Sydney Amateur Sailing Club

"The Early Years"

Volume 1

The first three Commodores 1872 - 1881

(J. H. Amora 1872-75, W. B Melville 1875-77 & S. H. Hyam 1877-81)

"The Early Years" is intended to expand on the history of the Sydney Amateur Sailing Club,

as recorded in "The Amateurs" 100th anniversary book. It records the book details, in date order, and expands the story with articles found in newspapers, using the National Library's "Trove" search engine. Articles from the SASC book "The Amateurs" are in black. They show the date assigned in the book and page # reference.
Trove or Web articles from 1872 are - In red, with publication details or,
In green, if before the SASC foundation

Opinions or comments by editors are clearly stated as such.

Some details of the sailing clubs and Annual Regatta prior to the formation of the Sydney Amateur Sailing Club are listed below.

1837 01 26 – (Source- ADR book):- Anniversary Regatta. First held, January 26, 1837**.**

1849 Balmain Club website:- Balmain Regatta. First held 1849 for open boats. It was a rival of the Anniversary Regatta that was first held in 1837.
1862 07 08 RSYS Book:- Australian Yacht Club formed. Later it became known as Royal Sydney Yacht Squadron.

1867 10 15 :- Royal Prince Alfred Yacht Club. Formed in 1867 and moved to Pittwater 1958-59. Original premises Moore St, now known as Martin Place.

1872 01 26 T. Sat 3 Jan 1872 ATC:- The 84th Anniversary Regatta. Among the amusements that were put forth on Jan. 26 for the purposes of celebrating the eighty-fourth anniversary of the colony, none could be regards as important and interesting as that of the usual Anniversary regatta. For many years this has been one of the great and most successful of 'the land we live in;' but this year we were sadly afraid that the regatta would have been allowed to die out, through the want of interest taken in it by the general public. Thanks, however, it the exertions of the committee generally, Messrs. C Cowper and R Driver in particular, our forebodings were not realised; and we have much pleasure in recording the undoubted fact that the regatta yesterday was a great success as could be desired. For this the lovers of Aquatic have to return thanks to the gentlemen named above named. Mr Drivers services in connection with the aquatics are too well known and appreciated to be recapitulated.; and of Mr Cowper we may state that he collected upwards of 100 pounds in aid of the funds, which fact speaks volumes in favour of the energy he has displayed. The committee experienced some difficulty in procuring a suitable flagship, but Captain Norton kindly stepped forward and placed his fine vessel, Aurora, at the disposal of the committee and there was but one opinion as to the fitness for such a duty. No pains were spared by the captain and officers to provide for the comfort of the visitors; awnings were spread over the decks, plenty of chairs provided and

in fact everything done that could possibly conduce to the comfort and convenience of all were present. About twelve o'clock his Excellency the Governor arrived on board, and was received by Messer's. W. B. Dalley, C Cowper, and Captain Norton. A short time after the seventh race started, the committee and a number of their friends partook of a luncheon; Mr W. B. Dilley occupying the chair; having on his right his Excellency the Earl of Belmore, and on this left Captain Norton. After due attention had been paid to the 'good yachting,' the usual loyal and other toasts were proposed and responded to. The racing does not require much notice at our hands saving that with one exception, each was won with ridiculous ease. The proceedings commence with the pulling of dinghies race, which an easy victory for the duke who took the lead at the start and was in front all the way. Petrel came in second and we may remark that she was sailed by H Gale who built her, and this was his first attempt at boat, building, his success is deserving of some slight notice. The Glenco was nowhere , but this was partially owing to her having carried away her throat halliards. The Desdemona fairly ran away with the skiff race, none of the others being able to race a yard with her, but her most dangerous opponent, the Faerie Queen, went ashore at Garden Island. There were five starers of the Handicap Yacht Race.

1872 10 1 Formation SASC - B1 p15:- 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 The 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).

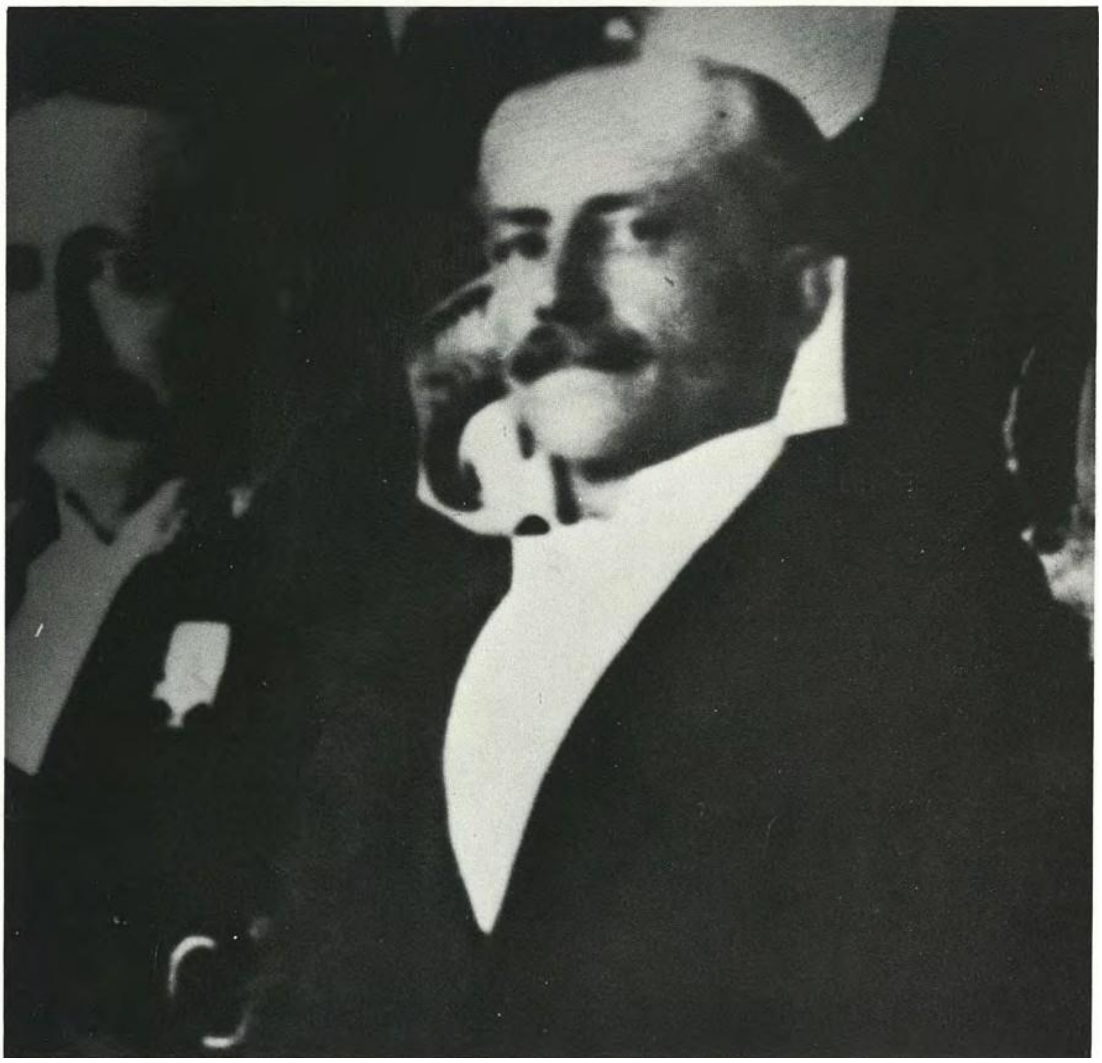
COMMODORES CAPTAIN J. H. AMORA (1872-1875)

FOUNDATION COMMODORE - JOSEPH HORATIO AMORA (1872-1975) (B1 p61)

Born Chile 1844, son of a Chilean Master Mariner and an English mother (Jane Arden), followed his father's profession. As a Sea Captain he made regular visits to Sydney where he married a local girl at Waverley in 1867 and settled here in 1869.

The first yacht to carry the Amateur Commodore's Burgee was 'Inca', an open boat that had considerable success in early races. Capt. Amora later raced "Stormy Petrel" and afterwards owned the large schooner 'Esperanza'. At the Closing Day function held at Chowder Bay, Saturday, 25th April, 1891, Capt. Amora, in response to the toast "Old Commodores and Vice-Commodores", stated that "frequent absence from the Colony prevented him taking more part in Club functions, but old faces held fond memories." He also added "that the foundation of the Club arose from the absence of racing facilities for small boats in the existing Clubs."

He was Consul for Chile, Nicaragua and Costa Rica and Vice-Consul for the Netherlands.



More recent photo supplied by Tony Saunders who advised that it was discovered by a lady in South Australia in court archives.

1872 10 01 T. Dec 2 1872 SMH:- Formation of S.A.S C. A few weeks ago a number of gentlemen owning boats of too small a tonnage to be admitted into either of the Yacht Clubs suggested that another club should be formed for boats of small class. The idea was well received, and the club was at once started with eight boats and forty-eight members. **Mr S.S. Garling** was elected the secretary; **Mr. J H Amora**. Commodore; and Mr **Backhouse**, vice-commodore. The two former gentlemen have proved themselves efficient officers, and they are to be complimented on the success which has attended their labours. Saturday afternoon was fixed for the opening cruise, and at 3 o'clock the following boats took up their moorings in Farm Cove; 'Araucano', J.H. Amora; 'Argo', W. McLeod; 'Circe', T. Allison; 'Clytie', J. Thompson; 'Dolly Vardan', W. Backhouse; 'Kuasarawa', H. Lane; 'Now Ever', ' S.S. Garling; and 'Undine', J Hill. The commodore at once gave the orders to heave up anchors and follow in line, which was done in good order, the boats proceeding around the Cove, then to Lavender Bay, and form thence taking a stretch down the harbour, where they saluted the commodore and dispersed. In the evening a dinner, to celebrate the inauguration of the club, took place at the Oxford Hotel. About fifty gentlemen sat down, the chair being occupied by Mr Amora. After the appetites of the amateurs had been somewhat appeased the following programme of toasts was duly honoured:- "The Queen", "Royal Family", "His Excellency the Governor", "The Ladies", "The Sydney Amateur Sailing Club", "Our Commodore", "The Press" and "Our Secretary". A most pleasant evening was spent, and the party separated shortly after 10 o'clock, wishing prosperity to the infant club.
1872 10 19 B1 p15:- Small fleet meet and held a short race.

1872 12 1 T. Dec 7 1872 Aquatics:- One of the closest sailing matches that has taken place this season, came off last Saturday afternoon, between the **sailing skiffs 'Faerie Queen', 'Desdemona' and 'Hope'**. The race was for a sweepstake of 10 pounds per boat, and the course was from Goat Island round Shark Island and back, twice round. The wind proved light during the afternoon, and came in from north-east, rendering it almost a dead beat to Shark Island, and a fair wind for the run home. At the start the 'Desdemona' drew slightly ahead, and continued so down Bradley's, 'Faerie Queen' being second, and 'Hope' third, both well up. By the dint of good management, the 'Hope' got first round the Island. 'Faerie Queen' second. In running up the first time the 'Faerie Queen' got the lead with 'Desdemona' second, and in turning to windward the second time down, the two leading boats again changed positions, and reaching Shark Island. 'Desdemona' had the length of the Island to her credit, but was unable to clear it; and had to make a short board, by which 'Faerie Queen' got slightly ahead, and from this to the finish, the race was most exciting, the two boats running side and side under square sails. 'Faerie Queen eventually winning by thirty seconds. The Hope was well handled throughout the contest, but is evidently not a match for either of the other boats. A small steamer, with a number of spectators followed the race, and some little betting took place on the affair.

1872 12 07 T. Jan 29 1872 SMH:- The maiden cruise of a new club, titled the Sydney Amateur Sailing Club, came off on Saturday afternoon, and proved a very successful affair. The new organisation is for small craft only, not exceeding 22 feet overall and though there were only eight of the club boats in the procession on Saturday, there is little doubt the number will be increased in a short time , when excellent skiff races may be looked for; at present there are forty-eight members in the club. the names of the boats, with owners' names are Araucano, J H Amora(Commodore) 'Argo', W J M'leod; 'Cire', T Allison; 'Clyte', J Thompson; 'Dolly Varden', W. Backhouse; 'Kusarawa', H Lane; 'On Ever', S.S. Garling; 'Undine', J. Hill. Soon after 3 p.m. the miniature fleet drew up in a line abreast off H.M S Clio, and all got underway together, and preceding single line, headed by the commodore's boat, around Circulate Quay and Lavender Bay; then they beat down to the lower part of Neutral Bay. Then stood into Woolloomooloo Bay, and thence back to Neutral Bay. Most of the boats kept line in good order, but the wind was to faint a nature to allow of the various movements being carried out as promptly as could have been wished; but the cruise was most successful

one, and argues well for the future of the new Club. In the evening the members and several of their friends , in all fifty persons, dined together at the Oxford Hotel, the loyal toasts having been given in the usual way. The following were toasted with much enthusiasm, and duly responded to :- "Success to the S.A.S.Club" "Our Guests" "The Commodore"(Mr J H Amora), "The Press" "The Ladies".

1873 01 29 T. Jan 29 1873 SMH:- 85th Anniversary Regatta has long been regarded in New South Wales as the holiday par excellence of the colony at large, coming into competition with the great day of rejoicing which we all so heartly celebrate in common with our fellow-Britons in every part of the world, the anniversary of the birth of our most gracious Sovereign. But whilst the latter is looked upon as a great national festival, in which New South Wales takes only a part, the anniversary of the foundation of the colony is altogether our own and we enjoy it all the more from this knowledge. Falling as it does at the end of the month of January, and in close proximity to what is known as the driest month of the year - February the holidaymakers can usually rely upon fine weather for their great colonial fete day and preparations for outdoor enjoyment are regularly made year by year without the slightest hesitation , or the least dread of unfavourable weather. They who have been many years in New South Wales cannot fail to remark the wonderful change which only in some quarter of a century has made in the manner of keeping up this day. At that date the amusements of pleasure seekers were almost entirely confined to the Anniversary Regatta. For this, immediate preparations were made and it was talked of and canvassed for weeks before it came off. Steamers were few in number, and there were on cheap trips to Manly, Middle Harbour, and Watson's Bay. Railroads had been heard of, but they were things of the future, to wish for with little hope of enjoying them for many years. And now, the trips , excursions, and festivals are so numerous as to come into competition with the great representative amusement of the regatta. Steamers of a size such as, at that time we should never have dreamt of seeing in our harbour, now ply to all parts of your magnificent harbour for cheap fares within the reach of even the humblest holiday maker. Buses in-numerable ply upon our streets and convey our citizens to almost every suburban spot which can be reached by road; and the railway opens up the magnificent mountain and forest scenery of our interior to those who love the wild savagery of the Australian bush, or who prefer the fresh spring mountain air to the salt-laden breezes of the coast. And all this change has been affected within a quarter of a contrary. Whilst looking father back to only eighty-five years ago, we have Sydney harbour sombre and solitary, in its scrub-covered ridges, and heavily timbered hollows stern and silent, except when the stillness is broken by the thump of the kangaroo's leaps, or the cooee of the blacks. Then, suddenly, appears the Sirius, sailing in between the Heads, and bringing, under the command of Governor Phillip, the first instalment of that population which was soon to effect a change more marvellous than even the most sanguine friend of colonization then dared to imagine. From that time the silence the desolation was to depart never again to return, until Australia shall have catched the great cyclical period when, like other nations, she shall have reached her climax of prosperity, have waned, and disappeared as others have done before her. However no thoughts of the decadence of the infant Australia not yet even in her beginnings as a nation entered into the heads of the pleasure seekers who, yesterday, celebrated the anniversary of the foundation of the colony and scattered themselves over the face of the broad waters of our harbour, or picnicked on its shores, or took the bus journeys to favourite spots to spend the day; or started by rail to explore the beauties of the wilds of nature or the mountains of the West or the falling glades of the South; or, near home , added to the throng in the Alfred Park or on the Albert Ground. Of all those several amusements. particulars will be found below; and we have only to add to what is there written, that the weather was all that could be desired, a fine breeze from the north-east and a partly clouded sky tempering the heat of what would be otherwise have born s scorching day.

1873 02 01 T. Feb 1 1873 Aquatics:- 85th Anniversary Regatta. Patron, his Excellency Sir Hercules Robinson; President, Mr W O Gilchrist; Umpire, Mr S Spain; Starter, Mr J O Gilchrest; Treasurer, Mr C Cowper Jnr. ; Honorary Secretary, Mr Richard Driver MLA. Compared with preceding events of a like nature, this years' commemorative regatta cannot be described as a success owing to some measure to the hasty way in which matters were discussed and arranged due to the unfortunate illness of Mr Richard Driver, who, as hon. secretary, has on former occasions undertaken the greater portion of the preliminary business. This time he was confined to his house when his services would have been invaluable. Mr C. Cowper Jnr. however, whose leisure was very limited, and one or two energetic members of committee, who were willing to work, exerted themselves to make the regatta a success. The weather was overcast. There was not too much heat, and a fresh north easter gave the yachts and sailing skiffs an opportunity of testing their qualities. The fine clipper 'Tweed' was the flagship, and was moored in the stream, midway between Dawes' Point and Fort Macquarie. The visitors on board were not so numerous as might have been expected, but the majority of those present were ladies who with simple motivation moved to the poop, and protected by a large awning, enjoyed to the utmost the fresh breeze and beautiful scenery. To those of a nautical turn of mind, the scene presented on the day must have been very edifying. A large number of sailing skiffs were dodging about the harbour in all directions like cockle shells, while the statelier yachts bore down grandly upon the flagship under a full spread of canvas, send seemed to give a dignified bow as they rounded the stern of the vessel. The scene, however is so familiar to those who take an interest in regattas that it is almost unnecessary to describe it. There were also a large number of rowing boats about, and Macquarie and Daws Points were crowded with spectators. Senior-sergeant, Ferne, of the Water Police, had two boats' crews out, and while keeping the course cleat was on the look-out for any accident which might call for his assistance. No causality however, was reported. The Randwick Asylum Band put in an appearance during the afternoon on bord the flagship, and preformed an admirable selection of music. The gun for starting was manned by the ?? Brigade. The following are the events:-- Fifth Race. All yachts; handicap. First prize, 30 pounds. 10 pounds entrance. Course; From their own moorings in Farm Cove round flagship, then round boat moored off Curl Curl, back around flagship, then round lightship and Sow and Pigs, and back to the flagship. '**Nereid**' 12 tone, 2 minutes - A Fairfax, '**The Pert**' 15 tones, 5 minutes - L J Josephson, '**Ella**' 11 tones, 7 minutes - W Farmer, '**Alick**', 13 tones, scratch - T Brown. This was the prettiest race of the day. The boats entered took up their moorings in Farm Cove at noon, and about thirty-five minutes after that hour the signal to start was given. Head sail was smartly set upon each boat, and as they fell off to the wind. '**Alick**', which had the leeward position, led to the flagship, closely followed by **'Nereid', 'Pert'** and **'Ella'** in the order named. In rounding, 'Nereid' shaved the stern of the ship closer than "Alick', and as the hauled their 'wind' shot by on her weather. 'The Perl' was the first to go about, which movement was quickly followed by 'Elk'. The other pair stood closer in shore, and in the stretch down the harbour 'Nereid' managed to weather the barque 'Australasian Packet' lying at anchor of Woolloomooloo Bay, whilst the 'Pert', 'Ella' and 'Alick' were forced to go to leeward of her in the order named. In the next board the yachts kept almost abreast all the way over, 'Nereid' being ahead and to windward, with 'Pert' and 'Ella' under her lee, and 'Alick' dropping astern fast. In standing out from barest of Sirius Cove, 'Nereid had a commanding lead, which she kept on increasing until reaching Curl Curl. After rounding the boat, sheets were eased off, and square sails and ranees(?) sent aloft by 'Pert' and 'Ella', 'Nereid' following suit as she come by North Head (?) as they ran up the harbour, staggering along under their clouds of canvas, they presented a sight worth seeing. The flagship, was rounded by 'Nereid' 2 minute 45 seconds ahead of 'Pert' 4 minutes 15 seconds ahead of 'Ella' and 9 minutes 20 seconds ahead of 'Alick'. No change took place in the position of the boats, and the winning point was passed by 'Nereid' 4 minutes 45 seconds before 'Pert' 7 minute ahead of Ella, and 22 minutes 30 seconds ahead of 'Alick'. The 'Nereid' which was handled splendidly throughout, won the race with 45 seconds to spare. 'Pert' was also sailed well, and takes second prize.

1873 03 22 B1 p1:- Race held:-

1st Class – "Stormy Petrel" (Capt. J H Amora)
"Bronte" (J.B. Holdsworth)
"Firefly" (W.G. Melville)
2nd Class - "Araucono" (G Robinson)
"Dolly Varden" (A. Backhouse)
3rd Class - "Undine" (T Hills)
"Argo" (W. McLeod)
"Non-Ever" (? Hicks)

1873 03 22 T. Mar 29 Syd Mail AND B1 p15:- The boats of the Sydney Amateur Sailing Club sailed on Saturday for three cups , in classes, as follows:- **Fishing boats, sailed by amateurs** - 'Stormy Petrel', built by Mr S. Good, and sailed by Mr J H Amora; 'Bronte', built by Mr. T. Langford, and sailed by Mr. J. Holdsworth; and 'Firefly', built by Mr. H. Gardner, and sailed by Mr. Mr. W Melville. The course was from moorings in Farm Cove around lightship and Sow and Pigs, around Clark Island, and to the finish at Watson's Bay. Stormy Petrel won the race easily, passing the flag boat (Alik) 7 minutes ahead of Bronte, and 15 minutes ahead of Firefly. The entries for the **second-class were**- 'Araucano', Mr G Robinson, and 'Dolly Varden', Mr. Backhouse. The 'Araucano' had the misfortune, shortly after the start, to get her head gear all foul, and whilst the crew were busy employed getting things straight, the 'Dolly Varden' obtained a good led. She was, however, unable to retain her advantage, as 'Araucano' on the stretch from the lightship to Watson's Bay, passed her, and reached the winning point twenty boats length ahead. The **3rd class entries were** - 'Undine', Mr T H; 'Argo', Mr. M'leod; 'Non-Ever', Mr. Hicks; and 'Kasarawa', Mr. H. Lane. This event was won by 'Undine', 'Argo' second, and 'Non-Ever' third. The prizes are to be presented to the winners Oxford Hotel, on Friday, April 4.

1873 04 19 B1 p15:- 1st Class - "Kingfisher" (C. Bransby)
2nd Class – "Inca" (Capt. J. H. Amora)
3rd Class - "Alice" (J. Milson)

Sailing Regulation 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 foot in length into the Club.

1873 05 07 T. May 7 1873 SMH:- A Victorian on Yachting in Sydney Harbour. There is nothing among the many natural **advantages of Sydney which impresses visitors from Melbourne so much so as its incomparable beautiful harbour**. Sydney is situated almost like Venice, "throned on her hundred isles." An excursion, strolling from the centre of Sydney, whichever way he directs his steps, will, within in a few minutes come upon one quite cove with the picturesque bright little bay stretching across to Mid-harbour, or one of the perplexingly numerous quays, with its forest of masts. The multitudinous inlets suggest a couple of gigantic curvilinear jaws set edge to edge, with an occasional tooth knocked out to account for its irregularities. This peculiar confirmation has been put to the best use. Not only do many business parts of the city overlook the water, but there are claiming points and eminences on which residences have been built, commanding views which on bright sunny days are simply luscious, while the buildings themselves are objects of beauty. The city being built upon the water, it is natural that its residents have taken kindly to that element. When it is a violent dust storm in the town, or the Sydneyites feels a mid-winter fog in his soul, he betakes himself of his yacht straight away and shakes out the "blues" in the merry companionship of the ocean foam. It is not so in Melbourne. There for all practical purposes the citizen is almost effectively cut off from the sea as if he lived inland. He is deprived of the romance of the sea. He hears not its many voices, and he sees not the procession of stately ships which is forever passing under the windows on shore line of Sydney, calling to the mind's eye of him who has learned to lend in their appearance, the varied businesses of these messengers of commerce, something like a panorama of the world. It is not surprising, with all the inducements offered by Port Jackson to those of nautical instincts that the skill of Sydney men should be world renowned.

1873 07 03 T. Jul 24 1873 SMH:- Late for Start. To the Editor of SMH. Sir, it is now some considerable time since I noticed with great pleasure that **a club had been formed in Sydney to which persons owning small boats, not being yachts, could belong**, as I thought it would be one the best means of inspiring the love of aquatic sport among a very considerable portion of our rising generation. Hearing some few weeks ago that they were going to have their(I think) second race, I naturally thought I should like to see how they were progressing in their arrangements, and am sorry to say that I was sad and the commencement, much disappointed. In the first place, **at the appointed time for starting, the boats were not even at their moorings**, much less ready to start; and I am very sorry to say that the **last boat to come to their station was the Commodore's boat**. That person, above all others should be more punctual at a time like this; and what was the consequence? The wind (light at starting) died away before the finish, and the boats could not go the course in the prescribed time, and no race was the result, which of course caused no end of grumbling for those members who were ready to start at the appointed time and I think they had every reason to be dissatisfied. Now for another subject. It will be found will have to change their boats, or the races will fall through as the idea of skiffs and fishing boats competing is, I think, absurd, as it is almost impossible to bring them together by handicap, be the person so well up to his work, especially where the wind so uncertain. What chance has a skiff against a large and powerful boat in a strong breeze, or a fishing boat against a skiff in a light cat's-paw wind, where it is just sufficient to send the latter bowling along merrily, and will scarcely move the former? If they wish for success, they will have to make two distinct classes, and then each class can be properly handicapped; and the course will have to be very materially altered as it's a great mistake to send around a place like Goat Island, where they are bound to lose what little wind there may be elsewhere. It is bad enough for skiffs, and much worse for the larger boats, for which there is nothing like a straight-away course, say Manly and back. I might say that I have heard more than one member muse that they will not enter again until there are some different rules relating to the above. Again, they will find that all the bickering and petty squabbles that have been indulged in lately go a long way towards marring the success of their club as although they may be nothing serious in them so that , the outside public get an idea that there must be something radically wrong to

occasion all this ill feeling. Hoping these remarks will be received in the friendly manner intended, and apologising, for the length of this epistyle, an old yachtsman. July 24th.

1873 07 29 T. Jul 29 1873 SMH:- **Late for Start.** There appeared in the issue of this morning a letter from an "old Yachtsman" referring to the last handicap race of the above club. I cannot but agree with the writer, that there was **unnecessary delay in starting the boats**, and that our Commodore ought to have been first at the scratch; however, a matter of ten or fifteen minutes could not in any way have altered the result of the race. As to classing the boats of the club, I may state that this has already been done(from the time the club was first formed), the boats being divided into three classes , Viz., fishing boats, second-class boats and skiffs. Respecting the suggestion of "Old Yachtsman" as to the fitting course for the fishing boats, I would mention that the race referred to was a general handicap, more for the purpose of testing the efficiency of the crew than of trying the merits of the different boats. On other occasions the course for the fishing boats has always been either to Manly or around the Sow and Pugs. At this time of the year, it would be absurd to make the above the proscribed course, and I assure "Old Yachtsman" that the grumbling members know very little about the rules of their club or they would not have so recklessly misinformed him as to the affairs connected with the club. In conclusion, I invite "Old Yachtsman" to our next general meeting, to judge for himself whether we are not thoroughly unanimous in our proceedings; or if he would honour us by becoming a member of the club, we might then no doubt benefit by the experience of an old yachtsman. By inserting the above, you will oblige **Yours truly F. W. Benson Hon. Secretary S.A.S.C.**

NOTE FROM SMH EDITOR : We have received other letters on the above subject. The following paragraph is from one of them "The Commodore had good-naturedly undertaken to sail a large fishing boat belonging to a member of the club as the owner of the boat did not think proper to send her in proper racing trim, the Commodore, good naturedly, went for her the evening before, had to prepare her for the race, and his own boat also; instead of which, had set to work on his own boat first, and sailed her when he found that his friends boat would not be ready, he would have taken up his moorings in proper time. Of course, the club had nothing to do with the Commodore's private arrangements; but this short explanation will remove from the minds of all, any ideas they may have entertained of the wilful or permissive remissness of their senior officer."

1873 07 29 T. Jul. 31 1873 SMH:-To the Editor of the Herald. Sir, A Letter appearing in your issue of the last Monday, part of the contents of which still unanswered, are, I think, calculated to cause some **bogus wrong impressions to arise**. I trust you will allow me to what has been inserted in this morning's paper.

There is not the slightest doubt that such associations tend to increase the love which all Englishmen and their descendants have for aquatics- a most noble and health-giving pastime and (although the beauties of "out Harbour" is rather a hackneyed subject, but one that will not I suppose, be exhausted until its water fill up with silt, and her boasted beauty is "on More"), it not to be wondered at that Sydney , possessing as it does so many natural advantages for the sport, should obtain such a number of young, and even old, men with boating proclivities , therefore they should be in every way fostered and encouraged and **it would indeed be a pity if their members allowed petty jealousies to be imported into their proceedings.**

Admitting the punctuality is at times to be desired, it must be born in mind that most of those that own and man the boats are in business in the city, and cannot leave their offices until after 1 o'clock on Saturdays, when these sort of races and evolutions usually take place and it is a matter of doubt, now of sequence, whether, if the race had started at the appointed time (which certainly should have been the case), it would, owing to the light wind then blowing, have been finished within the appointed time, viz, before sundown and I also am in a position to state, from personal knowledge that accidental circumstance, besides those already mentioned, caused the Commodore to be a little late at his station on the day in question, and that at a subsequent meeting of the club, although not absolutely necessary, for the staff was not bound to wait until he put in an appearance, the causes were explained by him, so it is hardly fair to impute a general want of punctuality to that gentleman, who at times puts' himself to a great deal of trouble and inconvenience on behalf of the welfare of the club, and who has the good opinion of nearly all its members, (the exceptions being limited, I should imagine to a very few indeed).

With regard to the "bickering and petty squabbles which " An Old Yachtsman's " advice would lead to the inference freely indulged in, I think there must be some mistake. The club, for one so young, has considerable number of members, although not all boat owners, and whenever a number are gathered together there will always be found one or two uneasy individuals who are want to give a little trouble, but by judicious action these are soon put down, and harmony restored. I perfectly agree with him that such proceedings as those pointed out (if so, indulged in) would go a great way towards marring the success of the club, and creating an unfavourable impression with the outside public; but I before observed, he was evidently been misinformed if he supposes so much ill feeling to exist.

Had the writer of the letter referred to been at any convenient spot-on Saturday the 19th instant when the postponed race about would have seen a very pretty and interesting contest, with quite an exciting finish. Perhaps some of the grumbling commented upon has been occasioned by the fact that all the boat that started did not win, the two cups raced for, but this must be pardoned on the plea of nationality.

I refrain from entering upon the subjects of the course gone over, the classification of boats which already been done, and handicap sailing with scaled time allowances all around, which in this instance was an experiment more than anything else, as they have been noticed by the club secretary, and I having only a short time since been converted from a landlubber into a water lover, should not be so presumptuous even were I competent to give my opinions for comparison with those of **" an Old Yachtsman". I am, Sir A MEMBER OF THE S.A.S.C. July 29.**

1873 08 02 T. Aug 2 1873 Aust. Town & Country Jnl:- Sydney Amateur Sailing Club: To the editor, I refer to some **correspondence** having appeared earlier in the week in one of the daily newspapers with respect to the above Club, part of which is **calculated, I think, to occasion some erroneous impressions to arise, and if not, thoroughly explained, to remain in the minds of many.** I trust you will allow me to offer a few remarks in reply thereto. There is not the slightest doubt that sailing associations tend to increase the love which all Englishmen and their descendants have for aquatics a most noble and health-giving pastime. Although the beauty of our harbour is rather a hackneyed subject (yet one that will not, I suppose, be exhausted until her waters are filled up with silt, and her boasted beauty gone) it is not to be wondered at that Sydney, possessing as it does so many natural advantages for the sport, should contain such a number of young, and even old men, with boating propensities. **Admitting that punctuality is at all times to be desired , it must but borne in mind that most of those that own and man the boats are in business in the city and cannot leave their offices until after one o'clock on Saturdays**, when most of these sorts of races and evolutions usually take place. It having been endeavoured on a particular race on a certain date did not come off, I may say that it is a matter of doubt not of sequence whether if it had start at the appointed hour(which certainly should have been the case) it would, owing to the light wind blowing, have been finished within the prescribed time, viz., before sun-down, and I am in a position to state, from personal knowledge, that accidental circumstances in addition to those mentioned by one of the correspondents alluded to, caused the Commodore to be a little late at his station on the day in question, and that at a subsequent meeting of the Club although not absolutely necessary, for the started, who seemed to have laudable desire to obtain a good muster, was not bound to wait until he put in an appearance. He(the senior officer) explained to them.so it is hardly fair to impute a general want of punctuality to that gentleman, who at times puts himself to a great deal of trouble and inconvenience on behalf of the welfare of the Club, and who has the good opinion of nearly all its members, the exception being limited, I should imagine, to a very few. **With regard to the bickering and petty squabbles , which it might be inferred from some of the advice gratuitously given, bare freely indulged in, I think there must be some mistake.** The Club, for one so young , has a considerable number of members, although not all boat owners, and where ever a member is gathered together there will always be found one or two uneasy individuals who are wont to cause a little trouble, but by judicious action these are soon put down and harmony restored. I perfectly agree that such proceedings as those pointed out (if so indulged in) would go a great way towards creating an unfavourable impression with the outside public, and marring the success of such associations, which on the contrary should be in every way fostered and encouraged; it would, indeed, be a pity did members allow petty jealousies and other unseemly feelings to be imported into any of their proceedings'; but, as previously observed, whoever supposes SO much ill-feeling to exist in the S.A.S.Club has evidently been misinformed. Had any admirer of sailing been on the look-out at any convenient spot-on Saturday, the 19th instant, when the postponed race took place, he would have seen a very pretty and interesting contest, withy quite an exciting finish. It has occurred to me that perhaps some of the grumbling commented upon was occasioned by the fact that all the boats that started did not win the two Cups raced for, but this must be pardoned on the plea of nationality. I refrain from entering upon the subject of the course gone over, the classification of boats, which has long ago been accomplished, and handicap sailing with scaled time allowances all round, which in this instance was experiment more than anything else, as when statement are recklessly put forth in ignorance of facts, it is not worth-while taking further notice of them than has already been done by the club secretary in another journal, and I, having only in a short time since been converted from a "land-lubber" into a "water-lover," should not be so presumptuous, even were I competent, to give my opinions for comparison with those of an old yachtsman. **I am, Sir, yours obediently, A MEMBER OF THE S.A.S.C.**

1873 10 02 B1 p15:- 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 boars, 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.

1873 10 02 T. Oct 2 1873 SMH:- The **First annual meeting** of the Sydney Amateur Sailing Club took place last night at the Oxford hotel King Street. The following report was read by the secretary :-
'Your committee have much pleasure in presenting the first annual report of the Sydney Amateur Sailing Club.
The club was started in October 1872, with twelve members and four boats. It now number 120 members and twenty-four boats, which are divided into three classes viz. , nine first, five second and ten third class, and the members are increasing steadily in number.
During the past year the boats met four times for evolution practice, and the crews are beginning to exhibit a remarkable degree of efficiency. We have also had two Club races, and have given altogether five prize cups. The finances of the club are in prosperous condition the balance in hand after paying all liabilities, being a considerable sum, as per appended balance sheet. The Balmain Regatta Committee have liberally given a prize of 10 pounds for the boats of the club at the following Balmain Regatta which sum has been supplemented by the club. We also hope to have representative boats in the fishing-boat, skiff, and Skiff dinghy races. Rules 8 and 11 of the sailing regulations have been repealed. The former hitherto restricting the crews of the boats in all club matches and on evolution days to bona-fide members the later containing boats to certain canvas. Rule 26 has also been succeeded to admit boats 26 feet in length into the club (subject to Ballot).
Mr J B Holdsworth, one of the members, has presented the club with three cups for competition at the opening of the season. Your committee are of the opinion that the progress the club has had made during the past twelve months is in no small measure owing to the zeal and efficiency of its officers. In conclusion we congratulate you on the satisfactory condition of your club, and wish you the same success in the future as you have enjoyed in the past year.
The following office bearers were then elected - Commodore Mr. J. H. Amora, vice-commodore Mr C Bransby; secretary. Mr W. R. Benson; treasurer, Mr Korff and auditors, Messer's M'leod and Thompson. The retiring officers as well as the newly elected, returned thanks.
For the forthcoming Balmain Regatta, the club will send five boats for the first class, six for the second, and four for the third. It will also be represented by four boats in the fishing-boat race.

1873 10 03 T. Oct 2 1873 SMH:- **"What Constitutes a Boat-owner?** Sir, Might I avail myself of your courtesy to put a question before the notice of boating men, which, if satisfactorily decided, would put an end to a long and seemingly endless discussion.
The question is briefly this "**Can a gentleman who has ordered a boat to be built, and of which the keel has been laid and the ribs affixed thereto , be said to be the owner of a Bona-fide boat**?"
The question caused great argument and some heat at the annual meeting of the Sydney Amateur Sailing Club last evening, as there happens to be a rule of the club "that any member of the club to be eligible for the post of commodore, vice-commodore, or sailing committee, must be a boat owner." After long discussion, it was carried by a majority, that a "boat, the keel of which was laid, was to be considered a bona-fide boat." This, Sir, is briefly the casus belli, and if you will allow the same to be settled through your columns, you will oblige. **BARNACLE**

1873 10 07 T. Oct 7 1873 SMH:- What constitutes a boat owner? To the Editor of the Herald. Sir, the question of ownership, as far as regards the discussion mentioned in "Barnacles" letter this morning, as having taken place at the annual meeting of the Sydney Amateur Sailing Club, need never have been mooted had the querist taken the trouble beforehand to visit Mr H. Gardner's shed at Balmain, where he would have found the Vice-commodore new boat much farther advanced than as stated in his letter; in fact, within a few days of being finished.
Yours faithfully, R Burton Bradley S.A.S.Club Sydney, 3rd October,

1873 11 00 B1 p16:- Balmain Regatta - SASC boats filled seven of first 12 places in 1st, 2nd and 3rd class race and 1st & 2nd in Fishing Boat Race even after 'Kingfisher' broke her mast when in the lead.

1873 11 00 B1 p16:- First Annual Reunion at Chowder Bay - Remarkable success.

1873 11 15 T. Sat 22 1873 Syd. Mail:- **The Sydney Amateur Sailing Club held their annual reunion** on the 15th inst., at Chowder Bay. The weather during the early part of the morning was bright and clear, but towards noon some very **black-looking clouds came up from the north-west betokening rain, which, shortly after the arrival of the second steamer at Chowder, descended in torrents, and put a sudden to all thoughts of outdoor amusements**. Fortunately, however, the committee had secured the services of an excellent band belonging to the Volunteer Rifles, and the party at once adjourned to the pavilion and enjoyed themselves with dancing , which was carried on vigorously until dark. A good deal of inconvenience was felt by the dancers through the roof of the shed leaking in several places, but the little drawback was put up with. At 4 o'clock the excursionists sat down to an excellent luncheon prepared by Empangeni. The chair was occupied by Mr. J. H. Amora commodore of the club; Mr C. Bransby, vice-commodore officiated in the vice-chair. The chairman proposed the health of her Majesty the Queen, which was most enthusiastically received by the company. "The health of the Governor' was then given by the Vice chairman, after which Mr. W. R. Benson hon secretary, called upon those present to drink to the health of the commodore. Mr Benson said that Mr Amora was one of the founders of the club, and its present successful position was mainly due to the great interest which the commodore had always taken in whatever was likely to conduce to its welfare. The chairman after suitably responding , proposed the vice-commodore Mr. George Ross, on behalf of the visitors, proposed 'Prosperity to the Sydney Amateur Sailing Club, and, in doing so alluded to the very satisfactory progress made by the club since its formation. H trusted that the members would continue to work together so that the affairs of the club would remain

in their prosperous condition. The health's of the Secretary and Treasurer were proposed by Mr R. Benson. The other toasts were 'The Ladies' and 'the Press' which were suitably acknowledged. The party then returned to the pavilion and continued dancing. During the afternoon an abundant supply of coffee and ice-cream was served out. The steamer left the picnic ground for Sydney shortly before 7 p.m. and landed her passengers safely about half-an-hour later.

1873 12 00 B1 p16:- Woolloomooloo Regatta - S.A.S.C. Boats to the fore and one race abandoned when 'Kingfisher' sank whilst racing against 'Bronte'; however, she was re-floated 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.

1873 12 00 T. Sat 27 1873 SMH :- Woolloomooloo Regatta - "Kingfisher" sank whilst racing against "Bronte" however she was re-floated and won the 24' Fishing Boat Race later in the day.

1874 01 03 T. Sat Jan 3 1874 Syd. Mail:- Woolloomooloo Bay Regatta. **The first race** – Skiff Dingies under canvas, boats not to exceed 19 feet. Course: From Garden Island round boat off Cowper Wharf, round Fort Denison and Clark Island a boat off Cowper Wharf, round Fort Dennison, and back to the flagship. 1st 8 pounds, 2nd 2 pounds. Entrance 10 shillings.
Ettie, S. L. Hyam 1st ; Endeavour, 19ft – R Milson 2nd ; Clytie 18ft – J Thompson; Arrow, 19ft – M Ireland; Leisure Hour, 17 ft – J E Myers; Iris, 18ft 2inches – B Smith; Alice, 18 ft – J Milson; Ruby, 18ft C Dunn.
Second race. – First and Second- class boats S.A.S.Club. Inca, – J. H. Amora, 1 minute 1st; L'Idee, – C. B. Boake scratch 2nd; Lynette – J. Harding, 6 minutes; This race was for boats belonging to the Sydney Amateur Sailing Club arranged by size and speed in two classes, but owing to the foundering of the Kingfisher, which was entered against Mr J. B. Holdsworth's Bronte and Mr Newton's Ripple, the first-class was not started, as the committee declined to race two boats. In the second-class Inca had it all her own way from the start, and although L'Idee rigged a water sail whenever the wind was any way free, she failed to catch the Commodores vessel, which finished well head. Lynett did not compete.

1874 01 09 T. Jan 9 1874 SMH:- Anniversary Regatta: Alfred's ask Captain Amora for support. SASC meeting called to have members race to support Anniversary Regatta. Entries down as English cricketers visiting

1874 01 10 T. Jan. 10 SMH:- "The Sydney Amateurs Sailing Club will meet this afternoon for **evolution practice**"

1874 01 13 T. Tue 13 Jan 1874 SMH:- Anniversary Regatta. The representatives of the aquatic clubs which have determined to have a gala day on the 20th instant meet last evening in Punch's Hotel. The races that would most interest the public were discussed, and it was resolved that **three representatives from the Sydney Amateur Sailing Club, three from the Prince Alfred Yacht Club, three from the Sydney Rowing Club** and a select few of the residents who have thoroughly connected themselves with the aquatic sports of Port Jackson, should form the committee. The programme was sketched out, and it was resolved to meet again Friday next.

1874 01 21 T. Wed 21 Jan 1874 SMH:- Anniversary Regatta. At a meeting of the committee held last evening, it was resolved that the date of receiving entries should be altered to Thursday night, and other matters concerned with the regatta were discussed. Mr John Williams, who presided, gave the use of

several equal boats for the whale boat race, which promises to be one of the best contests of the day. As there were a number of persons in attendance who wished to make their entries then, it was decided to receive them and accordingly eighteen boats were entered for five races, besides from six the Prince Alfred Yacht Club and the Sydney Amateur Sailing Club, whose members have evinced a warm interest in celebrating the national day of the colony as it has been for some forty years. **Messrs Williams, Josephson, and Spain, who attended the meeting, had been connected with the regatta for nearly that period, and by their support to the movement showed that, with them at least, aquatics hold no secondary position to any of the British sports in which the mother country has taken and held a leading position.**

1874 01 24 T. Sat 25 1874 Syd. Mail:- The race for the trophy presented by Mr. J. B. Holdsworth, took place on Saturday afternoon, the boats being started in three classes. In the first-class Kingfisher beat Ripple by 45 sec. the Firefly by 13 minutes, and Wyvern by 23 minutes. The Seagull did not go the course, and was consequently disqualified. In the second-class Inca came in first beating the Clara by two minutes, Lidee by four and a half minutes, and the Corinne by seven minutes. The Cynthia during the race carried away her jib and mainsail, and thereby lost all chance of winning the prize. The third-class prize was won by Alice, which came in 17 minutes before the Clytie. **The Knasarawa carried away her mast off Bradley's Head**, and the Emma capsized when rounding Shark Island. Her crew, five in number, clung to the boat until they were rescued by a party of gentlemen who were fishing in the vicinity at the time of the accident.

1874 01 26 T. Jan 27 1874 SMH:- 86th Anniversary Regatta. The usual nautical demonstrations in honour of the anniversary day took place yesterday. From various causes it certainly was not so successful as any preceding one. In the first place, the gentlemen who formed the committee, and on whom devolved all the trouble, only commenced their labours, as it were, at the eleventh hour. **They had to contend against the attraction of the International Cricket Match** , together with the many minor sports open to the public; but still worse was the weather, which set in with rain on Saturday, and continued up to noon yesterday, effectually debarring pleasure seekers from venturing on the water to witness aquatic sports. The consequence was that until late in the afternoon but few of the public were present on Fort Macquarie point. The Government steamer 'Thetis' was kindly places at the disposal of the committee as flagship, and was moored at the mouth of Farm Cove - the Artillery Band being on board, who continued to discourse most eloquent music throughout the day - but only some dozen or so gentlemen availed themselves of the opportunity of witnessing the various contest from this point of view. As a rule, the races were well contested, but there is evidently a great falling off in the emulative spirit that used to be exhibited a few years ago on the occasion of the Anniversary regatta. Mr Q Deloitte carried out the duties of starter in the most satisfactory manner, and Mr Spain as umpire, Mr W.R Benson eh other committee, together with Captain Hutton of the 'Thetis' were most indefatigable in their exertions to provide a good day's sport. Unfortunately , owing to the strong wind which prevailed, the regatta did not pass off without accidents. Several of the boats were capsized , or carried away a portion of their gear; and in one instance a boat (which, however was not connected with the regatta) capsized off Chowder Bay, and, being heavily ballasted, went down. Her crew , five in number, were, consequently, left struggling in the water, and before help could come three of them sank. Mr senior-sergeant Ferris dispatched a boat's crew of water police to the scene of the accident, as soon as he heard of the occurrence, to search for bodies, but it was unsuccessful.

1874 03 10 T. Mar 10 1874:- At a SASC general meeting - **Resolution: That rule relating to boat length be removed**. Proposed McDonald Seconded Melville. Moved "That the rules relating to the size of boats to be admitted be cancelled and that the rule may, if future, be ; 'That any boat or yacht being the bona fide property of any member of the club be **admitted without any restriction on the size or rig**.' The motion was seconded by Mr W Melville, and carried unanimously. The want of this rule has long been felt in the club, and its adoption will doubtless bring this already well known and favoured club far more conspicuously before the yachting public.

1874 05 01 T. May 9 1874 Syd. Mail:- At a meeting of the Sydney Amateur Sailing Club, held on the 1st instant, the following important measures were unanimously adopted:- On the motion of Mr McLeod, the **annual subscription was increased to one guinea**, and the entrance fee to 5s. On the motion of Mr. J. Walters, the following system of **handicapping for the club races was adopted:- The average of each boat's performances** – taking the present season for a start – added together and divided by the number of races, to be her handicap for the next race; under a half-minute not to count; a half minute to count as one minute.
Any boat exceeding her handicap by ten minutes her time not to be taken but next average to be her handicap. A register of the certified time of each boat in every race to be kept for the inspection of members. In the event of a boat not having sailed in a race prior to the handicap, the Sailing Committee to decide on her initiatory handicap.

1874 10 02 B1 p16:- Second annual meeting: 150 members. Annual Subscriptions and entrance fees doubled. Fleet now doubled in number to 36. 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 aid of the Commodore and Vic-Commodore, formed the sailing committee. A new system of handicapping introduced - each boats performance will be averaged.

1874 10 02 T. Oct. 2 1874 SMH:- Second annual meeting of the Sydney Amateur Sailing Club was held last night at the Exchange Hotel, when the club's very satisfactory report was read by the Commodore "In presenting the second annual report of the Sydney Amateur Sailing Club, your committee have to report on the increasing prosperity of your club. The number of members on the roll are now 150, being an increase of 30 members, notwithstanding that the annual subscription fee had been doubled. Various additions have been made to the fleet classes. It has been found necessary to increase the number of classes to six. The first, second and third class, include the yachts and decked boats, and fourth, fifth and sixth, all the half decked and open boats.

1874 12 05 T. Wed 9 Dec 1874 SMH:- Sydney Amateur Sailing Club – The opening race of the season for boats belonging to the above club, took place on Saturday, and was won by Ripple, with Firefly second, and Wyvern third. Mr. J. Walters acted as umpire and referee and Mr B. C. Bouka as starter.

1875 01 00 B1 p16 :- First race of the season for 2nd class won by **'Lidee.' 'Ida.' 'Anne'** with 2 mins. 26 secs. Between first and second.

1875 01 26 B1 p16:- 87th Anniversary Regatta. In the second race S. H. Hyam owned both the first and second boats, **'Florrie'** and **'Ettie'** and collected both prizes with **'Surprise'** third. In the eight-race -1st **'Kingfisher'**, 2nd **'Sea Spray'**. Ninth race - 'Defiance' 'Magic' 'Florrie'; thus S.A.S.C. had clean sweeps in these races with places in others.

1875 01 26 T. Wed 27 1875 SMH:- 87th Anniversary Regatta. "What has formerly proved one of the greatest sporting activities of the year has latterly for some reason or other **received less patronage less support than it deserves**. Regatta day ought to be one of the red-letter dates of people possessing such magnificent facilities for indulging aquatic proclivities. No Harbour in the world is more suited for this purpose than Port Jackson whether their taste be rowing, sailing or steaming. 1873 saw a poor regatta, 1874 poorer still, but more energetically organised than its predecessor.
1875 10 01 T. Fri 1 1875 SMH: Advertisement. General Meeting of Members at the Exchange Hotel this evening, at 7.30. **Business – Election of office -bearers for the ensuing year.** W. R. Benson Hon. Sec.

1875 10 01 B1 p16:- Third annual meeting? (ED FB: Actually, a general meeting) held at the Exchange Hotel. T. Marshall was elected to the chair and announced that most members had neglected to pay their subscriptions and it was desirable to reorganise the Club and a resolution to that effect was caried. 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.)

New Commodore - W. B. MELVILLE (1875-1877). (No photo available - b1 p62)
Club's second Commodore. He was a foundation member and the owner of "Firefly".

1875 12 03 T. Dec 3 1875 SMH : Meeting of members of the SASC will be held this evening , Friday at the Exchange at 8 o'clock sharp, for the election of Office-bearers and other general business.

1875 12 03 T. Dec 3 1875 Even. News:- Third annual meeting held on Friday at the Exchange Hotel. **Commodore Melville** presiding. A letter was read from the Bay Regatta Committee, notifying that a race had been placed on the programme for boats belonging to the club, and for which a prize of 10 pounds would be given, with a sweepstake of 21 shillings each. The cups won in March were presented to Messrs. W Johnson of **'Ida'** and F. Thomas of the **'Kingfisher'**. The next match for first-class boats, was fixed for 9th of December.

1876 02 10 T. Feb. 26 1876 Aus. Twn. Country:- The opening match for 1st & 2nd class SASC took place on the 10 Instant (Feb 10,1876), and resulted in some fine **racing, which was viewed with great interest by members and friends from the fast little steamer 'SS Agenoriu'** and a number of yachts from S.Y. Squadron. The time appointed for starting was 2p.m. and at that hour there was scarcely any wind, but during the delay which took place through some of the craft not getting early to their moorings, a fresh squall with rain broke in from S. E. There were eight starters. As they stood out from Farm Cove, 'Kingfisher' led from 'Coryphene' 2nd and 'Sylvia' 3rd. Passing Garden Island 'Kingfisher' fell back into the pack and as the wind from the south-east was failing, balloon jibs were set by most of the fleet. Rounding Bradley's, 'Sylvia' had the advance station by several lengths. 'Wyvern' second , with 'Coryphene' in immediate attendance; 'Kingfisher', 'Sea Breeze', 'Young Sam', 'Ripple', and 'Sea Foam' rounded as above. 'Sylvia' led them all in a lively dance for a time. 'Sea Breeze' was the first to display her square sail, and it shoved her up into better position, close up on her 'Wyvern', 'King Fisher' and 'Coryphene', which were racing abeam. As wind was now at a premium, the boats followed 'Sea Breeze's' example and got square sails out, while they began to close upon the 'Sylvia', which in turn set her square sail and still held command, with 'Young Sam' , 'Sea Foam', and 'Ripple' bringing up the rear, and were even in it. Off Middle Head the wind again freshened, and came more southerly. 'Sylvia' ran past leading 'Kingfisher' by 100 yards, 'Coryphene', 'Wyvern', 'Sea Breeze', and 'Young Sam' ranking next in order. 'Sylvia' here got her square sail out and was the last to do so. The race was a very pretty and interesting one. The Buoy at Manly was rounded as follows: h. m. a. 'Sylvia' 3 42 42, 'Kingfisher' 3 43 60, 'Coryphene' 3 41 50, 'Sea Breeze' 3 41 65, 'Wyvern' 3 47 48, 'Young Sam' 3 60 00. 'Ripple' and 'Sea Foam' seventh and eighth. 'Kingfisher' rounded the buoy very badly and just afterwards 'Coryphene' came up on her weather quarter and there was a luffing match between them, but 'Coryphene' found a passage to windward and to here devolved the task of hunting down 'Sylvia'. 'Kingfisher' couldn't look near to the wind slowing. It was stated, to her having discharged a quantity of ballast prior to starting. 'Sylvia' unwisely tacked off Dobroyd instead of standing across to Middle Head to benefit by the ebb tide out of Middle Harbour. 'Coryphene' stood on and tacked close under Middle Head, while 'Sylvia' was plunging in the sea towards the Old Man's Hut. 'Kingfisher' and 'Sea Breeze' followed in the track of 'Sylvia'; 'Coryphene' made a short board and hove about midway across to South Reef and was crossed by the 'Sylvia' which tacked to leeward of George's Head. 'Coryphene' hove about in the same spot soon afterwards, but the former made a long leg across the tide to Lang's Point, whereas 'Coryphene' made only a short one, and stood into Chowder Bay with the object of cheating the tide. 'Sea Breeze', which had tacked off the Old Man's Hat, was sailing very close in the wind, but was still a bad third, and the others had tailed off in straggling order. 'Sylvia' put about in Camp Cove and 'Coryphene' did the same in Chowder Bay as the wind at this juncture westerned a trifle, enabled 'Coryphene' to cross 'Sylvia's' bows, and take the lead. Each then made a short tack, when 'Coryphene's' jib out haul caried away. 'Sylvia' then came up with her companion in trouble, just as the damage was repaired, and the two boats scraped around Bradley's together; 'Sylvia' with her one part in front to the weather of her rival, and once more secured a lead but the staggering influence of a balloon jib sent her again to second place, and '' one again held command, rounding Fort Denison at 4h 51m 25s, 'Sylvia' at 5h 1m 1s.; 'Young Sam' 5h 7m 45s; 'Wyvern' came next to Shark Island, the next point of rounding was made by 'Coryphene' are 5H 15m 25s; 'Sylvia' 5H 19m 1s; 'Sea Breeze' 5h 22m. There was a good twisting breeze towards the end of the race, and 'Coryphene', which was "pulled through" in an exceptionally smart way by Mr. S Want, reached the goal, Fort Macquarie, at 5h 3m 50s; 'Sylvia' at 5h 40m 10s. The winners were loudly cheered at the conclusion of the match. Mr. Melville sailed the 'Sylvia', Mr Skinner handled the 'Sea Breeze'.

1876 02 19 B1 p26:- First race of the season for 1st & 2nd class. 1st class - '**Coryphene**', **'Sylvia', 'Sea Breeze'**. 2nd class - **'L'Idee' 'Echo', 'Nellie'**. During the race '**L'idee'** ran aground on Clarke Island but was re-floated without assistance. The race was followed by a steamer well patronised with spectators.

"Coryphne" – First raced 1875, won her first race 1876. The oldest Club boat of which we have a photo. Photo courtesy L Jones

1976 01 05 B1 p16 5th January, 1876: 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 reorganized 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 boars 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 Sheer 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."

18760126 T. Thu 27 Jan 1876: Anniversary Regatta. The excursions to the various pleasure spots on the shores of the yesterday proved attractive, and the weather being quite enjoyable, they were one and all a through success. From every part of the harbor shores a magnificent sight was obtained of the regatta contests, and the excursions were subsequently made yet more enjoyable that they otherwise might have been. A good still breeze blew throughout the day, and the waters of the harbour were thickly studded with sailing boats, yachts, and coasting schooners, which latter were pressed into service for pleasure, and at times when the vessels got together, the scene presented was soul-stirring and magnificent, and perhaps unparalleled. (ED FB. I think this article may have been written from the office.)

1876 02 19 B1 p26:- First race of the season for 1st & 2nd class. 1st class - 'Coryphene', 'Sylvia', 'Sea Breeze'. 2nd class - 'L'Idee', 'Echo', 'Nellie'. During the race 'L'idee' ran aground on Clarke Island but was re-floated without assistance. The race was followed by a steamer well patronised with spectators.

1876 02 19 T. Feb 21 1876 SMH:- Sydney Amateur Sailing Club **opened the season on Saturday** afternoon with races for 1st and second-class boats. The course for the First-class boats were from moorings in Farm Cove; around buoy at, Manly Beach, thence around Fort Denison and Shark Island , and back to Fort Macquarie. Second class having to round the light ship, then round Fort Denison then Clark Island and back to Fort Macquarie. All the boats entered were sent away on very equal terms by Mr Deiolette, the official starter.

1876 02 19 T. Feb 19 1876 Aust Town & Country:- A Match will take place this afternoon and **arranged for a steamer to accompany the races**. The following arrangement has been made with regard to handicap, viz.:- Coryphene, Sylvia, Kingfisher and Seabreeze at scratch, for any wind; allow Wyvern two minutes if a working wind, Ripple three minutes, Seafoam four minutes, and Young Jack five minutes. Should it be a leading wind Wyvern starts scratch, and the Ripple, Seafoam, and Young Jack are allowed two minutes each. In the second-class race Echo and Ida allow L'Idee one minute. Nellie two minute in a leading wind; but should there be a working breeze Echo at scratch gives L'Idee two minutes, Nellie three and a half minutes.

1876 02 19 T. Feb 19 1876 Syd Mail :- The Sydney Amateur Sailing Club opened the season on the 19th instant with races for first and second-class boats. L'Idee was the winner.

1876 03 18 B1 p16:- Club races for **two cups presented by Captain Amora** (late Commodore) 1st Class - 'Kingfisher', 'Sylvia,' 'Coryphene,'. 2nd Class- 'Ida,' 'L'idee,' '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 regatta 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, around a boat off Manly Beach, round the flag boat off Fort Macquarie, round Fort Denison and back to the flag boat.

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.

1876 03 18 T. Mar 18 1876 Aquatics:- The race between the first class, boats belonging to the Sydney Amateur Sailing Club for the cup presented by the late commodore proved an easy win for the Kingfisher, contrary to my expectation. This boat was splendidly handled during the contest , and if the Sylvia had been sailed equally as well, she might have been closer to the winner at the finish.
The Sylvia made the great mistake of going about when she did in Neutral Bay, and, as a proof of her error, Kingfisher and Coryphene took the premier positions, though until then some distance in the rear. Whatever chance the Sylvia may have had of regaining the lead on the road home was lost through delay in clapping on her square sail.
The Coryphene, although well handled, proved unequal to her rivals in the light wind, and the Wyvern was never in the race.
While speaking of what are called fishing boats , a name here given to almost every centreboard craft, whether used for fishing purposes or pleasure-sailing, I think one or two improvements might be introduced in their build. The Yankees are now using two centreboards in the place of one, and the idea seems to answer admirably.

1876 03 25 T. Mar 25 1876 Aquatics:- The season has so far advance with the club, that the form of several of the boats have become pretty well known, and the beaten ones are failing to come to time. **There as many "ifs" with regard to winds attending these races, that to foreshadow their result without taking that element into question would be simply absurd.** For instance, the winner of the last match, Kingfisher, is partial to the music of a light feint wind. But it must blow much harder before Sylvia can don her winning ways to advantage. Wyvern is proverbially supposed to go marching ahead in a light "soldiers" wind and the Coryphene wants a light gale before it is "tickled in the right place" and so it arises, that owners are never likely to be satisfied with a race, excepting, of course their fortunate winners, for evidence seems that different winds produce different results. The match under notice was for a cup presented by Mr J. H. Amora, late commodore of the club. Five starters came to the post, viz.:- Coryphene, F. Want; Kingfisher, F. J. Thomas; Wyvern, H. Rich; Sylvia, W. Melville. They moored abreast of H.M.A.S. Pearl in Farm Cove, and Mr Amora, who acted as starter and umpire, lowered his flag to a fine start at 3h 32m. A soft N.E. wind was coming up on a flood tide, so the boats struck slowly across Neutral Bay together, and looked well into Sirius Cove where the wind was still fainter; here there was a little dodging between Kingfisher and Sylvia; the latter, however, got blanketed and was left "in irons" while the "Fisher" advance along Cremorne, leaving her rivals lengths in the rear, but working the north shore further out; short boards were made around Bradley's Head, with the Kingfisher still holding her rivals to leeward and Wyvern tailing off. Sylvia was just able to cross Coryphene bows under the head. The wind now hardened a trifle and shifted a point more easterly; Kingfisher reached along Taylor, and stayed at George's Head, Sylvia which was visible drawing away Coryphene tacked in the same place a minute later. All the boats worked the west shore in short boards to Middle Head, where the wind hardened still more, and the all made a "long leg" to Manly. Coryphene exhibited her topsail but it failed to draw and pretty soon was sent below. The craft tacked off the end of the Pier, and squared away round the boat off Manly as follows:- Kingfisher at 5h 2m 32s; Sylvia at 5h 6m 7s; Coryphene at 5h 9m; Wyvern 5h 16m 4s. Thus, Kingfisher was leading Sylvia 3m 35s , and the later was 2m 53s ahead of Coryphene which, in turn 7m 40s in front of Wyvern. This difference of tome left little chance of any material change tacking place in running down the wind for home. Kingfisher made use of her square sail as soon as she bore away round the buoy, but her rivals did not exhibit theirs until they were abreast of Middle Head. The flag boat, Esperance moored off Dawe's Point was rounded by Kingfisher at 5h 57m 2s, Sylvia 6h 0m 25s, Coryphene pulled up 45s on the

advance boat. They then beat round Fort Dennison with the wind fresher than on the first beat, and the race ended t Daw's Point as follows:-

Kingfisher	6h 15m 5s
Sylvia	6h 21m 10s
Coryphene	6h 23m 0s
Wyvern	6h

Kingfisher with Mr. F. Thomas at the helm, by his win has decidedly freshened up the tarnished laurels, for after recent performances she was though to be really verging into the "yellow leaf" and any odds might have been obtained about her in the match in question, yet she won, and it was a good honest win there is no minimising that. It was not gained by the misfortune or bad management of her rivals, but after getting a fair start, she thrashed her way to the front, and by dint of very excellent management she held her rivals all at bay to the end. Wyvern cut up very badly , indeed it was a mystery how she could get so far behind, for after the first mile and a half she was never in the same street with any of her rivals. The race throughout was a pretty and interesting one, and by the courtesy of the club many friends of the members were enabled to obtain a fine view of it from the small steamer which followed the boats.

1876 04 15 T. Apr 15 1876 Aust Town & country:- At the monthly meeting of the Sydney Amateur Sailing Club the prizes won at the late matches were paid over to the winners, A large number of new members were elected, and five boats were added to the fleet. It transpired that the owner of the Ida proposed having a new 24ft boat built, and Mr S Hyman has ordered a new open boat from Donnelly to be constructed in time for the Balmain Regatta.

1876 06 10 T. Jun 10 1876 Syd Mail:- The second-class boats of the above club met last Saturday to contest a race for a handsome trophy presented by Mr. W. R. Benson. The original number of entries were seven of which five put in an appearance, viz., Stanley, Florrie, and Magic at scratch – allowing Leisure Hour three minutes , and Ida five minutes. The starter was successful in dispatching them to a very pretty start shortly after 3 o'clock, with a light north-west wind. The Stanley was first off, followed by Florrie and Magic, with Leisure Hour and Ida following. The Stanley (a more powerful boat setting a very large suit of sails) increased the lead to the lightship, which she rounded five minutes ahead of Florrie, Magic about three minutes further astern, the others a long way in the rear. On the run up, Stanley increased the lead, finishing off the red buoy twelve minutes ahead of the Florrie. The result caused some surprise, as it was well known that Florrie and Magic are fast boats, and meeting a boat built by an amateur (her owner and sailor Mr. Stephens) of course accounted for the unexpected defeat they met with. **The race was finished after sunset, consequently, according to the club rules, must be sailed again.** The next race will take place on the 17th.

1876 06 24 T. Jun 24 1876 Syd. Mail:- The race for the trophies, presented by Mr W. R. Benson, late secretary of the Sydney Amateur Sailing Club, took place on Saturday afternoon, the course being from moorings in Farm Cove, round the lightship and Sow and Pigs, back round the red buoy off Fort Macquarie, thence round Fort Denison, and back. The boats entered were Ida, Florrie, Leisure Hour, Stanley, and Magic, and all got away well together, with the exception of Ida, which lost a good deal of ground at the start through canting the wrong way. Her crew, however, soon got her off, and before reaching Bradley's Head she had the lead, Stanley having had the misfortune to carry away her mast, and the Magic equally unfortunate capsized. Ida kept her lead round the lightship, and was off Chowder about three minutes ahead of Florrie, and was off Chowder about three minutes ahead of Florrie, when her fin dropped, and she gave up. The race was won by Florrie, Leisure Hour being second.

1876 12 2 T. Dec 2 1876 Evening News:- A general meeting of the Sydney Amateur Sailing Club took place on Friday evening, at the Exchange Hotel, commodore Melville presiding. The minutes of the previous

meeting having been read and confirmed, the office bearers were nominated for election at the next meeting. Mr. W. B. Meville as commodore; Messer's J. O. McDonald, S Want and F. B Thomas, vice commodores; Mr W. Johnson as secretary; Mr. W. J McLeod as treasurer; and several members for the sailing and general committee. A letter was read from the Bay Regatta Committee, notifying that a race had been placed on the programme for boats belonging to the cub, and for which a prize of 10 pounds would be given with a sweepstake of 21s each. The cups won in march last were presented to Messrs. W. Johnson of the Ida, and F Thomas of the Kingfisher. The next match for first-class boats was fixed for the 9th December.

1876 12 02 T. Dec 9 1876 Aust Town & Country:- A general meeting of the members of the Sydney amateur sailing Club took place on Friday evening at the Exchange Hotel, commodore Melville presiding. The minutes of the previous meeting having been read and confirmed, the officer-bearers were nominated for election at the next club meeting. Mr W. B. Melville as commodore; Messrs. J. O. McDonald, S. Want, and F. Thomas, Vice commodore; Mr W Johnson as secretary; Mr W. J McLeod as treasurer; and several members for sailing and general committee. **A letter was read from the Botany Bay Regatta committee notifying that the race had been placed on the programme for boats belonging to the club, and for which a prize of 10 pounds would be given, with a sweepstake of 21s each.** The cup won in March last was presented to Messrs. W Johnson, of the Ida, and F. Thomas of Kingfisher. The next match for first -class boats, was fixed tor the 9th December.
The fishing-boat race which did not finish at the Balmain Regatta, came off on Saturday afternoon between Young Charlie, Annoria, Young Jack, Native Rose. The Young Charlie won easily, and half the prize (5 pounds) to the widow of **William Fennell, who was drowned** during the late race.

1876 12 09 T. Dec. 9 1876 Aquatics:- Sydney Amateur Sailing Club match December 9. The new open boat Lottie, owned by Mr S. H. Hyam, has changed hands, having been purchased by Messrs. Moodie and Munro. True lovers of aquatic sports will regret to learn that **ill health has caused the temporary retirement of Mr. Hyam from aquatic racing**, but in all probability, he will have a second Lottie in the field by next season.
The first match of the season takes place today, Saturday, and a large fleet of boats has entered, but it is possible that most of them will not start. Those, however, certain of poing are the Kingfisher, Lottie, Silvia and Coryphene.

1876 12 16 T. Dec 16 1876 Syd. Mail:- The match for the silver cup presented by Mr. W. R. Benson, who formerly carried out the duties of secretary of the Sydney amateur sailing Club, took place on Saturday afternoon, the course being from Farm Cove round the boat moored near Manly Beach, back to Fort Macquarie, and thence round Fort Denison and back to the starting point. Nine boats were entered but only four, namely, the Coryphene, Ripple, Kingfisher, and Sylvia, came to the scratch. A good start was affected by Mr. Benson, who officiated as starter and umpire, and the boats went away with a strong S.E. breeze. Coryphene soon took the lead, closely followed by Kingfisher. The race to Manly was a most exciting one, the buoy there being rounded by the Coryphene only 45 seconds ahead of the Kingfisher. The Ripple rounded thirty seconds afterwards and the Silvia fifteen seconds behind the latter boat. Whilst working home the Coryphene increased her lead, and reached the flag boat two minutes ahead of Kingfisher, and four and a-half minutes before Ripple. The yacht Osprey, which was kindly lent to the umpire by Mr. Kirchner, followed the race and also did duty as flagship. The official time of finishing Coryphene 5h 29m.; Kingfisher, 5h 31m., Ripple, 5h 33m 30s.; Sylvia, 5h 36m 15s.,The Croyphene thus beating Kingfisher by two minutes, the Ripple by four and a-half minutes, and the Sylvia by nine and a-quarter minutes.

1877 01 13 T. Sat 13 Jan 1877:- Fifth annual meeting Sydney Amateur sailing Club. Since the reorganisation of this popular sailing club, some twelve months since, its career has been an upward one, with every prospect of a successful future; zeal and active management on the part of its committee are the elements to which the club mainly owes its present flourishing condition. By the annual report of the 5th instant the club boats have increased largely in number and now comprise a total of 27 boats divided by the sailing committee into three classes. The total number of members on the club register is sixty-two, all being effective and working ones. During the season the club boats have competed in six races; all of which were well contested, and there is still to be raced for two complementary prizes in addition to the ordinary club matches. With respect to the financial position of the club , the annual balance sheet, approved by the auditors, shows at the least a satisfactory year's operations. In concluding the report hope is expressed that the unanimity and kindly feeling which had pervaded the proceedings of the club during the past year, would be ever increased in the coming one, and that the new officers would vie with the old ones in putting forth their best exertions towards the development of the S. A. S. Club, which must, with ordinary study on the part of members eventually prove to be the nursery for the best sailors. The elections for the ensuing resulted as follows:- Commodore Mr W Melville, vice-commodore Mr W. S. Want; secretary, Mr Johnson; treasurer, Mr W McLeod.

1877 01 26 B1 p16:- 89TH Anniversary Regatta 26th January could be regarded as an S.A.S.C. bonanza. The big race of the day - the Mayor's Cup - **'Lottie'** (Moodie and Munro).

1877 02 08 T. Feb 9 1877 SMH:- Sailing Boat Accidents. To the Editor of the Herald. Sir, The, sad loss recently of William Fennell, a fine young fellow just in the bloom of life again reminds us of its uncertainty, but as in this case the sad occurrence **could have been so easily averted had the victim been able to swim**, the idea suggests itself at once that none should be allowed among crews of sailing boats unless swimmers.

The Sydney Amateur Sailing Club, of which the deceased gentleman was a member, numbers some thirty boats comprising among them all the ranks of their class in the harbour, but, unfortunately, with the bulk of them, should they fill, they would immediately sink, leaving their occupants floundering in the water, perhaps far from succour and probably in a heavy sea, circumstances which have actually taken place on several occasions and with good crews.

What I would suggest should be, that a rule should be added to the S.A.S.Clubs, - That no person should be admitted a member who could not swim. It is a rule of Eaton Rowing Club, and if considered necessary when land is only a few yards distant, the water smooth, and succour generally handy, how much more so under circumstances that occur here?

I would further agitate the employment of watertight zinc tanks in all ballast open-boats; a few to wit, the Croyphene and Lizzie employ them, but the absolute necessity of such be brought home to all; their presence does not interfere with the working of the boat and be conducive to a spirit of confidence to go through anything, and would add to the zest of one of the most innocent, healthy, and pleasant of sports. Some have averred, "Oh ! A good crew never spill their boat" but it is a remarkable fact that one of the best crews have had their boat twice at the bottom of the harbour.

Enough I trust has been said, to recommend these two practical suggestions to the good sense of al concerned, and I do earnestly hope to find at least the Sydney Amateur Sailing Club adopt them, and thus possibly avert the sorrowing bereavement of many a home, and add to the natural pleasures of our noble sport.

Your obedient servant, NEPTUNE. Sydney, February 8.

1877 02 24 T. Feb 24 1877 Aust. Town & Country:- The Club's second-class race for a trophy presented by Mr. Marshall, together with the third-class boats for the Club trophy, came off on Saturday. For the second-class match the entries were – Stanley, Alert, L'idee, Novice and Pohona. The Ida got away with the lead, and held it round the Lightship, but the Stanley passed her on the run home. The Ida having carried away her bobstay , Stanley got in first by 3 and a-half minutes; but Ida's time allowance of 4 minutes, enabled her to win by half a half a minute. For the Club trophy the entries were – Effie, Bronzewing, Leisure Hour, the course being twice round Shark Island and back to the Red Buoy, Fort Denison and back. Effie and Bronzewing made a race of it. Effie came in first, Bronzewing being second, and Leisure Hour third. A protest was lodged against Effie, on the ground of some of her crew being professionals. Mr Marshall carried out the duties of starter and umpire.

1877 03 03 T. Sat 3 Mar 1877 Aquatics :- The race for third-class boats of the Sydney Amateur Sailing Club, having to be re-sailed in consequence of a breach of club rules in the matter of crews, came off on Saturday last, and notwithstanding that the weather was not deemed suitable for the yacht race, they all came to the starting point, viz.: 1 Bronzewing; 2 Effie; 3 Leisure Hour; 6minutes. The course was from moorings, round Shark Island, and red buoy, Fort Macquarie, twice over. A beautiful start was made, with the wind light from S.E., Bronzewing taking the lead, but was caught by Effie at Fort Dennison. Bronzewing the made two boards into Rushcutter Bay which was a useless loss of time, as the other boats held straight course and fetched Shark Island in one stretch, which was rounded by Effie two minutes ahead of Leisure Hour who was two minutes ahead of Bronzewing, but the latter passed Leisure Hour in the run down. It now looked like Effie's race but partly by luck partly by mismanagement, Bronzewing cut her out after rounding the buoy and took first place. The boats were now well together, and a good race ensued, mistakes made first time round now voided. The little Leisure Hour however, was not shaken off and won with time to spare. The race was finished by Bronzewing, 6h 50m; Effie 6h 51m 15s; Leisure Hour 6h 52m 454s. A race for the first-class boats will take place this afternoon for Messer's, Lamb and Fairfax's trophy. The probable starters, are Lottie, Lizzie, Coryphene,Sylvia, Kingfisher and Wyvern.

1877 04 13 T. Sat 14 Apr 1877 Aust. Town and Country:- The Sydney Amateur Sailing Club held their monthly meeting at the Exchange on Monday evening. Mr F. Thomas in the chair. The minutes of the previous meeting were confirmed. Two new members were elected, and four new names submitted for membership. The treasurer stated that since the past monthly meeting a collector, appointed to get in the subscriptions, had met with tolerable success, and the funds of the club were in a prosperous condition. Nine members who refused to pay were struck off the list. Messrs. Lam and Fairfax's prize , won by Mr R Moodie of the Lottie was handed over to the owner. The meeting resolved that before the closing of the season races should be held on the 21st instant for the first and second-class boats competing for club trophies, and third-class boats for a prize given by a member of the club. Mr J. Macdonald was elected secretary, vice W Johnson, resigned. Mr H Stevens was appointed a member of the sailing committee and Mr R Moodie a member of the managing committee.

1877 04 21 T. Sat 28 Apr 1877 Aust. Town & Country:- Sydney Amateur Sailing Club matches for first, second and third-class boats took place last Saturday but the third-class match, in which the Lottie, Kingfisher, and the Halcyon competed, did not finish before sunset, so that it will have to be sailed again on another day. The Lottie, however, led throughout, and came in a long way ahead of Halcyon, but the race completed seconds after sunset. The Stanley won the second-class match against the Novice, Wave and Ida by a long distance. In the third class the Effie was first down to Shark Island, Bronzewing second and Leisure hour third. In running up the harbour, Bronzewing overhauled Ettie, and they both rounded the red buoy together; but Effie eventually won by 2 minutes. The first-class match will be resailed on April 28.

1877 05 22 T. May 22 1877 SMH:- The Floating Powers of Air and Cork. To the Editor of the Herald.
Sir, - At the request of a member of the Sydney Amateur Sailing Club I have prepared the following article upon the flotation powers of air and cork, to assist the deliberations of club committee appointed to consider the subject. Being persuaded that information upon a subject of such importance to the boating fraternity will be generally acceptable, I avail myself of your columns to make it public.

AIR AND CORK FLOATS FOR BALLASTED OPEN RACING-BOATS

A cubic foot of water contains almost exactly 6.5 imperial gallons, which, at 10 lbs. per gallon, makes its weight 62.5 Lbs. If then a case be made to contain one cubic foot of air it will, neglecting its own weight, require a force of 62.5 lbs. to put under the surface. Hence the very simple and easily remembered rule, that one foot of air , i.e., a case 1 foot X 1foot X1 Foot, inside measurement, will support half a CWT. of iron ballast. The weight of this case, if made of one-sixteenth inch metal (an excessive thickness) would be 14 lbs. This added to the 116 lbs of ballast would make a total of 70 lbs but, as iron loses about one-eight of its weight in water, the actual weight of the case and ballast when submerged would be reduced to about 60 lbs and there would remain a floating power of 16 lbs to the good. 16 cwt would therefore require 32 cubic feet of air to support it in the water.

Good cork weighs one-fourth as much as water or 16 lbs. per cubic foot; 4 cubic feet of cork would therefore require 3 cubic feet of air. To carry out the same rule the method would be to double the number of cwts. in the ballast and then increase this quantity by one-third to obtain the number of cubic feet of cork required. Thus, 16 cwt. of ballast would require 32 more 1 third more of 32 or 43 cubic of cork floats. This allows an ample margin; but as cork is in small pieces, and should only be packed firmly without being in the slightest degree compressed, it gives a good working rule for the space required by the cork in the boat. A handier rule, based upon the respective gravities of cork and iron is always supposing the cork is of good quality to allow 1 cwt. Of cork for every 3 cwt of ballast. This rule cuts it rather fine, and, perhaps, a margin should be allowed to assist the natural buoyancy of the hull in supporting above the water the heavy racing masts spars and gear. It might also be advisable to calculate the weight of copper on the boats bottom, and the centreboard and anchor should not be forgotten. The holes in the cork are rather advantages than otherwise.

Practical men will know the thickness of metal required to enable the air cases to withstand the pressure of the water on an extreme depth of, say 15 feet. The larger the case the greater the thickness required, and it will always be advisable as a precaution against accidental damage to have, say, five separate cases instead of only two, although the six additional ends might somewhat increase the weight of metal used.

The calculation of the capacity is easy with cases of rectangular or triangular section, and when the section is circular i.e. that of a cylinder or roll, the capacity is approximately 0.75 that of a square case whose sides measure the same as the diameter of the roll of cork 1 foot in diameter and 18 feet long on each side of the boat would measure 18 x 1 x 1 x .75 x 2, or 27 cubic feet; this by the second rule worked backwards would be equal to 27 less one fourth of 3 (because one-third has to be added) or 20 cubic feet of air; and by the first rule this would support 10 cwt. Of ballast be remembered that a small change in the diameter of a roll will greatly affect its capacity, a 12-inch roll will have four times the bulk of a 6-inch roll, and nine times the bulk of a 4-inch roll, all being of the same length.

Note. – The air-case part of these calculations may be rolled on implicitly, provided always the cases are sound, but will always be advisable to test the cork by actual experiment or by the opinion of a practical man.

1877 06 06 T. Jun. 6 1877 SMH:- AIR AND CORK FLOATS FOR BALLASTED OPEN BOATS. To the editor of the Herald. I Sir, being a member of the Sydney Amateur Sailing Club, and one of the committees appointed to consider the best means of preventing loss of life and property while engaged racing and pleasuring in open boats carrying ballast, I beg to offer the following remarks as to the floating power required. I think, the number of cubic feet given by Mr Vessey, in you issue of the 22 May, is rather excessive, and, knowing that there exists on the part of some owners a disinclination to occupy much of their boat's internal space, I wish to show that less space is required than that given in the article referred to. If cast iron be used for ballast, one cubic foot will weigh 454lbs, so that 4 cubic feet would weigh 1816lbs. or 16 cwt 24 lbs. Now, as 1816 lbs is placed in the bottom of a boat it must be submerged before it can be floated by the air cases which are placed higher up in the boat; then necessary to consider the actual weight to be supposed, which may be done as follows - multiply the number of lbs (64) in a cubic foot of sea water by the cubic space occupied by the ballast, and the result will be the lost wight, which deducted from the actual weight, gives the number of pounds to be floated; this number divided by the pounds in a cubic foot of sea water gives the cubic feet required to float the whole weight, viz :- 64x4 = 256lbs, then 1816 -256 = 1560. 1560/64=24.376, 24 1/2 cubic feet of air to float 16cwt 24 lbs of cast iron, which is 7 1/2 cubic feet less than Mr Vessey's calculation. He evidently worked on the weight of fresh instead of sea water, and even then, I fail to see how it can require 32 cubic feet of air to float 16 cwt of iron. He says that iron loses one-eight of its weight when submerged. Hence, I think the following would be the correct calculation , which agrees with the above nearly - 16 cwt 1792 lbs - (1/8) 224 lbs = 1568, 1568/62.5 = 24.376 , 24 1/2 cubic feet nearly. It would be advisable to add 2 cubic feet more than the above though I feel confident, from actual experience, that after the ballast (including the fin) is floated, the boat will float the weight of the cases and crew with safety. If cork be used a floating power, instead of air, the space required will be about one-third more - about 34 cubic feet to float 16 cwt. If lead ballast is used, 26 cubic feet will weigh 16 cwt nearly and, as the space is less than that occupied by iron, it will displace less water and leave more actual weight to be floated 1792 lbs - 166 loss of weight when submerged = 1626 divided by 64 = 25 cubic feet of air nearly, to float 16 cwt of lead. If brick would answer for ballast, it would require a great deal less floating power than iron as the bulk would be so increased, it would displace a greater quantity of water and consequently lose more of its weight 16 cwt of Brick would occupy 14.2 cubic of space. Hence - 1792 lbs - 916 loss of weight when submerged -= 876 divided by 64 = 13.7 cubic feet of air will float 16 cwt of brick I would suggest a trial in some of the new boats now being built. I trust you will publish the above for the information of boatowners (outside the S.A.S.C Club) who are anxious to do all they can to promote so important an object as saving the lives of their crews, when accident may compel them to do so, while enjoying a healthy amusement. Yours obediently, W. Johnson Sydney June 1, 1877.

1877 10 12 T. Sat 20 Oct 1877 Aust. Town & Country:- The monthly meeting of the Sydney Amateur Saining Club was held on the 12 instants. At the Exchange Hotel and some alterations were affected, in the rules. Thus, causing **office-bearers to be elected at the commencement of the sailing season, in October**, instead of in January. It was resolved that the season should be opened with evolutions on the 20th instant. The club race for the first-class boats was fixed for Saturday, 27th instant, under working canvas, mainsail not exceeding 15 feet hoist, 22 feet head, and 22 feet foot; fore and aft sails only allowed, takes of head sail not to be sipped, nor clews boomed out. Course; From moorings in Farm Cove, round boat off Bluefish, back to , and past, red buoy at Fort Macquarie. A race for a trophy presented by Mr S. A. Want will take place on a date to be named, and a member has promised a trophy for second place and third-class boats, also under working canvas, to take place on the first Saturday in November. The acceptances for the first-class race are as under:- Lottie, Sylvia, Lizzie, Kingfisher, Sea Breeze and Ripple.

1877 10 20 T. Sat 27 Oct 1877 Syd. Mail:- Sydney Amateur Sailing Club. On Saturday afternoon the fleet of this club drew up in Farm Cove, and headed by the Sylvia, flying Commodore Melville's flag, **went through sundry evolutions round the harbour**. The stiff breeze tested the weatherly qualities of the boats in this the opening cruise of the season. Most of the vessels were reefed.

New Commodore - S. H. HYAM (1877-1881.) (No photo available b1 p62.) (ED FB. Image now located)

A foundation member, who took a prominent part in all Club Races and Regattas with his various boars, "Ettie", " Faerie Queen", "Carlotta" and "Florrie".

A flamboyant man who spread the Club's name far and wide, he match raced "Carlotta" against "Lottie" for £110 on 2-3-1878 and won.

He was Mayor of Balmain in 1876 and later entered N.S.W. Parliament for thar constituency. Presented the Club with a great number of trophies. Was a tireless worker.

It was during his term of office that the 75-ft. frontage to the harbour on Bennelong Point was obtained.

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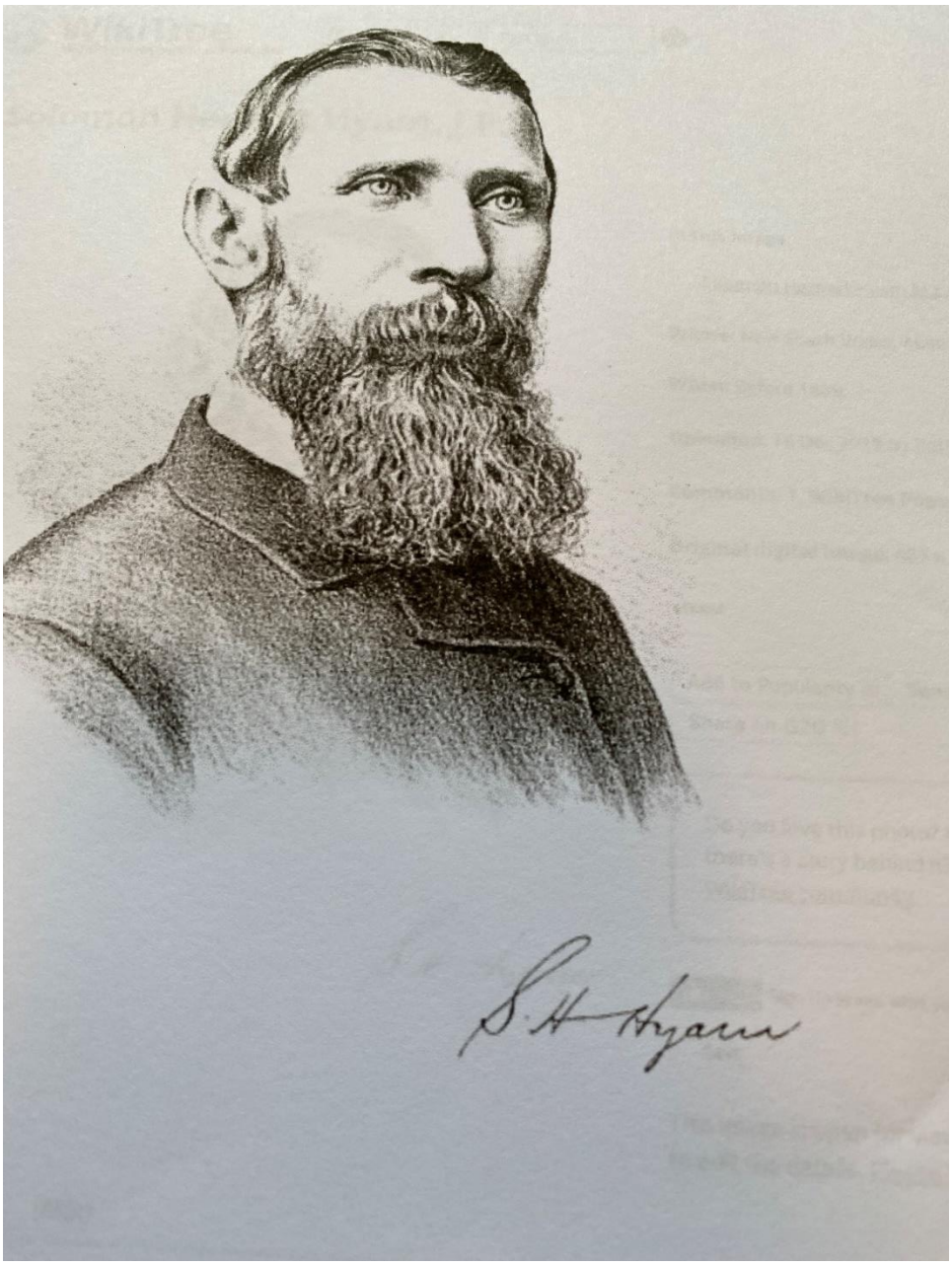

Image now located in WikiTree – image before 1889. Uploaded by Kathleen(Watson) Cobcroft

1877 10 27 T. Oct 30 1877 SMH:- Sydney Amateur Sailing Club. Saturday, the 27th Instant, was the day appointed for a race under the working sails of boats of the **Sydney Amateur Sailing Club, for a trophy presented by Mr S. A. Want**. Mr. McLeod, who officiated as umpire and starter, got the boats away to a fair start. The Lottie showed first to the front, followed by '**Kingfisher'**, '**Sea Breeze'**,' **Lizzie'**, '**Mulgoa'**, and '**Sylvia'**. Off Watson's Bay the skipper of 'Sea Breeze', finding the wind too light for his boat, gracefully retired from the contest. Passing South Reef, 'Lottie' held a commanding lead from 'Kingfisher', who possessed a slight advantage over the rest of the fleet. At Blue Fish, 'Lottie' rounded four minutes ahead of 'Kingfisher', 'Lizzie' third, 'Mulgoa' and 'Sylvia' in order named. 'Lottie' increased her lead in the run home, having had the luck to carry a breeze past North Head, where the remainder of the boats tossed about for

upwards of three-quarters of an hour. 'Kingfisher' finished second, the other boats having had to resort to their oars to bring them home, and when the 'Lottie' reached the winning post off Fort Macquarie, none of the other craft were in sight. She still, therefore, holds the pride of place, and was splendidly handled.

1877 11 24 T. Sat Dec 1877 Syd. Mail:- On Saturday afternoon last a race between the following second and, third class boats of the Sydney Amateur Sailing Club – viz., the Effie, Wave, Stanley, Bronzewing, Alert, Reynoldia, and the Midge. The course was from moorings in Farm Cove round lightship and Sow and Pigs, thence round flag boat off Fort Macquarie, round Fort Denison, and back to and past the boat off Fort Macquarie. Besides the boats mentioned, the Ida and Leisure Hour were entered. Fore-and-aft pleasure sails were allowed. The Effie had the race all her own way from the start and led the others over the course. Rounding the Sow and Pigs the Stanley was second and Bronzewing third; But, coming towards Sydney, the former boat interfered with the latter by a manoeuvre which in aquatics is known as "pointing," and but for which Bronzewing would, in all probability, have taken second place. The Effie came in first, with the Wave second, and the Stanley third; but Wave having to give one minute to the Stanley the latter boat on that account took second place.

1877 12 14 T. Fri 14 Dec 1877 SMH:- The Balmain Regatta, if we expect the contest between the first-class yachts, was rather tame this year. The intercolonial gig-race was a gift to Sydney crews, **our Tasmanian visitors** being nowhere. The Tasmanian boat was too high out of the water for a windy day, and thus they laboured under a great disadvantage; but under any circumstances, they are, through plucky, not equal to our Sydney amateurs. What with sails splitting, gaff topsails giving way, and other causalities to rigging, the yachts had a lively time of it, and the Mistral may be said to have had it all their own way.

18780129 T. Tue 29 Jan 1878 Even. News:- Letter to Editor. Sir, After, reading the report in today's Herald of the Anniversary Regatta on Saturday last, I cannot help feeling that there must have been some mistake in saying that it "was acknowledged far and wide as a marked success." I confine my remarks to the yacht races as being the subject I best understand, and saw most of. I fail to see how the above report can be true when out of the numerous yachts in Port Jackson, but six entries and five starters could be found for the two races. In the second-class particularly it was noticeable that the best boats remained at their moorings or simply cruised about the harbour. Evidently there is a screw loose somewhere. Is it the fault of the committee, rules, executive officers, or yacht winners? If I am correctly informed, the committee, as a whole, were lukewarm and left the greater part of the arrangements in the hands of a few of their number who by their length of service in these annual events have long since earned an honourable retirement "in the shade." To deal with the first-class Yacht Race. Only two started, the Magic and the Minstrel, and it being the Minstrel's turn to come in first , she did so; but there seems to be some doubt even now as to which is to receive the prize. The two boats that entered this race were started from a point that was apparently chosen with an eye to keeping them within the sight of the flagship as long as possible, and they were place under the lee of a point which effectively sheltered them from the wind. The course, which was about suitable for five tonners, seems to have been chosen with the intention of reducing the aquatic population of Sydney by running down waterman's boats, and endangering the lives of their passengers; on this account it was perhaps lucky that more boats were not entered. It may be after all that the small number of entries is to be ascribed to the fact that the men racing in yachts have a greater regard for human lives than for the pleasure of winning a small cup.

As for the second-class race, I certainly saw it advertised in the programme but that was about all. One boat of respectable size, and two little ones were pointed out to me as the starters, and I afterwards met the former coming up the harbour, but what had become of her satellites no one seems to know. The winner in this race having given but seven minutes to the larger of her two rivals, and having at least

twenty minutes to spare at the finish, the match can hardly be said to reflect much credit on the handicappers, who, surely must have neglected to look up the boats previous performances.

It is stated in the newspaper reports, that the committee on the night before the race, altered the first-class race to a handicap, by making Mistral and Magic race without any time allowance, giving their reasons for so doing, that there were two boats entered.

We might even, in the course of time, see a new committee, new executive officers, and, as I hinted in my former note, a new set of rules, under which enterprising yachtsmen might be induced to build boats that could venture even further from Port Jackson Heads than Curl Curl.
Apologies for occupying so much of your valuable space. I am sir, Yours obediently, VOX POPULI.

18780321 T. Mar 21 1778 SMH:- North Shore Regatta. Notice. All yachts under RSYS and all Sailing boat under SASC rules in North Shore Regatta programme.

1878 04 06 T. Apr 13 1878 Aquatics:- Those **wonderful boats known as '19-foot skiffs** under canvas' met on Saturday to race under the auspices of the Sydney Amateur Sailing Club. '**Bronzewing'**, '**Effie'**, and '**Pandora'** competed, and each showed a wonderful turn of sped, skimming along the water under a cloud of cotton. For their size , these are far and away the fleetest class of boats in the harbour; on such a day as Saturday, with a decent breeze and smooth water, their speed is simply, to the uninitiated, marvellous. The '**Pandora'**, well sailed by Mr Elliot was too quick for her opponents, through the **'Effie'** sailed by Mr Muston, showed fine weatherly quantities. Mr. Saunders, in the **'Bronzewing'**, deeming discretion the better part of valour, started with a reef in his mainsail, and consequently was nowhere when the other two finished. The abortive race between the 24-foot open boats, in which, it will be remembered , the **'Carlotta'** was ahead when the wind dropped, has been wisely postponed till spring.

1878 02 20 T. Feb 20 1878 SMH:- Notice of race and closing date for entries 1sr,2nd, and 3rd class races until Thursday the 21st instant,

1878 02 28 T. Feb 28 1878 SMH:- Notice of race 1,2, & 3rd

1878 03 09 T. Mar 99 1878 SMH:- Notice for Hyam trophies resailed Saturday March 9.

1878 03 21 T. Mar 21 1878 SMH:- Notice North Shore Regatta. All yachts under RSYS and all Sailing Boats SASC rules in programme.

1878 04 13 T. Apr 20 1878 Syd. Mail:- Those three sixteens-foot dinghies known to fame by the names of Myra, Tocal and Ariel met again last Saturday to sail for a prize offered by the Sydney Amateur Sailing Club, and for which they had sailed on a former occasion, when the wind failing, the race was not finished. Much of the interest which otherwise would have been shown as wanting, as the Young Jack and her plucky skipper, Dr Milford, did not put in an appearance. The three boats named got away smartly and well together, the wind being light from the east and north-east. Shortly after the start, Myra, sailed by Mr Myers, met Tocal sailed by Muston; **the latter, on the wrong tack, refused to go about or give way; a foul was the consequence**, each boat getting away on different tacks, the Tocal having the best of it. On the beat down to Shark Island the two leading boats, each carrying a great press of calico, made a close race, the Ariel, sailed by Mr Soutar; being far in the rear. On rounding the island, the **Myra discovered a rock**

and stopped on it till the Tocal had greatly increased her lead so as to win most comfortably. The foul in the early portion of the race resulted in a protest.

1878 05 11 T. May 11 1878 Syd. Mail:- Close of season. **The Sydney Amateur Sailing Club have also closed their season**, in all respects a successful one, by a meeting at which the prizes to the winners of the late club were handed over. As some return for his liberality presenting prizes to the club and to show that the members appreciate his love of racing, **the Commodore (Mr. H. Hyam) is to be invited to a complimentary picnic**, at which it is expected the whole of the fleet will put in an appearance.
During the off season it would be as well if a committee could come to some definition of what is to be meant by "cruising sails" for the different classes of boats on the club roll, so that in a stiff north-easter season races with cruising sails and crews may be more frequent than during the past season, and not attended with the same amount of satisfaction. By limiting the crews as well as the sails a desired end might be obtained.

1878 06 01 T. Sat 8 June 1878:- The prosperity that has attended the Sydney Amateur sailing Club during the season induced its members to mark the close of the season by giving **a picnic to the commodore Mr S H Hyam**, who is deservedly popular amongst boating men for the enthusiasm he displays in promoting aquatic sport generally. The manly steamer left the Quay on Saturday, having on board about seventy ladies and gentlemen, including representatives of both the S.R.O and the Rowing clubs. **The party disembarked at Chowder Bay where an excellent luncheon in Empangeni's best style.** The chair was occupied by Mr P Thomas and on his right sat Mr Hyam. Mr H Johnson filled the other chair. The usual loyal toasts were given , after which the chairman proposed our friend and guest Mr. Hyam. The spoke of the interest their guests had taken in the club since his election as commodore, and of the manly manner in which he contested in their various races. The toast was given with great enthusiasm and accompanied by musical honours by the German Band. Mr. Hyam returned thanks. The vice chairman Mr Johnson, proposed "the Sydney Amateur Sailing Club," and spoke of the boats and the manner in which they were sailed. He believed their open boats would compare favourably with any thing of their class in the world. Mr. J McDonald the honorary secretary, in replying to the toast, said that the club had prospered from very small beginnings, and, though yet in its infancy, it had accomplished much of its promoters' intention, and was on the whole in a flourishing condition. The 'Ladies' and the 'Press' concluded the toasts. The resto of the day was passed in dancing and various other amusements. At sunset the party reembarked and all landed at Sydney after a splendid afternoon's outing. Three cheers were given for Mr Hyam as the company broke up.

1878 06 29 T Jun 29 1878 Aquatics:- (ED FB. The genesis of the Foster Cup?) The last week has if possible been quitter in all matter's aquatic than any of its predecessors, but a few yachts having left their moorings, excessive light winds and very cold weather being anything but enticing. Now that active work is almost at a standstill, negotiations might be opened with the neighbouring colonies to the end that, each colony might be represented in an intercolonial yacht race, to be held each alternate year in a different colony. **On some day during the next season the clippers from the other colonies might be invited to meet the yachts of the Royal Sydney and Prince Alfred's over an outside smooth water course in Port Jackson.** The larger boats, such as the Secret and others of that class could, of course, sail with cruising sails to the commencing ground, the smaller ones might adopt the plan of the Erin, and be brought, some of the distance at least on shipboard. By an intercolonial race a great fillip would be given to yacht racing

and each colony represented would be benefited by the experience of the others; new models would be seen, and ideas interchanged which would be beneficial to all concerned. The distance of the colonies, or rather the Capitals' apart. Would of course be the chief difficulty to get over but that would not be insuperable if sufficient inducement was offered. Those colonies which do not boast of possessing sailing craft fit to compete with those of Sydney might, with great advantage, be represented in some of the sailing races in which other smaller boats will compete. We hear a great deal of the speed of the boats about Melbourne and the skill of their crews; if the Secretary of the Sydney Amateur sailing Club were to ascertain the dimensions and classes of those boats a very interesting race might be easily arranged.

1878 08 17 T. Aug 17 1878 Aquatics:- It is hoped that the officers of the two clubs will bear in mind all the weary hours spent over racing, only called so by courtesy, at the end of the season, and so make their arrangements as to utilize the fresh breezes which generally usher in and blow through the summer months. **An autumn wind is always uncertain**, especially one from the sea. The same remarks apply to the Sydney Amateur Sailing Club, especially for their first-class boats. The light breezes at the end of last and beginning of the present week, coupled with the genial sunshine, brought forth large number of the mosquito fleet, which now are housed in so many bays. As yet cruising sails only have been bent, and the boats have been engaged with varying success in many a pleasant spin, the new ones, as a rule, giving promise of speed. As the spring advances and the 9th of November comes near, most of the little ones will have a bad attack of calico fever, and some wonderful sailing will be the result. Not to own, at the least, an 18-foot boat, with a great centreboard , will brand one at once as a landsman.

1878 09 07 T. Sat 14 Sep 1878 Syd. Mail :- A race took place on Saturday last between the 16-feet dingies Myra and Tocal; course, from Farm Cove round Shark Island and back to Fort Macquarie. Tocal, being allowed choice of positions, took windward one, and at the word felt the breeze first, and got away with a good lead, Myra settling down to chase. Down to the island Tocal was obliged to make two short boards towards the southern shore to enable her to make it, probably also seeking to avoid the flood-tide; while Myra, eating into the wind, lay right down, and rounded the island with a lead of about 100 yards. A pretty race ensued as far as Garden Island, where Tocal bringing up a breeze, tried to pass to windward of the Myra, but finding there was no room, bore away, attempting to carry Myra's main sheet off with her. This of course swung the boats on to shore; and, after remaining hitched together for a short time, Myra got away and came in an easy winner.

1878 09 21 T. Sep 21 1878 Syd Mail:- Another week of good breezes, mostly north-easters, has made those owners who have their yachts in commission glad at heart, and those who have not been so expeditious in fitting out somewhat envious. It was a sight to see the magic last Saturday. Many of our yachtsmen like plenty of sea-room, and make it a grievance that the Balmain Regatta Committee invite them to sail over a course partly in the mouth of the Parramatta River, and count it almost an impossibility to pass beyond Hunters Hill. Not so **Vice Commodore Fairfax(of SASC)**. With his splendid cutter he gave the river people a rare treat. With a fine north-easter, and meeting the young flood, after being sailed about the upper part of the Champion course more like a dingy than a 28 tonner, The '**Magic'**, in one stretch, with only a few judicious luffs, sailed down the river, weathering all the points in a wonderful manner, the while going like a steamer, and blowing past everything, steam launches included, on the road. The smaller yachts may now, without necessarily knocking much copper off, navigate the upper portions of the harbour, where in almost any breeze nice sailing may be had. The boatbuilders and handymen have had a busy time of late building, repairing, and painting; many boats are already afloat with cruising sails, and others are soon to follow, especially those on the roll of the Sydney Amateur Sailing Club, a meeting for evolutions being contemplated by the Commodore on a day towards the end of the month. Nothing new has been shown by the 19-foot skiffs of late, except that the '**Pandora'** not liking the

fresh breeze of last Saturday twice came to grief, and each time gave her crew a bath. Each mishap occurred when negotiating a 'jibe'.

1878 09 28 T. Sep 28 1878 Syd Mail:- The Carlotta, with a new mainsail built, by Cannis, was going in her usual form, under the skilful management of Colebrook. The sail was not seen to advantage, as all the spars were too small, so much so , indeed, that a new set has been ordered. Her old worthy rival the Lottie, polished up to the nines, was also afloat, under the care of George Montgomery, and notwithstanding her old , well-stretched, and now sieve-like sail, was reaching up to windward in her old fashion. These two boats are to meet at the Balmain Regatta, when Montgomery will be on his mettle to keep Lottie in the place, she gained last Anniversary Regatta. A new 24 ft boat, built of pine and varnished, was also afloat, but did not give signs of much speed. All her gear looked new, and T her trim was defective; but before the 9th the crew may be on better terms with her. The Lizzie was also around with cruising sails, as snug and comfortable as ever. She is to be placed in the hands of King, who will work hard to get her a good place at the finish. Ellis of Waterview Bay, is rapidly completing his new clipper, which from her lines and general appearance should represent the shed. That the builder is to sail her will be a guarantee that no stone will be left unturned to ensure her success. The 19-footers have been represented by the Pandora and Anthea; the former, suffering from a severe calico fever and carrying a crew of five men and two boys, was doing some wonderful sailing alongside and ahead of the Carlotta. The Anthea as yet has only her second suit, and with light crew has been going like a veritable witch, both on and off the wind. The next class, of 18-footers, were represented by the Naiad, Pyrrha, Arrow, and Alert, all under cruising sails; the last showed most speed, and the Naiad very close to her. The Pyrrha is suffering from a new fish-tail fin, on a new principle, which has not as yet improved her speed or weatherly qualities. The My Va and Novice, of the 16-footers, were cutting about in good style till Mr Anderson, in the former, gave his crew a ducking and had to be towed ashore. The Novice, with a nicely balanced sail, was showing good speed, but did not hold a good wind. The Commodore of the Sydney Amateur Sailing Club has called together his fleet on next Saturday, for the opening cruise, and a good turnout should be the result.

1878 10 00 Bi P16:- Decided in 1878 to try an **experiment of limiting the crews** of 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.

1878 10 11 B1 p16:- Sixth annual meeting - Affairs consolidated - credit 35 pounds. 70 financial members on Register.
(ED FB. comment;- The Sydney Mail's account of this meeting mentioned a letter being read from Department of Lands, dated 15th August 1878 regarding **a grant of Crown land in Broken Bay**, but not mentioned here.)

1878 10 11 T. Mon 7 1878 SMH:- Sixth annual meeting. The note of preparation has sounded among our boating men. On Friday the Sydney Amateur Sailing Club held their **sixth annual meeting** at the Gannon's Exchange Hotel. The Commodore of the club (Mr. H. S. Hyam) occupied the chair, and a large number of members attended. This club has been in existence for six years , and, as it now numbers over 70 members, the muster-roll is rapidly increasing, it may be quoted, in nautical parlance, as 'going free with a wet sail.' The minutes of the last general meeting having been read, and adopted, the secretary **(Mr. J. C. McDonald) read the following letter: -**

"Department of Lands, Sydney, 15th August, 1878. Gentlemen, - In reference to your application of the 19th instant, for the dedication of Crown land in Broken Bay (as shown upon a tracing furnished by you), for recreation purposes, I am directed to inform you that, as the Secretary for Lands is of opinion that it is very desirable to make the appropriation applied for, the matter will be referred for the necessary action by the Survey Office, prior to the dedication of the land.
I have the Honour to be , Gentlemen, your most obedient servant,
W. W. Stephen."

Messrs. W. O. Gilchrist, C. A. Benbow, and J.C. McDonald.' In acknowledging receipt of the letter, a vote of thanks was accorder for the three gentlemen for their exertions for bringing the matter to a successful issue.
The Commodore having been instructed to get the necessary flags to complete the code signals, the following gentlemen were elected members of the club: Messer P. Lawry, F. Robinson, W. H. Jackson, E. Shaw, Clark, J. Murphy, D. Green, G. F. Bowen, and the Hon. Molyneaux.
The following were also nominated for election:- Messrs. F.G. Weaver, R.G. Oakley, W. Grant, R. Langley, 10., G Whitelaw, H. C. Doyle, J Robb, Ralph Charlton, Q. L. Deloitte, M.' A. H. Fitzhardinge, and C. Eirchner.
Financial statement for the past **nine months**, which showed a balance on the right side of the ledger of 34 pounds, 5 shillings and 4 pence, was read and adopted.
The Opening day, which, owing to unpropitious weather, had been postponed from the 28th September, was fixed for the 12th October.
The election of office-bearers for the ensuing year was then proceeded with, and resulted as follows:- Commodore, Mr. S. H. Hyam; vice-commodore, Mr. W. Johnson; treasurer, Mr. I. Anderson, Mr. E. M. Dietrich; auditors, Messrs. A. Muston and T.
Stokes ; committee, Messrs. F. Thomas, J. C. McDonald, A. Muston, Dr. F. Milford, and T. Hale.
In returning thanks for the high honour again confirmed upon him, the Commodore expressed his intention of presenting prizes for all classes of boats, and threw out the suggestion that the Open Boat Race should be a handicap. A race for 18 footers and under (working sails, crew limited to three) was fixed for the 19th instant; and another for first-class boats for the 15th November, the Saturday following the Balmain Regatta. It was also announced that races for the other classes of boats would take place on dates to be named thereafter.
The secretary was instructed to write to the secretary of the Anniversary Regatta Committee, expressing the entire confidence of the Sydney Amateur Club in the officers of the committee elected at the public meeting held on the 30th September. After a cordial vote of thanks to the chairman, the proceedings terminated.

1878 10 12 T. Sat Oct 12 Syd. Mail:- The Sydney Amateur Sailing Club held their first meeting of any importance, and have wisely arranged to have many races for all classes of boats on the club books early in the season. The Commodore (Mr. S. H. Hyam), with his accustomed liberality, has expressed his intention of presenting suitable prizes for each class, and also has suggested that a handicap race for 24-foot open boats should be placed on the program. With a judicious handicap a good race should result between the

present and former crack 24-footers. Without a handicap the entries would be but few. In a spin down to Manly and back, between the Guinevere (10 tonner) and Carlotta, and in a fresh nor-easter, the latter rather more than held her own, both in beating to wind ward and running before the wind. The Carlotta was under a new mainsail, built by Cannis, with a rather larger head than usual. **The Bronte 'the prettiest boat in the harbour,'** has been again afloat under racing sails and looks as taunt as ever. With careful sailing she should chase the leaders very hard. **Being very touchy, she requires a good 'hanging out' crew** and a tender hand at the helm and sheets.
The smaller fry have been scudding about as usual, many of the 18-footers getting very excited about their race on the 19th instant, when a large number of boats are expected to face the starter, many of them being 'maidens' as far as racing is concerned. The Niad from Ellis's yard, is looked upon with favour; she will have to show great speed to head Alert. The Pyrrha, with a new fin, may come up to the ideas of her owner; if so, she will greatly exceed her former performances.

1878 10 14 T. Mon Oct 14, 1878 SMH:- That the harbour of Sydney has produced a class of amateur sailors, hardy, experienced, and fearless, was remarkably exemplified on Saturday, when **opening day of the season was celebrated** by the Sydney Amateur Sailing Club. The members of this club are composed of those who only essay the handling of open boats with limited length of beam, and it says a good deal for their spirit and although a westerly breeze of pretty good strength, with occasional heavy puff, was blowing during the afternoon, no less than 27 out of 33 boats turned out, some of them being light dingies, that might not have been expected, to weather such a boisterous wind.
The craft represented were the Lizzie (Vice-Commodore Johnson) Carlotta (Commodore Hyam), Ethel (Mr F. Thomas) Irene (Mr Solomon), Minnie (Mr C Burns), Pandora (Mr. Elliot), Named 9`(Mr Cooper), Tocal (Mr Bull), Young Jack (Mr Milford), Midge (Mr W. J. Gilchrist), Haidee (Mr. Minnett), Bronte (Mr Gardyne), Sea Breeze (Mr. T Marshall), Muldoa (Mr Mackinson), Snowdrop (Sir N Johnstone) Stanley (Mr Stephens), Anthea (Mr P. Williams), Effie (Mr A Moston), Lucia (Mr Sutton), Ida (Mr A Johnston), Arrow (Mr C. G. Benbow), Myra (Mr P Anderson), Orion (Mr A. J. Sutton), Orpheus (Mr N Grant), Cythera (Mr Lawry),
The boats assembled in front of Circular Quay, and manoeuvred about for some time, until the signal to follow in line was hoisted, and the little fleet sailed down towards Mossman's Bay, presenting a very pleasing spectacle. Several of the larger boats, such as the Lizzie and the Carlotta, had taken the precaution of reefing and as it was, they both staggered under one or two of the gusts that came fitfully during the day. The lighter craft, a few of which carried lighter sails, were managed excellently, and all reached the rendezvous at Cremorne safely. There an ample, if not recherche repast, was partaken of, al fresco fashion, with great relish by the hungry yachtsman, and the formal part of the business commenced.
Mr. Dietrich proposed the health of the Commodore.
Mr. Hyam responded and thanked them for the very kind manner in which they had drank to his health, and for the kind expressions made use of. They had been very fortunate in their evolutions this year. A fortnight ago they had been obliged to postpone them because of the unfavourable weather, and they were in a very much the same fix today. Some of them might think he had gone wrong in not taking their boats through their evolutions, but it was simply because of his regard for the boat- owners, and lest their might have been a fatal termination of the day's proceedings.
Mr. Johnson, the Vic-Commodore, responded and said the Amateur Sailing Club was prospering more now than since it had commenced, and he trusted it would yet more and more prosper. With such a Commodore and such a staff of officers under him, it could not help prospering, and he hoped that all would help make it one of the first clubs in the world. There was no club, "perhaps, in the world represented by a larger, faster, and better fleet of boats than the Sydney Amateur Sailing Club.

The festivities over, the crews were put on board their boats and tacked across to Circular Quay. This was rather a difficult and dangerous operation, for one or two of the sailing dingies had to be bailed continuously during the trip up. However, it is pleasing to relate there was not even a single capsize.

1878 10 19 T. Sat. Oct 19 1878 Syd. Mail:- The Sydney Amateur Sailing Club had their **opening day on last Saturday afternoon**, the boats being called out by the commodore for evolutions, which, however **did not take place, as the westerly was rather too boisterous**. The boats for the most part, were well manned, mustered in good force and sailed from the rendezvous in the Quay to Mosman's Bay. The Bronte was by far the most lively. With only about 3cwt of ballast and 12 sitters, she was sailing in the form her builder intended her to sail and showed all the others her heels, both before and on the wind. The commodore, of course, was not sailing the Carlotta at her best, as he had to keep an eye on some of the smaller of his fleet. The turnout of the fleet in such a breeze was very credible, and the skill and management displayed showed that many of the members were not wanting in nerve or knowledge.
The Carlotta and Lottie have each been out under racing sails and showing great pace. The latter under a new mainsail with Montgomery at the helm, will be hard to beat. The 24-footer being built by Ellis for Dr. Belisaro is almost ready for launching. She is built of cedar planking, rather thick, but for all that very light, and throughout has been fitted out in a manner as light as possible compatible with strength. As far as can be judged of her lines in a small shed ,her best sailing will be off the wind; on the wind, she will be hardly a powerful as Donnelly's two clippers. With Ellis in charge on the 9th she will doubtless give a good account of herself.

1878 10 19 T. Sat 19 Oct 1878:- Syd. Mail:- The first race of the Sydney Amateur Sailing Club is to take place on Saturday for all boats not exceeding 18 foot overall, **with a time allowance of one minute a foot for boats under that length**. The crews are to be limited to three. This race is an experiment to see if, by placing a limit on the crews, boats can be brought together on a more equal terms than by limiting the sails.

1878 11 23 T. Nov. 23 1878:- The Sydney Amateur Sailing **.** was decided on Saturday, and resulted in a capital contest between the 'Deronda', 'Lizzie' and 'Bronte'. The 'Deronda' lost the good character she gained at Balmain, and it is difficult to understand her sailing. The start took place in a light south wind, and for some distance there was little change. 'Lizzie', however, making the best of the running before the wind to Bradley's Head, here 'Deronda' went up, and led by a trifle, 'Bronte' closeup. 'Lizzie', however, drew away in the run for Manly, and was leading in rounding the boat, with 'Deronda' second. During the beat back, 'Bronte' keeping well in to Dobroyd, to get the ebb tide, passed her rivals, which beat up the quarantine side. 'Bronte' continued to lead, and provided herself a splendid boat on the wind, while 'Deronda' fell greatly in the rear. In rounding the buoy at Fort Macquarie 'Bronte' was leading by 45 sec, and 'Lizzie' 2 min ahead of 'Deronda'. The race around Fort Denison made no change, and it ended as follows:- 'Bronte', 5H 7min15sec; 'Lizzie', 5H 7min 50sec; 'Deronda' 5h 9min 50sec.

1878 11 25 T. Nov 25 1878 Aquatics:- The first **race of the season between 18- and 19-feet sailing boats** in connection with the Sydney Amateur Sailing Club took place on Saturday last, under very favourable circumstances. The contest was for a trophy, presented by the club, and four boats entered for it. These were – Mr G. L. Cooper's Naiad, Mr C. Saunders Bronzewing, Mr P O Williams Anthea and Mr A. J. Soutar's Lucia. Mr A. Muston's Effie was also entered, but did not go to her station. The other boats started about an hour after the appointed time, being considerably inconvenienced by one of the competitors not being sufficiently quick in preparing for the start. The course lay from moorings in Farm Cove round the lightship and Sow and Pigs, round a boat off Fort Macquarie, round Fort Denison and back home to the boat. When the lot got away a S.E. breeze prevailed and the Bronzewing had an advantage she retained off Bradley's

Head. Here the Anthea overhauled her and kept ahead during the remainder of the race, eventually winning by 2 minutes 35 seconds. The Bronzewing was second and the Lucia third. The Naiad, the only 18-foot boat in the race, never showed very prominently and seemed to have her chance of success considerably interfered with in consequence of her topsail sheet getting fouled. A first-class yacht race, for which only the Magic and the Mistral were entered, was commenced on Saturday, but resulted in failure. The wind was very light at the time of starting, and failed afterwards, and about 2 o'clock, near Curl Curl, the Mistral hauled down her racing flag. The Magic kept on, and got back to the red buoy about half-past 6'o'clock; but her owner, knowing he could not conclude the race within the specified time, namely, 7 o'clock, left off, and took the boat to her moorings. Under the conditions the race must be resailed.

1878 12 04 T. Wed Dec 4 1878 SMH:- Sydney Amateur Sailing Club. The **race for skiffs under 18-feet**, in connection with this club, came off on Saturday last. Course from Farm Cove round Shark Island, boat off Fort Macquarie, Fort Denison, and back to Fort Macquarie. The starters were Myra, Young Jack, and Tocal, Arrow and Ariel failing to put in an appearance. Tocal was first away with S.S.E breeze hard enough for anything. Myra and Young Jack quickly overhauled the leader, and rounded the island almost together. Myra then gradually drew away, and eventually won a pretty well contested race by about half a minute.

1878 12 23 T. Sat 23 Dec 1878 SMH:- A race for 22feet boats, under the auspices of the Sydney Amateur Sailing Club came off on Saturday afternoon, the entries being as follows;- Cythera (Mr. Laury), Rosetta (Mr. H. J. Clark), Zuleika (Mr A. C. Turner), Stanley (Mr. H. Stevens). The Zuleika did not come to her moorings in Farm Cove until about half an hour after the starting time, and consequent there were only three boats in the contest. The start was made in a mild southerly "buster," the boats getting away pretty well together the Stanley with two reefs in. Going round the Sow and Pigs the Rosetta was leading by about 50 yards, and she maintained first place until the finish, the Cythera coming in about and a half behind the Rosetta. **No Steamer accompanied the boats**, but there was a pretty good fleet of yachts and open boats watching the contest.

1879 01 13 T. Mon. Jan 1879 Aquatics:- Lovers of aquatics mustered in force at the harbour on Saturday afternoon , when no less than **three races, in connection with the Sydney Amateur Sailing Club**, took place. The wind was rather variable, but generally afforded every facility for quick running. The competing boats were attended by a flotilla of others, containing friends of the competitors, and lively interest in the race was manifested. Mr. P Anson acted as starter and judge, and did his work remarkably well. For the 24 feet boat race there were only three entries Mr G. F. Want's Croyphene, Mr Thomas's Kingfisher, and Mr. H. Makinson's Mulgoa and the last named proved the victors the pretty Croyphene being third, and the Kingfisher being second. The course was from Farm Cove round both Buoys at Manly and back again to the flagship, and the start was made shortly before 3 o'clock. The boats kept well together on the down course, and on the return the Kingfisher seemed to be leading, with the Mulgoa second and the Corphene third. Under George's Head, however, the Mulgoa and crew did a pretty bit of work by edging in close to the shore, and thus avoiding the strong ebb tide. The Coryphene followed her rival's example, but the Kingfisher stood out into the stream, and thus apparently lost her chance of the race. The run home from this point was uneventful, save that the Kingfisher secured second place at the finish. The entries of the 18-foot boats for the Commodore Hyman's trophy were Mr Saunders's Bronzewing, Mr Souter's Lucia, Mr Bulls Effie, and Mr Williams Anthea, and the course was from Farm Cove round Shark Island, round a boat off Fort Macquarie, round Shark Island again and thence back to the flag-boat. The Araluen, which was very cleverly handled, won, the Lucia being second, and the Effie third. In the dinghy (16 foot) race, for Mr J G Carter's prizes, the entries were – Young Jack, Actme, Fairlight, Julia, and Novice, and the course was from moorings off Pyrmont baths, round Shark Island, and back to the flagboat. The Acme won easily, and

a struggle for second place between the Novice, and the Young Jack finished in favour of the former. The Julia was fourth. No accident or unpleasantness arose to mar the afternoon's enjoyment.

1879 01 26 B1 p16:- 91st Anniversary Regatta, 1879; The results are interesting as all boats are on the S.A.S.C Register. 16-ft. Dinghies: 1st '**Novice**' (W Standard) , 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).
22ft. Boats: '**Kingsborough**' (Boyd), 2nd '**Telephone**' (F. Thomas), 3rd '**Zuleika**' (A. C. Turner).
24-ft. Open Boats; 1st '**Lottie**' (R. Moodie), 2nd '**Carlotta**' (S.H. Hyman), 3rd '**Deronda**' (C Belisario).
24-ft.and over Open Boat: 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.

1879 01 26 T. Sat 1 Mar 1879 Aust. Town & Country:- Regattas and Sailing Races. A match for a handsome silver cup, presented by C. J. Roberts, Esq., Mayor of Sydney, comprised one of the events in the late **National Regatta**, when Lottie came in first, but was disqualified, and the race awarded to Carlotta. The owner of the later boat, together with the owner of the Deronda, gave the prizes to the committee in order that another contest might be sailed. The match was arranged for Saturday. The starters were; - 1 Effie, W. West; 2 Deronda, O. Belisario; 3 Carlotta, S. H. Hyam; 4, Fair Play, M. S. Banks; & Shannon, A. Luttrell. All got well away under topsails and whole lower sails, and ran for Fort Dennison with the wind at west or a trifle south of west. Passing Milson's Point the order was -Effie, Carlotta, Fair Play, Deronda, Shannon. Fair Play at this point showed a surprising amount of speed in running, and went from the ruck to first position at Milson's Point and in rounding Fort Dennison was well clear of her rivals, followed by Effie, Deronda, Carlotta and Shannon. To avoid the ebb, tide the boats all stood into Farm Cove together, closely followed by Carlota in working up to Daws' Point. The boats worked a very close quarters, frequently putting each other around. The Carlotta was first past the baths point, and rounded and rounded the mark off Goat Island, leading Deronda several lengths, Effie, Fair Play and Shannon coming next in order, and thus they ran down the harbour with square sails set to Bradley's Head, where the westerly wind eased, and after a calm the boats got into a light north-easter, all being again well together. Effie took the lead and was displaced by Deronda; the latter got a fine lead out of Middle Harbour, and turned the boat at Manly still leading with Effie second, Carlotta third. The boats ran with a heavy press of sail to Bradley's. A calm was followed by a fresh S.W. breeze. Deronda got the wind first and it gave her a fine lead, and she was never afterwards caught. The race concluded as follows Deronda, at 6h. 49min. 10sec.; Carlotta, 6h. 55min. 35sec.; Effie, 6h. 55min. 30sec. The race was one of the most exciting that has been sailed this season, and a crowd of spectators were present to witness the termination, and the result evidently pleased the majority, for they gave the Deronda crew a ringing cheer as they won the race. The boat was built and sailed by Ellis, and Mr Clive Bellisario may well be congratulated upon the spirit and enterprise he has displayed in competing in contests in which the competition is of the keenest kind.

The success which attended the little aquatic gathering last year, at Woolloomooloo Bay, appears destined to follow it in the regatta fixed for next Saturday. The committee has put forth a capital programme comprising thirteen events , and entries for which will close on Tuesday next, 4th instant.

The racing season this year is unprecedented for its long duration, and Double Bay is again to the front with its regatta fixed for Saturday afternoon, 15th March. Most of the events set down for competition are for yachts and sailing boats.

1879 02 10 T. Mon Feb 10 1879 SMH:- The races of the Sydney Amateur Sailing Club for the Commodore Hyam's trophies were resumed on Saturday. Owing to the fact that there was **no provision made for reporters to witness the race**, and that there seems to be **no appointed place where official returns can be obtained**, only the barest particulars can be supplied to our readers. For the 18ft. race, the course was from Farm Cove, round Shark Island, round a boat off Fort Macquarie, round shark Island again, and back to the flagboat and the order of the finish was 1st Alert (Q L Deloitte; 2nd Naiad (G. L. cooper); 3rd, Phyna (H. C. Doyle); 4th Arrow (C.A. Benbow). For the 16ft. race, the course was from Farm Cove, round Shark Island, round a boat off Fort Macquarie, round Fort Denison, and back to the flagboat and the result was 1st, Young Jack (Dr Milford), and 2nd, Julia (A. Carmichael). Nothing could be learned of an advertised race between the Ethel and the Lizzie, save a rumour that it did not take place.

1879 03 07 T. Sat 8 Mar 1879:- The Sydney Amateur Sailing Club held its general monthly meeting last evening, at Aaron's Exchange Hotel. Commodore Hyam occupied the chair, and there was a numerous attendance of members. Five new members were elected. The question as to the desirability of closing the season by a picnic was taken into consideration. After discussion , a motion in favour of organising a picnic was carried unanimously, and the following gentlemen were elected a sub-committee to make the necessary arrangements:- Messrs Thomas, Anderson, Benbow, Deloitte, Doyle, Grant, Belisario, Dr. Milford, and the honorary secretary. The picnic is to take place on the last Saturday in April. The meeting closed with a vote of thanks to the chairman.

1879 03 29 T. Mon 31 Mar 1879 SMH:- Races were held by the Sydney Amateur Sailing Club and as is generally the case with this club, were admirably arranged and, consequently, carried out successfully. The competition was for 22 feet boats and 18 feet dingies. The first race, 22 feet boats, started at 2.30pm., the entries were Stanley, Mr. H. Stevens; Cythera, Mr. T. Lawry and Rosetta, Mr. H T Clark. The course was from moorings in Farm Cove round Lightship, sow and Pigs, round boat off Fort Macquarie, round Fort Dennison, and back to flag-boat. The wind was light and variable nor'-easter, and occasional gusts from the east. The Cythera got away slightly at the start with the Stanley carrying a very large sail soon began to forge ahead, although no material change took place until after the rounding Bradley's. Here Stanley stood over towards the western shore and got an easterly start, which gave her the lead. Rosetta and Cythera worked the western shore, and were never in the race after that. The winner was very ably handled by her owner, Mr Stevens. The Rosetta has proved herself a very fast boat on several occasions, and had she and Cythera worked the same shore as the Stanley it would have been a very close finish. As it was the Stanley won easily, with the Rosetta a bad second. For the 16-foot race, the entries were: Tocal, Mr. R. N. Bull; Young Jack, Dr. F Milford and Myra Mr. Green. The course was from moorings in Farm Cove round Shark Island, round the boat off Fort Macquarie, round Fort Denison, and back to flag-boat. The Tocal got off with the lead and continued to improve her advantage up to Shark Island, the Young Jack being second. Here the wind dropping off, allowed the Myra to creep up to the Jack, and they rounded the island together and ran side by side up to the flag-boat, and several little accidents delayed the unlucky boat and the Myra, so that the Tocal won easily. The Young Jack beat the Mya by 3 seconds. It is to be regretted that the Rosetta threw the smaller boats out of the course, especially as there was no chance of her winning her own race. The fourth contest for the 19-feet race trophy the took place, the course being the same as that for the 22-feet boats. The starters were Mr. P. O. Williams Anthea, Mr. A Muston's Effie, Mr. G. L. Cooper's Naiad, Mr A. J. Soutar's Lucia, and Mr C. Saunders' Bronzewing. The Lucia got first away, but the

Pandora soon came up and as the Lucia out about the had a blanketing match. Off Bradley's head the Effie crossed them both, and after the Sow and Pigs it was a continual putting about the crossing between the three boats. They worked the western shore, the Anthea and Naiad seeming quite out of the race. Bothe she and the Naiad then went across the harbour and worked the Eastern shore, and getting the easterly wind soon pulled up the lost ground. The Anthea, Niad, Effie, Lucia, Pandora, rounded the Sow and Pigs within a few feet of each other. The Anthea improved her position slightly in the run to the flag-boat but through taking her square sail down too soon, allowed the Effie, Lucia and Pandora, which were dead ahead, and the Naiad, which was a few lengths behind, to pull up considerably. The Anthea, on rounding the boat, was just able to clear the Omeo, steam launch, which was towing a schooner, but the next three boats rounded the boat in a bunch and ran into the tow line. This gave the Anthea a good lead, and she was never again caught. This race was without doubt one of the finest we have had this season and it was anybody's race until the unfortunate circumstances occurred. Result – Anthea 1, Effie 2, Laura 3, Naiad 4 but takes second position through her time allowance. The Alert and Bronzewing were evidently prepared for bad weather, as the had small canvas up. Mr Hyam as umpire and Mr Johnson as starter and judge, gave every satisfaction, in their respective capacities.

1879 04 04 B1 p18:- 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 for the purpose of erecting a Clubhouse** on the waterfront. Seconded by Dr Belisario and carried unanimously.

1879 04 04 T. Sat 5 Apr 1879 SMH: - The general meeting of the Sydney Amateur Sailing Club was held last night at Aaron's Exchange Hotel. About 30 gentlemen were present, and Mr. W. Johnson, vice-commodore, occupied the chair. A letter was read from Mr. H. T. Clarke, owner of the Rosetta, explaining that the fouling of his boat with the Young Jack on Saturday last was an accident. The report of the vice-commodore (who was umpire for the race in question) was that Mr. Clarke had wilfully violated the 11th sailing regulation of the club. Several gentlemen said the Mr Clarke had apologised for the occurrence, and that they were sure the collision was an accident for which Mr. Clarke was heartly sorry the report was adopted, and Mr Clarke's letter was received.
From the Prince Alfred Yachty Club, stating that at its last meeting it was resolved "That the secretary wait upon the various sailing and rowing clubs with the view of securing a joint deputation to lay before the Exhibition Commissioners the desirability of arranging an aquatic demonstration and join with them in representing the advantage of the same to the Government. The letter asked for co-operation and it was unanimously resolved on the motion of Mr. Dietrich, seconded by Dr. Milford, "That the club act in unison with the Prince Alfred Yacht Club in regard to the regattas during the International Exhibition, and that the Commodore and Vic-Commodore represent the club upon the deputation." Some discussion took place on a motion of which Mr. Want had given notice. Mr. Want was absent but Mr. Grant brought the matter forward. The motion proposed to alter a rule that a race should take place unless there were three starters. An amendment that there should be three entries and two starters or no race was carried but not in sufficient number of votes to necessitate a change of the rule. A two thirds majority is required and only a bare majority was obtained. The hon secretary, Mr. Dietrich, advocated the procuring of a water frontage and the erection of a shed for the Sydney Amateur Sailing Club. He moved "That the Commodore, Vic-Commodore, Dr Milford, Mr. Gardyne, and the honorary secretary be a deputation to wait upon the authorities to ask for a grant of land for the purpose" Mr. Belisario seconded the motion which was carried unanimously. Dr. Milford gave notice of his intention to move at next meeting "that the word 'start' read 'enter' in rule 2 Sailing Regulations. The next business was the presentation of the prizes won at the

recent races Dr. Milford the owner of the Young Jack received Commodore Hyam's trophy, a bachelors breakfast cruet, a very elegant piece of plate. Mr. Stephen received a handsome bronze time-piece for the victory of his boat, the Stanley; and Mr. Bull, the owner of the Tocal, took a cruet stand of oak, bound with silver. A vote of thanks to the chairman having been passed the meeting closed.

1879 04 07 B1 p18 T. SMH Apr 7 1879 (Ed. - Reproduced here is a report from the Sydney Morning Herald on 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 on which the days sport could have been bettered was the unpunctuality of some of some of the competitors who delayed the start of every race. Mr P. Anderson was starter and judge.
24-ft race: '**Snowdrop**,' (N. Johnson) 2 1/4 minutes, '**Lizzie**' (W. Johnstone) 2 1/4 mins; '**Deronda**' (Dr. C. Belisario) scratch; **'Bronte'** (J. Gardyne) 2 1/4 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 some very neat sailing by both '**Snowdrop**' and '**Bronte**' the order at the Manley 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 flag boat in Farm Cove, **'Deronda,' 'Snow drop', 'Lizzie', 'Bronte'** with seven minutes covering them**.** The wind was dying and **'Snowdrop's**' big foresail showed its worth but the race was not long enough and the finish was **'Deronda'** 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 seven minutes by **'Pandora'**. **'Anthea'** got the best of the start from her mooring in Farm Cove followed by **'Effie', 'Lucia', 'Pandora'** and **'Bronzewing'**. **'Pandora'** took the lead on her 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 1 1/4 minutes from **'Anthea'**.
18ft 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 and Fort Denison. **'Arrow'** won after leading all the way by 1 3/4 mins. from **'Phyna'** and there was not third place as **'Alert'** was put out of the race as she collided with the yacht **'Peri'**.

1879 04 28 B1 p18:- S.A.S.C. **Complementary 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 has to be mentioned and the name H.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 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 as 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 the S.A.S.C." and stated "**That if rational men were asked to state that which in their opinion was the kingliest of sports, they must say sailing, for in that, man took in hand a boat, an intimate 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 the Club had done much to bring this about". In the last season it held 18 races and distributed 54 pounds in prizes, plus trophies, and all without a single protest. He hoped that 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.

1879 04 28 T. Apr. 29 1879 SMH:- A complimentary picnic, given by the Sydney Amateur Sailing Club in honour of Mr. S H Hyam, its current commodore, was held at Chowder Bay, and was attended by about 100 ladies and gentlemen. The party reached the scene of pleasure by a steamer charted for the occasion, and indulged in a variety of amusements, dancing, fern gathering, walking, and sketching. Shortly after their arrival luncheon (an excellent one) was partaken of. Mr. W Johnson occupied the chair, having on his right the guest of the day. The Chairman (the toast of the Queen having been honoured) proposed "The health of our guest the Commodore, Mr. S H Hyam. (Applause) We know that he had only to mention that name to draw all sailing men out of their shells. The S.A.S.C. should congratulate itself on placing Mr Hyam in his present position, for it was one for which he was worthy and peculiarly fitted. Had they searched the most remote regions for that strange animal a commodore, they could not have found a better one. Not only was he an able commodore, but he was a liberal one, since no less than five trophies had been presented by him, to be competed for by members of the club last season. Open boats, and open boat sailing in Sydney Harbour, had been brought to their present perfection by Mr. Hyman, and therefore he would ask them to drink bumpers, "the Health of our Guest". The toast was received with cheers and accorded musical honours. Mr Hyam, who on rising to respond was received with applause, said that he thanked them from the bottom of his heart for the honour done to him. He did not deserve all that had been said of him, but he knows Mr. Johnson well enough to be sure that what the gentleman had said had been spoken in all sincerity. Speaking in the interests of boating, he had to complain that much was said to the detriment of the pursuit, and he himself had been credited with statements he never could have made. He had intended to have retired from aquatic pursuits altogether last season, but the members of the club were so anxious to make him their commodore that he could not carry out his intention. Every member had assisted him and upheld his authority, and he believed that every race had been fairly won. Before rising he had determined to be brief, and therefore he would conclude bay again thanking them for their kindly feeling towards him the had shown. (Applause) Mr. Bebbow proposed " The health and continued success of the S.A.S.C." He thought that if any rational man were asked to mention that which in his was the kingliest of sports, he would say that sailing was, for in those men took in hand a boat, an inanimate thing, and forcing it to obey their will, controlled the elements. Recreation was a necessity to every man, and after working hard for 5 days in the week, the members of the club took their amusement on the water on Saturday afternoon. This form of amusement was calculated not only to develop bone and sinew, but raise up a generation of sailors to represent the colony. A ship which would leave the harbour in a few weeks would travel with her three members of the Amateur Sailing Club who had adopted the Mercantile Marine Service as their profession. A fortnight ago a gentleman asked him what boats would be sent down to Melbourne regatta, and thought he could not answer the question he had no doubt that amongst them proved to be the best and most successful, he would have found some belonging to members of this club. He wished prosperity, increased strength, and a larger fleet of boats to the Amateur Sailing Club. Mr Dietrich responded, and, after briefly sketching the origin and progress of the club

expressed his doubt that better sailing could be seen anywhere else in the world than on the waters of Port Jackson. The Amateur Sailing club had done much to bring this about. Last season, for example, it had held 18 races, and distributed 31 pounds in prizes, and all this without a single protest being received. The latter was a most desirable state of things and he hoped that next season the club would do better than last. If they could only get a grant of land near the Sydney Rowing Clubs sheds, upon which to erect a boat-house, he felt confident that the next season 1879-80 would be a most successful one for the club. Mr. Q. L Deloitte proposed "The Ladies, coupled with the names of Mrs, and Misses Hyman." Messrs. Burns and Hyam responded, and the toast of "the Press" having been given and responded to , the party6 adjourned. Amusement in various ways was again sought, the majority of the picnickers dancing in the pavilion to the music of the German Band. At 6 p.m. a start for Sydney was made.

1879 05 03 T. May 3 1879 Syd Mail:- The Sydney Amateur Sailing **Club have almost closed their season**, which has been a success in the fullest sense of the word. Last Saturday was dedicated to their Commodore **Mr S H Hyam, who has truly called the father of open-boat sailing** in the harbour. The club members mustered strongly at **a picnic given in his honour at Chowder**. Already preparations are being made for the next season by some of the members, who have ever occupied a prominent position in the club. Donnelly is at work building a 24-ft open boat which is to beat the swift footed Carlotta. The same builder has also an order a 19-foot skiff to be faster than any of the present flying fleet Langford has a 22-foot open boat partly finished for Mr P Anderson, the former owner of Myra and ill-fated Halcyon.

1879 07 12 T. Sat 12 Jul 1879 Syd. Mail :- Yachting and Sailing Notes.
(ED FB This article led to an "extraordinary indignation meeting on the 9th August 1879 alleged to be written by a Mr. James Hobson)
The Royal Yacht Squadron's third class commence with boats over five tons and closes with 10-tonners. **The exclusion from the honours of membership of boats five tons and under was carried, no doubt only after much grave discussion and serious consideration, but we fail to see the reason why. A 5-tonner is a very pretty little boat, and, if of a reasonably good model, capable of standing much knocking about, and if there was any encouragement to build them, they would naturally fall into the hands of a boating class which is at present content with 18 feet and 19 feet dingies, and might take the place of one or two 24**

feet boats. These 24-feet boats we do not consider gentleman's boats in every sense of the term; there is too much running after "professionals "and live ballast, too wet often (eau de ve), and too many colonial adjectives flying about. They are well fitted for fishing boats, as originally called, and have grown out of that class, and would suit a lot of young fellows working in a factory, or something of the kind, who could go at once from their work in a body, enter, the boat and drown themselves; or at any rate, render it a libel to class them with the 'great unwashed.'

As far as dingies, it is evidently very exciting work with them; but a married man with a growing family does not feel justified in carrying on a series of experiments with the length of his days, or chancing the making of his wife a widow in order to bring home a 30s. – trophy and a little rheumatism concealed about his person. No; we have watched the dingy-sailing and for some time, we have seen it generally end with giving up recreation on the water altogether or the getting of a larger boat. It is for boys to sail dingies, and we rather admire the judgment of a dingy-owner of last season who seemed always bent upon "manning" his craft with lads, and often winning (we refer to the Arrow, 18-feet skiff). We would like to see encouraged a fleet of little wind-jammers that a city man and his son could take out, giving shelter from the rain when camping or cruising, which would not be too costly in the first instance, and which, when racing time came on, could be put round the course with an additional crew of one or two from his family circle only or of his "sisters, his cousins, and his aunts."

The Prince Alfred Club are different from the Royals in their classes because we have not been able to find out whether they have a class at all; and we think they admit all boats that posses a mast and standing rigging, Whether this accounts for it, or whether it is the extraordinary liberality which prompted them to give away 25 pounds in one season in prizes, we don't know, but we find their members spending during the last season and this winter a sum of money on boats equal to something like 4700 pounds – namely, the Guinevere, Waitangi, Oithona, a 10tonner for their secretary, and, what we have been longing for, a sweet little 5-tonner.

We feel it incumbent upon here to apologise for a mistake that was made in our last paper over the name of the new Oithona. The right word id "Oithona," being Gaelic; and as there are few in this community who are so ignorant that they not only don't understand that language, but actually can't read or write it, we have obtained its meaning, which is Maid of the Wave".

We have been kindly favoured with a great deal of information about Dr. Milford's 5-tonner, which we feel certain will read with much interest. She is to be built from a drawing obtained from Mr. Dixon Kemp's book upon yacht-designing, and was drawn by him (the author) and called "Nystroms System of Parabolic Construction." Now we have been asked already what this meant, and what a parabola was, and we have always carefully referred all inquiries to some upon conic sections, nor the next best authority upon everything, Mr Gladstone. However , as we possess a copy of Dixon Kemp's valuable book – the more valuable because he so wraps practical knowledge up that on ordinary working men such as those who usually build boats can make use of it – we will quote what he says of this system of construction; "By this system the shapes of all the water-lines and frames, the areas of the water-lines, areas of the vertical transverse sections, the displacement, the centre of gravity of the water-lines, the centre of gravity of displacement, the metacentre, and the angle of mean resistance of the water-lines, can be determined without reference to a drawing or measurements therefrom." This reads like putting the thing in a mill, like a bit of meat in a sausage-machine, and bringing it out a boat. However, we will proceed with our quotation: Mr. Nystrom conceived the water-lines frames, areas of- water -lines, and areas of frames and the displacements, to be all parabolas of different orders and power, with vertex at the greatest breadth of the vessel." Then, by a simple equation, Mr. Nystrom calculated whole tables of factors for computing the ordinates of various forms of parabolas of different orders and powers. Some of the factors generate convex or full lines, whilst others provide for inflections in the curves, and so produce hollow or wave lines. So far as we can judge, the chief fault to find with the factors is that they produce hollow too near the entrance and curves generally too full near the near the vertex. But the really weak part of the system is manifestly that the calculator is left almost entirely to his judgment in selecting factors from the table. Of

course, if a person knows exactly what a good vessel should be like he will know what particular power and exponent to select for his drawing; but then if he knows so much, he can put the drawing on paper without reference to such calculations. However, as a matter of curiosity we applied the system to a design of five tons: and this is the boat that has been entrusted to Mr Ellis to build. Now in this design we get the benefit of Mr Kemp's knowledge and judgment: he is on mean authority, being a naval architect, or a man whose living is obtained by boat-designing, and a Fellow of the Association of Naval Architects of England. And we earnestly hope that he will inaugurate a new style of boats and a new class. In our next paper we will give more information, and make comments upon her and everything else that falls in our way.

1879 08 09 T. Aug 9 1879:- An **extraordinary indignation meeting** of the members of the Sydney Amateur Sailing Club was held at the Exchange Hotel last night to take into consideration an **article that appeared in the columns of the Sydney Mail on the 12ty July, under the heading "Yachting and Sailing Notes"** About 20 gentlemen were present, the commodore, Mr. Hyam, in the chair. The hon secretary, Mr. H. M Dietrich, said he had apologized to members of the club for not being taken action in the matter before, but not being a subscriber of the journal, he was unaware of the article until his attention was drawn to it by Mr. Langley and Mr Elliott. He then thought some steps should be taken to defend boat owners against the attack; so, after writing to the commodore and vice-commodore, he had called the present meeting. **He read the article which he characterised as a direct insult to all open-boat owners**. He thought some action should be taken as the comments in the article were not only unjust, but ungentlemanly. After discussion, the following resolution, moved by Mr Burkes, seconded by Mr Stokes was put to the meeting and carried unanimously:- "That a deputation consisting of the Commodore, Vice-Commodore , Drs Milford Belisario, Messrs. Suttor, Johnson, Gardyne and Dietrich **draw up a protest against the article, and await upon Mr Fairfax with the same."** A resolution was moved by Dr Belisario and seconded by Mr Stuart, - "That a letter be written to Mr James Hobson stating that the authorship of the Mail had been imputed to him, so as to allow him an opportunity of denying the statement." After a vote of thanks to the chairman, the meeting closed.

1879 10 04 B1 p18 (date in B1 Oct 16 but likely Oct. 3 or 4 FB):- Seventh 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 Boathouse 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 around 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 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 the Register. 40 boats on the Register and a credit balance of led 59P 11s 1p.
Notice of motion: "Those subscribers of 3 pounds 5 shillings be made Life Members of the Club." (This was later defeated Ed.)

1879 10 3 T. Oct. 4, 1879 Daily Tel.:- The seventh annual meeting of the SASC was held at Aarons' Exchange Hotel last evening. There were about 30 members present, and the chair was occupied by the vice-commodore. The minutes of the previous meeting having been read and confirmed, the Hon secretary read the annual report, which showed that the club numbered 101 and a fleet of 40 of the fastest boats in the harbour. The hon treasurer read the balance sheet , showing 591p 11s and 3d to the credit of the club. It was decided that the club should hold its opening day on Saturday next 11th instant. Four new members were elected, Messrs. C. Bransby, R. Bransby, Wilson and Falconberg, and five proposed. Messrs E. Sayers, Carpenter and Dr. Mackellar. The election of officers was then proceeded with, and resulted ads follows:- Commodore Mr S. H. Hyam; vice commodore Mr. W. Johnson; hon secretary, Mr E. M. Dietrich; hon treasurer Mr S. Stokes; committee, Dr. Milford, Messrs, F. Thomas, J. McDonald, A. J. Souter and W. Grant; auditors A. J. Souter and A. Muston. The meeting, which had been a very enthusiastic one was closed by the customary votes of thanks be accorded to the retiring officers by the chairman.

1879 10 09 T. Oct 9 1879 SMH & Aquatics:-. The Sydney Amateur Sailing Club have received a **grant of land adjoining Fort Macquarie** near to and next to the Sydney Rowing Clubs' boathouse. They will erect a boathouse there. On the 3rd instant they held their **annual meeting (7th)**, and most gratifying reports and balance-sheets were read.

1879 10 14 t. Oct 14 Evening News:- Accident in the Harbour. About 11 o'clock on Sunday morning as the **'Carlotta', belonging to Commodore Hyam**, of the Sydney Amateur Sailing Club, with her owner and 13 other gentlemen on board, was sailing along between Garden Island and Bradley's Head, she was **struck by a sort of whirlwind**, her sheets filled, and she capsized in a twinkling of an eye.
About 20 minutes after the accident the 'Carlotta's' crew got assistance from the crew of Jano's boats, and sailed by a man named Frederick Yates, the managed to right the Commodore's boat again and bail her out.
It is reported that about 20 yards from where the accident occurred rode a skiff in safety, and when one of the crew was in great danger of being drowned, the others of the 'Carlotta' shouted for assistance, but no attention at all was paid by the men in the skiff, who calmly looked on, and left the unfortunate to his fate.

1879 10 18 B1 p19:- 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 a 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 24ft boat presented a contrasting picture. However, another season was open.

1879 10 18 T. Oct 25 1879 Syd. Mail & NSW Advertiser:- **The annual evolutions** of the Sydney Amateur Sailing Club were gone through on Saturday last. They were to have taken place on the previous Saturday, but, **owing to the boisterous state of the weather**, and so few boats showing up, they were **postponed for a week**. The state of the weather was just the opposite extreme, however on Saturday hardly enough wind blowing to bring the boats to the rendezvous, in Farm Cove. Here, after saluting the commodore, they fell in line, the 'Carlotta' , with Mr S. H. Hyam, the commodore leading, followed by the vice commodore's (Mr. Johnson) boat 'Lizzie', the other being in the following order:- 'Deronda', 'Snowdrop', 'Sea Breeze', 'Ripple', Irene, Fairy Queen, Rosetta, Zuleika, Nautilus, Cythera, Loria , Ida, Cutty Sark, Flirt, Anthea, Lucia, Desdemona, Resolute, Arrow, 'Alert', 'Danae', 'Pyrrha', 'Young Jack', 'Myra', 'Julia', 'Petrel', 'Haidee' and 'Ettie'. After cruising about for a little, the 'Carlotta' stood to off Pinch gut, allowing the others to come up and to form a line abreast of and to starboard her, and after saluting the commodore all stood away for Mosman's bay where refreshments were provided. Before embarking again, the toasts of "The Queen," "The Commodore," and the "Sydney Amateur Sailing Club," were proposed and heartly responded to, and three cheers were given for Mr Dietrich, the Hon Secretary, after which a rush was made for the boats. But what little wind had been died away, and as sails were of no use, each boat had to make shift for itself. This was all the more awkward, as most of the boats had no oars with them, and moreover, had very large crews. However as camping at Mosman's Bay was out of the question, **oars were improvised by breaking up some casks and using the staves**, a la South Sea Islanders. An amusing spectacle was presented by the crews of fourteen men each paddling along in 24-feet centre-board boats. The boats, most of them under new canvas, looked particularly smart. As more than ordinary efforts have been made to ensure efficiency in the crews, some excellent racing is sure to be witnessed during the seasons that may now be said to have opened.

1879 11 07 T. Sat Nov 10 1879 SMH:- The **general meeting** of the members of the Sydney Amateur Sailing Club was held at the Sydney Exchange Hotel on Friday night, Mr S. H. Hyam in the chair. The minutes of the previous minutes were read in the normal way. A letter was received from the secretary of the Colac Regatta, Victoria, offering very tempting inducements in the way of prizes ordered to induce by due to compete.
It was proposed by Mr Johnson, that a deputation consisting of the commodore, vice-commodore, secretary, and Messrs Soutar and Grant be requested to wait upon his Excellency Lord Augustus Loftus, and ask him to become patron of the club.
It was resolved on the proposal of Mr Johnson to ask Mr G R Dibbs to become president of the club, and Messrs C I Roberts, William Laidley, T H Danger, Angus Mark and Thomas Cadell, Vice-presidents.
It was decided that in order to avoid the danger attendant on racing boats rounding shark island **a permanent buoy should be placed in Rose Bay**.
The arrangements of club racing were proceeded with. The following fixtures were made Laidley Trophy for 18-foot boats and the 14-foot handicap, 22nd November, 22-foot race and dinghies, 20th November.

1879 11 24 T. Nov 24 1879 SMH:- In the heavy wind that blew on Saturday afternoon the four **24-foot boats** that started in the SASC match **had a particularly lively time of it** and the race proved hard and very wet work of it for the live ballast. The course was from moorings in Farm Cove, round Lightship, Sow and Pigs round the buoy at Shark Island, round flagboat round Shark Island again and back to flagboat. The start was fixed for 2.30pm but a usual, the boats were not up to time and it was 3 o'clock before Mr J McDonald the starter got them into position to start. They took up their positions handicapped as follows – No 1 Carlotta scratch, S H Hyam, 2 Lizzie 5 and a half minutes; Victor, G Elliot scratch, Deronda 2 and a half minutes Dr G Bolasano. They got away in capital order under fore and aft sail, and in the run to Bradley's Head Carlotta gained three lengths upon Deronda which in turn was the same distance ahead of Victor, Lizzie fourth. A pretty race took place round the lightship , and Deronda displaced Carlotta and beat

up to the boat in Rose Bay with a strong lead, while Carlotta and Victor sailed at very close quarters. Deronda led up in running up the harbour, but the balloon jib carried away and before it could be replaced Victor was in front. **Carlotta capsized off Shark Island through her mainsheet getting fouled** and the crew were picked up by the Arrow and were also assisted by Mr Laycock, from Shark Island. A beautiful finish took place between Victor and Deronda. The Victor crossed in 5 hours 11 minutes and 30 seconds, and the Deronda 10 seconds later, but he later wins by her time allowance. The Lizzie gave up. The 18-foot match , for a trophy presented by Mr William Laidley, brought together the Phyrra, Arrow, Naiad and Bacchante. The Naiad took the lead early in the race and won by a long distance, Bacchante second, Alert third.

1879 12 01 T. Mon Dec 1 1879 SMH:- Sydney Amateur Sailing Club. This club ran off two races on Saturday afternoon viz., the 22-foot race and the dinghies. The course was from moorings in Farm Cove round Sour and Pigs round both buoys at Shark Island, round flagboat round Fort Denison and back to flagboat. The Syren, Florrie and Rosetta started, and the Syren had the race in hand soon after the start and won easily. **The Florrie carried away her bumpkin**.
For the 16-foot race Ettie, Zebra and Young Jack started, and the trio made a very good race of it. Ettie eventually winning, Zebra second.

1879 12 02 T. Tue 2 1879 Evening News:- During one of the SASC races on Dec 1, a **boat turned over near Shark Island**; the crew were, however, rescued from their watery position by the timely assistance rendered by a crew from the 'Pinafore' company, captained by Mr South, who, upon this occasion, displayed a considerable amount of seamanship. Doubtless as he has become more at home on his briny ocean since he took command of the gallant ship at the Theatre Royal.

1879 12 05 B1 p19:- 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 22ft. 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.

1879 12 06 T. Sat 6 Dec 1879 Evening News:- The usual monthly meeting of the Sydney Amateur Sailing Club was held last night at the Exchange Hotel. The commodore Mr S H Hyam, occupied the chair, and after the usual formal business had been transacted, Mr Dietrich, the hon secretary, read letters from Messrs Henry Danger, William Laidley, C J Roberts, and T. Cadell, accepting the positions of vice-presidents, to which they had been elected. Mr Angus McKay and Mr T. R. Dibbs, however, were not able to accept offices. The secretary announced that Lord Augustus Loftus would become the patron of the club, to which they had elected him at their last meeting. A letter was read from Mr. J. C. McDonald, giving the results of races in which, he had conducted as the club's umpire. The sub-Committee's **report regarding the erection of a boating-house** for the use of club boats was brought up and approved of. It appears the Government had given a piece of land of 75ft frontage to Sydney Cove, and next to the Sydney Rowing Club's boathouse, and on the same terms as the latter club have their ground. It is contemplated to erect a boat house on the ground. The business of the meeting was brought to a close by presentation of the following prizes:- The Laidley Trophy to Nereid, the club 22ft race to Deronda, the 22ft race to Syren, and the 16ft race to the Fidget.

1879 12 13 T. Mon 15 Dec 1879 SMH:- Sydney Amateur Sailing Club. **19-feet Race** ;- Anthea black, white bar, Mr. P. O. Williams: Pandora, blue and white diagonal, Mr. G. Elliott; Lucia, black gold cross, Mr. A. J. Soutar ; Desdemona, blue, Mr A. Muston. Course from moorings in Farm Cove, round both buoys at shark Island, rounding boat, round Clark Island, round flag boat , round Fort Denison and back to flatboat. After an interesting race this contest resulted in favour of Anthea. Two accidents occurred which interfered with the chances of success held by two of the competing boats, and the wind during the afternoon was strong from the south and rather squally. The times made by the several boats were as follows: Anthea 6h 4m 40s : Desdemona 6h 5m 10s: Lucia, 5h 9m 10s and the Pandora gave up having lost it jib. The Hurry Scurry Race is announced to take place on Saturday next.

1879 12 13 T. Sat 20 1879 Syd. Mail:- Open Boat Sailing. By Starfish. The Sydney Amateur Sailing Club was again to the fore on the 13th inst., and the strong southerly with its spiteful puffs made it rather lively for the crews of the 19ft skiffs competing for the **club trophy**. Four boats were entered, viz., the Anthea , sailed by her owner, Mr P.O. Williams; Pandora, owned and sailed by Mr. G. Elliott; Lucia, sailed by Mr. W. Anslow; and Desdemona, sailed by her owner Mr. A. Munston. The course was from fixed moorings in Farm Cove, round both buoys at Shark Island, rounding boat, round Clark Island, round flag boat , round Fort Denison and back to flag boat. The Desdemona was the first to take her station, shortly after the advertised time for starting, the Pandora somewhat later, the other two not being in sight. After waiting for half-an-hour, the starter (Mr. Vice-Commodore Johnson) determined to send the two off, and was in the act of doing so when the colours on the peak of the Lucia were observed over the land at the fort. This caused a further delay, and by the time the Lucia had picked up her buoy the Anthea was coming. They were eventually sent away from a very good line; the Anthea having the weather station and the Desdemona the lee station, were the first to feel the breeze; the Lucia, suffering from 'calico fever,' seemed rather sluggish at the start, but soon began to gain on Anthea, with smaller sails, evidently rigged for the day. Both were going to Shark Island at a great rate, closely followed Desdemona and Pandora in the order named. Shortly after passing Garden Island a strong puff of wind came right at the Lucia, and Anslow, trying to make the best of it to pass the Anthea, was surprised to find that the jib-sheet had broken and let one of his hands into the brine. He had to stop and take him back again from the Victor, who had picked him up. Away she went again after the others and they all got out of sight at the other side of Shark Island. On the run back to the flag boat, Fort Denison was passed first Anthea about 1 and half minutes ahead Desdemona, going with balloon-jib set upside down. Lucia and Pandora made a good race together some distance, bit astern; Rounding the flag boat , Muston made a very ugly gybe, and shipped a lot of water, which kept the bailer going smartly for some time. Lucia got a slant, and jibed round well. Pandora did not attempt a gybe but went home, Mr Elliot apparently having had enough of it. Anthea going like a steamer with her small sails, rounded Clarke Island minutes before Desdemona and Lucia. On the way back to the boat and round Fort Denison, Williams greatly increased his lead, and Lucia gained on the Desdemona. Anthea passed the flag boat, 3 minutes 50 seconds ahead of Desde, who was 40 seconds ahead of Lucia. The way in which these tiny crafts , apparently all sail, and but little boats were taken through, the sudden wind squalls which at times seemed to smother them, reflects credit on the members of the S.A.S.Club, and shows plainly that certain hints dropped by the professionals have not been lost. It would be well if the starter would insist of greater punctuality, and disqualify any boat not at her moorings at the advertised time, whatever good things may be said about this club, **there is certainly a great want of punctuality in starting their races**. I have since writing the above been informed the Pandora's jib carried away at Shark Island and this accident probably deprived her of having a chance in the race.

1879 12 27 T. Sat 27 Dec 1879 Syd. Mail:- There has been nothing interesting the past week, with the exception of the Sydney Amateur Sailing Club's **Hurry Scurry Race**, which took place on 20th instant, for three trophies – two presented by Messrs Lamb and Fairfax, and one by the club. There were 28

entrances. The start was a flying one, from a line between Kirribilli Point and Fort Macquarie, round Shark Island, back, round flag boat off Fort Macquarie, round Shark Island, round Fort Denison, and back to flag boat. About the time of the advertised time of starting several boats assembled and were endeavouring to form in line; but this was a matter of no little difficulty, with owing to the strong ebb-tide and determination of some of the skipper to have the advantage, and the new arrivals which were continually coming, it appeared if the start would never take place. At length, the starter (Mr J.C. Mc Donald) gave the signal, and way flew about 20 boats of all classes, from the lively 16-footer to the stately 24footer. Only 3 or 4 carried colours, and it was almost impossible to distinguish competitors from non-competitors; in fact, the whole affair became so mixed up that it would be worse than useless to attempt to give a correct description of the race. The wind was very strong and nor nor east, and the sea rather lumpy, in which the little Alert, sailed by her owner, Mr. Q. Deloitte, seemed quite at home; she completely outsailed her larger opponents, came in first and won first prize. The Lucia, sailed by her owner, Mr Soutar, secured second prize, and the Deronda won in her class, and was splendidly handled by Mr. Thomas. The fleet-footed Syren looked and sailed well, and would have secured the prize gained by the Lucia, but she omitted making the turn round Fort Denison and lost her chance. **This race was sailed under a sealed handicap**, in which the large boats had to allow the smaller one's time, the crews of the larger boats being limited to four, and the smaller to three hands. The results show the fallacy of trying to handicap open boats of different classes together, the smaller boats being the first in. If the club intended by bringing a large fleet of boats together to make a show, the affair was a great success, and presented a very pretty sight to the spectators as they worked down the harbour, but certainly not a success as regards their racing qualities.

1880 01 09 T. Sat Jan 10 1880 SMH :- Sydney Amateur Sailing Club. A **special general meeting of the club** was held at Arron's Exchange Hotel last night. Present the commodore S. H. Hyam in the chair and over thirty members. Five new members were elected, and five proposed. The report of the **shed committee** stated that the fencing in of the club's land and **the erection should be started without delay**. Upon the motion of Mr. McDonald, it was decided that the committee should give an estimate of the cost of the shed, and the likely amount of accommodation likely to be required by boat holders, before committing themselves to proceed with its erection.
His Excellency, Lord August Loftus communicated his acceptance of the office of patron of the club.
Some discussion arose as to the role of president, and it was ultimately decided that **the Mayor of Sydney should be president**.
The commodore in a few, well chosen, remarks, presented the trophies given by Messrs. Lamb and Fairfax to the different winners as follows:- Prize for 19-ft race – a handsome flower stand, A. H Williams (Anthca); for Hurry Scurry race, first prize – silver goblet. Mr Deloitte (Alert); second prize -silver goblet Mr Sourar (Lucia); third prize – silver goblet, Dr Belisaro (Deronda).
The recipients suitably acknowledge their reception. Mr Deloitie in the course of his address **referred to a passage that had appeared Herald, as to some ill-natured remarks** that had been made against the commodore during the regatta
, and thought that it would be for the club's benefit if action was taken in the matter so that they should not remain under the stigma of having amongst them members capable of making culpable and unfounded attacks behind their Commodore's back. Several other members spoke on the subject and whilst expressing their sympathy of those present, he hoped the club would not move further, as, though grieved at the time, it had passed over. The ill-natured remarks would not have been noticed by him , but had been made behind his back and in the presence of some members of his family. The matter then dropped.
A special vote of thanks was awarded to Messrs. Lamb and Fairfax for their trophies for competition during the year. After the customary compliment to the chairman the meeting rose. The following dates were

fixed upon for the future events:- 19ft race, 31 instants.; 24 and 16 ft race, 7th February; 22 and 18ft race, 14th February.

1880 04 02 T. Sat Apr 3 1880 SMH:- A general meeting of the Sydney Amateur Sailing Club was held at the Exchange Hotel last night. Mr S. Hyam (commodore of the club) in the chair. A new member was elected. After some discussion it was decided that a race between 21-feet and 22-feet boats should take place on the 11th instant and the 19-feet boats on the 17th instant. A general regret was expressed amongst all the members of the club not more crews were available. The treasurer reported that 130 pounds had been promised towards the erection of the new boat sheds and that steps were being taken to augment that sum. With the consent of the commodore, it was agreed that the trophy presented by him and the club trophy should be competed for at the same time on account of the near end of the season. It was decided that the annual celebration of the club should take the form of a picnic and the lady friends of the members, who had been looking forward to the event with pleasurable anticipation, for some time will doubtless assist to make it as hitherto a grand success. The courses to be sailed over in today's race, between 18-feet boats, will be round Shark Island, and the boats will be started at 3 o'clock.

1880 04 03 T. Mon 5 Apr 1880 SMH:- Mr S H Hyman, the commodore of the Sydney Amateur Sailing Club, having presented a trophy for **competition between the 18-feet boats** of the club, the date of the match was fixed for Saturday last. The entries comprised the Naiad, H. M. M'Lean; Bacchante, L. Mann; Alert Q. L. Deloitte. They took up their positions as named, soon after 3.00pm, in Farm Cove, there being a light north-easter, and exceeding clear weather. When Mr. W. Johnson, the starter, lowered his flag, the three boats got off pretty well together, and in making for the north side of the harbour, Naiad went out in advance of Alert, and Bacchante brought up the rear, and very soon it was clear the latter had no chance. The Naiad let the first time round the course by seven or eight lengths, and during the second round she got further away, and finally won by 150 or 200 yards, Alert taking second place.

1880 04 10 T. Sat Apr 10 1880 Syd Mail:-Yachting and Sailing. The Easter trip of the yachts and sailing boats appears to have pretty well closed the season in that particular branch of aquatic pastime, excepting with the Sydney Amateur Sailing Club, which is showing such an amount of vitality, and so many more events have to be run, that it is quite on the card that they continue racing all through winter. Most of us thought that Saturday was the last racing day, but the postponement of the 24-foot event makes another last racing day, and beyond that again there is more racing fixtures. The club met at the Exchange Hotel, on Friday, the 3rd instant, was well attended, and the 24-foot event was fixed for to-day, the 10th and the 19-foot race for the 17th April. It was proposed by Mr. P. C. Williams, seconded by Mr A. J Soutar and carried, 'That the club picnic be held 1st May.' The following members were then appointed a sub-committee to carry out the necessary arrangements:- Dr. Milford, Dr Bellisario, Messrs. P. O. Williams, A. A. Soutar, W Grant, A Muston, J. C. M'Donald, G. C. Elliot, P. T. Creagh, W Johnson, N Devlin, F Thomas, H. T. Clark, Q. L. Deloitte, H. C. Doyle, M. A. Mlean, C. A. Benbow, J. E Myers, R. Binnie, J. Gardyne, T Stokes, H. Makinson, T Marshall, L. Aarons, L. Solomon, and S. Wilson. The 24-foot race arranged for last Saturday, for a trophy presented by Mr. S. H. Hyam, had to be postponed till to-day, as the intending competitors could not get ready, they all having their small ger used during the Easter trip. The race will be run round the Manly course, and the following in all probability compete;- Lizzie W Johnson; Bronte, J. Gardyne; Snowdrop, N. Johnson and Victor, G. Elliot. The 22-foot club event will be run today and a good field is expected, probably comprising the following: - Syren, Mr De Mestre; Rosette, Mr. Clark; Florrie, Mr. Abbott; Buttercup, Mr Carpenter. The course is likely to be 'Pigs' and Shark Island one. We understand that the sweepstake trophy for 25 pounds, and which has nearly gone through two seasons of racing, will again run for by the 19-footers on the 24th instant.

1880 04 10 T. Sat Apr 10 1880 Syd Mail:- Open Boat Sailing. By Starfish. On last Saturday afternoon **the lively little open boats of the Sydney Amateur Sailing Club known as the 18-footers** sailed for one of the trophies presented by that very liberal aquatic sportsman, Mr Commodore S. H. Hyam. Although the day was beautiful and fine , with a gentle breeze and the flare of the autumn sun subdued by light clouds, still the number of spectators to witness the event was not so numerous as on the previous occasions. The harbour, too, is beginning to show unmistakable signs of the lateness of the season, and the scene was not so animated as usual. A few other majestic yachts, with their snow-white sails setting taunt and trim, and the burgees flying gaily from their lofty mastheads, sailed along before the light breeze with a lazy, dreamlike motion, the pleasure-loving parties on board evidently enjoying the beauties of our wonderful harbour. Our open boats, on this occasion, were rather conspicuous by their absence, and with the exception of the useful Lizzie, who, as usual, followed the competing boats round the course, none of the handsome and stately 24 footers were to be seen. Several of the 19-footers were also out, among which were seen the well-known flyers. Anthea and Desdemona; also, a goodly number of lively 16-footers, manned by smart crews of embryo yachtsmen, their lofty sails heeling them well over in the little puffs and driving them along at a smart pace. For the race there were only three entrances – viz, Mr M. A. M'Lean's Niad, Mr. L. Mann's Bacchante, and Mr. Q. L. Deloitte's Alert. The race was advertised to start at 3 o'clock, and, although the vice-commodore (Mr. W Johnson) had the starting buoys moored at that hour, those who wished to witness the start were doomed to meet with disappointment so often caused by unpunctuality of the boat owners of this club. At half past 3 none of the boats were at their moorings, and it was 3.40 before they were ready to start. The Alert and Naiad came to their moorings taut and trim, looking like rescinded; but I am very sorry I cannot say the same of the Bacchante, who came with a very ill-setting mainsail, which looked as if it would have been improved, if peaked a little more; the after part flapped and fluttered like a sheet of a clothes line, and before the start it was quite evident to all that know anything of boat sailing that she could have no chance with either of her opponents, and after starting that she could have no chance with either of her opponents, and after the start she was sailed over a course no one but those in charge, would have dreamed of, and got so far behind that she was completely out of the race before Fort Denison was reached the first time; after rounding Shark Island she ran up to the flag boat with something like a poor substitute for a topsail and a square sail about as large enough for a model yacht. After this she gave up and went home. The contest for the trophy lay between the Naiad, sailed by Mr. C. Saunders, and the Alert, sailed by her owner. The course was from moorings in Farm Cove round the buoys off Shark Island, round flag boat off Fort Macquarie, round Shark Island again, and back to flag boat. The flag was lowered by the starter at 3.40, and the jibe were smartly aloft the Alert being the first away. The Bacchante already began to fall rapidly to leeward and during the remainder of the race must leave her to herself. The wind was very light, and the Alert and Naiad stood slowly across the tide on the starboard tack and both weathered Kirribilli. Naiad clawed well into the wind, and crossed Alert's bows as she came on port tack. Naiad went about also on port tack, and standing to Fort Denison both on even keels a pretty race took place, Naiad eating well to windward, Alert forereaching through her lee very fast. At Fort Denison they both put about again and stood towards Robinson's Point, Naiad's weatherly qualities telling all the time on Alert and placing her further astern; from Robinson's Point they both stood down the harbour looking Point Piper, and Naiad got further away from her opponent. When the line with Bradley's Head, Mr. Deloitte went about and stood over to leeward of the head. Mr. Saunders stood some distance further across Double Bay, then went about, and stood to Bradley's Head; the last move of the Alert considerably improved her position, and when they both stood out to weather the head Naiad had not much the best o her. The now made a short leg to windward of Bradley's Head, went about again and stook for Shark Island; the race was now very close, and when about half-way across the Alert was right on the tuck of the Naiad. After a short luffing match Mr. Deloitte unwisely went about right in the strength of the flood tide, stood over towards Chowder, and lost a lot of ground by the move. Mr Saunders wisely stood on to the Island, and after making a short board rounded the first buoy 40 seconds

ahead of this rival. They now reached away for the second buoy which they rounded without any apparent change. The wind had now drawn more to the east, and they ran dead before it to the flag boat. Naiad was smartest in setting her square sail, and got further away, and rounded the flag boat two minutes ahead of Alert, who was very slow indeed in setting her square sail up and lost much ground by the delay. The wind was now very light, and they stood slowly over to Kirribilli, and, after going about, the Naiad stood on to Garden Island. Alert made a short board out from Kirribilli, went about again, and stood after Naiad. They now put about again, and went for Clark's Island, thence across to Bradley's Head; There Alert again began to draw on her rival, and after coming out from Bradley's Head they both made a short leg to windward of it. Alert, being lee boat, stood some distance further on the Naiad, and when they stood for the Island, although she was a stern, she was a good bit to windward. Mr Saunders now began to jam his boat, and she fell rather rapidly to leeward and could not weather the island, but had to go about and stand on starboard to weather the buoy. The Alert now came a pretty good pace on the port tack, and just managed to scrape across Naiad's bows, although Mr. Saunders had his jib sheet eased up and luffed all he could to try and prevent it. As it was, his forestay touched the after part of Mr. Deloitte's boom. They now reached away for the buoy at the south side of the island; and before it was reached Naiad had run through Alert's lee, and was again leading. There was now hardly enough wind to ripple the surface of the water; still, they glided slowly on before it, with their square sails and topsails aloft. Passing Garden Island, Naiad had got further ahead. It was now almost dark, and the wind had fallen altogether ; and they glided past the flag boat on even keels with the same dreamlike motion that had characterized them throughout the race, the Naiad winning with about 150 yards to spare. If the 24-footers are going to sail to-day, for another of the Commodore's trophies, do not start somewhat earlier than usual, and they sail the Manly course, I trust the boatowners will take this hint, and be ready to start at the advertised time.

1880 04 10 T. Mon Apr 12 1880 SMH:- Sydney Amateur Sailing Club. This club ran two very interesting races on Saturday last for trophies presented by Mr S.H. Hyam, the Commodore of the club. **They were handicap events, but instead of allowing the time at the end of the race, it was given at the start.** The entries were – Snowdrop, N. Johnson; Lizzie, W. Johnson; Bronte, J. Gardyne; Victor, G Elliot. Bronte did not start. The Lizzie was sent off two minutes ahead of Snowdrop, which in turn was four minutes in advance of Victor. The wind was a heavy one from south south-east, and passing across the Heads the boats encountered a very sea. The boat at Manly the first time was rounded by Lizzie one minute ahead of Snowdrop, which was about three minutes ahead of Victor. The Lizzie worked ahead of snowdrop to the Quarantine station, where she carried away her bowsprit shrouds and fell to the rear. Victor overtook and passed Snowdrop at the South Reef. Both boats worked the east shore in short borders. At Shark Island the Snowdrop again assumed the lead, and a close and exciting race continued to the end of the course. Both boats jibed together and in doing so there was a foul. Snowdrop got away again, and finished some distance ahead of Victor. For the 22-foot race the entries were Syren, Mr. De Mestre, scratch; Florrie, Mr Abbott, 8 minutes; Florrie, Mr Clark, 7 minutes. The time allowance was given at the start as in the first race, and after some fine sailing, Mr Abbott's, Florrie was dispossessed of the lead by the Syren just before the finish of the race. Mr Hyam acted as starter.

1880 04 17 T. Sat Apr 19 1880 Syd. Daily Telegraph:- The **19-feet skiff race**, under the auspices of the Sydney Amateur Sailing Club took place on Saturday for Commodore Hyman's trophy. There were five entries for the event, but the only boats that made an appearance at the start were the Lucia (A. J. Soutar), The Anthea (P. Williams), and the Pandora (G. Elliot). The course was from the usual moorings in Farm cove, round the buoys at Shark Island, to a flag boat. **The wind had not shown itself at all in the morning, sprang up from the north-east towards noon, and continued blowing steadily throughout the afternoon; it was, in fact, all that could be desired for a good race.** At about a quarter past three, the boats had picked up their moorings, ready for the start, the Pandora, occupying the windward position. Dr. C.

Belisario officiated as starter, and managed to get the boats away pretty well together, the Pandora ahead, closely followed by the Anthea, which effectively administered the blanket to Lucia. All stood away for Kirribilli Point, the wind fresh from the N.N.E. and the tide ebbing; Lucia went round first, the others standing further over to Kirribilli, Pandora giving place to Anthea. Both these boats stood closer into Bradley's Head than the Lucia and suffered in consequence, Pandora with her smaller sail, more especially so. All the other boats weathered the buoy off Shark Island in the one board from Kirribilli, the Lucia, a good distance ahead with the Anthea second. On rounding the second buoy balloon jibs, and topsails were set by the two leading boats for the run back, the Pandora being satisfied with only a balloon jib. Here the Lucia drew further ahead, rounding the flag buoy about 300 yards in advance of the Anthea, the Pandora some distance astern and apparently out of the race. The wind now veered more to the north, and Lucia carrying her topsail on a wind, put about shortly after round the flag boat (instead of standing over to Kirribilli as before), an example which was followed by the Anthea , and both stood away for Shark Island, the Lucia sailing like a yacht, but the Anthea making very bad weather of it was obliged to take in her topsail before reaching Bradley's Head, but without any material benefit. The Lucia rounded Shark Island the second time with a decided lead, and it was now evident that, barring accidents, the race was hers. She ultimately finished the course about half a mile ahead of Anthea. Both boats were well handled their sailing reflected credit on their respective crews. A large number of boats of all classes accompanied the race, and gave the harbour a picturesque appearance.

1880 05 08 T. Sat May 8 1880 Evening News:- The members of the Sydney Amateur Sailing Club mustered in the Aarons' Exchange Hotel to witness the **presentation to the various winners of Commodore's trophies**. Mr J. C. M'Donald occupied the chair, and the formal business of the club was then transacted. The secretary Mr. Dietrich stated that the picnic of the club would be at Chowder Bay on the 15 instants; when it was hoped that there would be a good turnout for the occasion. The resignation of Mr. George Elliot, the owner of The Victor and Pandora, was read and a general wish was expressed that he could be induced to remain in the club as such a valuable member as Mr Elliot would not be lost to it. Mr. J. C. M'Donald then presented the prizes on behalf of commodore Hyam who was unavoidably absent. Mr Johnson received a very handsome pewter for the Snowdrop. Mr Soutar a silver tankard for the Lucia, Mr M'Mahon a silver tankard for the Naiad, Mr Devlin a tankard for the Syren, and Mr. Wilson a tankard for the Ellie. Mr. M'Donald paid each of the recipients, high praise for the excellent manner in which they had sailed their boats, which was suitably responded to and the meeting broke up.

1880 05 15 T. Sat 15 May 1880 Syd. Mail:- The Sydney Amateur Sailing Club will hold a picnic to-day in Chowder Bay, it being more especially given to Mr. S H Hyam, the commodore of the club, who still retains his popularity with the members; but we regret to hear that he is soon likely to retire from the position. The Prince of Wales will leave Circular Quay on Saturday, conveying members, and their friends to Chowder Bay.

1880 05 15 T. Mon 17 May 1880 Evening News:- Sydney Amateur Sailing Club. Saturday last was quite **a gala day amongst the members of the Sydney Amateurs Sailing Club, it being the closing day of their season**, and was celebrated by a most enjoyable picnic at Chowder Bay. The day was a most lovely one and the company that assembled on board the Prince of Wales, steamer, for conveyance to Chowder Bay, were bent on enjoying themselves to their hearts content. The picnic patrons of additional interest for the fact of the members having decided upon presenting their very popular commodore (Mr. S. H. Hyam) a splendid claret jug in recognition of the valuable assistance he has rendered to the promotion of open boat sailing, and more particularly in brining the Sydney Amateur Sailing Club to its present prosperous state. An excellent repast was furnished by Mr. Stanley of dent street, and after in had been partaken of the chairman (Mr. Q. L. Deloitte), after proposing the usual loyal toasts, gave that that of "The patron of the

club the Right Hon. Lord Augustus Loftus." He had not as yet shown much interest in aquatic sports; but both Lord Augustus and his sons were fond of them , and the former had honoured this club by becoming its patron. The toast was drunk with all honours. The chairman then expressed regret at the absence of the vice-commodore, when occupying the chair last year must have occurred to many of them. The gentleman's remarks in reference to the toast about to be put to them were so apt the he was afraid that he should fail to express to well his feeling towards Mr. S. H. Hyam. (Applause) The ? excellent feature of Mr. Hyam tenure as commodore of the club were known to all of them , and if he were to stand there to dark, he should be able to impress on them in ?? that Mr. Hyam had done more to put aquatic sports in a right position than any other man in the colony. (Applause) They owed more to him than to anyone else; and weather at boat races , regatta, or kindred sports, he was the chief aquatic man in Sydney. (Applause) They all knew him as a personal friend and as connected with the Sydney Amateur Sailing Club, whose advancement and progress had been Mr. Hyam's great care from the first. They could not have a commodore who could have looked to their interests better than he had done, and in asking them to drink to his health he might say that he was not, after all, sorry at the vice-commodore's absence, since it placed him in the place of presenting Mr. Hyam with a testimonial from the members of the club, (applause.) The presentation was one that he would value as coming from the members, and the speaker could only say that, in presenting Mr. Hyam with this small token of esteem, he conveyed to him an assurance of the warm regard in which he was held by them, (Applause.) He was only expressing the feelings of all is saying that from the very first moment that he became a member of the club, Mr. Hyam was appreciated far and wide, and, in asking his acceptance of this gift, he hoped he might long continue in the Club, (Applause). **The gift was a very elegant claret jug of silver, neatly chased and engraved with figures of ferns and birds and bands. It bore the inscription – "S.A.S.C. Presented to Commodore S. H. Hyam by the members of the Sydney Amateur Sailing Club as a slight token of their respect and esteem, and of their appreciation of his successful efforts in forwarding the manly sport of open boat sailing, Sydney, May 15, 1880."** It was supplied by Hardy Brothers. Mr. Hyam who rose to loud cheering, thanked them very heartily for the manner in which they had drunk the health of Mrs. Hyam his family and himself. He could hardly find words to express his feelings, for he had not had the slightest idea such a thing would take place. He did not know what he had done to deserve the present, for he thought that if one sport should be supported, it was aquatics. We had a splendid harbour, a fine climate, and a splendid set of young fellows.(Hear. Hear.) The bad attendance to-day was to be regretted, but he did not think that it showed that the interest was waning. He could not allow the opportunity to pass of the thanking the whole of the members of the club for the assistance they had lent him during this last season, more especially the worthy secretary. (Applause)He thought their success was particularly owing to that gentleman, but every member of the club, during the recent season, had showed that he had the interests of the club at heart. They had just closed a most successful season, and had not had a single protest during the year, though they had a great many races. These had all, except one, been sailed in the happiest manner, and the last little affair was more the result of accident than anything else. It might be the cause of loosing one valuable member, (Cries of "No, no".) He thought he might be induced to withdraw his resignation. For himself, he should be a member as long as they allow him, and should always be fond of sailing. At all times he should have the interests of the Sydney Amateur Sailing Club, coupled with aquatics generally at heart. He thanked the chairman of what he had said of him, and the club for the handsome present made to him. (Applause.) Mr Thomas proposed "The Sydney Amateur Sailing Club, coupled with the name of Mr. Dietrich." Mr Deitrich returned thanks, Mr. Marshall proposed " The Ladies," and Mr. Prince returned thanks. They toasted the Press, " The Vice-commodore." And the "Chairman," were honoured, and the party adjourned to the dancing booth.

1880 08 21 T. Sat Aug 21 1880 Syd. Mail:- Ellis's success with Harpy gained him the order for a five-toner from Dr. Milford, and he turned out the pretty little Doris which has not yet raced. The doctor has been

giving Doris a drying preparatory to running her during the coming season. Ellis has latterly been engaged in the construction of small open boats. He has just finished the Quida, a 16-foot boat for Mr. Carmichael of the Sydney Amateur Sailing Club. The boat looks a fast craft; she is built of cedar, Kauri mouldings, and fitted with a steel centreboard. The builder has just commenced putting together a new open boat for Mr. Belisario. She will be flatter in the floor than Deronda, finer in the bow, two inches more beam, broader in the tuck by three inches, and fitted with all the modern improvements, including steel spars, which are on the way out from England in the John Elder. The new boat will be launched about the middle of October, and this and others will occupy the builder for the next few months. Ellis appears to lay himself out for giving speed; and, when he comes across a new idea, he resolves on adopting it in the twinkling of marlinspike.

1880 09 04 T. Sat 4 Sep 1880 Syd. Mail:- The hon. Secretary of the Sydney Amateur Sailing Club has called a meeting of members for Friday, 3rd instant, for the purpose of nominating officers for the ensuing club year.

1880 09 02 T. Sat 11 Sep 1880 Syd. Mail:- The Sydney Amateur Sailing Club held a general meeting on Friday night, for the purposes of nominating officers for the election at the annual general meeting on October 2nd. The following were received:- For commodore, S. H. Hyam; vice-commodore, W. Johnston; secretary, E. M Dietrich; treasurer, T Stokes; Committee, Dr. Milford, Dr. Bellisario, J.C. M'Donald, J Stewart, .G. Elliott, W Grant, C. E. Brnsby, A. J. Soutar, R. Binney, T. Marshall, . Oatley, P. C. Williams, N. Devlin, Q. L. Deloitte, H. Prince, R. Binney, H. Scarr; auditors A. J. Soutar and H. Scarr.
We understand that the club has decided to send a boat to compete in Melbourne International Regatta, but the matter will be further discussed at the next club meeting. It is, however, probable that either the Carlotta, Dr Belisario's new boat (now building), or the Victor will be sent. All the boats in the third and forth class races are to be sailed by members of recognized yacht clubs, hence the project of sending the Carlotta to be sailed by George Ellis has lapsed.

1880 10 02 T. Thu 7 Oct 1880 Syd Daily Telegraph:- see expanded comments in respect of Melbourne Regatta and the new Boat Shed, highlighted below in the Aust Town & Country article. (ED FB. comment)

1880 10 02 T. Sat 9 Oct 1880 Aust. Town & Country:- The 8th annual meeting of the Sydney Amateur Sailing Club was held on Friday evening at the Exchange Hotel, the commodore, Mr. Hyam, presiding. The secretary, Mr. Deitrich, reported that he had written to the secretary of the Melbourne regatta respecting certain regulations which the Sydney crews wish altered, and after discussion the matter was left to the sailing committee of the club.
(**A report in the Sydney Daily Telegraph Oct 7, expanded comment:-it stated that it was not probable the prize for forth-class boats would be increased; that all boats must be half decked and ballast not be shifted; and intimating that shed accommodation could not be promised, but might be procured at Prince's Bridge. Mr. Dietrich referred to several points in the sailing instructions which might prove stumbling-blocks to their boats competing, the principal objection being the limitation of crews in boats of fourth-class to four men, and which he considered might be amended by allowing unlimited crews, as in the first and, second class races. He further stated that, in the event of no other boat going from here, Mr. W. Johnson would send Lottie, although that gentleman hoped to see better boats go. T. Thu 7 Oct 1880 Syd. Daily Telegraph).**
The annual report was read by the secretary, in which the committee congratulated the members on the favourable position the club had attained. At the commencement of last season, the club had 90 members, 34 were elected during the season, 6 retired, viz., Messrs. Vasey and Van Wyck (deceased), Messrs. A. Muston, J. Robb, R. Charlton, and G. Whitelow, leaving 127 members on the roll. Race during the season:

During the season there were 16 races for trophies to the value of 75 pounds, viz; 1st class, three races, won by Deronda, Victor and Snowdrop respectively; 2nd class, three races all won by Syron; 3rd class, three races, won by Anthea, Pandora, and Lucia, respectively; 4th class, three races, won by Naiad, Bacchante, and Naiad, respectively; 5th class, three races, won by Fidget, Ettie and Ettie, respectively. Hurry Scurry race: Won by Alert 1st, Lucia 2nd, Deronda 3rd. This was a handicap race for the whole fleet; limited crews. The club had been particularly fortunate during the season in receiving prizes given gratuitously, viz. William Laidley, Esq., trophy for 18 feet skiffs (3 hands), won by the Naiad; Messrs. Lamb and Fairfax, two trophies, won by Alert and Lucia; the commodore, five trophies, won by the Snowdrop, Syren, Lucia, Naiad, and the Ettie respectively, each boat representing her class. Messrs. M'Lean also signified their intention of giving a trophy during the coming season. Club Fleet: The club fleet number 43 sail all told – in 1st class, 10 sail; 2nd class, 9 sail; 3rd class, 7 sail; 4th class, 8 sail; 5th class, 7 sail; not classed 2.Boat Building; There are now being built a 1st class boat, by G Ellis, to the order of Dr. Belisario; and there has just been finished to the order of Mr Carmichael, by G. Ellis, a fifth class.
The new Boatshed would be proceeded with at once, and members were called upon to provide without delay the sinews of war-cash. A letter was read from Mr. Thomas Walker, promising 10 pounds toward the building of a club shed.
(**A report in the Sydney Daily Telegraph Oct 7 reported: A model of the proposed boat-shed, presented by Mr. Johnson, was shown. Upwards of 140 pounds had already been promised towards it cost and no doubts were entertained that all yachtsmen would contribute towards the object, the club being the nursery for yacht sailors.)**.
It was resolved that the opening day be fixed for Saturday, October 16, (to rendezvous at Chowder Bay) and it transpired that Mr. Balfour, of the Red Gauntlet, had promised to be present. Mr Johnson submitted a motion " that members of this club do not allow their boats to compete in any public or other regatta, unless manned by amateur crews." The motion will be discussed and decided at the next club meeting. The meeting proceeded with the election of officers, Mr. S. H. Hyam being unanimously re-elected commodore. Mr. W. Johnson was re- elected vice commodore. Mr. M. Deitrich and Mr T Stokes were elected secretary and treasurer respectively, and the following committee men were balloted for:- Messrs. G. C. Ellion, A. J. Soutar, W Grant, P. C. Williams, and Dr. Belisario. A vote of thanks to the retiring officers closed the business of the meeting.

1880 10 02? B1 p19:- Eight Annual Meeting. 127 members on Register, 43 boats on Register divided in 1st class-10; 2nd class - 9; 3rd class-7; 4th class-8 5thclass7; and unclassified - 2.
The racing programme had grown to sixteen races and three evolutions, with prizemoney at 75 pounds 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 would ruin the Club**, without the mention of 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 request 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."

1880 10 09 T. Sat 9 Oct 1880 Syd. Mail:- Double Bay Amateur Regatta. **To the Editor of the Sydney Mail.**
Sir, - I notice with considerable regret, in looking over the programme of the above regatta, the preponderance of professional over amateur races, with Nos. 1,4,5,9,11 against Nos.3, 7,8.
I naturally presume where no mention is made of the crew that the race is an open one and not restricted to amateurs. I confine myself entirely to the sailing races, and more particularly to the open boat races. As the proportion of professional over amateur races is 5 to 3, I should like to ask the simple question, why is this called an Amateur Regatta?
To take race No.4 for 24 feet open boats. Why has this been made a professional race? Do the committee suppose that they will get more entries? – if they do, I am sorry to inform them they are Making a serious mistake.
The Victor will most probably be the only boat, as it is very doubtful indeed if Dr. Belisario's new flyer will be ready in time; even supposing that she is , that would only make two, and it requires three entries to make a race under the "National Regatta Rules" – whereas, had they made it an amateur race, they would most probably have had the Lottie and Snowdrop (FB SASC boats).
The Duke may certainly enter to make a race, but even this is doubtful, so that up to the present it looks as if the most exciting and interesting race of all regattas was going to fall through.
Now we will take No.5 for 16-feet dinghies. I am quite prepared to state that this race was never made to suit the majority of owners, as I hear that five or six are going to partition the committee to alter the conditions. It is very wrong of regatta committee making racing so hard for our young embryo sailors. As these boats are owned by young gentlemen who have only a limited income, and are not in a position to pay a professional 5 or 10 pounds to sail their boat, it simply disgusts them to find every race cut from under them. For one or two will go to the expense of engaging man, the and they will most probably win, and when the operation has been repeated a few times, you will understand what I mean by being disgusted. Races 9 and 10 believe are professional, as it is too absurd, and must be a mistake of the secretary.
A few years back professional regattas, viz., Anniversary and Balmain, but last season we had every regatta (viz., Snails Bay, Hunters Hill, and Double Bay) with professional races, except the Woolloomooloo Bay Regatta; in fact, things are coming to such a pass that there are really no races for amateurs outside of the Sydney Amateur Sailing Club Races, and do regatta committees suppose for a minute that they are supporting open boat sailing, or inducing people to get bots built?
If the they want to encourage the thing let them make races for amateurs. Professional don't get boats built. Nor will amateurs as long as the present state of things lasts, and they won't find sportsmen like Mr. Williams, who are content to come in last time after, just to make a race for the professionals. I fully believe there would have been two other new 24-foot boats this season, had this important matter been on a more satisfactory footing. But the people won't do it. Boat owners have been the pigeons long enough, and the places are still sore where the feathers once were. It is a notorious fact that in almost every instance the members of any committee who frame the programme are non-boat owners.
To return to the Double Bay Amateur Regatta, I will promise the Committee that they shall see the boats they had hoped to enter for Race the 4th, sailing in the four handed race.
I am much surprised at the programme, particularly when you see Messrs. Soutar, Doyle, Anslow, Marshall and other gentlemen on the committee, who ought to know how to prepare a tempting bill of fare for the boat owners.
In conclusion, I trust that other regatta committees will not make the same mistake, but open-boat sailing to that pitch of enthusiasm that it enjoyed a few years back.
Thank you for your kindness in publishing the letter, I am &c, FLYING DUTCHMAAN

1880 10 16 B1 p19:- Opening Day- Evolutions.

1880 10 16 T. Mon 18 Oct 1880 SMH:- Sydney Amateur Sailing Club. On Saturday afternoon this club opened the season in the usual way – by evolutions, carried out under the direction of commodore Hyam, and afterwards the members lunched together, with a few friends, at Athol. The afternoon broke most unfavourably, as some sharp rain showers fell, but cleared away about 2 o'clock, and a fine northeaster prevailed during the remainder of the day. The club boats were ordered to rendezvous in Farm Cove. There was a pretty strong muster of neatly-rigged and ably-manned boats, and the gathering bore unmistakable proof of the increased numerical strength of boats and members. The following comprise the whole of the club's fleet: Carlotta, Lizzie, Victor, Snowdrop, Bronte, Mulgoa, Sea Breeze, Irene, Fairy Queen, Mr Hixon's boat, Mr Murphy's boat Colleen Bawn, Syren, Sheila, Wai Tui, Zuleika, Nautilus, Florrie (Mr Abbot's), Cythera, Buttercup, Florrie (Mr Castle's), Uranus, Flirt, Cutty Sark, Sunbeam, Mr French's boat, Ida, Lucia, Pandora, Desdemona, Anthea, Ettie, Danae, Naiad, Tocal, Myra, Ariel, Ettie, Fidget, Tottie, Quida, Violet. The code of evolutions having been carried out with excellent precision, the crews, numbering in all 150 members, landed at Athol to partake of luncheon which was catered by Cripps. The steamer Agenoria accompanied the fleet, being in charge of the hon. Treasurer, Mr T Stokes. The lunch having go through in the club's happy fashion, and the loyal toasts having been given, Mr T Marshall proposed "The Health of Commodore Hyam." He regretted that , though ill health, vice-commodore Johnson was unable to propose this toast. Their commodore was the jolliest they had ever had, and to his influence the prosperity of the club was largely due; he coupled with the toast the name of their vice-commodore. (Cheers.) Mr Hyam, in rising to respond, was received with loud applause. He was proud to find that year by year the club's strength was increasing, and this he believed was mainly due to the efforts made by their honorary treasurer and honorary secretary. He hoped that, no effort of his would be wanting in the future for the club's success. (Cheers.) Mr P. J. Clark propose "Success to the Sydney Amateur Sailing Club." He looked upon the sailing of the club as one of the wonders of Port Jackson, and he had made ample testimony in the picnicking line. There is no gainsaying the fact that the club had become a powerful one, owing, he was sure, to the able management that conducted it. Mr. E M. Dietrich (Honorary secretary), in responding, believed that so long as they kept internal strife and trouble down. The club would succeed. He hoped for further increase in the member roll. "Our Guests." "The Press." And the Ladies." Concluded the toasts. The crews then re-embarked for home, after a very jovial afternoon.

1880 11 05 B1 p19:- 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 wining 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 amongst 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.

1880 11 05 T. Wed 10 Nov 1880 Syd. Daily Telegraph:- Sydney Amateur Sailing Club. The General monthly meeting of members of the above club was held at Aaron's Exchange Hotel on Friday night. There was a large attendance, the chair being occupied by Mr. W. Johnson. Mr A. J. Soutar moved an amendment to a

rule by substitution of the words "seven o'clock" for the word "sunset" with reference to the time of finishing races, but the motion was negatived after discussion.
Mr. Johnson having vacated the chair and Mr Creagh taken it the former moved – **"That the members of this club pledge themselves not to allow their boats to be manned or sailed by professionals at any public or private regatta."** In speaking upon the subject, he stated that he considered the **employment of professionals was opposed to the spirit in which their club** had been formed as an amateur sailing club. He referred to the great expense in procuring boats and keeping them in commission, and asserted that they **were not recompensed by the miserable trophied given at public regattas**. He asked them if they desired to retain a strictly amateur club, to vote for the motion; **but if they considered it better for the interests of the club to make the amateur secondary element, and employ professionals to win honours for them for which they had afterwards to pay, let them vote against it.**
Mr E. M. Dietrich pointed out the difference in the number of competing boats now to when he first joined the club, and attributed the falling off solely to the employment of professionals, who in a short time would leave the amateurs nobody to sail with. One after another the boat owners were drawing out, and even those who competed and won had to as much for the trophies as they were worth, and he content with the barren honour alone. There were now no amateur sailing races on the programmes of public regattas, and if the wished to compel regatta committees to throw open their programmes to amateurs they must carry out strictly amateur sailing amongst themselves.
Mr. J. C. M'Donald affirmed that it was a matter that affected boatowners alone and sought to move an amendment-" That the matter be discussed amongst the boat-owners", and that was ruled out of order.
Mr. P. O. Williams **opposed the motion, which he considered would lose them many members and for himself he declined to be bound by any such rule**. He himself had no objection for every time he sailed against them, he learnt something, and if they were put out of it sailing would go down. He mentioned that several well, known professionals preferred and chose amateur to professional crews, and considered that boat-owner should have the privilege of placing whom the liked in the boats, not in their club races, but in public ones. It had been said that amateurs could not win races against professionals; well, let them sail away until they did. **He had won several races against professionals last season, and was not afraid to meet them again.**
Mr. A. J. Soutar did not think professional sailing was on the increase, a fact he attributed to the manner in which amateurs improving. **He considered they had learnt a great deal from professionals, and would be very sorry to see them entirely out of it**. He held that it rested with the regatta committees to frame their programmes so that amateurs should have a fair show, and mentioned that it was chiefly at the National or Balmain regattas that professionals competed. Objection being taken to any endeavour being made to bind boat owners outside club limits.
Mr. Johnson replied, stating personally he did not care whether the motion was carried or not, for he had brought it forward in consequence of conversations he had had with boat owners who complained of having to find professional crews. He did not wish to shut out professionals entirely, but thought that if they competed at public regattas they should find their own boats, and not make use of those of the club. **He would withdraw the motion with the consent of his seconder, for he would not wish it passed with one boat owner against it, and he saw several dissenters, which might cause a split in their camp. The motion was withdrawn.**
The following dates were arranged for club races – 22-foot and 16- foot boats, 27th November; 21-foot boats 11th December. The meeting then terminated.

1880 11 27 T. Mon 29 Nov 1880 Syd. Daily Telegraph:- A First-class race, arranged by the Sydney Amateur Sailing Club, came off on Saturday. The competitors were the Desdemona and Effie (19-feet) and the Alert, Bacchante and Naiad (18-fewt). The course was from moorings in Farm Cove, round Shark Island(outside both buoys), round flag boat, round Shark Island again (outside both buoys) and back to flatboat. Handicap

two minutes per foot. The start took place at 3 o'clock. The Desdemona got away with the lead, and Effie coming next. The Lucia stood across the tide and lost her third position. There was a good race down to Shark Island. All the boats set square sails for the run up to the red buoy. Off the man-of-war the Lucia (Mr. Soutar) and the Ettie (Mr. R. N. Bull) fouled, the former loosing, her square sail overboard, partly owing to the clumsiness of the crew. The Effie also ran into the flagship the first time going up. The Desdemona(Mr. P. O. Williams) was never passes and won easily, the Lucia being second, and the Effie third.

1880 12 03 T. Sat Dec 1880 Syd. Daily Telegraph:- Sydney Amateur Sailing Club. The usual monthly meeting of the above club was held at Arron's Exchange Hotel last night, the Commodore (Mr. S. H. Hyam) in the chair. Several new members were elected. A lengthy discussion then took place upon resolutions submitted by the Hon Secretary (Mr. Dietrich)(to alter the present register measurement of depth of boats), the subject being fully argued pro and con, and it was finally decided the matter should be adjourned until the next monthly meeting. The discussion took a most irregular conversational form, several members occasionally speaking at once, and upwards of an hour was cut to waste. A resolution was passed on the motion of the hon. Secretary, declaring the seat of members of committee absent from three consecutive meetings to be vacant. The following date were arranged for the future club race:-18 and 19-foot boats, 18th December. The members then wandered off into discussion upon various subjects, and there seeming no prospect of any future business being done , our reporter left.
(Editor FB)– the T. Sat 4 Dec 1880 SMH account of the same meeting stated - "Mr Williams gave notice of a motion to alter the rule H of the sailing regulations, regarding a proper distinguishing colour, the boat is liable to be disqualified and it is to be hoped that the rule will be strictly observed in the two races which take place to-day".

1880 12 04 T. Mon 6 Dec 1880 SMH:- On Saturday afternoon to sailing matches took place under the auspices of the Sydney Amateur Sailing Club. In the one case the contest was between the Ouida, sailed by Carmichael, and the Ettie, sailed by S. Wilson -26 feet dingies – the course being twice round Shark Island from Port Macquarie. The Ouida went away with the lead at the start and was never headed at any time of the race , winning easily. The match for 22-feet boats proved a more interesting, and at times, exciting affair. The competing boats were – the Siren, sailed by P Williams; the Florrie sailed by N. Johnston, and the Rosetta, sailed by Clark. The course in this instance was around the Manly buoys, back to Fort Macquarie, and then round Fort Denison back to the starting point. The Florrie caught the breeze first at the start, and kept the lead as far as Garden Island , where she was overhauled by the Rosetta. A splendid race ensued to the Manly buoys, the boats passing each other alternatively. In the run home from Manley, the Rosetta had the advantage, but the Siren came up and caught the Rosetta had the advantage, but the Siren came up and caught the Rosetta at Bradley's Head. The Rosetta and Siren ran together to Fort Denison where the Rosetta again forged ahead, passed the buoy, and eventually won easily. Mr. M'Lean officiated as the starter and judge.

1880 12 11 T. Mon Dec 1880 SMH:- The Sydney Amateur Sailing Club. This club sailed a handicap match for 24-feet open boats on Saturday. The entrances were- Victor, scratch; Dreamland, scratch; Lizzie 7 minutes; Snowdrop, 5 minutes. Dreamland did not start. The other three were sent away from a good line by the Commodore, Victor first away, with Snowdrop close up , and the Lizzie a few lengths in the rear. Passed Bradley's Head in this order, and ran before the wind to Manly. Rounding the buoys Victor still had the lead, with Snowdrop in close attendance, and the Lizzie a long way behind. Working back to Bradley's Head Victor weathered on Snowdrop, and considerably increased her lead, and Lizzie got still further behind. Victor at length rounded the flag boat about four minutes ahead of snowdrop, but as the latter

boat was allowed a handicap of five minutes, she takes first place, with Victor second, Lizzie being a long way last.

1880 12 18 T. Mon Dec 18 SMH:- The Sydney amateur Sailing Club boats, of the 19- and 18-feet class, contested a handicap race on Saturday afternoon. The entries were Desdemona, 19 feet, P. O. Williams; Bacchante, 18 feet, A. and H Mann; Alert, 18 feet, Q L Deloitte; Lucia, 19 feet, A. J. Soutar. The handicap allowance was at the rate of four minutes a foot. The course was from moorings in Farm Cove, round lightship and Sow & Pigs, round flag-boat, round Fort Dennison, and back to flag-boat.
The afternoon was exceptionally fine one, and a moderate breeze prevailed throughout. Alert was the first to get away when the signal was given, then followed Desdemona, with Lucia third. When about half-way to the lightship, Lucia displaced Desdemona. After rounding the light-ship Alert stood off for Lang's Point. Lucia and Desdemona, however, styed as soon as they rounded. Bacchante unfortunately mistook the course, and was thereby thrown some distance astern. On the return trip Desdemona led (Lucia second, Alert 3rd) till off Chowder Bay , where Lucia passed Desdemona, and the order remained unchanged to the end. Lucia came first, one minute, thirty-five seconds ahead, Desdemona second, Alert third. The Alert, however, by her time allowance, won the race.

1881 01 07 B1 p19:- Race entrance fees increased from threepence to sixpence a foot and no prize to be less than 5 pounds 5 shillings.
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 temporally 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".

1881 01 04 T. Sat 5 Feb 1881 Syd Daily Telegraph:- At a meeting of the National Regatta Committee, held last evening at the Exchange Hotel, the protest by the Fair play against the Deronda for second place in the 24-feet open boat race was considered. After taking evidence, the committee dismissed the protest.

1881 01 07 T. Sat Jan 8 1881 SMH:- The general monthly meeting of the Sydney Amateur Sailing Club was held last night, at Aaron's Exchange Hotel; Commodore S. H. Hyam in the chair. Mr F Raymond was elected a member of the club. Mr Williams withdrew his motion to amend the rules, and Mr Grant's amendment that rule 11 be expunged, and rules 20, 21 and 22 of the Yacht Racing Association be Substituted, then became the motion. It was moved by Mr. Johnson, and seconded by Mr Stokes, that it be adopted; thereupon Mr. Williams moved a further amendment, but the discussion was adjourned to the next monthly meeting. Mr. Williams moved that the entrance fee be increased from 3 pence to 6 pence per foot, and that no prize be less that 5 pounds 5 shillings. Mr H. F. Clark seconded the motion, which was carried unanimously.
A communication was read from the Department of Lands, in reply to a letter from the club, stating that the department could not give the club 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 the Harbours and Rivers, in his report, had stated that it would probably be necessary to dispossess the club of the land very shortly. Another letter was sent form The Department on mines, stating that a portion of the Club's fence and buildings encroached on the road at Circular Quay, and requesting that they be moved back. The matter was allowed to drop.

The prizes won at the regatta of the club were handed over by the chairman, and it was afterwards decided, on the motion of Mr. Johnson, that the races for the Commodore's trophies be sailed on the afternoon of 5th February next. The meeting then adjourned.

1881 01 26 B1 p19:- 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 '**Lizze'** (W. Johnson), 2nd '**Meta**' (S. Huntly), 3rd '**Non Pareil**' (J. Somerville).
Open Boats not exceeding 24ft.: 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 '**Quida'** (G. Ellis), 3rd '**Nereid**' (T. W. Raymond).

1881 02 05 T. Mon 7 Feb 1881:- Mr. S. H. Hyam, the commodore of the Sydney Amateur Sailing Club, having presented prizes for competition between each of the various classes of boats, the racing was fixed for Saturday. In the 24-foot class, four boats were entered, namely Lizzie, Snowdrop, Bronte, and Dreamland; but the last named one did not come to the start the event was postponed.
The entries in the 22-foot class comprised;- Uranus, 1 minute Mr Durring; Rosetta, scratch, Mr. Clarke, Buttercup, 8 minutes, Mr. Carpenter; Syren, scratch. Mr De Mestre. Syren went off with the lead and maintained it, closely pressed by Rosetta, in the run to the lightship[, where she had to lower her topsail, in order to work back. Rosetta then came up with the leader, and a foul took place. Rosetta came best out of it and led round Bradley's Head. Syren, however, began to pick up lost ground in running up for the flag boat, which she turned, leading by only a length. In rounding Fort Denison both boats got into difficulties with some fishing boats at the Island. Rosetta eventually came in first and Syren second; but the winner proved to be Buttercup, which was 1 and a half minutes within her time. The Rosetta sailed splendidly, and proved herself a most powerful boat.
The next event was the 19 and 18 feet, race:- Effie, 1m., Mr. R. Bull; Alert, 4 m., Mr Deloitte; Bacchante, 4m., Messrs. R and H Mann; Lucia, scratch, Mr. Soutar. Lucia went off with the lead, followed by Alert. Bacchante pot into trouble through an accident in her gear. After a good race Lucia came in first, and just as she rounded the flag boat she capsized. The racing concluded with a fine race between five boats of the 16 feet class, consisting of the following:- Nereid, scratch, Mt Raymond; Regina, scratch, Mr. Middleton; Ettie, 1 and a half, Mr. Wilson; Quida, scratch, Mr Carmichael; Fidget, 3 m., Mt Solomon. Regina came in first and Ouida second.

1881 02 05 (19) B1 p19:- Races for 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 successful boat split in halves 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 '**Sheila'** (-Crofts). (The protest was withdrawn and the trophy went to Gemini. Details - General meeting 1881 03 04)

18-ft. and 19-ft. Boats: '**Lucia**' (AQ. J. Soutar).
16-ft. Boats: '**Regina**' (J Middleton).

1881 02 19 T. Mon 21 Feb 1881 SMH :- **Sydney Amateur Sailing Club.** The abovementioned club sailed two interesting races on Saturday. The first was confined to 24-feet boats, for a trophy presented by Commodore Hyam. Four boats entered, but one of them , the Bronte did not start. The weather was exceptionally fine, and the light and moderate wind from the north east gave the boats a good deal of running and reaching, but very little beating to windward. The starters were Dreamland, Dr Belisario, scratch; Snowdrop , N. Johnson, 4 minutes; Lizzie, W. Johnson, 7 minutes. The course was from moorings in Farm Cove, round the buoys at Manly, back round flag boat off Fort Macquarie, round Fort Denison, and back to flag boat. At the appointed time of starting , the Lizzie was the only boat at her moorings; and it was nearly half an hour past the time before the Snowdrop and Dreamland were in their places. The race however got off at 3.30 p.m. Snowdrop went away first with a good breeze, followed by Dreamland with Lizzie last. The latter was very sluggish in leaving her buoy, and for some time did not appear to move. The course, in consequence of it being a leading wind, was sailed over without any of the boats having to make a tack, except at the rounding points; and from start to finish the positions were unchanged. Snowdrop came in first about a quarter of minute ahead of Lizzie. The latter boat therefore wins the race by time allowance, with 1 and three-quarter minutes to spare from Snowdrop, and about 5 and a half minutes from Dreamland.
The second event was for boats of 20 feet and upwards, with limited crews. Course, from moorings in Farm Cove, round the lightship Sow and Pigs, round flag boat, round shark Island (outside both buoys) and back to flag boat; start at 3.15 p.m.(any sails). 24 feet boats to carry 5 hands, the rest 4 hands. The entries, and handicaps and owners' names as follows:- Florrie 22 feet, 4 minutes, Mr. Castles; Buttercup, 22 feet, 3 minutes, Mr. Carpenter; Sheila, 22 feet, 4 minutes, Mr. Croft; Wai Tui, 22 feet, 4 minutes, Mr. Gray; Zulika, 22 feet, 4 minutes Mr. Raymond; Gemini, 23 feet, 4 minutes, Mr Cope. Adelphi and Lottie were entered, but did not start. Shortly after the boats got away Gemini went to the front, outsailed all the others and eventually won by a long distance. Sheila (late Rosetta) came in second and Wai Tui third. **The successful boat is of very novel construction, being on a catamaran principle. She resembles a boat split in halves and bridged over the centre. A protest was lodged against this Gemini for not carrying a distinguishing flag.**

1881 02 19 T. Sat 19 Feb 1881 Syd. Mail:- **A private open boat race for 20 pounds per side**, has been arranged between the Snowdrop and Lizzie for Saturday afternoon, the 26th instant. **The boats are to be manned by amateur crews**.
A match between boats of the 16-foot class has just been made. The prize is to be a trophy, subscribed for by each of the competitors, including Nerid, owned by Mr. Raymond; Regina, owned by Mr. Middleton; Ettie, owned by Mr. Wilson; and Ouida, owned by Mr. Carmichael. Ettie is to have a time allowance of one and a half minutes. Four races are to be sailed, and the one scoring the greatest number of points, will be the winner of the trophy. The date of the first event is on February 26th.
The owners of the 19 feet skiff race are talking of agreeing upon a sweepstake match on similar terms to the above.
Another Sydney Amateur Sailing Club race for boats with limited crews has been arranged for this Saturday afternoon.

1881 02 26 T. Sat 26 Feb 1881 Syd. Mail:- Messrs M'Lean, of the Sydney Amateur Sailing Club, presented a handsome slaver for a race among 22-feet boats, which will come off at an early date.

The private open-boat contest between Lizzie and Snowdrop for 20 pounds a side takes place to-day, Saturday. The Lizzie will be sailed by Mr. A. Lyle, and the Snowdrop by Mr. Johnson; the crews to be amateur.

1881 02 26 T. Sat Mar 5 1881 Syd. Mail :- The first four races for a 16-feet dingy trophy was started by Mr. G. Elliot on Saturday last at 3.15 p.m. The entries were – Regina, J Middleton, scratch; Nereid. T. W. Raymond, scratch; Quida, A Carmichael, scratch; Ettie, S. Wilson 1.5 minutes; the course being from moorings in Farm Cove twice round Shark Island, finishing at boat moored off Fort Macquarie. The Ettie got away smartly with the lead, closely followed by Ouida, Regina, and Nereid in the order named, the latter having to make a short leg to clear a vessel moored off Macquarie Chair, thereby losing a lot of ground. Rounding Shark Island for the first time the Nereid, by a pretty piece of sailing, slipped into third place, but was again passed by Regina on rounding the boat at Fort Macquarie, and dropped into fourth place; the forward hand apparently not being quite at home to his work, thus losing a lot of time shifting canvas. This order was unchanged to the finish, Ettie being well handled throughout, winning without her time allowance by some seconds, Ouida second, Regina third.

1881 03 04 T. Sat 5 Mar 1881 Syd. Daily Telegraph:- Sydney Amateur Sailing Club. The **monthly meeting** of the above club was held last evening at the Exchange Hotel. Mr. W. Johnson, vice-commodore. In the chair. Messrs. A. Metcalf, A Gall, J Geddes, R Bedford and W Brown were elected members of the club. **The protest by Stella against the Gemini for not carrying proper colours during a late race was withdrawn.** The following fixtures were made for races to come:- March 19, 22feet race for club trophy. March 26 24feet race for club trophies and 16 feet race ditto. Three vacancies on the committee being void. Messrs. A Soutar, P. O. Williams and Dr Belisario were re-elected. The vacancies had been caused through non- attendance on the part of those gentlemen, but their absence was satisfactorily explained. It was resolved that there be added to the programme races for 18- and 19-feet boats and for 16 feet boats to come off on April 2. The meeting then terminated.

1881 03 19 T. Mon 21 Mar 1881 SMH:- The Sydney Amateur Sailing Club held two races on Saturday afternoon; one for 20-feet class and upwards, and the other for 22-footers – the latter class brought together the well-known rivals Rosetta and Syren, also the Buttercup, the latter to have 5 minutes time allowance. Mr. G. Elliot acted as starter and umpire, and sent the three off from a good line.; the Syren and Rosetta both got away together, the former soon got the weather gauge of her great rival, and the wind being fresh from N. E. they both went rapidly away from Buttercup. A splendid race took place between the two leaders to Manly; Syren holding first place, rounded the buoy some distance ahead of her opponent – **at Little Manly she was leading by about 300 yards, when she suddenly capsized; several boats went to the assistance of the crew, and the Rosetta, finding that her services would not be required, finished the course.**

(T. Syd Telegraph reported Mon 21 Mar 1881:- It appears that when running her balloon jib by some misarrangement got into the water and filled, bringing the boats nose down, she went under headfirst and swamped. The crew were picked up by a couple of passing boats, and the Syren, after an hours' bailing out, got home with her crew all safe before dusk.)

At the time Buttercup was a very long way behind, and on coming up to the Syren stopped to render assistance. **The result of this race will probably have to be considered by the sailing committee.**

The entrances for the 20-feet and upwards class were, Adelphi, Lizzie and Deronda – 24 footers, and Desdemona, belonging to the 19-feet class. The three former boats were allowed five hands each, and the last named one four hands. The event was no means as interesting as was expected. The Deronda did not start and the Lizzie started under a large racing sail which she could not carry, and, falling rapidly behind, gave up. The Adelphi, formerly the Mulgoa, completely outsailed her remaining rival, the Desdemona, and finished the race over a mile ahead.

1881 03 26 T. Sat 26 Mar 1881 Syd. Mail:- As the yachting sailing season draws to a close, so the interest in the sport is increasing, and after a couple of minor sailing events the curtain will finally drop upon the racing till the year 1881-82 revives it again. Today the Sydney Amateur Sailing Club will bring off two races. The first is for the 24-foot class in which it is said Dreamland, Deronda, and Bronte purpose taking part, being handicapped scratch, two minutes and seven minutes respectively. The course will be the Manly, Shark Island, and Fort Denison one.
The 16-footers are the next race , and the Regina, Ettie, Nereid and Quida will be engaged.
The second of a series of four races for a sweepstakes trophy took place on Saturday afternoon. There were four entrances, viz., Regina, Nereid, Ouida, scratch and Ettie 1.5 minutes; the course being from Fort Macquarie twice round Shark Island, and back to flag boat. The flag boat was rounded the first time in the following order; Ettie, Ouida, Regina and Nereid, but these positions changed in the beat down to Shark Island, when Ouida worked into first place, and maintained the lead to the finish, winning with 40 seconds to spare; Ettie second, Regina third and Nereid last.

1881 03 26 T. Tue Apr 1881 SMH :- Sydney Amateur Sailing Club. Two events connected with the above club were fixed for Saturday last, the first of which was the 24-feet open boat race; but owing to Dreamland not starting, Deronda sailed for the prize alone. The other race was between Ettie, Ouida, Regina and Nereid. The Ettie sailed away at the start and led all through the race; Quida carried away her gaff soon after the start. Regina was not up to time, but started 1.5 minutes late, and pushed Nereid very closely. Ettie, however, won; Nereid second. (T. Wed 6 Apr 1881 Syd. Daily Telegraph:- The all sailed with their second suits, the wind being too heavy for them to carry their large suits)

1881 04 01 T. Sat 2 Apr 1881 SMH :- The last general meeting for the season of the Sydney Amateur Sailing Club was held last night at the Aaron's' Exchange Hotel, Mr. Johnson Vice-Commodore, in the chair. There was a large number of members present. The object of the meeting was to arrange for the closing of the season, and for the presentation of prizes.
A letter was received from Commodore Hyam, apologizing for his absence from the meeting in consequence of the death of his brother, and intimating that he will present his trophies at the closing of the season demonstration, which, on the motion of Mr. Dietrich seconded by Mr. Williams it was agreed should take place at Athol on the 30th instant. The club trophies won by Gemini and Adelphi were presented by the chairman with a few appropriate remarks.
A letter was received from the Royal Sydney Yacht Squadron , informing them that Mr. J. R. Fairfax and Dr. Mackellar were appointed treasurers to a fund for the relief of the widows and children of the late William and Thomas Langford, and, asking the co-operation of the Club. Messrs. Stokes, P. O. Williams, A. J. Soutar, and E. M. Dietrich were appointed to receive subscriptions for that purpose. The meeting terminated with a vote of thanks to the chairman.

1881 04 04 T. Sat 9 Apr 1881 Syd. Mail :- A number of members of the Sydney Amateur Sailing Club met at the Angel Hotel on Monday evening for the purposes of presenting Mr. J. C. M'Donald (who was about to leave for station life in Queensland) with a memento as a token of the friendship that had existed between himself and the members of the club. The present consisted of a very pretty gold scarf-ring,

manufactured by W. Burt of George-street, the design being a life-buoy, with the letters S.A.S.C. enamelled on the buoy, over which the club burgee, and on the back was engraved, "Presented to J.C. M'Donald, Esq., by the members of the S.A.S.C. April 1881." Commodore Hyam, in presenting the souvenir, spoke in eulogistic terms of Mr. M'Donalds able assistance to the club and to other aquatic sports. It was intended to give Mr. M'Donald a dinner; but, owing to the hurried nature of his departure. No time was afforded to make the necessary arrangements.
The club's evolutions and dinner will take place on the 30th instant.

1881 04 29 T. Fri 29 Apr 1881 Evening News :- Sydney Amateur Sailing Club. The closing cruise of this club will take place to-morrow afternoon on which occasion the members will lunch at Athol. The fleet are to rendezvous in Farm Cove at 3 o'clock in the following order:-

PORT DIVISION.

Adzzie	**Flirt**
Victor	Gemini
Deronda	Gwenessa
Bronte	Desdemona
Coryphene	Effie
Irene	Circe
Sea Breeze	Alert
Colleen Dawn	Clytie
Waitara	Nereid V. Mann
Syren	Regina
Wai Tui	Nereid
Buttercup	Myra
Sheila	

STARBOARD DIVISION

Carlotta	Florrie
Dreamland	Sapphire
Snow Drop	Cutty Sark
Adelphi	Lucia
Proctor	Danse
Teaser	Iris
Undine	Bacchante
Nautilus	Leisure Hour
Rosetta	Ettie
Uranus	Ouida
Zuleika	Violet
Sheila	Madcap

After luncheon the following prizes will be presented:- Commodore Hyam's Trophies. – 24 ft race, won by the Lizzie; 22ft race won by the Buttercup; 19ft and 18ftrace won by the Lucia; 16ft race , won by Regina. Messrs. M'Lean's Trophy. Won by the Rosetta. Club Trophies 24ft race won by Deronda; 16ft race, won by Ettie.

1881 04 30 B1 p20:- 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 for 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 and sinew for 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).

1881 04 30 T. Mon 2 May 1881 SMH :- The Sydney Amateur Sailing Club, having passed through a most prosperous racing year, met on Saturday afternoon to curtain the season with evolutions, after which lunch took place at Athol. The affair was held under adverse circumstances in regard to weather as it piped up half a gale of very bleak wind from the south, and rain threatened. Not half the club boats were present, still the gathering was larger than on any previous occasion; and as an instance of the steady prosperity that attends the club, under its present management, it may be mentioned that there are 50 racing boats fly its colours comprising many famous little racers.
Mr Commodore Hyam hoisted his flag on the Carlotta, and after the little fleet had been manoeuvred under small canvas in Farm Cove, the signal "Rendezvous at Athol" was given, and the boats ran away before a heavy wind, and anchored off Athol pier, where canvas was speedily taken in, and the whole of the crews disembarked for lunch.
About 160 sat down, the chair being occupied by the commodore. The loyal toasts having been given Mr. W. H. Benson proposed "Prosperity to the Sydney Amateur Sailing Club." He considered the club did a vast amount of good, as a nursery for harbour sailors. Their crews not only filled their own boats, but often manned the deep keeled yachts of the Royals and P.A.Y clubs, and they were also able to supply much of the bone and sinew of our local rowing clubs. (Cheers.) Mr. Dietrich, hon. Secretary, in reply, said the club continued to do well, and was steadily building up a good credit balance at the bank. There was a fear, at one time, that they would not be able to get the desired land for a boat-house at Fort Macquarie. He was however, now able to state that they could build without fear of removal. The seasons racing had been good, some valuable prizes having been sailed for; and the competition had been conducted without a single protest. He was sorry that some of the 24-feet boats had not taken a more active part in the racing. He hoped this would not be the case next season. (Cheers.) He had done his best to remove the expensive practice of professionals racing. For the future, he hoped all the races would be contested by amateurs, who sailed only for the love, honour and glory of the sport. (Cheers.) Mr W. Johnson proposed the health of Commodore Hyam, and the toast was responded to in suitable terms (**T. Syd Daily Telegraph reported him saying -** "That gentlemen said he had been so often chosen as commodore, that he feared he was monopolising the position, and would feel obliged if the members would select another. Open boat sailing was his great weakness, and the prestige acquired by the club more than doubly repaid him for what little he had done to enhance their success".) The vice-commodore, the Ladies, and the Press were then given. The prizes won during the season were passed over.
The chairmen, on behalf of some of the members, presented Mr. Dietrich with a piece of plate, in recognition of the valuable services he had rendered ton the club. The above event closes the club gathering till next September.

1881 08 27 T. Sat 27 Aug 1881 Syd. Mail :- Yachting and Sailing. We have much pleasure in reporting **a new addition** to the already large and excellent fleet of the Sydney Amateur Sailing club **in the shape of a new Half-decker, built to the order of Mr. Henry Stevens, the well-known sailing master of the Australian, by Mr. George Ellis, the celebrated builder, of Waterview Bay.** The boat was launched s few days ago, and differs somewhat from the general run of centre boats of the club, inasmuch as she is built after the style of many of the Thames Valley Yacht Club fleet, by having a lead keel and a counter. Her dimensions are as follows :- Length over all, 25 feet; length on keel, 22 feet; extreme beam, 8 feet; her

half-deck 18 inches from the gunwale to the combing of the hatch, length of opening. Her keel is made of tallowwood, and her stern and sternpost are rosewood, her planking being fine picked cedar-copper fastened on to hickory timber, and is lined right throughout. She has a fine, round buttock lines, and her counter is carried prettily aft, and she is a smart, trim rakish-looking cutter, and like all her builder's efforts, will no doubt show a fine turn of speed, which no doubt some of our four-handed races will find out ere long. Her appearance and style are in every way a credit to her builder, and her owner will find her a very fine pleasure boat, and when he enters her for some of the limited crew, races she will probably be hard to beat. **The boat has been named Tethys.**

1881 09 09 T. Sat 10 Sep 1881 Syd. Mail :- A general monthly meeting of the members of Sydney Amateur Sailing Club was held on Friday evening at Arron's Exchange Hotel, Mr T Stokes in the chair. Five new members were elected and the names of two candidates for election were proposed. It was resolved that the plans submitted by Mr Grant for the erection of a club boat-house be adopted.
Nomination of officers – Commodore: W Johnson, prosed by Mr E M Dietrich, seconded by Mr Bellisario; G. C. Elliot proposed by Mr E. M. Dietrich, seconded by G Stokes; P.O. Williams, proposed by W. Grant, seconded by A Green. Vice-commodore A. J. Soutar, proposed by E. M. Dietrich, seconded by A Green; Dr. C. Belisario, proposed by W. Grant seconded by S Wilson; G. C. Elliot, proposed by E. M. Dietrich, seconded by A green. Hon. Sec; A Green, proposed by E. M. Dietrich, seconded by W. Grant. Hon. Treasurer; T Stokes, proposed by E. M. Dietrich, seconded by A Green. Committee members were proposed and seconded.

1881 10 07 B1 p20: Nineth annual meeting. 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 pounds 18 shillings and 10 pence. Election of Officers resulted in almost a complete change.

1881 10 07 T. Sat 8 Oct 1881 SMH:- Sydney Amateur sailing Club ninth annual meeting of members was held last night at Arron's Exchange Hotel. Commodore S. H. Hyam J. P. in the chair. The minutes of the previous meeting were read and adopted, and the following new members elected:- H. H. Onslow, Levey, J F. Elliott, W Hay (?), S Day, C Alit, and G Hardy. Several new members were proposed.
It was reported that Mr grant was preparing a design for the new boathouses of the club which are to be erected on the allotment of ground adjoining the Sydney Rowing Club's premises. The Hon secretary read the annual report, as follows:- Your committee has much pleasure in laying before you their report of the doings of the club for the season 1880-81. Members roll: During the season 30 new members were elected, a few having retired, leaving 146 on the list. Club Fleet:- The club fleet numbers 68 sail all told. Viz., sixteen 24 feet, sixteen 22 feet boats, eight 19-feet boats, seven 18-feet, eleven 16-feet and ten not classed., comprising the fastest and finest boats afloat in Port Jackson. Races during the season for trophies valued over 90 pounds had been competed for which had been won by Snowdrop, Lizzie and Deronda, 24 feet boats; The Rosetta and Buttercup, 22feet boats; The Gemini and Adelphi, 20 feet boats; the Desdemona, Alert, and Lucia, 19-feet boats; and the Onida , Regina and Ettie, 16 feet boats. Commodore Hyam had given four handsome trophies, which had been won by the Lizzie, the buttercup, the Lucia and the Regina; and Messrs. M'lean had given a trophy which was won by Rosetta.
Your committee, in retiring , wish to add their sense of approbation of the universal courtesy and attention they had received at all times and occasions at the hands of the members during their term of office, and feel sure , while such amicable relations exist it points to even greater prosperity in the future than has existed in the past. Faithfully yours, E. M. Dietrich Hon. Secretary. The report was unanimously adopted.

The financial report showed the club was in a prosperous condition. The sum of 142p 14s 9d had been received and the sum 150p 8s 9p expended, leaving a balance available of 72p 18s 10p in the Mercantile Bank. The statement was adopted unanimously.
The election of officers was then proceeded with, and resulted as follows:- Commodore, Mr G. C. Elliot, vice-commodore, Mr a. J. Soutar; hon secretary, Mr A green; Hon treasurer, Mr T Stokes; committee, Messrs. Dietrich, Fitzhardinge, Grant, Williams, and cope; auditors, Messrs. Soutar and Scarr. The opening day of the season was fixed for Saturday, 22nd October; and after a vote of thanks to the retiring officers, the meeting terminated with a similar vote to the chairman.

***** End of Volume 1 *****