of the 30ft L.R., which was the original limit of the class, they should do all in their power to reduce the rating of their boats at the time of entry to as near the 30ft. L. R. as possible. In many cases the discarding of the topsail would largely help in this direction, and a declaration at the time of entry that topsails would not be carried would be a sportsmanlike act. It is too late to leave a declaration of this kind till the day of the race, as it may be blowing so hard that the actual advantage would be with those who left topsails at home, and the declaration should be made at the time of entry with the certificate of rating. As things are now, no one can blame any owner who may consider himself entitled to take the fullest legal advantage of the rule as altered, and should there be, as is possible, any boat not quite finished, and which can be made faster by the designer's knowledge that instead of being restricted to 30ft L. R. he may build a boat to 31ft L. R., Mr. Dempster's amended motion gives him full scope and power to do so.*

*The whole position is unsatisfactory, especially to owners of boats built strictly to the conditions advertised for the race and will not promote class racing in this centre. It is sincerely to be hoped that the various yachts exceeding 30ft L. R. will be altered as soon as possible so as to bring them within the class proper, otherwise races of this class will be looked upon as having degenerated into handicaps.*

*I am afraid that my letter is rather long, but in view of the international character of the race on the 20th instant for 30-footers, and of the extreme nicety with which rules for class racing are administered in England, I trust that my remarks may not be considered to be out of place.*

*I am. &c.,*

**F. G. WALEY.**

The start of class racing really began in earnest at the Squadron after the end of the First World War. From “Sydney Sails”,

*“The “21-footers” enjoyed several years of popularity. To encourage the building of yachts of this class, F. G. Waley, in 1920, presented a silver challenge cup to the Squadron. In November of that year a joint committee of the Squadron, the “Prince Alfreds”, and the Sydney Amateur Sailing Club agreed on standards for racing in this class. Since all the 21-footers would be of similar dimensions and sail-area, there would be no handicapping in races limited to that class, for it was considered that victory would depend solely on judgment and skill in handling them.”*

#### **Thursday, 20th January, 1921 - Sydney Morning Herald** **RESTRICTED CLASS YACHTS.**

*A challenge cup, presented by Captain F. G. Waley, O.B.E., to the Royal Sydney Yacht Squadron, for competition by the new restricted class of yachts, adopted by the representatives of the various interstate yacht Clubs, will be on view for a few days in Messrs. Fairfax and Roberts' window, Hunter street. With the cup is shown a small replica, which the donor will present to the winner of the first race. The conditions under which the Royal Sydney Yacht Squadron have accepted the trophy stipulate that the races shall be sailed annually on scratch and that the cup shall become the property of any owner winning it three years in succession in the same boat, or five times in all in any boat of that class owned bona fide by him and the boats shall be sailed by*



*amateurs only, members of a recognised Club adopting the class. It is hoped that the presentation of the trophy may encourage the building of boats of the class, and that an owner who may have won the cup once or twice may, if then beaten, build another boat of the same class. The race will be open to all interstate yacht Clubs but must be sailed in Sydney. It is understood that already definite orders have been placed for eight boats of this class, including, one for the Governor General, and further additions are expected. The wide interest shown in the idea augurs well for the success of the class and the conditions which restrict length, depth, and sail area leave a wide margin for the skill of the designer, and they are framed with the idea of obtaining a weatherly type of racing craft suitable alike to the waters of Port Jackson, Port Phillip, or the sailing harbours of other states, at a moderate cost, within the means of a large number of yachting enthusiasts.*

*At the last general meeting of the Royal Sydney Yacht Squadron the cup and replica were on view. The commodore of the squadron, Mr. Arthur J. Milson, wrote to Captain Waley stating that the members had carried a vote of thanks, all the members, he added, were delighted to see an old member showing lasting interest in the sport, and he felt sure the cup would influence yacht racing in the restricted class.*

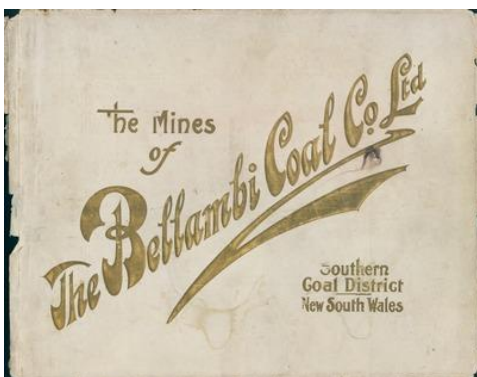
**Thursday, 30th November, 1930 - Sydney Morning Herald**  
**LEADING COALOWNER.**

*Death of Sir Frederick Waley.*

**PATRIOTIC SERVICE.**

*The death occurred yesterday of **Sir Frederick George Waley**, a prominent commercial man of Sydney, who had taken a wide interest in charitable work generally, and especially in the work of the Red Cross Society. He rendered notable home service during the war.*

*Born in London in 1860, Sir Frederick Waley was educated at the University College School, London. He settled in Queensland in 1883, and came to Sydney two years later, as the first secretary to Burns, Philp, and Co., Ltd. Later, as a partner of the firm of Mitchell and Woolcott-Waley, he became associated with the southern coal trade, in which he was actively interested during the remainder of his life.*



*He was appointed manager of the Bellambi Coal Co., Ltd., on its formation, and at the date of his death was that company's chairman of directors and general manager, as well as chairman of directors of W. E. Smith, Ltd., a director of Queensland Insurance Co., Ltd., and of Coal and Bunkering Co., Ltd., and a life governor and trustee since 1921 of the Women's Hospital. For a number of years, he was chairman of the Southern Colliery Proprietors' Association.*

*As an old member of the Naval Volunteer Artillery, he retired in 1900 with the rank of lieutenant; but early in 1916 he was appointed captain in the Royal Australian Naval Reserve and acted as Commonwealth representative on the Naval Coal Board, and officer-in-command of the Naval Transport Coaling Battalion. During the strike in 1917, when the men refused to coal hospital ships and transports, he undertook the enrolment of loyalist workers to carry out these operations and acted as representative for the Controller of Shipping for the bunkering of all transports and other vessels engaged in war service, and in the control of all local steam collier tonnage. He was subsequently appointed officer in charge of Federal coal stocks, supervising the purchase and storing of nearly 500,000 tons of coal for war purposes, and was later appointed*



*president of the Northern and Southern Coal Purchase Boards, which were instituted by the Federal Government to purchase coal where, through shortage of tonnage owing to the war, employees were not receiving adequate work. For these services he received letters of thanks from the authorities, was made a Commander of the British Empire, and, on the special recommendation of the Naval Board, was awarded the British General Service Medal. He was later made Knight Bachelor. He was also a Knight First-class of the Order of St. Olav, which was granted him by the King of Norway in recognition of his services for many years as Vice-Consul for Norway in Sydney.*

*In 1919, he and Lady Waley presented their country home, Mowbray Park, at Picton, to the Commonwealth Government as a permanent home for shell-shocked and permanently incapacitated sailors and soldiers, or for any national use for those forces, and for a number of years he assisted in superintending the farm activities at the home. Keenly interested in both Arctic and Antarctic exploration, he gave much valuable assistance in the equipment of the Discovery when that vessel visited Sydney, on the occasion of Captain Scott's last attempt to reach the South Pole.*

*Death occurred at 12.20 a.m. yesterday. Later in the day the remains were cremated and, in accordance with Sir Frederick Waley's expressed wish, the funeral was of a private character. He is survived by Lady Waley, two sons, and three daughters. Members of the board of directors of the Crown-street Women's Hospital, at their meeting yesterday, after standing in silence for a brief period, as a token of respect to the memory of Sir Frederick Waley, carried a motion expressing their deep sympathy with Lady Waley and family, and placing on record their appreciation of Sir Frederick Waley's services to the hospital.*

**September, 2015**

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## S M Dempster

For this essay on the people behind the caricatures of L. Herbert Beecroft, I have reversed the chronology and begin with an article about the subject, Sydney Mackenzie Dempster.

### Saturday, 24th May, 1921 - The Maitland Mercury and Hunter River General Advertiser

#### A NOTED SYDNEY, YACHTSMAN

**Mr. Sydney M. Dempster**, one-time commodore of the Prince Alfred Yacht Club, served his apprenticeship on the sailing ship *Duchess of Edinburgh*, under Capt. James Peters, and, although a junior member, is proud of belonging to the Ancient Mariners of this State. As a lad, however, he gave up sea life and has achieved success in the commercial world as a member of the firm of Marshall and Dempster. After passing through his dinghy days, he was one of the pioneers of the popular 18-footer class, and in the 'nineties owned and successfully raced the 18-footers *Gymea*, *O.K.*, and *Aztec*. The yacht *Petrel*, now in Port Phillip, was built for Mr. Dempster in 1900 by Logan Brothers, of New Zealand, and it was as skipper of this 30-rater than he established his reputation as a yachtsman. During a period of six years, out of 85 races in which she started, *Petrel* secured no fewer than 53 places. Twice she won the championship of the Prince Alfred Yacht Club, and in the hands of Mr. Dempster made good in ocean racing, her great rival being Mr. Walter Marks' *Culwulla*. After parting with *Petrel* in 1907, Mr. Dempster retired from yacht racing, but, as part-owner, with Mr. Arthur Boesen, of the 8-ton auxiliary cruiser *Ithra*, he is in the field again. In recent years Mr. Dempster purchased the 25-ton yacht *Hurrica II*, re-naming her *Stormy Petrel*. In five months, he converted her into one of the most wholesome and seaworthy craft ever known in these waters. In 1919 he signed on a crew of yachtsmen and accomplished what he justly claims to be the record yachting cruise in this part of the world, extending, as it did, as far as the islands of Torres Straits and the Gulf of Carpentaria, and covering 5,100 sea miles. For 30 years Mr. Dempster has held official positions in yachting and sailing Clubs, and at present is commodore of the Sydney Dinghy Club. Mr. Dempster skippered *Bona* against *Sayonara* when the latter held the cup which bears her name and represented Victoria. Mr. Dempster, besides being a good yachtsman, is genial, charitable, and popular. The Royal Prince Alfred have made him several presentations, including a gold chronometer stopwatch and a gold key to the Club rooms, and for special services he has been elected, a life-member of the Club.



Here is a rare find – a report by Mr. Dempster in 1884 of a cyclone at sea in a clipper ship.

### Saturday, 24th May, 1884 - The Maitland Mercury and Hunter River General Advertiser

#### A Rough Passage.

**Mr. Sydney Dempster**, one of the officers of the clipper ship *Duchess of Edinburgh*, has written a letter to a gentleman in town (says the *S. M. Herald*) giving a description of the terrible storm the vessel passed through when on the voyage from Calcutta to New York, a brief reference to which was made in yesterday's issue. We have been courteously furnished with a copy of the letter, which runs as follows: -

*"Mauritius, 1st May, 1884. Dear J', you will no doubt be much surprised to hear that we are in Mauritius. We have been most unfortunate since we left Calcutta, but nothing serious happened until we were in lat. 8-50 S, on March 24, when we were caught in a severe cyclone. There had been a steady breeze all day, but about 5.30 p.m. the wind began to increase, and all hands were called on deck to shorten sail; but it was too late. In 20 minutes afterwards, we had not a rag on the ship as large as a plate. Everything on deck that was movable was washed away. The ship would not steer, having nothing to steady her, so the helm was lashed hard down, and then we were at the mercy of wind and wave. At 7 o'clock our main and mizzen top-gallant masts went by the*

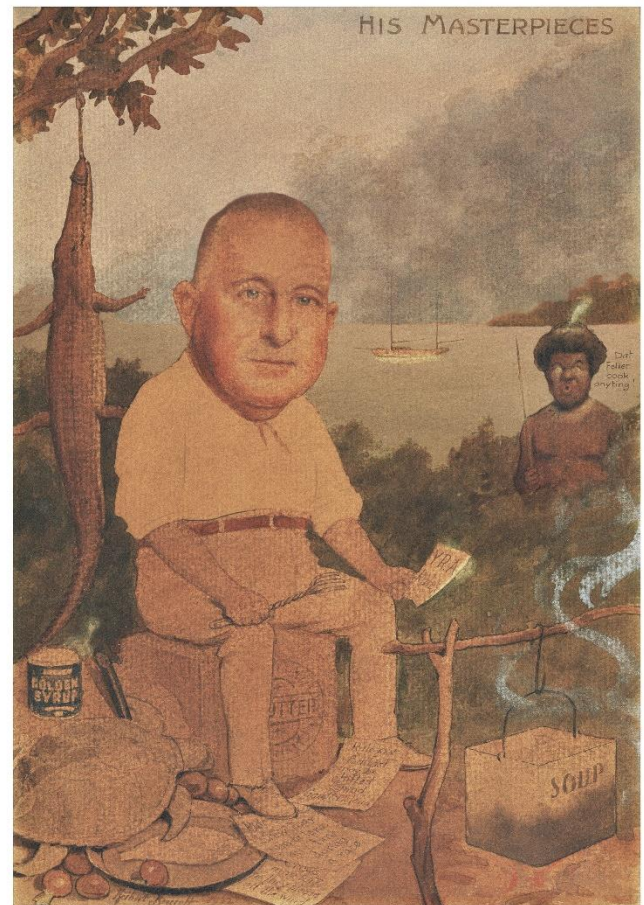


*board. After this the wind lulled a bit, but we were obliged to cut away the main top-mast to save the ship; this causing our main and two topsail yards to fall straight across the deck. Fortunately, the tow-rope was coiled on the main hatch, and this saved us, for had the rope not been there the main hatch would have been completely stove in; as it was, two great holes were made in the deck, which we stopped with tarpaulin. Soon after the wind came down upon us with redoubled fury, and each man thought it was his last night. The foretop and foretopgallant masts then went by the board, topsail yards as well. The hands were clinging to anything that was safe. We lost the pinnace, two lifeboats, and the hencoop; the break of the poop was stove in, also the main chain-plates and port side bulwarks. The Duchess looked a most pitiable wreck next morning, with her stumps standing. We bent jury sails wherever we possibly could, and steered for Mauritius (Port Louis), where we arrived on April 10, and very glad we all were to see land once more."*

Beecroft's painting of Sydney Dempster, dating to 1922, is one of his most complex. The painting is titled "The Masterpieces." This could be a pun on "Master Pieces" whereby the Master (Mr. Dempster) pieces together a meal from the stores and in his right-hand he holds a fork used in his cooking. He is seated at a campfire on a box of butter, heating soup. On his left, an alligator has been hung and a turtle is at his feet. A black tin of golden syrup sits on a rock. A few onions and potatoes are on the ground beside a plate with a fish on it. On the right, a native is watching the camp with a funny expression on his face. Next to him, in small barely visible writing, he says "Dat Fella cook anything!" Dempster's yacht, "Stormy Petrel" is in the bay in the distance.

In Dempster's left-hand, he holds a copy of the YRA rules. On the ground are some loose sheets of paper. The one between his feet says: Rule XXV – Ballast may be shifted behind Garden Island. The one under his right foot says: Rule ... Crews may join or leave any time during a race. The last one under the dish says: Crews may luff as they please off the wind.

The scene depicted refers to Mr. Dempster's long cruise to the north of Australia in 1919 and I have been able to locate details of the voyage below.



## **Monday, 13th October, 1919 - Sydney Morning Herald** **YACHT'S CRUISE.**

### **SCENES IN NORTHERN ISLANDS.**

### **ALLIGATORS AND DUGONG HUNTING.**

### **STORMY PETREL RETURNS.**

*"It was a cruise full of interest and incident. We were always up against it, and, until now, I have not had time to look back." Mr. Sydney M. Dempster thus expressed himself on his return from a five months' cruise in his yacht Stormy Petrel. The little vessel, which had left Sydney on May 10, entered Sydney Heads at about 2.40 p.m. on Saturday, and was greeted by a fleet of yachts and motor launches. Commodore Walter Marks, together with the members of the Royal Prince Alfred Yacht Club, on board the launch Lily Brayton, met the Stormy Petrel in Watson's Bay, and extended a nautical welcome to those on board.*



*A ROUGH START - Mr. Dempster said that throughout and practically the entire trip from Port Jackson to Thursday Island the yacht encountered heavy weather. She was forced to shelter for eight days in Salamander Bay, Port Stephens. Off Smoky Cape she was hove to under storm canvas for 15 hours with the engine going full, and just holding her own against a northerly wind in thick rainy conditions. She arrived at Cape Moreton, and the party were waiting there for provisions from Brisbane, when a westerly gale compelled them to up anchor and put to sea without their provisions. The yacht went out under a reefed storm trysail, this being her first experience under such sailing conditions since she was launched ten years ago. The gale drove the yacht 60 miles offshore, and it was decided to take the deep-sea route instead of passing through Sandy Straits. After being close hauled under reduced canvas for 249 miles, the yacht reached East Rocks. For four days and five nights she drove before the gale before gaining the entrance inside the Great Barrier Reef, where it was found possible to set a square sail. Under this she ran before the wind for nearly 800 miles, about half this distance being covered without dropping a sail.*

*BASE AT THURSDAY ISLAND – “Thursday Island was reached on June 15,” said Mr. Dempster. “We were then 36 days out from Sydney. I took the precaution before going on this voyage to send our stores on to Thursday Island, which point we used as our base. From Thursday Island we sailed for the Murray and Darling Islands group. Murray Island is particularly interesting. It is the most easterly of the Torres Straits groups. It is in charge of the superintendent, Mr. Bruce, who has been on the Island for 29 years, and is much loved by the natives. Murray Island has a population of 440, and produces almost everything necessary to sustain life, the main products being fish and vegetables.”*

*MYRIADS OF SARDINES – “One interesting feature of the island is that throughout its whole circumference of about six miles, the foreshores are fringed with a belt, about 15ft wide, of the true Mediterranean sardines. They form one moving mass as they huddle up towards the shore out of the way of the big fish. The shark's tail which at present graces the bowsprit of the Stormy Petrel was secured here. As the tide comes in the larger fish and sharks come over the coral reef and feed on these sardines. The yacht was moored off the edge of one of these reefs, and numerous sharks were noticed enjoying their food. Captain Spain suggested to one of the native boys that he should try and harpoon one of them. They took the cedar dinghy and were soon fast to a 10ft shark. I was watching from the deck of the yacht, and thought it was going to be the end of the dinghy if she struck a 'nigger-head' - one of the many boulders of coral which stick out near the reef. The dinghy had never before travelled so fast as it did when the shark set off with it in tow. However, the shark was secured without disaster overtaking the dinghy or Captain Spain, who was in it.”*

*HEARTY WELCOME FROM THE NATIVES - "This was the first time these islands had been visited as we visited them, and it was the first occasion on which the Royal Prince Alfred Yacht Club's flag had been flown there. We did not know how we were going to be received, so we started off by promising all the inhabitants a present, which we are going to send up at Christmas. I had previously got special permission to land at the islands from the Protector of Aborigines in Queensland. It was not long before news spread around regarding our visit. By some means word was sent round to the other islands, and when we eventually visited them we found the natives awaiting our arrival. We were presented at the different islands in a most touching way with numerous gifts of vegetables and curios. Visits were made to the Moa and Bada groups, and to the Gulf of Carpentaria, and the party took part in a delightful little romance. Warrant-officer Jardine, son of Mr. Jardine, of Somerset, Alban Pass, who had recently returned from the front, was about to marry Miss Duffy, at Brisbane. The wedding took place in the cabin of the Stormy Petrel, Father Beck performing the ceremony, and another settler of the far north, Mr. Virgin, giving the bride away. Mr. Dempster acted as best man, and the Wedding March was played on the yacht's gramophone. The happy couple were conveyed on the Stormy Petrel to their new home, about 30 miles distant.”*

*SHOOTING ALLIGATORS - "While in the Gulf of Carpentaria the yacht proceeded up the Batavia River, where numerous alligators were sunning themselves on the bank. Several of these were shot from the yacht, but no effort was made to secure any as trophies. Four alligators were secured by the party at the village of Adam, on the island of Moa, in the Torres Straits Group, and a young one was stuffed and hung in the yacht's cabin.*



*The work of the pearling luggers was very interesting," added Mr. Dempster. "They are very fine sailing vessels, after the style of my own yacht, only more roughly built. To encourage the natives to work the Queensland Government will supply a syndicate of natives with a new lugger, for which they eventually pay out of their earnings. They deal in pearl shell, beche-de-mer, and trocas shell. The price secured for pearl shell when we were there was 2/6 per lb. in the rough, while £90 per ton was secured for beche-de-mer. The Japanese seem to have gained control of the pearling industry. Their boats are better equipped than those of the natives, and they also have diving outfits."*

*FORTUNES FOR NATIVES - "The divers themselves get any pearls that are found in the shells now," said Mr. Dempster. "When I was there, I saw Mr. Tom Farquhar pay one of his men £500 for one pearl when he brought it in. On the island of Mobaiag one of the natives, who had received £100 for a pearl, paid for a new roof for the church, which cost £60. At Mobaiag we gave a picnic to the chief natives and proceeded in two of their cutters on a dugong hunt. This was a very exciting experience. A spearsman stands in the bow, and, as soon as the boat comes over a dugong, or sea-cow, he throws his spear and jumps overboard with his weight on the spear in order to force it through the dugong's tough hide, which is nearly two inches thick."*

*AN EXCITING CHASE - "The spear is attached to a fairly long rope, with an oil drum at the end, and it is a case of 'stand clear' when the dugong sets off with this in tow. When the cutter catches up to the oil drum again several natives go overboard and hang on to the rope, which they hold over their shoulder. Away goes the dugong again, and these natives are towed backward at a great rate. Then they go hand over hand along the rope toward the dugong. Other natives go over from the boat with another rope, which they make fast round the dugong's tail and haul him along- side, where he drowns. The dugong is a mammal and has to come to the surface to breathe. They have two tusks with which they bite the grass and seaweed off the rocks. They weigh between six and seven hundredweight, and their flesh is just like beef. We got four of them on this hunt, and I have brought home a pair of tusks which I intend to mount and keep on the yacht as one of the mementoes of the trip."*

**Wednesday, 15th October, 1919 - Referee**

**THE STORMY PETREL**

**INTERESTING CRUISE IN THE ISLANDS- How Natives Hunt the Dugong: Harpooning Sharks**

*Tied up to her moorings in Rushcutters Bay on Saturday afternoon, the 25-ton auxiliary yawl-rigged yacht Stormy Petrel, owned by **Mr. S. M. Dempster**, a well-known Sydney real estate salesman, after an absence of five months on a cruise of the Southern Pacific. As the little vessel came through the Heads she was met and given a rousing welcome by a fleet of yachts and motor launches comprising the Wingigi Wingigi, Istria, Bona, Sirocco, Oeonone, Mischief, Valencia and Valhalla. Commodore Marks, in the Lily Brayton, directed the plucky little craft into Watson's Bay, where dozens of hands were outstretched to give a real nautical welcome to the sun-tanned crew. The latter consisted of Mr. Sydney M. Dempster, owner and captain; Capt. A. E. Dabelle, navigating officer for the passage North and the island cruising; Capt. Hutchins, navigating officer for the return trip; Capt. Stanley Spain, mate; E. P. Andreas, engineer; T. W. Hodgson, bosun; and Richard Old, gunner.*

*OF VALUE TO NAVIGATION - It was not merely for an idle holiday that Mr. Dempster undertook his interesting trip north, but for research work of value to navigators. This included registration of the temperature of the water at different points on the Queensland coast, and included a study of tides and currents. Bottle messages were thrown overboard each day, but when at Night Island, in the Torres Strait Group, the crew picked up a bottle containing a printed form of the Hydrographic Office. This form conveyed the information that it had been consigned to the sea from the Union Steamship Co.'s R.M.S. Marama, by Capt. Cranford, on September 29, 1914, in latitude 34deg 24min south, longitude 157deg 39min east. Mr. Dempster intends forwarding the message on to the Hydrographic Office, Washington. The cruise was one of the longest undertaken in the history of Australian yachting and extended well over 5000 miles. Leaving Sydney five months ago, the Stormy Petrel headed north and worked up along the Queensland coast into Torres Strait and the Gulf*



of Carpentaria. The whole trip was accomplished without serious mishap, although there were times when the navigation of the vessel was a most difficult task on account of the tremendous number of low-lying coral islands that abound in those waters, and their proximity to one another. It was found necessary to engage the services of four native assistant pilots to assist the navigating officer.....

Sydney Dempster died on the 4th of June, 1929.

September, 2015

## Postscript

The grandson of Richard Old, Mr. Fraser Old, provided the following information about his grandfather in April, 2016.

*"As a young boy stored in my grandfather's garden shed were various bows and arrows from around the Sepik River district of New Guinea. I was given to understand that these were souvenirs from a sailing expedition undertaken by my grandfather."*



CELEBRATING THE DEPARTURE  
OF

Mr. S. M. DEMPSTER

Skipper and Owner of the  
"STORMY PETREL"

AND

MESSRS. T. W. HODGSON, STANLY SPAIN,  
E. P. ANDREAS, RICHARD OLD,  
CAPTAIN A. E. DABELLE.

Wishing them a Joyous Voyage and  
a Safe Return.

## Musical Programme

1. OVERTURE - "White Wings" - Sutton
2. SELECTION - "Sea Songs" - Sewell
3. BALLET MUSIC { (a) "Sylvia" Pizzicato } Delibes  
                          (b) "Coppelia" Valse lente
4. SELECTION - "Il Trovatore" - Verdi
5. VALSE - "Anticipation" - McMahon

## Coasts

"THE KING."  
"OUR GUESTS."

## Menu.

Fresh Oysters: Thursday Island

"To-morrow will be Friday  
and we caught no fish to-day."

Alligator Soup

"Oh, be careful of the Crocodile."

Fillet of Whiting: Chef Andreas

"Fish are we that love the mud,  
rising to no fawny flies."  
-TENNYSON.

Breast of Chicken: Carpentarian

"A Gulf Profound."  
(As easily crossed as the chicken crossed the road).

Punch: Hodgson's Special

"A Good Brew and the Mainstay of the Crew"

Pheasant (Mock) All the way from the Barrier

(I don't think).

Salade: Dempster's Extra Special

"My salad days when I was green in judgment."

Asperges Polonaise

"Why Polly gave notice."

Biscuit Iced: Dabelle

"Bring me ice, my head is anorexy."

Sweets

"The Dainties!—Let's to it, the morn is at hand."

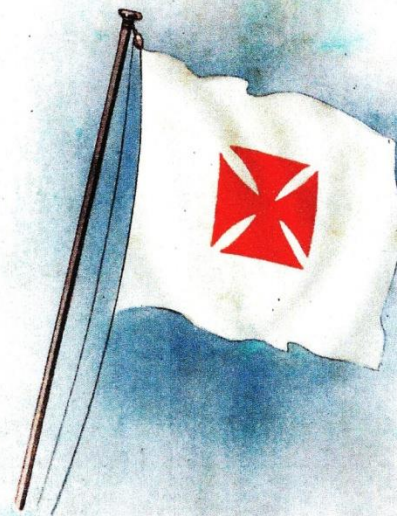
Dessert

"Oh, shades of mal de mer."

Cafe

"The air is full of Fairwells."  
—LONGFELLOW.

"Adieu, Adieu, my native shore  
Fades o'er the waters blue."  
—BYRON.





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## L Mann

L. Herbert Beecroft's portrait paintings were diverse as noted in the following quote from Ellen Waugh's publication **"Herbert Beecroft: An entertaining artist"** for the Randwick and District Historical Society:

*"In 1922, Beecroft painted a miniature portrait on ivory of J. F. Archibald, the famous editor and patron of the arts in New South Wales, whose name is perpetuated in the Archibald Prize for portraiture and the Archibald Fountain in Hyde Park."*

This work is in the Mitchell Library Picture Collection. In the same year, Beecroft painted Livingstone Frederick Mann, better known as Livy Mann. The title of Beecroft's painting is "Livius Hominum", Latin for Livy Mann and a pun on the Latin author Livius.



Mr. Mann is splicing a rope end and Beecroft has painted a pleasant background scene of boats at anchor. The landscape reminds me of the northern shore of Hobart.

Mr. Mann was one of those gentlemen who did not hesitate to write to the Newspapers on a matter which concerned him. I have been able to locate examples of his eclectic interests.

**Saturday, 11th February, 1922 – Sydney Morning Herald**  
**TO THE EDITOR OF THE HERALD.**

*Sir - I read with interest Mr. S. P. Davidson's letter respecting the preservation of aboriginal carvings in Kuringai Chase and elsewhere. Very few now remain in the vicinity of Sydney. There is a very good*



*representation of an emu on a flat rock a few yards from the road, and just north of the post-office, Ben Boyd-road, Neutral Bay. I visited this carving a few months back. It was then in good order, but I noticed that the vacant land surrounding had been portioned out for building purposes. A small iron railing would preserve this fine specimen of aboriginal art-perhaps the only one that has as yet escaped the pick-axe and the hand of the vandal*

*I am, etc,*

*Jan. 31. L. F. MANN.*

**Wednesday, 1st July, 1925 - Sydney Morning Herald**

**THE VISITING FLEET.**

**TO THE EDITOR OF THE HERALD.**

*Sir, - No doubt during the visit of the American fleet the ships will be visited by a great number of people, as well as by numerous boats, from the canvas dinghy to the stately ferry boats. May I suggest that the Navigation Board be approached with the view of compelling all boats, etc., to make a one-way traffic round these warships. Instructions might be issued to direct that all visiting vessels leave the bow and stern on the right-hand in going round these ships. During the visit of the British Fleet there was a serious accident by two motor boats colliding, going round the bows of one ship in opposite directions. It is impossible to see round corners. A regulation to this effect would greatly minimise any danger.*

*I am, etc.,*

*June 30. L. F. MANN*

Opening Day was always an event at the Squadron and here is a great description of the festivities even though the Depression was setting in.

**Monday, 20th October, 1930 - Sydney Morning Herald**

**YACHTING SEASON.**

*Royal Sydney Squadron.*

**SPLENDID OPENING DAY.**

*At any time, Sydney Harbour fills the eye with a vision of beauty. Whether the sun streams down upon it, studding its cobalt blue expanse with the flash of diamonds, whether the evening glow clothes it in garments of rose and silver or whether passing rain squalls blur its details, its charm never fades. But it never bears such an entrancing aspect as when on Saturday and Sunday afternoons it is crowded with yachts. And of all the weekends in the year, few produce such a concentrated assemblage of sailing craft as the opening day of the Royal Sydney Yacht Squadron's season.*

*For this function of course yachtsmen's weather is essential. It is all very well for the aesthete to look through the glass of a ferry boat window at the changing lights produced by storm and shower but the sailing man must have sun and more sun and a brisk breeze to keep his crafts wings spread. That was why Saturday's opening was such an emphatic success. In the morning the clouds lowered greatly but at lunch time as though the sun, like a playful godparent, had been pretending to frown so that his smiles might be more valued when they came, the skies cleared gloriously. The grounds of the squadron's Clubhouse at Kirribilli were thronged. The space of harbour between the grounds and Cremorne Point made a panorama enlivening in its joyous motion of snowy canvas. The flags among the trees fluttered gaily in an ideal north easterly blow, just strong enough to sweep away the cobwebby worries left over from the weeks business affairs and leave one's mind free to receive the influence of Nature in one of her most cordial moods.*

*They make a florid frame for the nautical picture, the grounds of the Clubhouse. Standing by the water's edge, the spectator glimpses the scene through the branches of bushy twisted little gum trees whose ruggedness introduces a pleasantly rural touch into the midst of formal, meticulously clipped garden. A little higher the visitor could sit at his ease yesterday on a comfortable garden chair. From the terrace he could view the racing with brilliant petunias and lupins at his feet. Best of all he could ascend to the high balcony, and there see the pair of whales white bones across the path to the jetty, making a minor arch within the grand arch of the*



*bunting leading down from either side of the flagpole, and the expanse of sails patterning itself into urging currents, as the craft moved this way and that like bevvies of snowy swans. It was surely one of the most lovely sights in the world.*

*No one takes much notice of the actual racing at these gatherings. Occasionally a gun goes off somewhere or other and people look for a moment to see what is afoot but in general the vague, dancing gaiety of the scene suffices to keep the visitors entertained. Even the fussy, vociferous career of the sea cadets in their rowing race roused no more than a ripple of attention ashore. Without detailed knowledge of the courses, it was difficult for a mere landlubber to separate one race from the several others that might be going on at the same moment. In the wake of splendid yachts, perky little boats whisked along hardly bigger than dinghies. Next a boatload of husky young men in jerseys, very sunburnt as to the faces and legs would glide swiftly by. The entire aquatic fraternity of the harbour seemed to have associated itself in some way or other with this carefree day of sailing.*

*Among the yachts which anchored or cruised about off the squadron grounds were - Sayonara (Mr. Paul Ross), Nyria (Mr. E. J. Bayly-Macarthur), Moira (Mr. R. C. Packer), Ada (Sir Alexander MacCormick), Mistral (Mr. E. P. Simpson), Windward (Mr. A. Muston), Rawhiti (Mr. Frank Albert), Utekah II (Mr. H. Nossiter), Carina (Mr. H. H. York), Winji Winji (**Mr. Livingstone Mann**), Wyuna (Mr. C. W. Robson), Cuthonna (Dr. T. M. Furber), Burraneer (Mr. O. Meyer), Wanderer (Mr. N. Wallis), Aoma (Mr. P. Pring), Spumedrift (Mr. J. W. Jira), Bluebird (Mr. R. Windeyer), and Koonya (Mr. W. J. Dalgarno). These and the 78 craft which started in the four sailing races made a fine array.*

**Thursday, 20th April, 1933 - Sydney Morning Herald**

**OLD WELL FOUND.**

**TO THE EDITOR OF  
THE HERALD.**

*Sir - With reference to an old well mentioned in today's issue thought to have been used to provide fresh water for sailing ships owned by Benjamin Boyd I may state that a description of this well built by Boyd was mentioned in an article on early Neutral Bay and published in the Royal Historical Society Journal vol xviii part iv. The well is situated close to the lower end of Ben Boyd road and so placed that it received the*



*soakage from the cliff that ran parallel with the foreshore. My father the late John F. Mann who owned this property in the early seventies had the well filled in; no blackberries in those days but plenty of lantana. I inspected this well with Captain S. Green about two years ago and found that the wooden log had been chopped or rotted away above the filling but the iron piston-rod that ran through the log was still there. As a child I have pumped water from this well and many coasters anchored in the bay filled their drinking tanks with cool fresh water*

*I am, etc.,*

**LIVINGSTON F. MANN.** April 17.



Livy Mann died on the 8th of June, 1933.

**Friday, 9th June, 1933 - Sydney Morning Herald**

**OBITUARY.**

**MR. L. F. MANN.**

*The death occurred yesterday of Mr. Livingston F. Mann, who was for many years associated with the North Sydney district, particularly the Neutral Bay neighbourhood. Mr. Mann was born in 1860. He was a son of Mr. John Frederick Mann, civil engineer, surveyor, and a member of Dr. Leichhardt's second expedition to Northern Queensland, and a grandson of Colonel Sir Thomas Livingston, who was on the Duke of Wellington's staff throughout the Peninsular War and was subsequently appointed to be Surveyor-General of New South Wales, in succession to Oxley. Mr. Mann was educated at the Sydney Grammar School. In his youth he made several voyages on Mr. F. H. Dangar's Gladstone, a clipper that was well known in the wool trade. On leaving the sea, he joined the Lands Department, from which he retired in 1921.*

*Mr. Mann was a prominent yachtsman. He was a member of the Royal Sydney Yacht Squadron, and sailed many winning races, particularly in the Waitangi and the Era, with the late Mr. A. G. Milson. He took a keen interest in the welfare of those whose lives had been associated with the sea. He was one of the senior members of the League of Ancient Mariners, which he joined in 1910. He was also a member of the council of the Sydney Sailors' Home, and was a frequent visitor to that institution, where he had many friends, particularly old hands who had seen service in sailing ships. Mr. Mann resided for many years at Craignathan, Neutral Bay, (accompanying photo) which was formerly the site of the home of Ben Boyd.*

After Mr. Mann died, a memorial trophy for fishing was donated to the Club to be named the "L. F. (Livy) Mann Memorial Trophy."

**Tuesday, 19th January, 1937 - Sydney Morning Herald**

**YACHTING.**

**THE FISHING TROPHY.**

*O. A. Meyer won the competition for the "Livy" Mann Memorial Cup awarded annually for the best catch on the occasion of the Alfred Milson Memorial and Basin cup races each year. G. E. Browne was second.*

In the 2014/15 sailing season, the trophy was awarded to the winner of the Division 3 Main Pointscore, that being David Smith in his Sayer 25, "Til the Fat Lady Sings."

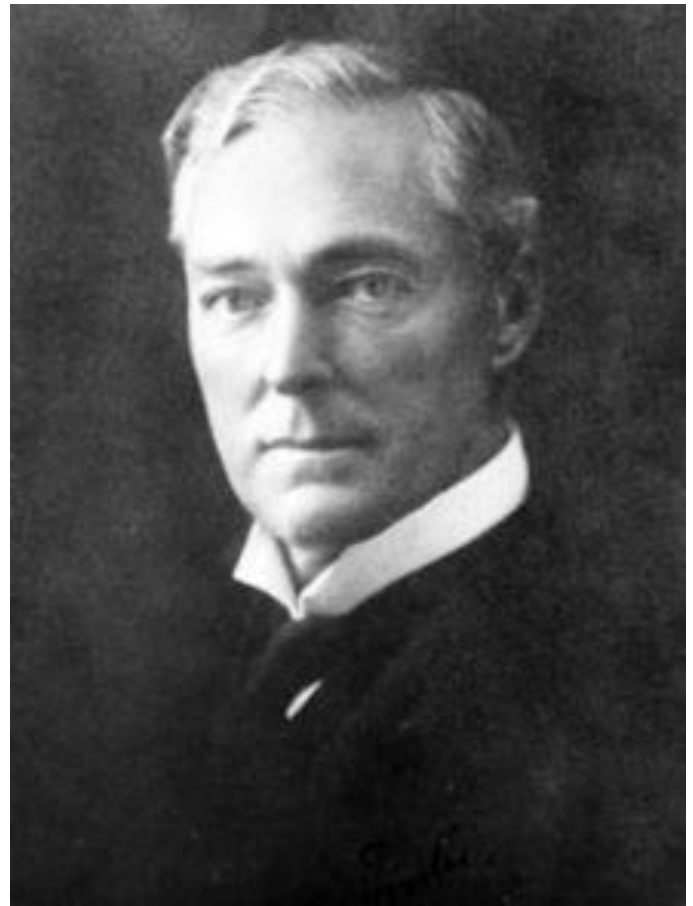
**September, 2015**

**Copyright: John Maclurcan, 2019**



## Lord Forster

One hundred years ago, it was not uncommon for the Governor General of Australia to be appointed Commodore of the Royal Sydney Yacht Squadron. L. Herbert Beecroft's painting, dated 1923, of Lord Forster has him standing on a map of Australia, reflecting his grand role as Governor General of the country. He has his left foot on Sydney and his right foot on Melbourne. At each location, there is a small sailing vessel, "Yeulba" in Melbourne and "Corella" in Sydney. On the top left-hand side is the Squadron burgee of the Commodore and on the right is "Yeulba's" racing burgee. Lord Forster was also Commodore of the Royal Yacht Club of Victoria. The racing burgee was identified from a small cigarette case stored in the archives and at the date of writing this essay, is on display in the glass cabinet next opposite the lift well on the main floor of the Club.



Lord Forster is dressed in white flannels and is holding a white panama hat. The accompanying photo illustrates the accuracy of Beecroft's depiction.

**"Sydney Sails"** describes Lord Forster's tenure at the Club:

*"During the same year, a prominent new member, **Lord Forster**, the newly appointed Governor-General of Australia, joined the Squadron. Lord Forster, who shortly before his appointment had been raised to the peerage in Britain, was fifty-four years of age, and had been a member of Parliament in Britain for twenty-eight years. He was an enthusiastic yachtsman, and in his younger days had been a first-class cricketer, playing in county teams. His two sons had been killed in action in the 1914-18 war.*

*Though his official residence was in Melbourne, Lord Forster frequently visited Sydney, to reside at Admiralty House, Kirribilli, near the Squadron's Clubhouse. He became an active sailing member of the Squadron, purchasing the then twenty-year-old Yeulba (formerly Culwulla I) and taking the tiller himself. At the*



*Squadron's annual meeting in August 1921 Arthur Milson stood down from the office of commodore, and Lord Forster was elected to that office as his successor. He was widely popular as "the sporting Governor-General" on his frequent visits to all the Australian States. He accepted office also as commodore of the Royal Yacht Club of Victoria and took an active part in sailing on Port Phillip. During his visits to Sydney, Lord Forster, as commodore, sometimes occupied the chair at committee meetings of the Squadron.*

*In 1921 he presented the Forster Cup for interstate competition in the 21-foot restricted class, the condition being that the races should be held in rotation, in successive years, at Sydney, Brisbane, Melbourne, Hobart, Perth and Adelaide. This provided an additional impetus to the building of yachts in that class. The competition for the Forster Cup was to be perpetual, whereas the Waley Cup could be won outright by one owner winning three years in succession.*

*The inaugural interstate contest for the Forster Cup in the 21-foot restricted class was held at Sydney, in three races, on 7th, 8th and 9<sup>th</sup> February 1922. Points were awarded for placings. Six yachts represented New South Wales: Gumleaf, Corella, Inez, E.O.J., Cherry Too and Boomerang; and there were two from Queensland: Lakatoi (J. Clark) and Maroombah (T. Goodall). The cup was won by Gumleaf, which finished first in two of the three races. Corella met with misfortune on the second day, when she collided with Boomerang, putting both yachts out of the race. On the third day, Corella's keel fouled the lines of a lobster pot off Middle Head, which delayed her for several seconds, and she was narrowly beaten by Inez for the third place. Partly because of vice-regal support and participation, the 21-footer class became increasingly popular, and many new yachts of this class were built in all the States.*

*At the end of the season, in April 1925, the Squadron held a special race for 21-footers, in honour of Lord Forster, who was in his final year of office as Governor-General and was due to leave Australia in the following October. He took the tiller of Corella in this race, and in a close finish came in second to Milson's E.O.J. II, which then had her tenth successive win in that season's racing in that class. This was the last time that the sporting Governor-General sailed on Port Jackson. He was farewelled with regret and will be long remembered for his active association with the Squadron as its commodore for four years, during which the development of the restricted class and the extension of interstate racing was stimulated by his encouragement and example."*

## **Sunday, 19th April, 1925 - Sunday Times**

### **LORD FORSTER**

#### *Yachtsmen Say Good-bye*

*A brilliant company assembled last night at the Club house of the Royal Sydney Yacht Squadron at Kirribilli Point. The occasion was a farewell dinner in honor of his Excellency **Lord Forster**. His Excellency was attended by Captain Mulholland. The Governor (Rear-Admiral Sir Dudley de Chair), with whom was Commander Grant, was present. Over 60 members of the Squadron attended, and the rooms, which were decorated with multi-colored flags, presented a splendid spectacle. After dinner, Lord Forster handed certificates to candidates who had succeeded at the examination held during the Winter by the Squadron in rule of the road, knotting and splicing. Sir F. G. Waley presented prizes to candidates in each section: Rule of road, Dr. C. Mansfield, 1, L. E. Easy, 2; Knotting and splicing, N. Bishop, 1, A. R. Freeman, 2.*

#### *Second in His Last Sydney Yacht Race*

*The Royal Sydney Yacht Squadron, of which Lord Forster is Commodore, held a special race yesterday in honor of His Excellency, who will leave for England in October, his term as Governor-General having expired. He sailed his own yacht Corella and succeeded in beating all skippers with the exception of Mr. J. L. Milson, who seems unbeatable in the famous E.O.J., which won her eleventh successive race. Wattle, sailed by Mr. P. S. Arnott, finished third. A large number of people followed the race. In the nor'easter and flood tide E.O.J. gained the day, leading all round the course. She defeated Corella by 2min 21sec. Mr. J. L. Milson has had a phenomenal half year with E.O.J., which was only launched by Jas. Hayes and Son last October. Since January, she has participated in twelve races for eleven wins of which ten were consecutive. The performance will stand*



as a record for the 21ft. class in Australia. Lord Forster congratulated E.O.J.'s crew on their success.

**Friday, 17th January, 1936 - Sydney Morning Herald**  
**LORD FORSTER.**

*It is with very sincere regret that the people of Australia will learn of the death of Lord Forster, following upon an operation, at the age of sixty-nine. The deep sympathy of the nation will be extended to Lady Forster, who won respect and affection here by her ceaseless activity in all matters concerning the social welfare of this country. During his five years of office as Governor-General of Australia, from 1920 to 1925, Lord Forster identified himself thoroughly with our interests and became universally popular. As Mr. Bruce has well said: "His Governor-Generalship was a conspicuous success, the secret of which was his faculty for being true and just in all his dealings. He will live long in the hearts of Australians. We remember him not only as a representative of the King in the Commonwealth, who filled that high office with the greatest of distinction, but also as a man and a friend. His personality was such that it appealed to all classes and men. His frankness and sincerity were united with unfailing courtesy, tact, and good humour. The popularity aroused by his friendliness was enhanced by his keen interest in sport, especially in cricket, yachting, and golf. As a yachtsman he is remembered by the Forster Cup, and his prowess as a batsman - for he played for Oxford and the Gentlemen - naturally earned the respect of a cricketing community like our own. He took a vigorous and leading part in many activities, whilst the cause of the returned soldiers was particularly near to his heart. When he left us at the expiration of his term of office, it was said that "In every department of our social and national life we shall miss Lord Forster." And in his farewell message to the people of Australia, after referring to the steadfast loyalty with which he had been always greeted as the King's representative, and saying how deeply touched he and Lady Forster had been by the open-hearted friendship that had surrounded them throughout their stay, he concluded with the words: "We carry away with us a firm belief in the future greatness of this land of sunshine, and the happiest memory of the five years we have spent with you."*

*The career of Lord Forster was, indeed, a distinguished one, and it was his own unusual ability and record of service that brought him to the peerage. After education at Eton and Oxford, he entered Westminster as a Conservative member, and his popularity amongst his constituents was shown by his large electoral majorities. He held the positions of Junior Lord of the Treasury, Conservative Whip, and Financial Secretary to the War Office, as well as being a member of the War Council during the war. Of his splendid record as Governor-General of the Commonwealth we have already written, but it is worthy of note that his devotion to his duties led him to travel over Australia very extensively and become the first holder of his office to visit New Guinea and Papua. On his return to England he was a director on important banking and financial companies associated with Australia, held the post of Official Verderer of the New Forest, and was elected an Honorary Fellow of New College. At the same time, he kept up his sporting interests, and had the gratification of seeing his yacht Mona win at Cowes.*

*In the midst of all these activities Lord Forster still continued to render valuable service to Australia. He was president of the Big Brotherhood movement, promoted migration, helped to inspire confidence in the future of our land, and contributed towards the better understanding of this nation in the mother country by his explanations of the White Australia policy. At the same time, he kept in personal touch with the people and the returned soldiers through his Anzac Day messages and the Toe H organisation. It is sometimes suggested that the Governor-Generalship should invariably be held by an Australian, but Lord Forster's services as a kind of informal but distinguished and experienced ambassador for Australia in Great Britain go far to show what an advantage it is to have a British statesman as our Governor-General. The office is an important one, and its holder can perform services to the nation which no one else is in a position to perform. The visit of the Duke of Gloucester and the triumph of the King's Jubilee have shown how strong amongst our people is the feeling of loyalty to the Throne. The King's representative is honoured as being a unique link between ourselves and his Majesty. In Australia we have been fortunate in having such a splendid representative as Lord Forster, and his services will for long be accorded appreciation and remembrance.*

**September, 2015**







## J M D Goddard

By the 1920s, L. Herbert Beecroft's renown was sufficient for him to receive often very special commissions. Here is an example from 1923.

### Saturday, 27th October, 1923 –Sydney Morning Herald WENTWORTH'S BIRTHDAY.



#### TO-DAY'S CELEBRATIONS.

*To commemorate the 130th anniversary of William Charles Wentworth's birth a dinner will be held at the National Club this evening, when the Chief Secretary, Mr. C. W. Oakes, M.L.A., will give a review of "Wentworth, the Australian Patriot." Wentworth was born at Norfolk Island on October 26, 1793. It is 51 years since Wentworth's death in England. His remains were subsequently brought to Sydney, and finally interred at Vacluse on May 6, 1873. The vast attendance at his funeral was a striking testimony to the universal esteem in which he was held as explorer, scholar, and statesman. At Vacluse Park today, there will be a celebration at which the Lieutenant-Governor will preside, and addresses will be delivered by prominent speakers, including members of the Government. The park trustees, through the Education Department, offered prizes for an essay on Wentworth by children under 16 years from every school in New South Wales. The results are now known, and the awards will be presented by Sir William Cullen this afternoon.*

*The above photograph is of a painting of Wentworth in his prime, which **Mr. H. Beecroft**, portrait painter, has just completed, and presented to the trustees of Vacluse Park, to be hung in the Constitution Room of the historic house. The painting will be on view today.*



At about the same time as Beecroft painted W. C. Wentworth, he painted John Mitford Dunsmure Goddard for the Royal Sydney Yacht Squadron (1922). It is one of his more detailed paintings.

Sitting in his yacht "Thalassa", Mr. Goddard is holding in his left-hand a Commonwealth Bank cheque for £900 made out to "The Club House." This reflects his role of Treasurer, a role he held from 1922 to 1928. In his right-hand is a stopwatch. This reflects his role as a Race Official. Many articles from the period refer to him as the timekeeper for the races. In the distance can be viewed the other official vessel decorated with the following flags: B, J, O, T, and Y. The start is imminent because the bow of a competitor is approaching the line. In the water, there is a





tennis racket, a golf stick and a cricket bat. The title of the painting which can be faintly glimpsed at the top is "The For'ard hand." My interpretation is that he discarded other sports for yachting and his youngest daughter Mary often accompanied him in his official on-water duties. Can any reader offer alternative suggestions?

Mr. Goddard was an insurance man; in fact, from a family with a long history in insurance.

**Friday, 1st January, 1897 –Sydney Morning Herald**

**NOTICE OF PARTNERSHIP**

*I have this day admitted my son **JOHN MITFORD DUNSMURE GODDARD** as a PARTNER in my Business, which will be carried on in the name of W. C. Goddard and Co as heretofore.*

*W. C. GODDARD. Norwich-chambers, 1st January, 1897.*

**Sunday, 15th August, 1915 –Sunday Times**

**A DESERVING INSTITUTION**

**IN URGENT NEED OF FUNDS.**

*The Royal North Shore Hospital, like many other charitable institutions, is suffering at the present time from lack of funds owing to so much money being directed into other channels. The current expenditure is considerably in excess of the revenue, and amongst others who have lately come to the rescue are the North Sydney Orphans, under whose support and patronage a musical smoke night will be given in the Warringah Hall, Neutral Bay, on Tuesday 17th inst. The program— a very attractive one — is under the direction of Mr. Charles Smythe. Light refreshments provided by lady friends will be included in the admission ticket of 2/6 each. The hon. secretary is **Mr. J. M. D. Goddard**, Challis House, city.*

The next article describes Opening Day at the Club with reference to World War 1.

**Monday, 20th January, 1919 –Sydney Morning Herald**

**"DRESS SHIP."**

**YACHTING SEASON OPENS - AFTER FOUR YEARS.**

*The Royal Sydney Yacht Squadron and the Royal Prince Alfred Yacht Club had splendid weather on Saturday afternoon for the opening of the season. There was a fresh nor-easter and the yachts heeling over to the breeze presented a pleasing spectacle. Yachtsmen and followers of this exhilarating sport have come into their own again after a lapse during the four years of war.*

*Royal Sydney Yacht Squadron assembled in Neutral Bay, off the Clubhouse, at 2.15, and after cruising about for some time responded to the signal hoisted by the commodore, Sir Alexander MacCormick, on his fine yacht Morna. With the commodore was the Governor-General, attended by Captain the Hon. B. K. Clifford, private secretary. The yachts manoeuvred on the northern side of the harbour and the fleet of the Royal Prince Alfred Yacht Club, which had assembled in Farm Cove under the command of the vice-commodore, Mr. A. W. Crane, who hoisted his flag on the Magic, sailed down the harbour on the southern side. The fleets anchored under Steel Point and dressed ship.*

*The steamer Woollahra, in charge of Mr. J. C. Penrice, conveyed members and friends of the Royal Sydney Yacht Squadron, and Lady Hampden, in charge of Mr. C. L. Garland, was used by the Royal Prince Alfred Yacht Club. The official steamer was the Argus, which was in charge of Mr. T. W. Bremner (rear commodore R.S.Y.S.) and carried the burgee of each Club.*

*Among the yachts were Morna (Sir Alexander MacCormick, commodore R.S.Y.S.), Mischief (Mr. Arthur J. Milson, vice-commodore R.S.Y.S.), Athene (Mr. D. Carment, rear commodore R.P.A.Y.C), Mistral (Mr. E. P. Simpson), Hermione (Mr. H. Walters), Sayonara (Mr. P. Ross), Magic (Mr. W. Dendy), Stormy Petrel (Mr. S. M. Dempster), Thistle (Mr. J. Robinson), Eun-Na-Mara (Mr. A. Wilson), Fairlie (Mr. S. H. Fairland), Landseer (Mr. G. B. S. Sandeman), Culwulla IV (in charge of Mr. W. Dalgarno), Thalassa (**Mr. J. M. D. Goddard**), Mackerel (Mr. Alfred G. Milson), Oenone (Mr. A. Shadler), Revonah (Mr. F. Albert), and Mischief (Captain S,*



Spain). There were also many representatives of the Sydney Amateur Sailing Club and the Motor Yacht Club.

*The leading yachtsmen and the guests were entertained on board the steamer Argus, where the toast of "The King" was proposed by Sir Alexander MacCormick, Mr. A. W. Crane proposed the toast of "The Governor General," and in reply his Excellency said that he had not witnessed anything superior to what he had seen on the harbour that day, and he did not know of any sport that so appealed to him as yachting.*

*In proposing "Success to Yachting," Judge Backhouse referred to the early days of the sport. Sailing races had been held on the Sydney Harbour - which he was still convinced was the best in the world - since 1820. Mr. Alfred Milson won the first yacht race, and half a century later his son, who was present, won a similar event. They had all, more or less, put aside their favourite pastimes during the war; it was gratifying to know that the yachtsmen had done their share to assist the Empire. Shortly after 5 o'clock "Part Company" was signaled, which terminated the proceedings. Notwithstanding the success of this fixture, it will be some time before pre-war conditions obtain.*

#### **Thursday, 2nd December, 1926 –Sydney Morning Herald**

##### **THREE GENERATIONS.**

##### **SERVICE IN NORWICH UNION.**

##### **THE GODDARD FAMILY.**

*In the past 50 years the Sydney branch of the Norwich Union Fire Insurance Society, Ltd, has had three generations of the Goddard family in its service. The late Mr. W. C. Goddard was the first, and his son, **Mr. J. M. D. Goddard** is the present manager, while the third generation is represented by Mr. Maxwell Goddard, who, after gaining experience in various branches in England, has joined the Sydney staff.*

*The company was established in 1797 by Sir Samuel Bignold and since then four generations of that family have been connected with the business at Norwich. At the Liverpool branch there have been three generations of Andersons in the company's service. The local board of the Sydney office at its meeting yesterday made reference to the matter by way of a minute in the following terms "The business over so lengthy a time has passed through periods of great difficulty, and the faithful services of the late Mr. W. J. Goddard and his son, the present manager, Mr. J. M. D. Goddard, have in no small degree contributed to the success of the society in New South Wales in the insurance business in Australasia. The local directors trust that the members of the family may long continue in the Service of the society."*

Mr. Goddard died on the 10<sup>th</sup> of February, 1930.

#### **Tuesday, 11th February, 1930 –Sydney Morning Herald**

##### **MR. J. M. D. GODDARD**

##### **Death Announced.**

**Mr. John Mitford Dunsmure Goddard**, former manager of the New South Wales branch of the Norwich Union Fire Insurance Society, Ltd., and a prominent figure in yachting circles, died in a private hospital in North Sydney yesterday afternoon.

*Throughout his life Mr. Goddard resided in the vicinity of Milsons Point and Kirribilli. He was the elder son of the late Mr. William Cornelius Goddard and Mrs. Mary Mitford Goddard, and was born at Milson's Point in 1872. At the completion of his education at the Sydney Grammar School in 1889, he entered the service of the Norwich Union Fire Insurance Society, Ltd, and for three years he was in the offices of the firm at Norwich and Glasgow. On his return to Sydney he entered into partnership in W. C. Goddard and Co, with his father, who took over the control of the New South Wales agency of the Norwich Union Fire Insurance Society, Ltd, in 1873. His brother, Mr. Stewart Dunsmure Goddard was also a partner. Mr. Goddard became manager upon the formation of the branch of the Norwich Union Fire Insurance Society in 1915 and retired from the position in August of last year owing to ill-health. He acted on various committees of the Fire Underwriters' Association.*



*Mr. Goddard was an enthusiastic yachtsman and had been a member of the Royal Sydney Yacht Squadron since 1908. For several years he was honorary treasurer of the squadron. He was also on the committee for a number of years and at the time of his death was a member of the election committee. For a period, he was honorary treasurer of the North Sydney Orphans' Society.*

*In 1897 Mr. Goddard married Miss Elsie Flora Gulliver, the youngest daughter of the late Mr. John Gulliver and she survives him. There are three sons - Messrs Neville Mitford Goddard, Maxwell Mitford Goddard (who is in the service of the Norwich Union Fire Insurance Society, Ltd), and John Mitford Goddard a prominent yachtsman, who left Sydney on Saturday last to take part in the Forster Cup race in Melbourne. There are two daughters - Miss Jean Mitford Goddard and Miss Mary Mitford Goddard. Mr. Goddard is also survived by his brother Mr. Stewart Dunsmure Goddard, and a sister Miss Mildred Kerby Goddard.*

**September, 2015**

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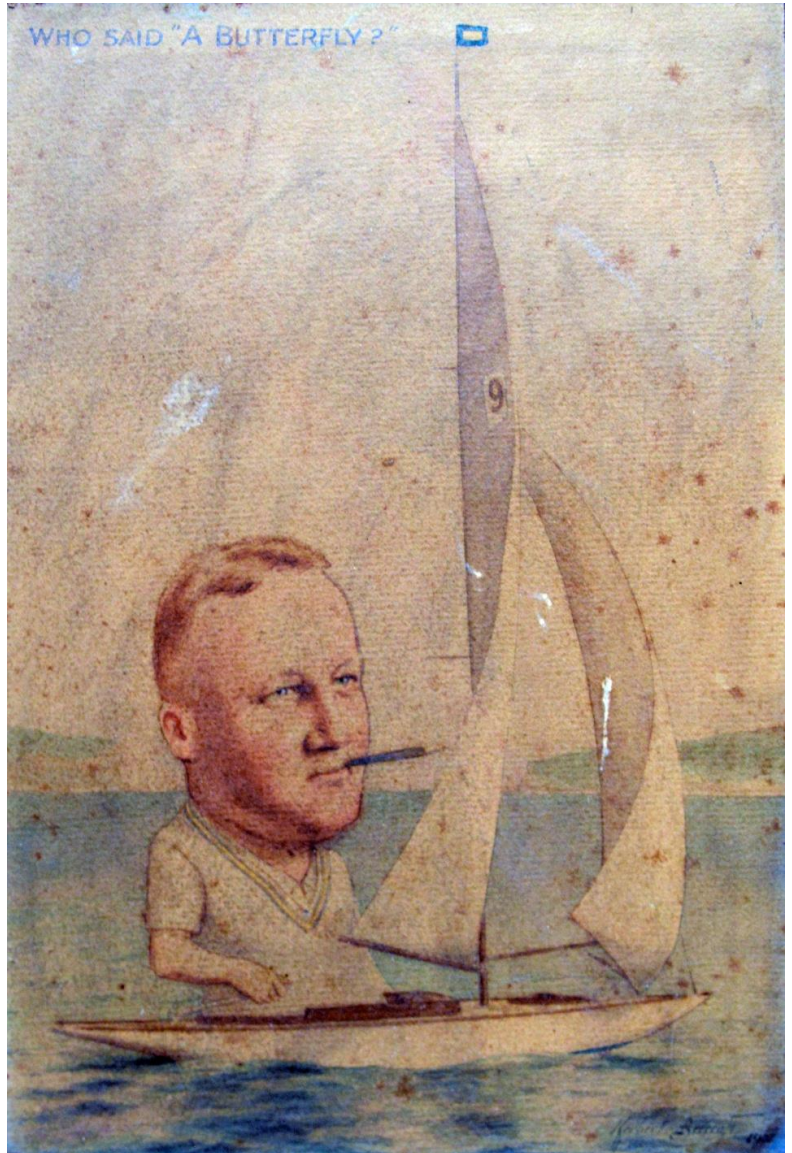
## P S Arnott

Another of the caricatures of L. Herbert Beecroft which requires restoration is the 1928 painting of Percy Arnott. There is considerable foxing and mould and the colours are somewhat faded. The painting also has no frame.

Beecroft's painting is very straightforward. The Sail no 9 identifies the yacht as "Vanessa", an 8 metre launched by Mr. Arnott in 1928. The caption at the top left-hand side of the painting says, "Who said 'A Butterfly'?", a reference to the genus of brush footed butterfly named "Vanessa." Mr. Arnott is smoking a cigarette on the end of a cigarette holder. The background looks like Sydney Heads. Code Flag P flies from the masthead. You may notice that Mr. Arnott has a sleeveless jumper on. This is a reference to his cricketing prowess, a sport he pursued before his involvement with yachting.

Mr. Arnott, born on the 9<sup>th</sup> of July 1889, was a resident of Strathfield. Percy Arnott was also a well-known sportsman, who played cricket for NSW. He married Nina Boden in 1915 and in 1916 built 'Wawona' at 96 Albyn Rd (cnr Chalmers Rd). 'Wawona', sometimes called 'Arnott House', is a classic Californian Bungalow designed by architect Herbert Dennis in 1916 and is classified by the National Trust.

The Arnott family was a prominent one, the founders of Arnott's Biscuits, of course.



### **Sunday, 21st December, 1924 - Sunday Times**

#### **A VERSATILE SPORTSMAN.**

*Amongst the leading officials of the Royal Automobile Club of Australia is **Percy Arnott**, fearless hitter with Balmain and Western Suburbs Cricket Clubs a few years ago; a player whose batting earned him Sheffield distinction. Percy gave up cricket when he was far from finished, in fact, when the Automobile Club is engaged in the coming cricket matches; one would like to be on his side. Now he indulges in yachting — when Test matches are not being played. He sails the Nettle, with which he has had considerable success. Genial, one of Adam Lindsay Gordon's chaps who 'takes his fences fairly and his liquor fairly too,' Percy Arnott is liked in circles where men congregate, and the emphasis is on the 'men.'*

Over the years, I have observed the rise and fall of many classes – Bluebirds, Endeavour 24s, Solings, Folkboats and Jubilees for starters. In 1928, Mr. Arnott signaled the demise of the 21ft Restricted Class and the rise of the metre designs – 8 metre, 6 metre and eventually 5.5 and 12 metre.

### **Wednesday, 2nd May, 1928 - Referee**

#### **Percy Arnott Tires of 21ft Racing**



(By 'TOPMAST-HAND'.)

**GIVES UP 21 FT RACING.** *Mr. Percy. S. Arnott* having achieved his ambition to win the 21ft yachting supremacy twice in succession, has decided to give up the sport, and dispose of his speedy Wattle. Mr. Arnott is of the opinion that there is no enthusiasm in 21ft yachting in New South Wales. Three seasons have elapsed since the last boat was completed, and in four years the fleet has dropped from 14 to five. Wattle cost Mr. Arnott in the vicinity of £650. He is prepared to sell the boat, and all her gear, which includes two Ratsey sails, which cost £120, for £200. Mr. Arnott spends many leisure hours in his motorboat, but it is quite on the cards that he will have built or imported an eight-metre yacht on similar lines to A. F. Albert's Norn.

**Friday, 2nd November, 1928 - Sydney Morning Herald**

**NEW EIGHT-METRE YACHT.**

**THE VANESSA LAUNCHED.**

*Mr. Percy S. Arnott*, one of our modern and enthusiastic yachtsmen, has done his best to give a fillip to yachting in New South Wales and also in the Commonwealth, by building the up-to-date eight-metre yacht *Vanessa*. At the yard of James Hayes and Sons, Careening Cove, this beautiful craft was launched yesterday morning, and was a complete success. Without a hitch the yacht gracefully took the water in the presence of a most representative gathering punctually at 10.30 a.m., was taken to the yards of Messrs. G. E. S. Sandeman. Ltd. and within an hour of launching the mast was stepped. Mr. Arnott's racing flag was flying at the truck and with bunting aloft the yacht was anchored off the Club house of the Royal Sydney Yacht Squadron. Mrs. P. S. Arnott christened the yacht *Vanessa* as the craft glided into the waters of Careening Cove to the accompaniment of cheers from the assembled aquatic sportsmen, and afterwards entertained the guests, including many ladies, at the Club house of the Royal Sydney Yacht Squadron.



At the Club house, a surprise was in store for Mr. Arnott, who was invited to visit the foreshore, where he was presented by Mr. S. M. Dempster, on behalf of himself and some of Mr. Arnott's crew, with a beautiful sailing dinghy named *Sydem*. At the Club house, success to the boat owner and crew was enthusiastically honoured at the instance of Mr. S. M. Dempster, and complimentary reference was made to the builders who had worked night and day to complete the job in the specified time, and Mr. G. E. S. Sandeman, who expeditiously rigged the craft. The assemblage of guests comprised many distinguished yachtsmen of the present and past. The veteran, Mr. George S. Brock, 75 last birthday but still as keen as he was 30 years ago, being among those present. The *Vanessa*, built to the latest 8-metre rule, which will be in force for 10 years, has the following dimensions: - Length overall, 47ft 9in; load water line, 29ft 7in; beam, 8ft 9in; draught, 6ft 3in. The planking is of kauri, the stem of teak, timbers spotted gum, the hollow spars are of Washington imported spruce, the mast measures 62ft, and the keel weighs 5 tons 11cwt. The craft was designed by the renowned naval architects, Fife and Son, and the sails were built by the famous English sailmakers, Ratsey and Lapthorne.

"Vanessa" did not last long. Now Mr. Arnott moved on to 18 footers.

**Wednesday, 22nd February, 1933 - Referee**

**PERCY ARNOTT LEAVES YACHTS FOR 'EIGHTEENS'**

Now Interested in Ex *Q'lander*, *Tangalooma*

by 'THE FOR'ARD HAND'



*THE famous Sydney yachtsman, **Mr. Percy S. Arnott**, who on several occasions represented N.S. Wales in the 21ft restricted class championship of Australia for the Forster Cup, and later with the eight-metre yacht Vanessa in the Sayonara Cup, is now associated with the popular class, having with a syndicate of four, purchased the ex-Queensland 18ft champion, Tangalooma.*

*Tangalooma was taken over by the new combination last weekend and the syndicate registered by the Sydney Flying Squadron will be known by 'Oomabah,' the name given to Mr. Percy S. Arnott's palatial cruiser. For some months Oomabah has not followed the yacht races, Mr. Arnott having concentrated on the 18's, and on the big boat have been many men who in years gone by won fame as yachtsmen, notably Roy Pritchett, who formerly sailed Ranee, and Peter Macdonald.*

*SAILS ARE OF SILK Tangalooma is one of the best equipped open boats in Australia. She formerly belonged to Mr. Colin Clarke, son of Australia's pearl king, Mr. James Clarke, and her sails alone are valued at £500, having been made of pure silk. Mr. Clarke, Junr., will still retain a fourth interest in the boat. The ex-Queensland champion had her first outing for the new syndicate last Saturday with Roy Pritchett at the tiller; but she gave an inglorious exhibition, starting from scratch with the two local champions, Australia (W. Fisher) and Argo. The strangeness of the craft evidently puzzled Pritchett, and Tangalooma sailed sluggishly, simply because the skipper selected the eastern shore out of the tide, and in consequence fell away to leeward. The skipper evidently thought he was sailing a yacht instead of an open boat, and she was 'pinched' far too much. The end came when George's Head was reached, and Tangalooma, which was at the tail-end of the fleet, filled up and retired.*

*DUNN ENGAGED AS SKIPPER In future the ex-Queenslander will have a more experienced skipper at the helm. Billy Dunn, famous in pre-war days with the Clio (14ft) and afterwards with the eight crescents (18ft) Kismet, Rosetta and Defiance, will be given charge. He will have the sole right to pick his own crew, and his mainsheet hand will be George Robinson, an ex-Rugby League footballer for Balmain and the State. Robinson for years sailed the 18ft Britannia and collected several championships with that boat. Tangalooma will have a new name - Swordfish, and this has been chosen to recall memories of Mr. Arnott's exploits as a big game fisherman when in New Zealand two years ago with Mr. E. P. Andreas. Dunn's greatest achievement was in 1913 when he won the Australian championship with Ravell's Kismet. It is interesting to state that before Mr. W. E. Arnott became a fully-fledged yachtsman he owned the 18ft boats Ariel, and later the Federal, when the game was in the boom at Newcastle.*

Like so many of the subjects of Beecroft's paintings, Mr. Arnott was a philanthropist.

#### **Saturday, 2nd May, 1936 - Sydney Morning Herald**

##### **NEW BOAT CHRISTENED,**

*The eight-oar boat which will be used by the Australian crew at the Olympic Games in Berlin was christened at the Police Clubhouse, Glebe, yesterday by **Mrs. Percy Arnott**. The boat was presented to the Olympic crew by the sons and grandsons of Mr. William Arnott, founder of the firm of William Arnott Ltd., and members of the family, including Mrs. W Arnott were present to see the ceremony. Others present were the Acting Commissioner of Police (Mr. Lynch), his wife and Mrs. W. J. Mackay, wife of the Commissioner of Police. The boat was named "William Arnott, Australia" and after the christening, the selected crew gave an exhibition on Blackwattle Bay.*

Mr. Arnott died on the 23rd of December, 1950.

#### **Wednesday, 27th December, 1950 - Newcastle Sun**

##### **Death of Mr. Percy Arnott**

***Mr. Percy S. Arnott**, well known in Newcastle before he moved to Sydney about 15 years ago, died at Gloucester House at the weekend. Mr. Arnott was a director of William Arnott Ltd., biscuit manufacturers. His funeral took place at Rookwood Crematorium yesterday after a private service conducted by the Rev. Dr. V. C*



*Bell. Mr. Arnott played Sheffield Shield cricket and was a member of an Australian cricket team which toured the United States in 1913. He was a member of the Royal Sydney Yacht Squadron and the Prince Alfred Yacht Club. He was captain and president of Concord Golf Club. He is survived by Mrs. Arnott and four married daughters.*

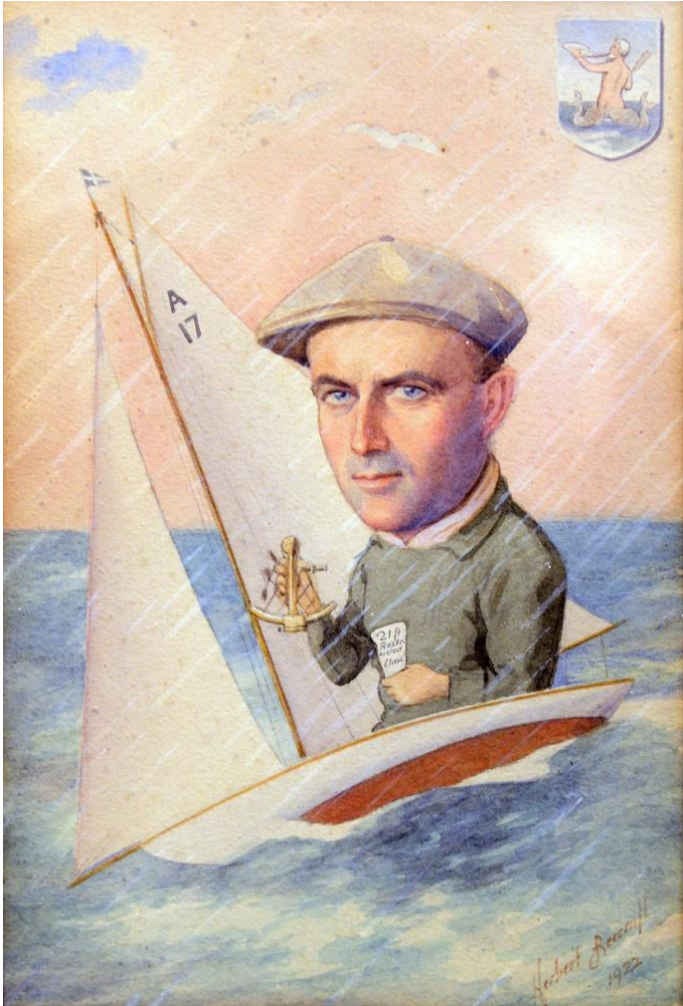
**September, 2015**

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## W D M Taylor

L. Herbert Beecroft's painting of Don Taylor is unique in 2015. It is the only painting of the father of a current member, nonagenarian Don Taylor, named, of course, after his father. The painting dates to 1922 when Don Taylor Senior was at the height of his yachting successes. William Donald Mawney Taylor was born on the 20th September, 1884, and was educated at Shore, leaving in 1901 where he excelled as a prefect, and a member of the 1st Crew and the 1st 15 Rugby.



William Donald Mawney Taylor

In the painting, Mr. Taylor is aboard his 28-footer “Triton”, sailing briskly to windward. “Triton” was in fact renamed by Mr. Taylor and here is a reference at the time to his purchase of the vessel.

### **Tuesday, 6th January, 1920 - Evening News**

*Bob Backstay,* "writing from 'the depths,'" says: — A welcome bit of news is that Walter Dendy's speedy *Native* has passed into other hands. 'Don' Taylor is the new owner. The vessel will probably be re-named *Triton*, and under 'Don' Taylor's skillful treatment is certain to add as many trophies to his list as did a former *Triton*— as a matter of fact, the invincible *Triton* of pre-war times.

Don Taylor jnr. was able to tell me about “Native.”

“‘Native’ was designed by Charles Peel, a Melbourne boat builder and designer who had already made a name for himself as a brilliant and innovative designer. ‘Idler’, designed in 1909, was the prototype and forerunner of many successful boats including several 21 footers, the Jubilee one-design and a number of large cruising boats.



*In the painting, note that my father has a Sydney Amateur Sailing Club no A17 on his mainsail. The SASC number reflects the fact that only that Club offered racing at this time for this type of vessel. However, at the masthead flies a Squadron burgee. The Squadron fleet attracted much larger yachts. My father is depicted sailing his boat in wild and stormy weather. He had a reputation for heavy weather sailing. And what possible use would a sextant be in a small open boat engaged in harbour racing? The sextant in his right-hand refers to the fact that my father obtained his Yacht Master's Certificate of Competence in 1909 - common today but unusual in 1920. The piece of paper in his left-hand which is titled "21ft Restricted Class" refers to his remarkable success with "Corella", Lord Forster's 21-foot Restricted Class yacht. Finally, Beecroft's drawing of "Triton" has captured with remarkable accuracy the highly distinctive curve of the bow, a characteristic which identifies all Peel's boats."*

At the top right-hand side is a shield with the Greek God Triton painted on it. Triton was a fish-tailed sea god, the son and herald of Poseidon, king of the seas. He stilled the waves with the blow of a conch-shell trumpet.

The introduction of the 21-foot Restricted Class was an important development in Sydney yachting and Don Taylor Snr. was at the forefront. Once again, I am able to quote his son:

*"The Restricted Class originated in Melbourne, based on the lines of 'Idler' and greatly assisted by the interest of Lord Forster, who in 1921 donated a trophy for inter-state competition. How my father became involved with Lord Forster and his boat is unknown. I think that his skill and success sailing 'Triton' was well known and he was a natural choice to take over as a sort of sailing master/bosun for Forster soon after he acquired his 21. About this time, "Triton" was converted to a cruising boat, fully decked with coach house, self-draining cockpit and deep keel with external ballast. No doubt my father assumed that class racing was here to stay. "Corella" was highly successful in spite of efforts by people with apparently unlimited funds who kept building new boats to new designs.*

*In 1925, Lord Forster presented my father with a special trophy. Here is a picture of the trophy held in my personal archives. The inscription is as follows:*

*W. D. M. Taylor  
From  
Lord Forster,  
A token of friendship and appreciation for his skill  
In sailing "Corella" to the top  
Of the 21ft Restricted Class  
1925*

*The timber base has 11 shields around it commemorating the dates of the victories in the 1925 season."*

In the next article, Mr. and Mrs. Don Taylor are also part of the RSYs Social scene. This led to a very important development in a few years' time.

**Tuesday, 24th July, 1923 - Sydney Morning Herald  
WOMEN'S COLUMN.**

**YACHT CLUB DANCE.**

*Members of the Royal Sydney Yacht Squadron entertained their friends at a dance at the Club house, Kirribilli, last evening. The jazz ship "Romantic" was moored at the Jetty, where*





dancing and supper were provided. The balcony at the Clubhouse and reception rooms was used for sitting out and was decorated with a wealth of flowers and greenery. The Governor-General (commodore of the Club) was present with Lady Forster. Other guests included Mr. A. O. Milson, Mr. and Mrs. J. M. D. Goddard, **Mr. and Mrs. W. D. M. Taylor**, Mr. and Mrs. F. White, Mr. and Mrs. Robson, Mr. and Mrs. G. S. Littlejohn, Mr. and Mrs. W. K. Dalzell, Dr. and Mrs. Lidwell, Dr. and Mrs. Braddock, Dr. and Mrs. T. M. Banks, Dr. and Mrs. Davies, Mr. and Mrs. P. L. Arnott, Mr. and Mrs. Noble, Mr. and Mrs. Ogden, the Misses E. and Cecile Waley, Miss Phil McLachlan, the Misses Osborne, Miss Jean Goddard, Miss Audrey Radford, and Messrs. E. Hungerford, T. Ferris, J. L. Milson, E. C. Orwin, W. Cane-Terrell, A. J. Arnot, B. T. Miller, C. P. Bartholomew, R. Windeyer. Mr. F. G. Shrimpton was hon. secretary for the dance.

It wasn't all "plain sailing" for Don Taylor. "**Sydney Sails**" records the following:

*"In the 1925-6 sailing season, the Fairfax and Morna Cups were won by Bona (O. Curtis), the Rawson Cup by Sunbeam (A. W. Crane), and the Revonah Cup by Rawhiti (M. F. Albert). The Thelma Plate was won by P. S. Arnott's 21-footer Wattle. In this race Corella (**Don Taylor**) collided with Vice-Commodore E. P. Simpson's cruising yacht, Mistral II. Two of Corella's crew were thrown into the water and she finished unplaced."*

### **Wednesday, 25th November, 1925 - Sydney Morning Herald**

**CORELLA AND MISTRAL.**

**TO THE EDITOR OF THE HERALD.**

Sir, - I hasten to correct the impression which may have been created from Press reports that the accident to Lord Stonehaven's yacht Corella, whereby she lost two men overboard during the race on Saturday, was brought about by the undue blanketing of Mistral II, because the facts are, briefly, as follows: the 21-footers were close hauled on the port tack crossing the Heads from Flagstaff Point, and Mr. Simpson's yacht was running free, with no alternative but to hold her course, owing to the proximity of other 21-footers and the land to starboard. The Corella passed some lengths to leeward of Mistral, and the momentary lull, coupled with the fact that the heavy crew were all well out to windward, caused her to fall to windward off a steep sea, and put her weather side under, washing two of the crew overboard. They were picked up promptly none the worse for their immersion. In fairness to Mr. Simpson I am taking the liberty of craving the use of your columns to correct this impression.

*I am, etc.,*

**W. D. M. TAYLOR.**

### **Monday, 1st March, 1926 - Evening News**

**YACHTING,**

**CLEVER SKIPPER HELPS YOUNGSTERS RAWHITI'S HANDICAP**

**BY JIB HALYARD**

**W. D. M. TAYLOR** is undoubtedly one of the greatest helmsmen among the yachting fraternity in New South Wales. No matter what type of boat he sails, he always does remarkably well, but he goes further. He believes in initiating the younger generation into the intricacies of the sport. Last Saturday, Don Taylor obligingly agreed to give Boomerang, belonging to Alexis Albert, a try out, as the craft throughout the season had been one of the failures, as she was not even placed in any of the races in which she had participated. Boomerang was not looked upon to have any chance against Percy Arnott's Wattle, which had her usual crack crew on board, including C. Trebeck at the helm, Frank Hayes (for'ard), the owner on that sheet and that clever 'hand,' Thorpe Bray, in the well. Taylor had practically a novice crew, which included his youthful sons as gun'ale sitters. Boomerang sailed as she never sailed before and created a great stir by leading by 28sec from Wattle at Manly and finished up with a second to spare. It was a wonderful achievement, and the race proved an eye-opener to young Albert and his associates. Taylor's record this year includes a victory in Lord Stonehaven's Corella which is now in Melbourne, and three with the cruiser Triton, including the championship with coach house boats with Triton. If some of the other crack skippers were to give up a Saturday with the younger generation better racing would be witnessed and boats would remain in the racing arena, and not drop out like some have done.



In “**Sydney Sails**”, I discovered the origin of Associate Membership at the Club and Mrs. Don Taylor was at the forefront of this initiative.

*“At the annual meeting in August 1929 M. W. Logan retired as secretary and was succeeded by W. J. Morson. The proposal to admit lady associate members was carried with only two dissentients. It could fairly be said that, with this decision, and the accomplished fact of the enlargement of the Clubhouse, the Squadron had passed another rounding mark in the lengthening course of its history. A reason for optimism was that the Sydney Harbour Bridge, construction of which had begun in 1923, was taking shape as the two halves of the immense steel arch crept out, scheduled to meet in the centre in 1931. The bridge would provide direct access by road, rail and tramway from the city to the North Shore at Milson’s Point. At the same time, privately owned motor cars had increased very greatly in numbers during the 1920s. The completion of the Harbour Bridge would bring the Squadron’s Clubhouse within easy access of members resident in all parts of Sydney and would greatly increase property values on the North Shore. There would be “high density” building at Kirribilli, but the Squadron’s waterfront site could never be obstructed by buildings to spoil its harbour view.*

*Original nominations for associate members, numbering twenty-eight, were accepted on 16th September 1929, and all were declared elected on 21st October. The original associates, in the order in which their nominations were received and recorded were: Mesdames Myra Ross, H. H. York, Ellen White, Nina Albert, P. S. Arnott, Marjorie Milson, Miss Aula Cormack, Mesdames Rona Willett, Alice Johnson, E. S. Trigg, K. C. Mackenzie, Alister Kirk, Miss Christian Robertson, Mesdames G. Mitchell, Doris Tom, Nellie O’Neill, Winifred Blix, Isobel Bremner, Winifred Waley, Eva Hordern, **W. D. M. Taylor**, Florence Paul, Gordon Henty, M. C. Lidwell, Daphne Banks, Dorothy Waterhouse, O. A. Meyer and Florence Gosling.*

*The associates’ committee was formed, with Mrs. W. D. M. Taylor as president. It proceeded to elect another thirty-four associates in November and twenty-three in December, thus bringing the recruitment of associates to a total of eighty-five before the end of the calendar year.”*

Don Taylor died in 1933. His son told me that it was a great tragedy because he had contracted pneumonia, but this was before penicillin and sulfa drugs and he died far too young.

**Monday, 18th September, 1933 - Sydney Morning Herald**  
**MR. W. D. M. TAYLOR.**

**Mr. W. D. M. Taylor**, a director of the firm of Messrs. P. T. Taylor, Ltd., merchants, of York-street, city, died in a private hospital on Saturday, aged 49 years. He was a son of the late Mr. P. T. Taylor, M. L. C, and was educated at the Church of England Grammar School, North Sydney.



**MRS DON TAYLOR**

*Mr. Taylor, who is survived by a widow and two sons, one of whom was a distinguished athlete at North Sydney Church of England Grammar School some years ago, was an enthusiastic yachtsman, and was regarded as one of the ablest skippers on the harbour. He attended a navigation school and obtained a master mariner's ticket so that he could carry out deep-water cruises. For 28 years he was a member of the Royal Sydney Yacht Squadron, was also a member of the committee, and was a member of the Union Club. When Lord Forster was Governor-General Mr. Taylor sailed with his Excellency on the Governor-General's yacht Corella. Mr. Taylor owned the yacht Triton.*

**November, 2015**

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## F Butler

Not long after L. Herbert Beecroft arrived in Australia in 1905, he established a commercial arrangement with the New South Wales Bookstore Company which produced postcards in Sydney. Here is a postcard titled "Scenes – Australian Coast" which I found for sale on the Internet. The postcard dates to 1908 and was one of 6 scenes which apparently Beecroft painted. In contrast to his caricatures, it is a very conventional water colour of no particular individuality.



Much of Beecroft's reputation in England grew doing caricatures of the characters of the books of Charles Dickens. This was a good point to start from when he reached Australia. Many of these paintings became available as postcards too and they still turn up on the Internet for sale.

### Friday, 8th September, 1905 - Illawarra Mercury

*Mr. Herbert Beecroft, of London, and sketching lecturer to the Dickens' Fellowship, gave an interesting entertainment at the Oddfellows' Hall on Wednesday night. There was a fair attendance, and the entertainment was thoroughly enjoyed.*

### Wednesday, 26th April, 1905 - Sydney Morning Herald

CENTENARY- HALL, YORK-STREET.

**Mr. HERBERT BEECROFT,**

*Sketching Lecturer to the Dickens' International Fellowship,*  
*will give his*

**SECOND UNIQUE ENTERTAINMENT,**  
**TO-MORROW, THURSDAY, NIGHT,**  
**CENTENARY HALL,**

*in a CHARLES DICKENS PROGRAMME.*

*Some Favourite Characters Illustrated - Sairey Gamp, Sam Weller, Micawber, Mr. and Mrs. Squeers, The Marchioness, Charity Pecksniff,*

*Part 2 will include Caricatures of Gentlemen from the audience, which item on Monday night secured furores of applause and very favourable press notices.*

*Mr. GEORGE BOYLE in Piano Solos.*

*Prices 2s and 1s. H. N. SOUTHWELL, Manager.*



Beecroft's Dickens characters were, of course, creations of his own in contrast to the paintings he completed for the Royal Sydney Yacht Squadron. The latter were almost photographically accurate images of the subjects. Beecroft used his imagination to create the settings in which his subjects were placed and as I have noted before, the paintings, particularly those pre-World War 1 are full of clever and sometimes cryptic clues to the personality and interests of the subject.



In the painting titled “An Event”, Mr. Frank Butler is pulling up an anchor, dripping with weed and he has a smile on his face. If you look closely, you will notice that in fact he has 2 anchors. The small one attached to the chain has pulled up a much larger one with the kelp on it. Maybe the event is that Mr. Butler has recovered an anchor of some significance. Who knows?

Francis (Frank) Butler served on the committee from 1909 to 1916, and sailed a yacht called “Tartan.” He acted as “Officer of the Day” often with Ned Hungerford. Mr. Butler was also a member of the Royal Motor Yacht Club and had a cruiser called “Dora.”

In the following article celebrating the opening of the season, many of the men about whom I have written are in attendance and Frank Butler is listed too.

**Monday, 11th October, 1909 - Sydney Morning Herald**

**ROYAL SYDNEY YACHT SQUADRON.  
OPENING OF THE SEASON. A SUCCESSFUL  
FUNCTION.**

*The official opening of the Royal Sydney Yacht Squadron's sailing season took place on Saturday afternoon when the squadron entertained a large and fashionable assemblage at a garden party in the Club grounds at Carabella, Kirribilli. The Club grounds it is well recognised are beautifully situated for entertaining in this*

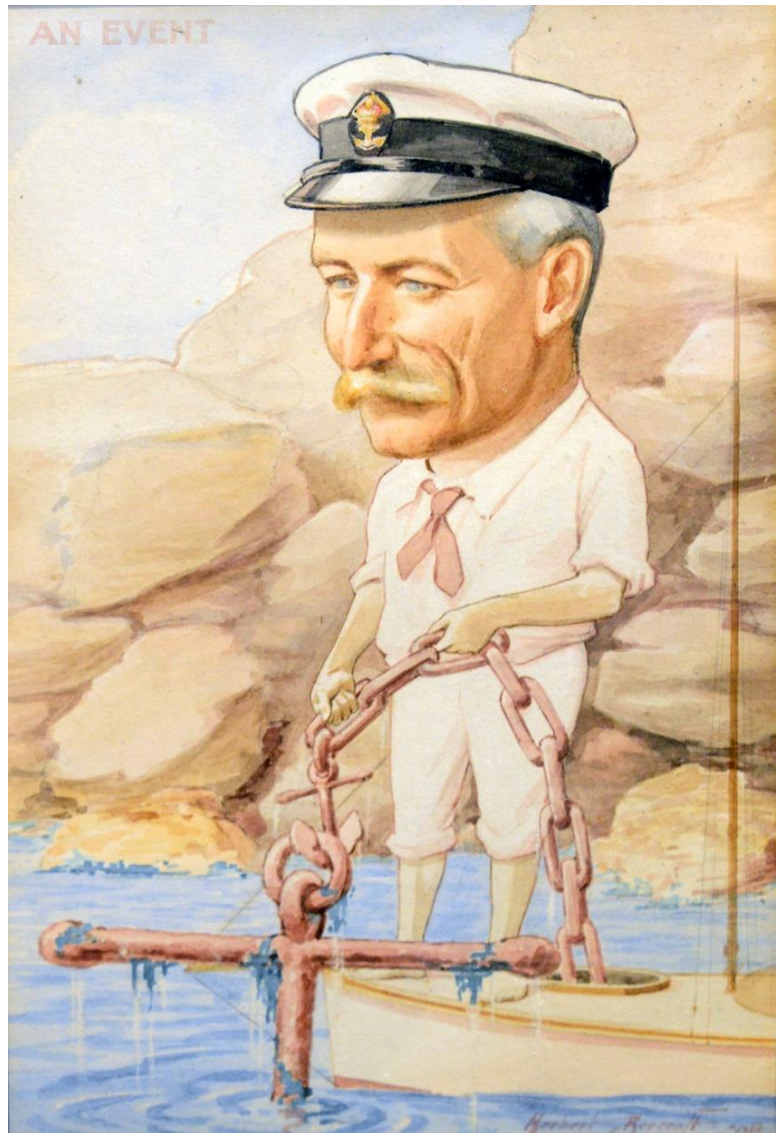
*fashion. The foliage and lawns were in the pink of condition and the races were held in full view of the visitors. The squadron fleet was anchored off the lawn and being gaily bedecked with bunting, gave brightness and colour to the scene. The Naval Brigade Band, on the upper lawn, rendered selections. The vice commodore, Mr. Walter Reeks, in the absence of the commodore Sir James Fairfax received the guests, and was supported by Messrs Arthur and A. G. Milson, Otto Bauer, the committee, and the secretary (Mr. D. S. McLaren). During the afternoon Mr. Norman Murray, vice commodore of the Prince Alfred Yacht Club proposed "Success to the Yachting Season and to the Royal Sydney Yacht Squadron." Mr. Walter Reeks acknowledged the compliment on behalf of the Club.*

*Amongst those who accepted invitations were Mr. and Mrs. O. Bauer, Messrs **F. Butler**, A. Blix, T. W. Bremner, .....*

The obituary for Frank Butler below indicates that he was quite a famous footballer, so I have followed with an article about his sporting prowess.

**Tuesday, 13th July, 1943 - Sydney Morning Herald**  
**MR. F. BUTLER DEAD**

*Mr. Francis Butler an old time Rugby Union player died in his 87th year at Cremorne yesterday. He was captain of the first intercolonial team to visit Victoria in 1877 and was also captain of the Waratahs which later became the Wallaroos. Mr. Butler was also interested in yachting.*





**Saturday, 8th October, 1887 – Australian Town and Country Journal**

**MR. FRANK BUTLER.**

*Mr. Frank Butler has long been identified with football. He was educated in Camden College, where he also learned the rudiments of the game in which he was afterward destined to shine. The Camden College boys at one time were by far the most formidable opponents the King's School Champions had; and in many a hard-fought battle between those schools, Butler was among the most prominent players. After he left the College, he threw in his lot with the old Waratahs in 1873, when the ever-regretted Kelly led the van. When that player resigned his position in the club, and became captain of the University team, Frank Butler was unanimously elected to the vacant post, which he filled for two successive seasons with great credit to the club, as well as to himself. As a halfback player he had few equals; being a fast runner, a sure kick, and a very good tackler. He took part in the first semi-intercolonial football match ever played in the colonies, when the present champions of Victoria (the Carltons) visited Sydney and met the Waratahs on the old Albert Cricket Ground in 1878. In this match Mr. Butler was at his best; and, along with Alf. Lee, E. and F. Thallon, Brodie, Hayman, and others, he shone out conspicuously. In the following year he visited Melbourne with the grandest team the Waratahs ever possessed and played in the return matches with the Carltons on the Melbourne Cricket Ground, before about 1500 spectators. In the Rugby contest he gained the only try secured by his team, after a splendid bit of dodging. His following in the native game was highly praised in the Melbourne press. On the return of the Waratahs to Sydney the great majority of the players arrived at the conclusion that they would play no other game in future but the "Melbourne game," as it was then called. Butler and Riddiford were the only two who objected to this arrangement. The former left the club, and joined the St. Leonards, with which he played for several years. Subsequently he became a member of the Wallaroos. After playing two seasons with them, he was induced to join the victorious Gordons of last year; and, in the absence of Cheesman, he proved himself just as trustworthy as ever in the position of full back. Mr. Butler intends to retire from the football field. He will in future be seen as a spectator of the game he loves so well.*

**September, 2016**

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