

# THE AMATEURS

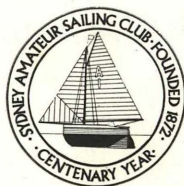


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Sailing Club**

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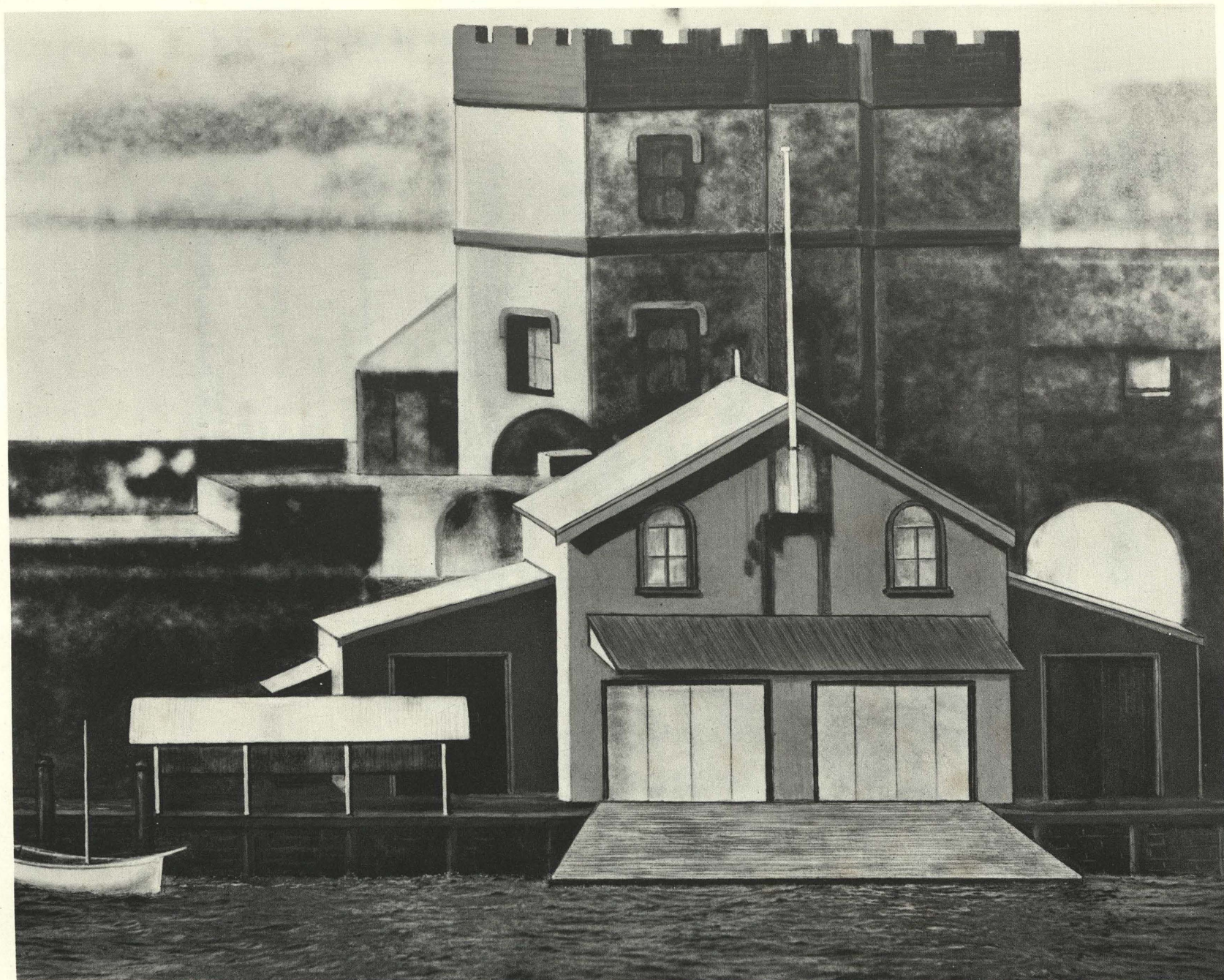
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# CONTENTS

TITLE	PAGE	TITLE	PAGE
Acknowledgements	7	Longest Associate Membership	76
Acquisition and Development of Clubhouse	206	Looking Back	117
A. J. Stone	134	Loss and Recovery of "Maluka"	164
Amateur	130	"Maluka" at Lord Howe Island	162
A Name to Remember	113	Melbourne Regatta, 1888	198
Bluebirds	142	Membership, December, 1971	80
Boat Register Jubilee Year	76	Membership in Excess of 50 Years	76
Boatshed Captain	72	Merringtons	102
Broken Bay the Hard Way	186	Northcott Afloat	196
"Brothers"	138	Office Bearers, 1971-72	13
"Caprice"	131	Oscar Backhouse	120
Captains	71	Patrons	60
Cheating Fair	124	Preface	9
Club Members, December, 1971	80	Presidents	60
Club Members, Jubilee Year	77	Queensland Waters in "Maluka"	156
"Collaroy" Struck by "Lightning"	195	Racing Cruising Sloop—Thunderbirds	147
Commodores	61	Racing Fixtures, 1972-73	82
Commodore's Foreword	11	Rear-Commodores	71
Cruise of the "Sea Rover"	181	Reproduced from Front Page The Sydney Morning Herald	196
"Cynthia"	136	R. H. C. Down	88
Documentation of Club's History	15	Snails Bay Amateur Sailing Club	199
Early Ocean Racing	190	Some Thoughts on Ferro Cement	149
Endeavour 24	145	Stanley Spain	121
Flags of S.A.S.C.	31	The Amateurs Also Go To Sea	153
Gales	90	The Cruise of the "Sirius"	180
"Genestre"	142	The Green Street Boatshed	201
H. M. Shelley	100	The "Lucky" Clarks	153
"Hoana"	170	The Silent Ones	204
Honorary Life Members	73	The Vernon Regatta	199
Honorary Racing Secretaries	72	The View from the Starter's Boat	151
Honorary Secretaries	72	To Hobart in "Thurloo"	108
H. S. Lloyd	86	Vice-Commodores	71
Honorary Treasurers	73	Vice-Presidents	60
James Edward Walters	128	"Wathara II" One Ton Cup Challenge	191
Jib 'And	198	Who Else?	124
"June Bird" and The Colo	96	W. L. Dendy	126
Kelly Cup Winners	74	Yachting Cargoes	112
Life Members	73	Yacht Register, December, 1971	78



The Amateurs' first clubhouse on Bennelong Point  
(Fort Macquarie in background).

*Photo courtesy J. A. Middleton.*

# THE AMATEURS

*A documentation  
of the first 100 years of sailing  
on Sydney Harbour  
as seen by  
Sydney Amateur Sailing Club  
1872-1972*

Compiled by Historical Committee  
Formed 1967

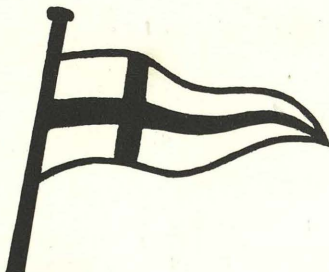
5.4.1967: Chairman—R. W. W. Green  
K. Retallick, Dr. F. Talbot

2.8.1967-72: Chairman—J. A. Middleton

1967: L. P. Jones—K. Retallick—C. R. E. Warren (O.B.E.)—Dr. F. Talbot  
1968: L. P. Jones—K. Retallick—C. R. E. Warren (O.B.E.)—Dr. F. Talbot  
1969: L. P. Jones—J. Raffan—C. R. E. Warren (O.B.E.)—Dr. F. Talbot  
1970: L. P. Jones—J. Raffan—W. D. Rayment  
1971: L. P. Jones—J. Raffan—W. D. Rayment  
1972: L. P. Jones—J. Raffan—W. D. Rayment

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Preface by His Excellency  
The Governor of New South Wales,  
Sir Arthur Roden Cutler,  
V.C., K.C.M.G., K.C.V.O., C.B.E.



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G. K. Adams  
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A. S. H. Spain  
I. A. H. Spain  
A. J. Stone  
A. G. Walters

## CLUB MEMBERS

J. A. Adams  
N. Beadle  
K. Brown  
B. F. Cameron  
H. G. Campbell  
N. G. Cassim  
G. R. Clark  
W. Clark  
G. Crichton  
C. F. C. Crisp  
D. W. Gale  
R. V. Gale  
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K. G. Hopkins  
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E. B. North  
H. E. Pfeiffer  
J. V. Raffan  
L. Rayment  
W. D. Rayment  
H. L. Schneider  
R. L. Skinner  
C. R. E. Warren, O.B.E.

## PHOTOGRAPHY:

Living Commodores by Young & Richardson  
ILLUSTRATIONS — Individually





GOVERNMENT HOUSE  
SYDNEY

## PREFACE

FROM HIS EXCELLENCY THE GOVERNOR OF  
NEW SOUTH WALES, SIR RODEN CUTLER,

V.C., K.C.M.G., K.C.V.O., C.B.E.

*My congratulations to the Sydney Amateur Sailing Club, not only on its Centenary, but also on the publication of this book.*

*I commend it to all readers, not only to the sailing fraternity, because this book is more than just the History of a Club. It is also a record of one facet of the development of our Nation.*

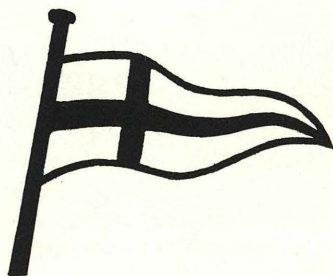
*The segment of Statistics, presented in clear, precise detail and in chronological order, provides a ready and reliable record of officials, members and boats from the foundation of the Club to the present day. It will appeal, in the main, to club members as a work of reference.*

*The stories, anecdotes and reminiscences of the members, covering every aspect of sailing from an afternoon sail to a world cruise, make fascinating reading and will be of interest to everyone. But it is in the segment devoted to the histories of the members themselves where one finds the spirit of the Sydney Amateurs.*

*Here we meet the men who, over a hundred years, have built the Sydney Amateur Sailing Club, with its traditions, into what it is today. Men who have given time and effort in unselfish service. Men whose spirit of sportsmanship, friendship and fair play have represented the best, not only in the world of sailing boats and sailing clubs, but also as Australians. May those who sail in their wake be worthy of their heritage.*

A. R. CUTLER  
Governor





## COMMODORE'S FOREWORD

*The one hundredth anniversary of its foundation seemed a fitting occasion to record the history of the Sydney Amateur Sailing Club.*

*The massive task of collating the information contained in this book was undertaken by Jim Middleton who, with the help of the Historical Committee, gave freely of his time to produce a most interesting account of the Club's history of which we can all be justly proud. I thank all those who have assisted in any way to make publication of this book possible. I trust that present and future members will be inspired by our history to carry on the high traditions which have been built on such firm foundations and so continue to provide the same high standard of sailing and camaraderie which have existed in the past.*

*Historians of the future may then look back and in time to come produce an equally attractive record of our performance.*

S. B. LLOYD  
Commodore

1972



## OFFICE BEARERS—1971-72 SEASON

### PATRON

His Excellency The Governor of New South Wales,  
Sir Roden Cutler, V.C., K.C.M.G., K.C.V.O., C.B.E.

### COMMODORE

Stephen Lloyd—"Waitere"

### VICE-COMMODORE

Hugh Jackson—"Awanui"

### REAR-COMMODORE

Ern Slocombe—"Yeoman IV"

### IMMEDIATE PAST COMMODORE

Laurie Schneider—"Larriken"

### HON. SECRETARY

John Tomasetti—"Aston"

### HON. RACING SECRETARY

Paul Slocombe

### HON. TREASURER

Dennis Stokes—"Irex II"

### DIRECTORS

C. F. C. Crisp	J. A. Middleton
G. McCorquodale	R. L. Skinner
A. W. Merrington	B. Walker
E. J. Merrington	B. Woods

### PUBLICITY OFFICER

P. R. Cane

### MEMBER OF COUNCIL OF Y.A. OF N.S.W.

E. J. Merrington

### HON. AUDITORS

Forge Psaltis Connolly & Co.

### HON. STARTERS

W. J. Millard	D. J. Skinner	G. C. Cambridge
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### HON. SOLICITOR

N. G. Cassim



# Sydney Amateur Sailing Club

## DOCUMENTATION OF CLUB'S HISTORY

*One hundred years of Club History are set out chronologically in the following pages, but as one reads it must always be borne in mind that it is the changes and additions which are set out and the Club's Basic Annual Calendar is NOT repeated.*

Separate lists of Commodores, Vice-Commodores, Rear-Commodores, Honorary Secretaries and Honorary Treasurers, together with their dates of appointment, are appended so that in this documentation few are mentioned. Committeemen, and later Directors, change frequently and their names are accurately listed in the Annual Reports.

In the first season two known races and four outings were held, of which the first and last became known as Opening Day and Closing Day. From this modest beginning the introductions, changes and alterations are noted so that we will arrive at a modern calendar.

Tuesday, 1st October, 1872, in Tom Keary's Hotel on the corner of William and Brougham Streets, Sydney, a meeting culminated in the formation of Sydney Amateur Sailing Club with four boats and 12 members.

Capt. J. H. Amora (Commodore)	"Inca"
C. Bransby (Vice-Commodore)	
C. B. Boake	"Zingara"
W. B. Melville	"Firefly"
F. Bremner	"Cynthia"
J. B. Holdsworth	
S. H. Hyam	
J. Newton	
W. J. McLeod (Hon. Treasurer)	
J. S. Garling (Hon. Secretary)	
B. Backhouse	
H. Clarke	

It is interesting to note that from the above members came the Club's first three Commodores (Amora, 1872-75; Melville, 1875-77; Hyam, 1877-82).

Saturday, 19th October, 1872, the small fleet met and held a short race.

2nd October, 1873, first meeting held in Oxford Hotel, King Street, City, and First Annual Meeting. In the first 12 months the club had grown to 120 members and 24 boats, divided into three classes—first class, nine; second class, five; third class, ten. Club met four times for practice and two race days were held and six cups presented:

22nd March, 1873:

1st Class —	"Stormy Petrel" (Capt. J. H. Amora)
	"Bronte" (J. B. Holdsworth)
	"Firefly" (W. B. Melville)
2nd Class—	"Araucano" (G. Robinson)
	"Dolly Varden" (A. Backhouse)
3rd Class —	"Undine" (T. Hills)
	"Argo" (W. McLeod)
	"Nonever" (— Hicks)

19th April, 1873:

1st Class —	"Kingfisher" (C. Bransby)
2nd Class—	"Inca" (Capt. J. H. Amora)
3rd Class —	"Alice" (J. Milson)

Sailing Regulations: Rule 8 repealed, thus crew can be other than Club members; Rule 11 repealed lifting the restrictions on sail area; Rule 26 amended, allowing boats of 26 ft. in length into the Club.

### Boats and Owner Members

"Inca"	Capt. J. H. Amora (Commodore)
"Kingfisher"	C. Bransby (Vice-Comm.)
"L'Idée"	C. B. Boake
"Firefly"	W. B. Melville
"Cynthia"	F. Bremner
"Bronte"	J. B. Holdsworth

"Ettie" and	S. H. Hyam
"Faerie Queen"	J. Newton
"Ripple"	W. J. McLeod
"Argo"	A. Backhouse
"Dolly Varden"	H. Clarke
"Corinna"	S. Dodds
"Stormy Petrel"	F. Blake
"Sea-Gull"	P. Rich
"Wyvern"	J. Harding
"Lynette"	J. Robinson
"Gazelle"	H. Stephens
"Cadet"	J. Hills
"Undine"	J. Muston
"Emma"	J. Milson
"Alice"	H. Lane
"Kusarawa"	F. Rae
"Sea Breeze"	Owner Not Listed
"Araucano"	G. Robinson?

November, 1873: Balmain Regatta—S.A.S.C. boats filled seven of the first 12 places in the 1st, 2nd and 3rd class races and first and second in the Fishing Boat Race even after "Kingfisher" broke her mast when in the lead.

First Annual Reunion at Chowder Bay—remarkable success.

December, 1873: Woolloomooloo Regatta—S.A.S.C. boats well to fore and one race abandoned when "Kingfisher" sank whilst racing against "Bronte"; however, she was refloated and won the 24-ft. Fishing Boat Race later in the day.

All open boat sailing other than regattas was sponsored and carried out under the auspices of the Club.

1874 Annual Subscription and Entrance Fee doubled yet membership increased. Fleet now 36 in number and comprised, 1st, 2nd, 3rd class yachts and decked boats; 4th, 5th, 6th class open and half decked boats. Each class had its own appointed Captain who, with the Commodore and Vice-Commodore, formed the Sailing Committee. A new system of handicapping introduced—each boat's performances will be averaged.

Season 1873-74: Prizewinners — "Ripple," "Emma," "Araucano."

January, 1875: First race of season for 2nd class won by "L'Idée," "Ida," "Annie" with 2 mins. 26 secs. between 1st and 2nd.

1875 Anniversary Regatta: In the second race S. H. Hyam owned both the first and second boats, "Florie" and "Ettie," and collected both prizes with "Surprise" third. In the eighth race 1st "Kingfisher," 2nd "Sea Spray," Ninth race "Defiance," "Maggie," "Florie"; thus S.A.S.C. had clean sweeps in these races with places in others.

December, 1875: Third Annual Meeting—held Exchange Hotel. T. Marshall was elected to the chair and announced that as most of the members had neglected to pay their subscriptions it was desirable to reorganise the Club and a resolution to that effect was carried. The meeting then proceeded to elect Club's officers by ballot: Commodore W. B. Melville, Vice-Commodore T. Marshall, Treasurer W. McLeod, Secretary W. R. Benson. They then appointed a sub-committee to revise the rules. Passed a vote of thanks to the late Commodore and approved a subscription to assist the funds of the Double Bay Regatta. (Quite a shake-up, but it revived the Club—its legality was open to question, but the desired ends and effect were attained. Ed.)

19th February, 1876: First race of the season for 1st and 2nd class. 1st class—"Coryphene," "Sylvia," "Sea Breeze." 2nd class—"L'Idée," "Echo," "Nellie." During the race "L'Idée" ran aground on Clark Island but was refloated without assistance. The race was followed by a steamer well patronised with spectators.

18th March, 1876: Club race for two cups presented by Capt. Amora (late Commodore). 1st Class—"Kingfisher," "Sylvia," "Coryphene." 2nd Class—"Ida," "L'Idée," "Pohona."

Club well represented at all regattas and filled more than their share of places.

On various occasions H. S. Hyam displayed the A.S.N. Co. flag on the mast of his boat and other members followed with various insignias, and it is clearly recorded that all competing boats at regattas carried clear insignias at the masthead or the peak of the mainsail.

All regattas had their own courses but the Club course was from moorings in Farm Cove, round a boat off Manly Beach, round the flagboat off Fort Macquarie, round Fort Denison and back to the flagboat.

At the Botany Bay Regatta, held in lumpy seas due to opposition of wind and tide, "Lizzie," built by Langford for W. Johnson, was having her maiden race and won by three minutes.

5th January, 1877: Fourth Annual Meeting held Exchange Hotel, W. B. Melville, Commodore, in the Chair. The Club had been in a fading condition last year, but due to the energy of a few it had been reorganised and was now more substantial than ever. The rules have been thoroughly revised. Boats have increased in numbers but, what is even better, have increased in quality. Twenty-five boats are now in three classes. There are 62 effective, working members on the Register. Six races have been held during the season and nine prizes are in hand for next season. Annual Balance Sheet approved by audit and shows a credit balance. "It is hoped that the unanimity and kindly feeling which had developed would be increased in the coming season, and the new officers would further develop S.A.S.C. which must, with ordinary study on the part of its members, eventually prove to be the nursery for the best of sailors."

Anniversary Regatta, 26th January, 1877, could be described as an S.A.S.C. bonanza. The big race of the day—the Mayor's Cup—was won by "Lottie" (Moodie and Munro).

October, 1878: Annual Meeting—Affairs consolidated—credit £35—70 financial members on Register. Decided in 1878 to try an experiment of limiting the crews of the boats and not their sails in an endeavour to bring them closer together. On the day it was tried for 18-ft boats, owners dressed their boats as though they had unlimited crew and as the wind was heavy much reefing took place. With the 24-ft. boats later the wind was light and a better result was obtained.

Anniversary Regatta, 1879: The results are interesting as all boats are on S.A.S.C. Register.

16-ft. Dinghies: 1st "Novice" (W. Stannard), 2nd "Young Jack" (Dr. Milford), 3rd "Zebra" (G. Stevens).

18-ft. and under Skiffs: 1st "Alert" (Q. L. Deloitte), 2nd "Arrow" (C. A. Benbow), 3rd "Naiad" (G. L. Cooper).

19-ft. Skiffs: 1st "Lucia" (A. J. Soutar), 2nd "Effie" (A. Muston), 3rd "Anthea" (P. O. Williams).



"CORYPHENNE"—first raced 1875, won her first race 1876. The oldest Club boat of which we have a photo.

*Photo courtesy L. Jones.*

22-ft. Boats: 1st "Kingsborough" (S. Boyd), 2nd "Telephone" (F. Thomas), 3rd "Zuleika" (A. C. Turner).

24-ft. Open Boats: 1st "Lottie" (R. Moodie), 2nd "Carlotta" (S. H. Hyam), 3rd "Deronda" (C. Belisario).

24-ft. and over Open Boats: 1st "Lizzie" (W. Johnson), 2nd "Ethel" (F. A. Thomas), 3rd "Mulgoa" (H. M. Makinson).

However, in the 24-ft. Open Boats Race, "Lottie" was deprived of the prizes by the umpire's decision and as it was for the Mayor's Cup it had to be resailed. On 22nd February, 1879, "Lottie" did not start and the Mayor's Cup was won by "Deronda" with "Carlotta" 2nd and "Effie" 3rd.

At a Monthly General Meeting on 4th April, 1879, the Hon. Secretary E. M. Dietrich moved that the Commodore, Vice-Commodore, Dr. Milford, J. Gardyne and himself be formed into a deputation to wait upon the authorities to ask for a grant of land for the purpose of erecting a Clubhouse on the waterfront. Seconded by Dr. Belisario and carried unanimously.

(Ed.—Reproduced here is a report from The Sydney Morning Herald of Monday, 7th April, 1879, regarding the races held by this Club on Saturday, 5th April, 1879. The report is clear, crisp, factual and pulls no punches. Why can't this type of report be published today?)

"A fine day, a fresh breeze and keen competition combined to make the matches held this day thoroughly enjoyable for both the sailors and the spectators. The only point in which the day's sport could have been bettered was the unpunctuality of some competitors who delayed the start of every race.

Mr. P. Anderson was starter and judge.

24-ft race: 'Snowdrop' (N. Johnson) 2¼ mins.; 'Lizzie' (W. Johnstone) 2¼ mins.; 'Deronda' (Dr. C. Belisario) scratch; 'Bronte' (J. Gardyne) 2¼ mins. 'Deronda' ran off with a good lead, but 'Lizzie' was soon after her. 'Snowdrop' carried a very large foresail in this race but it only brought her third with 'Bronte' last at Bradley's, but by some very neat sailing by both 'Snowdrop' and 'Bronte' the order at the Manly buoy was 'Deronda,' 'Snowdrop,' 'Bronte,' 'Lizzie,' who was unfortunate as she had overhauled 'Bronte' when her topsail carried away. However, it seemed to be anybody's race as the boats had bunched up and rounded the flagboat in Farm Cove, 'Deronda,' 'Snowdrop,' 'Lizzie,' 'Bronte' with seven minutes covering them. The wind was dying and 'Snowdrop's' big foresail now showed its worth but the race was not long enough and the finish was 'Deronda' 51 mins. 20 secs. past 4, 'Snowdrop' 53 mins. 41 secs. past 4, 'Lizzie' 56 mins. 0 secs. past 4, 'Bronte' 59 mins. 45 secs. past 4. Thus with handicaps allowed 'Deronda' won by 6 secs., which is good handicapping.

19-ft. race: 'Bronzewing' (C. Saunders), 'Lucia' (A. J. Soutar), 'Effie' (A. Muston), 'Pandora' (G. Elliott), 'Anthea' (P. G. Williams). This was a very fast race as the ten-mile course was covered in one hour and seven minutes by 'Pandora.' 'Anthea' got the best start from her mooring in Farm Cove followed by 'Effie,' 'Lucia,' 'Pandora' and 'Bronzewing.' 'Pandora' took the lead on the way to the Sow and Pigs lightship; 'Lucia' and 'Bronzewing' passed 'Effie' but could not catch 'Anthea' on the way back to the finish. 'Pandora' won by 1¼ minutes from 'Anthea.'

18-ft. race: 'Arrow' (C. A. Benbow), 'Alert' (Q. L. Deloitte), 'Naiad' (G. L. Cooper), 'Phyna' (H. C. Doyle). 'Arrow' shot away with 'Alert' at her heels for Shark Island; 'Phyna' passed 'Naiad' and 'Alert' between Shark Island and Fort Denison. 'Arrow' won after leading all the way by 1¾ mins. from 'Phyna' and there was no third place as 'Alert' was put out of the race as she collided with the yacht 'Peri.'

24th May, 1879: S.A.S.C. Complimentary Picnic to S. H. Hyam held at Chowder Bay where 100 ladies and gentlemen gathered for an excellent luncheon. W. Johnson occupied the chair. Following the Royal Toast the Chairman, in proposing the toast of "Our Guest and Commodore," stated "S.A.S.C. is indeed fortunate in having such an able and generous (five trophies last season) Commodore. Open boat sailing in Sydney Harbour has only to be mentioned and the name of S. Hyam is to the fore." Responding, Mr. Hyam said he did not deserve all that had been said—he was only doing his best and was sure that all races won and judgments given had been fair—he could do no more. He wished to retire but the members would not let him, but in the interests of boating he wished to say that of the things he was credited with saying, he never could have said, as there was nothing detrimental in the pursuit of sailing."

Mr. Benbow proposed the "Health and continued success of S.A.S.C." and stated "That if rational men were asked to state that which in their opinion was the most kingly of sports, they must say sailing, for in that, man took in hand a boat, an inanimate thing, and forced it to obey his will, thus controlling the elements."

Mr. Dietrich responded and expressed "doubt that better sailing could be seen anywhere else in the world and that this Club had done much to bring this about. In the last season it held 18 races and distributed £54 in prizes, plus trophies, and all without a single protest. He hoped they could obtain a grant of land to build a Clubhouse and he was confident that if this could be done S.A.S.C. would flourish forever."

Mr. Q. L. Deloitte proposed the toast to "The Ladies" coupled with the names of Mrs. and Misses Hyam.

After the toast to "The Press" the formalities were concluded and various amusements as dancing, fern gathering, walking and sketching were indulged in. The steamer left for Sydney at 6.00 p.m.

October, 1879: Annual Meeting held Aarons Hotel. Vice-Commodore Johnson in the Chair and the Secretary of the Albert Park Yacht Club, Melbourne, was in attendance. It was announced that a block of land, adjacent to the Sydney Rowing Club's Boat-house on Bennelong Point facing Circular Quay, had been granted to the Club for its use.

The Secretary had written to the Minister for Lands asking if the Club would be allowed to remove any building erected thereon in the event of it having to vacate the land. No reply had been received.

Mr. McDonald stated that he had heard that the Navy thought that the frontage round Fort Macquarie should be converted to Naval Stores and Drill Houses, etc., and he had announced his intention of recommending to the Government that Garden Island be given up and replaced by shore installations. Thus we would be very wise to be sure that this was not so before building on the land granted."

The Secretary stated he had written asking permission of the Marine Board to moor boats in front of the site and to drive in stakes. An answer had returned in the negative, but he understood that the objections were to the stakes, not the boats.

101 financial members on Register. 40 boats on Register and Credit Balance of £59.11.1.

Notice of Motion: "That subscribers of £3.5.0 be made Life Members of Club." (This was later defeated. Ed.)

18th October, 1879: Opening Day—Thirty of the Club's boats attended and, despite hardly sufficient wind to move, the boats succeeded in carrying out the evolutions and reaching Mosman's Bay where they partook of refreshments. To return home each boat had to fend for itself and as the breeze had completely died and few boats had oars, casks were broken up and staves used as paddles. The boats under new canvas looked particularly smart but 14 men paddling with cask staves in a 24-ft. boat presented a contrasting picture. However, another season was open.

5th December, 1879: His Excellency Lord Augustus Loftus (State Governor) accepted the Patronship of the Club.

H. Dangar, W. Laidley, C. J. Roberts, T. Cadell accepted positions of Vice-President.

Sub-Committee's Report regarding the erection of a boatshed at Bennelong Point was read and it was decided to proceed.

Throughout 1880 the 19-ft. and 22-ft. boats were the most popular in the Club and reclassification into five classes had been carried out.

Confusion was caused on numerous occasions as the Club had two 22-ft. boats named "Florrie", one owned by Abbott and the other by Castle.

October, 1880: Annual Meeting. 127 members on Register, 43 boats on Register divided in 1st class—10; 2nd class—9; 3rd class—7; 4th class—8; 5th class—7; and unclassified—2.

The racing programme had now grown to sixteen races and three evolutions, with prizemoney at £75 plus trophies.

Clubhouse—owing to the uncertainty of the tenure of the land at Sydney Cove, the action of the Committee has been greatly hampered, it being the general opinion that the land in question would be required by the Government in consequence of wharf extension now taking place. Should the Club build and then be forced to leave, it could ruin the Club, without mention of the loss to the most prominent members. We are now, however, assured of our tenure (it only requires official confirmation), so it is proposed to proceed with the shed. Members are requested to provide the sinews of the undertaking, viz., cash. The status of the Club has been raised during the year with His Excellency Lord Augustus Loftus as Patron, His Worship The Mayor of Sydney as President, W. Laidley, C. J. Roberts, F. H. Dangar and Thomas Cadell as Vice-Presidents.

Notice of Motion by W. Johnson: "Members of this Club do not allow their boats to compete in any public or other Regatta unless manned by amateur crews."

16th October, 1880: Opening Day—Evolutions.

5th November, 1880: An extremely well-attended Monthly Meeting—Notice of Motion by W. Johnson opened for discussion. Mr. Johnson said he had no personal objections to professionals and he was sorry if any member considered the proceedings harsh; his only object was to promote the interests of the Club.

He considered that when they handed their boats to the professionals to race they violated one of the fundamental principles of the organisation. There was sufficient talent amongst them to man their own boats with amateurs without having to pay professionals the large demands they made. It had been argued that amateurs did not get the same pace out of the boats; perhaps not, but they had quite as much excitement in the races as did the professionals, and he was opposed to making their membership a secondary consideration and playing into the hands of the professionals. The motion was seconded by the Hon. Sec. E. M. Dietrich.

P. Williams opposed the motion, contending that if it were passed they would have several boat owners, himself among them, leaving the Club. Messrs. Soutar, Hobson, Mann and Burns also opposed the motion, contending that while they were favourable to encouraging amateur sailing, it would be unwise to pass the motion as a split in the Club would be the inevitable result.

Mr. Johnson withdrew his motion.

January, 1881: Race entrance fees increased from threepence to sixpence a foot and no prize to be less than £5.5.0.

Dept. of Lands notified the Club that "they could not give any guarantee that they would be allowed to occupy for a few years the land they are now temporarily in possession of".

The Engineer-in-Chief for Harbours and Rivers, in his report, had stated "that it probably would be necessary to dispossess the Club of the land very shortly".

Dept. of Mines stated "that a portion of the Club's fence and buildings encroached on the road at Circular Quay and requested that they be moved back".

26th January, 1881: National Regatta—A very auspicious occasion as the International Conference was convened in Sydney and Sir Henry Parkes, Sir John Robertson, Sir Patrick Jennings, R. B. Smith, M.L.A., G. A. Lloyd, M.L.A., Charles Lilley, J. M. Marsh and Ald. Playfair attended at 1.00 p.m. S.A.S.C. was again to the fore.

Open Centreboard Boats not exceeding 22 ft.: 1st "Rosetta" (H. T. Clarke), 2nd "Syren" (P. DeMestre), 3rd "Uranus" (J. Durning).

Open Centreboard Boats manned and sailed by amateurs: 1st "Lizzie" (W. Johnson), 2nd "Meta" (S. Huntley), 3rd "Non Pareil" (J. Somerville).

Open Boats not exceeding 24 ft.: 1st "Dreamland" (Dr. Belisario), 2nd "Deronda" (J. Geddes), 3rd "Fairplay" (R. J. Banks).

All Boats 20 ft. and upwards: 1st "Adelphi" (A. H. Fitzhardinge).

19-ft. Skiffs: 1st "Desdemona" (P. O. Williams), 2nd "Lucia" (A. J. Soutar), 3rd "Effie" (R. N. Bull).

16-ft. Dinghies: 1st "Regina" (J. Middleton), 2nd "Ouida" (G. Ellis), 3rd "Nereid" (T. W. Raymond).

February, 1881: Races for the Hyam Trophies. 24-ft. class—postponed as insufficient starters—resailed. Won by "Lizzie" (W. Johnson).

22-ft. class: "Buttercup" (H. Carpenter).

Boats 20 ft. and upward—limited crews—any sails: "Gemini" (W. Cope) won by a street. She is a very successful boat and is quite novel in construction being a single boat split in halves and bridged over in the centre (the modern Catamaran principle). A protest was lodged against her, as she did not carry a distinguishing flag, and it was upheld, so the trophy went to "Shiela" (—Crofts).

18-ft. and 19-ft. Boats: "Lucia" (A. J. Soutar).

16-ft. Boats: "Regina" (J. Middleton).

30th April, 1881: Closing of the Season and Presentation of Prizes at Athol. (Previously prizes had been presented at Monthly General Meetings. Ed.) A boisterous day and evolutions were carried out under very much reduced sail and 160 sat down to lunch at Athol.

The following extracts from speeches are quoted. W. H. Benson: "This Club is without doubt a nursery for sailors; our crews not only fill our own boats but are sought after by the Royals and P.A.Y.C. and we also provide plenty of bone and sinew for the Rowing Clubs." E. M. Dietrich: "I am now able to state that we can build on our land at Fort Macquarie without fear of removal."

"He had done his best to remove the expensive practice of professional racing and he hoped in the future all races would be amateur contested, and sailed only for the love, honour and glory of the sport" (cheers).

October, 1881: W. Grant is preparing a design for the new Boathouse to be built on Fort Macquarie adjacent to the Sydney Rowing Club Shed. 146 members and 68 boats on the Registers. Credit balance of £72.18.10.

Election of Officers resulted in almost a complete change.

During 1882 races were provided for boats "20 ft. and upwards—manned and sailed by 5 amateurs".

"20 ft. and upwards—any crew".

"16 ft. skiffs—professionals".

The fleet was also divided into four classes, viz., 16 ft.; 18 ft. to 19 ft.; 20 ft. to 23 ft.; 24 ft. and over.

17th March, 1882: Thomas Rowe, architect, requested to prepare plans and specifications and call tenders for erection of Boathouse. Boathouse Building Fund opened—members requested to contribute.

October, 1882: Annual General Meeting. 151 members and 74 boats on Registers with another 22 unregistered boats belonging to the Club's members. Erection of Boathouse commenced—contract of John Mahony for £759 having been accepted.

At the Snails Bay Amateur Regatta 16th December, 1882: 16-ft. Dinghies—the race of the day—seven starters—course Sugarworks Bay, round flagship, round Fort Denison, round flagship, round Fort Denison, finish at flagship. It was good sailing all the way, and at the flagship, second time around, "Victory", who was in close company with "Regina", capsized but one of her crew immediately gained the "Regina" and clambered up the mast with a view to capsizing her, but he was just caught by the ankles, hauled down and unceremoniously dumped back into the water to join his comrades. "Regina" sailed onto win and "Victory" entered a protest which was dismissed.

Boathouse Building Fund steadily growing.

February, 1883: Sub-Committee formed to revise Rules keeping in mind the new Boatshed.

23rd February, 1883: Boathouse completed—opening set down for April. Henry Chapman appointed first caretaker at £2 per week.

4th March, 1883: Sudden death of J. B. Holdsworth, a foundation member—flags to be flown half mast

and Boathouse Ensign also as a mark of respect to this active member.

6th April, 1883: Boathouse to be opened 21st April, 1883. Regulations for its proper management have been drawn up and the building is to be called "The Sydney Amateur Sailing Club Boathouse" and will be the Club's official address and its Clubhouse.

"It is a most commodious 60 ft. x 45 ft. and well-appointed building, certainly the best Boatshed in Sydney. It is of two storeys, being constructed of wood and iron and has two splendid balconies, one at either side and a third smaller balcony in front. The two larger balconies will be found of great convenience for hanging and drying sails. In the upper storey there are lockers, baths and other conveniences and gas is laid on throughout the building. The staging in front of the shed is not yet complete, but shortly will be so, when the Club will have every reason to congratulate itself upon the completeness, commodiousness and excellent situation of its Clubhouse and shed"—being the description in The Sydney Morning Herald of 31st March, 1883.

Prices for housing boats—measured overall:

16 ft.	3/- per week (three shillings)
18 ft.	3/- per week
19 ft.	3/6 per week
20 ft.	4/- per week
22 ft.	4/6 per week
24 ft.	5/- per week

Boats over 24 ft. to be 5/- plus 4 pence per foot over 24 ft. per week.

9th July, 1883: The N.S.W. Naval Corps desire to use the Club Shed for drilling purposes—Hon. Secretary instructed to reply that the committee do not see their way clear with respect to the granting of permission to the Corps to drill in the Club premises.

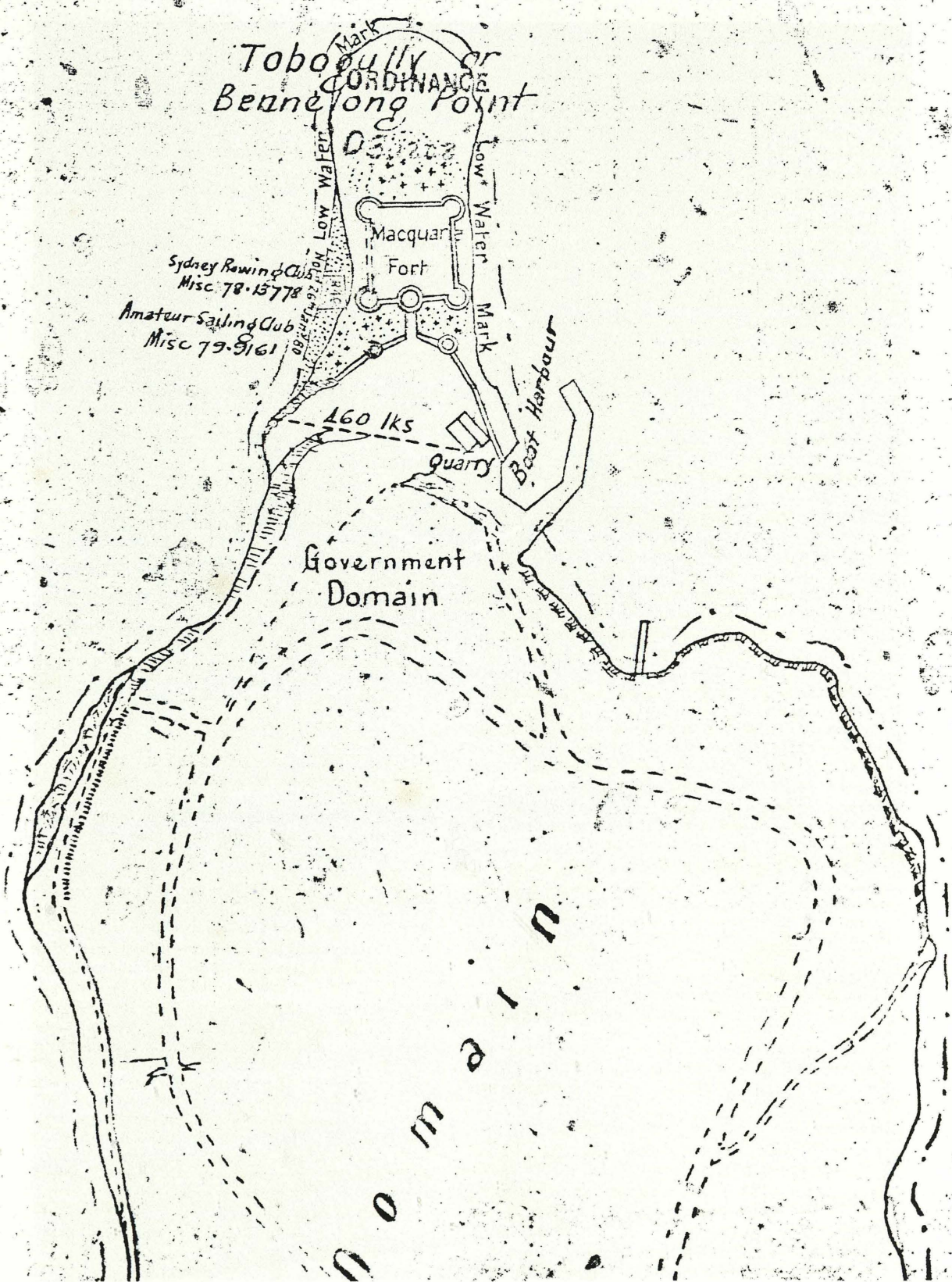
3rd August, 1883: Letter from the Colonial Secretary dated 13th July, 1883, offering £650 for the Club shed.

October, 1883: Annual General Meeting. 141 members, 63 boats on Registers. Commodore G. C. Elliott stated: "Your committee regrets the decision of the Government who have taken over the shed from the Club, the ground being wanted for improvements at Circular Quay. The Club thereby sustains a heavy pecuniary loss, the total cost of the shed being £1,059/12/- and the amount received from the Government being £650. Taking into account donations the Club is left with a debt of approx. £200."

As is well known the members responded marvellously and the committee carried on with racing as usual and within twelve months the Club was solvent again.

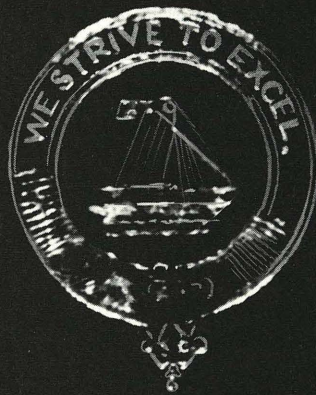
7th December, 1883: New set Club Rules approved for printing and distribution by the Monthly General Meeting and this was carried out before the Monthly General Meeting on 7th March, 1884, as on that date Rule 6 was altered to read: "The word 'amateur' shall exclude all fishermen, oystermen, boatbuilders, sailmakers and persons gaining or having gained their living on the water or any person who is or has been employed in or about yachts, boats or ships as a means of livelihood or any person who has received any monetary consideration for his professional knowledge."

The complete Rule Book is reproduced here for general information.



Parish Map—Bennelong Point, 1880—  
showing Clubhouse site.

*Photo Mitchell Library.*



RULES & REGULATIONS  
OF THE  
SYDNEY  
Amateur Sailing Club.

PRICE 1s.

RULES AND REGULATIONS  
OF THE  
*Sydney Amateur Sailing Club.*

INSTITUTED OCTOBER 1, 1872.

JOHN WOODS AND CO. PRINTERS, 13 BRIDGE STREET.



**Honour :**

His Excellency Lord A. Loftus, K.C.B.

**President :**

Right Worshipful the Mayor of Sydney.

**Vice-Presidents :**

WM. LAIDLEY, Esq. | THOS. CADELL, Esq.  
H. C. DANGAR, Esq. | C. J. ROBERTS, Esq.,  
C.M.G.

**Commodore :**

G. C. ELLIOTT, Esq.

**Vice-Commodore :**

A. J. SOUTAR, Esq.

**Hon. Secretary :**

P. C. TREBECK, Esq.

**Hon. Treasurer :**

T. STOKES, Esq.

**Committee :**

W. GRANT, Esq. | E. M. DIETRICH, Esq.  
P. W. CREAGH, Esq. | A. R. GALL, Esq.  
P. O. WILLIAMS, Esq.

**Auditors :**

A. R. GALL, Esq. | H. SCARR, Esq.

GENERAL RULES.

**TITLE.**

1. That the Club be called the "SYDNEY AMATEUR SAILING CLUB."

**OFFICERS.**

2. That the officers of the Club shall consist of a Commodore, Vice-Commodore, Honorary Secretary, and Honorary Treasurer, and two Auditors, to be annually nominated at the monthly meeting in September, elected at the annual meeting in October, and then to take office. All vacancies to be filled up at a special meeting of Members called for the purpose.

**ELECTION OF COMMITTEE.**

3. That there shall be a Committee consisting of the Commodore, Vice-Commodore, Secretary, Treasurer, and five other Members, and that such Committee be nominated at the monthly meeting in September, and be elected by ballot at the annual meeting in October, and then to take office.

**COMMITTEE.**

4. That the Committee shall have the entire management of the general affairs of the Club, except as hereafter provided, and shall have the power of forming bye-laws, and of calling special meetings of the Club on all necessary occasions.

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5. The Committee shall classify the boats, handicap, and carry out all the details of matches; and shall appoint an Umpire and Starter who may be an Honorary Member; and in case of any dispute the matter shall be referred to the Committee, whose decision shall be final.

#### VACANCY IN COMMITTEE.

6. In the event of any member of the Committee failing to attend three consecutive Committee Meetings after he has been duly notified of such meetings by the Secretary, his seat shall be declared vacant. Nominations for the vacant office will be received and balloted for at the next General Monthly Meeting of the Club. The retiring officer to be eligible for re-election.

#### SUBSCRIPTIONS.

7. That the entrance fee be ten shillings and sixpence (10/6) and the annual subscription one guinea (£1 1s.) paid in advance and shall be paid within one month after election, otherwise such election shall be void, but any member failing to pay his entrance fee and subscription within the prescribed time, may be re-admitted by the Committee on giving satisfactory reasons for such non-payment.

#### SUBSCRIPTIONS DUE.

8. That the subscriptions shall be due on the 1st of October in each year.

#### SUBSCRIPTIONS UNPAID.

9. That after the monthly meeting in September, the Secretary shall send notice to

all Members whose subscriptions shall then be unpaid, of such being due, and on any Member failing to pay the same, on or before the then next Monthly Meeting, he may, on the recommendation of the Committee, be excluded as a defaulter by a majority of two-thirds of the Members present. Votes to be taken by ballot.

#### GENERAL MONTHLY MEETINGS.

10. That the Members shall meet on the first Friday of every month, at such hour and place as the Committee may from time to time appoint. That no General Monthly Meeting be held between 30th April and 31st August.

#### SPECIAL MEETINGS.

11. The Secretary shall at any time call a Special Meeting of the Members of the Club upon a written requisition from the Commodore or five Members.

#### ADMISSION OF MEMBERS.

12. Between the 31st of August and 30th of April in each year, the Election of Members shall be conducted in the following manner, that is to say, they shall be proposed and seconded at one Monthly General Meeting, and balloted for at the next, one black ball in three to exclude. But between the 1st day of May and the 31st day of August in each year, the Committee shall have the power to elect members who shall be proposed and seconded at one Committee Meeting and balloted for at the next, one black ball in five to exclude.

#### MEMBERS WITHDRAWING.

13. That any member wishing to withdraw from the Club may do so by giving notice in writing to that effect to the Secretary, and by paying all arrears.

#### ANNUAL MEETING AND YEARLY STATEMENT OF ACCOUNTS.

14. That the Annual Meeting of the Club be held on the first Friday in October, at such hour and place as the Committee may appoint, and before the election of officers be proceeded with, the Committee shall submit their Report and Financial Statement for the past year.

#### RECEIPTS AND DISBURSEMENTS.

15. That the Treasurer shall keep proper books of account, and all Club moneys collected shall be forthwith entered therein, and shall be placed to the credit of the Club in a bank to be chosen by the Committee. That all accounts and proposed disbursements shall be sanctioned and approved by the Committee, and shall be paid by cheque signed by the Treasurer and countersigned by the Secretary.

#### QUORUMS.

16. That at Annual Meetings twelve members shall form a quorum; at Monthly Meetings seven shall form a quorum; and at Committee Meetings five shall form a quorum.

#### CHAIRMAN.

17. That at all meetings the chair shall be taken by the senior officer present, and if no officer be present, a Chairman shall be elected by a majority of the members present.

#### MINUTES.

18. That the Secretary shall keep correct minutes of the proceedings of the Club in books which are to be produced at every Meeting.

#### EXPULSION OF MEMBERS.

19. That any member wilfully infringing any of the Rules or Bye-laws, or guilty of misconduct shall be liable to expulsion from the Club, by a decision of a majority of two-thirds of the members present at any Monthly General Meeting; votes to be taken by ballot.

#### YACHTS AND BOATS OWNED BY MORE THAN ONE MEMBER.

20. That no Yacht or Boat belonging to more than one owner be allowed to sail in any Club Race, or hoist the Club Colours, unless each owner be a member of the Club.

#### PRESENTATION OF PRIZES.

21. That the prizes be presented at the General Monthly Meeting following the Race, unless in case of a protest being entered.

#### ALTERATION AND ADDITION OF RULES.

22. That any Member wishing to propose any alteration or addition to the Rules of the Club, must give notice in writing, stating the proposed alteration or addition, at a General Monthly Meeting, and at the following General Monthly Meeting a ballot shall be taken thereon; and to effect the proposed alteration or addition, the number voting for it must at least be double the number opposing it, any smaller number being considered a negative.

## CLUB COLORS AND SIGNALS.

23. That the Club Ensign be the Australian Ensign (without the stars), the Burgee White with Blue Cross ; Commodore, same with Swallow-tail ; Vice-Commodore, same as Commodore, but with Blue Ball in upper Canton. The Club to provide a Code of Port Jackson Signals for the Senior Flag Officer, such signals to be the property of the Club.

## DISTINGUISHING FLAG IN MATCHES.

24. That each Yacht or Boat owner, on becoming a Member shall name a distinguishing flag, not less than 12 inches in the hoist and 18 inches in the fly, for his Yacht or Boat, to be carried in every race, the particulars of which shall be entered in the Club Register, and which must be retained as that Yacht or Boat's Distinguishing Flag during Membership, providing that such Colors shall not have been previously registered, in which case a different color must be selected. A Member may however change his colors with the sanction of the Committee.

## SAILING RULES.

## COMMODORE OF THE MATCH.

1. All Yachts or Boats sailing in Club races shall be under the direction of the Starter, who will be the Commodore of the Day.

## THREE TO ENTER.

2. Unless three Yachts or Boats enter for any Club race, no prize shall be given.

## ENTRIES.

3. The entries for each race, together with the Entrance Fees, shall be sent to the Secretary of the Club, at least two days prior to the race ; and the Entrance Fee for each boat shall be 6d. per foot over all, with the exception of the miscellaneous class, which shall pay a fixed Entrance Fee of 10s. per boat.

## VALUE OF PRIZES.

4. That the Club Prizes shall be as under :—

16 feet	boats, not less than	£4.
18 and 19 feet	do. do.	£4 10s.
22 feet	do. do.	£5.
Miscellaneous class	do. do.	£5 10s.
24 feet	do. do.	£6.

## COURSE.

5. The course shall be in all Club races determined by the Committee, the starter having discretionary power to alter such course should the weather, in his opinion, render it dangerous to sail the course already fixed.

## CREW.

6. Every Yacht or Boat competing in a Club Race shall be sailed by a member, and manned by members or amateurs. The word amateur shall exclude all fishermen, oystermen, or persons gaining or having gained their living on the water, or any person who has received a monetary consideration for his professional knowledge.

## DISTINGUISHING FLAG.

7. Each Yacht or Boat sailing in a Race, shall have its Distinguishing Flag, conspicuously shown on the peak of the mainsail.

## STARTING.

8. That Yachts or Boats shall start from fixed moorings or underweigh as directed by the Committee, and all races in which fixed moorings are used, no springs shall be allowed, but a line must be taken through a ring on the top of the mooring, and such line shall not be taken abaft the shrouds.

## SAILS.

9. In all Club Races there shall be no restrictions as to Rig or Canvas.

## BALLAST.

10. Ballast shall not be shipped or unshipped or shifted during a race.

## DEAD WEIGHT BALLAST.

11. Open Boats carrying Dead Weight Ballast in a Race, must have sufficient floating power to float the Boat, Ballast, and Crew, in the event of a capsizing.

## SIGNALS TO START.

12. In case of a start from fixed moorings, Yachts or Boats shall have their head sails down until the signal to start has been given; in the case of a flying start, the Yachts or Boats shall cross an imaginary line between the Starter's boat and a point to be determined upon by the Committee, and the Starter shall hoist a flag five minutes before the time of starting, the lowering of which flag shall be the signal to cross the line. If any Yacht or Boat or any part of her hull, spars, or other equipment be on or across the line before the flag has been lowered, she must return and recross the line. A Yacht or Boat so returning, or one working into a position from the wrong side of the line after the flag has been lowered, must keep clear of all competing Yachts or Boats.

## YACHTS OR BOATS MEETING.

13. When two Yachts or Boats are approaching one another, so as to involve risk of collision, one of them shall keep out of the way of the other as follows, viz. :—

A Yacht or Boat which is running free shall keep out of the way of a Yacht or Boat which is close hauled.

A Yacht or Boat which is close-hauled on the port tack shall keep out of the way of a Yacht or Boat which is close-hauled on the starboard tack.

When two Yachts or Boats are running free with the wind on different sides, and are in danger of meeting in collision, the Yacht or Boat which has the wind on the port side shall keep out of the way of the other.

When both are running free with the wind on the same side, the Yacht or Boat which is to windward shall keep out of the way of the Yacht or Boat which is to leeward.

A Yacht or Boat which has the wind aft shall keep out of the way of the other Yacht or Boat.

## OVERTAKING, ROUNDING MARKS, ETC.

14. When rounding any buoy or vessel used to mark out the course, if two Yachts or Boats are not clear of each other at the time the leading Yacht or Boat is close to, and actually rounding the mark, the outside Yacht or Boat must give the other room to pass clear of it, whether it be the lee or weather Yacht or Boat which is in danger of fouling the mark. No Yacht or Boat shall be considered clear of another Yacht or Boat, unless so much ahead as to give a free choice to the other on which side she will pass. An overtaking Yacht or Boat shall not, however, be justified in attempting to establish an overlap, and thus force a passage between the leading Yacht or Boat and the mark after the latter Yacht or Boat has altered her helm for the purpose of rounding.

## OBSTRUCTIONS TO SEA ROOM.

15. When passing a pier, shoal, rock, vessel, or other obstruction to sea room, should Yachts or Boats not be clear of each other, the outside Yacht or Boat or Yachts or Boats must give room to the Yacht or Boat in danger of fouling such obstruction, whether she be the weather or the leeward Yacht or Boat; provided always that an overlap has been established before an obstruction is actually reached.

## LUFFING AND BEARING AWAY.

16. A Yacht or Boat overtaking any other shall keep out of the way of the overtaken Yacht or Boat; and a Yacht or Boat may luff as she pleases to prevent another Yacht or Boat passing to windward, but must never bear away out of her course to hinder the other passing to leeward—the lee side to be considered that on which the leading Yacht or Boat of the two carries her main boom. The overtaking vessel, if to leeward, must not luff until she has drawn clear ahead of the Yacht or Boat she has overtaken.

## RUNNING AGROUND, ETC.

17. Any Yacht or Boat running on shore, or foul of a buoy, vessel, or other obstructions, may use her own anchors, boats, warps, &c., to get off, but may not receive any assistance except from the crew of the vessel fouled. Any anchor, boat, or warp used must be taken on board again before she continues the Race.

## FOULING YACHTS, BOATS, MARKS, ETC.

18. Each Yacht or Boat must go fairly round the course; and must not touch any buoy, boat, or vessel used to mark it out, but shall not be disqualified if wrongly compelled to do so by another Yacht or Boat. Any Yacht or Boat causing a mark vessel to in any way shift her position to avoid being fouled by such Yacht or Boat, shall be disqualified.

## CLOSE HAULED APPROACHING SHORE, ETC.

19. If two Yachts or Boats are standing towards a shore or shoal, or towards any buoy, boat or vessel, and the Yacht to leeward is likely to run aground or foul of such buoy, boat, or vessel (a mark vessel excepted), and is not able to tack without coming into collision with the yacht to windward, the latter shall at once tack on being hailed to do so by the owner of the leeward yacht or boat, or the person acting as his representative, who shall be bound to see that his vessel tacks at the same time.

## WILFUL FOULING.

20. If in any of the Races of this Club, any Yacht or Boat foul another, sailing in the same or any Race, the owner of such Yacht or Boat so fouling, on being declared guilty of the same by the Committee, shall be liable for all damages caused by such collision.

## REMOVAL OF FLAG BOAT.

21. Should any Flag Vessel or other mark be removed from its proper position, either by accident or design, the Race may be sailed over again, at the discretion of the Committee.

## YACHTS OR BOATS MAY ANCHOR.

22. Yachts or Boats shall be allowed to anchor during a Race, provided they afterwards weigh the anchor.

## SCULLS, OARS, OR SWEEPS.

23. No Sculls, Oars, or Sweeps, shall be allowed in any Race, or any mode of propulsion except sails.

## PROTESTS.

24. Protests shall be made to the Secretary in writing within 48 hours after the finish of the race. The Committee may without a protest disqualify any Yacht or Boat should it come to their knowledge that she has committed a breach of these Rules.

## TIME OF COMPLETION OF MATCH.

25. In all Races, should the leading Yacht or Boat not be able to pass the winning buoy or boat by 7 o'clock, the race to be re-sailed any other day the Committee may name.

## PENALTY.

26. Any Yacht or Boat infringing any of the foregoing Rules shall be disqualified and forfeit all claim to prizes.

## SECOND YACHT OR BOAT AND INFRINGEMENT OF RULES.

27. In the event of the first Yacht or Boat not being entitled to the prize, the next Yacht or Boat arriving, having complied with the Regulations of the Club, to be declared the winner.

## RENDERING ASSISTANCE.

28. Should any Yacht or Boat during a Race render assistance to any vessel or person in danger and thereby in the opinion of the Committee lose her chance of the Race, the Committee shall have the power to order the race to be resailed between any yachts or boats so prevented and the actual winner.

29. Any Yachts or Boats, being the *bona fide* property of a Member or Members of the Club, shall be admitted without restriction as to size or rig.



## Signals.

### Numbers are denoted by Numeral Pendant over Numerals.

NOTE.—On the Commodore or Flag Officer addressing any yacht or boat, or Member, the answering signals shall be as follows:—

On hoisting the Numeral Number of any yacht, or boat, or member, the yacht, or boat having such Member on board, shall signify their having understood the signal by lowering their ensign half-mast, and shall be kept there until the Flag Officer shall have made the next signal, or signals; the vessel addressed shall, on having read the signal, hoist her ensign to the peak, or original position, and lower again half-mast, until reading the next signal, and so on until Flag Officer shall have finished signalling. When a signal has not been understood, the boat addressed will lower ensign altogether for a short interval upon which the flag boat shall correct or show the signals more conspicuously. The flag-boat shall on signalling any boat or member, lower her ensign half-mast, and keep same in that position to show that flag Officer wishes to continue signalling, and when done doing so shall hoist ensign apeak, or in former position.

In giving orders to whole of squadron, the signals shall be hoisted, without first signalling the boat or member, and the whole of the boats shall use their ensign as if being addressed singly.

*Yes*, or affirmative, shall be represented by dipping the ensign *once*.

*No*, or negative, shall be represented by dipping the ensign *twice*.

## Names of Places.

### Rendezvous Flags over Numerals.

1 Athol	29 Goat Island
2 Balmoral	30 Hunter's Beach
3 Bantry Bay	31 Johnson's Bay
4 Barrenjuee	32 Lang's Point
5 Berry's Bay	33 Lavender Bay
6 Basin, Broken Bay	34 Little Head, Broken Bay
7 Blue's Point	35 Long Bay
8 Bottle and Glass	36 Long Reef
9 Botany	37 Manly Beach
10 Bradley's Head	38 Middle Harbour
11 Cabbage Tree Head	39 Middle Head
12 Chowder Bay	40 Milson's Point
13 Clark Island	41 Mosman's Bay
14 Clontarf	42 Moggah
15 Cobbler's Beach	43 Mud Island
16 Camp Cove	44 Narrabeen
18 Coogee	45 Neutral Bay
19 Darling Harbour	46 Newcastle
20 Darling Point	47 North Head, Wide
21 Dawes Point	48 North Harbour
22 Deewhy	49 North Hd, Close in
23 Dolroyd	50 North Hd, Lee of
24 Double Bay	51 Northerly Current
25 Farm Cove	52 Not much Current
26 Fort Macquarie	53 North Head, Broken Bay
27 Frenchman's Bay	
28 Garden Island	

54 Old Man's Hat	76 Wollongong
55 Off Shark Point	77 Woolloomooloo Bay
56 Peacock's Point	78 Watson's Bay
57 Pearl Bay	79 Waterview Bay
58 Point Piper	80 Wreck Ground
59 Port Hacking	81
60 Quarantine	82
61 Rose Bay	83
62 Rushcutter's Bay	84
63 Shark Island	85
64 Sir Joseph Banks	86
65 Sirius Cove	87
66 South Head, Broken Bay	88
67 South Reef, Flood Ground	89
68 Strong Current	90
69 Southerly Current	91
70 Sow and Pigs	92
71 Spring Cove	93
72 Sydney Cove	94
73 Taylor Bay	95
74 Terrigal	96
75 Vaucluse Bay	97
	98
	99

## Time.

### Denoted by 3rd Distinguishing Pendant over Numerals.

No.	1—1 o'clock.
	2—2 o'clock.
	3—3 o'clock.
	4—4 o'clock.
	5—5 o'clock.
	6—6 o'clock.
	7—7 o'clock.
	8—8 o'clock.
	9—9 o'clock.
	10—10 o'clock.
	11—11 o'clock.
	12—12 o'clock.
	13—Noon.
	14—Midnight.
	15—Night.
	16—Day.
	17—Monday.
	18—Tuesday.
	19—Wednesday.
	20—Thursday.
	21—Friday.
	22—Saturday.
	23—Sunday.
	24—To-day.
	25—To-morrow.

## Steering Directions.

### No Distinguishing Flag. Numerals only to be used.

1 Port.
2 Starboard.
3 Steady.
4 Send on board Commodore's boat (or if any other, show signal of name).
5 Are you all on board?
6 Shall I come on board?
7 Will you come on board?
8 I will come on board.
9 I am about to—
10 Has any accident happened?
11 Can accident be repaired?
12 Do not run any unnecessary risk.
13 Will you accompany —?
14 I advise you to —
15 Are you afloat?
16 Be careful; I am afraid of —
17 What course do you intend to steer?
18 Go ahead.
19 Keep ahead.
20 Do not go ahead.
21 Come alongside.
22 Endeavour to come alongside.
23 May I part company?

- 24 Water is too deep to anchor.
- 25 Is water too deep to anchor?
- 26 Send an answer.
- 27 Sky has a threatening appearance.
- 28 Do not approach too near shore.
- 29 Keep more off shore.
- 30 Keep nearer the shore.
- 31 Is the anchorage good?
- 32 Keep astern of —
- 33 Attend to signals.
- 34 Pay more attention.
- 35 Avast heaving.
- 36 Await the arrival of —
- 37 Keep more away.
- 38 Put back.
- 39 You had better put back.
- 40 Keep back.
- 41 We had better bear up to —
- 42 Bear up to —
- 43 I think it will blow.
- 44 It blows too hard.
- 45 Bring up at —
- 46 Veer more cable.
- 47 Shorten in cable.
- 48 Come within hail.
- 49 Commodore wishes to communicate.
- 50 You may part company.
- 51 Do not part company.
- 52 Keep company.
- 53 I do not understand your signal.
- 54 Alter your course to —
- 55 You are standing into danger.
- 56 Do not delay.
- 57 Make short boards.

- 58 Keep within easy distance.
- 59 Not far enough off.
- 60 Too far off.
- 61 Your flags are hid by the sail.
- 62 Your flags are foul.
- 63 Follow me.
- 64 Have you any fresh water?
- 65 Get ready.
- 66 Where are you going?
- 67 Go ahead of —
- 68 Have you sufficient hands?
- 69 Haul your wind on the starboard tack.
- 70 Haul your wind on the port tack.
- 71 Heave-to.
- 72 Heave-to on the starboard tack.
- 73 Heave-to on the port tack.
- 74 Keep your place.
- 75 What wind do you expect.
- 76 Keep nearer to —
- 77 Keep further from —
- 78 Keep near to me.
- 79 We will land at —
- 80 Will you land at —?
- 81 I will hoist a light during the night.
- 82 Show a light during the night.
- 83 I will show a light when I anchor.
- 84 Luff.
- 85 Keep your luff.
- 86 You must make more sail.
- 87 Shorten your sail.
- 88 You have mistaken the signal.
- 89 Use your oars.
- 90 Stand off and on.
- 91 Prepare to —

- 92 Tack.
- 93 Wear.
- 94 Are you ready?
- 95 Are you all ready?
- 96 When ready assent.
- 97 Shake out reef.
- 98 Take in single reef.
- 99 Take in double reef.
- 100 Take in treble reef.
- 101 Rendezvous at —
- 102 Ride it out.
- 103 I shall ride it out if I can.
- 104 If it can be done without risk.
- 105 Have you any room for —
- 106 Shorten sail.
- 107 Make more sail.
- 108 Keep under easy sail.
- 109 Try for shelter in —
- 110 Keep in sight during night.
- 111 We shall have a southerly squall.
- 112 I wish to speak to you.
- 113 Look out for squalls.
- 114 Stand on.
- 115 Prepare to start.
- 116 What weather do you expect.
- 117 Before the storm.
- 118 After the storm.
- 119 Tack abreast of —
- 120 Keep to windward of —
- 121 Keep to leeward of —
- 122 Repair damage under the lee of —
- 123 Have you a bailer.
- 124 Can you provide — a bailer to —
- 125 North.

- 126 East.
- 127 South.
- 128 West.
- 129 N. E.
- 130 S. E.
- 131 N. W.
- 132 S. W.
- 133 Bad.
- 134 Good.
- 135 What is the time?
- 136 What time will you start?
- 137 What time did you leave?
- 138 Have you on board —?
- 139 Provisions.
- 140 Spare gear.
- 141 Blankets.
- 142 Matches.
- 143 Bait.
- 144 Lights.
- 145 Spare anchor.
- 146 Fish to spare.
- 147 Are you getting fish?
- 148 Where did you get the fish —
- 149 A gun and ammunition.
- 150 Relieving lantern.
- 151 Will you meet me at —
- 152 Report me well at home.
- 153 Report I will not be at home to-night.
- 154 Spirits.
- 155 Beer.
- 156 Oars.
- 157 Where have you been?
- 158 Will you go to —
- 159 Will you wait at —

- 160 Will you camp at —  
 161 Will you dine at —  
 162 Will you land me at —  
 163 Where is bait obtainable?  
 164 Where did you see —  
 165 When did you see —  
 166 When will you return?  
 167 I will meet you at —  
 168 When will you go to —  
 169 Follow me.  
 170 Too much sea.  
 171 Is there much sea?  
 172 How is the wind outside?  
 173 Strong.  
 174 Light.  
 175 No.  
 176 Yes.  
 177 Did you meet —  
 178 I met — at —  
 179 Have you any message for —  
 180 Home.

## Evolution.

**Denoted by the Telegraph Flag being hoisted above Numeral.**

Yachts assembling on certain days to cruise together under the direction of a Commodore, having a far different view from racing, and as order and regularity tend to the comfort of all, especially of the Ladies who may honour the Meeting with their presence, the following regulations should be adhered to:—

Each Yacht having taken a station is to preserve the same throughout the day, unless directed to the contrary or permitted to part company.

The Starboard Division is always the van, and forms on the starboard quarter of the Commodore.

The Port Division is always the rear, and forms on his port quarter.

The Division Leaders are always to keep the Commodore four points on their bows.

The distance between each Yacht is always to be half a cable's length (50 fathoms), unless otherwise directed; and the distance between the lines

is always to be one cable's length (100 fathoms), unless otherwise directed.

N.B. Yachts at open order signifies twice their own length's\* interval.

Yachts at double open order signifies three times their own length's interval astern preceding Yacht.

Yachts at close order signifies their own length's interval.

Yachts at double close order signifies bowsprit 10 feet astern of preceding Yacht's boom end.

Lines at close order signifies three quarters of a cable distant—about 75 fathoms.

Lines at double close order signifies half a cable—about 50 fathoms.

Lines at open order signifies a cable distant—about 100 fathoms.

Lines at double open order signifies a cable and a half distant—about 150 fathoms.

- |          |   |
|----------|---|
| ANCHOR   | 1 In line abreast                                 |
|          | 2 In two divisions                                |
|          | 3 As most convenient                              |
| ASSEMBLE | 4 On board Commodore, or yacht making this number |
|          | 5 Yachts—at                                       |
| BEAR UP  | 6 Together  |
|          | 7 In succession                                   |
| BERTH    | 8 Shift your                                      |
|          | 9 You have taken the wrong                        |

\* The length is measured from end of boom to end of bow-sprit.

- |           |  |
|-----------|--|
|           | 10 Take up your—in line with—                              |
|           | 11 .....before   |
|           | 12 You have given me a foul                                |
|           | 13   |
| BRING TO  | 14 Heave in  |
| CABLE     | 15 Veer away   |
|           | 16 Heave short and prepare to weigh                        |
|           | 17 Cut or slip   |
| CLOSE     | 18 In, or up   |
|           | 19 Round Commodore   |
|           | 20 Order   |
| COMMODORE | 21 Follow—motions  |
|           | 22 Prepare to salute                                       |
|           | 23 Salute  |
| COMPANY   | 24 Part  |
|           | 25 Permission requested to part                            |
|           | 26 You are requested to join                               |
| COURSE    | 27 Alter—to point shown                                    |
|           | 28 Return to former  |
|           | 29 Do not alter your                                       |
| DANGER    | 30 Standing into   |
| DISTANCE  | 31 Preserve your   |
|           | 32 Keep the same—you were when order of sailing was formed |
| DIVISIONS | 33 Form to   |
| EVOLUTION | 34 You are performing well                                 |
|           | 35 .....badly  |
|           | 36 You are mistaking—ordered                               |
| FURL      | 37 Sails   |
| HAIL      | 38 Come within   |
|           | 39 I wish to come within                                   |
| HAUL      | 40 Your wind on starboard tack                             |
|           | 41 .....port tack  |
|           | 42 Your wind   |

HEAVE TO	43
HEAVE	44 Short and prepare to weigh
JIBE	45
KEEP	46 More in line
	47 More together
	48 Your place
LEAD	49 Yacht addressed is to lead starboard division
	50 ..... port division
LINE	51 Form
	52 Form—abreast to starboard of Commodore
	53 ..... port of Commodore
	54 Form—astern of Commodore, according to tonnage
	55 Form two—van division to starboard, near division to port of Commodore
	56 Form two—astern of Commodore and divisional leader
	57 Form two—astern of divisional leaders, Commodore leading ahead in centre, thus ■ ■ ■ -
	58 Follow me in
	59 Keep your
LOOSE	60 Sails
MEMBERS	61 Requested to attend meeting immediately
ORDER	62 Open
	63 Double open
	64 Close
	65 Double close

REEF	66 Sails, take in one (if more, number to be shown)
	67 Close
	68 Shake out all (if less, number to be shown)
RENDEZVOUS	69 At (place indicated)
SAIL	70 Make
	71 Make all possible
	72 Shorten
	73 Keep under easy
SIGNAL	74 Repeat
	75 Attend to, and answer
SQUADRON	76 Form
STATION	77 Take, or keep your
	78 Take your, according to tonnage
	79 You are out of your
	80 Where am I to take my
	81 Take your—next to
STEER	82 As per compass (bearing shown)
TACK	83
	84 Van division to
	85 Rear division to
	86 In succession after leading yacht
TOPMAST	87 Strike
	88 Send up
VICE COM.	89 Take orders from
WAKE	90 Keep in Commodore's
	91 Get into—of divisional leaders
WEIGH	92 Together
	93 In succession
	94 Sternmost first
	95 Keep to—of
WINDWARD	
CAPTAINS	96 Take orders from
OF CLASSES	



### Flags and Pendants

