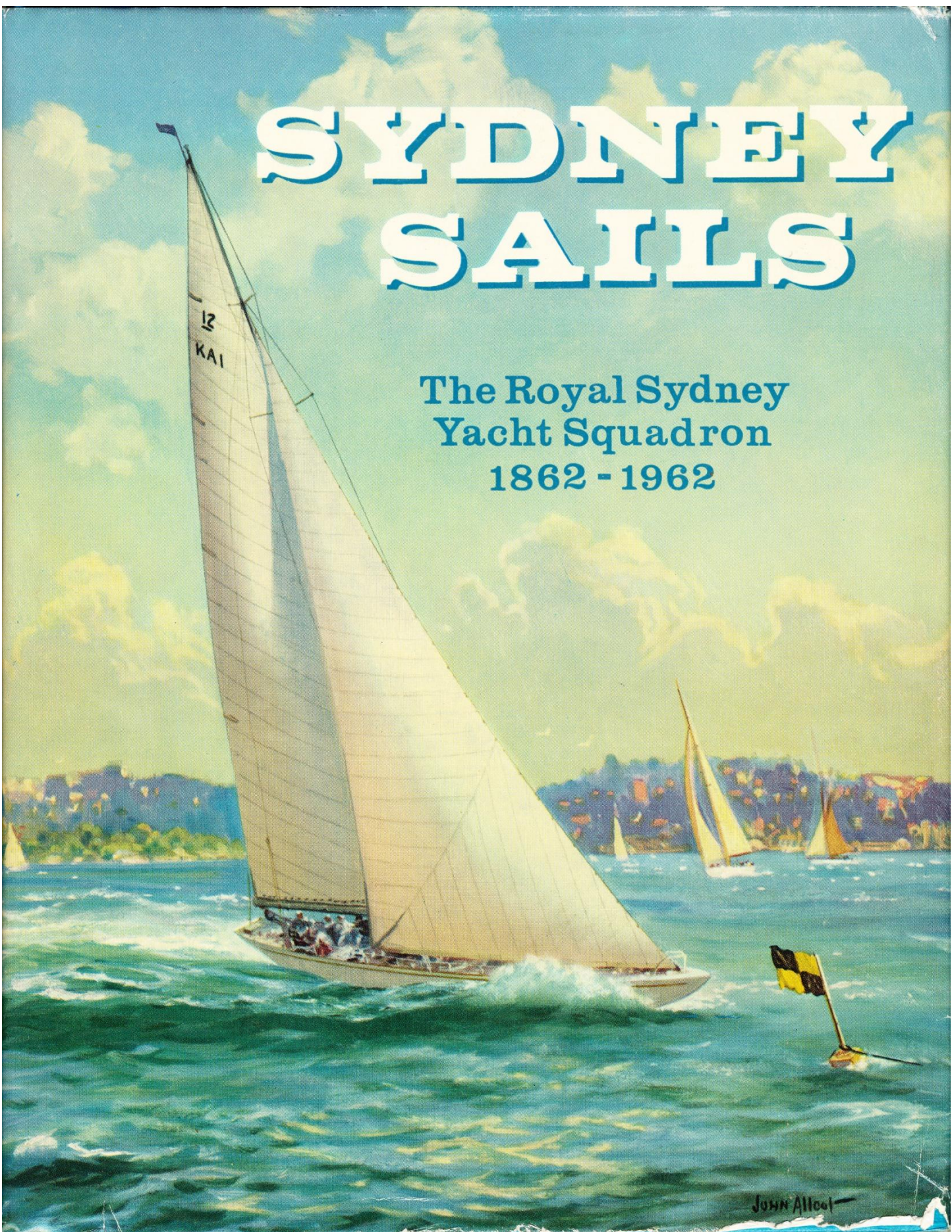


# SYDNEY SAILS

The Royal Sydney  
Yacht Squadron  
1862 - 1962



JOHN ALCOCK

A landmark on the foreshores of Sydney Harbour is the beautifully situated clubhouse at Kirribilli of the Royal Sydney Yacht Squadron, which in 1962 celebrated its centenary year with a challenge for the Blue Riband of the yachting world, the *America's Cup*.

Formed in July 1862, the Squadron received its Admiralty Warrant in April 1863, and has been under royal patronage continuously since that date. Its Patron since 1953 is His Royal Highness the Prince Philip. Its Commodore is the Governor-General of Australia.

Beginning with nineteen members and twelve yachts on its register, the Squadron one hundred years later had 1,352 members and 153 yachts, with an excellently appointed clubhouse, waterfront installations, and grounds.

This centennial volume, to which H.R.H. Prince Philip has graciously contributed a Preface, has been compiled under the authority of the Squadron's committee. It presents a fascinating story of boat sailing and yachting on Sydney Harbour and on the ocean courses of eastern Australia, from the first year of British settlement in 1788 to the present day.

In this nautical pageant of 174 years, thousands of yachts and tens of thousands of yachtsmen have taken part in cruising and racing for pleasure in the most picturesque of all sports, on the sunlit and breeze-rippled waters of Sydney's grand harbour and on the ocean courses "outside"—a sport and recreation unexcelled in its adventurous appeal to owners and crews of yachts under sail, upholding the traditions of a seafaring nation.

*(Continued on back flap)*



ROYAL SYDNEY YACHT SQUADRON  
Clubhouse, Grounds, and Waterfront, 1959

From the oil painting by  
JOHN ALLCOT  
in the possession of  
FIELD-MARSHAL SLIM

# Sydney Sails

*The Story of the Royal Sydney Yacht Squadron's First 100 Years*  
(1862-1962)

Compiled for the Squadron's Committee  
by  
P. R. STEPHENSEN

WITH A PREFACE BY H.R.H. THE PRINCE PHILIP  
DUKE OF EDINBURGH, K.G., K.T.



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I have a vivid memory of my visit to the Royal Sydney Yacht Squadron in February, 1954 and I am sure that anyone who was there will never forget that most enjoyable occasion. I was most impressed by the Club's premises but I was even more envious of the marvellous sailing to be had in Sydney's great harbour. No wonder the Squadron has flourished.

Any club which achieves 100 years of successful existence has every right to feel proud and happy, but the most remarkable part of the history of the Royal Sydney Yacht Squadron is that it was founded as "The Australian Yacht Club" only 74 years after the first settlement of Sydney and at a time when yachting was only just making headway in Britain.

Facts and figures and a synopsis of events are not the most promising material for any author but the joint historians of the Royal Sydney Yacht Squadron have succeeded in producing a readable and fascinating account which is full of interest to yachtsmen all over the world.

This is more than just a history of the Squadron, it is in effect the history of sailing in New South Wales from the first settlement in 1788 under Captain Arthur Philip, R.N. until the present day, when the Squadron rounded off a century of existence by embarking upon a challenge for the "America's Cup".

This is an account of the pleasure to be had from sailing and the hold which this wonderful and challenging activity has exercised over succeeding generations of Australians. People sometimes refer to the brotherhood of the sea, but I believe that there is an even stronger brotherhood amongst yachtsmen and I know that all of them all over the world congratulate the Royal Sydney Yacht Squadron on their centenary and wish its members every success in the future.

September, 1962.

Philip



His Royal Highness  
THE PRINCE PHILIP  
Duke of Edinburgh  
K.G., K.T.

Patron of the Royal  
Sydney Yacht Squadron

His Excellency  
The Right Honourable  
VISCOUNT De L'ISLE  
V.C., P.C., G.C.M.G., K.StJ.  
Commodore of the Royal  
Sydney Yacht Squadron



### **Rule of the Road**

When a steam-vessel and a sailing vessel are proceeding in such directions as to involve risk of collision, the steam-vessel shall keep out of the way of the sailing vessel. . . The term “steam-vessel” shall include any vessel propelled by machinery.

International Regulations  
for Preventing Collisions  
at Sea.

In the year 1900, the Royal Sydney Yacht Squadron could look back on thirty-eight years of activity, during which the sport and pastime of yachting at Sydney had passed through many changes, but had steadily developed as an organized activity, to become a recognized and regular feature of Australia’s first city.

Page 126, *infra*.

Vessels engaged in pleasure, recreation, racing events, or sport must give way to those engaged in the commercial activities of the Port.

Port of Sydney Regulations  
as amended in 1959.

### **Acknowledgments**

In 1953 the Committee of the Royal Sydney Yacht Squadron appointed K. R. Cramp, President of the Royal Australian Historical Society, to compile a history of the Squadron. He found to his dismay that most of the official records of the Squadron, prior to the year 1909, had been lost or mislaid. Possibly they had been borrowed by someone who intended to prepare a history of the Squadron for its Jubilee Year (1912) and had died before making arrangements to return them. This original documentary- material is still missing in 1962.

Despite that severe disadvantage, K. R. Cramp compiled an extensive typescript, based chiefly on information gleaned from journals and printed papers in the Public and Mitchell Libraries, and from recollections of older members of the Squadron, and notes by J. Carroll, of Mosman, and others. These researches made by K. R. Cramp (who died in 1954) have been a valuable source of information for the present compilation, which was begun at the beginning of the year 1962. His material has been substantially included in this volume, but rearranged to suit a narrative style. New material had been added, referring to the Squadron’s earlier years.

The story has been continued from 1954, and brought up to the Centenary Year, with a record of the Squadron’s challenge for the America’s Cup in that year, and a supplementary description of the Challenge Match races, supplied by radiophone from Lou d’Alpuget, an observer on the scene.

In a work of such complexity of detail as that attempted in this volume, some errors and omissions are unavoidable. It is hoped that such defects will be excused on the grounds that the source—material is incomplete and in parts conflicting. The work as a whole aims to tell the Squadron’s story in broad outline and historical perspective, rather than in every detail. My task as compiler was restricted by the necessity to complete the volume for publication within the Centenary Year.

The quest for illustrations was specially difficult. It was decided to include a large number of pictures, to enable comparisons to be made between the older and the more modern design and rig, not only of the

yachts, but also of the yachtsmen and the ladies; and also to include pictures of the Squadron's home and grounds in successive stages of development, and of some of the chief trophies. In view of the number and variety of illustrations required to present an extensive pictorial record, it has been necessary to reproduce many of them in a small size. The final tally reveals some regretted omissions, unavoidable in the absence of pictures for which a search was made without success. Despite these omissions, it is hoped that the illustrations will be considered as an unusually comprehensive addition to the text.

The principle of illustrating variety of rig has been applied also to the selection of the twelve coloured plates included in the volume. Nine of the twelve reproduced in colour are from paintings preserved in the Squadron's clubhouse. Of these, seven are by artists whose names it has not been possible to ascertain; but it is gratifying that reproductions of one painting by Oswald Brierly, three by John Allcot, and one by Dennis Adams could be included as examples of the work of these renowned marine artists. The Squadron's burgee in colour is reproduced as an addition to a facsimile of the foundation document of 1862, and on the outside of the book. The Squadron's crest is reproduced on the title-page and endpapers. The design of the volume's loose cover is from a painting by John Allcot, showing a ship sailing on Sydney Harbour, approaching a rounding mark, on which is placed the international code flag signal L, meaning, you should stop. I have something important to communicate. That rounding mark may be considered as symbolical of the Squadron's 100th Anniversary.

In preparing the text and illustrations, I received valuable and necessary help from many hands. In particular I acknowledge with gratitude the assistance of the Squadron's History Committee (Messrs N. K. Wallace and J. A. L. Shaw) in reading the manuscript draft and making suggestions for amending and improving it. Further assistance came from the Squadron's secretary, Lloyd T. Burgess, and from Messrs D. S. Carment, Harry Stevens, Lou d'Alpuget, Jack Carroll, J. W. Forsyth, and Warwick Hood, and from Miss Tess van Sommers and Miss Marie Bauert; and from the Principal Librarian (Mr G. R. Richardson) and the staff of the Mitchell and Public Libraries; but if there are errors or omissions in the text or illustrations, these helpers are not to be held responsible. The responsibility for the compilation has devolved upon me. I may claim only to have presented the story of the Royal Sydney Yacht Squadron's first hundred years as accurately as possible from the records available, under a time handicap.

P. R. STEPHENSEN

Sydney,  
1962.



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THE FOUNDATION—INTENTIONS AND ACHIEVEMENT—THE  
SQUADRON'S HOME WATERS—DISCOVERY OF SYDNEY  
HABBOUR—"THE FIRST FLEET"—NAVAL EXPLORATION—  
DESCRIPTION OF THE HARBOUR—ITS PRINCIPAL LANDMARKS  
AND YACHTING COURSES

On 8th July 1862, nineteen yachtsmen of Sydney met at a merchant's office, in the Exchange Building, and subscribed their names to a resolution:

*We, the undersigned yacht owners, hereby constitute ourselves into a club to be termed the Australian Yacht Club.*

The meeting had been convened by the Hon. William Walker, a Member of the Legislative Council of New South Wales and prosperous merchant and landowner, who had recently bought in England a schooner-yacht which had been sailed out to Sydney by a professional crew. The others were yacht owners who had been sailing and racing at Sydney, some of them for many years previously. William Walker's office was used as the meeting place of the club, which quickly gained additional members. Within a year it was granted an Admiralty warrant and accorded royal patronage under the name of the Royal Sydney Yacht Squadron.

From that beginning, with nineteen foundation members and a merchant's office as its clubroom, the Squadron developed into an institution which, one hundred years later, had 1,352 members, and a clubhouse on the foreshore of Sydney Harbour acknowledged to be one of the best situated and best equipped in the world. In its centenary year, the Royal Sydney Yacht Squadron embarked on its greatest adventure, by sending a yacht designed and built in Australia, with an Australian crew, to race in a challenge match for the Blue Riband of international yachting, the America's Cup. Whatever the result, the challenge was a bold effort, typical of the Squadron's spirit of enterprise.

Sydney Harbour (officially named Port Jackson) offers opportunities for yachting that are unsurpassed anywhere in the world. With 22 square miles of almost landlocked waters, an ocean entrance only 13 miles wide, and an indented shoreline of 188 miles, it is one of the world's most sheltered, most picturesque, and most spacious havens for seagoing vessels.

The port has an easy approach from seaward, and extensive deepwater channels, which, with some few well-known and well-marked exceptions, are free of reefs and other hazards. The harbour is practically silt-free, and has no shifting banks; the run and range of the tides is moderate; and there are safe anchorages, moorings and berths for vessels of every size in its many bays and coves. Sydney enjoys a temperate climate, which permits yachting at all seasons of the year, and provides ideal conditions for at least eight months, from September to April. The prevailing winds, with no nearby mountains to impede them, are moderate and reliable; malign storms are extremely rare inshore. Along the adjacent ocean coast are many estuaries and bays which invite cruising yachtsmen to visit their sheltered waters, some almost as extensive as Port Jackson.

Australians are a maritime folk, with their largest cities on the coastal rim of an island continent. From the time of the arrival at Sydney, in the year 1788, of the "First Fleet" of British colonists, until the beginning of transoceanic air travel in the 1920s, all immigrants to this continent arrived in oceangoing vessels, and, until the turn of the twentieth century, predominantly in sailing vessels. This gave an element of sea-adventure to the Australian character, which was maintained, among the citizens of Sydney, from their earliest years and as the seaborne commerce of the port expanded, by the daily and ever-changing sight of the pattern of masts and

riggings of windjammers berthed at the quays or riding at anchor or at moorings within the harbour. It was natural that they should look upon the sparkling waters of the port as a scene not only of seaborne trade, but also of recreation in rowing boats and sailing boats, which eventually developed into the organized sport and art of yachting.

The beginnings of boat-sailing at Sydney were naval and mercantile. The first navigation on Sydney Harbour was by boats of the "First Fleet", which had sailed in to anchor at the adjacent Botany Bay on successive days between 18th and 20th January 1788, after a passage of 15,000 miles in eight months from England, with calls at Rio de Janeiro and Cape Town. Its nine chartered merchant vessels, comprising six transports conveying convicts, guards and officials, and three supply vessels, were escorted by H.M.S. Sirius (520 tons, 10 guns), commanded by Captain Arthur Phillip, R.N. (Governor-designate of the new colony), with Captain John Hunter, R.N., as his second in command. She had as tender a brig-rigged sloop, H.M.S. Supply (170 tons, 8 guns), commanded by Lieutenant Ball, R.N.

Finding the marshy and sandy shores of Botany Bay unsuitable for a settlement, Captain Phillip decided to investigate Port Jackson, noted eighteen years earlier by its discoverer, Captain Cook, as an inlet some 15 miles to the northward of Botany Bay, and named by him in honour of a Secretary of the Admiralty.

On 22nd January, accompanied by Captain Hunter and taking three boats manned by naval ratings and marines, Phillip sailed along the coast from Botany Bay and in through the Heads of Port Jackson. There, as the official narrative of Philip's Voyage records, he "had the satisfaction of finding the finest harbour in the world." Phillip and his men also had the distinction of sailing the first boats ever to spread their canvas on Sydney Harbour.

The boat parties made camp at Camp Cove, in the lee of South Head, immediately inside the entrance. From there they explored up- harbour, examining the various coves, until they found one into which a good stream of fresh water flowed. Soundings proved that "Ships can anchor so close to the shore that at very small expense quays may be made at which the largest vessels can unload." Upon this anchorage Captain Phillip bestowed the name of Sydney Cove, in honour of Lord Sydney, Britain's Secretary of State for Home Affairs, who also administered the Colonies.

The three boats of the exploring expedition returned to Botany Bay on 24th January, and Philip gave orders for the entire fleet to be moved immediately from Botany Bay to Sydney Cove. The anchors were hove, sail was set, and the eleven vessels sailed in through the Heads and five miles up-harbour to the new anchorage. All the ships were anchored at Sydney Cove and the disembarkation of nearly one thousand persons began on 26th January 1778. This date is established, and is annually celebrated, as that of the foundation of the Australian nation. The oldest and one of the principal functions held to celebrate "Australia Day" is, fittingly, a great regatta held on Sydney Harbour.

While disembarkation of the convicts and their guards and unloading of livestock and stores continued, Captain John Hunter, accompanied by Lieutenant William Bradley, R.N., with a boat party of seamen and marines, explored Port Jackson from its ocean entrance to the head of navigation near Parramatta, and made an excellent working chart of its shores and soundings.

These naval explorers, though not in any sense of the term "yachtsmen", were the pioneers of sailing in light craft on the waters of Sydney Harbour. The shores of the headlands and coves which they charted were densely forested to the water's edge. The hinterland was inhabited only by small bands of roving stone age aborigines, who subsisted by hunting and fishing, using crude "dug-out" log canoes for crossing the harbour and its arms. In 1962, when the city of Sydney, with over 2 million population, celebrated its 174th



anniversary, tens of thousands of commercial, residential, and public buildings, and the great arch in the sky of the Harbour Bridge, with naval and merchant vessels, ferries, and small craft, moving in the harbour's stream of traffic, contrasted with the primeval panorama that the pioneers viewed.

Not all the foreshores, however, have been given over to building and development. Many of the harbour headlands and much of the upper reaches of Middle Harbour retain the greenery of uncleared "bushland" and the character of the original scene. This variety of scenery along the foreshores provides one of the many attractions of yachting on Sydney Harbour.

Port Jackson is a sunken river valley with a sandstone surround of low ridges, lying in approximately 84° south latitude 151° east longitude. As viewed from its seaward entrance it has three arms, of which the mercantile harbour is the southerly arm, extending to the westward 19 miles inland to the head of tidal waters on the Parramatta River. This arm is protected, by the configuration of the entrance, from ocean swell (see map, pages 8 and 9).

Incoming vessels, after entering the port on a westerly course between North Head and South Head, take a turn to the S.S.W. and proceed for approximately 23 miles on that course, which brings them into the lee of South Head peninsula. They then turn to starboard, and, on rounding Bradley's Head, proceed on a westerly course to their berths or moorings from 5 to 7 miles upstream.

The course within the harbour is therefore approximately "L"-shaped. From the yachtsmen's point of view, the best sailing courses extend on the longer and more sheltered arm of the "L" configuration, from Pulpit Point on the Parramatta eastwards for 6 miles to Shark Point on the inner shore of South Head. On the shorter and more exposed arm of the "L", the course extends in a N.N.E. direction, and measures 5 miles from Rose Bay on the southern shore to Manly Cove in North Harbour. On this course the harbour entrance and ocean swell and seas are abeam for approximately 1 ½ miles.

Another yachting course is in Middle Harbour, a distance of 2 miles south-easterly from the Spit Bridge to the offing of Middle Head, where it joins the other courses. Middle Harbour extends inland in a north westerly direction for several miles beyond Spit Bridge, in a series of sheltered reaches and bays, of scenic beauty, but not used for commercial shipping.

The shorelines of these inshore yachting courses are indented by many bays and coves, with headlands between them. The principal topographical features of Port Jackson's three harbours in one, which converge to the bold and cliffy headlands of the ocean entrance, are landmarks well known to yachtsmen, offering many alternative courses for pleasure cruising and for racing, with many safe anchorages and moorings, and beaches for picnic visits.

**CAMP COVE.** It was just inside the southern headland, at Camp Cove, that Captain Phillip landed, and camped overnight on 22nd January 1788. A monument, standing in a park beyond the small beach, commemorates the event.

**SOW AND PIGS REEF.** Almost midway between Camp Cove and the opposite shore lies one of the few dangers in Sydney Harbour, the Sow and Pigs Reef. Almost awash at low tide, it divides this arm of the harbour into two deep waterways, the Eastern and Western Channels. The Sow and Pigs is, nowadays, well marked, but, in the early days, when it was used as a rounding mark, many a yacht cut it too fine and brought up short on its kelp-covered rocks.

WATSON'S BAY is fringed by a sandy swimming beach, with a park beyond, and is a popular harbourside resort. A monument is erected here to:

"Robert Watson, quartermaster of H.M.S. Sirius from 1786 to 1790, after whom this bay is named." The harbour pilot vessels are based in Watson's Bay.

VAUCLUSE BAY is another very popular swimming beach, with a shark-proof enclosure at Parsley Bay. To the southward, Hermit Bay is used by yachts as a rendezvous and as a shelter in easterly weather.

ROSE BAY TO RUSHCUTTERS BAY. The three principal southern bays of the easterly portion of the harbour, Rose Bay, Double Bay and Rushcutters Bay, front fine residential suburbs. All have adjacent parklands, boatsheds, slips, yacht clubs and a host of moored vessels which add to the vitality and picturesqueness of these southern bays. Rushcutters Bay, from the waters of which rises a forest of masts, caters in particular for the servicing of yachts.

All of these bays, indeed most of the harbour beaches fronting the residential suburbs, have facilities for swimming: either extensive "shark nets" protecting the beaches, or bathing enclosures built out into deep water.

On the eastern side of Double Bay is Point Piper, named after a Captain John Piper who arrived at Sydney in 1792. He became the harbour-master and entertained so lavishly that, in 1825, Governor Darling became suspicious of his activities.

When an enquiry into the captain's accounts disclosed some unprofessional perquisites, the harbour master lost his job. He thereupon caused some excitement by jumping from a boat into the harbour, from which he was subsequently fished half drowned.

On the western side of Double Bay is Darling Point, named after Governor Darling (1825-31), a military martinet and autocrat, who was cordially disliked.

ELIZABETH BAY, named after Governor Macquarie's wife, is a small indentation on the west side of Rushcutters Bay, overlooked by some fine harbourside villas and other residential buildings.

From Camp Cove to Elizabeth Bay, the shoreline, as seen from the water, presents a series of pleasant beaches or picturesque headlands, bordered by parklands and with a background of beautiful residences, and other fine buildings.

WOOLLOOMOOLOO BAY provides a sharp contrast of wharves and warehouses. During the 1939-45 war years, a causeway linking Potts Point with Garden Island, and the Captain Cook graving dock, capable of docking the largest ships, were constructed. The causeway and the dock separate Elizabeth Bay from Woolloomooloo Bay.

GARDEN ISLAND was so named because it was first used for the purpose of growing vegetables for the naval ships in port. It eventually became a naval servicing and repair establishment. Now that it is linked to the mainland, Garden Island, though it retains the name, has become the head of a peninsula extending into the harbour for the best part of a mile.

FARM COVE. Proceeding westward, past what is known as Mrs. Macquarie's Chair, we come to the most beautiful bay in Sydney Harbour, Farm Cove. Its hinterland was the site of the colony's first farm. Lawns, flowering trees and shrubs of the Domain and the Royal Botanical Gardens, interspersed with colourful

annuals, sweep completely around the cove. On the western side stands Government House, the residence of the State Governor.

In the early days of yachting on Sydney Harbour, Farm Cove was the rendezvous of yachts which assembled here for regattas, races, and outings. Here, too, is the focal point for the re-enactment of historical occasions, and harbour pageantry. Queen Elizabeth II, as Queen of Australia, stepped ashore here on 3rd February 1954. On that occasion, the yachts of Sydney, gay with bunting, provided a lane for the royal barge's approach to the landing-stage at Farm Cove.

BENELONG POINT, the western extremity of Farm Cove, was originally a small island, converted, in the early days of the settlement, into a peninsula. It was named after the first aborigine to learn English and to become partly civilized.

Governor Macquarie built here a fort mounting fifteen pieces of ordnance. "Fort Macquarie" is now the site of the Sydney Opera House which, when completed in about 1965, will be one of the world's most striking buildings.

SYDNEY COVE, now usually referred to as Circular Quay, is the gateway to the metropolis. Five jetties at the head of the cove provide the city terminals for the various ferry services, whilst wharves along the eastern and western sides provide berths for the largest overseas liners. Passengers disembarking here can reach the heart of the city within a few minutes. The City of Sydney, rising spectacularly on the southern shore of Sydney Cove, provides striking vistas of this, one of the most convenient ports in the world. At the end of each day its citizens are treated to their evening pageant. A flotilla of lighted ferries, gliding to and from the quays, spill reflections upon the water; darkening hulls of great ships frame the Cove. Donning its jewels, the city twinkles into its night life, wearing above its softened outline the brightening diadem of the Southern Cross.

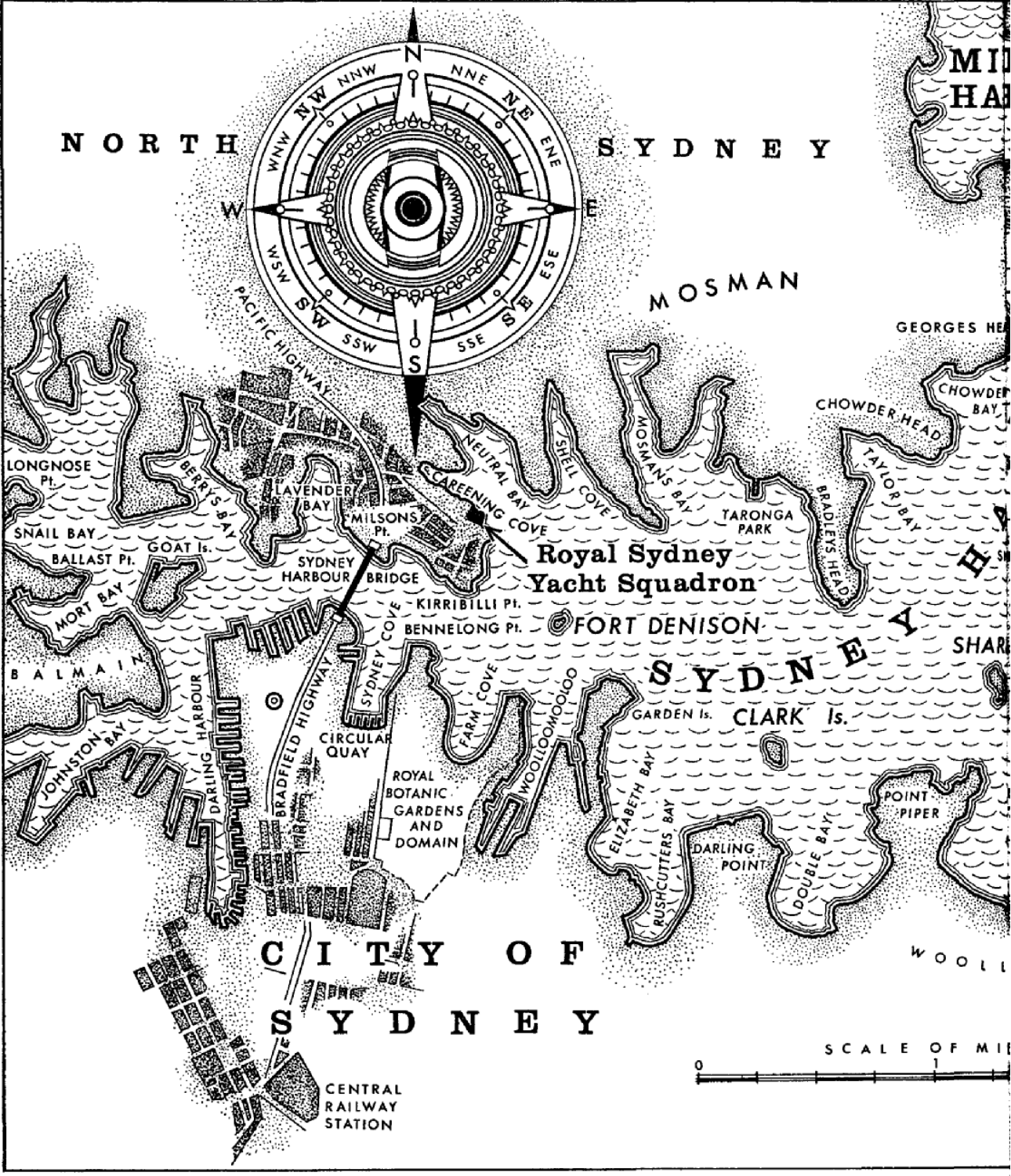
DAWES POINT, named after Lieutenant William Dawes, an officer of marines with the First Fleet, is the westerly extremity of Sydney Cove. Like Benelong Point, it, too, in the early days, was fortified, with a redoubt of eight guns known as Dawes Battery. It was a fine vantage point from which to view the regatta races which, up to the turn of the century, were usually started from Balmain, Darling Harbour, or Lavender Bay. (George Lavender was boatswain of the hulk Phoenix in Governor Darling's time.) The Sydney Harbour Bridge, spanning 1,650 feet, and 437 feet above water level to the crest of its arch, reaches from Dawes Point to Milson's Point on the opposite shore. The bridge marks the westerly limits of the lower harbour.

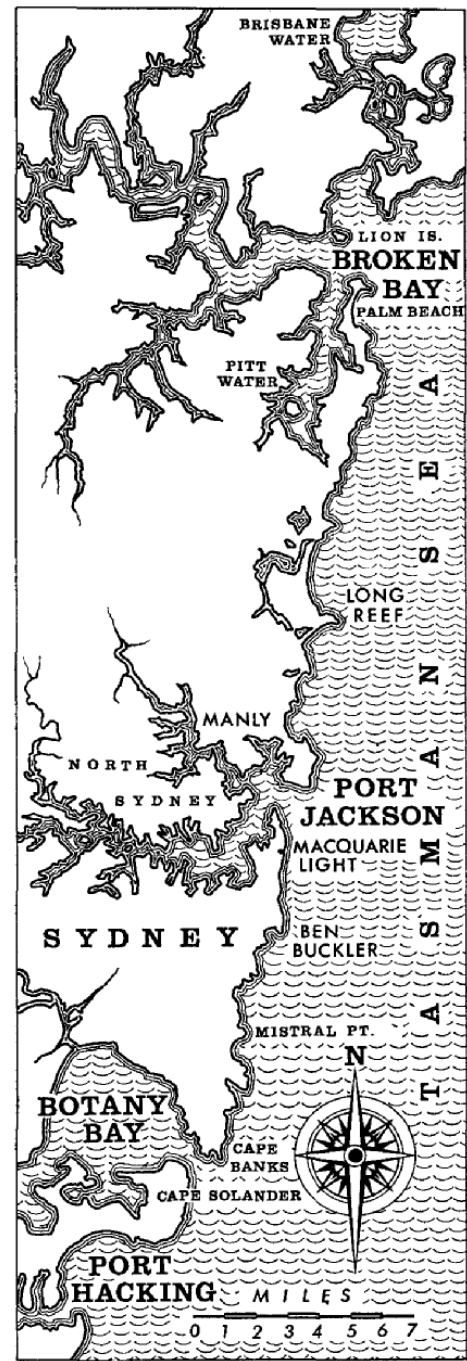
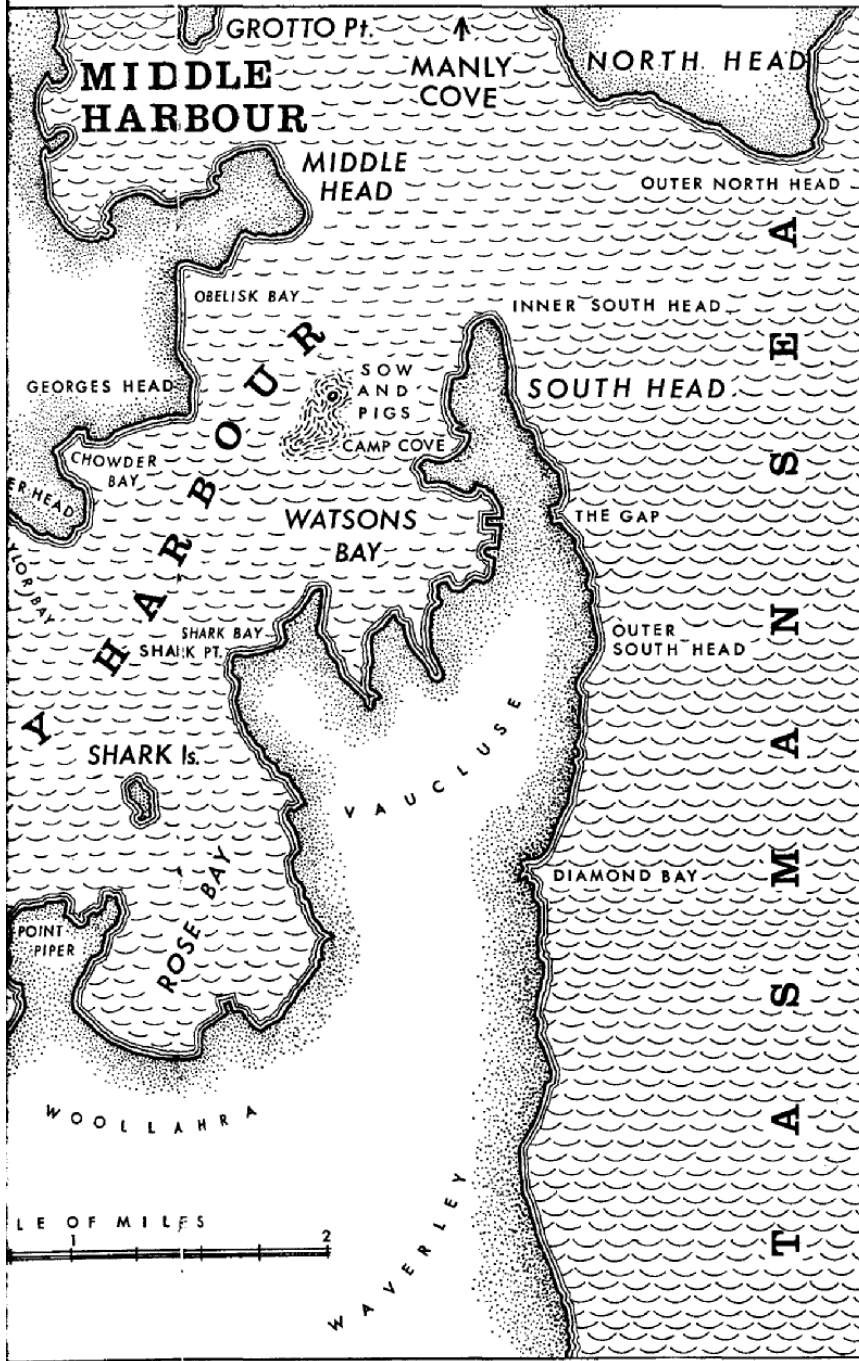
In the upper harbour, Pulpit Point was a starting point of the Hunter's Hill regatta, a popular event in the 'sixties, while from the 'eighties to the turn of the century, the Balmain Sailing Club conducted regular races in its waters for second, or "B" class yachts. Regattas were held off Balmain from as far back as the 'fifties. Regattas for small yachts were also held at Pymont.

PINCHGUT is the colloquial name for an island off Mrs. Macquarie's Chair. A fort, consisting of a martello tower, with artillery magazines and barracks, was built here during 1855-7, at the time of the Crimean War. It was called Fort Denison, but its picturesque name of Pinchgut derived earlier from the use of the island as a prison for hardened criminals, whose food consisted of bread and water. This was also an old nautical term for a place where a harbour narrows. Pinchgut has been used as a rounding mark since the first days of yacht racing on Sydney Harbour.

CLARK AND SHARK ISLANDS are the two other islands in the lower harbour. The former, off Darling Point, is named after Lieutenant Ralph Clark, an officer of marines of the First Fleet, who cultivated a garden there.

Shark Island, so named by earlier settlers who caught sharks a-plenty there, lies off Rose Bay, and is frequently used as a rounding mark for yacht and sailing boat races. Both Clark and Shark Islands are picnic grounds.





QUARANTINE BAY. We now return to the Heads and proceed northwards to a small sheltered bay, beyond Inner North Head, named Spring Cove, but generally known as Quarantine Bay. (It lies below the port quarantine station.) This bay with its miniature beach and woodland backing, is a favourite rendezvous for yachtsmen on week-end or holiday outings.

MANLY is one of Sydney's most popular and versatile water suburbs, for it has both a splendid ocean surf beach and a harbour beach, the latter enclosed by a large safety net. The two beaches, lined with avenues of Norfolk Island pines, are separated by a narrow isthmus. The "Village", as it is popularly called, is one of the beauty spots of Sydney.

Since the inception of yacht racing on Sydney Harbour one of the principal rounding marks has been a flag-buoy at Manly. There is no finer sight on a Saturday afternoon than flotillas of yachts heading, against a summer nor'easter, down the northern arm of the harbour towards the Manly buoy, and returning under all the "extras" they can carry.

Manly Cove was given its name by Governor Philip who, in 1788, was impressed by the manly bearing of the natives in this locality. He may have had second thoughts in 1790 when one of them speared him through the shoulder.

A small but pretty beach, known as "Forty Baskets", lies on the westerly side of Manly Cove.

MIDDLE HARBOUR, nearly opposite the Heads, is entered between Grotto Point and Middle Head. It is a long winding inlet, with several arms and many sheltered coves. It is crossed at The Spit by a bridge with a lifting span.

A dangerous bombora (sunken reef) exists off Dobroyd Point, southern point of the rocky headland which juts south-eastward from Forty Baskets. Several tragedies have occurred there.

THE SPIT, with its beach, bridge, and park, is a sailing rendezvous and headquarters of the Middle Harbour Yacht Club. The racing conducted during week-ends by this and other lively clubs at The Spit have made Middle Harbour one of the most picturesque spots in Sydney. Opposite The Spit is the picnic beach of Clontarf, where an attempt was made, in 1868, by a fanatic on the life of Prince Alfred, Duke of Edinburgh. To the southward, are Chinaman's, Edwards, and Balmoral beaches.

BALMORAL BEACH, named after Balmoral Castle, is an attractive and popular swimming beach, known in early days as Hunter's Bay. In the early 'nineties, when only a few cottages existed in the area, one of these was used as a rest home for nurses. A story goes that the old nurse in charge complained to police that boat crews were in the habit of bathing off the beach in the nude. A Sergeant Bultitude was sent by the Water Police to make enquiries. When he pointed out that the nurses' cottage was at such a distance from the beach that no one could with certainty determine whether the so-called offenders were dressed or otherwise, the matron declared: "We are positive. We distinctly saw them through field glasses."

The northern shore of the main harbour, south of Middle Head, is exposed to prevailing winds from the south-east and north-east and not generally popular with yachtsmen, though a pleasure resort known as Clifton Gardens, with swimming baths and a beach and a fine hotel, is located at Chowder Bay. Taylor Bay is a yacht anchorage.

BRADLEY'S HEAD, named after Captain John Hunter's first lieutenant, is a bold peninsula from which a splendid view of both arms of the harbour is obtained. It is a grandstand for the viewing of most activity on the harbour, and the point off which vessels change course from one arm of the harbour to the other. Hence it is frequently the scene of the setting of extras on the racing yachts, and "rounding Bradley's" is an expression frequently to be heard in yachting anecdotes.

ATHOL BIGHT, where naval units are maintained in reserve, is on the western side of the Bradley's Head peninsula. Taronga Park Zoo is located inshore.

SIRIUS COVE, to the westward of Taronga Park, is so named because H.M.S. Sirius, the flagship of the First Fleet, was careened there in 1789. It was then known as Careening Cove.

MOSMAN'S BAY is a deep inlet named after Archibald Mosman who, in 1829, established a whaling station at the head of the bay. Mosman's old stone whaling store is still there and is used as a depot for the Sea Scouts. Mosman is one of Sydney's principal bays, and is a boatbuilding and maintenance centre. Alongside it, separated by the long peninsula of Cremorne, is the secluded bay, Shell Cove.

Most of the harbour foreshores traversed from North Harbour are steep-to and fringed with bushland. From Cremorne Point westward, however, the major part of the shoreline, with the exception of the heads of bays which are usually given over to parks, is built over.

NEUTRAL BAY received its name from Governor Phillip, who ordered all foreign vessels entering the port to anchor there as a precaution against convicts stowing away and absconding. Benjamin Boyd, who will be referred to later, made his home "Craignathan" on the eastern side of Neutral Bay and his yacht Wanderer, as also her namesake, 100 years later, was moored in the offing. Lars Halvorsen, founder of the firm bearing his name, in 1925 established a small boatbuilding business alongside "Craignathan". In 1962, at their modern yacht yard at Ryde on the Parramatta River, Lars Halvorsen and Sons built the 12-metre Gretel, challenger for the America's Cup.

In 1882, the s.s. Austral, an overseas liner, whilst at anchor in Neutral Bay during coaling, developed a bad list, then suddenly heeled over and sank. Five people were drowned.

CAREENING COVE is the westerly arm of Neutral Bay and was given that name when it was used for careening sailing ships in preference to Sirius Cove. Formerly, it was known as Slaughterhouse Bay when James Milson, Senior, and his son-in-law, William Shairp, had established a slaughterhouse there.

Having made the rounds of the "lower harbour" we finish at Wudyong Point, adjacent to the residential district of Kirribilli. Here, in an incomparable setting, the Royal Sydney Yacht Squadron has its home. It looks out over the waters which inspired its origin; upon the scene of its triumphs and its failures. And it looks across to the city whose fortunes it has shared for a hundred years, recalling the good fellowship of those who have gone before, and offering no less to those who in their turn will follow.

EARLY SAILING AT SYDNEY—SHIPBUILDING AND BOATBUILDING  
—REMARKABLE COASTAL VOYAGES—THE SEALERS AND WHALERS  
—ESCAPE OF WILLIAM BRYANT—BASS AND FLINDERS

During the first twenty years of Australia's history under the successive administration of four naval captains (Phillip, Hunter, King and Bligh) as governors, the colony of New South Wales, with Sydney as its seaport, became firmly established. Its population rose to 8,000, including officials, convicts and their guards, and some free settlers. The sandstone soil of Sydney was unsuitable for agriculture, but a beginning was made with farming settlements in better soil not far away at Bankstown, at Rose Hill (Parramatta), and on the upper reaches of the Hawkesbury River.

Sydney developed a commercial life as a seaport, and as a base for whaling and sealing vessels. An export trade began with whale-oil, whalebone, sealskins, timber (red cedar and naval spars), wool, and even some shipments of coal brought from the Hunter River. In a minor sense, Sydney was also a naval station, with one or two warships usually stationed there. This maritime activity implied an increasing boat activity on the harbour, while the settlements at Parramatta and along the Hawkesbury River used boat transport chiefly, to and from Sydney.

Shipbuilding and boatbuilding began at Sydney soon after the settlement was formed. The first known Australian-built vessel was launched on the eastern side of Sydney Cove in October 1789. She was a 10-ton hoy (decked boat, sloop-rigged, designed for inshore work), and named the Rose Hill Packet. This vessel, built by the Government, was immediately put into service carrying passengers, cargo, and mails between Sydney and Parramatta (then known as Rose Hill).

A government shipyard was established on the western shore of Sydney Cove in 1796. One of the earliest "colonial-built" vessels was the schooner Francis. In 1801 the schooner Cumberland, 28 tons, was launched, and in 1804 the sloop Integrity, 59 tons—both from the government shipyard and used in government service. The first privately owned shipyard at Sydney was that of James Underwood, on the estuary of the Tank Stream, at the head of Sydney Cove (the site long ago filled in and now marked fittingly by the name of Underwood Street). From this yard in 1804 was launched the sloop Contest, 44 tons. Many other shipwrights were at work at various places along the coast of New South Wales. An official return of "schooners and sloops belonging to individuals", dated February 1804, showed a total of twenty-one vessels of those classes built in New South Wales. These vessels were used in seal-hunting expeditions to Bass Strait and New Zealand, and in the coastal and river trade to and from Sydney.

This early development of shipbuilding and boatbuilding skills was soon extended from Sydney to the Hawkesbury River, Brisbane Water (Gosford), and the Hunter River, where large stands of excellent straight-grained timber grew close to the water's edge. From further north came the beautiful Australian cedar (*Cedrela toona*), a mahogany-like timber which was much used by early boat owners and has remained so to the present day. The shipwrights' craft provided the skills and traditions necessary, not only for naval and mercantile shipbuilding, but also for the later demands of yacht building. Free settlers at first were in a minority and the population was too busily engaged in establishing itself for much to be recorded of pleasure boats or yachting.

In 1791 William Bryant, a convict who had been entrusted with a boat for fishing in the harbour, decided to escape in it. Taking with him his wife, Mary, and a crew of seven other absconding convicts, Bryant sailed out of the harbour at night time, and headed northwards along the coast. In an amazing feat of endurance and



seamanship, the fugitives reached Koepang in Timor, having sailed 3,254 miles in ten weeks. They could scarcely be called yachtsmen, as they had piratically seized the boat and presumably were not sailing for pleasure; yet they were of the adventurous breed to which yachtsmen belong.

Another remarkable boat voyage from Sydney was that of Surgeon George Bass, R.N., of H.M.S. Reliance (then stationed at Sydney), who, on 3rd December 1797, in a whaleboat 28 feet long, with a crew of six naval ratings, sailed out of Sydney Heads and southward along the shore to discover Bass Strait, worthily so named in honour of that intrepid man. He returned to Sydney on 25th February 1798, after a boat voyage of some 1,200 miles.

To confirm the discovery of Bass Strait, Governor Hunter appointed Lieutenant Matthew Flinders, R.N., of H.M.S. Reliance, to command the government sloop Norfolk, 25 tons. She had been built at Norfolk Island in June 1798, and had sailed from there to Sydney on her maiden voyage. Accompanied by Surgeon Bass and a crew of eight, Flinders set sail in the Norfolk from Sydney on 7th October, on a notable voyage of discovery. The explorers sailed through Bass Strait from east to west, circumnavigated Van Diemen's Land, and returned to Sydney on 11th January 1799.

Six months later, Flinders sailed again in the Norfolk to explore the coast to the northwards. Leaving Sydney on 8th July 1799, he reached Moreton Bay, then explored further northwards to Hervey Bay, returning to Sydney on 20th August.

These ocean cruises in such a small vessel and in waters but sketchily charted, demonstrated the fine seamanship of Matthew Flinders, then a young man aged twenty-five.

In October 1800 the Norfolk was piratically seized by a party of convicts who attempted to sail her to China, but succeeded only in wrecking her.

During its first twenty-five years of British settlement, the Port of Sydney had a colorful and vigorous maritime life, being visited by a large number of sailing-vessels, both naval and mercantile, and especially by whaling and sealing vessels which put in for "refreshments" and refit. In that time also Sydney Town took shape, as its pioneers gradually became acclimatized, and their numbers increased. The nautical history of that period, though intensely interesting in itself, was chiefly of naval duty and mercantile enterprise. It prepared the way for the later development of boat-sailing at Sydney for pleasure, and so of yachting in the strict meaning of that term.

THE FIRST YACHTS ON SYDNEY HARBOUR—BEGINNING OF THE  
REGATTAS—A NAVAL OCCASION—ANNIVERSARY DAY REGATTAS  
ORGANIZED—JAMES MILSON’S SOPHIA—YACHTING IN THE 1840s—  
BEN BOYD’S WANDERER—SOME PIONEER YACHTSMEN

From 1810 onwards and as the colony of New South Wales increased in population and prosperity, references began to appear in newspapers to “pleasure excursions” on the harbour. These excursions were made either in government or in privately-owned commercial vessels which were not yachts in the accepted meaning of the term.

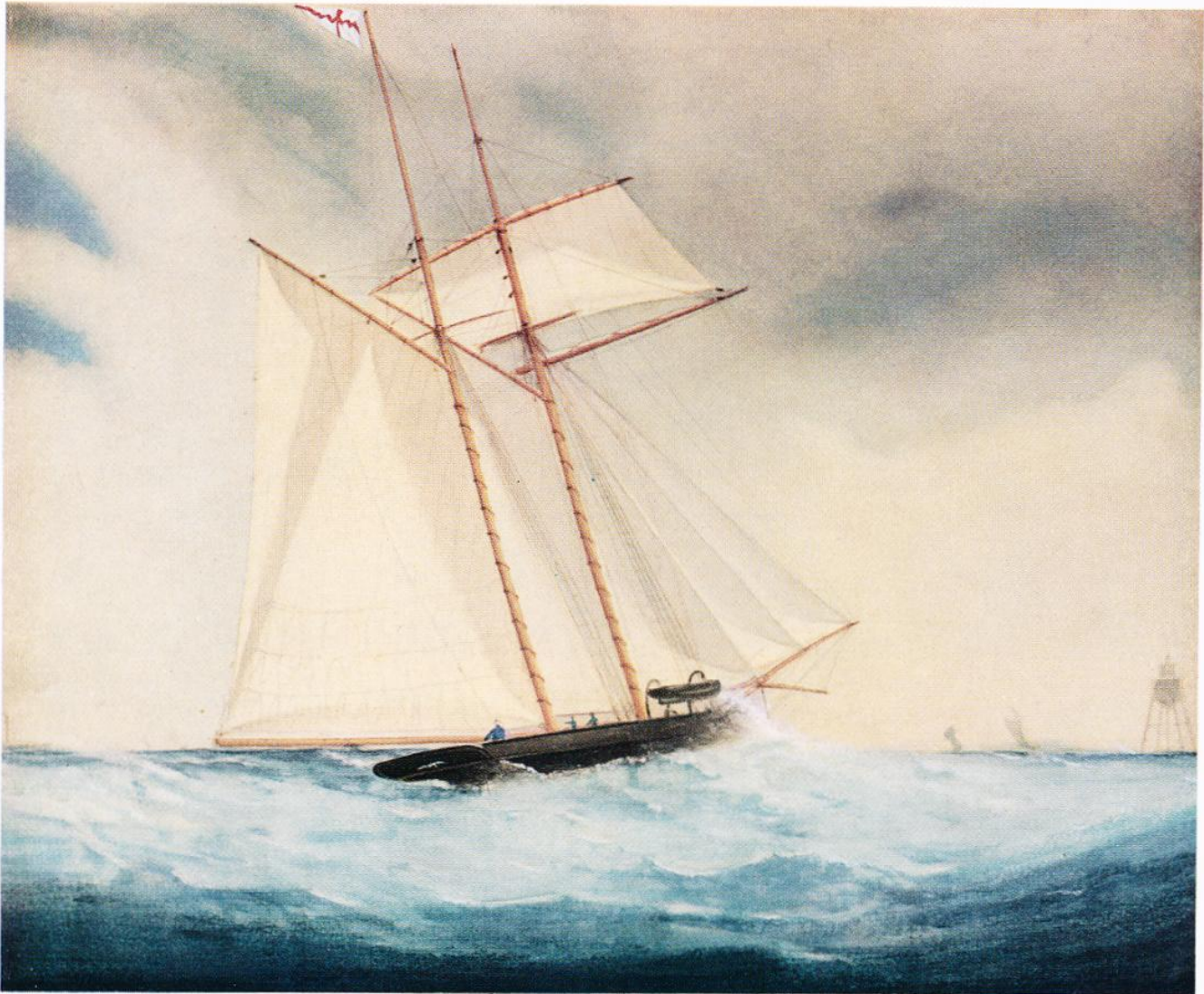
The first known record of a yacht on Sydney Harbour, i.e., a vessel used exclusively for pleasure cruising, is of a 3-ton open boat, with gunter sails, owned in the year 1827 by Robert Campbell. He was the owner of a wharf and warehouses on the western side of Sydney Cove and is generally regarded as the first merchant to transact organized business in Sydney. He had established himself in 1800 as an importer and exporter and had prospered greatly. Little is known of Robert Campbell’s yachting excursions, which were probably in the nature of outings for his family and friends.

It cannot be said with certainty that Campbell was the first, or the only, owner of a “pleasure yacht” in Sydney in 1827. The colony of New South Wales was then forty years old, and well established, with a population which had risen to 35,000 white inhabitants, with a further 17,000 in its sub-colony of Van Diemen’s Land (Tasmania). The vast plains of the interior of the continent had been sufficiently explored to give promise of almost unlimited pastoral development and further increase of population. In this atmosphere of optimism, not only could Robert Campbell at the age of fifty-eight “rest on his oars” and go yachting, but others could do likewise and doubtless did so.

The year 1827 was in other respects significant in the history of boat sailing and yachting on Sydney Harbour. On 28th April in that year, a regatta was held, organized by the captains and officers of two warships in port, H.M.S. Success (Captain Stirling) and H.M.S. Rainbow (Captain H. J. Rous). Two of the races were for purses of 50 Spanish dollars, a third for one of 100 guineas. This event was described in the Sydney Gazette of 30th April 1827 as “the first Australian Regatta”—a statement not literally correct, since a regatta organized by naval officers had been held on the Derwent River in Van Diemen’s Land (Tasmania) a few months earlier, i.e., on 5th January 1827.

It was a common practice of ships in port, as it still is, to launch lifeboats for the purpose of testing their condition and gear, and of exercising their crews in handling them with oars and sail. Frequently there were challenge races between boats’ crews of ships in harbour, especially of warships; but the regatta of 1827 was carefully organized as a sporting event. As far as can be ascertained it appears to have been an elaborate exercise for the boats’ crews of the two warships. There were two rowing races, from Sydney Cove, round Pinchgut Island, and a sailing race round the Sow and Pigs Reef, and return. In the sailing race, six boats were entered. The victory went to a boat named Black Swan, steered by Lieutenant Preston. Though this was a naval occasion, it attracted public interest, and created a precedent. The Sydney Gazette concluded its report of the event with the significant remark: “The first will not prove the last Regatta of New South Wales.”

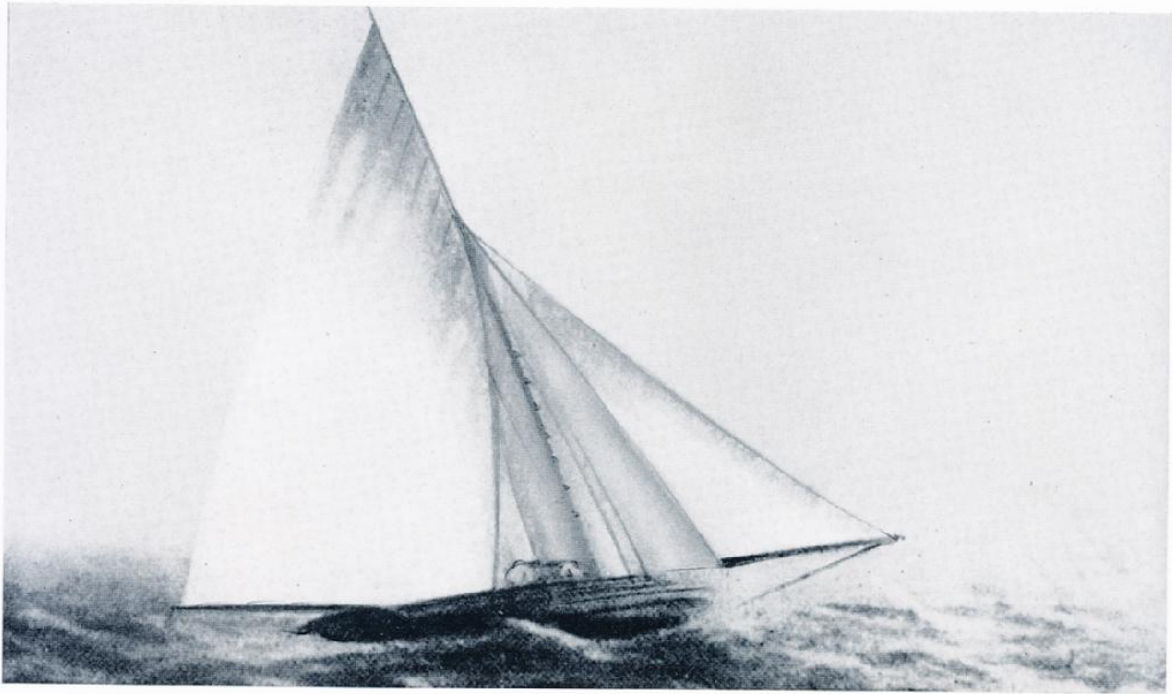
The fulfillment of this prophecy is provided in records of regattas held on “Anniversary Day”, i.e. 26th January, in 1828, 1830, 1831, 1832, 1834, 1835, 1837 and from then onwards in every succeeding year to the present one. Thus the “Anniversary”, now called the “Australia Day” Regatta, has been held in unbroken succession for the past 126 years.



**BENJAMIN BOYD'S TOPSAIL SCHOONER WANDERER**

141 tons, R.Y.S., arrived Sydney, 1842  
wrecked off Port Macquarie, 1851

From the watercolour by  
OSWALD BRIERLY  
in the possession of  
THE R.S.Y.S.



JAMES MILSON'S *FRIENDSHIP*

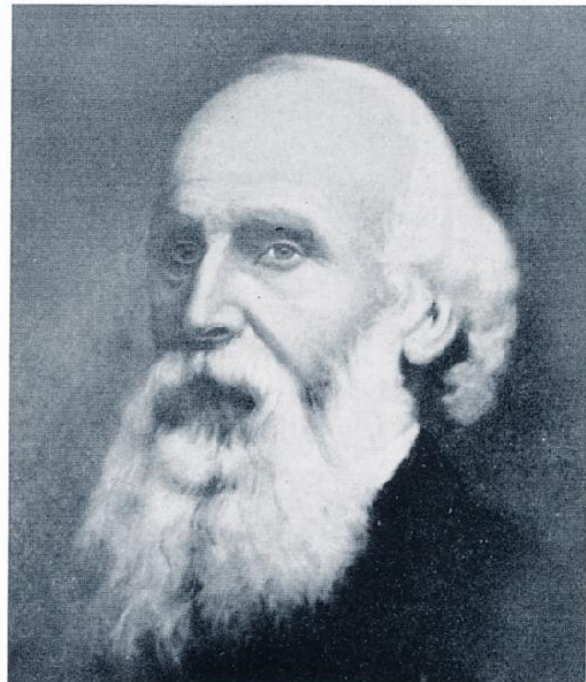
Winner of the Anniversary Day Regatta Cup for six years in succession,  
1842-47

*(From a painting by an unidentified artist)*

JAMES MILSON, JUNIOR

A founder and first vice-  
commodore of the R.S.Y.S.

*(A photograph in the 1880s)*



In the 1834 regatta the flagship for the day was the paddle-steamer Australia and the commodore was Burton Bradley, owner of Swallow. The fleet consisted of Sophia (James Milson), Ariel (John Ritchie), Wave (Elyard), Seagull (Gardner), North Star (Sawyer), Athol Ranger (Martin), and Alladin (Moffatt).

It was evident now that Sydney sportsmen, no doubt inspired by the success of the 1827 and subsequent regattas, were acquiring sailing boats, with a turn of speed, for pleasure or recreation only. These vessels probably were, in the true meaning of the word, the first yachts on Sydney Harbour.

A further stimulus to yachting in this British colony would arise from reports in English newspapers of the annual regatta at Cowes organized by the Royal Yacht Squadron which had been formed in 1815.

By 1836 the population of New South Wales had increased to 77,000, including a minority of 27,000 convicts, and the system of convict transportation was drawing to its end. The preponderance of free immigrants and of the Australian-born, in conditions of rapidly increasing prosperity, had given rise to a spirit of self-dependence, and of pride in colonial achievements. The development of yachting at Sydney was an expression of this spirit. Since yachting had become fashionable and had earned royal patronage in Britain, it could be developed here, too, in the way that cricket, horse racing and other sports had become acclimatized in the colonial environment. In this spirit, and with the advantage of their spacious harbour at hand, the yachtsmen of Sydney turned to the idea of organizing a regular annual regatta to celebrate the anniversary of the foundation of a colony which had passed through its infancy and was becoming adult.

There are vague records of the formation of a “boating association” at Sydney in 1836, to organize periodical competitions for “first-class sailing- boats”. Presumably, that term applied to boats designed and rigged primarily for speed, as distinct from naval or mercantile launches or other small sailing vessels designed for stability and carrying capacity. This in turn would raise by implication the question of amateur status in ownership and the defining of the term “yacht”, a word which seems to have been avoided in the use of the phrase “first-class sailing-boats” at that time.

It is likely that this “boating association” or committee laid down rules governing at least the sailing races in the first formally named “Anniversary Day Regatta” on Sydney Harbour, which was held on 26th January 1837, i.e., on the forty-ninth anniversary of the foundation of the colony of New South Wales.

In the race for first-class sailing boats, nine vessels competed. The race was won by James Milson, Junior, a member of a family that was to become famous in Australian yachting circles. Milson, then aged twenty-two, was Australian-born, and his 12-ton vessel, Sophia, a gift from his father, James Milson, Senior, was built at Sydney by a boatbuilder named Cooke.

A reasonable surmise is that at this time, or soon afterwards, the rules adopted by the Anniversary Day Regatta Committee for first-class sailing boats would be based on those which the Royal Yacht Squadron applied at Cowes Regatta. If so, yachting and yacht racing at Sydney were not only encouraged by the success of the Anniversary Day Regatta but local yacht racing rules were almost certainly influenced by those of the premier British yacht club.

The Anniversary Day Regatta of 1837 was a gala for the people of Sydney. It was also eventful. A chartered oceangoing sailing vessel—the Hobart packet Francis Feeling—crowded with spectators, including a large number of ladies and a brass band, ran aground at Milson’s Point (named after the elder Milson), and remained stranded there until the following day. Much excitement followed but no serious damage was done either to the vessel or to her passengers. A newspaper reported that, on board another sightseeing vessel, the paddle-steamer Australian, a party of ladies and gentlemen “kept up dancing” throughout the regatta.

At the next Anniversary Day Regatta, on 26th January 1838—commemorating the Jubilee of the colony—the first-class sailing race was won by Harry Sawyer in North Star, with Pet (Linde) second, and Sophia (Milson) third. A newspaper reported, perhaps with provocative or sarcastic intent, that at this regatta, “there was not so much drunkenness and riot as we have been in the habit of seeing”. If this remark had substance, it probably applied to the spectators, ashore and afloat, and not to the contestants in the various races. The words “the habit of seeing” may have referred not only to water sports, including challenge rowing races which were now frequently held in Sydney Cove and Darling Harbour, but also to the behaviour of spectators at cricket matches, horse races, and, in general on public holidays or other festive occasions.

At the regatta of 1839, seventeen yachts competed in the first-class sailing race, which was won by George Thornton (later Mayor of Sydney) in Haidee. (This yacht was later lost when she capsized and sank in a squall off Shark Island. Five of her crew were drowned.)

In a description of the regatta of 1841, a contemporary report stated “the harbour presented a splendid spectacle, the steamers Maitland, Kangaroo, Rapid and Sophia Jane plied about the harbour crowded with passengers. Sailing vessels were present of all sizes, from 70 tons down to half a hundredweight, whilst 10,000 persons viewed the spectacle from the Government Domain and Dawes Point. The flagship, Australian Packet, was handsomely decked with flags. Colonel Barney entertained a large party at Dawes Battery, among whom were Governor Gipps and Sir Maurice O’Connell. The Regatta Cup was awarded to Petrel (Hill and Wyett) who beat Friendship (Milson), Brothers, Star and Ariel.”

Throughout the 1840s, interest in yachting and yacht racing steadily increased. At the Anniversary Day Regatta of 1842, James Milson took first place in the first-class sailing race with Friendship, a 12-ton yacht built by Green of Parramatta.

On 18th July in that year the citizens of Sydney were astounded at the arrival of a large and beautifully appointed topsail schooner yacht which sailed into Port Jackson, flying the burgee of the Royal Yacht Squadron of England. She was a yacht, in the exact definition of that term —the Wanderer, 240 tons (141 tons net), 13 guns—by far the largest sailing yacht ever to have entered Sydney Harbour, with her owner, Benjamin Boyd, on board.

Benjamin Boyd, a Scot, aged forty-six, was a London stockbroker who had floated a large company with the intention of investing its funds in Australia. He had also obtained a royal charter to establish the Royal Bank of Australia, and had raised £200,000 by sale of debentures in London for that purpose. He had bought the Wanderer (formerly classified as an “Admiralty Yacht”, i.e., a naval vessel used for ceremonial occasions) and had converted her into a sumptuously equipped private yacht for his cruise to Australia, where, as many another financial magnate would do, he intended to combine business with pleasure and both with adventure.

Ben Boyd, as he came to be known, was not, in the traditional sense, a merchant-adventurer, loading his vessel with merchandise for sale in distant ports; he was of a new class, a financial adventurer, and investor of funds. The Wanderer had sailed from Plymouth on 23rd December 1841, under command of Captain Busby, R.N. (retired). The owner was accompanied by his brother, James Boyd, and a famous marine artist, Oswald Brierly. As a precaution against pirates, the Wanderer was armed with thirteen guns.

The status of the Wanderer as a yacht, and of her owner as a member of the Royal Yacht Squadron, could not fail to have aroused considerable discussion in Sydney on the rules and practice of yachting, and of yacht building, with a consequent stimulus to the sport.

At the regatta of 1844, Benjamin Boyd was commodore for the day and Wanderer the flagship. Once again James Milson was to the fore, winning the Regatta Cup with Friendship.

The Anniversary Day regattas continued. At the regatta of 1846, sailing races were held in three classes, viz., under 25 tons, under 5 tons, and under 3 tons.

The course was now defined as starting from Lavender Bay, round a buoy at Manly Cove and back, then around the Sow and Pigs Reef and back to the start, with all marks kept on the starboard hand.

A newspaper of the day described the regatta of this year as being held in brilliant sunshine with a delightful north-easter. "The brig Phantom acted as flagship. The Royal Standard was hoisted on the tower of the new Government House, and the Union Jack at different flagstaffs, and the ships in the port were gaily decked with bunting. Everything that could float, from a bath tub to a steamboat, was in requisition. We have never witnessed on any former occasion such a crowd as were assembled." James Milson's Friendship won the big race.

The following year James Milson with Friendship won his sixth consecutive Regatta Cup from Richard Harnett, owner of a new yacht Madge Wildfire. George Thornton's Champion came third after losing her topmast in a collision at the start of the race.

In 1848 Milson was at last defeated. Richard Harnett's Madge Wildfire won the race for yachts under 25 tons, with Alfred Fairfax's Susan in second place. New names and larger vessels were appearing. A race for these was won by a 50-ton schooner Pearl, owned by Randolph John Want and John Henry Challis. This fine vessel was designed by Robert Brindley of Sydney, and built by Chowne of Pymont. She had a deck length of 50 feet, and a beam of 16 feet. A writer in the New South Wales Sporting Magazine, in October 1848, stated in a description of Pearl that, "in beating to windward, from the instant the order 'hard a-lee' is given, to the final hauling aft and belay of headsheets, she has come round and gathered way on another tack in thirty-two seconds. Her weather qualities are indeed wonderful."

(Thirty-two seconds! With what choleric apoplexy would a skipper be seized if he could not bring round the 70-odd feet of a modern "twelve" in less than half that time!)

The records sufficiently show that yachting and yacht building had made much headway at Sydney by the end of the 1840s. In a newspaper article published in 1909, Edward Stack, the then secretary of the Royal Australian Historical Society, listed the names, tonnages, and owners of twenty-six yachts which were sailing at Sydney in 1848. Of these owners, James Milson Junior (Friendship), Richard Harnett (Madge Wildfire), and James Freeman (Prince of Wales) were included, fourteen years later, among the foundation members of the Royal Sydney Yacht Squadron.

The end of the 'forties was marked by one of those events pointing to the fickleness of fortune in the affairs of man.

Ben Boyd, who had arrived in 1842, so rich in credit and financial promise, had failed. His grandiose schemes had gone awry. The Royal Bank had closed; the sheep runs had proved unmanageable; a steamer and a schooner purchased by Boyd had been tragically wrecked. The ambitious township of Boydtown which he had built at Twofold Bay on the south coast, with an Elizabethan inn, a church, whaling stations, jetty and fine stone lighthouse, had failed to fulfill its purpose. Ambition had overreached itself.

On 26th October 1849, Boyd's Wanderer, which seven years earlier had entered Sydney Harbour in an aura of nautical splendour, passed seawards through the Heads for the last time. To quote a later historian, J. H. Watson, "There is something exceedingly pathetic in the stark and bare notice of the departure of the Wanderer from Sydney. It reads thus: 'Wanderer, R.Y.S. Mr. B. Boyd, owner'. No tonnage, no passengers, no guns fired, no crowds to see her off, as seven years ago assembled on the heights overlooking Sydney Cove to welcome the yacht and its owner who had come with such a flourish of trumpets. . .

In an attempt to recoup his fortunes, Ben Boyd set a course for California and its newly discovered goldfields. The venture was unsuccessful, and Boyd subsequently sailed to the Solomon Islands where he had ideas of establishing an ideal South Seas republic. Instead, he had to fight a sanguinary battle with islanders who attacked Wanderer with a fleet of war canoes. The fight was narrowly won but the next day Ben Boyd, whilst ashore, was murdered by natives. His body was never recovered.

Then Wanderer returned to Australia but she was wrecked on arrival off Port Macquarie on 12th November 1851.



THE "GOLD RUSH" OF THE 1850s—NEW INFLUENCES ON YACHTING  
 DESIGN—THE CLIPPER SHIPS—YACHTS CLASSIFIED BY  
 CUSTOMS TONNAGE—THE AMERICA'S CUP—MILSON'S MISCHIEF—  
 THE FIRST CENTREBOARD YACHTS—ECLIPSE AND ANNIE OGLE—  
 THE SYDNEY YACHT CLUB—HARNETT'S AUSTRALIAN

As a result chiefly of pastoral development, the white population of the Australian colonies had increased from 70,000 in 1830 to 405,000 in 1850. In 1851 gold was discovered in the western districts of New South Wales and, shortly afterwards, in Ballarat, Victoria. There followed the astonishing "gold rush" which continued throughout the 'fifties and well into the 'sixties, resulting in an extraordinary mass migration of gold-seekers to this country from all parts of the world. By 1860 the white population of Australia had increased to 1,145,000, of whom by far the greater number had arrived as immigrants during the 'fifties. Nearly all had come by sailing vessels.

Of these adventurers, a large number were "forty-niners" of the Californian goldfields, so called because the gold rush to California had commenced in 1849. They were those who were either "following their luck" or who had "dipped out" on the American fields. The ships which brought them to Australia were trim clippers built on the east coast of U.S.A. in the shipyards which already had earned a high reputation as builders of the celebrated "Nantucket whalers". The example of the American shipbuilders was quickly followed by the British, and new and speedier passenger and cargo vessels were soon launched from British shipyards for the Australian gold rush trade.

The new mercantile clippers differed from the merchantmen of an earlier era chiefly in their "sharp" bows and relatively narrow beam. This design sacrificed some cargo-carrying capacity in order to attain greater speed; but speed was essential, not only in the gold rush passenger ships, but also in the Australian wool clippers and China tea clippers. The race to be first each year into the London auctions with precious seasonal cargoes put a premium on the ability of ships and shipmasters to make smart passages on the home run. The design and performance of the Yankee clippers influenced yacht designers in England and elsewhere to follow their lead.

The arrival in Sydney of Yankee clippers and their British counterparts was bound to have attracted the attention of yachtsmen to their streamlined hulls and other features contributing to speed under sail. The effect on yachting enthusiasts led to a concentration upon features of design in their new vessels rather than upon mere tonnage.

An important and dramatic seafaring event occurred in 1851, which also could not but have its effect on yacht design in Australia, as elsewhere. This was the achievement of the schooner-yacht America, of the New York Yacht Club, which sailed across from Boston and resoundingly defeated the champion vessels of the Royal Yacht Squadron on the other side of the Atlantic. The trophy she won became known as the America's Cup, and eighteen international challenge matches have been sailed for it since the year 1870. The hull-design of the schooner America is mentioned here as one of those influences which, along with that of the Yankee clippers and other developments, led to questions of design becoming of major importance among yachtsmen of Sydney in the 'fifties.

Another consideration in this vein appears to have been the emergence of vessels which, towards the latter end of the 'forties, dominated the field in the annual regattas. While yacht racing had steadily captured the public imagination and had stimulated the interest of yachtsmen in sailing for its own sake, the competitive interest in yachting during that decade seems to have been largely confined to the regattas. Although it is very

likely that a number of private races were arranged, there is little evidence, during this period, of match races or of group contests, although a yacht club of sorts was, in fact, formed in 1847 or 1848. However, it is very clear that, towards the end of the decade, yacht owners were becoming more and more performance-conscious and this in itself would inevitably have led to discussions regarding design and, possibly, to some form of handicapping.

Regatta officials, or the “boating committee”, had classified contestants in the yachting events into divisions of boats “under 25 tons”, “under 5 tons” and “under 3 tons” with the object of achieving more closely matched races. However, the principle of handicapping does not seem to have been instituted until much later when the “tonnage rule” was introduced. Indeed, until some sort of regular racing, under club rules or those of some similar body, was organized, it is difficult to see how effective handicapping could have been arranged. Consequently, yachtsmen who aspired to sailing honours acquired, if they were in a position to do so, what they thought to be a lively craft, piled on the sail and hoped for the best. In these circumstances, vessels such as James Milson’s *Sophia* and *Friendship*, Richard Harnett’s *Madge Wildfire* and Alfred Fairfax’s *Susan* provided consistent regatta place-getters with the rest of the fleet usually in the “also-ran” class. Possibly for this reason, in the next decade we note the more unsuccessful vessels dropping out of yachting events. Only those which had proved successful, together with some optimistic newcomers, retained the competitive spirit necessary to tune up yachts and enter the annual contests for the coveted regatta Challenge Trophies. Whether the regatta officials found it necessary to increase the value of the prizes to attract a worthwhile field, or whether, as seems more likely, it reflected the gold boom of the ‘fifties, it is on record that very handsome rewards awaited the place-getters of some of the races of this period. In 1855, for instance, the regatta committee offered “a Challenge Cup of 250 guineas, together with a purse of 100 guineas”, a rich enough prize in those days by anybody’s accounting.

It is interesting to note that none of the vessels which had figured in the racing of the ‘forties was a competitor in the races of 1855 onwards. Even Milson’s redoubtable *Friendship*, which had carried her successes of the ‘forties into the early ‘fifties, was missing. Nor do we hear of her again. The “straight keels, plumb stems, deep rectangular forefeet, and inordinate deadwoods aft” had had their day.

James Milson, Junior, however, had by no means deserted the field. In 1856 he imported from England a new 12-ton cutter, *Mischief*. His example was followed, in the same year, by Sydney C. Burt who imported two yachts, *Surprise* and *Presto*. (Burt was to figure later as another foundation member of the Royal Sydney Yacht Squadron.)

*Mischief* was described as “the first English yacht in Port Jackson with a sharp bow”, meaning that she was the first yacht in Sydney to show in her design the influence of the America’s clipper lines—features which immediately captured the interest of Sydney yacht builders. She was 40 feet overall, 9 feet beam, and built for £200 by Harvey of Wivenhoe, England.

*Presto* was a centre board boat and was described at the time as “built on American lines, broad and shallow, and of the skimming-dish order”. She was heavily canvassed and depended for stability on the shifting ballast of her crew. Thus she was the precursor of the type which brought worldwide fame to the spectacular 18-footer class developed in later years by the Sydney Flying Squadron,\* a popular sailing club established in 1890.

*\* These remarkable boats were only 18 feet overall length yet of up to 9 feet beam, carried main booms of up to 32 feet and bowsprits extending 20 feet forward. In their earlier days they were gaff rigged, with sail-areas of up to 2,800 square feet including extras. Extra sails included spinnakers (set out on ferruled spars up to 45 feet long), ballooners, topsails, ringtails (an extension of the mainsail) and, occasionally, watersails (set below*

*the main boom). Their “live” ballast consisted of crews of up to fifteen husky hands, amongst the most important of which, in addition to the skipper and for’ard hand, was the “bailer-boy”.*

*In their heyday, starters numbered up to 32 boats, providing some of the most spectacular sailing races in the world. During a fierce squall, in 1913, no less than 20 of the 21 starters capsized. The present-day fleet is divided between two clubs, the original Sydney Flying Squadron and the N.S.W. 18-foot Sailing League. Boats and rig today conform more to modern concepts of design.*

Other vessels were imported during the ‘fifties and new keels were laid in Sydney. By the middle of the decade, an entirely new fleet of starters, together with a number of new names as owners, figured in the regatta programmes. No doubt this was made possible by the prosperity which accompanied the gold rush boom but it also seems clear that the new considerations being given to design afforded an impetus to the acquiring of newer and faster types of craft.

Incidentally, the regatta of 1855 offers the first indication of a series of yacht races extending beyond the day of the event. A condition of the contest for the expensive Challenge Cup and the “handsome purse” of that year was that it should be held monthly until one of the competitors had won twice. In these races, centre board boats, which had made their appearance the year before, were eligible to race with the deep-keelers. Accordingly, Sydney Burt entered Presto, with Richard Harnett sailing her. Despite the alluring prize, there were only four other entrants.

Authorities differ as to the winner of the first race—John Cuthbert’s Enchantress, 15 tons, and Hector Martin’s Ivanhoe, 9 tons, are each variously described as the winner. At all events it was a lively affair, sailed in a gale. Gardiner’s Frolic, 5 tons, lost her mast, Thompson’s Eclipse, 15 tons, lost her topmast, Presto capsized, and Enchantress was said by some to have retired.

A month later Presto led the way home. No record as to who eventually won the cup seems to have survived. We have already mentioned the centre boarder Presto as being the forerunner of the 18-foot class of sailing boats which to this day enliven the waters of Sydney Harbour. The centre board principle now includes, here as elsewhere, a huge class of small boats of almost every size and description. Its origin is therefore interesting.

The idea of a “retractable keel” in a flat-bottom boat was invented in the year 1774 by Captain John Schank, an officer in Britain’s Royal Navy, then stationed at Boston, Massachusetts, which was at that time a British colony. He built some of these boats for use as “landing craft” in the shallow waters of rivers and lakes, and they were used for that purpose by British troops during the American War of Independence.

After that war, Captain Schank returned to England, continued his experiments with larger vessels for naval use, and in 1799, at Deptford on the Thames, built for the Royal Navy a 60-ton brig named Lady Nelson, the first, and probably the only, square-rigged vessel fitted with retractable keels. Of these she had three, ranged centrally fore-and-aft. They could be separately raised or lowered with hand-winch, according to the sailing conditions at the time.

H.M. Brig Lady Nelson sailed from the Thames to Australia, arriving at Sydney in December 1800. From this base she operated as a naval exploring and auxiliary vessel until, in 1825, she was captured by pirates in the Timor Sea and destroyed. The principle of the “centre board” was therefore well known in Sydney long before it was introduced as a new principle “of American origin” in 1854. However, it had not been applied to yachts or sailing boats prior to the arrival of Sydney Burt’s Presto.

Although in some races Presto defeated Milson's new vessel Mischief, it soon became apparent that the centre board principle was more useful in smaller racing craft, including open boats and dinghies, than in larger classes of yachts designed for comfort in cruising as well as for speed.

Races for centre board boats were organized later, not only at the Anniversary Day regattas, but also at the Balmain Regatta, held in December, and the Hunter's Hill Regatta, held on New Year's Day.\*

*\*The Balmain Regatta was first held on 30th November 1849, and subsequently as an annual event every year until the outbreak of war in 1914. The Hunter's Hill Regatta, held annually on New Year's Day, was instituted during the mid-1850s but lapsed in later years.*

Public interest in all these regattas was intense. They were water festivals of the summer season, at a time when surf bathing on the ocean beaches had not become an established pastime—in fact was not practiced at all. It was said that, for the Anniversary Day regattas, “the whole population of Sydney turned out”, and there was much betting on the results of the races, which, in addition to sailing, included rowing and sculling events.

The introduction of the centre board principle caused much debate and disagreement. Presto, for example, had as a novel feature, not only a centre board, but also a hull of laced canvas drawn taut over her ribs and gunwales. She was rated as 2 tons, which was almost certainly her displacement tonnage, and, in other accounts, as 10 tons, presumably by volumetric measurement, since she was 20 feet on the keel and 9 feet beam. With the centre board retracted, she drew only 4 inches forward and 24 inches aft. To deep-keel yachtsmen, she must have seemed more like a coracle, or sailing canoe, than a yacht. Evidently a number of other centre board boats, in imitation of her design, were quickly built at Sydney and so was established the “centre board boat” class at subsequent regattas. In the nature of the centre board principle, such boats were generally undecked, or, at most, partly decked forward, in order to facilitate the raising or lowering of the centre board.

Two locally built deep-keel yachts appeared in the mid-fifties, Eclipse, 15 tons, owned (later) by J. P. Roxburgh, and Annie Ogle, 15 tons, owned by J. S. Rountree, and named after his daughter. These two owners later became foundation members of the Royal Sydney Yacht Squadron.

Both Eclipse and Annie Ogle were apparently built to the new principles of design for they held their own against the new importations and raced successfully for many years afterwards. A thrilling race in which these two yachts, together with Milson's Mischief, were engaged, occurred at the Balmain Regatta of 1856. The contest took place “during a southerly gale so violent that the crosstrees nearly touched the water and seas swept over the decks from stem to stern”. Annie Ogle won, with Eclipse and Mischief following in that order.

The first recorded effort to organize a body of yachtsmen in Sydney was the formation in 1856 of the Sydney Yacht Club. Its commodore was a police magistrate, Hutchinson Brown. Its principal activity seems to have been an attempt to establish rules of yachting, definitions of classes, and a system of handicapping. Very little is known of the activities of this club, but a writer of reminiscences in 1907 stated that “the extravagance of a ball it gave in 1856 fairly paralysed society, and nearly paralysed the finances of the club! The old Prince of Wales Theatre was filled for the occasion, Vice-Royalty ‘kicked off’ in the opening quadrille, and Sydney's beauty and chivalry were gathered there.”

It is very probable that the Sydney Yacht Club organized the major yacht race in the Anniversary Regatta of 1856 in which the first three vessels finished within seconds of each other, Mischief winning from Challenge and Enchantress. A painting from the Squadron's collection illustrating this exciting finish is reproduced in this volume.

The Sydney Yacht Club appears to have been only intermittently active between 1856 and 1861. However, it did organize the first ocean yacht race in Australian history, held in connection with the Anniversary Regatta of 1861.

The contest was for a prize of £800, with a second prize of £75. The course was from the flagship moored off Sydney Cove, down-harbour and out through the Heads, round a flagboat moored a mile off Botany Bay, and return to the finishing-line at the flagship.

Seven yachts were entered, under conditions which required a minimum measurement of 10 tons. A time handicap of 45 seconds per ton was allowed. The competitors were: Era, 25 tons (J. Milson); Annie Ogle, 15 tons (J. S. Rountree); Mischief, 12 tons (T. J. Dear); Australian, 10 tons (R. H. Harnett); Ida, 10 tons (I. J. Josephson); and two of tonnage not ascertained, namely Paddy From Cork (G. W. Robbins) and Surprise (S. C. Burt).

In a contemporary report of the race we have the first mention of Milson's new yacht Era. A celebrated yacht, Australian, launched in 1858, to which reference is made later, is also noted. A further point of interest is that five of the seven owners who competed in this first Australian ocean yacht race—Milson, Rountree, Harnett, Josephson, and Burt—were eighteen months later to become foundation members of the Royal Sydney Yacht Squadron.

The race was described in the Sydney Morning Herald as "the most exciting race ever sailed in Australian waters".

The competitors got away to a good start at eighteen minutes before noon, moving off on the port tack in a light breeze from the south-east. Paddy From Cork, a newcomer, quickly took the lead, closely followed by Australian, the larger yachts being at a disadvantage in the light breeze. Throughout the race, "the wind was so light and baffling that the chances of the leading yachts changed every minute".

Passing Bondi, "the yachts presented a beautiful sight, greatly impressing spectators on the cliffs". At this point, Annie Ogle was in the lead closely followed by Australian, Ida, Mischief, Paddy, Surprise, and Era.

On rounding the flagboat off Botany Bay, Australian was narrowly in the lead at 3 hours 14 minutes, followed within the next two minutes by Annie Ogle and Ida, with Paddy From Cork, Era, Surprise, and Mischief, rounding in that order within a further twenty minutes.

On the long run home, in baffling light breezes, Annie Ogle took the lead and maintained it to the finishing line, to win at 6 hours 23 minutes from Australian by nearly seventeen minutes. Even allowing for the tonnage penalty of 3 minutes 45 seconds, Annie Ogle had the outright victory. The bigger vessel had some advantage in the ocean swell, but Harnett's "mackerel" hull had proved itself by soundly defeating the remainder of the fleet.

Captain Rountree distributed £100 of the prize money to his crew, and gave the remaining £200 to charities.

After having organized and supervised this race, the Sydney Yacht Club, for some reason not ascertained, disbanded. Perhaps the munificent prize money, following the "extravagant ball", finally paralysed its finances!

With the demise of the Sydney Yacht Club the turn of the year 1862 found no organized body of yachtsmen functioning at Sydney.

The question of hull design, keenly discussed, was given an entirely new, unexpected, and dramatic stimulus with the launching at Sydney in 1858 of a yacht aptly named Australian. She was designed by her owner, the enthusiastic Richard Harnett, on completely novel and original principles, paying no regard to tradition or precedent, or to the ideas of either English or American yacht builders.

It happened that, on 24th October 1857, an Aberdeen-built clipper, Catherine Anderson, 886 tons, was wrecked on Middle Head in Sydney Harbour. It appears that the wind dropped suddenly, and, having no steerage way, she drifted on shore before her anchors could hold her, heeled over, and sank. Twenty-one lives were lost, including that of the pilot. Some of her timbers were salvaged, and bought by a boatbuilder, Dan Sheehy, of Woolloomooloo. Using these timbers, Sheehy built the yacht Australian to R. H. Harnett's remarkable design.

Richard H. ("Dick") Harnett was born in 1819 at Crosshaven, on the shore of Cork Harbour in Ireland. The Cork Harbour Water Club was the first sailing club formally constituted in the British Isles and claims to be the oldest yachting club in the world. Young Harnett learned the handling of small sailing craft under good auspices. It was said that his uncle, a ship builder, sailed across the Atlantic Ocean on a raft!

In 1840 "Dick" Harnett, then aged twenty-one, arrived in Australia. After working in the outback country for five years, perhaps as a squatter, he settled in Sydney in 1845 as a man of substance, with his residence in O'Connell Street (at that time a highly select residential street). He immediately took an active interest in yachting and in the Anniversary Day Regatta of 1848 won the third-class sailing race with his yacht, Madge Wildfire. As we have seen, he was at the helm of Burt's controversial Presto in the challenge races of 1855.

The radically unorthodox design of the yacht Australian may best, be indicated in Harnett's own words: "I caught a mackerel in Woolloomooloo Bay for the purpose of obtaining correct lines. Opening its mouth, I cut the fish into two parts. Leaving the back and laying the incised portion on a sheet of paper, I took for my load waterline the horizontal lines of the fish which were segments of a circle, the garboard strake corresponding with the waterlines and the mid section of a right-angled floor."

According to notes preserved by J. Carroll of Mosman, Harnett "closed his eyes to the vessels around him and instead of adhering to their full rounded sections, he ran his straight edge from keel to water, and made all his transverse sections two sides of a triangle. In the longitudinal design he got away from the straight keel with its deep gripping forefoot, and swept the arc of a circle for the keel of this remarkable vessel. The fore section and the after section were the same as one another, and she was symmetrical fore and aft the midships section. The false keel ran from nothing forward in a sweet curve, and was cut off straight up and down about a third of her length to take the rudder. Then he put the mast at the same distance from her bow, and lo! there was a vessel many years ahead of her time, one of the fastest racing machines that sailed on Sydney Harbour for many years."

Australian was 30 feet long. Her tonnage was variously rated at 10 tons and 8 tons, and even, under a later rule which measured only forward of the rudder, as under 5 tons. The conservative yacht builders poured scorn on her design, and she was nicknamed "Beaky" and the "Soda Water Bottle"; but her performance effectively answered all criticisms, and her design was imitated in Australia and elsewhere. A note attributed to H. C. Dangar stated, no doubt with some exaggeration, "Mr. Harnett's ideas in the Australian revolutionized the yacht designing of the world."

Australian sailed on Sydney Harbour for thirty-five years, and was still winning races in 1885, twenty-seven years after she was built. In an article published in 1888, the leading Sydney designer of that time, Walter Reeks, declared: "Yachts built with the Australian as the type are an approximation to the best forms known to

modern times. They are simply the outcome of those two well known geometrical truths—a straight line is the shortest distance between two points, and a circle is the shortest line that will enclose a given area.” He added, “Every cross section in the Australian is a right- angled triangle and every waterline and diagonal the arc of a circle, thereby bringing about this near approach to perfection: minimum of wet surface, maximum displacement to wet surface, and, above all harmony of parts. She is almost a perfect vessel.”

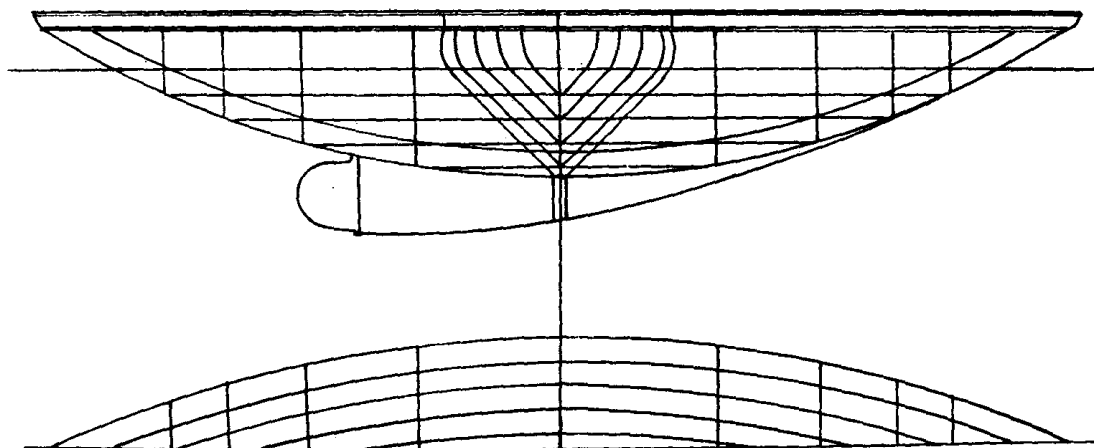
Another authority on yachting, W. J. Creagh, stated that, in her radical departure from conventional designs, Australian was twenty-five years ahead of her time. “Unlike the boat of the day, with deep forefoot, long straight keel and full round sections, her fore and aft section was almost an arc, her transverse sections were straight lines, and she was symmetrical fore and aft of the greatest beam which was exactly amidships.”

It is well enough known, however, that, although it is of cardinal importance, yacht races are not won by hull design alone. Rig, sail area, sail handling, helmsman’s skill and the caprice of breezes, all contribute to the sporting element in yacht racing, in which, also, the tonnages of competitors (displacement weights), related to the force of breezes and height of seas encountered, are relevant factors in stability and maneuverability.

With the launching of Harnett’s Australian, there were now four distinct types of hull design in yachts on Sydney Harbour, viz. (i) old-fashioned long straight keel, with deep forefoot and full round sections; (ii) sharp bow or clipper yacht hull of the America’s pattern, exemplified at Sydney in Milson’s Mischief; (iii) the “skimming dish” flat-bottomed hull with centreboard keel, exemplified in Burt’s Presto and (iv) the “mackerel” hull of Harnett’s Australian.

Any one of these four types might be the speediest in conditions which suited her. Whilst the first-class race at the Anniversary Day Regatta in 1859 and again in 1860 was won by Milson’s Mischief, in different weather conditions other races were won by yachts of the other three kinds of hull design. Thus with the development of, and the attention paid to, yacht design in the ‘fifties, the end of that decade presented a very different picture to that of its earlier years. The new theories were being put into practice, new owners were appearing on the scene, new boats were being launched, and the colony was enjoying prosperity, deriving from the gold rush, which it had never known before. The time was ripe, therefore, for yachtsmen to get together in an active organization which would give their ideas, their energies, and their purses full rein.

By 1862 the climate was favourable and the stage all set for the foundation of the Royal Sydney Yacht Squadron.



BIRTH OF THE SQUADRON—WILLIAM WALKER’S CHANCE—THE  
NINETEEN FOUNDATION MEMBERS—THE FIRST GENERAL MEETING  
INCREASE OF MEMBERSHIP—THE FIRST SQUADRON MUSTER  
IMPRESSIVE MANOEUVRES—THE SQUADRON SETS ITS COURSE  
—THE FIRST PICNIC OUTING—AUSTRALIAN’S CHALLENGE—THE  
ADMIRALTY WARRANT—ROYAL PATRONAGE

William Walker was born in 1828 at Glasgow, Scotland. In 1837, at the age of nine, he arrived with his parents in Sydney. Before he was much over thirty, he had established himself in New South Wales as a prosperous merchant, had acquired the rich estate of Kameruka on the south coast, and had been elected a member of the Legislative Council.

Towards the end of 1861, Walker purchased in England a beautiful schooner yacht named Chance, an iron-hulled vessel of 71 tons, registered with the Royal Thames Yacht Club. Under the command of Captain Calder, and with a professional crew, Chance sailed from the Isle of Wight for Sydney on 13th January 1862. Extracts from her log published in Hunt’s yachting magazine, include the following:

“February 1st . . . Chance was a fair match for the clipper ship... although the bigger vessel set her foretopsail studding sails and made every effort to get away. Subsequently she gained a couple of miles [but] when we took in our small jib and set a larger one [we] soon left the ship behind.

“March 13 . . . A large shark swallowed the Massey patent log. . . burst the log line and escaped . . . We trusted that the pill would agree with him!

“May 24 . . . A heavy sea broke on board, smashing three of the bulwark stanchions and carrying away the bulwarks on the starboard bow.... At midnight a fearful sea rolled over the taffrail and pooped us, starting the bulwarks on the port side . . . The poor little barkie was completely overpowered and lay over on her beam ends; the main rigging on the starboard side was carried away and for a moment we thought the weight of the sea would master her.”

Chance arrived in Sydney during the first week in June 1862, after a passage of 141 days. Her arrival created a sensation among local yachtsmen, similar to that which, twenty years previously, had marked the arrival of Ben Boyd’s Wanderer. As owner of such a fine vessel, Walker at once attained eminence among Sydney’s yachtsmen. Since joining their ranks, however, he had quickly realized their lack of organization and the need for authoritative definitions and rules of yachting. He appreciated that, if yachtsmen were to get the most out of their favourite pastime and to enjoy to the full the opportunities presented by their magnificent harbour, some efficient organization for the control of their sport was essential. Consequently, one month after the arrival of Chance, he convened in his office the inaugural meeting “to constitute the Royal Australian Yacht Club”, later to be named the Royal Sydney Yacht Squadron.

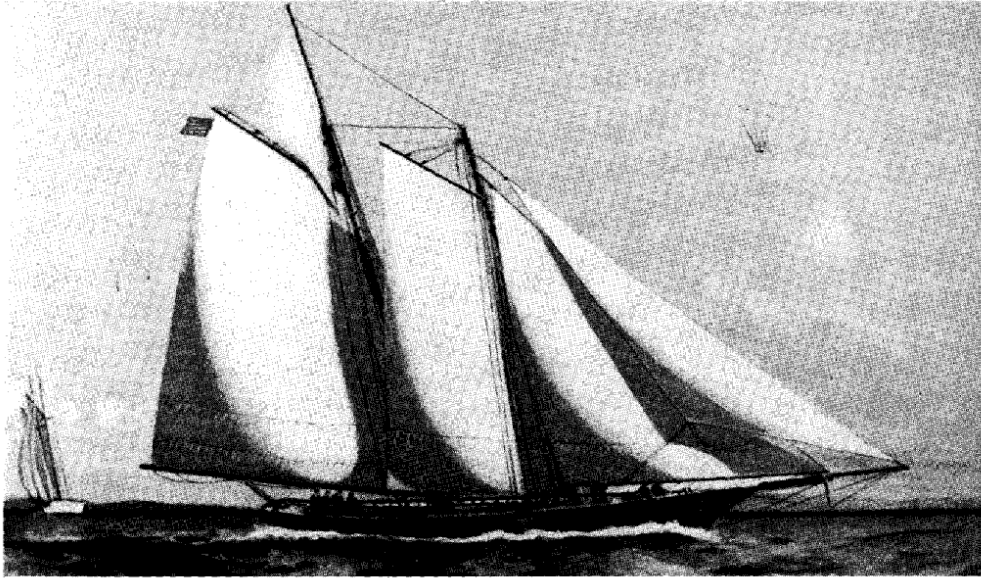
The original document inaugurating the Royal Australian Yacht Club, signed by the nineteen yachtsmen present, has been preserved and, suitably framed, is now displayed in the Squadron’s clubhouse. A facsimile of the document appears in this book. It lists, in addition to their names, the yachts of which the signatories were owners.

The signatories and their yachts were: James Milson, Jnr, Era; William Walker, Chance; J. P. Roxburgh, Eclipse; J. S. Rountree, Annie Ogle; Sydney C. Burt, Scud; Staunton Spain, Mischief; I. J. Josephson, Ida; James Freeman,

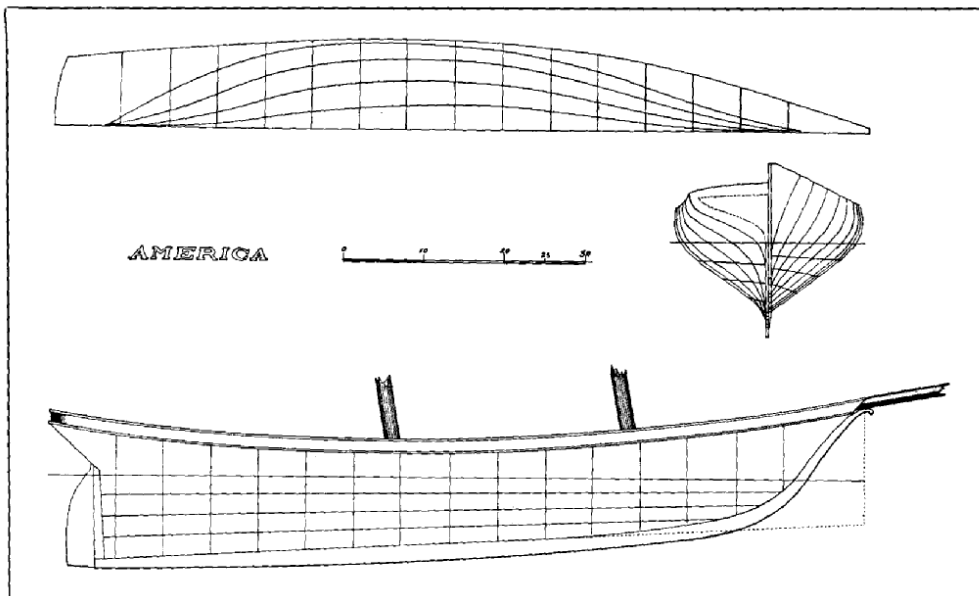


Eclipse; Robert Garrett, Daisy; Charles Parbury, Why Not; F. J. Jackson, Gitana; T. S. Threlkeld, Irene; R. H. Harnett, Australian; H. Milford, Eclipse; R. F. Pockley, Mazeppa; Henry C. Dangar, Pen; H. Stuart Russell, Old Tom; J. D. McLean, Mischief; W. Brookes, Mischief.

Soon after the signing of the document, it was realized that the use of the word "Royal" without prior sanction was presumptuous and it was crossed out. At the same time "Squadron" was substituted for "Club". In the following year, for reasons which will be explained later, the designation "Australian" was replaced by that of "Sydney".



**THE SCHOONER-YACHT AMERICA**  
Winner of the Royal Yacht Squadron's Cup at Cowes, 1851  
*(From a painting by W. G. Wood, in "The Lawson History of the America's Cup", 1902)*



**THE LINES OF AMERICA**  
As taken off in England in 1865  
*(From Lawson's History)*



THE ANNIVERSARY DAY REGATTA, 1856

James Milson's *Mischief* winning from *Enchantress* (l.) and *Challenger* (r.) with a primitive paddle-steamer carrying spectators

From the watercolour by  
AN UNIDENTIFIED ARTIST  
in the possession of  
THE R.S.Y.S.

When they signed, there was probably some diffidence, among the nineteen yachtsmen present, in the matter of precedence. By general consent or perhaps on the invitation of the convener of the meeting, James Milson signed first, for his reputation as a yachtsman at Sydney was paramount, and in all probability he had been asked to act as chairman of the meeting. William Walker, who offered to act as honorary secretary for the time being, signed next, and the others as the spirit moved them.

JAMES MILSON, JUNIOR, aged forty-seven, owner of the 25-ton yacht Era, was born in November 1814, at the Field of Mars, a farming settlement on the north side of the harbour (near the present-day suburb of Gore Hill). His father, James Milson, Senior, was one of the earliest “free settlers” in New South Wales. A native of Lincolnshire, Milson Senior, after service in the army, had arrived in Sydney in 1806, aged twenty-three years, and had settled at the Field of Mars (so called because it was an ex-soldiers’ settlement).

Governor King made a land grant on the north side of the harbour, opposite Sydney Cove, to the elder Milson who built a cottage (near the site of the northern pylons of the Harbour Bridge) on the headland which became known as Milson’s Point. \* He established a dairy there, but the soil was poor, and he hit on the ingenious idea of excavating large holes in the sandstone rock, selling the rubble as ballast and, subsequently the rain water caught in the excavations, to masters of sailing vessels at Sydney Cove. To carry the rubble, and the water in casks, across to Sydney Cove he established a ferry service, using a sailing boat. In 1810 he married Elizabeth Kilpack and had six children, one of whom was James Milson, Junior. In 1829 his son-in-law, William Shairp, who had married his daughter Sophia, built “Carabella Cottage” near Careening Cove and the elder Milson died there in 1872 at the age of eighty-eight.

James Milson, Junior, for whom his father, in 1834, had built “Wia Wia” in McDougall Street, overlooking Careening Cove, joined the business of Robert Campbell, of Campbell’s Wharf, Sydney Cove. He sailed across the harbour to and from work and became adept in handling sail. In 1837, in his 12-ton yacht Sophia, presented to him by his father and named after his sister, he won the sailing race at the first Anniversary Day Regatta.

Young Milson prospered. He became a partner of Robert Campbell, and was appointed a director of the Bank of New South Wales and of the Colonial Sugar Refining Company, two of the most important commercial institutions in Australia. He had taken a leading part in yacht racing on Sydney Harbour for twenty-five years.

*\* Milson’s claim to that part of the land south of Willoughby Street (about 120 acres initially granted by Governor Hunter to Robert Ryan) was contested by Robert Campbell (of “The Wharf”). The issue was determined in 1831 by a Supreme Court decision in favour of Campbell. Campbell then leased the land to Milson who already had built (on the site now occupied by St Aloysius College) a new home, “Brisbane Cottage”, to replace that destroyed by the disastrous fire of 1826. Milson also erected, in 1831 (on the present site of the Harbour Bridge approaches) a dwelling, known as “Brisbane House”, for his daughter Elizabeth (Mrs R. T. Hall). After her death, the property was occupied by the then Chief Justice, Sir Alfred Stephen.*

*Upon his being dispossessed of the land south of Willoughby Street, Milson built for himself, on land to which he had a clear title, a new home which he called “Grantham”. This fine residence was demolished in 1925 to make way for Milson’s Point railway station and later the Greenway State Housing Block.*

*According to a subdivision plan in the Mitchell Library, dated 1858, Milson subsequently acquired all the land fronting Careening Cove north of Carabella Street and west of Peel Street. The 5 acres of land which he had made over to William Shairp in 1831, and on which Shairp had built the original “Carabella Cottage”, lay on the north side of Willoughby Street at the head of Careening Cove, near the present Milson Park.*

J. P. ROXBURGH, part-owner of the 15-ton yacht Eclipse, was the son of a mercantile ship owner. He was a solicitor, a partner with Staunton Spain in the legal firm of Spain and Roxburgh. His wife was Staunton Spain's sister.

J. S. ROUNTREE, aged forty-four, owner of the 15-ton yacht Annie Ogle, was a certificated master mariner, born in Sunderland, England. In 1852 he arrived at Sydney in command of the sailing vessel Lizzie Webber, 206 tons. He then entered into partnership with Thomas Sutcliffe Mort to establish Mort's Dock at Balmain. He also ran a ferry service from Balmain to Sydney.

SYDNEY C. BURT, owner of the centreboard cutter Scud, was a bank manager in one of the leading banks of Sydney. He was an enthusiast for the centreboard principle in yachting, which he had introduced to Sydney in 1854 with his importation of Presto. Later he had owned Surprise, and then Scud, both of them flat-bottomed centreboard yachts, which had caused considerable controversy in their rivalry with deep-keelers.

STAUNTON SPAIN, part-owner of the 12-ton deep-keel clipper yacht Mischief (bought from James Milson), was a solicitor in partnership with J. P. Roxburgh. His father, William Spain, was an English lawyer who, in 1841, had been sent by the British Government to New Zealand as Chief Commissioner of Land Claims. William Spain had settled in Sydney in 1851 as Inspector-General of Police for one year, and had then retired to take up practice as a solicitor.

ISAAC JOHN JOSEPHSON, aged thirty-eight, owner of the 10-ton yacht Ida, was born at Sydney in 1824. He was the son of Jacob Josephson, who had immigrated to Sydney from England in 1817. He was a successful merchant.

JAMES FREEMAN, part-owner of Eclipse, was a pioneer of photography in England. In partnership with his brother William, he established, in 1848, the first photographic studio in Sydney. It has continued in business to the present day.

ROBERT GARRETT, owner of the yacht Daisy, was secretary of the New South Wales Marine Assurance Company, and auditor of the Australian Joint Stock Bank.

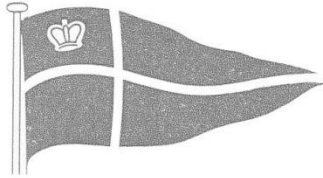
CHARLES PARBURY, aged twenty-eight, owner of the 10-ton yacht Why Not, was partner in the firm of Parbury Brothers, merchants, of Spring Street, Sydney, who also owned Parbury's Wharf at Lower Fort Street.

The yacht Why Not, built by Dan Hatcher of Southampton, was imported to Sydney by Charles Parbury in 1861, and thus embodied the latest English ideas of racing yacht design. Parbury was an enthusiastic yachtsman and skilled helmsman.

F. J. JACKSON, aged twenty-three, owner of the Australian-built 8-ton yacht Gitana, was born in London, and had arrived in Sydney in 1861 as Australian representative of the European Assurance Company. Though a young and fairly inexperienced yachtsman at the time when he signed the foundation resolution, he was destined to have a long and distinguished association with the Squadron.

THOMAS SAMUEL THRELKELD, aged forty-two, owner of the yacht Irene, was born in Tahiti, where his father, the Reverend Lancelot Edward Threlkeld, had been a pioneer missionary from 1818 until 1824. T. S. Threlkeld had lived in Sydney for some twenty years before formation of the Squadron. His occupation has not been ascertained.

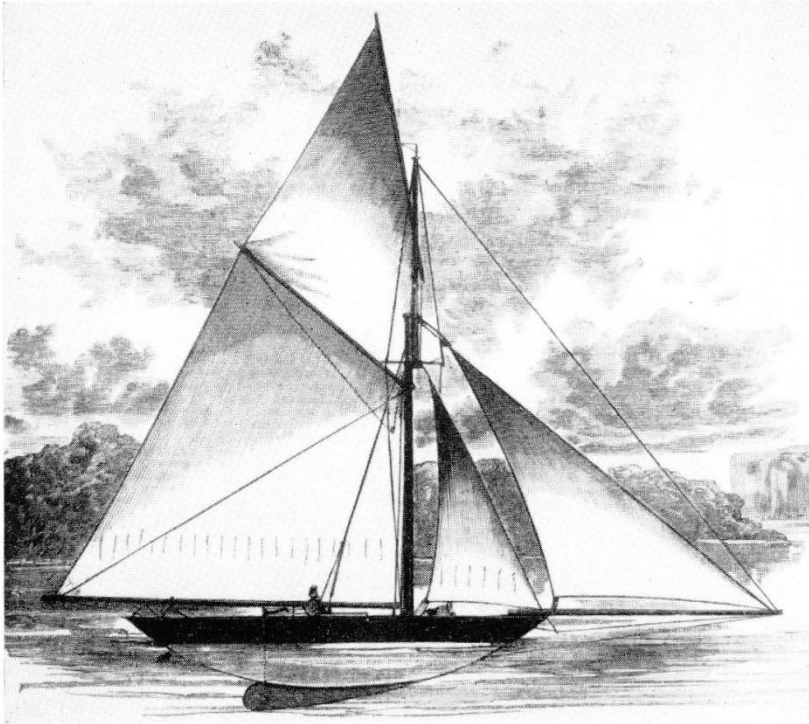
Sydney 8 July 1862.



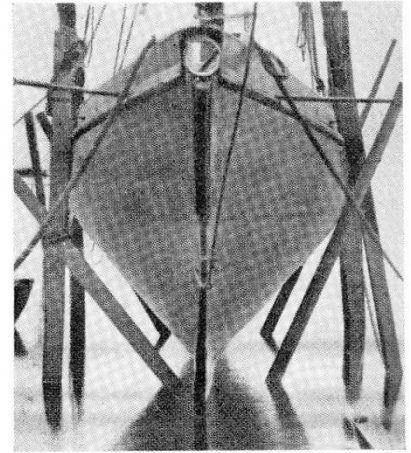
We the undersigned Lieut Owners  
 hereby constitute ourselves  
 into a Club to be termed  
 the "Royal Australian Lieut  
 Squadron".

Names	Boats
John J	Era
Wm Wacker	Chorus
Wm Wacker	Eclipse
Wm Wacker	Amie Oyle
Sydney C. Burt	Sea
Hamilton Gami	Mischief
J. Josephson	Ida
James Williams	Eclipse
Robert Barrett	Daisy
Charles Parkes	Why not
Frederick Jackson	"Gitan"
A. G. Meadows	Arund
W. W. W.	"
W. W. W.	Australian
W. W. W.	"Eclipse"
A. W. W.	"Mazeppe"
W. W. W.	Pai
A. W. W.	"Old Tom"
J. W. W.	Mischief
W. W. W.	Mischief

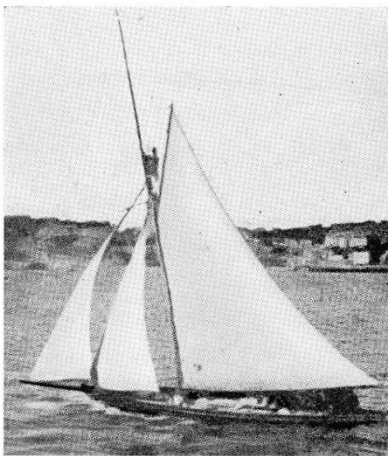
THE FOUNDATION DOCUMENT  
 (With the Squadron's burgee added)



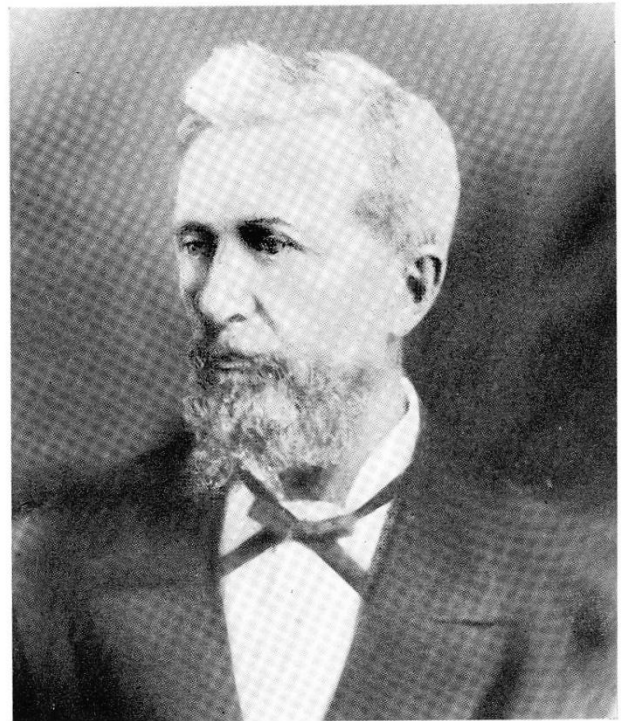
THE FAMOUS LITTLE *AUSTRALIAN*  
Built at Woolloomooloo, 1858  
Diagram showing her "mackerel" hull design



HULL OF *AUSTRALIAN*  
A bow-on photograph



*AUSTRALIAN* UNDER SAIL  
A photograph in the 1880s



R. H. HARNETT  
Designer of *Australian*, and a  
foundation member of the R.S.Y.S.

R. H. HARNETT, aged forty-three, owner and designer of the celebrated yacht Australian, described earlier, was an Irishman from Cork who had settled in Sydney when he was twenty-one years of age. He was to the fore in yacht racing and helmsmanship (as previously described) and was certainly one of the best known yachtsmen of his day on Sydney Harbour.

DOCTOR HERMAN MILFORD, part-owner of the yacht Eclipse, was the son of Judge Samuel Milford, a Justice of the Supreme Court of New South Wales, who had arrived in Sydney from England in 1843, and had been resident Judge at Moreton Bay (Brisbane) from 1856 to 1859. At that time Dr Herman Milford, newly graduated in medicine from St Bartholomew's Hospital, London, had begun practice in Brisbane. Whilst there he had sailed to Rockhampton in a yawl and thus gained experience of ocean yachting. He had settled in medical practice in Sydney in 1860, and was an enthusiastic yachtsman of whom it was said in later years, "no more ardent lover of the sport ever held a tiller".

ROBERT F. POCKLEY, aged thirty-nine, owner of the 10-ton yacht Mazeppa, was a master mariner. He had arrived in Australia in the 1840s, and afterwards commanded the brig Emma (135 tons) plying between Sydney and Hobart. In this brig he had made some smart passages between the two ports. He was harbour master of Port Jackson in 1857.

HON. HENRY CAREY DANGAR, aged thirty-two, owner of the 18-ton yacht Pen, was born in 1830 at Port Stephens near Newcastle. He signed near the foot of the list, but he was one of the most prominent of the original members. His father, a Cornishman, had been appointed in 1821 a government surveyor and later had become owner of a large pastoral property in northern New South Wales. He was a member of the Legislative Council from 1845 to 1851. His home at Potts Point was known as "Dangar's Castle". H. C. Dangar, educated at Sydney College and at the University of Cambridge, was qualified as a barrister. A younger brother, F. H. Dangar, was co-founder and manager of the well-known shipping firm of Dangar, Gedye and Co. The yacht Pen, built at Sydney in 1861 by J. Cuthbert, was new, commodious, and a smart racing vessel.

HENRY STUART RUSSELL, aged forty-four, owner of the 8-ton yacht Old Tom, signed below H. C. Dangar near the foot of the list, but he also was a person of prestige. Born in London, and educated at Harrow and Oxford, he had arrived in Sydney in 1840, and soon afterwards had taken up a sheep station on the Darling Downs, at that time one of the "furthest out" in northern New South Wales (later to become a separate colony under the name of Queensland). In the 1840s, H. S. Russell had explored for new country in what is now the Burnett district of Central Queensland. In 1859, he had settled at Sydney, and bought from R. H. Harnett the colonial mansion standing in 40 acres of ground named "The Rangers", which had been built in 1844, at what is now known as Cremorne, on the north side of the harbour. Russell subsequently acquired an additional 139 acres of adjacent land. At "The Rangers" he entertained lavishly, but since the only access to his home from Sydney was across the water, presumably he bought his yacht Old Tom principally for use as a private ferry. She attained no distinction in racing.

J. D. McLEAN, part-owner of Mischief, was chairman of the Tomago Coal Mining Company (of the Hunter River district, near Newcastle). In 1860 and subsequent years, he was also associated with Thomas Sutcliffe Mort in pioneering experiments in the freezing of beef for export to England.

J. WESTCOTT BROOKES, also part-owner of Mischief, signed at the foot of the list. He was the owner of a stationery and paper-ruling business at 134 Phillip Street, Sydney, and resided in Australia Street, Newtown.

Following the formation of the Club on 8th July, the first formal meeting of members was held on Monday, 7th August 1862, at William Walker's office. Notice of the meeting had been advertised earlier in the Sydney Morning Herald. In the meantime an informal meeting had been held by some of the foundation members for

the purpose of drafting a constitution and rules. These were partly based on those of the defunct Sydney Yacht Club and were submitted to the meeting on 7th August. The draft minutes of this meeting, together with those of the several following months, have been preserved.

Present: W. Walker, J. Milson Jnr, S. C. Burt, C. Parbury, J. D. McLean, J. P. Roxburgh, Staunton Spain, I. J. Josephson, R. Harnett, J. W. Brookes, Pockley, H. C. Dangar. Walker was invited to take the chair.

The chairman read out the rules of the Club which were adopted with an amendment which excluded the office of rear-commodore. (This office was not instituted until 1893.) It was proposed by Roxburgh, seconded by Parbury, that William Walker be elected commodore and James Milson, Jnr, vice-commodore. H. C. Dangar was then elected treasurer, I. J. Josephson and J. W. Brookes, auditors, and Geo. H. Howell, secretary, "the latter to be an honorary member of the Club".

The committee elected for the ensuing year comprised Burt, Roxburgh, Rountree, Parbury, Spain, and McLean. The annual subscription was fixed at three guineas with an entrance fee of two guineas.

One of the rules provided that the Club's burgee should be red with a white cross, with a crown in the centre. This was altered shortly afterwards to the present design, i.e., blue with a white cross, with the crown in the upper canton.

Another rule provided: "No centreboard yacht be allowed to sail in any match."

A further rule established the Club uniform as "a plain blue dress coat and white waistcoat, each with the Club buttons, and trousers blue or white according to the season; the undress uniform shall be waistcoat and trousers as before and a blue jacket with the Club buttons; in each case a black neckerchief."

The election of William Walker as commodore was a recognition, not only of the respect in which he was held in his mercantile and political life, but also of his initiative in forming the Squadron, and acting as its first honorary secretary. Moreover, his beautiful schooner yacht, Chance, with her professional crew experienced in sailing at Cowes, would serve excellently as a flagship for the Squadron.

The new secretary, Geo. H. Howell, took his job seriously. Marginal notes in his minutes of the meeting held on 1st September 1862 indicate that he intended to check: How the officers were elected. Had they, and the committee, paid their subscriptions?

Eighteen new members were proposed at the August meeting, under a rule which provided for the holding of monthly meetings, and for the election by ballot each month of prospective members nominated at the previous monthly meeting. In accordance with this rule, meetings were held at the commodore's office on 4th September and again on 2nd October, resulting in the election of new members which brought the total membership to fifty-two, with further nominations to be considered at the November meeting.

The Squadron being thus well launched, and its members well dressed, it was decided at the October meeting to hold on Saturday, 18th October, an official opening ceremony at which, according to a newspaper report dated 3rd October, it was intended that yachts would muster "under orders of the commodore, who will proceed to sea, and, by a series of evolutions give the aspirants for fame an opportunity of showing what a deep keel squadron can do in crawling to windward in a sea-way".

Evidently the newspaper writer was indulging in a little gentle irony as well as phrasemaking in this announcement of the intended outing; but members of the Squadron prepared themselves in all seriousness



to make a good showing. For this purpose it was necessary, among other preparations, that yachtsmen who were to take part in the evolutions should make themselves familiar with yacht squadron manoeuvres, and with the code of flag signals to be used.

Doubtless after much discussion, it was decided that twelve yachts would be a sufficient number for effective manoeuvres on a course from Farm Cove, around Goat Island in the upper harbour, to a rendezvous at Manly Cove. Those selected, or willing, to take part in the exercise, to be ranged in stations in order of their tonnages, were: Chance (Commodore Walker), Era (Vice-Commodore Milson), Pen (Dangar), Annie Ogle (Rountree), Mischief (now owned by McLean and Roxburgh), Why Not (Parbury), Ida (Josephson), Scud (Burt), Old Tom (Stuart Russell), Gitana (Jackson), Mazeppa (Pockley), and Australian (Harnett).

Significant in this order was that Harnett's Australian was now rated as the smallest in tonnage, presumably under the rule that volumetric tonnage was to be measured only forward of the rudder-post which, in Australian, was fitted one-third of the deck length from the stem. According to this rule, she was now rated as of 8 tons, and would therefore be excluded from first-class races for vessels of 10 tons and over. For this reason she formed the rearguard at the Squadron's first official outing.

The procedure was eloquently reported in the Sydney Morning Herald of the following Monday, 20th October 1862. The wind on Saturday morning had set in "eastward of south, with heavy squalls, accompanied with rain and thick cloudy weather". At 11 a.m. the yachts took up their stations at the rendezvous to the leeward of H.M.S. Orpheus, which lay at anchor in the stream. Commodore Walker's schooner yacht Chance, in a squall off Bradley's Head on the previous Thursday, had carried away her jib-boom, along with the standing ironwork. Although every effort was made to repair the damage in time, this work was not quite completed. The commodore accordingly gave orders that Vice-Commodore Milson should take command of the Squadron.

"At signal 87 from the vice-commodore" (the report continues) "the yachts weighed anchor, following in line at half a cable's length distance in the wake of the vice-commodore to abreast of Moore's Wharf, where the yachts hauled their wind, tacked in succession, and stood down the harbour. Off Dawes Battery, the vice-commodore hove to, and made signal for yachts to close up in line abreast at equal distances. By the time the yachts were abreast of Fort Macquarie, the evolution was completed, when signal was made to 'proceed'.

"On reaching Bradley's Head, on signal given, yachts again formed single line, open order, following in the wake of the vice-commodore, and it may fairly be said that this evolution was not only carried out by the yachts with creditable precision, but the effect of the manoeuvre from the shore was picturesque and beautiful in the extreme."

In view of the squally south-easterly weather conditions, the vice-commodore decided not to make for Manly Cove, but to bear up for the more sheltered anchorage at Watson's Bay. The newspaper reported, "He sent up signal for Watson's Bay, at the same time hauling his wind, with starboard tacks aboard, standing over for the South Reef. The effect of this change was again very interesting to witness; the skill each displayed in maintaining position was to be commended. Several boards had to be made before reaching the rendezvous, when the squadron anchored, by signal, in two divisions, the vice-commodore taking position to the westward of the bay."

The members then "piped to lunch and fortified themselves below, so as to contend with any kind of difficulty above", but when they came on deck again they had "an agreeable surprise". The commodore's yacht, Chance, was in sight, sailing at a smart clip down the harbour to join the Squadron! Her jib-boom had been

repaired, and she had set sail in pursuit one hour late—but not entirely too late. She could lead the Squadron home.

The commodore hoisted his pennant, and took up his position. “After the exchange of a few complimentary signals, the order went up: ‘Prepare to get under way’; next, ‘Are you ready?’; next, ‘Follow me’. The commodore then led the Squadron up the harbour. On reaching Fort Denison, the commodore shortened sail, with signal, ‘Prepare to salute’. He then hove to on the starboard tack, with signal, ‘Salute’, when each yacht in succession saluted the commodore’s flag as they passed under the stern of his splendid vessel. On signal being given, ‘Part company’, each yacht gave three cheers for their commodore and three for their vice. Then, each member wishing the other ‘Goodnight’, the yachts proceeded to their own moorings, gratified with the day’s proceedings.”

At the November meeting, the question of applying for royal patronage and a royal warrant was raised, and discussion also ensued as to whether the word “Squadron” could properly be used without a naval warrant. Advice already had been sought on procedures. As a result of the meeting’s decision, early in December a letter was addressed to Sir John Young, Governor of New South Wales, signed by William Walker as commodore and James Milson as vice-commodore of the “Australian Yacht Club”, stating that its members were “desirous of obtaining the patronage of His Royal Highness, the Prince of Wales, and of enjoying the same privileges as are accorded to the Royal Yacht Clubs of the United Kingdom”.

This communication was duly forwarded by Sir John Young, with his Despatch No. 114 of 17th December 1862, to the Secretary of State for the Colonies, who at that time was the Duke of Newcastle, in the ministry headed by Lord Palmerston.

The application for royal patronage of the Australian Yacht Club was made, through the proper channels, not to the Queen but to the Prince of Wales. This was a matter of procedure concerning which appropriate advice had been obtained before the application was made.

Royal warrants to yacht clubs were issued on the recommendation only of the Lords of the Admiralty; the question of royal patronage could be decided only by the Queen (Victoria) herself, or, in this case, by the heir apparent to the throne, Edward, Prince of Wales, then twenty-one years of age.

It was not expected that a reply to the application would be received quickly. There was at that time no telegraph cable between Britain and Australia. Moreover, the British Government had problems of greater magnitude on its hands. Civil war was raging between the Northern and Southern States of the U.S.A., and Britain seemed likely to become involved. If this did occur, sea communications could well become disrupted.

The members could only wait patiently and hopefully for the result, and for the prestige which a favourable reply would confer, since no precedent of this nature hitherto existed in any yachting organization outside the British Isles. \*

*\* A similar situation existed at the formation of the Royal Yacht Squadron, which was established in 1815 as the Yacht Club. The Memorandum of Establishment was in the following terms:*

*At a Meeting  
Held  
at the Thatched House in London  
the 1st June, 1815, of the Members of The Yacht Club,  
The Right Honble. Lord Grantham in the Chair,*

*the following resolutions were entered into: —  
First: That the Club be called The Yacht Club.  
Second: That the following persons are the  
Original Members of the Club:—*

*Then followed the names of the forty-two original members.*

*As in the case of the Australian Yacht Club, members of the Yacht Club at its inception possessed no clubhouse and met only occasionally at the “Thatched House” in London or at “the hotel at East Cowes”. The subscription to the Yacht Club was two guineas. It was not until 1820 that the distinction of including the word “Royal” was extended to the club by H.M. George IV. Admiralty warrant to wear the white ensign was obtained in 1829, but it was not until July 1833 that King William IV consented to act as patron, at the same time suggesting that the name “Club” be changed to “Squadron”. It is from that date that the institution became known as the Royal Yacht Squadron.*

*Although the R.Y.S. eventually had some sort of clubrooms at Cowes, they proved unsuitable and in 1855 “The Castle” was acquired for the sum of £4,500.*

The sixth monthly meeting of the Australian Yacht Squadron (or Club, the name being not yet fixed) was held on board the commodore’s yacht Chance at Hunter’s Hill on 31st December 1862. She was moored there in readiness to attend the Hunter’s Hill Regatta on New Year’s Day. Jules Joubert, secretary of the regatta committee, had earlier (8th December) written to the Club, advising that Hunter’s Hill wished to be the first to organize a race for club members. “So determined am I,” he wrote, “to see the Yacht Squadron at Hunter’s Hill on New Year’s Day that I have obtained from the committee as handsome a cup as our means allow.” The trophy was handsome enough; it was valued at forty guineas.

The race for this cup was restricted to yachts of the Australian Yacht Squadron. The trophy was won by Dangar’s Pen. This was the first time that members of the Squadron, as such, competed in a sailing race.

Five days later, on 6th January 1863, the Squadron conducted its first picnic outing, an excursion from Sydney Cove to Hunter’s Bay (Balmoral Beach). A paddle-steamer, s.s. Telegraph, had been chartered to convey guests of the Squadron, the wives and families of members, and some members who were not sailing that day, to the picnic ground. The Telegraph left Circular Quay at 11 a.m., with 250 on board.

The guests included the Governor, Sir John Young; the Premier, Hon. Charles Cowper; a leading Member of Parliament, James Martin (who was to become Premier ten months later); Commander Robinson of H.M.S. Pioneer; Colonel Hamilton, of the 12th (East Suffolk) Regiment; and other prominent citizens.

Eight yachts of the Squadron had been selected to sail in formation ahead of the steamer to the picnic ground. They were led by Vice-commodore Milson in Era. The other seven yachts were Pen, Mischief, Ida, Old Tom, Mazeppa, Why Not, and Scud. “After interesting and picturesque evolutions” (as the Sydney Morning Herald reported), “they proceeded to Hunter’s Bay followed by the Telegraph. Assisted by the steam yacht Nautilus (Captain Towns) passengers were taken ashore, where refreshments were served. Dancing and entertainment were maintained until 6 p.m., when all left for the return trip.”

Noteworthy in this report is the reference to “the steam yacht Nautilus”, owned by Captain Robert Towns, a master mariner and merchant, who had settled in Sydney in 1842, and lived at “Cranbrook”, a mansion at Rose Bay. He was one of the pioneers of commercial development in North Queensland and the city of Townsville is named in his honour. He had joined the Squadron soon after its inauguration, and evidently

Nautilus was the first mechanically powered yacht on Sydney Harbour. The particulars of her tonnage have not been ascertained, but she was of small draft, since she was used, on this occasion, for landing passengers at Balmoral Beach (later so named, but at that time uninhabited, and still called Hunter's Bay).

No expense was spared (in the currency values of the period) to make the Squadron's first picnic a success. The catering cost £75, with another £52 for wines, £10 for the band, and £34 for the steamer.

Three weeks later, at the Anniversary Day Regatta on 26th January 1863, the first-class sailing race was held under the rules of the Australian Yacht Squadron. Centreboard yachts were excluded. The first prize was of the value of fifty guineas, the second twenty guineas, and the entrance fee was three guineas. Probably there was some disagreement about rules, tonnages, handicaps, or the course to be sailed, since only four yachts were entered—Harnett's Australian, Parbury's Why Not, Dangar's Pen, and Josephson's Ida. The crews of each yacht wore distinctive uniforms, with brightly coloured shirts and caps.

To provide a spectacle for the thousands of spectators on shore at Balmain, Pyrmont, and Darling Harbour (where the regatta flagship, s.s. Tiptree was anchored, with officials and guests on board), the yachts were required to sail into Darling Harbour, and round a buoy in Johnston's Bay (an arm of Darling Harbour) before proceeding down-harbour to round a buoy at Manly Cove and return. The race was sailed in drizzling rain with very light and changeable breezes. A newspaper reported that, when the yachts appeared in sight off Bradley's Head on the home run, "to the surprise of everyone the little Australian was leading, with Why Not second, Ida third, and Pen last. This order was maintained to the finish. The Australian won by nearly five minutes."

Despite her proved sailing qualities, Harnett's little "mackerel" hull yacht was still causing controversy, as evidenced by a newspaper advertisement which appeared soon afterwards:

#### **CHALLENGE**

It having been circulated that the yacht Australian won the first class race on Anniversary Day through it being a light wind, she is open to sail any yacht in the colony the same course (for honour only) by giving one week's notice.

There is no record that this challenge was accepted, and we may assume that it was not. It is somewhat surprising that first-class yachts such as Chance, Era, Mischieff, and Scud were not entered for the Anniversary Day race. The course in the narrow waters of Darling Harbour (crowded with other craft taking part in the regatta) may have deterred the large yachts Chance and Era; and Scud may have been barred as a centreboard yacht but Harnett's challenge was to "any yacht in the colony", and was a bold one, even if it was not taken seriously.

Meanwhile, the Squadron's application for a royal warrant was on its way to England. The applicants had requested not only the patronage of the Prince of Wales, but also permission to wear either the white or blue ensign of the Royal Navy with the Squadron's (or Club's) burgee—a blue triangular flag with the design of a crown and anchor.

This application was dealt with by the Secretary of State for the Colonies, the Duke of Newcastle, in March 1863. Either on his own initiative, or on advice of officials in his department, the Duke decided to commend the application, but not in the name of the "Royal Australian Yacht Club". He suggested that the name "Royal Sydney Yacht Squadron" would be more appropriate, and stated: "It was pointed out to me that there was

nothing to show that the Club extended beyond New South Wales, and that other colonies might feel aggrieved if the general term 'Australian' were appropriated by Royal authority to an institution in which they had no part."

This was sound political thinking. There was intense rivalry at that time between the two "Gold Colonies" of New South Wales and Victoria. A yacht club had been formed at Melbourne in 1856, under the name of the Victoria Yacht Club. In all probability the Duke of Newcastle had been reminded of that club's existence.

Accordingly, on 31st March 1863, the Duke's Under-Secretary, Sir F. Rogers, wrote to the Private Secretary of the Prince of Wales and to the Secretary to the Admiralty, enclosing in each instance a copy of the despatch of the previous 17th December from the Governor of New South Wales, with the Duke of Newcastle's recommendation that the application be given favourable consideration and that the club be designated the Royal Sydney Yacht Squadron.

On 6th April the Secretary to the Admiralty replied that the Lords Commissioners of the Admiralty would have much pleasure in issuing a warrant for use of the blue ensign as soon as they were informed that permission had been granted to use the designation "Royal Sydney Yacht Squadron".

Next, on 14th April, the Secretary to the Prince of Wales wrote to the Duke of Newcastle: "His Royal Highness has directed me to reply that it will give him great pleasure to accede to the request" i.e., to become patron of the Squadron to be designated the Royal Sydney Yacht Squadron.

On 25th April 1863 the Admiralty warrant was issued in the following terms:

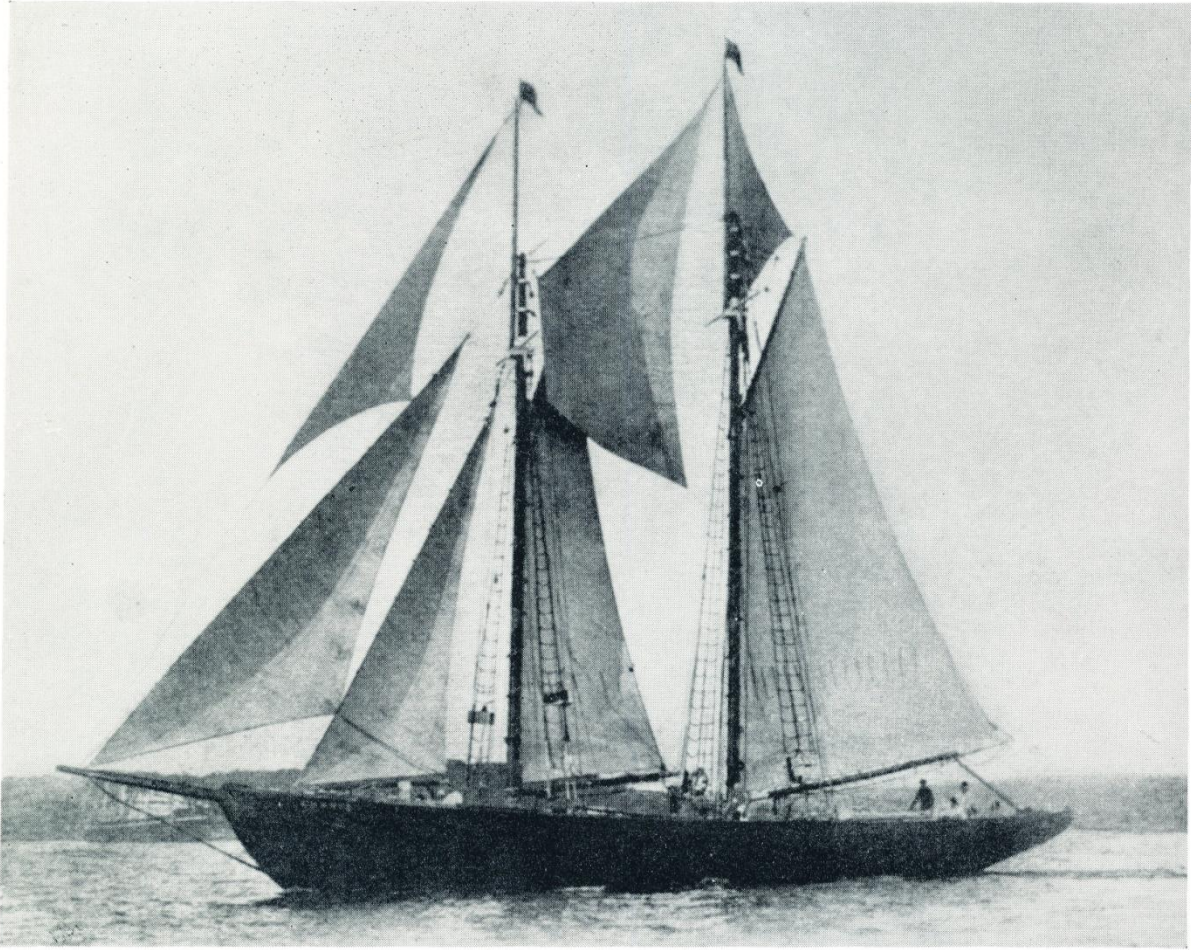
*By the Commissioners for executing the office of Lord High Admiral of the United Kingdom of Great Britain and Ireland, etc. WHEREAS we deem it expedient that the vessels belonging to the Royal Sydney Yacht Squadron of Australia shall be permitted to wear the Blue Ensign of Her Majesty's Fleet, with the distinctive marks of the club on the Burgee, WE DO, by virtue of the power of authority vested to us, HEREBY WARRANT AND AUTHORIZE the Blue Ensign of Her Majesty's Fleet with the distinctive marks of the Club on the Burgee to be worn on board the respective vessels belonging to the Royal Sydney Yacht Squadron accordingly.*

*Given under our hands, and the seal of our Office of the Admiralty, this twenty-fifth day of April, 1868.*

*CHARLES EDEN  
CHARLES FREDERICK.*

By command of his Lordship  
W. G. ROMAINE.

In a separate communication, the Under-Secretary to the Admiralty (W. G. Romaine) informed the Duke of Newcastle of the regulations which required that particulars of each yacht in the Squadron be furnished to the Admiralty as follows: name of yacht, name of owner, how rigged, length in feet and inches, breadth in feet and inches, tonnage ("if under 15 tons, it will be sufficient to state that such is the case"), and port of registry.



THE AMERICAN SCHOONER-YACHT *CHANCE*, 1930

(When this volume went to press, no picture of Commodore Walker's 71-ton iron schooner-yacht *Chance*, 1862, was available. The above photograph of the 76-ft schooner-yacht *Chance*, of the Yale Corinthian Yacht Club, which visited Sydney in 1930, is here included to illustrate the design and rig of the traditional Yankee schooners.)



GEORGE HOWELL  
The first secretary of the  
R.S.Y.S. (1862-71)



"CARABELLA" IN 1859  
Residence of the Milsons



JAMES MILSON'S *ERA*, 1861  
Customs Registration, 25 tons

From the watercolour by  
AN UNIDENTIFIED ARTIST  
in the possession of  
THE R.S.Y.S.

This letter was eight weeks in transit from London to Sydney, by mail steamer via the Cape of Good Hope, and reached Sydney late in June. The Governor passed it to the Premier, the Hon. Charles Cowper, who was also the Colonial Secretary of New South Wales. The documents were then all hand copied (as typewriters were then unknown), and conveyed, with the original of the Admiralty warrant, to the Commodore with a covering letter as follows:

*Colonial Secretary's Office,  
Sydney, 27th June, 1863.*

*The Hon. William Walker Esq., M.L.C., Commodore of the Royal Sydney Yacht Squadron.*

*Sir,*

*(1) I am directed by the Colonial Secretary to transmit for your information a copy of a despatch (27th April 1863, No. 37) which His Excellency the Governor has received, by last mail, from His Grace, the Duke of Newcastle, enclosing copies of the correspondence which has passed in reference to a communication forwarded by His Excellency in December last from yourself and the Vice-Commodore of the Australian Yacht Club, the members of which were desirous of obtaining the patronage of His Royal Highness, the Prince of Wales, and of enjoying the same privileges as are awarded to the Royal Yacht Clubs of the United Kingdom.*

*(2) You will observe that His Royal Highness has signified his willingness to become the Patron of the Squadron of which you are Commodore under the designation of the "Royal Sydney Yacht Squadron" and that the Lords Commissioners of the Admiralty have authorised by a warrant (25th April 1863) herewith enclosed, the use of the Blue Ensign of Her Majesty's Fleet by the Squadron, as requested.*

*(3) I am further desired to draw your attention to the particulars which should be furnished for transmission to the Admiralty, with respect to each yacht of the Squadron.*

*I have the honour to be, Sir,  
Your obedient servant,*

*W. ELYARD,  
Under Secretary.*

The fact that the Royal Sydney Yacht Squadron had thus been duly constituted and named, and had received royal patronage and an Admiralty warrant, within a little less than twelve months of its inaugural meeting, was a clear indication of the good standing of its members, and a recognition, too, of the rapidly increasing importance of the Australian colonies as units of the British Empire. This was the first yacht club outside the British Isles and, therefore in Australia, to be designated "Royal", although eventually various other yacht clubs became entitled to that designation.

Among these others, the Victoria Yacht Club at Melbourne was granted an Admiralty warrant in 1866, and changed its name to the Royal Yacht Club of Victoria.

The Royal Sydney Yacht Squadron held its first annual meeting at the Exchange Building on 6th August 1863. By this time the Squadron had its own clubroom and office in that building. The membership list had grown to seventy-five names. The treasurer's statement showed that a credit balance of £66/16/3 was in hand from an income of £305/11/- derived from members' subscriptions and entrance fees received during the twelve months. The officers and committee were re-elected, except that Captain Pockley took the place of Captain Rountree on the committee.



In addition to the list of foundation members already recorded, the full list of members who joined after the inaugural meeting has been preserved, and is given below. It includes some of the most eminent citizens of Sydney in their day.

*List of additional Members as at 16th December 1862*

G. H. Howell, Samuel Clarke, J. Cuthbert, J. O. Gilchrist, Captain Robert Towns, Robert Massie, George Thornton, J. de V. Lamb, H. Eldred, Richard Driver, W. Archer, Thos Jones, Edwin Barton, N. C. Lennon, A. F. C. Dumaresq, Jacob L. Montefiore, Sir William Manning, A. Smart, J. W. Brodie, J. B. Rundle, Adolphe Solmitz, W. D. Stuart, W. B. Dailey, James Martin (later Premier of N.S.W.), R. J. P. Abbott, Hon. James John Hay, James Brown, Marshall Bayley, J. W. Johnson, John Binney, Harry Mort, Thomas Sutcliffe Mort, Ewen W. Cameron, J. Grafton Ross, W. F. Norrie, E. O. Moriarty, Henry Prince, John Bird, G. H. Barney, W. F. Cape, E. Wyld, Randolph J. Want, William Laidley, Thomas Seeton, A. Moore, Dr Alleyne, J. M. Leigh, R. M. Isaacs, Thomas Icteton, and Laidley Mort.

Many others of professional and commercial prominence were to join within the next two years, including Frederick M. Darley, Thomas Barker, William Campbell, Henry O'Brien, William Busby, E. C. Cracknell, J. B. Darvall, T. A. Dibbs, Dr Cox, J. R. Fairfax, Gother F. Mann, Alexander Oliver, Sir Daniel Cooper, William Gilchrist, G. A. Clarke, R. D. Thomson, Frederick H. Dangar, Alfred Fairfax, Frederick Lasseter, Walter Hall, James Gilchrist, Thomas Lawry, and Edward Newton.

Towards the end of the year the Squadron sought from the Superintendent of Pilots, Lights and Harbours, permission to lay down buoys in Farm Cove, for use of members in their racing fixtures and rendezvous.

Whilst agreeing to this proposal, the Superintendent, Captain F. W. Hixon, took no chances. Permission was granted provided: "No guns be fired; no hailing between yachts; no bells be rung; no fireworks be displayed."

At the end of its first year, the Royal Sydney Yacht Squadron had set sail on a course that would be maintained for a hundred years—and more— with increasing achievements and prestige.

PARBURY'S XARIFA—"COCK O' THE HARBOUR"—XARIFA versus  
CHANCE—A MEMORABLE MATCH ON AN OCEAN COURSE—  
MISHAPS AND A GREAT FINISH

During the winter of 1863, while preparations were being made for the summer yachting season, Charles Parbury announced his intention of building a 30-ton yacht on the unorthodox lines of R. H. Harnett's redoubtable little 10-ton cutter Australian.

It happened that a number of yachtsmen, including Parbury and Commodore Walker, were entertained at dinner one Saturday evening by a member of the Squadron, E. Wyld. Among the guests was Henry C. Dangar, who, many years later, wrote his recollections of an incident which has become legendary in Australian yachting history.

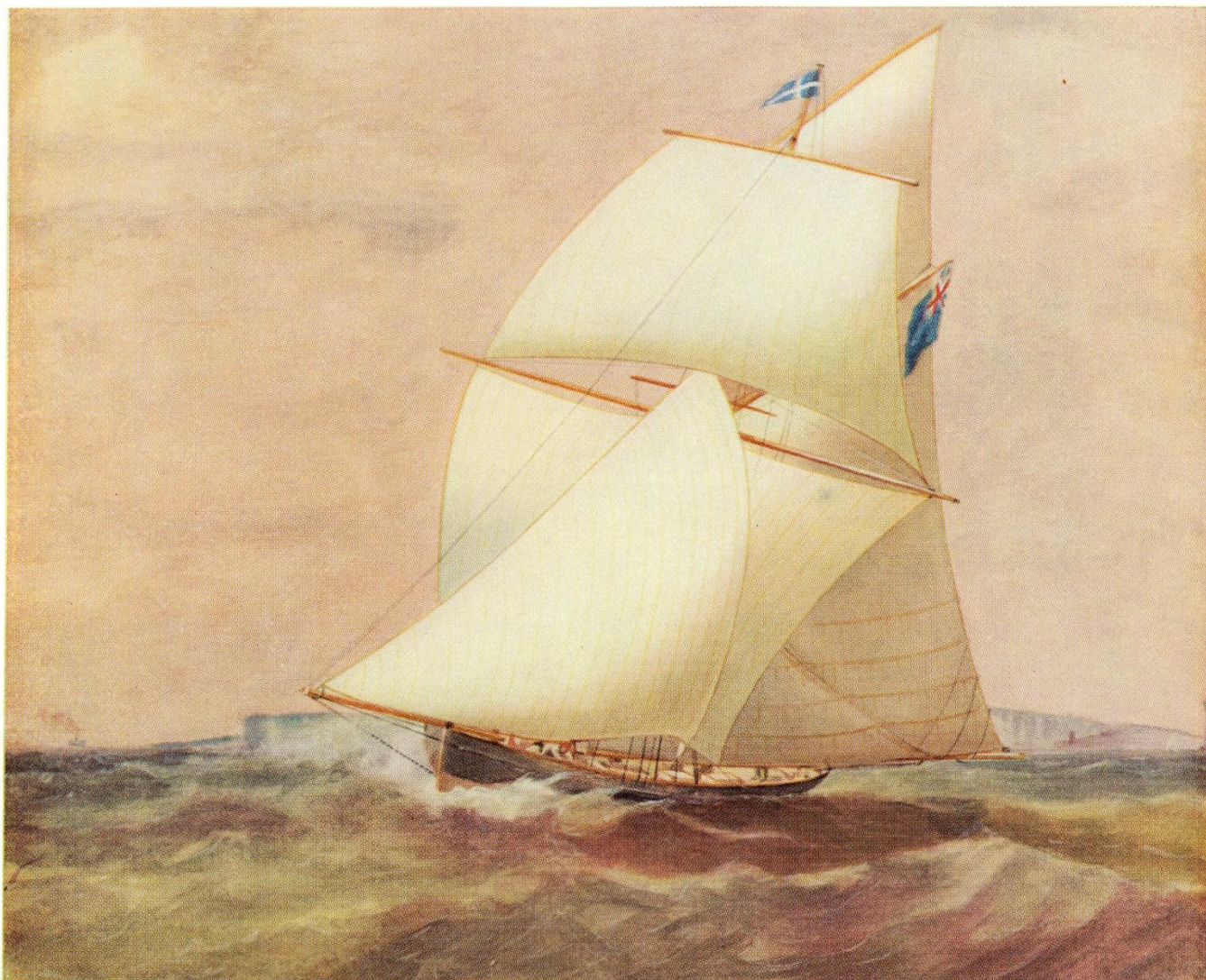
H. C. Dangar stated: "When men of a certain sort get together, they usually talk sport, and, on this occasion, Mr. Wyld's friends, being of an aquatic turn, devoted themselves chiefly to yachts and yacht racing. The end of it resulted in a challenge by Mr. Walker to Mr. Parbury to race the Chance against the then unnamed vessel of which even the keel was not laid. The course was to be to Newcastle and back, a distance of about 140 miles, and Mr. Walker staked £100 to Mr. Parbury's £75. It will be admitted that the action of Mr. Parbury in matching an unbuilt cutter of 30 tons against a crack English schooner of more than twice her tonnage indicated a courage to which some might be inclined to apply a less flattering term. But such was the confidence inspired by the wonderful sailing qualities of the 'soda water bottle', as Australian was familiarly called, that there were many who thought it might not be such a one-sided affair after all."

Within a few days, the keel of Parbury's new yacht was laid at Dan Sheehy's yard on the shore of Woolloomooloo Bay. The keel was wrought from an ironbark trunk 60 feet long. The work of building the yacht proceeded rapidly. Dangar remarked: "She lacked the finish most people expect to find in a yacht, but it must not be supposed that she was roughly or carelessly turned out. She was well and faithfully put together, the best materials were used in her construction, and she was almost entirely a colonial production as far as hull, spars, and sail plan are concerned." She was designed below the waterline on the "segment of circle" lines of the Australian, but "she had a straight stem instead of a pointed cut away bow, and very little overhang of counter". Dangar adds: "It is not too much to say that her segment lines gave the clue to the lines of all the fastest racing yachts in England and America" in later years.

Whether Dangar's claim was valid or not, the building of the new yacht naturally aroused much discussion. She was launched in October 1863 and named Xarifa, \* a strange-looking word which soon was popularly shortened to 'Rifa.

In a newspaper report of the monthly meeting of the Royal Sydney Yacht Squadron held on 5th November 1863 it was stated: "The new yacht Xarifa, together with the yacht Pen, will proceed on Friday (6th November) to the northward on a cruise. The commodore with a large party in his beautiful schooner Chance will proceed on Monday next on a cruise to the southward."

*\* Parbury probably named his vessel after those of the Earl of Wilton, third commodore of the Royal Yacht Squadron who, between 1842 and 1852, owned four large schooner yachts, all of which he named Xarifa. This unusual name probably derives from an old Arabic word, Zarifa, meaning "a jolly, graceful, amiable girl" and, in ancient times, was applied to the favourite of the harem.*

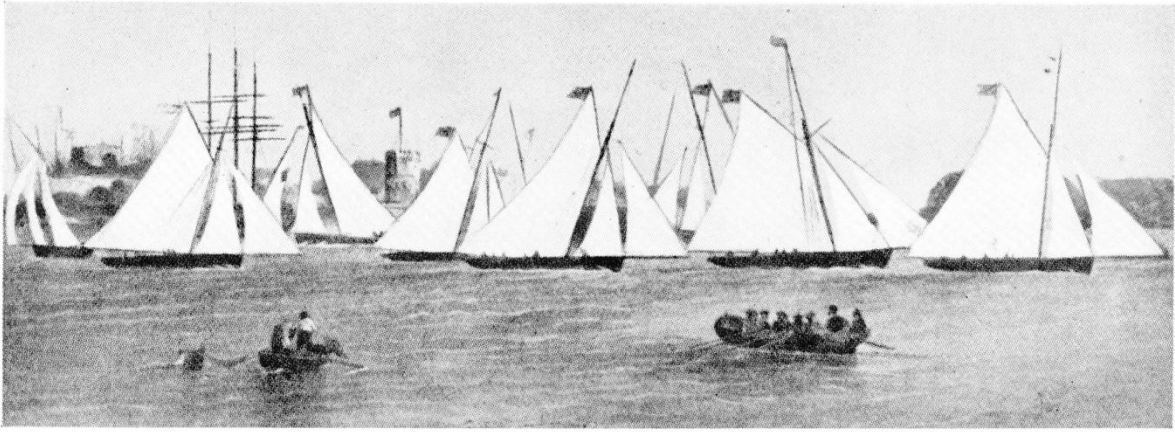


CHARLES PARBURY'S *XARIFA*, R.S.Y.S.

Customs Registration, 30 tons

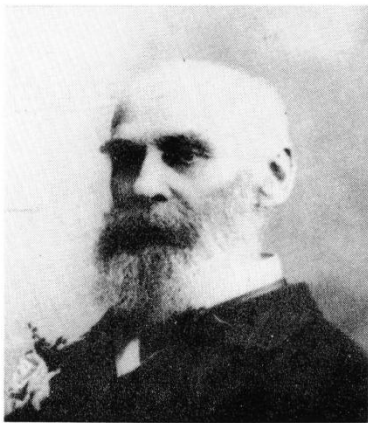
"Cock o' the Harbour", 1864-70

From the watercolour by  
AN UNIDENTIFIED ARTIST  
in the possession of  
THE R.S.Y.S.



THE SQUADRON LEAVING FARM COVE FOR THE OPENING  
CRUISE, 1866

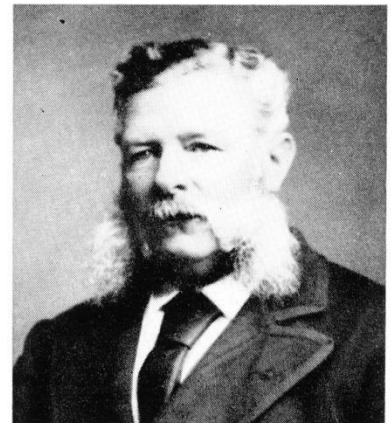
*(From a painting by an unidentified artist)*



HENRY STUART RUSSELL  
*(Mitchell Library)*



CHARLES PARBURY



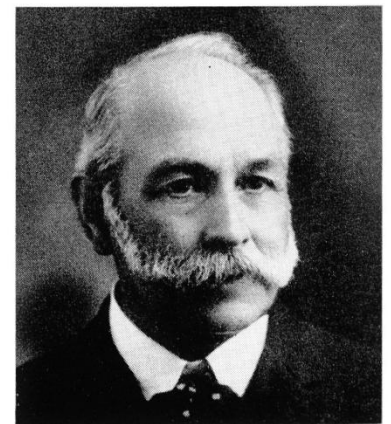
CAPTAIN R. F. POCKLEY  
*(Mitchell Library)*



J. P. ROXBURGH



STAUNTON SPAIN



F. J. JACKSON

This was evidently Xarifa's first oceangoing cruise, and intended to train her crew for the forthcoming match race against Chance. No doubt Commodore Walker was also training his crew for the same reason.

At the monthly meeting of the Squadron on 8th December 1863 it was announced that "the match between; the commodore's schooner Chance and Mr. Parbury's new yacht Xanifa, to Newcastle and back, would be held early in February".

Xarifa's first appearance in a race was at the Hunter's Hill Regatta, in an event restricted to Squadron yachts, and sailed under Squadron rules. The entrance fee was two guineas, and the prize was a silver claret jug valued at £35. The course was from an anchorage in the Parramatta River, off Pulpit Point (Hunter's Hill), once round the flagship anchored off the mouth of the Lane Cove River, then down-harbour to round the Sow and Pigs Reef and return to the flagship.

Eight yachts were entered, their tonnages measured by a sub-committee of the R.S.Y.S. They were Xarifa, 31 tons (C. Parbury); Annie Ogle, 20 tons (Captain Rountree); Pen, 18 tons (H. C. Dangar); Scud, 13 tons (J. C. Burt); Mischief, 11 tons (McLean and Roxburgh); Ida, 9 tons (I. J. Josephson); Elaine, 8 tons (Captain Norrie); and Gitana, 7 tons (F. J. Jackson).

In this race there was no time handicap for tonnage. This question, like the measurement of tonnage, the use of centreboards, the amount of sail allowed, and the method of starting, was the cause of much debate and of varying rules for racing in the early years of the Squadron. At that period the method of starting was to line up the yachts abreast, at anchor, with sails down, in stations drawn by lot. On the firing of the starting-gun, sail was set and anchors weighed. The course usually required the yachts to round a buoy, or a flag boat, or the regatta flagship, within a few cables' length of the start, in full view of spectators on shore or afloat, before proceeding down-harbour to a turning-point and return to the finishing-line at the flagship.

On this occasion, running before the wind from the start, the yachts made for the flagship bunched together, with Scud in the lead, closely followed by Xarifa and Pen. They passed under the stern of the flagship, almost touching her hull, where Scud, in the flagship's lee, became instantly becalmed and lost way. Xarifa, close astern, with more way on, ran into Scud's starboard quarter, and poked her bowsprit through the latter's mainsail, tearing the sail from foot to head and carrying away the sheets and port backstay. In this confusion two or three of Scud's crew jumped on board Xarifa. Meanwhile the next yacht, Pen, following close astern, in her turn collided with Xarifa, but got clear without damage. The other five yachts sailed wide of the tangle. No one was hurt on board Xarifa or Scud, but Scud was out of the race. Meanwhile Xarifa was brought to a dead stop and had to turn around before she could get free. By that time the other yachts were well ahead.

Despite the accident Xarifa gained second place at the finish, Pen beating her by 3 minutes 15 seconds. It was an exciting debut for Xarifa, since she had lost more than that time when she fouled Scud at the start, and consequently had clearly proved her racing qualities inside the harbour. It remained yet to be seen how she would perform under racing conditions on an ocean course.

That test came on 23rd January 1864, three days before the Anniversary Day Regatta, when the Squadron held an ocean race for its members over a course from Farm Cove round Sow and Pigs, and back round Pinchgut Island, thence to Long Reef (Narrabeen) and back to the start. The prize was a piece of plate valued at fifty guineas, and, for a harbour race held at the same time for the second-class yachts, one valued at 35 guineas. On this occasion there was a time allowance of half a minute per ton, and schooners were rated at two-thirds of their tonnage.

Now, for the first time, Xarifa would be racing against Chance, for both were entered in the first-class race, as also were the other three crack yachts of the Squadron—Milson's Era, Dangar's Pen, and Rountree's Annie Ogle. In addition to these five, there were four entrants for the second-class match lined up at the start in Farm Cove—Burt's Scud, Josephson's Ida, F. J. Manton's Why Not, and F. J. Jackson's Gitana.

All these yachts had previously won races and had many backers ashore and afloat. The race was followed in the harbour and outside the Heads by a chartered steamer, s.s. City of Newcastle, which had on board members and guests of the Squadron to the number of two hundred. This race was announced as "the First Annual Match Race of the Royal Sydney Yacht Squadron". A newspaper report stated that only two of the nine competing yachts, Era and Annie Ogle, were manned by amateurs. This probably means that in these two yachts the entire crews were amateurs, whereas in the other seven the crews included both amateur yachtsmen and professionals who, in the practice of those days, were employed by yacht owners in care and maintenance of yachts, as well as in handling them on cruises and in races.

A strong ebb-tide was running, and the starter, Captain Pockley, had some difficulty in getting the nine yachts lined up to his satisfaction at anchor in Farm Cove. However, after some delay, they all got away smartly in a moderate breeze from E.N.E. The yachts sailed down-harbour, making tack for tack, Era in the lead, followed closely by Pen and Xarifa, while Chance was lagging astern. After the yachts had passed Bradley's Head, the wind fell light and Xarifa took the lead, rounding the light-vessel at the Sow and Pigs Reef in beautiful style, and holding her lead on the run up to Fort Denison. The newspaper report stated, "As the whole of the yachts came up the harbour, flying along before the freshening breeze, they presented a beautiful sight."

On rounding Pinchgut, Xarifa was well in the lead from Era and, with a shift of wind to the south-east, increased her lead on the reach down the harbour. Then, on approaching the Heads in a light breeze, Xarifa met with misfortune. She grounded on South Reef, close inshore to Inner South Head, and remained fast aground until she was assisted off by a Manly ferry steamer. This assistance disqualified her for the race, but, although all the other yachts had now passed her, she set off in pursuit of them.

Light airs outside the Heads did not suit Chance at all and Annie Ogle made so little headway that she gave up. At the flagboat, Xarifa had overtaken Chance, though Era, which rounded first, and Pen, were still some minutes ahead. This, after her mishap, was a truly remarkable recovery by Xarifa. Being now disqualified by accepting assistance, she was sailing merely to try her paces. The return course towards the Heads was now to windward and sailed in almost a calm. In these difficult conditions, Chance dropped further astern, while Xarifa wrested the lead from Era, with Pen lying third. As they approached the Heads, a fresh breeze came in from the southward, but Xarifa held the lead up the harbour, and crossed the finishing-line first, leading Era by three minutes, with Pen ten minutes further astern. Chance was unplaced. Allowing for time-tonnage, Xarifa, had she not been disqualified, would have beaten Era by 17 seconds, and Pen by 7 minutes, despite the fact that Xarifa had lost ten minutes or more by running aground.

Parbury's new yacht of colonial design had proved her paces; but this race, over a course largely within the harbour, and mostly in very light airs, had not shaken Commodore Walker's confidence that Chance would beat Xarifa under normal ocean conditions on a race to Newcastle and back. Good sportsman that he was, and proud of his beautiful schooner, he now agreed to increase the original stake for her match against Xarifa with new odds of £150 to £100 in sovereigns. Keen were the discussions among yachtsmen and other sportsmen on the possible result of the match, and many wagers were laid at various odds according to the strength of the opinions held.

At the Anniversary Day Regatta on 26th January 1864 Xarifa had her first opportunity of showing her performance in heavy weather. The race for first-class yachts on this occasion was for vessels over 10 tons,

centreboard yachts excluded, with a time allowance of half a minute per ton. The course was from anchorage in Farm Cove, up-harbour and round Goat Island, then down-harbour to round Shark Island and return to round the regatta flagship anchored off Sydney Cove; then down-harbour, out through the Heads, round a flagboat off Curl Curl Beach, and return course through the Heads and up-harbour to the regatta flagship. The prize was a trophy valued at fifty guineas.

The weather was boisterous with a fresh north-westerly breeze. Only Xarifa and Pen lined up for the start. The tonnage time penalty imposed upon Xarifa a handicap of 63 minutes.

Xarifa held the lead to the Heads and drew further ahead outside. With a shift of wind, both yachts set square sails for a run to Curl Curl. On the return course, when the yachts were approaching North Head, it began to blow very hard. Pen was then half a mile astern of Xarifa. As the gale increased, both yachts reefed and stood to the eastward for the purpose of gaining sufficient offing to fetch the entrance. When she was three miles off, Pen's gaff topsail gear carried away, and the sail blew adrift for some time until it could be handed in. At this, her helmsman, W. McDonald, decided not to try to fetch the entrance. He bore up and ran before the gale under a balanced reef mainsail, making for shelter along the coast in the lee of a promontory. This would put him out of the race unless Xarifa did likewise, but Parbury stood in for the harbour entrance, despite the fact that a heavy sea was rapidly rising, and the wind blowing in heavy squalls.

Xarifa made the Heads successfully, and ran into Middle Harbour. There she was snugged down, and sailed at leisure up-harbour, to cross the finishing-line alone. The report in the Sydney Morning Herald commented, "All must now confess that she has proved herself a splendid yacht in every respect, and a credit to her builder. Her crew deserve great credit for the plucky manner in which they carried her through such weather."

With these striking performances in the first three races in which she had competed, Xarifa gained many backers for her race against Chance; but much would depend on the weather. During the ocean course of 140 miles, Commodore Walker's schooner would have an advantage in strong breezes and heavy seas, particularly with the wind abaft the beam, but the experts considered that Xarifa would have the advantage if conditions required much beating to windward. In the sport of yacht racing, much can be planned, designed, and controlled, but the unpredictable element, the weather, must be taken as it comes.

The day was now appointed for the match, 14th February 1864. The firing of the one o'clock gun from Fort Denison (Pinchgut) was to be the starting-signal. The yachts were to move off from anchorages side by side in Farm Cove, which would also be the finishing-point. It was arranged that the turning-point would be a line due east of Nobby's Light at the entrance to Newcastle Harbour. An observer would be carried in each of the yachts to check compass bearings at this point and to satisfy himself that, before the yacht turned to the reciprocal course, Nobby's Light bore due west of the yacht's position. The time of starting the race made it almost certain that much of the return course would be sailed at night.

The crew of Xarifa consisted of eight of the best professional yachtsmen in Sydney, with Tommy Curtis as helmsman, and Dan Sheehy (the builder of the yacht) as spare hand and carpenter. There were also three amateur yachtsmen on board—Charles Parbury (owner), H. C. Dangar (observer) and another member of the Squadron whose name has not been recorded.

Chance had a crew of about sixteen, including professional yachtsmen, "many of whom, and notably a great braw Scot as chief mate, had sailed in the Chance when she came from England. The amateur part of her crew were almost all good boat sailors."

Dangar's account of this memorable race was graphically descriptive, and is the principal source of the present narrative.

The morning of the race dawned bright and calm, but at 11 a.m. a heavy bank of clouds rose up in the south, and at noon it was blowing a hard "southerly buster".

An hour before the start, Xarifa met with a mishap. While she was being moved from her own moorings to the starting-point at Farm Cove, she was caught by a squall, resulting in a fracture in one of the cast-iron jaws of her gaff. Parbury applied to Walker for a short postponement of the start. Walker regretfully decided that this would not be fair to those who had backed his boat under the prearranged match conditions, and that he could therefore not grant the postponement. Dangar adds, "It involved rather a nice question, but public opinion absolved him from any censure."

At the one o'clock signal, the yachts started in the strong southerly breeze, which was developing into a gale. "Xarifa was off like a greyhound under whole fore and aft canvas, and was at Bradley's Head before Chance was well under way. . . But, between the Sow and Pigs and the South Head Reef the beautiful schooner, under a cloud of white fore and aft canvas, ranged up alongside her little adversary, and, going like a steamer, went through her lee and on ahead as if she were of small account. It was evident that in such a wind as was blowing, so long as the Chance, sailing free, could avail of her forward canvas, the cutter could not foot it with her."

When the yachts had passed through the Heads and shaped course for Newcastle, the wind was brought dead aft. Square canvas was set on both vessels, but Chance was drawing ahead rapidly. Taking a risk in the rising gale, Parbury set a raffee (triangular sail set from the truck of his mast as a "skyscraper") and increased Xarifa's speed accordingly.

A preventer stay had been rigged to support the topmast, but under the extra strain of the raffee, this stay carried away when Xarifa was passing Narrabeen. A few minutes later the topmast snapped off just above the hounds, and crashed to the deck. This was enough trouble, but more was to come. "Hardly had the wreck of the topmast been gathered in, when, with a jerk that shook the whole vessel, the fractured iron jaw broke clean off, and the gaff slipped past the mast and its end projected three feet beyond it. Going free as the cutter then was, the mainsail continued to do good work, but the set of it for beating to windward was completely spoilt."

In the rough sea, with the wind increasing to gale force, and with his gear in a mess, Parbury may well have felt tempted to put in to the mouth of the Hawkesbury to re-rig the topmast and effect other repairs to make his vessel snug, but he resolutely decided to carry on without a topmast, and to make other repairs while running free before the gale. Chance was now so far ahead that she was only a speck dimly visible under the lowering scud of dark clouds and through the spume and occasional rain squalls. "We're not done yet," said Parbury. "We'll sail the course. If this breeze holds, we shan't want any more canvas. We'll get her in trim for the beat back."

At dusk, Xarifa was ten miles from Nobby's, and Chance was out of sight. In the last half-hour of daylight, Parbury's crew prepared to fit the 'Rifa for the thrash back to Sydney in the teeth of a gale which showed no signs of abating. Dan Sheehy supervised repairs. The mainsail was lowered, and the head of it unlaced. Then the trysail gaff—a short, stout spar with strong wooden jaws—was securely lashed to the racing gaff. The sail was then relaced to the united gaff, double reefed, and rehoisted. Some headway had been lost during this manoeuvre, but it was essential to make the repair while the vessel was running before the wind, and before she attempted to alter course. In further preparation for the beat to windward, the jib was taken in, a storm



jib was set, and a reef taken in the foresail. As darkness set in, and Nobby's Light appeared on the port bow, everything movable on deck was secured, and the anchor and chain stowed below. As the turning-point was neared, the squaresail was lowered and the 'Rifa made all snug for going about. There was no sign of any light which would indicate the whereabouts of Chance, but it could be assumed that she had already reached the turning-point and was headed for home.

At 8 p.m., Dangar announced that Nobby's Light was bearing due west. In the rough seas, from 12 to 20 feet from trough to crest, and in a gale of 30 knots, it was a difficult and even dangerous manoeuvre to put the little cutter about in darkness, but Tommy Curtis at the tiller chose precisely the right moment, and within a few seconds Xarifa was headed into seas which seethed along her sides, and drenched her with spray. For one perilous moment she had been in stays, and in danger of broaching; in the next she was close hauled on the starboard tack, sailing on a course which would take her clear of the land.

Throughout the night Curtis remained at the tiller and the crew at their stations while the gallant little vessel thrashed into the teeth of the gale and against an evil sea. She was navigated by dead reckoning, in the offing of the invisible shore, and never missed stays as course was altered from one tack to the other. As the observer, Dangar, recorded, "It was one of the finest examples of boat behavior, and boat management, that any yachtsman could wish to see. The little craft was almost every minute drenched with spray, and occasionally it was more foam than spray created by the way in which she was tearing through the heavy water. Very often her whole bowsprit was out of sight, and the crew wondered whether it would be all there when she lifted herself from the seething whiteness. But everything was new and taut and strong, and she got through without further mishap."

Where, in all this storm and fury, was Chance? The crew of Xarifa supposed that she was in the lead and far to the southward. But at 10 p.m. they sighted a feeble light to leeward, and for a moment wondered if it could be their rival. Then came a thunderstorm, with flashes of lightning, and momentarily they sighted, in the position where the feeble light had been, a fore-and-aft rigged vessel, close hauled, with whiter sails than coasters usually carried. It was not possible to identify her positively as Chance, and soon her lights disappeared in the squalls. Most of 'Rifa's crew were convinced, against their wishes and hopes, that they could not possibly have overtaken and passed their rival, which had been at least one hour ahead of them at the turning-point off Nobby's.

At dawn Xarifa was off Terrigal, where the shore was sighted and identified. None of the crew had had a wink of sleep during the night. They were wet through, and their eyes bloodshot from the lashing spray and spindrift. Chance was nowhere in sight.

As the morning advanced, the wind gradually moderated, and at 11 a.m. Xarifa sailed, or rather limped into Sydney Harbour, "a wounded sea-bird with a broken wing", for her topmast was down, her gaff fished and frapped, her sails reefed and torn, and her crew exhausted.

A pilot boat sailed near, and they hailed her. "Is Chance in yet?" "No!" came the answer from the pilot.

Dangar relates, "There was a shout on the forlorn little 'Rifa which might almost have been heard in Sydney. She sailed up, reefed as she was, and so won one of the pluckiest races ever recorded in yacht-racing annals."

What, then, had happened to Chance? The story came out later. It appeared that her reckless helmsman, Sandy the Scot, on arriving at the turning-point abeam of Nobby's, had taken off her squaresail but refused to consider reefing down before putting her about. He attempted to "gybe all standing", and in consequence Chance broached to in the trough of the seas and went over on her beam ends. She righted herself, but for

some time was out of control and drifting to leeward. In the dusk and rapidly closing-in darkness the yacht drifted dangerously near the dreaded Oyster Reef, where many a sailing vessel had met doom. Working frantically, the crew managed to lower the foresail, got steering way on her again, and edged her out to sea. Then, running before the wind, and thus considerably overshooting the mark, they reduced sail for the beat back to Sydney. This they should have done, as the Xarifa had done, in daylight hours and before putting about, the more so as they had a long lead on their rival at that time. While reefing the sails, they were carried several miles to the northward of Nobby's, and thus lost the lead. Chance was a smart sailer with the wind abaft the beam, but was not as good, or as expertly handled, as Xarifa, when beating into the wind, or head-reaching. It had in fact been Chance which Xarifa's crew had sighted a few miles to leeward during the night, but Xarifa had not been sighted by anyone on board Chance, and there had been anxiety on board the schooner at the cutter's possible fate in the gale. Not sighting her anywhere next morning, they assumed that she had given up, and had possibly put in to Newcastle for shelter. The fact was, the cutter had fairly beaten the schooner on the thrash back, and entered Sydney Heads four hours ahead of Chance.

Dangar's narrative of this epic yacht race concludes, "Let winners laugh and losers squirm, but on this occasion both winners and losers laughed. It turned out that the crew of Chance were all the time confident that they had the lead. As they sailed up the harbour under this belief, champagne was opened, and they were about to felicitate Mr. Walker on his win, when, with wise forethought, he said, 'I think, before we drink, that you fellows had better be certain that we have won!' They took his advice, sailed on until they brought the 'Rifa into view at anchor, and, as they passed her, drank her health instead, giving her and her crew three ringing cheers."

With this victory, and the good sportsmanship that had marked the contest at all stages, from the first friendly challenge to the final cheers, Xarifa was established as Sydney's champion yacht.

Commodore Walker generously admitted, not only that he had been outsailed, but that Chance had been outclassed. His resplendent schooner which, less than two years before, had arrived with pomp and circumstance from the royal reaches of Cowes, had been compelled to dip her colours to a colonial cutter with the shape and ways of a mackerel!

Whether it was for these or other reasons, Walker, almost immediately after the race with Xarifa, put Chance up for sale. She was bought by an island trader.

Walker then bought in England the cutter Alert, a formidable 56-tonner on the register of the Royal Thames Yacht Club, and arranged for her to be sailed forthwith to Sydney. With her he hoped to beat Xarifa in a return match.

Such was the spirit of the founders of the Royal Sydney Yacht Squadron. They strove to excel, and spared no expense to win in friendly contests; but in yachting, as elsewhere in life, the race is not always to the swiftest. The element of chance, unpredictable vagaries of sea and sky, uncertainties of wind and weather issue their challenges, summoning yachtsmen and all seafaring men to rise to any occasion with that skill and knowledge which only instinct and experience can provide.

There have been many ocean yacht races sailed in Australian waters, but that match in 1864, between Chance and Xarifa, when the Royal Sydney Yacht Squadron was in its infancy, will remain memorable in the annals of Australian yachting. It was the first ocean race, in the real sense of the term, in our history; it was sailed to a finish by both contestants in the teeth of a gale; with no quarter sought or given, it was yet conducted with sportsmanship of the highest order; and it ended in full measure of goodwill all round. It was memorable, too,

because it had some of the elements of an “international” contest in which Australian yacht building and yachting skill won the acknowledgment of well-earned cheers.

YACHTING AT SYDNEY IN THE 1860s—THE CUTTER ALERT—THE  
FIRST MISTRAL—THE PRINCE ALFRED YACHT CLUB FORMED—  
PROBLEMS OF HANDICAPPING—SALE OF YACHTS TO THE KING  
OF FIJI

The largest vessel to be registered with the Squadron up to 1865 was the Anglican mission yacht Southern Cross, a schooner of 93 tons. Her nominal owner was Bishop Patteson, Bishop of Melanesia, a member of the Squadron. Her master was one Thomas Capillilly.

During a visit of the Southern Cross to Auckland in 1866, Capillilly made a polite request to the N.Z. Customs for free entry of his ship's stores, pointing to the fact that Southern Cross was owned by the Bishop of Melanesia, and that she was a yacht, registered with the R.S.Y.S., sailing under the Squadron's burgee, and wearing, under Admiralty warrant, the blue ensign.

Free entry was refused to Capillilly, it being held that "if he were free to come and go without supervision, an amazing quantity of smuggling might be carried on under the Royal Sydney Yacht Squadron's flag!"

The master of the Southern Cross did not take this lying down. A fine rumpus followed, details of which are contained in original correspondence, preserved in the Squadron's archives. The outcome was an apology from the N.Z. Collector of Customs and a win for Capillilly.

Bishop Patteson's missionary activities in the Southern Cross were brought to a tragic end on 20th September 1871, when he was murdered by natives at Nakapu in the Santa Cruz group of the Solomon Islands.

Towards the middle of 1865 Commodore Walker's new yacht, Alert, manned by a professional crew, arrived at Sydney after a voyage of 103 days. She was a cutter of 56 tons, embodying the very latest ideas of English yacht builders. The commodore had spared no expense in bringing her to Sydney to wrest the supremacy from Xarifa and, as far as can be judged from the only information available of a race between the two, she was slightly speedier than Xarifa. The race in question was over a course of 27 miles, but weather conditions were not mentioned in the records of the event.

The contest took place during the Squadron's annual match for the Vice-Commodore's Cup, held in October or November 1865. The course was over the usual harbour circuit, then to Long Reef, and back to the finishing-line off Fort Macquarie. There was a time-tonnage allowance of half a minute to the ton, to be applied to the finishing-times. This method of handicapping was causing considerable differences of opinion among yachtsmen, since it was an attempt to apply a general principle to yachts of many different sizes and designs, irrespective of their length, rig, sail-area, or past performances; and even the method of measuring tonnages (volumetrically) was open to varying interpretations.

Twelve yachts were entered for the Vice-Commodore's Cup on this occasion, but all except Alert and Xarifa withdrew before the start of the race. In effect, therefore, it became a match between the two rival vessels. However, the race was over a far more restricted course than that of the previous year's ocean race, with most of the course on this occasion in harbour waters. At the same time, the contestants were subject in all respects to the prevailing R.S.Y.S. rules, including a time-tonnage allowance by which Alert had to allow 123 minutes to Xarifa.

Alert crossed the finishing-line 8 minutes 5 seconds ahead of Xarifa; but with her time allowance of 123 minutes Xarifa won by 4 minutes 25 seconds. This settled wagers that were undoubtedly laid on the result, but it did not settle arguments, since it could be said that Parbury had handled Xarifa throughout the race in full knowledge of his time allowance and had kept safely within it at the finish. On the other hand, Alert had beaten the Sydney champion from a level start.

Whatever the pros and cons of this argument may have been, Commodore Walker did not race Alert again. Instead, he sent her back to England.

Alert left Sydney in December 1865. She had thus made a voyage of 24,000 miles under sail to compete in only one match at Sydney, which must surely be a record of its kind.

On her return to England, Alert was bought by E. F. Knight who achieved renown for her and for himself by sailing the cutter to Trinidad in search of supposed buried treasure. Knight's subsequent account of this adventure was published in a book entitled *The Cruise of the Alert*, a volume which proved extremely popular in its day and is still regarded as one of the yachting classics of the Nautilus Library.

For several more years, Xarifa remained "cock o' the harbour", and, as a newspaper of the day put it, "won as she liked". In an attempt to wrest the supremacy from her, several members of the Squadron had new yachts built. The first of these to be launched was Nereid, 12 tons, built in 1866 by W. Langford, of Berry's Bay, for James R. Fairfax. Other yachts launched in 1867 or soon afterwards were: Haidee, 14 tons (T. W. Wilshire); Lone, 9 tons (J. Grafton Ross); Vivienne, 10 tons (W. O. Gilchrist); Pert, 13 tons (I. J. Josephson); and Ella, 11 tons (Colonel Richardson), while S. C. Burt imported Vivid, 23 tons, from England.

All these yachts were smaller than Xarifa, as also were the older yachts of the Squadron which she had consistently defeated, such as James Milson's Era, 25 tons; F. J. Jackson's Gitana, 14 tons; Captain Rountree's Annie Ogle, 20 tons; H. C. Dangar's Pen, 18 tons; and McLean and Roxburgh's Mischief, 11 tons. (At various times the tonnages of yachts are reported differently, according to different systems of measurement.)

Yachts rated under 10 tons were excluded from the first-class races, and yachts under 5 tons were excluded from registration with the Squadron.

The debate on the system of measuring, classifying, and handicapping yachts continued with many conflicting opinions. A further element of discussion now arose from the fact that bigger yachts could gain a considerable advantage by setting square sails. At a meeting of the Squadron in December 1866, a member, Alexander Hamilton, supported by Alfred Fairfax and I. J. Josephson, suggested that racing yachts should use fore-and-aft sails only, but a motion was carried, moved by R. J. Want and seconded by W. O. Gilchrist, to the effect that yachts, when racing, should be permitted to carry what sails the owners pleased.

In April 1867 the Hon. William Walker, in view of his intention to leave Australia and reside in Britain, resigned the office of commodore. A resolution was carried with acclamation thanking him "particularly for the valuable services he had rendered the Squadron in assisting at its formation, and by his high spirited example in fostering and promoting the true interest of yachting during his term of office". The Squadron's appreciation was further shown in commissioning an artist to paint his portrait in oils. This portrait (reproduced in the present volume) is hung in the Squadron's clubhouse.

James Milson, Junior, was appointed commodore in succession to Walker. He accepted the position reluctantly because of the pressure of his business interests, and, for the same reason, held the position for

only a few months, when he resigned in favour of Henry C. Dangar. Milson declined a reappointment as vice-commodore, and that position went to Charles Parbury, the owner of Xarifa.

It appears that H. C. Dangar had declined the post of commodore in April 1867 because he was not at that time the owner of a yacht, having sold his Pen; but a new yacht, Mistral, 35 tons, was being built for him by Dan Sheehy at Woolloomooloo, from designs by Harvey of Wivenhoe, which Dangar had brought from England on a visit there in 1865. She would be 4 tons bigger than Xarifa. In the meantime, Dangar bought Annie Ogle from Captain Rountree, and hoisted his pennant in her when, towards the end of 1867, he was appointed commodore.

At this time, and for many years afterwards, the Royal Sydney Yacht Squadron was at a great disadvantage in not having a clubhouse on the waterfront, with its own landing-stage, slipways, sheds and moorings. It did not even have suitable premises for social intercourse among the members. Its room in the Royal Exchange Building served chiefly for the monthly and annual meetings, and for committee meetings, and had none of the amenities of a social club. The yachts of the Squadron were moored in various coves around the harbour. Club activity, other than aquatic engagements, was therefore chiefly concerned with the discussion of racing rules and the organization of races at regattas or at Squadron meetings.

Owners of small yachts under 5 tons, which were excluded for that reason from registration with the Squadron, felt the need of a club of their own. In this they were joined by some owners of yachts under 10 tons, who were excluded by the Squadron rules from first-class rating. One of these was R. H. Harnett's famous little Australian, rated as 8 tons.

On 15th October 1867 an advertisement was published:

MOSQUITO YACHT CLUB  
Members wishing to join please  
meet at McGrath's at 8 tonight.

McGrath's was an hotel in King Street. The meeting was duly held, and the club was constituted, with T. Strickland as commodore. Among the foundation members were R. H. Harnett and F. J. Jackson, who had both been founders also of the Squadron five years previously, and were still members. A statement was issued that the new club was not established in any spirit of rivalry of the Squadron, "but in order to promote the interests of yachting by meeting an existing want, viz., a Club that would embrace small yachts such as were ineligible to join the already established Club, or of owners who preferred joining another Club".

It was suggested that the new club should be named in honour of Prince Alfred, Duke of Edinburgh, who was on a visit to Australia in H.M.S. Galatea. He was the second son of Queen Victoria, and was the first royal visitor to Australia.

At the first general meeting in January 1868 of the provisionally-named Prince Alfred Yacht Club, R. H. Harnett was elected commodore, and T. Strickland vice-commodore. Earlier in that month, when H.M.S. Galatea had entered Sydney Harbour, the royal visitor was given a yachtsman's welcome. The warship sailed up escorted by two lines of yachts, the R.S.Y.S. led by Commodore Dangar with his pennant in Xarifa, and the P.A.Y.C. led by Vice-Commodore Strickland with his pennant in Australian.

During his stay in Sydney, Prince Alfred gave permission to the new club to use his name, and became its patron. An Admiralty warrant to the Prince Alfred Yacht Club to wear a defaced blue ensign was issued in

October 1868. In a continuing spirit of sportsmanship, the Squadron and the "Prince Alfreds" have co-operated harmoniously from the latter's inception to the present day.

The Squadron's annual match race held at the opening of the season in November 1868 is historically interesting in that it was the first occasion on which an entirely new system of handicapping was introduced, namely, time allowance at the start instead of at the finish. Also, the time allowance was altered to one minute per ton, instead of half a minute, as previously, with an additional allowance for some of the smaller yachts.

The new system was aimed not only at more equitable handicapping but also at affording closer and more interesting finishes since both competitors and spectators alike would now know that the first yacht across the finishing-line was the winner instead of having to wait for the whole fleet to finish, or for the judges to compute their decision.

It is not known for certain whether this was a handicap race in which other yachts took part, but Xarifa gained the victory over Mistral. (On the allowance of one minute per ton, Mistral would have been required to concede 4 minutes to Xarifa at the start.)

The two big and beautiful yachts met again in a race on 6th February 1869, and on that occasion Mistral won. There seemed every prospect of further tough tussles.

But alas! it was not to be. The 1870s opened dismally. The early years of the decade witnessed a wholesale disposal of vessels from Sydney Harbour, including Xarifa and other yachts on the Squadron register. The King of Fiji, Thakambau, acquired a whole fleet, including Xarifa, Why Not and at least twelve other yachts. Vivid and Avenger went to the South Seas, Surprise to Tasmania. Friendship found a new home in California.

With the sale of Xarifa in 1870, Charles Parbury, now no longer a yacht owner, resigned the office of vice-commodore and was succeeded by William O. Gilchrist, owner of Vivienne. Commodore Dangar, perhaps because he no longer had an opponent worthy of the name, sold Mistral in the following year to Gilchrist. The commodore was thenceforth content to hoist his pennant in Ella, 11 tons, which he bought from Colonel Richardson.

A clue to the exodus of yachts from Sydney at this time might be found in a letter, raising the perennial question of handicapping and signed by "A Lover of Yachting", which was published in the Town and Country Journal (Sydney) of 20th July 1872.

*Sir,*

*At the opening of another season, I would wish to suggest to those interested the advisability of totally abolishing handicapping, which has had the effect of ruining yachting in Sydney and entirely putting a stop to yacht building. The system of time allowance for tonnage, as at present calculated, gives rise to constant disputes, and has caused yachts to be built expressly to avoid it in every possible way.*

*It is a well established fact that speed is mostly derived from length, so much so that, from lengthening any craft, increase of speed will be obtained without any increase in sails. Therefore I would suggest that time allowances and division into classes should be based on length of waterline alone. It would be impossible to evade this measurement, and would meet the case of Alick and Australian, or any other model people might fancy to build.*

(Alick, designed on the same lines as Australian, was a yacht owned by T. M. Brown, a member of the P.A.Y.C.) The writer in the Town and Country Journal suggested further that yachts should be classified according to waterline length in four classes:

(1) over 50 feet; (2) 35 to 50 feet; (3) 25 to 35 feet; (4) 25 feet and under. He concluded his argument: "If yacht owners and others would agree to this and always allow the fastest yacht to win, we should soon see our waters again alive with yachts, as it used to be."

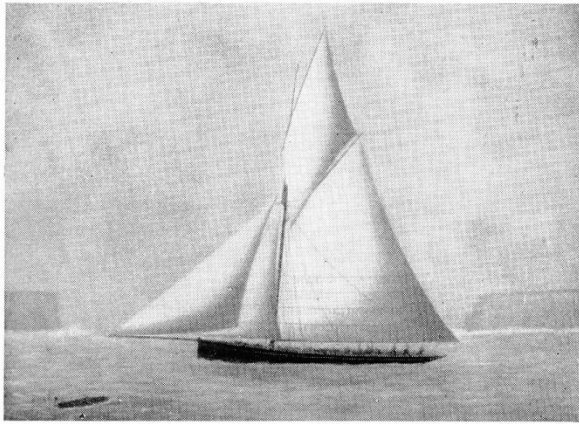
The suggestion of classification by length, although sound and practical, was not immediately adopted by the Squadron, but it bore fruit three months later, in October 1872, when five owners of small yachts established the Sydney Amateur Sailing Club, for the purpose of catering for craft the overall length of which did not exceed 22 feet. This new club held its maiden cruise on 30th November 1872, with eight yachts participating. Within a year the membership had increased to 120, with twenty-four sailing boats on the register, divided into three classes according to length only.

Small-yacht sailing was thus given an impetus, but the Squadron had entered the doldrums. In March 1873 only four yachts were entered in a Squadron race which was won by Commodore Dangar's *Ella*. *Mistral* did not start, nor does she appear in the lists again until 1875, when Alfred Fairfax's *Magic* appeared on the scene.

At the annual meeting of the Squadron in August 1873 it was reported that only ten yachts were on the register, and there was a credit balance of only £166 in the bank. It was probably no easy matter for the Squadron to change its system of classifying yachts from the tonnage basis to measurement by length, since its Admiralty warrant required registration of yachts by tonnage. In the meantime the "Prince Alfreds" in 1872 had limited their membership to yachts over 22 feet on the load waterline and a beam of 7 feet 4 inches, thus leaving the small-yacht field (under 22 feet) to the Sydney Amateur Sailing Club.

At that annual meeting of the Squadron in 1873, the honorary secretary, George Howell, retired after eleven years of yeoman service. His successor was Henry Cornwall, who held that office for twenty years thereafter.

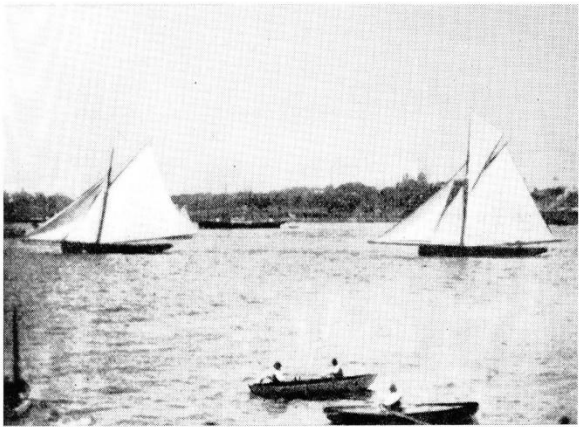




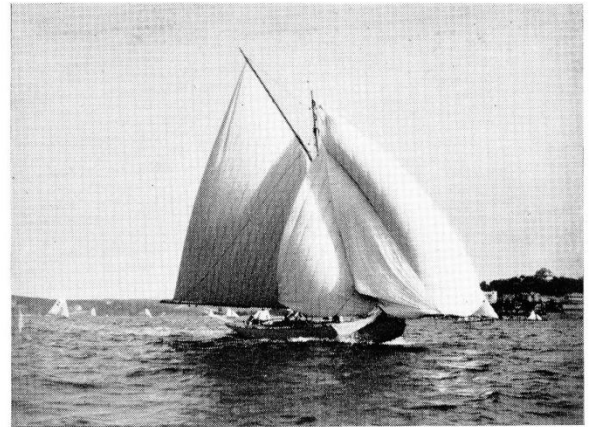
*MISTRAL, 1874*



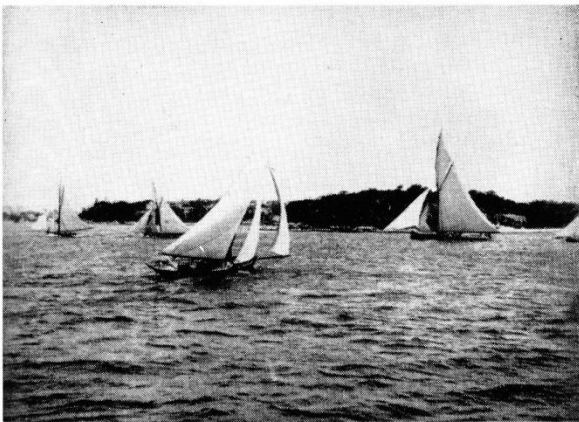
*MAGIC, 1875*



*MAGIC AND WAITANGI*



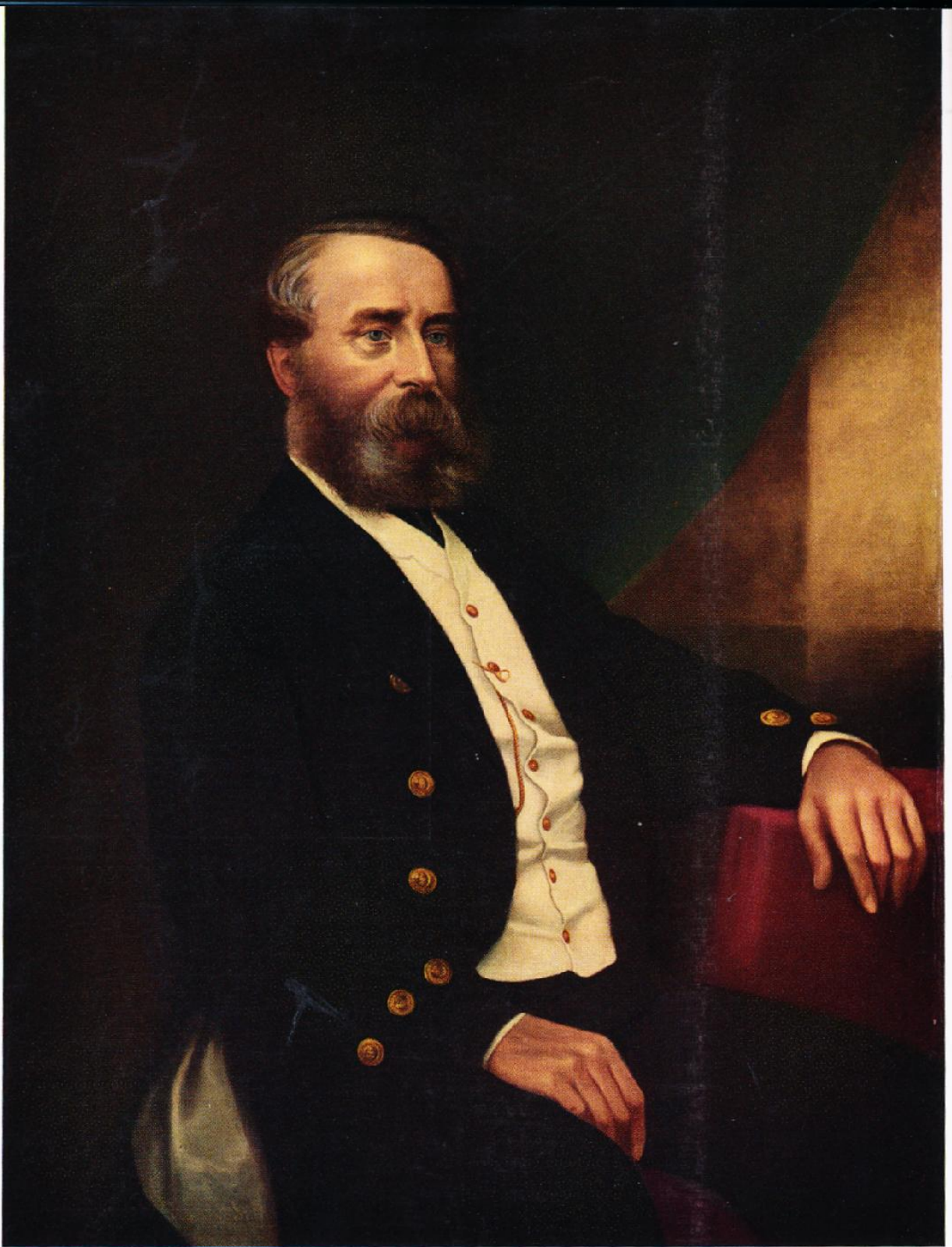
*MAGIC WITH BALLOON JIB*



*CRACK YACHTS OF THE 1880s*  
*Lotus, Assegai, Sao, Mistral*



*Dr CHARLES MACKELLAR*  
*Owner of Oithona, 1876*  
*(Mitchell Library)*



THE HON. WILLIAM WALKER, M.L.C.  
First Commodore, Royal Sydney Yacht Squadron, 1862-7

From the oil painting by  
AN UNIDENTIFIED ARTIST  
in the possession of  
THE R.S.Y.S.

THE 1870s—THE “THAMES RULE” OF MEASUREMENT—MAGIC AND  
MISTRAL—“THE SYDNEY CRACKS”—PLEIADES AND METEOR—THE  
MILSON FAMILY—KIRRIBILLI AND “CARABELLA”—CAREENING COVE

The system of measuring yachts by volumetric tonnage continued to be keenly debated during the ‘seventies, not only in Australia but also in Britain. The volumetric tonnage (cubic measurement of enclosed spaces) meant virtually the cargo-carrying capacity of a vessel, and was a measurement required for Customs registration and port entry. This principle, however, was inappropriate for the measurement of racing yachts.

Following general dissatisfaction with the “time-tonnage” rule, the Squadron provisionally adopted the system of measurement used by the Royal Thames Yacht Club, which established a rating for yachts, based on length and breadth, in the formula:

$$\frac{(L-B) \times (B \times B)}{94}$$

where L represents length on deck, and B breadth of the widest part of the vessel, both expressed in feet. The divisor of 94 was intended to yield a rating that would modify the volumetric tonnage in accordance with the factors of length and beam; but this system also proved controversial and unsatisfactory. It ignored two of the most important factors in speed, namely length of waterline and sail-area. It was not until the middle of the ‘eighties that better formulae were found for rating yachts.

One of the leading yacht designers at Sydney from the 1870s to the turn of the century was Walter Reeks. In an article published in 1888, he stated that, for some twenty-five years previously, “the thoughts of our yacht builders appear to have been mainly aimed at an attempt to create a new set of natural laws! We find excrescences of every conceivable form added, straight flat-sided keels, outrageous dead-woods fore and aft, deep forefeet, and all the floating power being hunched up in one place.”

Reeks added: “The last two or three years (i.e., the mid-1880s) have brought us back to our senses. Instead of trying to batter the water into our way of thinking, we have yielded to the dictates of natural laws, and build accordingly. The essential elements of a successful yacht are: small skin, big displacement relatively, and perfectly gradual approach and delivery. These are by no means all the qualities necessary to win prizes, but they are among the most important.”

These remarks applied only to hull design, leaving sail-area and rig among the “other qualities”. The “excrescences” which Reeks noted in hull design in the 1860s and 1870s were due partly to tradition and partly to experiments aimed at overcoming the difficulties of time-tonnage handicapping based on volumetric measurement, and, later, on the “Thames Rule”.

Reeks highly praised the design of Australian (1858), Xarifa (1863), and a third yacht of similar design, Alick (1871). He described these in 1888 as “a very close approximation to the best forms known to modern times”. After the departure of Xarifa to Fiji, Australian continued to sail for many years on the register of the P.A.Y.C., under a succession of owners, and to win races under various systems of measurement and handicapping.

Alick also was registered with the P.A.Y.C. Her owner, T. M. Brown, was at one time commodore of that club. Alick was one of the outstanding yachts at Sydney in the ‘seventies, and frequently competed with success at

regattas in which yachts from both the R.S.Y.S. and the P.A.Y.C. were entered in various classes, under the several systems of measurement and handicapping.

According to notes by Jack Carroll, of Mosman, who was her helmsman, Alick was launched in September 1871. Her design was almost that of Australian, but her keel was more conventional, ending in a true stem-post, and her sides had no "tumble home". Her frames were of iron, and she was the first composite yacht built at Sydney. Her dimensions were 42 feet from stem-head to stem-post, 8 feet beam, and 6 feet draft. She was rated as 11 tons, apparently by volumetric measurement forward of the rudder-post, which was placed at least one-third of the deck length forward of the stern.

Most remarkable was Alick's sail-area, an aspect which was not taken into account in handicapping in the 'seventies. Her mast was 40 feet, boom 38 feet, gaff 28 feet, and bowsprit 14 feet. Carroll adds: "She won her first race at the Balmain Regatta of 1871, when she easily beat Ella, Scud, Australian, Iris, and Osterley, in a strong sou'-easter, after giving them time allowance."

Among the new yachts competing on that occasion, Iris is notable as the first yacht owned by Samuel Hordern, a young man then twenty-two years of age who had joined the P.A.Y.C. and was later to be the commodore of that club for thirteen years.

Alick was the crack yacht of the "Alfreds" and the most serious potential challenger of the Squadron's flyer, Mistral, then owned by the vice-commodore of the Squadron, W. O. Gilchrist; but another rival of Mistral was already on the stocks, and was launched in 1874. She was a cutter of 28 tons (volumetric), designed and built by W. Langford at Berry's Bay. Her name was Magic, and she was owned by Alfred Fairfax, who had joined the Squadron in its first year (1863). Alfred Fairfax was the cousin of James R. Fairfax, son of the founder and owner of the Sydney Morning Herald. James Fairfax had also joined the Squadron in its first year, and later had owned Nereid.

Mistral, rated at 35 tons, and Magic, at 28 tons, both registered with the Squadron, were the two biggest yachts then at Sydney. They were soon to be engaged in that keen and exciting tussle for supremacy which had so enlivened the sport in earlier days. They fought it out in many hard races over a number of years and, though dissimilar in design and appearance, they were so evenly matched in performance that the victory of one or the other on any day was decided chiefly by the luck of the weather and skill in their handling.

Mistral had been built at Sydney by Dan Sheehy in 1868, to the design of John Harvey of Wivenhoe (England). Her exact dimensions have not been ascertained, but she was described as having "a long fine bow, an elongated midship section, slightly hollowed from the bilge to the garboard strake, a very slight sheer, and little freeboard". She was longer and narrower than Magic, and she rated 7 tons bigger by volumetric measurement.

Magic had an overall (deck) length of 48 feet, with 12 feet beam and 9 feet depth. Designed and built at Sydney, she was influenced to some extent by the now well-proved principles of Australian and Xarifa. The contemporary description states: "Magic had not so lean entrance as Mistral. She sat higher in the water, with a bold spring towards the stern, and also a sheer to the tuck, giving an idea of more power than spring. Her midship section showed by far the most displacement and was nearly of the true V form."

Magic made her maiden appearance at the Anniversary Day Regatta, 26th January 1875. The only other entrants for the first-class race were Mistral and Alick. Exact information is now lacking, but it may be assumed that Mistral started from scratch, conceding 33 minutes time tonnage to Magic and 12 minutes to Alick, on a course down- and up-harbour and then to Long Reef and return. The new yacht crossed the finishing-line 3 ½

minutes ahead of Mistral: a sensational result, since that was precisely the amount of her own time-tonnage allowance.

A few days later, at a Squadron race, Magic again defeated Mistral, but by such a narrow margin that supporters of Mistral could console themselves with the belief that she needed only a little refitting to turn the tables on her rival.

At the annual meeting of the Squadron in August 1875 H. C. Dangar retired from the post of commodore, which he had occupied for eight years. In 1874 he had been elected member of Parliament for West Sydney, and therefore had less time to devote to yachting, or at least to the duties of flag officer; but he continued to act as honorary treasurer of the Squadron (an office which he had occupied from the beginning), and sailed occasionally as a member of the crew of Mistral after he had sold her to Gilchrist.

Dangar's successor as commodore of the Squadron was William O. Gilchrist, the owner of Mistral. The new vice-commodore was Alfred Fairfax, owner of Magic. So the Squadron's two best yachts were owned and sailed by the Squadron's senior flag officers, a situation that added piquancy to their keen contests.

It was at that annual meeting in 1875 that the Squadron adopted the "Thames Rule" for rating yachts, but this was not always applied, and not at regattas, which were controlled by regatta committees.

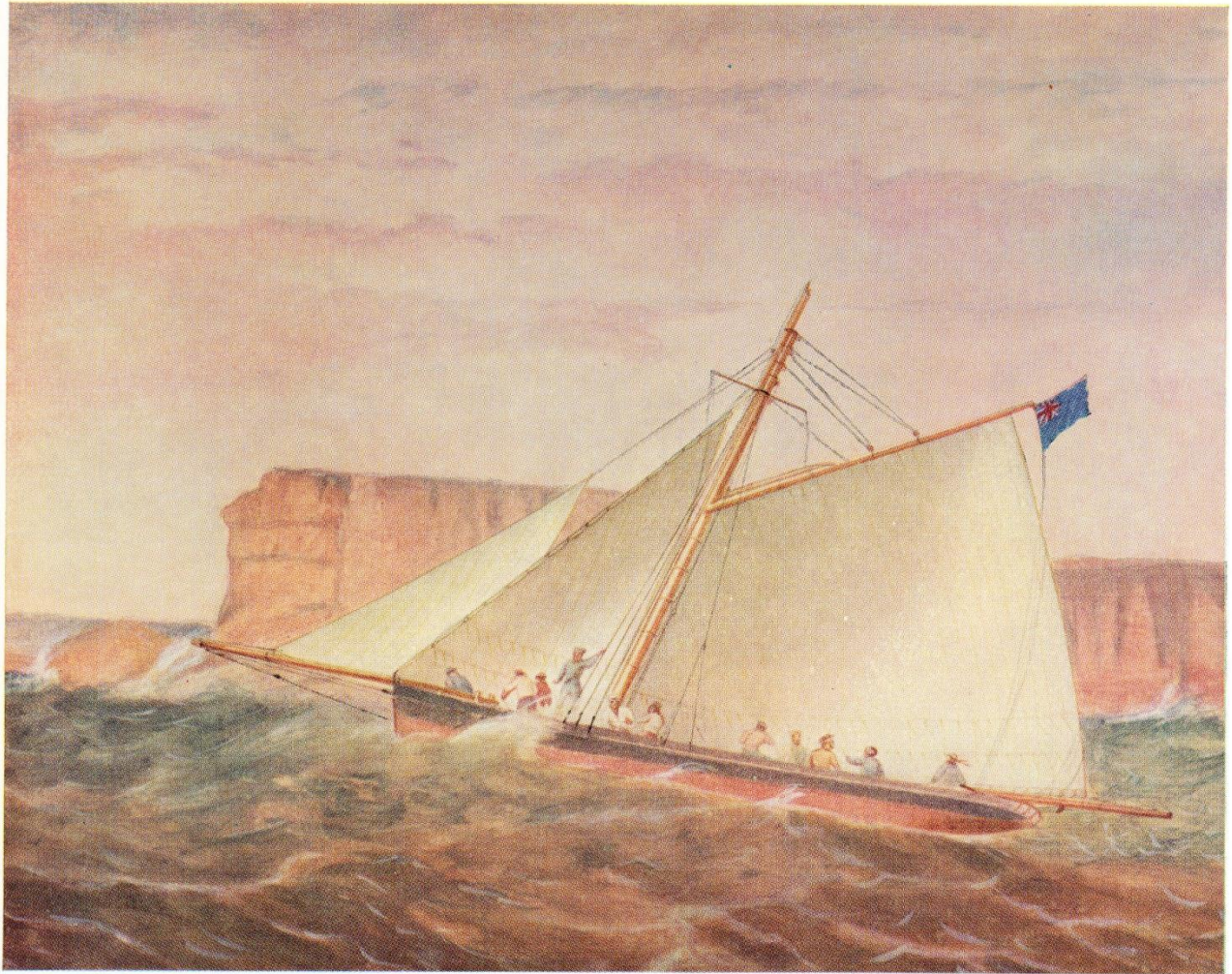
Magic was entered for the first-class race at the Balmain Regatta on 9th November 1875. Five other yachts were entered for the race, but Mistral was not among them, as she was undergoing refit.

The race was sailed in a strong easterly breeze, rising to gale force. It was then that Magic's sturdy qualities came to the fore, with a performance that caused her to be described as "the smartest craft turning to windward that has ever been built in Sydney". She rounded the flagboat off Manly Ocean Beach thirty minutes ahead of Pen, Ella, and the others, and "won as she pleased". This performance inspired a popular jingle:

Magic's a billow puncher,  
Scorning squall and spray;  
She'll smash her way to windward  
Any stormy day.

At the Anniversary Day Regatta, 1876, neither of the crack yachts was entered, as Mistral was still undergoing refit. Experts predicted that after this refit she would win in light airs, frequently met with after February. This theory was tested on 25th March 1876, in a thrilling race, in light airs, over a lengthy course, in which only the two champions entered. So much public interest was aroused in this match that, according to a newspaper report, "several steamers and yachts clustered around" the two yachts at the start, which was from Farm Cove at 12 noon. Magic was sailed by her owner, Alfred Fairfax, but on this occasion Mistral had Randolph J. Want at the helm.

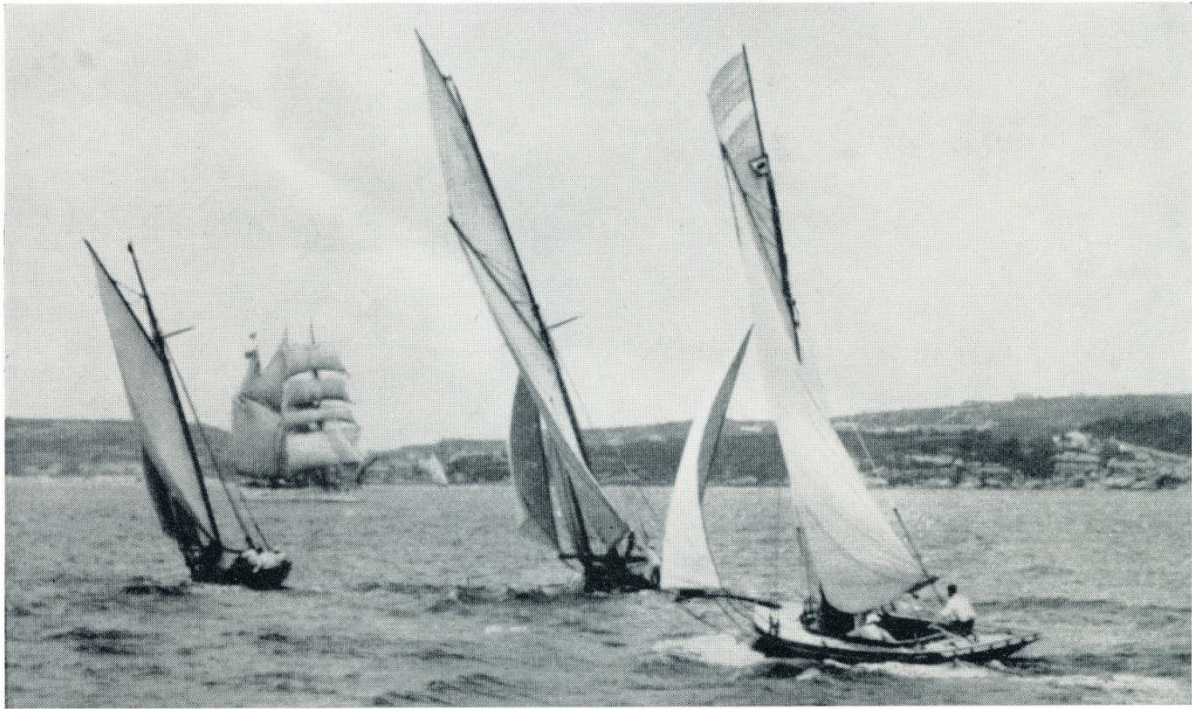
The wind was light N.E. and the tide in full ebb. Both yachts made tacks down-harbour, working the tide as well as the breeze. As they weathered Shark Island they were within a few yards of one another, and there was little between them as they made short tacks through the Heads, and stretched away to the eastward on the port tack, parting company on slightly different courses, in order to fetch the flagboat at Long Reef on the starboard tack. Magic rounded the boat at 2 hours 22 minutes, and Mistral six minutes later. Balloon jibs and jib topsails were set, and, on the run to the Heads, Mistral gained and was only two minutes astern at the entrance to the harbour.



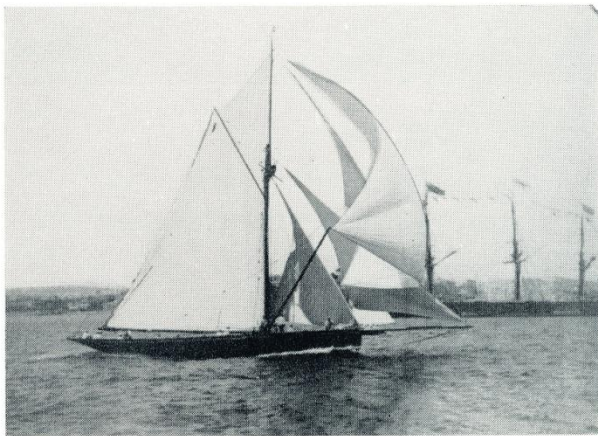
“A BIRD WITH A BROKEN WING”

Parbury's *Xarifa* entering Sydney Heads with her topmast carried away, but victorious in Australia's first long-distance ocean yacht race (Sydney to Newcastle and return), 1864

From the watercolour by  
AN UNIDENTIFIED ARTIST  
in the possession of  
THE R.S.Y.S.



WHITE SAILS ON SYDNEY HARBOUR IN THE 1880s  
*Sao*, *Assegai*, and *Lotus*, with a barquentine in the distance



ALFRED MILSON'S *ERA*  
Built 1887, to the design of Walter Reeks,  
she won the Centennial Cup in 1888



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

The breeze had now freshened, and “as the racers passed Bradley’s with everything in the shape of fore and aft sails, they looked splendid”. Magic rounded Fort Denison (Pinchgut Island) at 3 hours 43 minutes 25 seconds, and Mistral, less than two minutes astern, at 3 hours 45 minutes 20 seconds. “The wind was now hard and a true north-easter, as both stripped to fighting muslin for the thrash to Manly Cove.” Magic rounded the buoy there at 4 hours 47 minutes 5 seconds, and Mistral 3 minutes 7 seconds later. On the home stretch, after passing Middle Head, “both, having jibed their booms to port, dashed along at steamer pace”. Magic passed the flagship (off Fort Macquarie) at 5 hours 26 minutes 24 seconds, Mistral 2 minutes 18 seconds astern. “The crews were loudly cheered as the yachts came in” to this close finish.

A week later there was a return match, from Farm Cove to a flag boat moored off Botany Bay and return. On this occasion Commodore Gilchrist took the helm of Mistral, and Vice-Commodore Alfred Fairfax was again at the helm of Magic. The newspaper report praised Gilchrist as a “thorough yachtsman in the best sense of the term”, but attributed his loss of the race to his mishandling of Mistral off Bradley’s Head (presumably missing stays), with the result that Magic won easily, by 19 minutes 35 seconds.

With these victories, Alfred Fairfax’s Australian-designed cutter had positively established herself as cock o’ the harbour, but Gilchrist would not acknowledge defeat. At the Balmain Regatta in November 1876 Mistral at last turned the tables, though by only two minutes, on the usual course within the harbour and outside along the coast to Long Reef and back. It was stated that on this occasion Magic “lacked sufficient gear”. Such an excuse would certainly not have been made by her sporting owner, but only by spectators or disappointed backers on shore.

The close finishes and frequent meetings between these two fine yachts had done much to revive interest in yachting which had declined during the early 1870s after twelve of the best yachts of Sydney had gone to Fiji; but Magic and Mistral were in a class by themselves, both in size and speed. Yachts of between 10 and 20 tons were now rated at regattas as second class, and 10 tons and under as third class. At the Anniversary Day Regatta in January 1876, only one yacht, the ageing Pen, 14 tons (built in 1861), was entered in the second-class race. To make a race, two third-class yachts, Pleiades and Meteor, were brought in and rated for handicaps at the minimum second-class tonnage.

Pleiades was a 9-ton cutter designed and built by W. Langford at Berry’s Bay in 1874. Her owner was E. W. Knox, Australian-born son of Edward (later Sir Edward) Knox, Danish-born manager of the Colonial Sugar Refining Co. Ltd. Meteor, 10 tons, also newly built at Sydney, was owned by Samuel (later Sir Samuel) Hordern. The frequent races between these two new medium-size yachts, which were evenly matched, aroused almost as much public interest as the rivalry between Mistral and Magic. On this occasion (Anniversary Day 1876) Pleiades won, with Meteor second. Pen’s masthead carried away, and she abandoned the race.

In a return match in March 1876 Knox’s Pleiades again won. It was said that, although she had only two-thirds of the spread of sail of her slightly bigger opponent, she was as speedy “and twice as lively”. E. W. Knox, like several other yachtsmen, was a member of both the Squadron and the “Prince Alfreds”.

One of the most enthusiastic yachtsmen of the time was Dr Herman Milford, renowned also for his cheerful and kindly nature. He had been one of the original nineteen members of the Squadron, and was also an early member of the “Prince Alfreds”, of which he later became commodore, and of the Sydney Amateur Sailing Club. In 1864, being then aged forty, and well established in his medical practice, he began to devote himself more energetically than previously to yachting. It was said of him that he loved a yacht as she should be loved, because he knew her ways, and that “if he erred in the flurry of close racing, he did so always on the side of courtesy and unselfishness”. In 1874 he purchased a sailing dinghy, Young Jack, and sailed her by himself in the races of the Sydney Amateur Sailing Club. While he was out practising her paces, “He had so many



immersions through leaning too far out of the dinghy that a waterman used to follow him in the hope of earning half-a-sovereign by providing a tow.”

Another and much younger enthusiastic yachtsman was Alfred G. Milson, grandson of the pioneer James Milson, Senior, and son of the Squadron’s first vice-commodore and second commodore, James Milson Junior.

Alfred Milson in 1876 purchased the 9-ton cutter *Lone*, which had been built in 1867 by W. Langford for J. G. Ross. Her youthful new owner reconditioned her in what was then a novel way at Sydney, by ballasting her entirely with sheet-lead on the outside of the keel. In earlier years, yachts had been ballasted only with sandstone and gravel taken aboard. F. J. Jackson’s *Gitana*, one of the foundation yachts of the Squadron in 1862, was the first in Sydney to use “outside” ballast, but she also carried some ballast inside. This practice was followed by other yachts at Sydney, but *Lone* was the first to be ballasted entirely outside. The experiment proved successful when *Lone*, with Alfred Milson at her helm, and his younger brother Arthur in the crew, in November 1876 won the prize in her class at the Balmain Regatta (Snail’s Bay)—a brilliant debut to the yachting careers of these two Milsons of the younger generation.

Their grandfather, James Milson, Senior, had died at “*Carabella*”, near the shore of Careening Cove, Kirribilli, on 25th October 1872, aged eighty-eight, after a residence of sixty-six years in New South Wales. Milson’s Point, of which the native name was “*Kirribilli*” or “*Kiarabilli*”, had been so named because Milson, Senior’s, original home, built in 1824 but destroyed by fire in 1826, was on its shore (near the present-day north-east pylon of the Harbour Bridge). His son-in-law, William Shairp, had built “*Carabella*” in 1829.

It has been suggested that the name “*Carabella*” was derived from the Spanish word for a basket of flowers, or from the Italian words for “dear” and “beautiful”, but most likely it was simply a variation of the aboriginal word pronounced “*Kiarabilli*”.

After the death of James Milson, Senior, his daughter Sophia (Mrs Shairp) continued to live at “*Carabella*”. The little inlet of the harbour nearby had been used by whaling vessels in the early years of settlement for heaving-down on shore, and so had been known as Careening Cove, but that name had been applied also to Mosman’s Bay in Governor Phillip’s time. The cove near “*Carabella*” had become known as Shairp’s Bay, and also as Slaughterhouse Bay, because Shairp and James Milson, Senior, had erected a cattle-slaughtering house on its shore, built from salvaged timbers of the ship *Dunbar*, which was wrecked at “the Gap” near South Head in 1857.

Shairp and Milson’s slaughterhouse was conveniently situated to handle cattle raised on the northern side of the harbour, their carcasses being transported across the water to supply beef to ships lying at Woolloomooloo, Sydney Cove, or Darling Harbour, or butcher shops at Sydney. But in the 1870s, when the slaughterhouse was demolished, the old name of Careening Cove was restored, appropriately so since this name was then no longer applied to Mosman’s Bay.

James Milson, Senior, was survived by six children. His son James (born in 1814) was the father of Alfred and Arthur. When these boys were children, Alfred Street and Arthur Street, North Sydney, were named in their honour. The Milson family originally owned a large area of land in this vicinity, extending from Lavender Bay to Milson’s Point and Neutral Bay and northwards to Middle Harbour, under a grant made in 1808 to James Milson, Senior.

James Milson, Junior, who was sixty years of age in 1874, had retired from active participation in yachting, and was living at “*Elamang*”, Milson’s Point, not far from “*Carabella*”. His Sons had inherited from him and from their grandfather a love of aquatic sport. They were destined in their own achievements to add lustre to the

Milson name in Sydney's yachting annals. The victory of Alfred Milson in lone in 1876 marked the entry of the third generation of Milsons into yachting.

MAGIC AS “COCK O’ THE HARBOUR”—HANDICAPPING ON PERFORMANCE INTRODUCED—DOCTOR MACKELLAR’S OITHONA—THE NEW ZEALAND BUILT WAITANGI—THE SYDNEY AMATEUR SAILING CLUB—“THE DINGHIES”—DOCTOR HERMAN MILFORD’S DORIS—E. W. KNOX’S SIROCCO—MILFORD SAILS TO MELBOURNE

At the Anniversary Day Regatta of 1877, Mistral and Magic were the only two entrants in the first-class sailing race. On this occasion, both yachts had professional helmsmen—Gogley in Mistral and “Dick” Hellings in Magic— but under Squadron rules there had to be at least one member of the Squadron on board each yacht. A lively account of this race was published in the Sydney Mail, a weekly paper owned by the Fairfax family.

The course was from moorings abeam of the regatta flagship off Dawes Point, thence round a buoy in Farm Cove and round Pinchgut Island and return to round the flagship; thence down-harbour and out through the heads to round a flag boat off Curl Curl Beach and return to round the flagship again; thence to round the Sow and Pigs Reef and return to the flagship.

At the start, as the yachts were making for Farm Cove, a paddle-wheel steamer crowded with spectators got in Magic’s way. The newspaper reporter’s description was written in the vivid present tense, with a sailing-man’s contempt of steamers: “Magic leads over to Farm Cove, and falls foul of a Balmain puffer looking like an ant heap on a sunny day. Parliamentary vernacular is showered at the gubernator of the kettle; but, encouraged by the larrikins on board, he persists in steaming just under Magic’s lee bow, giving her the backwash of his paddle, and keeping the yacht luffed up in the wind to clear her bowsprit. If Skipper Dick [Hellings] could have got hold of that pilot, someone would have suffered, but better thoughts entered the steamer-master’s head, and he bore away out of the road, with a parting howl from his passengers.”

This interference gave Mistral a short lead as she rounded Pinchgut Island, “so close that her keel must have pounded up some of the oysters”. In a fresh easterly breeze the yachts squared away for the run to the flagship. “Magic runs the faster, and rounds three lengths ahead.” Then “in mainsails down with fore and jib sheets, for a long beat to Curl Curl”. The yachts tacked down-harbour, their manoeuvres complicated by a strongly flowing tide. Magic lost her advantage when she luffed too near the northern end of Shark Island, and grounded for a few minutes. Mistral was well to windward when the yachts reached the Heads. “She is sailing well; the skipper is letting her rip through the water and that is all she wants to make tall travelling. She depends on her speed through the water to make up for Magic’s weatherly qualities.”

The yachts stood out through the Heads “facing the tide and the easterly sea coming right dead ahead. The sea is bumpy and Magic negotiates a big roller when plunge goes her bowsprit clean out of sight under water! The jerk rips the topsail halliards right up at the block, and down comes her 40-foot yard with a crash. Dick Hellings is soon at the masthead with a new rope, and with difficulty the big squarehead is got down on the deck. Almost at the same moment, Mistral’s topsail has also carried away; but Gogley, the active, is up at the masthead like a cat, and soon both yachts are heading northwards with the sea abeam, and topsails in place again.”

Mistral was “travelling like a steamer”, and rounded the mark at Curl Curl three minutes ahead. “Up go balloon jib and jib topsail, and she settles down to her strong point, a long run.” She rounded the flagship off Dawes Point 4 minutes ahead, to the jubilation of her supporters among the thousands of spectators. The easterly breeze held fresh as the yachts tacked down-harbour again.

“Now Magic wakes up! Extra care is taken with her sheets, the skipper gives orders, all hands lie quiet under the bulwarks, and she prepares to take every luff possible. This treatment agrees with her. On rounding Sow and Pigs she is only two minutes astern. After squaring away and setting balloon jib and jib topsail, she evinces a determination to walk right on to the leader. Fort Denison is passed with Magic’s bowsprit in uncomfortable proximity to Mistral’s backstay. Excitement is now intense. Mistral keeps close into the flagship, and Magic, to avoid collision, passes to leeward. The two yachts pass the finishing-line exactly side by side; their balloon canvas, illuminated with the sun, looks like mountains of snow. So ends the closest race ever sailed by first-class yachts, a sight as grand and magnificent to the thousands of spectators on shore and afloat as any lover of aquatic sport, or even casual spectator, could wish.”

As the yachts had started level, Magic won with her full time-tonnage allowance of three minutes.

The methods of classifying, handicapping, and starting yachts were frequently changed by regatta committees in attempts to attract more competitors. These alterations of rules were confusing to designers and builders of yachts, and this unquestionably had contributed to the decline of yacht racing in the early ‘seventies. But now enthusiasm was reviving. To further stimulate it, a member of the Squadron, Hon. William Laidley, M.L.C., donated trophies for two yacht races on Saint Patrick’s Day (17th March) 1877. Laidley was a member of one of the leading pastoral families, and had recently bought Pen, a yacht past her prime as a racer, but suitable for cruising.

Laidley’s trophies were a cup of £60 for a handicap race, open to yachts of any size, on a time allowance based on recent performances, and a cup of £40 for an open scratch race.

The idea of handicapping on performance was a new one at Sydney at that time. The race was started level, and the time allowance calculated on finishing-times. Magic was on scratch, giving Mistral three minutes. A few smaller yachts entered were completely outsailed by the two champions, even with their time allowances. Magic crossed the finishing-line two minutes ahead, but Mistral won by a minute on the allowance. This close finish was made even more exciting by an accident on board the flagship, when a signal-gun was fired as Magic crossed the finishing-line. The gun burst, blew off part of the ship’s superstructure, and bystanders on deck received minor injuries from flying fragments.

The scratch race for the £40 cup was sailed a week later, with only the two champions entered, on a course which included an ocean stretch. Magic won by 10 minutes 7 seconds, as a commentator stated, “with ridiculous ease”, and thus became indisputably “cock o’ the harbour”.

In the closing years of the 1870s, the Squadron was strengthened by the addition to its register of several new yachts of medium tonnage. One of these was Daphne, a 12-ton yawl, built in 1876 by W. Dunn, of Lavender Bay. Another was Violet, a 12-ton cutter, built in 1877 by W. Langford of Berry’s Bay, for one of the Squadron’s founders, F. J. Jackson. Violet was designed by the leading English yacht builder, Dan Hatcher, of Southampton. In 1876 Langford built Guinevere, a 14-ton cutter, for Randolph J. Want, and late in that year launched Oithona, also a 14-ton cutter, for Dr Charles Mackellar, who was now taking an active part in the affairs of the Squadron.

These four new medium-sized yachts provided strong competition for Hordern’s Meteor and Knox’s Pleiades in the class between 10 and 20 tons.

A competitor appeared also for Magic and Mistral, in the over-20-ton class. Her name was Waitangi, registered as of 22 tons. Her dimensions were 49 feet overall, 10 feet beam, and 8 feet 6 inches in depth. She

had been built in New Zealand as a sister of a crack English yacht, Vanessa, and was imported from New Zealand to Sydney in 1878 by a member of the Squadron, John Newton.

Waitangi's first appearance in a race against Magic and Mistral was at the Balmain Regatta in November 1878, where the three were entered for the first-class race, without time-tonnage allowances, over a course of 45 miles, including an ocean stretch, presumably to Botany Bay and return. The New Zealander met with "misadventure to her sails" and was left far astern. The other two fought out their usual keen tussle, alternately taking the lead, Magic crossing the line in a spectacular finish only half a minute ahead.

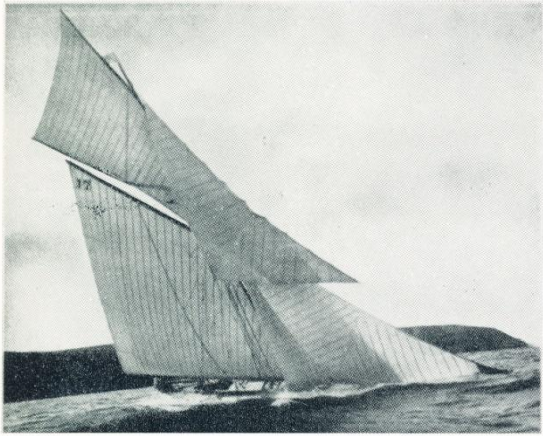
At the Anniversary Day Regatta in 1879 Mistral was not entered. Magic easily defeated Waitangi, and had thus, as a colonial designed yacht, proved her superiority to the two rivals in her class, both of which were built to English designs. A week later, in a race to Curl Curl and return, Magic again won from Waitangi. Mackellar's new 14-ton Oithona in this, her maiden race, gained third place, soundly beating the others in her tonnage class.

On 19th March 1879 twenty-eight yachts turned out to give a ceremonial farewell to the departing Governor of New South Wales, Sir Hercules Robinson, who was leaving for England in H.M.S. Emerald. The Squadron line was led by Commodore Gilchrist in Mistral, followed by Vice-Commodore Alfred Fairfax in Magic, then by Waitangi, Pen, Pert, Violet, Meteor, Pleiades, Guinevere, Daphne, Mabel, and Lone. A newspaper report stated, "as the fleet swept under the stern of H.M.S. Emerald, and each saluted, they formed a grand sight. It would be hard to see twenty-eight yachts more shipshape and better kept. The spectacle was such that no future exhibition in the harbour will be perfect without the attendance of the yachts."

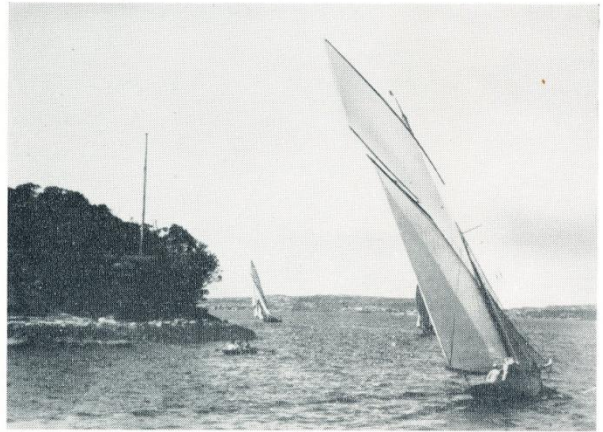
In that year (1879), according to later recollections, a yacht named Elba, owned by R. J. Webster, C. Barclay, and W. G. Seale, was sailed by Lou Jones from Sydney to Hobart, to compete in the Hobart Regatta. If that statement is correct, she was the first yacht to make an intercolonial voyage and to take part in intercolonial racing.

Despite the building of some new yachts, a commentator ("Lanyard", in the Sydney Mail, July 1879) declared that there should be a far greater development of the sport. "Such a beautiful harbour, such a yachting and boating people, such beautiful villa residences, such facilities for yachting neglected! What will our visitors think of our aquatics? They will ask for them; we will show them Magic and the dinghies. We will tell them how we can build boats that can sail any 28-ton boats in England, what beautiful woods we have for yacht builders, lovely shelter and anchorage everywhere, and point to the immense number of dinghies on the water!"

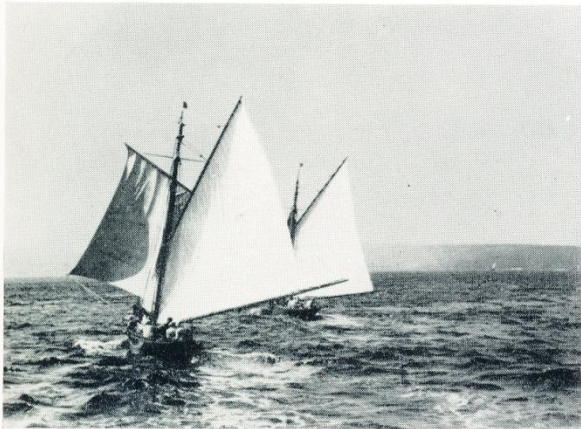
This comment, though rhetorically exaggerated, drew attention to the fact that small-boat sailing was in favour, and increasing in popularity. The word "dinghies" was used by the writer disparagingly to refer to yachts and sailing boats under 5 tons, which were excluded from R.S.Y.S. registration, as also were centreboard yachts. There was keen competition at regattas in various small-sailing boat classes, which included "skimming dish" centreboard boats, wooden dinghies and canvas dinghies, with minimum crews, and built at small expense. They were easily manoeuvrable over the short courses and crowded conditions of the regattas, and their races were held in the full view of spectators.



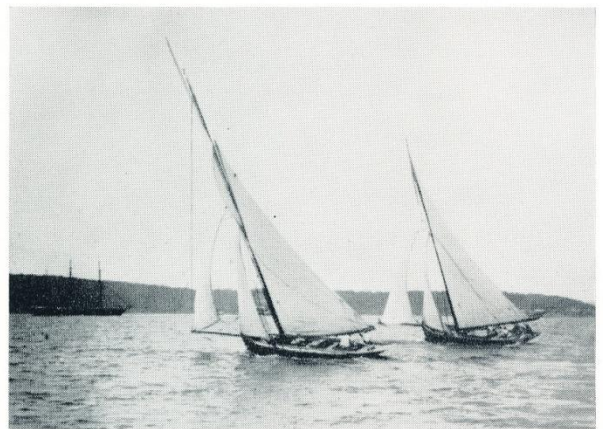
*THELMA* (Built 1889)



*SIROCCO* and *IOLANTHE*



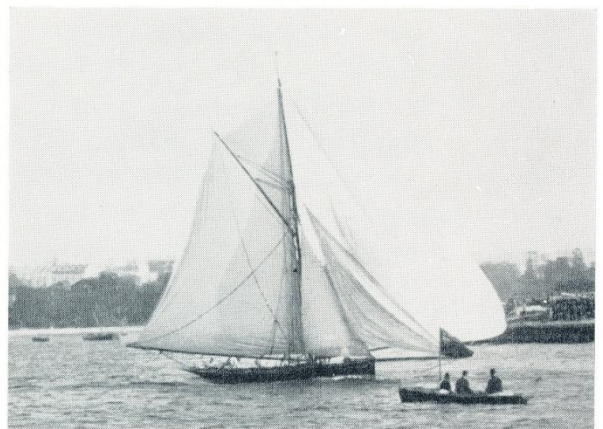
*SAO* and *IOLANTHE*



*IOLANTHE* and *SIROCCO*



*ISEA* and *IOLANTHE*



*IOLANTHE*



E. W. KNOX'S *SIROCCO*, 1881  
Customs Registration, 13 tons

From the watercolour by  
AN UNIDENTIFIED ARTIST  
in the possession of  
THE R.S.Y.S.

The Sydney Amateur Sailing Club entered for most of the races for smaller yachts, and in particular for that of a class of half-decked centre-board boats known as the “24-footers” of which there was quite a large number. There were no restrictions, apparently, as to their sail-area and, like the 22-footers and 18-footers which became famous in a later era, they were driven to the limit. R. J. Want, a Squadron member and, at the time, owner of Guinevere, gave this lively description of part of one of their races sailed in 1878 during a half-gale:

“Mr. Amora, the starter, lowered his flag and they were off like smoke, all on the starboard tack. Montgomery, in the Coryphene, being to leeward and astern of Sea Breeze, without any right or reason, put his helm down and came stem on to Sea Breeze, causing serious damage and some nasty cuts. While this fouling was going on, Kingfisher . . . Sylvia . . . and Wyvern were pegging along right merrily for the northern shore . . . Coryphene making a splendid weather of it, as snug as possible, Sea Breeze, like a log smothered with canvas, her full bows making terrific gaps on the huge rollers and taking in water enough to satisfy the veriest teetotaller.

“Coryphene rounded the buoy first. . . [and] after taking a long time to think about it, set a balloon jib as a spinnaker, the others all sending up square sails smartly . . . rolling and racing like mad things. Such a breeze as they had behind them it is a wonder they were not blown clean out of the water. Sea Breeze and Wyvern were making a desperate bid for second place. The latter . . . being a little ahead and finding [the pace] getting rather hot, foolishly hoisted a big topsail. This sent her ahead a little more but she eventually paid a heavy penalty for the advantage.

“At the lightship . . . Wyvern, with every stitch of canvas set—mainsail, huge squaresail and topsail—manfully jibed their boat. As the mainsail swung gracefully over, the long squaresail boom slid out as if by magic, and she bounded off on the other tack as if nothing had happened. It was the most magnificent thing I have ever seen done... [but the honour and glory of it was but poorly recompensed for, about a quarter of a mile further on . . . the immense press of canvas drove her clean under water, sent her crew into the gutter, and fifteen heads, bobbing up and down like the corks of a net, were all that remained of the stately little barkie that had come so manfully through the worst of the wind.”

Although the “Amateurs” fleet of smaller vessels was increasing, the oceangoing or deep-keel yachts, registered as over 5 tons, especially in the larger classes, were now few in number. The superiority of Magic in the class over 20 tons, and differences of opinion on methods of handicapping, had caused many lovers of yachting to prefer small yachts and open-boat sailing. One such was Dr Herman Milford, a foundation and continuing member of the Squadron, who was also an early member of the “Prince Alfreds” and of the Sydney Amateur Sailing Club. His 5-ton yacht Doris, built for him in 1879 by George Ellis, was an innovation. She was a deep- keel vessel in miniature, ballasted with lead outside, and was eligible to compete in Squadron races as the smallest yacht on the register, and could even sail on an ocean course. She won several races in the small and medium classes in the regattas of the 1879-80 season.

At this time Alfred Fairfax, owner of Magic and vice-commodore of the Squadron, decided to retire from active yachting. He had had an easy victory in Magic at the Balmain Regatta in November 1879, and afterwards sold her to his cousin, James R. Fairfax. At the Squadron’s annual meeting, in August 1880, Alfred Fairfax retired from the office of vice-commodore, and was succeeded by Dr Charles Mackellar, owner of Oithona.

At the opening of the season at the Balmain Regatta in November 1880, Waitangi had her first victory, defeating Oithona over an ocean course after a collision during the race. At the Pymont Regatta in December, these two yachts met again, in a contest for the Mayor’s Cup. This time Oithona won.



At the turn of the year 1881, the Squadron made a serious attempt to revive interest in racing, by introducing a system of handicapping based on tonnage modified by performance. All yachts on the Squadron's register thus became eligible for a race for the Commodore's Cup (donated by Commodore Gilchrist). This race was sailed at the Squadron's meeting on 22nd January, and was won for her new owner by the redoubtable Magic, with Mackellar's Oithona second and E. W. Knox's Pleiades third.

In the first-class race at the Anniversary Day Regatta, held four days later, the new system of handicapping was brilliantly demonstrated in a close finish. Mistral defeated Waitangi by 20 seconds only, Magic by 50 seconds, and Oithona by 83 seconds. A writer in the Sydney Mail commented, "Between fickle Dame Fortune and the handicappers, the glories of the sport are getting pretty evenly distributed among the yachting thoroughbreds."

Early in February 1881, the new handicapping system was applied also in a Squadron race for a cup donated by Vice-Commodore Mackellar, in which it was stipulated that each yacht should be steered by a member of the Squadron. The result was a much-cheered win for the 12-ton yawl Daphne, which had never previously won a race, and was now steered to victory over Magic, Waitangi, and Mistral in that order.

On 24th February Commodore Gilchrist, "with every good wish for the success and prosperity of the Squadron", resigned his office, on the eve of his departure for England. A valedictory luncheon was tendered to him in a marquee on the lawn at the Hon. J. White's home at Double Bay. Vice-Commodore Mackellar, as Chairman, eulogized Gilchrist's services for the previous five years, and mentioned that membership of the Squadron had increased during that period from forty-five to seventy.

That remark suggests that, during the 'seventies, the Squadron membership had slumped badly since, shortly after its inception, membership had stood at seventy-five.

H. C. Dangar, who was then M.P. for East Sydney, and had been honorary treasurer of the Squadron for nineteen years since its inception, stated that he had never seen better contests in Port Jackson than those that had taken place during the Gilchrist regime. "It is true," he added, "that we have had recourse to handicapping, which is not an altogether satisfactory way of racing yachts, but it has led to fun and good fellowship, and nothing has destroyed the harmony and chivalry which are characteristic of yachting."

A few days later, when the ex-commodore left for England in s.s. Peshawar, fourteen yachts of the Squadron turned out to give him a yachtsman's farewell. They sailed in line led by Oithona, followed by Magic, Waitangi, Pen, Pert, Violet, Daphne, Guinevere, Harpy, Erin, Pleiades, Mabel, Lone, and Doris. (Mistral was laid up, as were also a few others.) Apart from the vice-commodore's Oithona, the other yachts sailed in order of precedence according to their tonnage rating. Among yachts not previously mentioned, Harpy was a 9-ton yawl, built in 1879 by Ellis of Balmain to the design of her owner, C. A. Benbow. Pleiades was a 7-ton cutter, and Erin was therefore between 7 and 9 tons, while Mabel was between 5 and 7 tons. Of the fourteen yachts in the procession, only eight were over 10 tons, and of these Pen and Pert had finished their racing careers and had been converted to cruisers. It was not a strong showing numerically after the Squadron had been in existence for nineteen years, and in this respect enables comparisons to be made with the development in later years.

At a meeting of the Squadron on 3rd March 1881 James R. Fairfax was elected commodore in succession to Gilchrist, and Dr Mackellar continued in the office of vice-commodore. The appointment of J. R. Fairfax was an agreed temporary arrangement during Gilchrist's absence. In fact, when Gilchrist returned, six months later, J. R. Fairfax stood down, and, at the annual meeting in August 1881, Gilchrist was reappointed commodore.

Evidently Gilchrist had brought back from England the latest ideas of classifying and handicapping yachts. At the annual meeting which reappointed him as commodore it was decided to reclassify the Squadron's yachts, few as they were, into four classes, viz., first class, over 20 tons; second class, between 10 and 20 tons; third class, between 7 and 10 tons; fourth class, between 5 and 7 tons. Handicapping was to be on the principle recognized by the British yachting authorities, i.e., a time allowance of half a minute per registered ton, irrespective of other considerations; but in all races under these rules, yachts would be permitted to enter above their own class.

The reversion to time-tonnage handicapping could have only the effect it had had previously: to discourage some yacht owners from entering for races in which experience and performance had shown that they would have no chance of winning under that system. It obliged yacht designers also to view volumetric tonnage as the paramount factor, although this, in effect, can be irrelevant to speed. Once again, first-class yachting was thrown into the doldrums, but its enthusiasts could not be discouraged. They whistled for a wind, knowing that the sport of yacht racing would eventually revive.

Among these enthusiasts, Alfred G. Milson in 1881 purchased Waitangi from John Newton, and began to refit her to improve her racing ability. In that year also, E. W. Knox became the proud owner of a 13-ton cutter, Sirocco, built for him at Sydney by W. M. Ford, from designs by Dan Thatcher of Southampton. It was said that Sirocco was "of the true modern type, with nearly all her ballast outside, and the greatest possible displacement for the least possible tonnage, and, in fact, with all the advantages that being built in 1881 instead of 1874 can bestow".

Races under the Squadron's new rules and classifications were poorly contested in the 1881-2 season. There were no entries in the first-class, over 20 tons. Mistral was "accumulating barnacles in Lavender Bay" and Waitangi was undergoing refit. J. R. Fairfax also temporarily withdrew Magic from racing.

Only two yachts entered for the Squadron's race for fourth-class yachts on 28th January 1882. Doris (Dr Milford) beat Mabel (J. R. Love), but only with the assistance of the time-tonnage allowance. Similarly, only three yachts entered for the Squadron's second-class race on 14th February. This was Sirocco's maiden race, and she won it, with her time allowance, from Oithona and Guinevere. A week later, the three raced again, and the victory went to Oithona.

Small-boat sailing, organized for classes under 5 tons, thrived at regattas, but the Squadron had no part in this activity, which was generally organized by the Sydney Amateur Sailing Club, and by new clubs formed locally at Double Bay and Balmain. There was also now a Canvas Dinghy Club.

In that year (1882) the renowned little Australian, then twenty-four years of age, which had been for many years on the register of the P.A.Y.C. but not of the Squadron, was bought by Harry Stevens for £110 from A. French, a city merchant for whom Stevens had been acting as skipper. In the first year that Stevens sailed her as her owner, he won exactly £110 in prize money. The "little wonder" continued to make yachting history.

At the Squadron's annual meeting in August 1882 the Hon. William Laidley, M.L.C., was appointed commodore, and Alfred G. Milson vice-commodore. There was little that they could do quickly to restore the competitive spirit that had been frustrated by the time-tonnage rules. At the opening of the Squadron's season in November, J. R. Love's Mabel and Dr Milford's Doris were the only entrants in the fourth-class race, Doris winning, as in the previous year. In the second-class race, there were only three entries, Sirocco winning from Guinevere and Pleiades.

The yachtsman who did more than any other to “whistle for a wind” in these doldrums was the veteran Dr Herman Milford. In February 1883 he made yachting history by sailing his little 5-ton deep-keeler Doris on a coast-hugging ocean course of nearly 600 miles to Melbourne. He was no novice in ocean yachting, for, nearly thirty years previously, he had sailed in a yawl coastwise from Brisbane to Rockhampton; but his adventurous voyage to Melbourne in 1883 was made more notable when he entered Doris in the Port Phillip Regatta on 10th March 1883, and won races in his class.

Dr Milford was not only a foundation and continuing member of the Squadron, but was also at this time commodore of the Prince Alfred Club. Doris was on the register of both the Squadron and the “Prince Alfreds”, but her victory at Melbourne was officially credited to the latter. It is not too much to say that the worthy doctor on this occasion was a true pioneer of intercolonial (nowadays known as interstate) yacht racing in Australia—an achievement which makes his name memorable in the yachting annals of our island continent.

The most exciting race of 1883 was a match sailed in February of that year between Edward Knox’s Sirocco (10 tons) and Dr Mackellar’s Oithona (14 tons) for a purse of £25. The Daily Telegraph and Sydney Morning Herald both gave detailed reports of the race:

“The course agreed upon was from Kirribilli Point, out through the Heads, around a flagboat off Bondi, back into the harbour and round Shark Island to Pinchgut, round Shark Island again and finish off Fort Macquarie. However, owing to a violent storm developing, which threatened at one time to stop the race altogether, the commodore for the day (Arthur C. Milson) sent the contestants round Shark Island to Manly [Cove] back round Pinchgut, again to Manly, and return to finish off Fort Macquarie.

“The race commenced at 2.30. It was not a gentle contest upon summer seas with sails of silk, but a tough match with a piping gale and a real live sea to battle with. . . . A huge mass of clouds, inky and leaden, were rising all round the south and west. . . the notes of a gale came out of their heart and shortly before 4 o’clock white caps were scattered all over the green sea fields.

“It was moderately fair weather at the start and both boats came gracefully up under mainsail, jib-headed topsail, foresail and jib, from the direction of Neutral Bay, finally making a flying start at 2.30 p.m. The Oithona had a couple of boat lengths’ advantage over her opponent which was widened to one minute by the time Shark Island was rounded.

“The [club] steamer Prince of Wales steamed ahead to Manly to lay the mark and the view from her was a fine one as Oithona, which seemed to run better than Sirocco, rounded 2 minutes 20 seconds ahead.

“Going back up the harbour, Sirocco took in her jib-headed topsail and gained on her antagonist, although the fast gathering storm made it rather difficult to say how the race was going. The sky overhead got more and more gloomy, and, as Oithona was tacking from Lady’s Beach, a heavy squall came on which soon deepened into a gale. It was remarked, on the steamer, by an old yachting man, as he watched the splendid way that Sirocco was being sailed, almost in the teeth of the wind, ‘the next time up and the Sirocco will beat.’ “On rounding Pinchgut, Sirocco had reduced Oithona’s lead to 40 seconds.

“Now came the exciting part of the contest. Off Bradley’s Head, after the boats had jibed, they put up their squaresails coming down the harbour in a magnificent manner. The wind was blowing a heavy sou’-wester and Oithona once more increased her lead. Soon the full force of a squall from the S.W. came down with a vigour that roused the excitement of all on board the steamer as they beheld the two beauties tearing away before it. A few minutes more and the boats could no longer stand the enormous pressure of their canvas,

especially in Oithona which appeared to be going bows under, so squaresails were taken in and the smaller boat very wisely lowered the topsail and housed the topmast as well.

“Again the Prince of Wales was rounded at Manly, those on board cheering both yachts as they passed within a dozen yards of the stern, only a minutes and a half between them, Oithona leading. They swept around the steamer easily, as gracefully as albatrosses on wing. . . yet all who witnessed it were a score of people on the steamer, half a dozen sou’-westered old veterans on the Manly Pier, and a few wise people behind window panes.

“Now the whole body of the gale was abroad and the two winged creatures were lying down at a desperate angle, their gunwales under, their canvas dripping, tearing through the water at a pace which kept the fireman of the steamer coaling.

“At the Sow and Pigs Sirocco stood in for George’s Head while Oithona pounded along a lee shore past Watson’s Bay with more sail than she ought to have carried.”

From this point, the reports went on to say, Sirocco overtook and passed Oithona but the race was then lost sight of in the storm. Sirocco finished with a clear win and collected the stakes.

THE 1880s—T. A. DIBBS'S STEAM YACHT ENA—WALTER REEKS  
DESIGNS ELECTRA—THE MIGNONETTE TRAGEDY—NO LIMIT TO  
SAIL-AREA—LORD CARRINGTON A "YACHTING GOVERNOR"—  
CAPTAIN GASCOIGNE—ASSEGAI AND SAO—R. H. D. WHITE'S S.Y.  
KINGFISHER—THE GASCOIGNE CUP PRESENTED

At the Squadron's annual meeting in August 1883 Edward William Knox, owner of Sirocco, was appointed commodore. Only three years previously E. W. Knox had become general manager of the Colonial Sugar Refining Company, in succession to his father, who was one of the founders of that company.

One of the most enthusiastic members of the Squadron at this time was Thomas Allwright Dibbs, general manager of the Commercial Banking Company of Sydney. Born at Sydney in 1832, T. A. Dibbs was the elder brother of C. R. Dibbs, who in 1883 was Colonial Treasurer of New South Wales, and later became Premier. From his boyhood, T. A. Dibbs had been keenly interested in yachting, and in the 'seventies and 'eighties contributed many articles on yachting to the Sydney Mail, under the name of "Lanyard". Now, in 1883, aged fifty-one, he became the owner of a steam yacht, s.s. Ena, which was built by W. Dunn at Lavender Bay. She was of 32 tons register, and was described as a steam schooner, being fore-and-aft rigged on two masts, with an auxiliary steam engine amidships and screw propulsion. She was registered with the Squadron, of which T. A. Dibbs had been a member for many years, but, as in all such cases, registration by volumetric tonnage, in accordance with the rules of the mercantile marine, was no real indication of her size, since engine-space, navigation-space, and crew's quarters were not measured. Ena was in effect solely a pleasure yacht, the first of several steam schooners which joined the Squadron in the 'eighties and 'nineties, and made picturesque appearances at regattas and other outings. They cruised in the harbour and along the coast, but naturally took no part in yacht racing, except to carry officials and spectators.

The only outstanding sailing yacht built at Sydney in 1883 was a 7-ton deep-keel cutter named Sao. She was launched from Ford's yards at Berry's Bay for Dr Milford, following his victory at Melbourne in Doris. The energetic doctor's new yacht soon proved that she had wonderful sailing qualities, winning (with the assistance of her time allowance) against yachts much bigger than herself.

In August 1884 James R. Fairfax succeeded E. W. Knox as commodore of the Squadron. With the support of Vice-Commodore Alfred Milson, he at once took steps to build up the Squadron's strength and prestige. Within a month of his appointment, J. R. Fairfax announced that he would donate a trophy of £100 (the Commodore's Cup), for a race open to Squadron members only, on two new conditions: the race to begin with a "flying start" (instead of from moorings with sails down, as previously); and there would be no entrance fee.

On 12th January 1885—a week before the date fixed for the Commodore's Cup race—the Squadron turned out for "evolutions". These manoeuvres in formation, with flag signals, had been somewhat neglected in previous years. The yachts assembled at Double Bay, and "formed squadron" in the following order: Magic (Commodore J. R. Fairfax), Waitangi (Vice-Commodore Alfred Milson), Mistral (now reconditioned and owned by Gilbert), Oithona, Sirocco, Daphne, Ione, Pen, Mabel, Sao, Iolanthe, and Doris.

A reporter on board the commodore's yacht described the evolutions with the nice mixture of nautical phrasing and banter appropriate to the occasion. "The lightest of light easterlies lazily filled the sails, and there was some growling at the invisible and creeping nature of the wind, excusable in ardent yachtsmen who wished to vie with one another in handling their swift ships." A line was formed, with Magic in the lead, and

Waitangi “in close attendance, almost too close, for with a large square header set she could with difficulty be kept in her place, Magic’s topsail having been taken in so that her signals could be better seen”.

As the yachts stood slowly down on the starboard tack, H.M.S. Tamar “steamed up the harbour and passed through the fleet. She was, of course, saluted and returned the compliment.”

After a number of evolutions, directed by the commodore by flag signals from Magic, the yachts hove to in Chowder Bay, where some watermen were waiting with dinghies to convey yacht owners by invitation on board the commodore’s yacht. “There an evolution was performed, consisting of filling a glass and emptying it without leaving any heel-tap, the filler at the same time declaring, as musically as he could, that the commodore was a Jolly Good Fellow.

“After the owners had been conveyed back to their respective vessels in dinghies and cockleshells of every imaginable shape, and of somewhat questionable stability, line was again formed, and the Squadron ran up the harbour before the wind.”

This muster of Squadron vessels at the beginning of the year 1885 inaugurated a revival of yachting which has developed with increasing momentum ever since. There were many factors which stimulated yachting at Sydney in the 1880s and 1890s, and prepared the way for the great extension of the sport in the twentieth century. New yachts were built; new systems of rating yachts and rules of racing were progressively adopted; more and better trophies were offered, and intercolonial competitions became established. The Royal Sydney Yacht Squadron, under Commodore James R. Fairfax and Vice-Commodore Alfred Milson, took the initiative in this revival. Their efforts were supported by enthusiastic members, and also by the Prince Alfred Yacht Club—many yachtsmen, then and since, being members of both clubs.

The race for the Commodore’s Cup was held on 19th January 1885. It attracted five entries: Waitangi (A. C. Milson), Sirocco (E. W. Knox), Sao (Dr Milford), Lone (then owned by P. Williams), and Doris (then owned by W. B. Mitchell). The course was twice from Neutral Bay to Manly Cove, rounding Shark Island and Fort Denison. Waitangi had been refitted for racing by Alfred Milson. She finished first, but with only 35 seconds to spare, and yielded the prize to Sirocco, which had an allowance of six minutes. A week later, at the Anniversary Day Regatta, over a course which included an ocean stretch, Waitangi took the prize, with Sirocco second.

That was a busy season for yachtsmen. On 21st February there was a muster of yachts and sailing boats, organized by the Squadron in association with the “Prince Alfreds” and other sailing and boating clubs. At this combined display of yachting strength, the Squadron mustered eleven yachts, the “Prince Alfreds” six, the Sydney Amateur Sailing Club thirty- nine open or partly-decked sailing boats, and the Canvas Dinghy Club twelve. Other clubs, and individual owners, added another forty sailing craft to the muster, in which it was reported that “almost one hundred sail participated”.

The Squadron’s representatives at the muster were Magic, Waitangi, Mistral, Oithona, Sirocco, Meteor, Pleiades, and Mabel, with two steam schooners, s.s. Ena (T. A. Dibbs) and s.s. Northumbria (Christopher Newton). In addition, the Squadron was joined by the schooner Red Gauntlet, wearing the burgee of the Royal Yacht Club of Victoria.

A week later, on 28th February, there was a Squadron race for the “Vice-Commodore’s Trophy”, a binnacle and compass. In this race the handicapping, on performance, was applied at the beginning with a flying start, and a thrilling finish resulted. Sao won, by 29 seconds from Lone, with Sirocco, following 10 seconds astern, in third place.

During the winter months, a new steam schooner-yacht, s.s. Edina, 21 tons, was launched from Langford's yard at Berry's Bay for her owner, J. A. Brown, a member of the Squadron. A large yawl, Electra, 29 tons, was launched from W. Ford's yard at Berry's Bay for another Squadron member, J. F. Fitzhardinge. Electra was designed by Walter Reeks, who was thereafter to come increasingly into prominence as a yacht designer at Sydney.

Early in 1885, during a visit to England, John Want (son of R. J. Want, who had joined the Squadron in 1863) purchased the 33-ton yawl Mignonette and arranged for her to be sailed to Sydney by a crew of four, one of whom was a cabin boy, named Parker.

The yacht left Southampton on 18th May 1885. On 3rd July, when she was off the South African coast, she encountered heavy weather. At 4 o'clock in the afternoon, whilst the yacht was running before the wind under double reefed mainsail and squaresail, a gigantic following sea crashed over the stern. "The sea which pooped her," ran the contemporary account of the incident, "not only carried away the stanchions and bulwarks aft but shattered and loosened the stern frame and timbers, opening them to such an extent that the water rushed in rapidly."

The yacht broached to and quickly began to sink. The crew just managed to launch the dinghy and get aboard it before the Mignonette went down. The only food they managed to secure was two tins of turnips.

For twenty-four days the dinghy drifted at the mercy of wind and sea. The occupants suffered acutely; possibly their minds became deranged by the ordeal of hunger, thirst and sunburn. At some point during that terrible period the boy perished. It was alleged that he was murdered and eaten.

Eventually the three men were picked up by a vessel bound for Falmouth. They were charged in England with murder and, after a protracted trial, two of them were condemned to death. Subsequently, however, in view of the desperate situation and their utter distress at the time, the sentence was commuted to a term of imprisonment.

The loss of the Mignonette and its tragic sequel caused consternation and no little controversy among Sydney yachtsmen and particularly among John Want's Squadron associates, one of whom summed up the dinghy episode thus:

"The whole surroundings prove it [the murder] to have been a deliberate act; no doubt it was also a mean and cowardly one, judged by a high standard of morality. But then, pros and cons are not likely to be weighed very nicely or logically by men in such straits as the Mignonette's crew. Nor are we, who sit at ease at home and cannot possibly realize the sufferings, exactly in a position to act the part of their judges."

In August 1885 the Squadron made a vitally important alteration in the rules for measuring yachts for racing, by adopting what was known as the "1730 Rule" as recognized by the Yacht Racing Association in Britain.

The aim of this rule was "to tax breadth less, and check the tendency to construct the 'plank-on-edge' type". It differed from the Thames Rule, in that length was measured on the load waterline, instead of overall, and also in its arithmetical formula.

The new rule provided: "The tonnage of every yacht entered to sail in a race shall be ascertained in the manner following: The length shall be taken in a straight line from the fore end to the after end of the load waterline.....The breadth shall be taken from outside to outside of the planking in the broadest part of the

yacht. . . Add the breadth to the length, multiply the sum thus obtained by itself and by the breadth, then divide the product by 1730, and the quotient shall be a rating in tons. A fraction shall count as a ton.”

The “1730 Rule” was thus expressed as a formula:

$$\frac{(\text{LWL plus Beam})^2 \times \text{Beam}}{1730} = \text{Tonnage}$$

The result was a considerable variation from the rating of yachts which were registered with the Squadron according to the system which was known as “Customs Tonnage”. The variation is illustrated in the following examples of five yachts which were already on the Squadron’s register when the new Rule was adopted:

	Customs Tonnage	1730 Rule
Daphne	12.11	9.48
Guinevere	14.90	9.52
Magic	28.00	24.94
Waitangi	22.00	21.00
Electra	29.00	20.87

Thus, designers who had refused to consider volumetric tonnage as the prime consideration, but had concentrated on load waterline (indication of wet surface) and breadth amidships (to increase stability and weatherly qualities) were vindicated by the new rating, which, on the fixed time-allowance system, now gave all yachts a more equal chance when racing. To this extent the “1730 Rule” had a beneficial effect on yacht designing, but it still disregarded the important factor of sail-area.

A feature of yacht rig in the nineteenth century was the extremely lengthy gaff at the head of the mainsail, often extending in relatively small vessels as much as 30 feet from the throat to the peak of the sail. Sails were loose and bulging, and the mainsail not laced to the boom. It was considered then that the leverage or pressure forward was in the part of the sail which fell to leeward when the mainsail was close hauled. For this reason, to obtain the maximum mainsail area, the gaff, at the head, and likewise the boom, at the foot, of the sail, were as lengthy as the size of the yacht could possibly permit. By similar reasoning, the lower mast, on which the mainsail was set, was as tall as it could be with regard to the yacht’s stability, which largely depended on depth of keel and on beam amidships.

Fitted to the lower mast was the topmast, a separate spar which carried the topsail. This, in larger yachts, was a square sail, bent to a yard, in a similar manner to the sails fitted in square-rigged vessels. In racing yachts the square topsail was set by hand which necessitated a man going aloft.

Cutters and sloops, as well as schooners, often carried square topsails. Jackyard topsails also were frequently used.

It was not until comparatively modern times that the separate topmast and topsail were replaced by a mast in one tall spar, with the mainsail peaked well up, and the gaff standing almost perpendicular so that the functions of mainsail and topsail were combined (gunter rig). Further development resulted in the “Bermuda rig”, in which the gaff disappeared altogether, the mast being extended considerably, and braced by the system known as “Marconi rigging”. The sail then took the form of a trysail, being three-sided, with the “hoist” running up a track fitted to the mast, the “foot” being either laced or tracked to the boom. The sail could be reefed by being rolled down and around the boom by working a ratchet which turned the boom.



In the mid-1880s, no allowance was made for sail-area in the classification and handicapping of racing yachts which, even under the “1730 Rule”, was based on hull dimensions only. This caused much debate. For example, Magic had a load waterline of 48 feet and a sail-area of 3,284 square feet, in comparison with Sirocco’s L.W.L. of 37 feet and sail-area of 2,054 feet. These measurements were of the “working sails” only, and did not include the extra sails used in racing, such as balloon jibs, balloon topsails, and spinnakers. As skippers were permitted to set whatever sails they wished when racing, it seemed impossible to make any acceptable rule involving the important factor of sail-area. With so many different sizes of yachts, and differing rigs, close finishes were achieved only by waiving all rigid rules and relying on time allowance made by a handicapper, or handicapping committee, on practical judgments and records of performances—a procedure frequently adopted in later years.

Another problem, of an entirely different kind, faced yachtsmen at this time. “The Ancient Mariner”, writing in the Sydney Mail of 8th November 1884 observed: “Besides the excitement and the more or less of risk that accompanies racing, another form of both was provided in the shape of gunnery practice from George’s Head. Shots were fired regardless of whether boats were near or not; one ball threw up water not 100 yards away. . . The present plan is entirely barbarous, and only worthy of some country where human life is entirely disregarded.”

Despite all these problems, the revival of interest in yachting at Sydney —which can be said to have begun in the 1884-5 season—was evidenced by the building of new yachts and by the increased value of prizes and trophies. It was also assisted by the co-operation of the other yachting and sailing clubs in combined musters and on special ceremonial occasions.

At the opening of the season, in October 1885, thirty-eight yachts participated, of which fourteen under sail were from the Squadron, namely Magic, Waitangi, Pen, Oithona, Sirocco, Guinevere, Meteor, Violet, Daphne, Pleiades, Mabel, Sao, Lone, and Doris.

The steam schooner-yachts Ena and Edina were also in attendance, together with a new steam yacht, s.s. Genesta, registered with the Squadron, and owned by the veteran Alfred Fairfax, former vice-commodore and original owner of Magic. Notable absentees were the new 29-ton yawl Electra, presumably not yet manned, and the former champion, Mistral, which had retired from racing and was again “accumulating barnacles”.

During the winter months, Waitangi had been on the stocks for a refit which virtually amounted to a rebuilding of part of her hull to the design of Walter Reeks. Much of her “deadwood” aft had been cut away, and her counter given a new shape. These alterations were so extensive that it was said that she was “practically a new yacht”. Her owner, Vice-Commodore Alfred Milson, had also imported a new set of sails from England, in a determined attempt to wrest supremacy from her old rival, Magic.

At about this time, steam launches, newly appearing on the harbour, began to raise the ire of sailing men, one of whom fumed in a letter to a newspaper:

“A gentleman who, with his wife, was run down in the harbour by one of those pestiferous steam launches has summoned the master of the launch. . . . It is satisfactory to see that we have some boating men who will not tamely submit to the tyranny of these reckless navigators . . . [who] have exercised a thorough reign of terror over sailing boats. Only in very rare instances do they dream of obeying the rules of the road.

“For some reason or other many of the skippers in charge of these little puffing billies are as blown out with importance as their boilers are with steam!”

There was another ceremonial occasion on 11th December 1885, when yachts of the Squadron and the "Prince Alfreds" turned out to welcome a new Governor of New South Wales, Lord Carrington, who had formerly been aide-de-camp to the Squadron's Patron, the Prince of Wales. Lord Carrington and his aide-de-camp, Captain Gascoigne, were known to be keenly interested in yachting. The vice-regal party arrived in R.M.S. Carthage, which anchored in Farm Cove. To welcome the Governor, members of the Ministry, headed by the Hon. G. R. Dibbs, Premier, were conveyed in T. A. Dibbs's steam schooner-yacht, Ena, wearing the Squadron burgee. The Ena later brought the Governor through a lane of yachts to the landing-stage at Man o' War Steps, adjacent to Government House.

Keen interest was aroused by the first contest between the newly-launched Electra, the reconditioned Waitangi, and the twelve-year-old champion Magic, the only three entered in the first-class race at the Squadron meeting on 23rd January 1886. Once again the redoubtable Magic was victorious.

Three days later, Magic again sailed home ahead of Waitangi, in a close finish, but the prize went to Waitangi, which on this occasion had a time allowance of six minutes.

Magic's record since 1874 had been truly remarkable. She had entered in twenty-one races, and had secured fifteen firsts, five seconds, and had been only once unplaced. The reconditioned Waitangi had now become a formidable opponent for her, whilst Electra, in certain conditions and especially in light airs, could outsail both Magic and Waitangi. In a match race to Long Reef and back Electra defeated Waitangi, but under "millpond" conditions.

On 6th February 1886 Lord Carrington was a guest of the Squadron for a harbour cruise on board Alfred Fairfax's steam yacht Genesta. This was said to be "the first time that Vice-Royalty came among yachtsmen as a yachtsman, accepted their hospitality, and mixed with them as one of themselves". The yachting correspondent of the Sydney Mail commented, "We have had Governors whose forte was horse racing, and we have also had Governors whose forte was—as Artemus Ward said of certain politicians—'to do nothing in particular', but we have never previously had a Governor who gave his due support to the most thoroughly national of all sports."

Later, when a suggestion was made that yachtsmen should entertain Lord Carrington at a banquet in the Town Hall, a member of the Squadron indignantly protested, "What did the Almighty design Port Jackson for, if it were not, among other blessings, to solace newly-arrived Governors for the absence of such things as woodcocks, grouse, soles, whitebait, salmon, and turbot?"

Lord Carrington was again the guest of the Squadron on a cruise in May 1886. His aide-de-camp, Captain Gascoigne, now joined the Squadron as an active sailing member, and later became owner of the yacht Carina, and a member of the Squadron committee.

During the winter months of 1886, two important additions were made to the Squadron's racing yachts. W. P. Smairl brought from Melbourne the crack yacht Assegai, built there in 1881. She was a cutter rated at 6 tons under the "1730 Rule". She had a waterline length of 32 feet and a sail-area of 1,503 square feet. She had won many races on Port Phillip. At about the same time, another member of the Squadron, F. W. Murnin, imported from Scotland the cutter Iolanthe, rated at 6 tons, length 32 feet, sail-area 1,393 square feet. She had been built three years previously by W. Fife of Fairlie, on the Firth of Clyde, Ayrshire, and had been "allowed to fossilize as a cruiser" in Scotland until Murnin bought her to race at Sydney. These two new arrivals would obviously provide very strong competition for yachts such as Sirocco, Sao, Oithona, and Pleiades, rated formerly as second class, but now known as "B" class, i.e., under 20 tons rating.

In this year also the steam yacht Kingfisher joined the Squadron. She was owned by R. H. D. White, a Member of Parliament and retired banker, who lived in a mansion at Port Stephens (90 miles north of Sydney), where the yacht was built for him. Robert Hoddle Driberg White (affectionately nicknamed "Hoddle Doddle") had come into a fortune in remarkable circumstances. His grandfather, Robert Hoddle, a land surveyor, who had originally surveyed the town of Melbourne in 1837, had at that time purchased two acres of land in that town for £54, and had conveyed it to his wife, in trust for herself and her grandchildren. This trust had been overlooked, and in 1880 R. H. D. White took action to recover his share of the property. He received a half-share, valued at £250,000, and rents of the previous seventeen years, valued at £100,000. With this fortune he retired from his position as a bank manager at Mudgee, and went to live at Port Stephens, being elected M.P. for that district in 1882. He had the steam yacht Kingfisher, customs tonnage 20, built for his voyages to Sydney, where he took an active interest in yachting for many years thereafter.

It was announced at the annual meeting in August 1886 that Colonel F. G. F. Gascoigne (the father of the Governor's aide-de-camp, Captain Gascoigne) had donated a trophy, to be known as the Gascoigne Cup, to be competed for annually by yachts over 5 tons, until won three times in succession by the same yacht and the same owner. The course was to be at least 30 miles, including an ocean stretch.

This offer was accepted, the Squadron adding £20 for the winner, £15 for the second yacht, and £10 for the third. At least three yachts were to compete. The race was open to yachts of the R.S.Y.S. and of other colonies (States) if their members were honorary members of the Squadron. The crews were to be amateurs, except for the yachts' regular working hands.

At the official opening of the sailing season on 13th November 1886 six clubs participated in the biggest muster of yachts ever seen at Sydney until that time. The Squadron was represented with seventeen yachts, the "Prince Alfreds" with ten, the Sydney Amateur Sailing Club with forty, and the Double Bay Club with thirteen, the Balmain Club with twenty-six, and the Canvas Dinghy Club with twenty-one—a total of 127 sail.

Thus, in one way and another, the scene was set for a great development of yachting on Sydney Harbour, and on the waters outside.

THE LATE 1880s—AN INTERCOLONIAL CHALLENGE MATCH—  
 JANET DEFEATED BY WAITANGI—LORD BRASSEY’S SUNBEAM—  
 THE “1730” RATING RULE—ALFRED MILSON’S ERA—MURNIN’S  
 IOLANTHE—KEEN RACING

The yachting season, November 1886 to March 1887, provided more racing, and keener competition, than had ever previously been seen at Sydney. Vice-Commodore Alfred Milson’s Waitangi had now been improved in her racing qualities to provide a lively challenge to Commodore J. R. Fairfax’s Magic in “A” class racing; whilst the new yachts Iolanthe and Assegai made strong running against the “B” class flyers Sirocco, Oithona, and Sao. Races were now held under auspices of the Squadron, the “Prince Alfreds”, the Double Bay and Balmain clubs, and various regatta committees, on almost every Saturday and public holiday throughout the season. At last yachting had come to the fore as the most spectacular, and most appropriate, sport in a seaboard city that had grown to maturity.

The outstanding event of the season was a match of three races at Sydney between the crack Melbourne yacht Janet, 33 tons rating, and the two Sydney champions, Magic and Waitangi, for a Challenge Cup of £100, with 100 sovereigns added.

Janet was owned by Sir William Clarke, a Tasmanian-born grazier, who had inherited large pastoral estates in Victoria from his father, W. J. T. Clarke. He was a millionaire, sportsman, and philanthropist, who had made large benefactions to hospitals, churches, and the University of Melbourne. In 1861 he had been created a baronet—the first hereditary title conferred on an Australian. He was commodore of the Royal Yacht Club of Victoria.

H. R. Murray, a boatbuilder of South Melbourne, had built Janet in 1880. She was 54 feet 6 inches on the load waterline, and 60 feet overall, with a beam of 13 feet and depth of 9 feet. She was named in honour of Sir William Clarke’s wife, Janet Snodgrass, a daughter of the Hon. Peter Snodgrass, M.L.C., a grazier whose estates were in the Hunter River Valley of New South Wales.

During the later months of 1886, as a result of correspondence between the Squadron and the Royal Yacht Club of Victoria, it was agreed that an “intercolonial race” would be held in Sydney in January 1887 under British Yacht Racing Association rules, “with the hope of fostering friendly inter-colonial rivalry and establishing annual contests”. Sir William Clarke donated the cup valued at £100, and the Squadron added £100 to the prize.

In December 1886 Sir William Clarke, who was then aged fifty-five, sailed in Janet, with a mixed professional and amateur crew, from Port Philip to Sydney, to prepare for the contest which, it was agreed, would be decided by the winning of two out of three races. He issued an open challenge, which was accepted by both the Sydney champions, Magic and Waitangi. The arrival at Sydney of the jovial millionaire colonial baronet in his beautiful yacht caused a flutter in social and yachting circles, the more so as Lord and Lady Carrington had now begun entertaining at Government House on a lavish scale, never before or since equalled. These were among the many signs and portents of a brilliant yachting season. Magic and Waitangi were both being tuned up, in preparation for a tussle with one another, as well as with the Melbourne champion.

On 8th January the Squadron’s race for the Commodore’s Cup was held. The commodore’s Magic was, naturally, not entered for this race. Waitangi was on scratch, and beat the “B” class yachts entered, despite their time allowances which were now calculated under the “1730 Rule”, but with fractional measurements in

inches and allowances in seconds, which “made the calculations as complicated as a Chinaman’s garden!” as a critic complained.

Under this complicated system of handicapping, Janet was on scratch in the intercolonial challenge races, allowing Magic 2 minutes 39 seconds, and Waitangi 5 minutes 19 seconds over a 30-mile course, but whether this was varied on other courses is not known. The dimensions of the three yachts were:

Depth	Load Waterline	Beam	Depth
Janet	54 ft 6 in	13 ft	9 ft 2 in.
Magic	46 ft	12 ft	9 ft
Waitangi	49 ft 7in	10 ft 1 in	8 ft 6 in.

The first race under the challenge was sailed on 15th January 1887, over a course from Farm Cove to round a flagboat off Cape Banks at Botany Bay and return. The yachts were sent off to a level start, the time allowance to be made at the finish. Outside the Heads, in a southerly buster, Janet was disabled, and retired from the race. Waitangi sailed home ahead of Magic, and therefore won without need of her time allowance.

The second race of the series, held two days later (17th January) was on a course entirely within the harbour, to Manly Cove and return to round Fort Denison, then finish at the flagship. This race was sailed at a high speed in a brisk breeze. Janet was left at the start, but overhauled both her competitors on the run down-harbour, and led Waitangi by 19 seconds rounding the Manly buoy. Then Waitangi took the lead, only to be passed again by Janet, which crossed the finishing-line twenty-nine seconds ahead of Waitangi; but Waitangi won with her time allowance. So, with two wins, Alfred Milson had won the first organized intercolonial contest held in Sydney, fifty years after his father had won the first-class race at the first formally organized Anniversary Day Regatta of 1837.

Since Waitangi had thus won the Intercolonial Cup outright, it was not necessary for her to compete in the third race of the series, which was sailed as a friendly sporting match between Janet and Magic over a course to Barrenjoey and return. The Victorian yacht won this race, and had thus acquitted herself well, having crossed the finishing-line first in the two races in which she was not disabled.

It appeared that Waitangi, as redesigned by Walter Reeks, had wrested the supremacy from Magic; but Fairfax’s veteran champion was not done yet. She won the first race ever held for the Gascoigne Cup during that 1886-7 season. Yet her supremacy, if not her glory, was waning. At the Squadron’s final race for the season, on 26th February 1887, on a course to Long Reef and back, Waitangi crossed the finishing-line 45 seconds ahead of Magic, and thus won without need of her time allowance. This close and thrilling race was followed throughout by Alfred Fairfax’s s.s. Genesta, with Lord Carrington and his vice-regal party on board.

During the winter months of 1887, a number of “B” class racing yachts were launched, including Lotus (owned by F. Leigh), Tritonia, and Possum, and a pleasure yacht, Harriette Ann, for Sir Thomas McIlwraith, former Premier of Queensland, who had temporarily retired from politics and was living in Sydney, where he joined the Squadron.

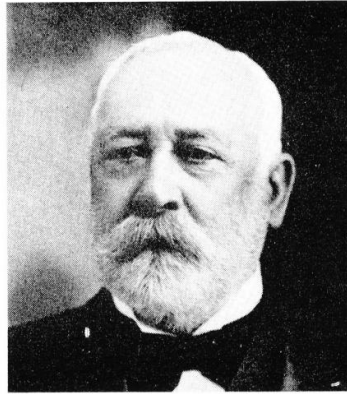
An outstanding event of the year was the visit to Sydney of Lord Brassey, on a world cruise in his yacht Sunbeam.

Lord Brassey had been raised to the peerage in the preceding year, after a long career of dedication to politics, naval affairs, and yachting. He had been Civil Lord of the Admiralty in Britain for four years, 1880-4. He was the

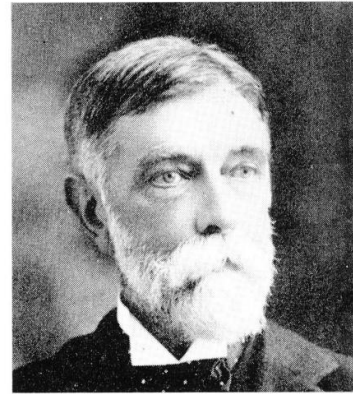
founder and editor of the Naval Annual, and was also the author of a reference work in five volumes entitled *The British Navy*, and of other books on ships and seafaring.



ALFRED G. MILSON



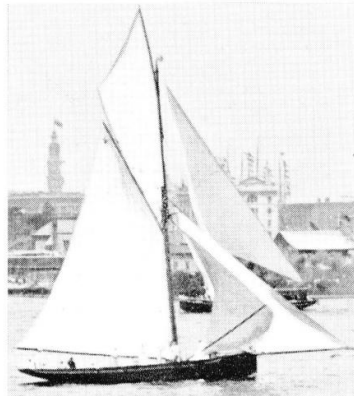
SIR JAMES FAIRFAX



E. W. KNOX



SIR THOMAS DIBBS



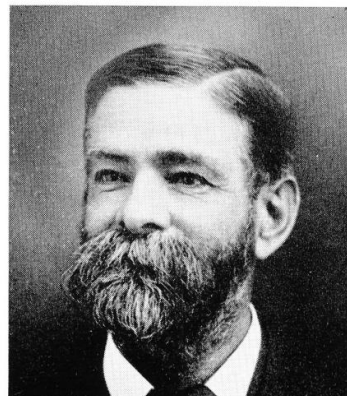
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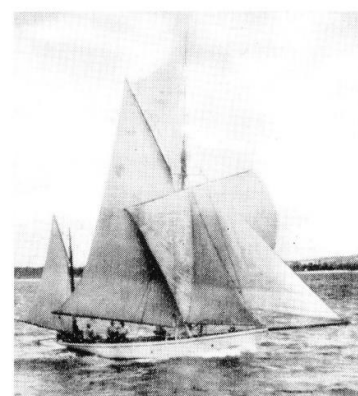
HON. R. H. D. WHITE  
*(Mitchell Library)*



*WAITANGI*



HENRY CORNWALL

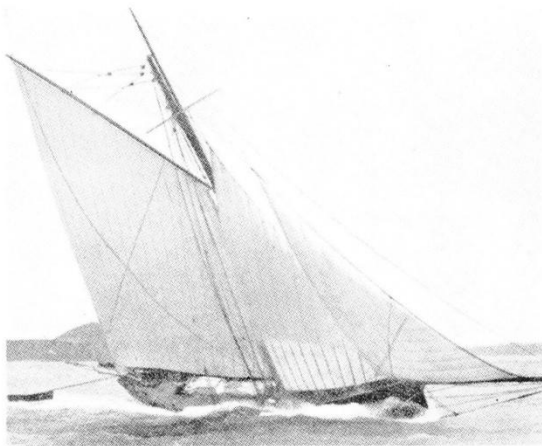


*MAISIE*



#### A YACHTSMEN'S PICNIC AT ATHOL BIGHT IN THE 1890s

Leaning against tree on left is Sydney Wilson (hon. sec., R.S.Y.S.) and seated on a stone in front of him is Dr Herman Milford, a founder of the Squadron. In back row, second from tree, is J. V. Minnett, and fifth from tree Walter Reeks. In centre of front row (with white rosette) is W. Maclardy. The guest of honour (standing at right) is a Shakespearian actor. Seated at right of front row is Harry Stevens, who supplied this picture in 1962.



VOLUNTEER, BUILT 1888



"CARABELLA" IN THE 1890s

Sunbeam was the biggest yacht to visit Sydney since Ben Boyd's Wanderer, forty-four years previously. Her beautiful appointments, large dimensions and large crew, together with her owner's naval and political prestige, and his adventurous enterprise in making a cruise of some 30,000 miles to visit many of the world's more important ports, attracted much public attention, especially from yachtsmen. He was made an honorary member of the Squadron, and he presented a trophy, the Brassey Cup, to be competed for by yachts on its register.

The year 1888 was the centenary of British settlement in Australia, and many preparations were in hand to make the celebrations memorable. Among these was the Government's announcement of special prizes for yacht racing at the Anniversary Day Regatta of 1888. These were to be the Centennial Cup of £500 for "A" class yachts, and a Challenge Cup of £50 (with £20 added as second prize) for "B" class yachts. Many other prizes were announced for racing during the coming season. These included the Gascoigne Cup, and two new trophies—the Brassey Cup and the Dunbar Cup—besides the usual Commodore's Cup for the Squadron, and prizes offered by the "Prince Alfreds" and the Double Bay and Balmain sailing clubs.

With such a season in prospect, the question of rating yachts was again raised at the Squadron's annual meeting in August 1887. A new rule was proposed, to take sail-area into account, in accordance with the formula:

$$\frac{\text{Load Waterline} \times \text{Sail-Area}}{6,000} = \text{Rating}$$

This rule was adopted without dissent from any of the 118 members present at the meeting, with a proviso that it would be introduced gradually, without detriment to yachts already on the Squadron's register under the "1730 Rule".

The proviso meant that the vexed problem of rating and handicapping had not yet been fully solved; nor would it be solved for many a year, until the modern system of classifying yachts became internationally recognized; but even the provisional adoption by the Squadron of what became known as the "Sail-Area Rule", in August 1887, was an historic step in the direction of reality, anticipating modern classifications of racing yachts.

The first yacht to be designed and built at Sydney—and, it was asserted, anywhere in the world—under the load waterline and sail-area rule, was now (September 1887) laid down on the stocks at George Ellis's yard, Balmain, to the design of Walter Reeks, for her owner, Vice-Commodore Alfred Milson. She was to be named Era, in honour of the old-time yacht of that name which had been owned by Alfred Milson's father, James Milson, Junior, thirty years previously.

The new Era was the biggest sailing yacht until then built in Australia. With a load waterline of 58 feet, and a sail-area of 4,191 square feet, she would rate as 41 tons under the new rule, or as 40 tons if less sail were carried, since she was designed to be rigged either as a cutter or as a yawl. Under this new rule the word "ton" was not strictly applicable, and the word "rating" was more appropriate. Era would be rated as 53 tons under the old "Customs Tonnage" system, which considered overall length, beam, and depth; or as 38 tons under the "1730 Rule" which considered only load waterline and beam. Her great sail area of more than 4,000 square feet was therefore a penalizing factor in her rating in relation to yachts rated under the "1730 Rule", but that factor in itself demonstrated that the new rule was equitable.

Alfred Milson had Era built as a successor to Waitangi specifically in the hope of putting an end to the long supremacy of Magic and of winning the Centennial Cup and the other big challenge races of the centenary year, and also of eventually winning intercolonial races against Janet and other Victorian yachts. Walter Reeks,



who had not only rebuilt Waitangi, but had sailed regularly in her as a crew member, incorporated in the design of Era the latest ideas of yacht architecture, which he himself defined at this time as “minimum of wet surface, maximum displacement to wet surface, and, above all, harmony of parts”. But, to these requirements of hull design, sail-area was now added as a vital consideration.

As the new yacht neared completion, Milson sold Waitangi to Dr Herman Milford, who began enthusiastically to get her into trim for the Centennial Cup race. At the same time the veteran Mistral was brought out of retirement and reconditioned by her then owner, W. Gilbert; while Commodore Fairfax also prepared Magic to meet the biggest challenge of her long career.

Among the “B” class yachts in racing trim for the season were Sao (Dr Milford), Iolanthe (F. W. Murnin), Sirocco (E. W. Knox), Assegai (W. P. Smairl), Oithona (Dr Mackellar), Carina (Captain Gascoigne), Daphne (F. C. Wilkins), Ruby (A. A. Griffiths), Lotus (F. Leigh), and Pleiades, Tritonia, and Possum—an assurance of keen racing in that class. Most of these yachts were registered with the Squadron and also with other clubs which held races, under various systems of handicapping. The keenness of the racing is indicated in the results of the first six races of the season:

1887	Position at Finish	Winner
28th October Double Bay Club Trophy, £20	<i>Sirocco, Sao, Assegai, Iolanthe, Carina</i>	<i>Sao</i>
5th November P.A.Y.C. Trophy, £25	<i>Iolanthe, Assegai, Sao, Carina</i>	<i>Iolanthe</i>
9th November Balmain Club Trophy, £30	<i>Sirocco, Carina, Assegai, Iolanthe, Sao</i>	<i>Sirocco</i>
12th November P.A.Y.C. Trophy, £25	<i>Sirocco, Iolanthe, Assegai, Sao, Carina, Lotus</i>	<i>Sirocco</i>
19th November R.S.Y.S. Trophy, £20	<i>Sirocco, Assegai, Sao, Carina</i>	<i>Sirocco</i>
26th November R.S.Y.S. Trophy, £15	<i>Iolanthe, Assegai, Sao</i>	<i>Iolanthe</i>

E. W. Knox’s Sirocco had thus sailed home first in four of the six races at the opening of the season, and had won three of them despite the time allowance. Then came the Squadron race for the Dunbar Cup on 3rd December.

This trophy was presented by a military officer, Captain Abbott, presumably in memory of the ship Dunbar. This ship had been wrecked on 20th August 1857, with the loss of 121 lives, on the South Head of Sydney Harbour, when bearing up for the entrance at night-time in a storm.

The Dunbar Challenge Cup was for yachts under 15 tons, with working sails only (that is, without extras of any kind). If won three years in succession by the same owner, the cup was to become the property of the winner. The helmsman and crew were to be amateurs, and only one paid hand could be included. Three yachts at least were required to complete the course. The entrance fee was £5. The Squadron added £10 to the first prize, and would return the entrance fee of £5 as a second prize.

The course included an ocean stretch, and eight yachts started, with handicaps as follows: Oithona, scratch; Sirocco, 8 minutes; Guinevere, 16 minutes; Iolanthe, 27 minutes; Assegai, 29 minutes; Sao, 29 minutes; Carina, 29 minutes; Daphne, 35 minutes.

It is not now known on what principle this handicapping was based, but the incomplete information of some of the yachts, fortuitously preserved on a Squadron Register of 1891, enables some comparison to be made:

<i>Yacht</i>	<i>Customs Tonnage Gross</i>	<i>1730 Rule Rating</i>	<i>Load Waterline</i>	<i>Sail- Area</i>	<i>L.W.L. Sail-Area Rating</i>
<i>Oithona</i>		13·99			
<i>Sirocco</i>		12·99	37·75	2,054	13·0
<i>Guinevere</i>	14·90	9·52			
<i>Iolanthe</i>	9·51	5·03	32·17	1,393	7·47
<i>Assegai</i>		5·34	32·5	1,503	8·12
<i>Sao</i>		5·95	32·26	1,382	7·59
<i>Daphne</i>	12·11	9·48			

As the handicaps in the Dunbar Cup race of 1887 were not based on any of these systems of rating, it may be assumed that the handicapping was done at the discretion of a committee, awarding time allowances on estimates of performance in relation to the length of the course to be sailed, and that this practical system had superseded attempts to impose rigid rules.

The race was sailed in a southerly half-gale. Six yachts finished, in the following order: Sirocco, Oithona, Daphne, Iolanthe, Assegai, Sao. The cup went to Sirocco, with Daphne (on the handicap limit of 35 minutes) taking the second prize.

It may fairly be said that in the first fifty years of the Squadron's history, the problems of classifying and handicapping yachts were the most difficult that had to be met, and caused setbacks to the sport from time to time. Almost every possible system was tried, at one time or another, and discarded. But the gradual evolution of concept from gross tonnage to load waterline, and then the combination of this with sail-area, adopted in 1887, pointed the way to the more scientific classifications of today.

Inadequate though our information may be on the measurements, design, classification, rig, and sail-area of early-day yachts at Sydney, it is clear that, in Australia as elsewhere, there was a continuous evolution of scientific principles in yacht building. This was stimulated by the increasing zest for the sport, which intensified

competition, and resulted in increasing efficiency. This enthusiasm was strikingly developed at Sydney in the 1887-8 season, beginning with the contests between "B" class yachts before Christmas.

On 10th December there was a keen race for the Mayor Cup, under the auspices of the "Prince Alfreds". The Scottish-built yacht Iolanthe (now owned by W. P. Maclardy) won the £30 trophy, crossing the finishing-line ahead of Assegai, Sao, Carina, and Lotus, in that order.

The turn of the year saw Alfred Milson's big yacht Era launched and getting into sailing trim on the harbour, to the admiration of all beholders. Her first test came in a Squadron match on 14th January 1888, for a prize of £30, in which only Era and Magic entered. The victory went to Era, and from that moment it was apparent that Magic's long reign as cock o' the harbour was virtually ended.

A week later (21st January), Era met Waitangi and some of the best "B" class yachts in the "Commodore's Cup" race for a trophy of £50, with £5 second prize. In this race Magic was not entered. The yachts finished in the following order: Era, Waitangi, Sirocco, Iolanthe, Assegai. Despite the time allowance, Era won the cup, but Sirocco took the second prize.

Then came the great event of the season, the Centennial Cup of £500, and the Centennial Cup No. 2 of £50, both sailed on 27th January 1888.

Four yachts were entered in the No. 1 race, namely Era (Alfred Milson at the tiller), Magic (J. R. Fairfax), Waitangi (Dr Milford), and Mistral (W. Gilbert). They crossed the finishing-line in that order, and Era won the cup.

In the No. 2 race, Assegai, Sirocco, Iolanthe, Pleiades, Tritonia, and Possum finished in that order. The cup went to Assegai (W. P. Smairl), with Sirocco (E. W. Knox) second.

On 4th February Era made her third appearance, in the race for the Gascoigne Cup, and was again victorious. The finishing-order was Era, Magic, Sirocco, Sao, Iolanthe, Assegai, with the victory to Era, and the second place awarded on time allowance to Sirocco.

An extraordinary race was sailed on 18th February, combining the Brassey Cup of £50 under R.S.Y.S. handicapping, and the P.A.Y.C. Commodore's Cup of £30 under that club's different handicapping, the same yachts being entered simultaneously for both events. Handicaps are shown in the table on page 102.

The yachts crossed the finishing-line in the following order: Era, Sirocco, Sao, Iolanthe, Assegai.

Then came the calculation of time allowances, and the results were announced: Brassey Cup, Era first, Sao second; P.A.Y.C. Commodore's Cup, Sao first, Era second.

<i>Yacht and Owner</i>	<i>Rating</i>	<i>R.S.Y.S. Handicaps (Brassey Cup)</i>	<i>P.A.Y.C. Handicaps (Commodore's Cup)</i>
<i>Era</i> (A. G. Milson)	40·00	Scratch	Scratch
<i>Sirocco</i> (E. W. Knox)	14·00	30 minutes	35 minutes
<i>Iolanthe</i> (W. Maclardy)	7·90	50 minutes	54 minutes
<i>Assegai</i> (W. P. Smairl)	8·20	50 minutes	56 minutes
<i>Sao</i> (H. Milford)	8·30	50 minutes	56 minutes

Nothing could have more convincingly demonstrated the problems of handicapping than these two races sailed within one race, by the same yachts, over the same course, with two different systems of time allowance. Perusal of the declared ratings of the yachts discloses no consistent mathematical principle of handicapping applied under either of the two systems on this occasion.

Apparently some breach of rules was discovered in this double race, so far as the P.A.Y.C. Commodore's Cup was concerned, for it was announced that the race would be resailed on 3rd March—this time with an innovation known as the "Sealed Handicap". Yachts would start level, but their time allowances would not be known until the judges opened an envelope containing the sealed handicaps after all yachts had been timed at the finishing-line. This innovation discouraged side-wagers on the result, but it was unacceptable to the owners of *Era*, *Sirocco*, and *Sao*, who for that or for some other reasons, did not enter.

The competitors in the resailed race were the veterans *Mistral* (now sailed by W. Buckingham), *Iolanthe*, *Assegai*, *Lotus*, and *Tritonia*, which finished in that order, and the prize went to *Mistral*. This was her last appearance in a race at Sydney, and she won it. Her new owners, Buckingham and Stokes, were Victorians, who sailed her soon afterwards to Melbourne, where she was renamed *Magnolia*, and sailed for many years as a pleasure cruiser on the broad waters of Port Phillip.

The end of the season was marked by a series of three challenge races between *Assegai*, *Iolanthe*, and *Sao*, held under P.A.Y.C. rules on 10th, 17th, and 24th March. *Assegai* won the first of these races, *Iolanthe* the second, and *Assegai* the third.

Commenting on the season's racing, Walter Reeks modestly refrained from mentioning the outstanding victories of *Era* (built to his design). She had sailed home first in all six races in which she had entered, and had won the Centennial Cup, the Brassey Cup, and the Gascoigne Cup.

Reeks stated: "The smaller yachts showed the best sport. The essential requirements of success are small skin, big displacement relatively, and perfectly gradual approach and delivery. Our yachts which possess these qualities are the most successful all round. Take the examples of *Iolanthe* and *Assegai*. Will anyone dispute

their ability to sail with success against many yachts about double their tonnage? They have done it over and over again. They both possess to a very high degree the qualities shown to be necessary to the development of high speed.”

Referring to *Iolanthe*, Reeks commented: “On 12th November, in a hard W.S.W. breeze and lumpy sea, she showed her ability most undeniably by walking on and through *Sao*, *Assegai*, and *Carina* from Long Reef up. Her sailing on that day was truly wonderful. She stood up to her double-reefed mainsail like a ship. . . . On 3rd December she weather-bowed *Oithona* during the whole turn to windward from Manly to Fort Denison. . . . On 10th December, in a light breeze, she beat *Assegai* and *Sao* round a boat off Coogee. *Assegai* landed the prize in a hard breeze at the Centennial regatta. This grand performance made *Assegai*’s owner cause science to be brought to bear. Several alterations were made to keel, stern, step of mast, and so on, each one doing a little towards perfecting her form, with the result that gradually the distances at the finishes began to get smaller, and, in a series of matches got up privately, at the end of the season, *Assegai* turned the tables on ‘the little wonder’ [*Iolanthe*] winning the last race in the best possible style in a breeze equally favorable to both.”

So ended the memorable Centenary yacht-racing season at Sydney. A few weeks later, 22nd April 1888, Dr Milford’s *Sao*, when cruising off Balmoral, was run down and sunk by a steamer, s.s. *Pearl*. As Reeks recorded, “For a day or two her mast could be seen out of the water and the burgee still flying.” She was raised, refloated, and reconditioned, to sail for many a year thereafter.

WALTER REEKS DESIGNS VOLUNTEER AND THELMA—AUSTRALIAN  
PROJECT TO CHALLENGE FOR THE AMERICA'S CUP—THE 1890s—  
A "SAIL-DRILL" COMPETITION—SAMUEL HORDERN'S BRONZE WING  
THE SQUADRON'S CLUBROOM IN POST OFFICE CHAMBERS

During the winter months of 1888, several new yachts were launched at Sydney. A rule adopted in 1887 permitted centreboard yachts to be registered with the Squadron, "provided they fixed their centreboards, sliding keels or fins, either up or down, the same to be sealed during the race; provided also that such yachts should exceed 20 tons".

This rule had ended a controversy that had continued from the earliest years of the Squadron, when "skimming dish" yachts were excluded from registration, chiefly on the grounds that they were not seaworthy in oceangoing conditions. Under the new rule, J. H. Want had a 40-ton centreboard yawl built in 1888 by W. Langford at Neutral Bay, to the design of Walter Reeks. She was named Miranda. Her registration with the Squadron was by Customs tonnage.

Another centreboard yacht launched at this time was Bettina, rated as 14.45 under the "1730 Rule", and duly registered with the Squadron. She was a sloop, designed by Walter Reeks and W. P. Creagh, and built by W. Ford at Berry's Bay for her owner, W. P. Creagh, a yachtsman who, with this experiment, began a career of note in Sydney's yachting annals. It remained to be proved whether deep-keel yachts were superior, in races under oceangoing conditions, to centreboard yachts of the larger ratings: there was no doubt that on courses within the harbour, centreboards had advantages in small sailing boats, but they were regarded by oceangoing yachtsmen with disfavour, and time was to prove that judgment correct. Nevertheless the admission, in 1888, of these two larger centreboard vessels to first-class rating on the Squadron's register provided additional competition, the more so as their owners were yachtsmen eager to excel.

Walter Reeks now had undisputed priority among Sydney's yacht-designers and was hard at work designing yachts for various owners. He designed a centreboard lug ketch, less, rated as 18 tons, which was built at Ford's yards for her owner, E. J. King, and launched in 1888. He also designed a "B" class yacht, Isea, a 9-ton cutter, for Dr Milford, built at Ford's yards and launched in 1888. His fame had spread to Victoria, and in that busy year a first-class yacht, Iduna, rated as 23 tons, was built at Sydney in Ellis's yards, to the design of Reeks, for a Victorian owner (Gurner) and sailed to Port Philip to be registered with the Royal Victoria Yacht Club.

The outstanding yacht launched at Sydney in 1888 was Volunteer, a deep-keel yawl or cutter, 65 feet overall, 53 feet load waterline, 13 feet beam, 9 feet draught, sail-area of 3,700 square feet, rated as 33 tons. She too was designed by Reeks, and was built by T. R. Dudley at Drummoyne for W. P. Smairl, owner of the crack "B" class yacht Assegai. With her relatively large dimensions, it was evident that Volunteer would challenge Milson's Era and it seemed now that the time had gone by when one yacht could reign for years as cock o' the harbour.

The first test of the new yachts in racing came not at Sydney, but at Port Phillip, where the Victorian Government joined in Australia's centenary celebrations by opening a Centennial Exhibition, and offering a cup valued at £400 for an intercolonial yacht race, to be sailed in November 1888. To this prize Sir William Clarke added a gold anchor valued at £100.

Seven yachts were entered for this race. Victoria was represented by Janet, Taniwha, and Iduna. From South Australia, where yachting had not been strongly developed, there came the surprise entry of a yacht named Wanderer.

The three entries from Sydney, also Assegai, which was entered for "B" class events, were all registered with the Squadron. They were Alfred Milson's Era, W. P. Smairl's Volunteer, and J. H. Want's 40-ton centreboard yawl, Miranda. The race was sailed on Port Phillip on 23rd November 1888, but Miranda failed to arrive in time to take part. She had met the full force of a violent south-east gale and, after three days' combat with it during which she lost her supply of fresh water and sprang a serious leak, she took shelter in Twofold Bay. According to R. H. Goddard, "for a couple of days the ship's company had only soda water and whisky to drink, a state of affairs that was really worse than might appear for there were several teetotallers in the crew!"

The other six started, and a thrilling race was won by Milson's Era, with Smairl's Volunteer in second place. This was a notable twofold victory not only for the Squadron, but also for Walter Reeks, who had designed not only the place-winning Sydney yachts but also the Victorian yacht Iduna, which was closely in the running with her time allowance.

For various reasons intercolonial yacht racing, which had thus begun so well at both Sydney and Melbourne in 1888, was not renewed until many years thereafter.

At the turn of the year 1889, there was keen racing in all classes of yachts at Sydney, with public interest focused on a sustained tussle for supremacy between Era and Volunteer. Both yachts had some advantage over older yachts, in that they had been designed by Reeks under the "L.W.L.-Sail-Area" rating formula, by which Era rated as 41 and Volunteer as 32.99, with a corresponding time allowance to Volunteer which ensured very close finishes.

In the Commodore's Cup race in January 1889 Volunteer had a day out. She made better headway than Era in a fresh south to south-east breeze, and won easily. After she had crossed the finishing-line, one of her crew, Alfred Jones, was knocked overboard by the boom. A shipmate, W. Fitzhardinge, dived overboard and held him up until both were picked up by Alfred Fairfax's steam yacht Genesta, in which Commodore J. R. Fairfax had followed the race.

In the Gascoigne Cup race on 16th February Volunteer's peak halyard block carried away, and this put her out of the running. Era was the first to finish the course, but the midget Iolanthe (Maclardy) won with her time allowance.

In races on 23rd February and 9th March, Volunteer beat Era on both occasions. On 16th March, on a course of 33 miles outside the Heads, Era carried away her jackyard and then Volunteer lost her topmast. The result was a win for Era, with 1 minute 55 seconds to spare.

During that season, both these yachts voyaged to Melbourne and back; and they met nine times in races, with five wins to Era and four to Volunteer.

In October 1888 Walter Reeks visited the U.S.A., to inspect American yachts with a view to the building of an Australian yacht with which to challenge for the America's Cup! The conception in Reeks's mind was to build a yacht at Sydney, approximately 90 feet L.W.L., on the lines of Era and Volunteer and in accordance with those principles of hull design which had originated and had been developed at Sydney in Harnett's Australian, Parbury's Xarifa, and with modifications, in Alfred Fairfax's Magic and other Sydney-built yachts.

The rules of the America's Cup contest at that time placed a limit of 90 feet L.W.L. on contestants and required the challenger to proceed from the country of her origin to New York under her own sail. This rule obviously envisaged only a crossing of the Atlantic Ocean, as the original yacht America had herself sailed across that ocean in 1851 as a preliminary to racing against the British yachts. The application of that rule to a yacht from Australia would have entailed a very long and difficult ocean passage, either across the Pacific and via Magellan Strait or Cape Horn (the Panama Canal was not opened until 1914), or via the Cape of Good Hope or the Suez Canal.

The dauntless Reeks considered that a yacht of 90 feet length would be big enough to sail from Sydney to New York, in fair weather or in foul, to challenge for the cup. He had some support in Sydney for his idea. An article in the Sydney Mail, January 1889, expressed the opinion that, if Australia did succeed in bringing the cup to this country, it would be an end, as far as the New York Yacht Club was concerned, of such challenges, and "a tremendous relief" to that body! Evidently the commentator was indulging in a little mild irony.

It is clear beyond doubt from the historical evidence that a syndicate of Sydney yachtsmen, in Australia's centenary year, 1888, seriously contemplated a challenge for the America's Cup, and had sent Walter Reeks to the U.S.A. to study the practical problems of making that challenge for a match to be sailed in 1890. The Sydney-built yacht Volunteer had been named as a compliment to the American Volunteer, which had defeated the British challenger, Thistle, in September 1887.

In New York, Reeks inspected the American Volunteer, which was a centreboard sloop with a steel hull, L.O.A. 106 feet, L.W.L. 86 feet, Customs tonnage 209, and therefore very much bigger than her Sydney namesake. He also examined other crack American yachts at New York and Boston, and discussed with officials of the New York Yacht Club the deed of gift governing the America's Cup contests, which had been amended in October 1887. He then visited England, and was interviewed in London by Sporting Life, which published the interview early in 1889:

Among the saloon passengers aboard the White Star steamer Germanic, from New York, which arrived recently, was Mr. Walter Reeks, the Australian yacht designer, returning from the United States, whither he had been sent by a syndicate of yachting men in Sydney for the purpose of inspecting Volunteer and other crack American yachts preparatory to his designing an Australian yacht to compete for the America's Cup in 1890.

Mr. Reeks informed our correspondent that he was most kindly received in Boston and New York, and every facility given him to inspect Volunteer, Mayflower, Puritan, and other fast American yachts. Mr Reeks said that he was well pleased with Volunteer, and thought that she was sufficiently large for all purposes.

"I thought," said he, "that I should build an 86-ft boat, and expressed myself in that way to one of the club men; but I find, on referring to the new deed of gift, that it will be safer to build at the maximum, which is 90 ft on the waterline. My real object in going to New York and Boston was to find out exactly what I had to do, and the conditions under which the races would be sailed.

"Every possible facility has been given me to obtain the information, and I desire to express my sincere thanks for this courtesy. Any suggestion that I may receive here [in England] I shall be grateful for and acknowledge with pleasure.

"As to my lines and dimensions, they are matters which at present are not in a matured state, and I would prefer not to give them, even approximately. I wish to say, however," continued Mr Reeks, "that I



shall build a sloop-yacht, and will challenge under the new deed of gift when I send my boat, which will be in 1890.

“I shall comply with the rules as near as possible, and see that the challenge is in complete form. If any little details are omitted, I feel confident that they can be arranged to the entire satisfaction of the New York Yacht Club and myself.”

Mr. Reeks says that when he went to America he stated frankly the object of his visit, that he had nothing to conceal, and his preparations for designing and building the competing yacht will be open and frank.

Reprinting this article, the Sydney Mail stated significantly, as a foot-note comment: “So it is clear that Mr. Reeks means business, and it is rumoured that he has lots of money behind him.” That rumour, like many others of the kind, depended on practical problems, which apparently proved too difficult to solve within a limited time.

When Reeks returned to Sydney, he was unable to find financial backers for the building of a 90-foot yacht. He then announced plans for modifying Smairl’s 53-foot Volunteer, to be entered as a challenger for the America’s Cup, but these plans, too, lapsed through lack of support.

Reeks’s ambitious ideas were to lie dormant for seventy-one years, until they were revived in 1959 by a syndicate of Members of the Royal Sydney Yacht Squadron. The events leading up to, and the outcome of the Squadron’s challenge for the America’s Cup, are described in the closing chapters of this book.

After his return from America, Walter Reeks designed a 42-foot yacht named Thelma for a member of the Squadron, J. F. Hoare, who had been a keen yachtsman for several years past, and now intended to make a strong bid with this vessel against the leaders in her class. She was built by Ellis at Balmain, and launched in December 1889. She could be rigged as a cutter or yawl, had a sail-area of 2,144 square feet, rated as 15 under the L.W.L.-Sail-Area Rule, and soon proved herself in racing.

Another addition to the Squadron’s strength in 1889 and the biggest yacht on the register was the steam schooner White Star, 108 tons Customs measurement, built by W. Dunn at Berry’s Bay for the Hon. Robert Hoddle Driberg White. White Star replaced the steam yacht Kingfisher, which had been built three years previously at Port Stephens. Though “Hoddle Duddle” White took no part in yacht racing, he was a keen supporter of the Squadron, and probably spent more time afloat than most of the members, since he used his steam yacht regularly for passages between his home at Port Stephens and Sydney. White Star had a professional crew, including a certificated mate and engineer. On one occasion, it was reported, when the steam yacht ran into a gale, the mate and the engineer advised the owner to make for the nearest port for shelter. However, “Hoddle Duddle” held on course and firmly replied, “What are you afraid of? Haven’t you a good ship under you, God Almighty above you, and me on the bridge?”

At the annual meeting of the Squadron, in August 1889, James R. Fairfax retired from the office of commodore, which he had held for five years of great expansion. His racing days with Magic were finished, and he stood aside gracefully to allow Alfred G. Milson (who had been vice-commodore for seven years) to be promoted to commodore, a well-earned honour for the owner of Era. The new vice-commodore was J. F. Hoare, owner of Thelma, then nearing completion.

At this meeting, the question of obtaining for the Squadron a more suitable clubroom than the one in the Exchange Building (which had served as Squadron headquarters for twenty-seven years) was discussed at

length. A sub-committee was appointed to find more commodious premises, where members could meet informally, and yachting papers and magazines could be kept. The sub-committee was not able quickly to find what was required, and the idea of a move was postponed.

Racing in the 1889-90 season saw Volunteer triumphant over Era and all others in the over-20 rating, and Thelma predominant in the 5 to 20 rating class, but with close finishes in both classes. The Gascoigne Cup was won by Volunteer, and the Commodore's Cup by Thelma. The race for the Dunbar Cup (under 15 rating) proved intensely exciting, as Assegai, Sirocco, and Isea all grounded when rounding the Sow and Pigs Reef. They were all damaged, but were repaired and lived to sail another day. The race was won by Maclardy's "little wonder", Iolanthe, which had also won it in the previous year. Second home in this race was the reconditioned Sao, now owned by A. J. Soutar.

The opening of the 1890-91 season was marked by a Squadron race to Bird Island (near Tuggerah Lake) and return, a course of 93 miles. This was the longest ocean yacht race held in Australia since the match between Chance and Xarifa in 1864. The Bird Island race was held on the Prince of Wales' Birthday, 9th November, and was won by Volunteer, with Thelma second, in a close finish.

These two yachts were now recognized as the Sydney cracks, and a match was arranged between them for private stakes. The only restriction as to crew was that the helmsman should be an amateur.

Volunteer was first to cross the finishing-line, but was disqualified for having fouled Thelma at the start. The stakes were awarded to J. F. Hoare, but, with a sense of sportsmanship he returned them, and another match was arranged, on a course to Bird Island and return. The resailed match was won by Volunteer, and Hoare thus lost the stakes which had been awarded to him on the previous encounter.

On 18th January 1891 Volunteer, with Walter Reeks at the helm, won the J. R. Fairfax trophy for Squadron yachts, with Sao second. Volunteer also carried off the first prize in races on 25th January and 1st February, but there was a surprise in the "all yachts" race for the Gascoigne Cup, which was won by Dr Milford's Isea.

The Dunbar Cup was won for the third year in succession by Iolanthe, and thus was held outright by Maclardy under the donor's condition that, if it were won three years in succession by the same yacht with the same owner, it would become the property of the winner.\*

Considering the many excellent yachts under 15 tons competing at Sydney at that time, Maclardy's Iolanthe performed an outstanding feat in winning the original Dunbar Cup three years in succession. Possibly the donor's stipulation that this race was to be sailed with "pleasure sails only", i.e., fore-and-aft canvas, favoured the "little Scottish wonder", but in any case Iolanthe's record shows that she was an exceptional vessel in her day.

*\* A similar condition applied to the Gascoigne Cup, but it had not been won outright up to 1933, when an alteration in the deed of gift converted it to a perpetual trophy.*

*For some years after Maclardy lifted the Dunbar Cup, an annual race was held under that name for trophies donated by the Squadron, but the name of the competition gradually lapsed.*

In August 1891 J. F. Hoare stood down as vice-commadore in favour of the Hon. R. H. D. White and, at the same time, Henry C. Dangar, then aged sixty-one years, retired from the position of treasurer, which he had held for twenty-nine years since the Squadron's inception. He was succeeded by J. A. Minnett, an enthusiastic and active sailing master.

The finances of the Squadron had always been in a sound, but never an affluent, condition. There had been no increase in the original entrance fee of three guineas, and annual subscription of two guineas, fixed in 1863. This gave the Squadron an average annual income of approximately £200, part of which went to paying rent of the room used for committee and general meetings in the Exchange Building, and part to small prizes and trophies for racing, with occasional expenditure for entertainments. All officials were unpaid. The principal cups and other trophies were donated by individuals, including the annual Commodore's Cup.

The smallness of the Squadron's income, derived almost entirely from membership fees, was the chief reason why funds were not available for a clubroom with social amenities. Occasionally private donations were made to the funds, but these were anonymous. It could fairly be said that, during the Squadron's first thirty years, its limited finances severely restricted opportunities for expansion. Its corporate existence was directed chiefly to formulating and reformulating rules for measuring, rating, classifying, and handicapping yachts, and for the control of racing. The social aspects were left chiefly to the private initiative of members, especially to those who owned steam yachts and the larger sailing vessels used for pleasure cruising. There were frequent "outings" of this kind, in which members invited other members, members of other clubs, and non-yachtsmen and ladies, as guests on board their vessels for cruises inside and outside the harbour, and to follow races or to take part in regattas.

The social activities did not receive the same publicity as was given to racing, but they steadily built up the feeling of good fellowship and the enjoyment of sailing for sailing's sake that is characteristic of the sport. As a general rule, in the first thirty years of its existence, the Squadron encouraged, chiefly "deep-keel" yachting in vessels of over 5 tons rating. These deep-keelers were relatively expensive to build and to maintain, and usually required at least one paid hand as caretaker who, together with the amateurs, sailed as a crew member in races.

Though the Squadron had made valuable contributions to, and had encouraged the design and building of first-class yachts, these were naturally few in number compared with the smaller vessels which failed to classify for Squadron registration. Yet the "dinghy sailors" provided an important source of recruits for yachting in the higher ratings. A deserved compliment was paid to them by Walter Reeks, who wrote, "Quickness of eye, agility of body, and strength of nerve are necessary in the highest degree in yachting, and probably in no other community are these essentials to good sailors more fully developed than among the small-boat fraternity of Sydney Harbour."

On 5th December 1891 the Squadron held an organized competition in handling sail and gear and in handling yachts in "squadron manoeuvres". Commodore Alfred Milson donated the prizes of £10 and £5, and directed the evolutions by flag signals from on board his *Ena*. The judges were Walter Reeks, J. W. Manson, and the commodore's brother, Arthur J. Milson.

The English idea of organized "sail-drill" and "squadron manoeuvres" had never appealed strongly to Sydney yachtsmen, and only five yachts were entered for the competition. They were *Thelma* (J. F. Hoare); *Electra* (J. F. Fitzhardinge); *Isea* (Dr H. Milford); *Terelda* (a newly-built yacht owned by H. L. Thompson) and *Sao* (A. J. Soutar).

The judges awarded first prize to *Thelma* and second to *Sao*; but this kind of competition did not suit the Australian temperament, and it was the only one of its kind ever held by the R.S.Y.S., whose members preferred to test their skill in actual racing, rather than in sail-drill.

The racing season 1891-2, in which *Volunteer* and *Thelma* outclassed their older competitors in their respective classes, repeated the pattern of the previous year. This to some extent naturally discouraged

competition, and it now began to appear that the L.W.L.-Sail-Area formula was not satisfactory in all weather conditions and on courses of various distances. The same old problem was reasserting itself: whenever a yacht of improved hull design was built, she was likely to reign supreme in her class, until a better new yacht took the honours from her. In this process the ageing yachts became obsolete, and the competitive spirit in racing waned. However, there was always present the urge to own or to build a better vessel, one which would lower the colours of the existing champion.

A 'secret weapon' appeared in 1892 with the importation of Bronzewing, a 22-foot lug built in England for Samuel Hordern, to plans of the Scottish designer, George Watson. She was registered with the "Prince Alfreds". Soon afterwards H. M. Cockshott acquired this Bronzewing and registered her with the Squadron. Bronzewing rated 5 tons by Customs measurement, but her relatively small sail-area gave her a rating of only 25 under the L.W.L.-Sail-Area rule, and this entitled her to such a formidable time allowance that she became a terror to the bigger yachts, since any yacht was entitled to enter in a race above her class.

About the same time a somewhat similar lug was built for James Oswald Fairfax, son of James R. Fairfax. Rated also as 25, she was named Bul-Bul, and later was sold to F. Woolcott Waley. These two lugs, and another small deep-keeler, Lahloo, owned by W. H. Murrell and rated as 375, were often place-winners with the aid of their time allowance, which gave them advantages of up to 40 minutes over the big yachts rated as 20 tons and upwards.

There was at this time a class of centreboard boats racing on Sydney harbour which, whilst not catered for by the Royal Sydney Yacht Squadron, provided spectacular contests and became so much a part of the sailing scene that they should be mentioned here. These craft were the "22-footers", a class adopted by the Sydney Flying Squadron when it was formed in 1890. (The 18-footers later superseded them.)

At the turn of the century the 22-footers were in their heyday. The Yachtsman's Guide to Sydney Harbour, published in 1898, observes that a crewman's experience in one of these boats "consists of hanging desperately out over the moulding, clutching a life-line, with another man's head in his stomach. He can see nothing but a plunging sail above and a green, foaming abyss beneath. As the boat quivers and slashes along under the colossal sail pressure, a blinding flood of water comes tearing along the close packed crew and he wonders for five seconds whether he is still above water or whether he should strike manfully out for the shore.

"This is a mighty fine sport but a wee thing damp. See Irex smashing to windward against a black nor'easter, there is nothing more beautiful in this world, but see her mainsheet hand five seconds too late in the jibe round Bradley's and you will get a fine view of that famous boat's bottom which is beautiful, but better where it belongs!"

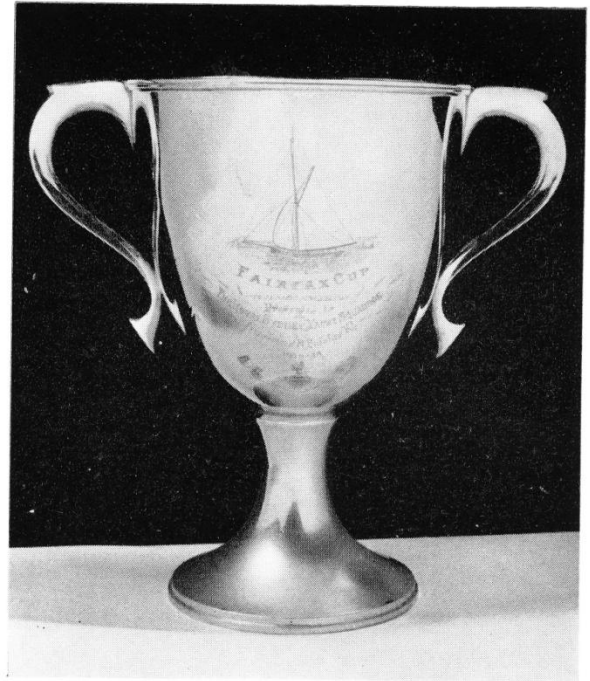
During the year 1892, a steam schooner-yacht was built for James R. Fairfax, who, at fifty-eight years of age, preferred this more comfortable form of pleasure cruising. She was named Isis, and had a prettily-designed extreme clipper bow and counter stern, with two masts carrying gaff-sails perhaps more for ornament than for good use, and a well-proportioned smokestack abaft the bridge amidships. For many years thereafter S.Y. Isis was to be prominent on Squadron occasions, following sailing races inside and outside the harbour.

At the Squadron's annual meeting, held in September 1892, at the Exchange Building, a firm resolution was carried that the time had arrived, and was long overdue, for a move of the Squadron's headquarters to more suitable premises. The sub-committee appointed for that purpose three years previously was now stirred to action, with the result that, thirty years after the Squadron's formation, a clubroom was acquired which was something better than merely a business office and committee meeting room.



THE GASCOIGNE CUP

*(Photo N. McEnally)*



THE FAIRFAX CUP

*(Photo N. McEnally)*



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

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



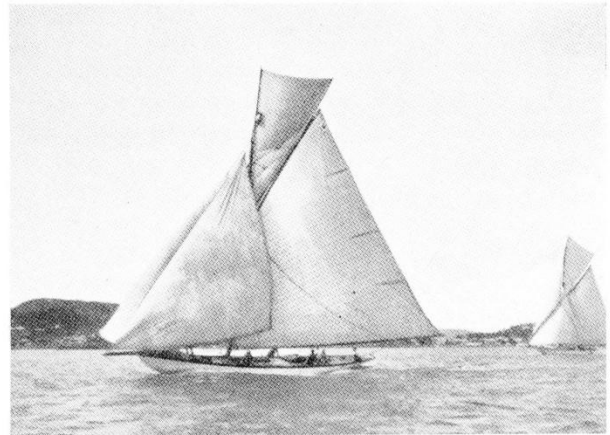
*AOMA*, 1899



*PETREL*, 1901



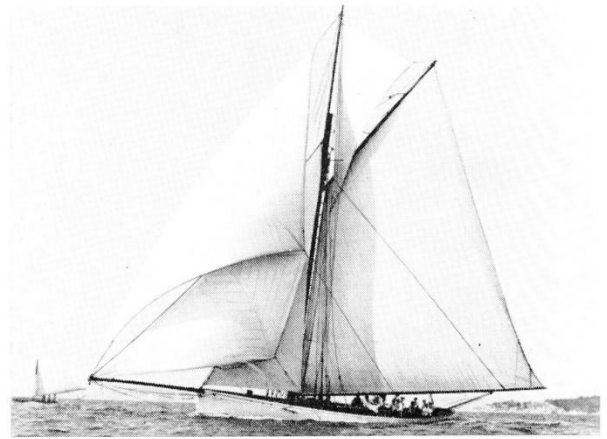
*SUNBEAM*, 1896



*RAINBOW*, 1900



*SCOTIA*, 1902



*DEFENDER*, 1900

The new clubroom was in Post Office Chambers, Pitt Street, opposite the G.P.O., on the site where the Commonwealth Bank Building was erected twenty-five years later (in 1917). This clubroom, for which a rental of £32 per annum was paid, was opened to members in November 1892, and thereafter the Squadron's monthly meetings were held there. But clearly enough the new premises were still inadequate and were regarded as temporary. Their chief advantage lay in providing members with an informal meeting place in the city.

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

Evidently the Squadron's inadequate corporate financial resources, at the end of its first thirty years of existence, were the cause of keen debate, and of some dissatisfaction at the primitive facilities of the new clubroom. At this time the Squadron had 116 members and approximately thirty yachts on its register. The pioneering period of experimentation, combined with rough-and-ready methods, was drawing to its close, and the Squadron had survived with flying colours.

THE BANK SMASH OF THE 'NINETIES—DOCTOR MacCORMICK  
AND WALTER MARKS JOIN THE SQUADRON—IDUNA AND THELMA  
METEOR IMPORTED FROM NEW ZEALAND—THE BBONZEWING  
LUG—EARL BEAUCHAMP—THE TURN OF THE CENTURY

The year 1893 found the Australian colonies in the throes of an economic crisis which became known as the "Great Bank Smash". The crisis was caused by prolonged drought in the outback country, accompanied by a fall in the price of wool and wheat, and by the fact that there had been much speculation in land holdings with borrowed money in both city and country. There were thirty-two banking companies in Australia, most of which had heavily invested their funds in mortgages on land. When borrowers were unable to meet their commitments, a panic fall in land values developed into a "run on the banks" by depositors to withdraw their money in gold. In the sequel, twenty-two banks suspended payment and thousands of people were ruined. The financial crisis was accompanied by widespread labour strikes, the rise of the trade unions, and of the political Labour Party. The storm passed, as all storms do, but for the few years while it lasted, an incidental effect was that yachting, as a sport and pastime, received a setback.

In August 1893 the commodore's report to the annual meeting stated that, in spite of bad times, the Squadron had a membership of 156, and thirty-nine yachts on its register. At this meeting, Alfred G. Milson retired from the office of commodore, and was succeeded by James R. Fairfax (who had been commodore previously in 1881, and again from 1884 to 1889). The Hon. R. H. D. White was re-elected vice-commodore, and a new post of rear-commodore was established, to which Dr J. F. Elliott (who had purchased the veteran Magic from J. R. Fairfax two years previously) was appointed.

At this meeting, Henry Cornwall retired from the office of honorary secretary, an appointment which he had held for twenty-three years since 1870. His devoted service during the Squadron's pioneering years deserves highly honourable remembrance in its history. Cornwall was succeeded as honorary secretary by Sydney T. Wilson, who was to carry on in that sometimes thankless but essential office throughout the 1890s and into the early years of the present century.

A loss of strength on the Squadron's register in that year was the sale to a New Zealand owner of the crack yacht Volunteer. She had met with some mishaps in racing, and had been defeated by Milson's Era in the race for the Gascoigne Cup early in 1893. Her owner, W. P. Smairl, retired from active yachting at about this time, and sold his "B" class yacht, the successful Assegai, to R. H. Sullivan.

The old Vol, as she was affectionately known, was sailed across the Tasman Sea by Captain Dilner and a crew of three, and the passage, which was a very stormy one, occupied 16 days during which time Volunteer was hove-to for thirty-six hours.

Volunteer raced and cruised in New Zealand until well after the turn of the century, being eventually sold to a resident of Fiji where she was finally wrecked just outside Suva harbour.

Two notable new members to join the Squadron in September and October 1893 were Doctor Alexander MacCormick and Walter M. Marks. Dr MacCormick was a Scot, born in Argyllshire in 1856, who, after graduating in medicine and surgery at Edinburgh University had been appointed in 1883 as demonstrator in anatomy at the University of Sydney, and in 1885 as surgeon at the Prince Alfred Hospital, Sydney. He had rapidly won fame as a surgeon of the highest skill. He was thirty-seven years of age and had been living in



Sydney for ten years when in 1893 he purchased the successful yacht *Thelma* from J. F. Hoare and joined the Squadron.

Walter M. Marks was only eighteen years of age in 1893 when he bought a small yacht, *Athena*, and joined the Squadron. He was the son of a member of the Legislative Assembly of New South Wales, and was himself destined for a lengthy career in politics and also in yachting.

Despite the financial crisis, there was a good muster of yachts at the Squadron's annual evolutions at the opening of the season in October 1893. However, the Squadron's annual handicap race for yachts of all classes (which was becoming known as the "All Yachts" Race), held in December 1893, attracted only six entries. The trophy was won by Dr MacCormick's *Thelma*, which in this race was sailed by her previous owner, J. F. Hoare; and the second prize went to H. M. Cockshott's *Bronzewing*, which was placed with her time allowance ahead of A. A. Griffiths's new yawl *Archina*.

The Gascoigne Cup race in January 1894 was won with the aid of a liberal time allowance by the veteran Dr Milford, now owner of the ageing *Iolanthe*. It had become fairly obvious that the combined effects of the financial depression and of an unsatisfactory system of rating, classifying, and handicapping, had put yacht racing into a temporary decline.

At a complimentary end-of-the-season dinner given by members of the Squadron to Commodore James R. Fairfax on 5th May 1894, the commodore made two suggestions for improving the situation—that the Squadron and the "Prince Alfreds" should combine in a search for a clubhouse on the waterfront; and that the Australian Jockey Club should leave Anniversary Day to the yachtsmen!

Commenting on these remarks, the *Sydney Mail* expressed the opinion that, despite the depression affecting the community generally, the sport of yachting had been maintained, but added the penetrating observation, "Yacht racing has failed somewhat to hold public interest, because insufficient attention has been paid to class racing, to test the value of the classes. The sport among the half-decked and open sailing-boats is still keen."

At this period, only a small number of the yachts on the Squadron's register were regularly entered for races. The majority of the owners, finding their vessels hopelessly precluded by the automatic handicapping system from winning against the champions, contented themselves with pleasure cruising, inside and outside the harbour.

An ambitious attempt at ocean cruising was made by a member of the Squadron, T. W. F. Busby, in his elderly deep-keel lug yawl *Boronia*, which had been built at Berry's Bay in 1870, to the design of Walter Reeks. She was 38 feet L.W.L. had a sail-area of 1,189 square feet, and rated at 7.5 tons. Busby set course for Lord Howe Island, in the Tasman Sea, 436 miles to the north-eastward of Sydney, but he had the misfortune to run into a gale which continued for several days. The yacht went over on her beam ends, and as water flooded into the cabin, was in imminent danger of foundering. By heroic efforts, the crew pumped her out and righted her, and after an ordeal of many days returned to Sydney, without having reached their destination.

Another attempt to sail to Lord Howe Island was made in the yawl *Electra*, which had been built in 1885 to the design of Walter Reeks, and was rated as 29 tons by Customs measurement. She had been sold by J. F. Fitzhardinge to H. S. Thompson, who set course in her for Lord Howe Island but, meeting with a series of headwinds, was compelled to return to Sydney through shortage of drinking-water.

In 1894 the Squadron received a new and amended Admiralty warrant (dated 15th March 1894). This still permitted the undefaced blue ensign to be worn but on conditions which differed from those of the original warrant, presumably because of some circumstances which had arisen in Britain:

1. Every vessel belonging to the Royal Sydney Yacht Squadron, in order to be eligible to wear the Ensign authorized by this warrant, shall have been registered as a British vessel in accordance with the Merchant Shipping Act of 1854.
2. The Ensign shall not without our authority in writing be worn on board any vessel belonging to the Royal Sydney Yacht Squadron while such vessel is lent on hire or otherwise to any person not being a member of the Club, or who, being a member of the Club, is not a natural-born or naturalized British subject.

This amendment of the Admiralty warrant presumably applied at that time to vessels on the register of all those yacht clubs throughout the British Empire which had been authorized to wear the blue ensign. It carried a penalty of up to £500 for breach of its provisions. Under the British Merchant Shipping Act of 1854, officers of the Naval or Military Services and Customs were authorized, in the event of misuse of a flag, to board vessels and “haul down any such Jack, colours, or pendant” which would become forfeited to the Crown. There is no record of any such action being taken under this amended Admiralty warrant in Australia; its chief purpose was obviously to prevent yachtsmen who were not British subjects from using the blue ensign: a contingency that would have been extremely rare in Britain, and even more so in Australia.

At the annual meeting of the Squadron in August 1894 Dr Elliott stood down from the office of rear-commodore in favour of Dr Alexander MacCormick, owner of Thelma.

At this meeting an important amendment of the rule governing the admission of yachts to the Squadron’s register was unanimously carried: “No yacht used as a working boat, or let to hire, or which in the opinion of the Committee be otherwise unfit, shall be allowed to belong to the Squadron. All yachts must be decked and measure at least three tons by the 1730 Rule or 2% rating by Y.R.A. measurement.”

The Y.R.A. measurement was of the British Yacht Racing Association, which had adopted the L.W.L.-Sail-Area formula for standard handicapping. The chief significance of the new Squadron rule was in permitting smaller yachts to join, since, previously, 5 tons Customs measurement had been the minimum. However, the provision that all yachts must be decked would continue to exclude “dinghies” and “open boats”. The new rule also clarified the exclusion of “working boats”, possibly because some owners, under stress of the financial crisis, may have hired out their yachts, on occasions, for cruising.

The opening of the 1894-5 racing season saw a formidable challenger to Thelma in “A” class contests. She was Iduna, which had been built at Sydney six years previously, to the design of Walter Reeks, for an owner at Melbourne. Now she was bought by a member of the Squadron, W. McPherson Cameron, who brought her back to Sydney. She was rated as 24 under Y.R.A. measurement, and immediately established herself at Sydney as a vessel to be reckoned with.

Iduna was entered in the Squadron’s “All Yachts” handicap race on 12<sup>th</sup> January 1895, in which the competitors were: Iduna, scratch; Thelma, 5 mins; Iolanthe, 17 mins; Isea, 18 mins; Bronzewing, 33 mins; Bul-Bul, 35 mins; Lone, 40 mins; Lahloo, 40 mins.

The yachts started level on the harbour course, with time allowance to be made at the finish, and it is evident from the handicaps that these were fixed by the Squadron’s handicapping committee not by rigid rule, based on rating, although rating was taken into consideration.

Thelma won outright, crossing the line seven minutes ahead of Iduna, and ahead of Isea by 27 minutes, Iolanthe 28 minutes, Bronzewing 34 minutes, with Bul-Bul, Lahloo, and Lone finishing last in that order. The race was an interesting comparison of sailing speeds in light and gentle breezes, since Thelma's time for the course was 4 hours 26 minutes 36 seconds. On allocation of time allowances, the second prize went to Cockshott's Bronzewing and third place to Iduna.

While such a system of handicapping prevailed, it was not surprising that only the keenest yachtsmen entered for races. Yacht racing had ceased to attract its former public interest, the more so since horse racing as a "spectator sport" was now highly organized and was providing a counter attraction.

Early in 1895 Dr MacCormick was successful with Thelma in winning the Gascoigne Cup, and had thus made a brilliant debut as a yachtsman. There was no doubt that Thelma, in her class, was the speediest yacht that Walter Reeks had so far designed.

In the "over 20" rating class, Alfred Milson's Era remained the biggest and best sailing yacht at Sydney, but with her rating of 41, had to concede large time allowances to all other yachts. She crossed the line first in the concluding Squadron race of the 1895-6 season, but had to yield the prize to Iduna, which had an allowance of four minutes.

At the Squadron's annual meeting in August 1895 James R. Fairfax stood down from office, and the Hon. R. H. D. White was elected commodore, with Dr Alexander MacCormick as vice-commodore, and W. McPherson Cameron as rear-commodore.

The worst of the financial crisis had passed, but yachting had not fully recovered from it and remained temporarily in the doldrums until after the turn of the century. Nevertheless, the sport was kept alive by the enthusiasm of its relatively few devotees.

Soon after the opening of the 1895-6 season a match race, under Squadron rules, was held between Iduna and Thelma. On the day appointed the weather was so rough and squally, with winds at gale force, that the Manly steam ferry service was suspended. It was reported next day that the water police had rescued not less than fifty men from capsized boats. Nevertheless, Cameron and MacCormick insisted on starting. The race was followed by Commodore White in s.y. White Star. The competing yachts sailed the course in close company, alternately taking the lead, but the storm increased to such an extent that the commodore exercised his authority and stopped the race.

An occasion of outstanding interest in 1896 was the second visit to Sydney of Lord Brassey, in his world-famous yacht Sunbeam, in which he had visited Australia nine years previously. Lord Brassey had been appointed Governor of Victoria and in October 1895 had arrived at Melbourne in Sunbeam in order to take up his vice-regal duties. Political preparations were then being made for the federation of the Australian colonies, with a consequent unification of the defence forces of the several States. Lord Brassey's cruise from Melbourne to Sydney in April 1896 was presumably connected with these naval affairs.

The distinguished yachtsman and former Civil Lord and Parliamentary Secretary of the Admiralty was entertained at Sydney jointly by the Squadron and the "Prince Alfreds" on board a chartered steamer, s.s. Yarrowonga, but a regatta organized in his honour was ruined by a south-westerly gale of such force that the sailing and rowing races had to be cancelled.

In this year another notable visitor to Sydney, though less celebrated at the time, was Captain Joshua Slocum in Spray, a 37-foot yawl of 14-foot beam and 9 tons register. Captain Slocum, a hardy Nova Scotian, earned

enduring fame by sailing *Spray* single-handed round the world, a voyage which he completed in just over three years, being the first to do so. His epic story, *Sailing Alone Round the World*, is a classic in the history of yachting. In this book Slocum recorded his impressions of Sydney Harbour:

“Summer was approaching and the harbour was blooming with yachts. Some of them came down to the weather-beaten *Spray* and sailed round her at Shelcote [Shell Cove]. . . . The harbour was alive with boats and yachts of every class. It was, indeed, a scene of animation hardly equalled in any other part of the world.

“At Sydney I was at once among friends The typical Sydney boat is a handy sloop of great beam and enormous sail-carrying power; but a capsize is not uncommon for they carry sail like Vikings. Everybody owned a boat. If a boy in Australia has not the means to buy him a boat he builds one, and it is usually one not to be ashamed of.”

In the above description of the “typical Sydney boat”, the author was obviously referring to the spectacular craft of the Sydney Flying Squadron.

Slocum, after his voyage round the world, continued single-handed deep sea cruising until he and *Spray* disappeared without trace during a voyage from the U.S.A. to South America in 1909. Slocum was then sixty-five.

In 1896 several new yachts appeared on the Squadron’s register, among them *Antidote* (a large vessel owned by Alexander Oliver); *Herreschoff* (owned by James Cox); and *Meteor*, a yacht built in New Zealand by Charles Bailey, and sailed to Australia by Dr Power, Dr Williamson and A. T. Pittar. *Meteor* was of remarkable proportions, in that she had a length overall of 41 feet, a waterline of 28 feet 6 inches, with a beam of only 7 feet 5 inches and draught of 5 feet 6 inches. Her boom was 30 feet long, with the gaff in proportion, and she carried a jackyard topsail. Because of her relatively short waterline she was rated as only 3.8 under the Yacht Racing Association’s rule, and this gave her a formidable advantage in handicap racing.

At about this time, two noteworthy ocean cruises were made by yachts on the Squadron’s register. One was a voyage by *Archina* (Captain H. F. Harris) to Hobart and back, believed to have been the first cruise by a Squadron yacht on what was later to become one of the world’s great ocean yacht-racing courses. *Archina* was considered to have done very well on the return passage from Hobart to Sydney, which she made in five and a half days. The other noteworthy pleasure cruise of this period was a leisurely voyage by a Squadron member, F. Rae, in *Jess*, to North Queensland and return. Coastal cruises were made also in the ageing yachts *Electra* (then owned by Carleton Kelly), and *Oithona*, in which the Hon. Dr Charles Mackellar, who had been appointed a member of the Legislative Council, regularly cruised for pleasure, inside and outside the harbour.

The Gascoigne Cup in 1896 was won with the aid of a substantial time allowance by James Cox in *Herreschoff*. In 1897 the cup was won by Dr MacCormick’s *Thelma*.

At the annual meeting of the Squadron, in August 1897, Dr MacCormick (*Thelma*) was appointed Commodore; W. McPherson Cameron (*Iduna*) vice-commodore; and Alexander Oliver (*Antidote*) rear-commodore. These three flag officers, all enthusiastic helmsmen of their own sailing yachts— though *Antidote* was a pleasure cruiser and not a racer—remained in those offices for three years, until the close of the century.

At the Squadron’s “opening of the season” evolutions in October 1897 fourteen sailing yachts turned out in two divisions. The port division was led by the commodore in *Thelma*, and the starboard division (in the absence of *Iduna*) by Rear-Commodore Oliver in *Antidote*. The other yachts participating included some elderly vessels with new owners, and some new yachts. They were: *Electra* (Carleton Kelly), *Archina* (N. M.

Cohen), Oithona (Dr Mackellar), Meteor (Dr Williamson), Isea (W. M. Marks), Herreschoff (James Cox), Mabel (C. E. Newman), Akarana (J. S. Abrahams), Lahloo (W. H. Murrell), Bronzewing (H. M. Cockshott), Freda (E. Hungerford) and Louelle (A. Blix). This was by no means the Squadron's full strength, since, apart from steam yachts—which were standing by only as observers—there were always some sailing yachtsmen who did not like flag-signal manoeuvres. However the occasion drew an eloquent comment from J. R. Fairfax's Sydney Morning Herald.

The newspaper stated that the manoeuvres organized by Dr MacCormick had enabled the spectators to realize in some measure the fascination of the pastime, and added, somewhat grandiloquently, "It not only suggests to the reflective mind the supremacy of England on the sea, but to some extent records evidence of the why and wherefore of that greatness. If one looks at the way in which yachts are handled, even in these waters, one soon realises that many forces are at work which tend to the growth of patriotism, the development of physique, the stimulating of judgment and promptitude in emergency—four of the main factors which have contributed so largely to the British nation's becoming the power on the seas."

The first Squadron handicap race of the season, in November 1897, introduced a new rule, banning square topsails, and permitting only fore-and-aft canvas, including topsails. As this rule took effect, it profoundly altered the appearance and manner of handling racing yachts which had prevailed for at least half a century, and prepared the way for the modern rig of racing yachts, in which topsails and topmasts, and the setting of topsails by sending a hand aloft, have become obsolete.

In that race Thelma was first home, with more than her time allowance to spare, and won the trophy. Second prize went to A. A. Griffiths's Jess. The third yacht was none other than the fourteen-year-old Sao, now reconditioned and given a new name, Actaea, and owned by F. Woolcott Waley. The fourth place went to young Walter Marks, who was now the proud owner of Isea, while James Cox's Herreschoff and W. H. Murrell's Lahloo brought up the rear.

In a race for first-class yachts for the Commodore's Cup, over a 29-mile course to Botany Bay and back, in a rough sea, Iduna turned the tables on Thelma by defeating her by 33 seconds after giving her 9 minutes time allowance at the start. The sightseers on the following steamer, the Bruce, apparently had a shaking up for the Australian Yachtsman reported: 'The Bruce bucked and kicked and tumbled, and stood on her head, and sat on her tail, and performed generally in an alarming manner ... complexions varied from Mr Alfred Milson's cheery pink, to a pale white; the prevailing [colour] was yellowish with a tendency to green. We saw Sid Wilson [R.S.Y.S. Secretary] wading bravely about in sea-boots succouring beauty in distress perched disconsolately on the cabin top.'

At the turn of the year 1898, the Gascoigne Cup was won for the second time by Commodore MacCormick's Thelma. In this season Dr MacCormick presented a trophy known as the Squadron Cup. It was to be awarded to the yacht with the season's best record in all Squadron races. The trophy was to be held by the Squadron until won outright by the same owner with the same yacht in three consecutive seasons. Its first winner, in the 1897-8 season, was Vice-Commodore W. M. Cameron, with Iduna.

An interesting challenge match, for stakes of £100, was sailed in March 1898, between Dr Williamson's cutter Meteor, rating 35, and H. M. Cockshott's lug Bronzewing, rating 25, over a harbour course of 173 miles. Under Squadron rules, Bronzewing had a time allowance of 3 minutes 56 seconds. The match was for two wins out of three races. In this contest, Meteor was sailed by a professional helmsman and Bronzewing by Walter Reeks. The first race was sailed in light airs which scarcely gave the yachts steerage-way, and the second race, two days later, in a moderate breeze. Meteor won both races, with a margin on each occasion of a little more than three minutes above her handicap.

During that year (1898) James R. Fairfax was knighted in recognition of his many services to journalism, charity, the arts, and sport. He was then sixty-four years of age, and continued for many years thereafter to take a keen and leading interest in the Squadron's activities and development.

The New Year, 1899, saw the nineteenth century drawing towards its close, with political plans well advanced for the federation of the Australian colonies into a Commonwealth of States, the result of prolonged debates and conferences for many years previously. To most Australians, it seemed that Federation would bring into existence the Australian nation of "one continent, one people, one flag", under the British Crown, and hopes were high for future progress.

In the yachting fraternity of Sydney, the chief interest was in a new yacht Fairlee, of low rating, owned by a Squadron member, T. W. Bremner. Fairlee was tested in a Squadron Challenge Race on 14th January 1899, against Thea (Walter Marks), Herreschoff (James Cox), Actaea (F. W. Waley), Meteor (then owned by Dr Elliott), and Bronzewing (H. M. Cockshott). These were all smart yachts with keen owners and crews. Fairlee was outsailed in light airs, the prize going on handicap allowances to Actaea, with Isea second and Bronzewing third.

Thelma, already with a long list of victories to her credit, later in January further distinguished herself by winning the Anniversary Regatta for the fifth successive year.

The race for the Gascoigne Cup (to Long Reef, Narrabeen and return) on 11th February 1899 produced a curious incident. The rounding mark had not been placed in correct position at Long Reef, when the leading yachts—Fairlee, Herreschoff, Actaea, and Isea—arrived there, but was placed in position for other yachts which had conceded the time allowance at the start, including Thelma and Iduna. Protests were lodged, and the race was resailed a fortnight later, when the cup was won by Herreschoff.

On 18th May 1899 Earl Beauchamp, the new Governor of New South Wales, arrived from England. He was only twenty-six years of age. He was enchanted with the beauties of Sydney Harbour and possessed a young man's enthusiasm for the sport of yachting. Soon after his arrival, he joined the Squadron and bought the lug Bronzewing from H.M. Cockshott, frequently sailing in her himself on the harbour, though not in races.

There were some other yachts given the name of Bronzewing, and this caused confusion enough at the time as is evident by a contemporary jingle:

"What won the race?" "Why Bronzewing One" —  
"Which Bronzewing?" "Can't you see  
'Tis Bronzewing Four" — "No, Bronzewing Two!"  
"I'm sure 'tis Bronzewing Three!"

"What rot you talk—why here's the boat,  
Bronzewing as I'm alive" —  
"Of course she is, but there, you see  
She's Bronzewing number five."

During the year there were some important additions to the yachts on the Squadron's register. One of these was Bona, a large yacht of 40.2 rating, built by Bailey of Auckland, New Zealand, to his own design, and imported to Sydney by J. E. Chinnery. Other New-Zealand-built yachts to come to Sydney at this time were Rainbow, owned by A. T. Pittar, and Aoma, owned by C. T. Brockhoff. A new Sydney-built yacht was Zimita, owned by A. A. Griffiths.

The testing of these new yachts against the older yachts of high reputation added interest and zest to racing in the 1899-1900 season, which, for this and other reasons, marked the beginning of a new impetus in the Squadron's history.

A remarkable finish occurred in the Squadron's handicap race, including an ocean course, on 27th January 1900. In this race six yachts were entered, four of them having been imported from New Zealand. The competitors and handicaps were: Isea (NV. M. Marks), scratch; Rainbow (A. T. Pittar), 37 seconds; Bona (J. E. Chinnery), 39 seconds; Aoma (C. T. Brockhoff), 13 minutes; Meteor (Dr. J. F. Elliott), 13 minutes 37 seconds; Zimita (A. A. Griffiths), 14 minutes 44 seconds.

In whatever way such calculations of handicaps were arrived at, they proved to be uncannily accurate in regard to the two winning yachts. Bona finished the course in 5 hours 25 minutes 15 seconds, with Rainbow two seconds astern of her. In consequence of the time allowance, the race was a dead heat or tie, one of the very rare occasions in yacht-racing history in which such a result occurred.

Then, following a protest on a technicality regarding the carrying of some material under the forepeak which was regarded as ballast, Rainbow was disqualified, much to Pittar's annoyance, and the prize went to Bona. A week later, on 3rd February 1900, these two yachts entered for the P.A.Y.C.'s invitation handicap, as also did another large yacht, Defender, which was owned by James Garrick and sailed by Stanley Stevens.

A comparison of the dimensions of these three yachts indicates the difficulty of getting them away to a flying start in a stiff breeze. Bona was a 50-ft cutter of almost the same dimensions as Rainbow, as the difference of only 2 seconds between them on time allowance indicates. Rainbow was 50 ft L.O.A., 34 ft L.W.L. and 9 ft beam. Defender had been built at Drummoyne, Sydney, to Garrick's own design. She was 62 ft plumb stem to stern, 13 ft beam, and low-sided. She carried 2,000 sq. ft of working sail on a 50 ft boom, 32 ft gaff and 17 ft bowsprit. Her spinnaker pole was 35 feet long and 5 inches in diameter, of solid oregon pine. Stanley Stevens (still hale and hearty at the age of eighty-nine in 1962) has stated that "she carried a crew of twenty-two, and all were needed. She was a brute to work."

The three yachts approached the weather end of the starting line at 8 knots in a fresh north-easter. Bona was to windward, overlapping Defender, which overlapped Rainbow, the leeward yacht. As he neared the line, Pittar in Rainbow luffed, and Defender did likewise. Bona's helmsman yelled for clearance, realizing that if he luffed he would collide with the starter's boat.

Defender pulled away, but Rainbow continued to luff hard. A collision became unavoidable, and Defender climbed across Rainbow on the quarter. Her 17-ft bowsprit pierced Rainbow's mainsail, narrowly missing Pittar's head, and her 60-ft forestay split the sail from foot to head and tore out the jackyard topsail. The combined leverage of the interlocked yachts swung Rainbow's bow further to windward, into the track of Bona and they collided almost head on with a shattering impact that broke off both bowsprits and knocked the crews of all three yachts (forty-two men in all) sprawling on the decks.

Miraculously, no one in any of the crews was seriously injured; but, when the mess was disentangled, Bona and Rainbow were wrecks aloft and leaking heavily. Both had to be towed back to their moorings, with pumps going, but Defender was only slightly damaged. Pittar was indignant, and refused to be mollified. He had shipped Rainbow to Sydney as deck-cargo in a steamer, possibly with the idea of selling her. He refused to have her repaired at Sydney and shipped her to her home port at Auckland, New Zealand, as he said, "to show what the barbarous Australians had done to him". (She was still sailing at Auckland sixty-two years later.)

The Gascoigne Cup in that season (the early months of 1900) was won by Brockhoff's Aoma, but the New Zealand yachts did not have things all their own way. The Squadron Cup was won by Isea: this was a feather in the cap of Walter Marks who, aged twenty-five and owner of a yacht that had been sailing on Sydney Harbour for eleven years, had reconditioned her to such effect that she was adjudged to have the best racing record among the Squadron's yachts of that season.

In August 1900 Dr MacCormick stood down from the office of commodore which he had held for three years. He had enlisted as a surgeon for the war in South Africa. The new commodore was Earl Beauchamp, Governor of New South Wales and owner of Bronzewing, the first vice-regal holder of that office. W. McPherson Cameron, owner of Iduna, was re-elected vice-commodore, but Alexander Oliver stood down from the office of rear-commodore in favour of Dr J. F. Elliott (owner of Meteor).

At the opening of the season, in November 1900, a new trophy was announced, the Carleton Cup, presented by T. H. Kelly, Senior, a leading citizen of Sydney whose son, T. H. Kelly, Junior, aged twenty-five, had in that year joined the Squadron and bought the old yawl Electra. The Carleton Cup was for perpetual annual competition for yachts over 10 rating, on a course which included an ocean stretch: the cup to be the property of the Squadron, but held for twelve months by the owner of the winning yacht each year.

The first race for the Carleton Cup was sailed on 17th November 1900, by Iduna, Thelma, Oithona, Electra, less, Thea, and Actaea. The victory went to Dr MacCormick's Thelma—his last race before leaving for South Africa.

Now the nineteenth century was at its last gasp. It was a century which had seen one of the most far-reaching changes in human history. It had witnessed the invention of the steam engine for industrial power, locomotion, and marine propulsion. It had seen the rise of Britain's power, based on industry and naval and mercantile supremacy, and the establishment of the greatest empire in the history of the world. At the century's end the venerable Queen Victoria, aged eighty-one, after having reigned for sixty three years, was still on the throne. Her son, Edward, Prince of Wales, aged fifty-nine, had been patron of the Royal Sydney Yacht Squadron since its inception. The Squadron could look back on thirty-eight years of activity, during which the sport and pastime of yachting at Sydney had passed through many changes, but had steadily developed as an organized activity to become a regular feature of the life of Australia's first city.

Now, as the new century dawned, Australian troops were abroad fighting in the war in South Africa, while the chief public interest at home was in the elaborate preparations for the proclamation of the Australian Commonwealth. This was to be made at Centennial Park, Sydney, on 1st January 1901—the first day of the twentieth century.

Great had been the growth and development of the Australian colonies during the century that was drawing to its close. The population had increased from some 5,000 in 1801 to 3,700,000 in 1901. An island continent of 3 million square miles, which at the beginning of the century had been almost completely unexplored, was now fully mapped and substantially occupied as a new home for Europeans. Its rapidly-growing cities possessed all the amenities of civilization, including the arts, crafts, trades, professions, industries, and sports of the Australians' faraway ancestral lands. It was a time for retrospect and also for looking ahead.



FIRST YEARS OF THE TWENTIETH CENTURY—NEW ZEALAND  
YACHTS PROMINENT—T. A. DIBBS AS COMMODORE—THE SEARCH  
FOR A SQUADRON CLUB HOUSE—PURCHASE OF “CARABELLA”—  
MANY NEW YACHTS—THE FIRST SAYONARA CUP RACE—THE  
DEED OF GIFT.

On that first day of the first month of the first year of the twentieth century, when the Commonwealth of Australia was officially proclaimed at Centennial Park, Sydney, by the first Governor-General, the celebrations were such as have never been surpassed in pageantry at Sydney, before or since that occasion. The day dawned bright and clear. Buildings and ships were gaily dressed with flags, and huge triumphal arches were erected at many points along the route of a vice-regal procession from the Domain to Centennial Park. The new Governor-General was escorted by a troop of the Queen’s Life Guards, detachments of Dragoons, Hussars, and Lancers, a troop of Sikhs and of Gurkhas, detachments of the Grenadier Guards, the Irish Rifles, the Cameron Highlanders, the Black Watch, the Yeomanry, the Welsh Fusiliers, and, last but not least, by Australian mounted troops.

The festivities continued until, suddenly, they were brought to an end on 22nd January by news of the death of Queen Victoria. The Queen had thus reigned for exactly three weeks as Sovereign of the new Commonwealth of Australia, though she had reigned over the colonies constituting it for nearly sixty-four years.

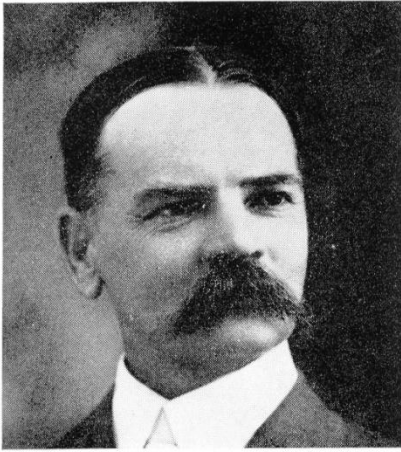
A new era had indeed dawned, and it was marked by the accession to the throne of King Edward VII, at the age of sixty years. Thus, for the first time in its history, the Royal Sydney Yacht Squadron had the sovereign as its patron.

During the summer season of 1900-1 the Gascoigne Cup was won by Aoma, which had been bought from C. T. Brockhoff by A. Dixon. The Squadron Cup was won for the second year in succession by Walter Marks with Isea.

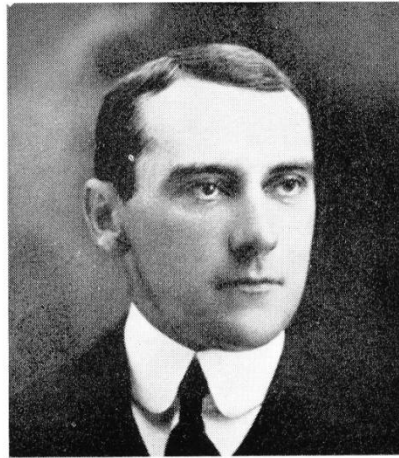
A new development was the inauguration of a Championship Pennant for yachts classified as “20-footers”, foreshadowing the entirely new system of linear rating which had been adopted by the Yacht Racing Association in Britain. The first race for the pennant, in 1901, was won by Magic, a new yacht bearing a famous name, owned by J. O. Fairfax, son of Sir James Fairfax.

During the winter season of 1901 three new racing yachts were added to the Squadron’s register, and soon proved to be excellent performers. They were Petrel, owned by S. Dempster; Sunbeam, owned by F. Doran; and Culwulla I, owned by Walter M. Marks. All were built by the Logan Brothers, of Auckland, New Zealand.

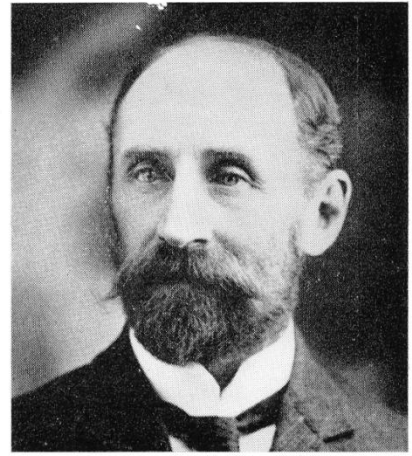
At the annual meeting of the Squadron in August 1901 Earl Beauchamp retired from the office of commodore, and was succeeded by Thomas Allwright Dibbs, owner of S.Y. Ena. This veteran yachting enthusiast, despite his sixty-nine years, was in full vigour as general manager of the Commercial Banking Company of Sydney, a post which he had held for thirty-four years and continued to hold for fourteen years more, until 1915, when he retired at the age of eighty-two.



J. A. MINNETT



T. H. KELLY



E. HUNGERFORD



A. C. SAXTON



AWANUI I (1906)



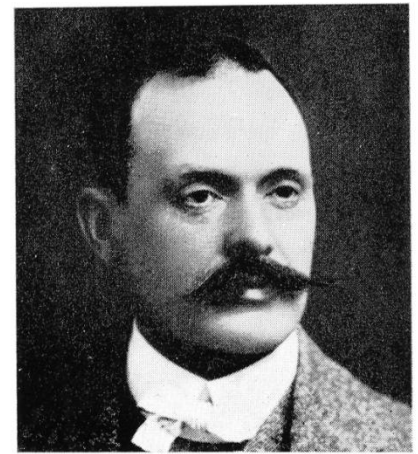
SIR EDMUND BARTON



C. P. BARTHOLOMEW



W. M. CAMERON



A. J. ARNOTT



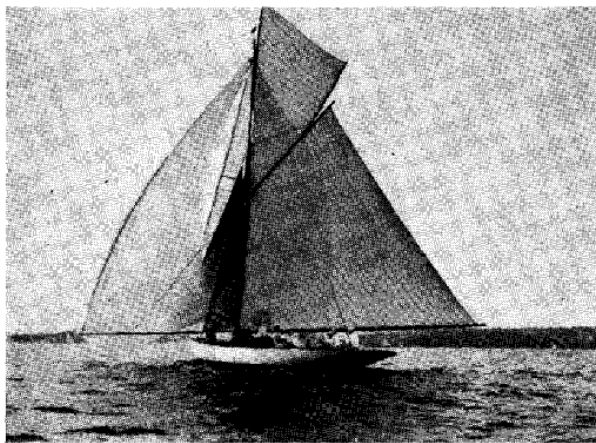
GARDEN PARTY IN THE JUBILEE YEAR (1912)



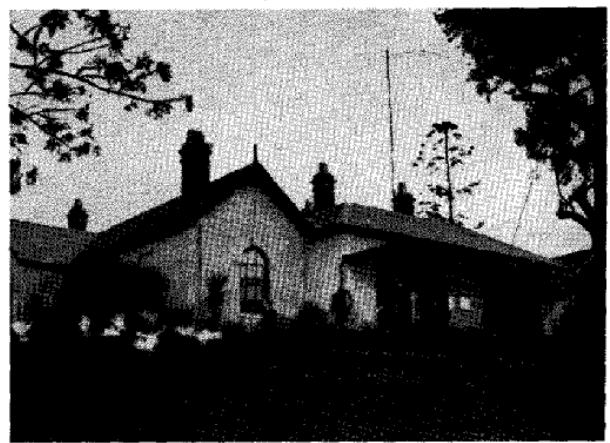
THE SAYONARA CUP  
*(McEnally)*



THE CARLETON CUP  
*(McEnally)*



WHITEWINGS



THE CLUBHOUSE IN 1912  
showing the wireless mast

At that meeting the Squadron formally adopted the new rule of measurement and classification known as “linear rating” which had been adopted by the Yacht Racing Association in Britain. This system classified yachts as “20-footers”, “30-footers”, “40-footers”, and so on, in units of 10 feet overall measurement. However, it took other factors than deck length into consideration, being based on a complicated formula, modified from time to time. Eventually, under international agreements, it evolved into ratings by metres instead of feet, leading to the formulated description of the many classes of yachts recognized today.

The new system of classification came into existence at Sydney gradually, and with modifications to permit yachts which had previously raced in certain classes to continue in those classes for the time being. The “linear Rating” principle was adopted by the Squadron and the Prince Alfreds, and this led to the formation in 1902 of the Sydney Yacht Racing Association, which later became the Yachting Association of New South Wales. As such it continues as the controlling body of the sport, with delegates from all affiliated sailing clubs on its committee.

In the 1901-2 sailing season, the three Logan yachts showed their paces. The Gascoigne Cup was won by Dempster’s Petrel; the Squadron Cup by Marks’s Culwulla; and the 20-footers’ Pennant by Doran’s Sunbeam.

The Squadron was then in the fortieth year of its existence, and the time had undoubtedly arrived for action in the matter of obtaining a clubhouse on the waterfront, a project that had been discussed for many years past. It was obvious that the Squadron’s clubroom at Post Office Chambers was inadequate in size and amenities, but it was also obvious that any move to waterfront premises would entail an expenditure that would require, at least, an increase in the membership fee, which had remained at three guineas per annum ever since the Squadron’s formation in 1862.

The problem of finding a new home was energetically tackled when T. A. Dibbs became commodore, and he must be accorded a very large measure of the credit for seeing the project through to its ideal solution. In this he was ably supported by the other flag officers and the members of the committee, and in particular by Harold Cockshott (a barrister) and Arthur J. Milson, who put forward the suggestion that the Squadron should take a lease of “Carabella Cottage” at Kirribilli. This old home, the second of that name (the first having been William Shairp’s at Careening Cove) had been bought or built by William Tucker, a wine and spirit merchant, who had purchased the property from Robert Campbell’s heirs in 1860 and had died in 1886. It had passed into the possession of Miss Fanny Tucker, but was unoccupied and in a state of neglect, its garden overgrown with long grass and bushes. Yet the old stone building was structurally sound, and ideally situated as a Squadron clubhouse, having a waterfront at Wudyong Point, adjacent to Careening Cove and Neutral Bay, on the eastern side of Kirribilli.

A sub-committee of the Squadron, appointed to investigate the proposal to acquire “Carabella”, entered into negotiations with the owner and reported, in February 1902, that Miss Fanny Tucker would be prepared to grant the Squadron a lease of the property for seven years, at an annual rental of £180. The Squadron would have the option, at the end of that period, of renewing the lease without change of rental, or of buying or leasing the whole or part of the grounds, together with the building which was valued at £400.

The sub-committee reported further than an immediate expenditure would be required for improvements to the cottage, including a billiard room, an additional bathroom, an extension of the dining-room, and improvements to the landing-stage and slipway. There would also be an outlay for furnishings.

Among the items of estimated expenditure were staff appointments:

Married couple

£2 per week

Maid	15/-	“	“
Black Boy (garden)	15/-	“	“
Food allowance, 4 persons	9/- ea	“	“

In addition, secretary's allowance.

To finance the proposal, the sub-committee suggested that £1,250 be raised in 4 per cent debentures, the interest on which would be a first charge on the property and its appurtenances.

It was hoped that the revenue from residential accommodation for six members, yielding a total of £655 per year, would cover interest on the debentures, plus current expenses, and half the rent. This would leave the Squadron with the task of meeting an extra cost of £90 per year, less the £32 that was being paid as rent on the room at the Post Office Chambers. In other words, the Squadron would need to find an additional £58 per year, which would surely come from entrance fees of new members at three guineas for their first year. Any profits from meals, liquors, billiards, race afternoon teas, and so forth could go to a fund for repaying the debentures.

These calculations, made in gold currency values, may be related approximately to the paper currency values of sixty years later by multiplying each figure at least five-fold or six-fold. It may then be apparent to the modern reader that the financial transaction proposed was by no means as small as the estimates based on gold currency values might suggest. For example, the amount to be raised by debentures was equivalent in modern currency values to well over £6,000.

In 1902 property values in the north shore suburbs were not those of today. Many blocks of land at Mosman, Cremorne, Neutral Bay, Kirribilli, and North Sydney, were vacant. The only direct communication with the city of Sydney was by passenger and vehicle ferries.

The sub-committee pointed out that the water-frontage to the “Carabella” property was excellently suited to the Squadron's purpose. Races could be started and finished there, and the course at the start and finish would be well clear of the main fairway of harbour traffic, while the grounds would provide a splendid vantage point for viewing races, thus obviating the necessity to charter steamers. There were ample and well sheltered anchorages for yachts in Careening Cove and Neutral Bay nearby. Ferry wharves at Kirribilli and Milson's Point, within a few hundred yards of “Carabella”, would make the Squadron's home easily accessible from the city. Members' meetings could be held there in far greater comfort than at the Post Office Chambers, and this “would render possible more convenient and friendly associations”.

The sub-committee's report, comprehensive, precise, and persuasive in every detail, concluded emphatically: “The Squadron is thus in a position of practically having the whole establishment run for a merely nominal expense. If it is made use of by members to the extent that it is reasonable to expect, there will be a large revenue to meet the increased expenses, which a large attendance would entail, and to repay debentures. There is every reason to anticipate a great success if the Squadron carries out this scheme.”

Prophetic words! But, as usual, in organizations of sporting or other bodies in which rank-and-file members insist on debating proposals affecting all, there was considerable delay before action could be taken. Fortunately, Miss Tucker was not pressing for completion of the deal, and was content to let negotiations take their course.

At the Squadron's annual meeting in August 1902 T. A. Dibbs was re-elected commodore, with Dr. J. F. Elliott as vice-commodore, and T. H. Kelly as rear-commodore.

The financial ability of Commodore Dibbs and Rear-Commodore T. H. Kelly, combined with the legal knowledge of Harold Cockshott, barrister, was chiefly responsible for bringing to a head the long-debated question of a suitable home for the Squadron. In all probability the suggestion of acquiring "Carabella" came initially from Alfred and Arthur Milson, since the locality had been their grandfather's interest, and their father (James Milson II) was still living, at a great age, at "Elamang", adjacent to "Carabella". To the credit for a move that was to prove spectacularly successful should be added acknowledgment of the co-operation of Miss Fanny Tucker and the trustees of the Tucker Estate in facilitating the negotiations.

Among members of the Squadron who co-operated enthusiastically in furthering the proposal were several keen racing yachtsmen, including Dr. J. F. Elliott, W. M. Cameron, H. M. Shelley, George Woolcott Waley, and T. W. Bremner.

In order to put the transaction on a formal legal basis, since the Squadron did not have the power to hold land, a company named "Yacht Squadron Club House Limited" was incorporated on 19th November, 1902. The company was registered as non-profit-making and limited by guarantee "for social and general recreation, yachting, and all kinds of sport". It had power to carry into effect a provisional agreement dated 14th November 1902 with Fanny Louisa Tucker, and to purchase, lease, or otherwise acquire and hold land or any real or personal property; to construct, improve, repair, furnish and maintain a clubhouse, refreshment rooms, billiard rooms, wharves, boats, boatsheds, and ships' slips; to carry on business as caterers; to establish a capital guarantee fund; and to borrow or raise money by debentures.

The first directors of the company were: J. F. Elliott, T. H. Kelly, W. M. Cameron, George Waley, T. W. Bremner, and H. M. Shelley, with Sydney T. Wilson as secretary. The first issue of debentures was for £1,100, in units of £10. With these funds in hand, the directors began the renovations without delay. On 5th January 1908 a formal agreement was signed between the Squadron and the company, whereby the premises were sub-let to the Squadron. As from that date, the Squadron had its long-wished-for waterfront home. Its burgee was hoisted for the first time at "Carabella" on 24th January 1908, on a flagstaff presented by F. W. Waley. This flagstaff had been a mast, salvaged from the collier Bellambi. It is 60 feet high, with a topmast of the same length, and doublings of 10 feet, thereby giving a height above ground at the truck of 110 feet.

Waley also presented to the Squadron two jaw bones of a whale. These he had brought from the old bay-whaling station at Twofold Bay. They were eventually erected to form an arch across the path leading to the landing-stage, providing a striking feature which has been maintained to the present day.

An unrehearsed incident occurred during the regatta which was a feature of the inaugural ceremonies of the Squadron's new home.

The officials in the starter's boat, "attired in stiff, starched pants and gold badge yachting caps" had obtained a small brass cannon for the purpose of starting off the events. "After the first explosion, when the smoke had cleared away, we found to our dismay that we had blown three planks away from the stem-head of our boat, and the water was pouring in. By trimming aft, we kept the damaged part just above water but our pants got awfully wet. For the next shot we lifted the muzzle, and bang! there was Pheasant's sail flat on the water, with her crew in the water, and her skipper yelling to high heaven. He had caught the wad fair under the ear, falling overboard and so releasing the tiller, causing the boat to pickle."

The 1902-3 season witnessed the outstanding success of Dempster's Petrel, which won the Gascoigne Cup, the Squadron Cup, and the 20-footers' Pennant; while T. H. Kelly, Junior, in the elderly but reconditioned yawl Electra, won the Carleton Cup.

In June that year (1903) the veteran James Milson II died at "Elamang", aged eighty-nine years. He had been a foundation member and first vice-commodore of the Squadron. His sons, Alfred and Arthur, and in course of time their descendants, would carry on the Milson tradition in yachting to the present day.

Among new yachts registered with the Squadron in 1903 were the speedy 30-footers Heather, built in New Zealand for N. H. Murray, and Scotia, built in Sydney for T. W. Bremner. Several of the best yachts in Sydney at the turn of the century had been imported from New Zealand, where the two family firms, the Baileys and the Logans, both of Auckland, had developed remarkable skills in design, using kauri pine and other New Zealand timbers. Aoma, Sunbeam, Petrel, Culwulla, and Heather were built by the Logans; Meteor and the 50-ft cutter Bona by the Baileys.

In that year, too, a beautiful centreboard schooner yacht for cruising was built at Sydney, by W. Holmes of Lavender Bay, to the design of Walter Reeks, for a Melbourne owner, C. D. Wallace. She was 80 ft L.O.A., 66 ft L.W.L., 16 ft 9 ins beam, 7 ft 6 ins depth, and rated as 86 tons by the Thames Rule or 42.3 tons net by Customs registration. For some reason best known to himself, the Melbourne owner named this 80-ft schooner Bona, despite the fact that the Auckland-built 50-ft cutter Bona already bore that name, and was renowned as a racing yacht.

There was no law against this repetition of a name, as the multiplicity of Bronzewings had shown; but historians of yachting may be excused if some confusion of identity arises in such cases, and also in the case of different yachts built in succession with the same name, followed by the distinguishing marks I, II, III, IV, V, VI, like the sovereigns of a royal dynasty, in endless progression, but with the difference that several yachts of these dynasties remained in commission at the same time. Further confusion arises in yachting annals when a yacht's name was changed, at the owner's whim, or on a change of ownership, as often happened.

It may be urged that in yachting, as in horse-racing, at least within one country, a central control of name-registration would be an advantage, to avoid the confusions of identity which make the task of historians of yachting unduly complicated. For the purposes of the present narrative, it is necessary to establish clearly that the Melbourne schooner Bona was an entirely different vessel from the big Sydney cutter Bona. This was clear enough to the eye of beholders, and there was no real problem of identity while the schooner was at Melbourne and the cutter at Sydney; but later the schooner returned to Sydney, while the cutter was still sailing there, as the story will tell, and each was a famous vessel in their different fields of racing and cruising.

In the 1903-4 sailing season Scotia won the Gascoigne Cup; Heather the Squadron Cup; and Petrel the 20-footers' Pennant, while the veteran Oithona (A. J. Souter) won the Carleton Cup.

The outstanding event of yachting interest in that season was a visit to Sydney in January 1904 by the crack Melbourne yacht Sayonara, with the object of reviving interstate yacht racing, known in earlier years as inter-colonial contests. The last of these had been held sixteen years previously, during the Centennial Year, 1888, when the two Sydney yachts, Era and Volunteer, had carried off the trophies at Melbourne with first and second places.

In Sayonara the Royal Yacht Club of Victoria had a beautiful yacht. Owned by Alfred Gollin, she had been built in Adelaide to a design by William Fife. She had a length overall of 58 feet, load waterline 38 feet, beam 10 feet 9 inches, and draft 7 feet 9 inches. Her rating under the old rule was 42.4, and by linear rating she was classified as a 50-footer. She had sails imported from Cowes, and hollow spars imported from New York, and was perhaps the first yacht in Australia with hollow spars. In racing performance she was far ahead of all other yachts at Melbourne.

To test her against the Sydney flyers, Alfred Gollin issued a challenge for a cup to be donated by himself. He suggested that the Royal Sydney Yacht Squadron and the Prince Alfred Yacht Club should jointly nominate a yacht to represent New South Wales in a contest against Sayonara (representing Victoria), in the best two of three races over an ocean course outside Sydney Harbour.

This challenge was accepted, and a committee of the two defending Sydney clubs nominated the New Zealand-built yacht Bona, which had been bought by Herbert Binnie from J. E. Chinnery. It was agreed that the match would be held under the time allowances and other rules of the British Yacht Racing Association.

Some of the best Sydney yachtsmen went into training as crew of Bona. They were H. Binnie (owner), S. M. Dempster (helmsman), J. Roxburgh, H. Manson, A. Jewett, W. P. Creagh, J. Wilson, and the professional yacht hand, Jack Evans.

Sayonara was sailed from Melbourne to Sydney with her owner on board and a smart Victorian crew with W. J. Robb as helmsman. Both yachts would have been rated under later systems of measurement as being in the 12-metre class, but only approximately so; as, under the deed of gift and the rules prevailing at that time, Bona was entitled to a time-allowance of 89 seconds per mile.

The first race of the challenge match was sailed on 9th January 1904, in a stiff north-easterly breeze. The start was off North Head on a course of 10 miles to windward and return. Over this course Bona had a time allowance of 2 minutes 58 seconds. Sayonara crossed the finishing-line 4 minutes 28 seconds ahead, and thus won by a minute and a half. This result was close enough to indicate that the match was a keen one.

Two days later the second race was sailed over a triangular course of 21 miles, each side of the triangle being 7 miles. Bona's allowance over this course was 3 minutes 6 seconds. The weather was milder, and the Sydney yacht crossed the finishing-line almost two minutes ahead of Sayonara, thus winning without need of her time allowance.

Next day, 12th January, the third race was sailed, over a course of 10 miles dead to windward and back. Sayonara won with two minutes to spare, and so held the trophy after a contest that had been keen, clean, and close.

Alfred Gollin and his crew sailed back to Melbourne, taking the cup with them. A month later, he announced that he would present the Sayonara Cup as a trophy in perpetuity for interstate yachting challenge matches. By a deed of gift signed on 15th February 1904 he stipulated that the contest should be between yachts registered with the Royal Yacht Club of Victoria (representing the State of Victoria) and either or both the Royal Sydney Yacht Squadron and the Prince Alfred Yacht Club (representing the State of New South Wales).

The first trustees of the cup would be the flag officers of the Victorian club, but it would be a shifting trust, consisting of the flag officers of the club winning the trophy at any time.

A match was to be between two yachts only, respectively selected by the challenging and defending club. The challenge should be made in writing before 1st April (later altered to October) in any year, and was to state the name of the challenging yacht and her owner and yacht measurements sufficient to indicate her approximate rating. No other challenge might be made pending the decision of the match in hand. The challenge was to be accompanied by £50, to be repaid if the contest took place or if the defending club defaulted. If the challenger defaulted the deposit would be forfeited to the defending club to be used at discretion for yachting purposes.



If the challenge were not answered within one month, or reasonable arrangements not made for the match, or if the defending club lost the match, the cup would go to the challenging club or clubs.

A condition not to be waived was that the challenging yacht must proceed under sail and on its own bottom to the port where the contest was to be held.

A match would be of three races, on consecutive days (Sundays excepted), in open waters, with Port Phillip regarded as such, the cup to go to the winner of two of the races.

The first race was to be on a course of 10 nautical miles, dead to windward and back; the second on a triangular course of 21 nautical miles, the triangle to be as nearly equilateral as circumstances permitted; the third race, if necessary, over a course similar in character to the first.

The club holding the cup was to mark the course. English Yacht Racing Association rules and time allowances were to be observed and allowed at the conclusion of each race. The races would begin with flying starts.

Yachts were to be limited to 52 feet, linear rating, or, unless such system were altered or abolished, the maximum load waterline was to be 50 feet. The numerical strength of the crews was to be as laid down in Y.R.A. rules. With the exception of two paid hands (who were not to touch the helm), the crew were to be members of a recognized amateur club of the State which each yacht represented. In addition a representative of a competing yacht could be in the opponent's yacht.

The trustees of the clubs concerned could alter these conditions, but only with consent of all the flag officers of all the clubs concerned.

With this very explicit deed of gift, Alfred Gollin inaugurated one of the most important yachting competitions in Australia, one which, with some modifications of the conditions, has continued to the present day.

At the Squadron's annual meeting, in August 1904, Sir James Fairfax was elected commodore, T. H. Kelly as vice-commodore, and F. W. Waley as rear-commodore. This was the fourth occasion on which Sir James Fairfax had been elected commodore, and he was to officiate in that capacity for a further eight years. During this period of great and continued expansion of the Squadron, much credit is due to his enthusiasm and support. His steam yacht *Isis* was a familiar sight on the harbour, flying the commodore's pennant and acting as flagship on many a memorable racing day.

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

The move to "Carabella" had brought, as expected, an increase in the Squadron's membership. Among the new members was one who joined in 1903—Charles Lloyd Jones, aged twenty-five years. Born in Sydney, he was the grandson of the founder of David Jones' emporium, which had been established in 1838. Charles Lloyd Jones as a young man had spent a few years in England, studying art. While sketching on the Blyth River in Suffolk, he had chartered a small yacht, and had sailed her for two seasons with the aid of one paid hand. He had then bought a North Sea trawler, *Five Sisters*, and sailed her with the aid of two fishermen, father and son. On returning to Australia early in 1903, he chartered the old deep-keel yacht *Meteor*, and joined the Squadron. He then, in 1904, bought *Actaea* (the old-time *Sao*, renamed), and in course of time was to become the owner and helmsman of far bigger and better yachts, to take his place in the history of the Royal Sydney Yacht Squadron, and to be long remembered as one of its members, and eventually, as its commodore.

Thus, within the first three years of the twentieth century, the Royal Sydney Yacht Squadron had sailed out of the financial doldrums of the 1890s into fair weather. Great headway had been made by the acquisition of its beautifully situated waterfront home, and by the inauguration of the Sayonara Cup. Progress since that time has been continuous, interrupted only by two world-wide wars, but, as the year 1905 dawned, there were no clouds on the horizon and the Squadron cruised on into the new century with all sail set and everything drawing nicely.

WALTER MARKS'S CULWULLA—ARRIVAL OF AWANUI AND  
 RAWHITI—LINEAR RATING—THE NORTHCOTE CUP—THELMA'S  
 CHALLENGE FOR THE SAYONARA CUP—SIR JAMES FAIRFAX AS  
 COMMODORE—CULWULLA WINS SAYONABA CUP—THE SQUADRON'S  
 JUBILEE YEAR

In the 1904-5 season both the Gascoigne Cup and the Squadron Cup were won by T. W. Bremner's Scotia. The Carleton Cup was won by Binnie's Bona, and the 20-footers' Pennant by Walter Marks's Culwulla.

At the Squadron's annual meeting in August 1905 the honorary secretary, Sydney T. Wilson, retired after twelve years of yeoman service. His successor, F. R. Armitage, who had been appointed earlier in the year, was the Squadron's first paid secretary. He accepted that position, however, only temporarily, and his successor then was Chas. A. Guesdon. At this meeting J. A. Minnett was re-elected honorary treasurer for the fifteenth year in succession. His services in that capacity, since he had succeeded H. C. Dangar in 1891, had entailed much voluntary work as the strength of the Squadron and its financial commitments had progressively increased. He was to continue this unselfish service for a further fifteen years, making a total of thirty consecutive years in the office of honorary treasurer.

In 1905-6 the Gascoigne Cup was won by Walter Marks in Culwulla, and the Squadron Cup by Magic (now owned by A. C. Saxton). The Carleton Cup was won by A. G. Soutar in the veteran and reconditioned Oithona, which was then twenty-seven years of age. The 20-footers' Pennant was won by T. W. Bremner's Scotia.

At the start of one of the Squadron's races, Oithona collided with Magic, which, endeavouring to avoid her, rammed the starters' boat, spilling the starter, Arthur J. Milson, into the water. There was a moment of anxiety, for he could not be seen anywhere, but presently he was found clinging, like a living figurehead, to Magic's bowsprit, and was hauled on board.

In the Squadron's now lengthening history, there had been many minor accidents and injuries to yachtsmen, but as yet no fatalities. By far the worst yachting disaster in Sydney's annals had occurred in the 1840s, in pre-Squadron times, when George Thornton's yacht Haidee had capsized in a squall off Shark Island, and five of her crew were drowned. But that tragic incident had faded into dim legend. It belonged to that period in maritime history when—strange though it may seem to the modern mind—very few people, even among sailors and yachtsmen, had learned how to swim. The majority of people in Australia were immigrants from Britain, where swimming, in the usually cold waters, was an accomplishment almost unknown. Even in Australia, it was not until after the turn of the twentieth century that surf bathing on the superb ocean beaches gradually gained in popularity.

In August 1906 T. H. Kelly retired as vice-commodore, and was succeeded in that office by Walter Reeks, whose election was a deserved tribute to his years of pioneering as a yacht designer, and to his active participation in racing as a crew member. F. W. Waley retired also from the office of rear-commodore, and was succeeded by Charles Lloyd Jones, who had now purchased Thelma from Dr MacCormick, and was reconditioning her for racing. Towards the end of the Squadron's year Charles Guesdon died and was succeeded in the post of secretary by S. D. McLaren, who was to continue in that position as a paid official for twelve years thereafter, in residence at "Carabella".

During that year (1906) two large and excellent racing yachts were imported to Sydney from New Zealand, and added to the Squadron's strength. They were Awanui, owned by A. C. Saxton, and Rawhiti, imported by A. T. Pittar and soon afterwards sold to C. T. Brockhoff.

Rawhiti was built in 1905 by Logan of Auckland, and had a waterline length of 36 feet. She had a rating of 41.5 under the old Y.R.A. measurement (i.e., not by linear rating). Soon after Rawhiti arrived, she was tested in a challenge match against Bona. This race was won in a close finish by Bona, but it was evident that the new yacht was of high quality.

When Charles T. Brockhoff bought Rawhiti, he decided to challenge for the Sayonara Cup. This challenge was duly issued on behalf of the Royal Sydney Yacht Squadron, and accepted by the holders of the cup, the Royal Yacht Club of Victoria, which nominated Sayonara (now owned by W. J. Robb) as defender; the match to be sailed in Port Phillip on 18th, 20th, and 21st January 1907.

Rawhiti sailed from Sydney to Port Phillip. Her crew consisted of C. T. Brockhoff as owner and helmsman, A. W. Lenehan, L. C. Waterman, G. W. Henty, W. J. Creagh, F. Love, F. Flaherty, T. Piers, and yacht hand W. Goddard. Rawhiti's was the first challenge in this classic contest since its inauguration by the match between Bona and Sayonara, off Sydney Heads three years before. Despite Rawhiti's time allowance the formidable Sayonara won the first day's race by a net margin of 2 minutes 47 seconds, and the second day's race by 6 minutes 17 seconds, and so retained the trophy for Victoria.

Racing at Sydney in that 1906-7 season saw honours well distributed. A. C. Saxton's new yacht Awanui won the Gascoigne Cup and also the Beauchamp Cup; Sunbeam (now owned by A. W. Crane) won the Squadron Cup; Culwulla (W. Marks) the 20-footers' Pennant; and Bona (Herbert Binnie) the Rawson Cup, a new trophy presented by Admiral Sir Harry Rawson, R.N., who, in 1902, had succeeded Earl Beauchamp as Governor of New South Wales.

During the year Whitewings, owned by J. A. Muston, was added to the Squadron's register.

On 1st January 1907 the new international rule of linear rating by metric measurement had come into force, and this for a time caused considerable debate and some confusion in Australia. It implied the reclassification of all racing yachts, and amended time allowances based on complicated calculations. It applied not only to club racing, but also to the Sayonara Cup contests.

At the annual meeting in 1907 it was announced that the Squadron's membership had increased to 205. This was a vindication of the Squadron's move four years previously to its waterfront home at "Carabella".

*\* The International Rule for Yacht Measurement and Baling was issued as at 1st July 1907 and was to remain in force for ten years. The formula was*

$$\frac{L + B + 1/2G + 3d + 1/3JS - F}{2}$$

*and gave the rating in linear units, i.e. either in feet or in metres.*

*(L = length, B = beam, C = Girth, d = girth difference, S = sail-area, F = freeboard.)*

A writer in the Sydney Mail, T. B. Dibbs, son of T. A. Dibbs, stated:

"The Club House of the Royal Sydney Yacht Squadron is a quaint old cottage. It requires quite an effort to ring the bell, and then it sounds only after much wheezing and jangling of the wires. The chair you will sit in is old and old fashioned, and the shelves on which the books and magazines are kept are rather of the kitchen

dresser order; the fireplace is primitive, and, generally speaking, the house looks more like the home of a gentleman in straitened circumstances than a club. Yet the members love the old house and keenly resent the remarks of newcomers who suggest a more up-to-date habitation for the senior yachting squadron.

“If the house and furniture are not luxurious, everything is bright and tidy: the verandah is dazzlingly white, and the brass cannons on the well-kept lawns shine with elbow grease. The situation is charming. In the summer the sea breeze makes it delightfully cool, and in winter it is sheltered from the bleak westerlies. The flower beds, if not extensive, are well cared for, and the shrubs and indigenous trees make the grounds picturesque and restful; but the glory of the site is its harbour view.

“Band evening is always a delightful function, and sometimes as many as 500 guests and members gather on the well-lighted upper lawn, or sit on the grassy slopes in groups, watching the moonlight effects on the water, the many lights of the ferry steamers gliding past, and listening to the band. There is no extravagance, no ostentation; everything is simple and in good taste.

“With its increasing roll of members and its prudent management, there is no necessity, on the part of the Squadron’s members, to ‘drink it out of a state of insolvency’—as the late Sir John Robertson said of the old Redfern Club. Should such a necessity arise, the members would rather shut the doors, for the ‘Royals’ are true to their traditions, though at times they have suffered financially for their principles.”

The reference “brass cannons” was to two small muzzle-loading signalling or starting guns which had originally been installed in Vice-Commodore James Milson’s Era in the early 1860s, and had now been presented to the Squadron by his sons. They were later placed in the clubhouse vestibule, where they remain today. Adorning the grounds also were (and still are) two nine-pounder muzzle-loading field-guns, which had been used by the British Army during the Sudan Campaign of 1885-6. These guns had been presented to the Government of New South Wales which had sent a small contingent of troops to take part in that campaign. The guns, designed for firing roundshot or grapeshot, had become obsolete, and were handed over to the Squadron soon after it acquired the lease of “Carabella”. For some years, blank charges were fired from them on the evening of Empire Day (as Queen Victoria’s birthday became known after her death), when the Squadron’s annual dinner was held. This former custom was discontinued when neighbouring residents protested. The guns have remained as an adornment to the Squadron’s grounds, and as a unique reminder of the first Australian military expeditionary force sent overseas.

In the 1907-8 racing season J. A. Muston’s Whitewings won the Gascoigne Cup; Magic won the Squadron Cup, Bona the Rawson Cup, while Awanui won both the Carleton Cup and the Beauchamp Cup.

The first recorded race for cruising yachts organized by the Squadron, was sailed on 11th January 1908 for the Actaea Cup, presented for an outright win by Rear-Commodore Charles Lloyd Jones. It was won by T. Marshall’s Nanoya.

In this year (1908) a fine yachtsman, Charles Trebeck, joined the Squadron, and purchased from S. Dempster the eight-year-old yacht Petrel, which had won many races when she was newly launched, though she had later been outclassed. Trebeck got her into racing trim again.

In 1908, Charles Lloyd Jones retired from the office of rear-commodore in favour of Arthur J. Milson, who had for many years served on the Squadron’s committee, and as a handicapper, starter, or judge. He was the owner of Mischief (named after his father’s old-time champion), but he used her for cruising, or in his official capacities at Squadron yachting functions, and did not enter her for races.

In 1907 the Governor-General of the Commonwealth of Australia, Lord Northcote, had presented a trophy, known as the Northcote Cup, for interclub competition, open to sailing clubs and yachting clubs in all states. This trophy, like the Sayonara Cup, would be held, not by the challenging yacht owner, but by the club to which he belonged. It was vested in a shifting trust, since the cup was for perpetual competition. The deed of gift specified that the competition would be for 7-metre yachts, more or less corresponding to the class of medium-sized yachts between 20 and 30 feet overall length. Competing yachts could be shipped in steamers to challenge the holding club.

To establish the first holder, a race was held among Melbourne yacht clubs on Port Phillip in 1908. It was found that no yacht in that State exactly conformed to the internationally-recognized "7-metre" measurements. The race was therefore held among yachts of approximately those dimensions, and was won by a yacht known as S.J.S. She represented the Port Melbourne Sailing Club. Subsequently, and with the approval of other clubs, the deed of gift was varied to restrict competitors to the "6-metre" class, which in effect made the Northcote Cup a perpetual trophy for yachts of approximately 20 feet overall length.

With the intention of challenging for the Northcote Cup, the ever-zealous Walter M. Marks had a 6-metre yacht built at Sydney, which he named Culwulla II. He had already accumulated a considerable number of prizes with his bigger yacht, Culwulla I.

In the meantime, Charles Lloyd Jones entered a challenge, on behalf of the Squadron, for the Sayonara Cup, with Thelma, which had been refitted and tuned up to racing pitch by her original designer, Walter Reeks, the Squadron's vice-commodore. Thelma sailed from Sydney to Melbourne in January 1909, with her owner on board, and a skilled crew, consisting of Walter Reeks (helmsman), W. J. Creagh, "Sandy" Ross, J. A. Muston, Walter Moore, J. Dawson, and a professional yacht hand.

The defender was, as expected, the redoubtable Sayonara herself, W. J. Robb owner. As previously mentioned, Sayonara had a length overall of 58 feet, but a waterline length of only 38 feet, which made her somewhat difficult to classify. She was three feet shorter than Thelma on the waterline, but five feet longer overall. Her sail-area was 2,071 square feet, whereas Thelma's was 2,144 square feet. She was of a few inches lighter draught than Thelma. Both yachts were approximately, but not exactly, of the "12-metre" class, but had been built before that classification was adopted in Australia. By mutual agreement this challenge match was to be sailed "off the mark"—that is, without time allowance, which would have been extremely difficult to compute.

The match was sailed within the broad waters of Port Phillip, a basin with a landlocked expanse of 720 square miles and a shoreline of 130 miles. It is of almost circular shape with a narrow outlet to the ocean only 1½ miles wide at the Heads. Port Phillip is virtually a sunken marsh, resembling the Zuyder Zee of Holland, with no islands, but many sandbanks, channels, and tricky tidal currents. It is of such an expanse that strong winds can heap up running seas within it, though free of ocean swell or other open ocean conditions. This was Sayonara's home ground, but challengers had no complaint to make on that score, since ocean racing outside Port Phillip Heads, in the surge of Bass Strait's waters, and in the proximity of the notorious "Rip", would have provided conditions even more difficult for strangers.

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

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

The third and deciding race, with a beat of 5 miles to windward and a run of 5 miles return to leeward, proved intensely exciting. The yachts were together at the rounding-mark, but Thelma lost time when the buoy was not found where her crew expected it to be. Sayonara found it easily, rounded it closely, took the lead, and sailed home the winner by 56 seconds. Charles Lloyd Jones made no excuses or complaints about the placing of the buoy, and, in a spirit of true sportsmanship, regarded the mistake as "one of the chances of the game". Thelma sailed back to Sydney without the trophy, but with the satisfaction of having made a valiant showing.

In the racing at Sydney in the early months of 1909, Walter Marks's new 6-metre yacht, Culwulla II, won the Gascoigne Cup, and Thelma won the Squadron Cup. A. C. Saxton won the Carleton Cup with Awanui for the second year in succession, and the Beauchamp Cup for the third year in succession, on a course to Coogee and back. He thereby won the Beauchamp Cup outright.

Saxton's success with Awanui, during 1908-9, was remarkable. He had won both the R.S.Y.S. and the P.A.Y.C. Championships, the Balmain and Anniversary class events, and, in all, had gained ten firsts and two seconds in fifteen starts.

Soon after this, Walter Marks bought Awanui from Saxton, and renamed her Culwulla III. He then took over the challenge, already issued through the Squadron by Saxton, for the Sayonara Cup, and simultaneously issued a challenge with Culwulla II for the Northcote Cup—both contests to be sailed on Port Phillip in March 1910—a distinctly ambitious effort by one owner to bring both trophies to Sydney! Both challenges were accepted, and preparations actively began.

During 1909 Culwulla I was acquired by A. L. Mullins and renamed Yeulba.

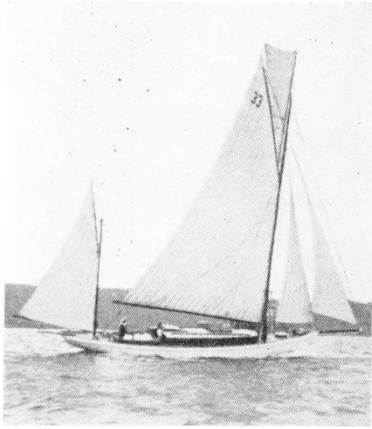
A donation of a new trophy was received from the famous English yachtsman, Sir Thomas Lipton, to be known as the Lipton Cup. This trophy was for an annual race, the cup to be held outright if won twice by the same owner.

At the sailing races at Sydney in January and February 1910 Yeulba won the Gascoigne Cup and Rawhiti the Squadron Cup. The Lipton Cup was won by A. W. Crane's Sunbeam.

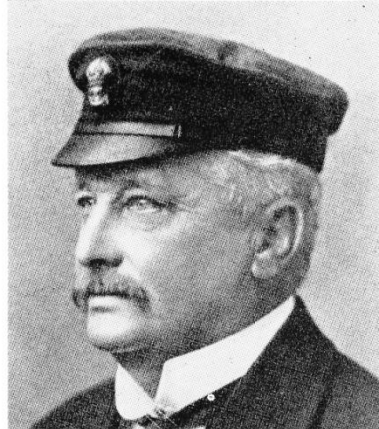
At the end of February Culwulla III was sailed to Port Phillip, and Culwulla II shipped there, for the double challenge.

The crew of Culwulla III consisted of Walter Marks (owner and helmsman), W. J. Creagh, W. J. Dalgarno, Walter Moore, J. Reid, Dr. Forster, and a yacht hand, A. Campbell. In order to give his crew plenty of practice, and also for the joy of it, Marks first sailed from Sydney to Hobart, and then from Hobart to Melbourne, a total distance of 1,073 miles. At Hobart Culwulla III won the Carnival Race, and also the Bruni Island 100-miles ocean race.

At Port Philip, the defender of the Sayonara Cup, as could only be expected, was Sayonara, which had been thrice in succession victorious over the Sydney challengers, Bona, Rawhiti, and Thelma. She was now owned by J. Dixon, of the Royal Yacht Club of Victoria.



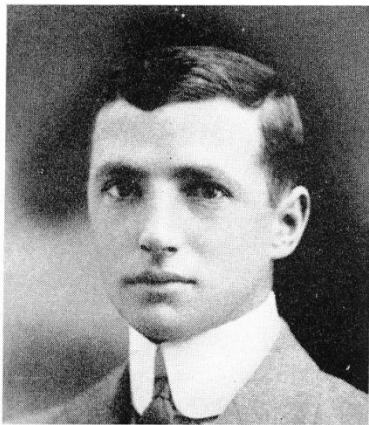
UTIEKAH II



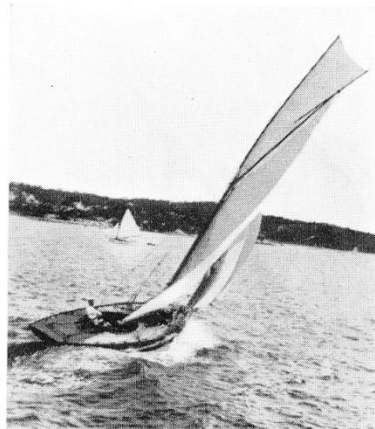
ARTHUR J. MILSON



WALTER MARKS



J. L. MILSON



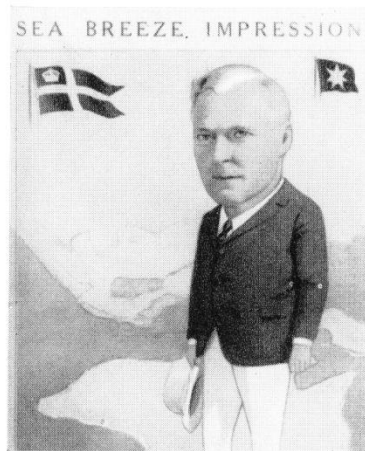
MAGIC II (built 1901)



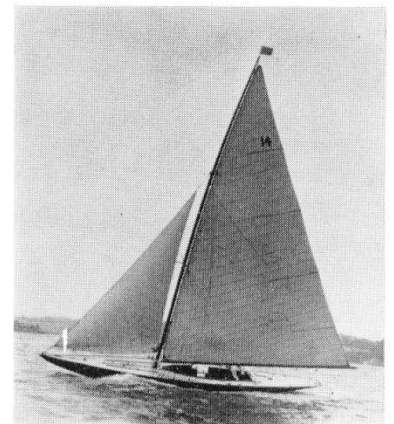
D'ARCY M. SHELLEY



ON BOARD *CULWULLA III*  
Ure Smith, Percy Usher,  
Walter Marks

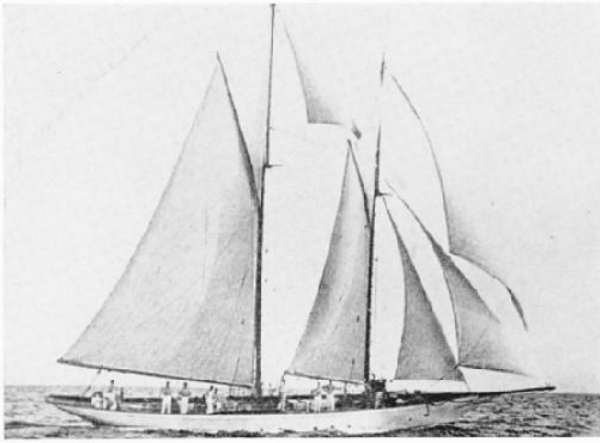


LORD FORSTER

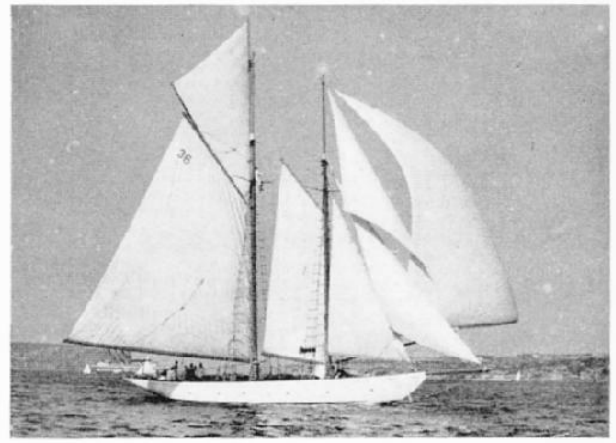


IOLAIRE

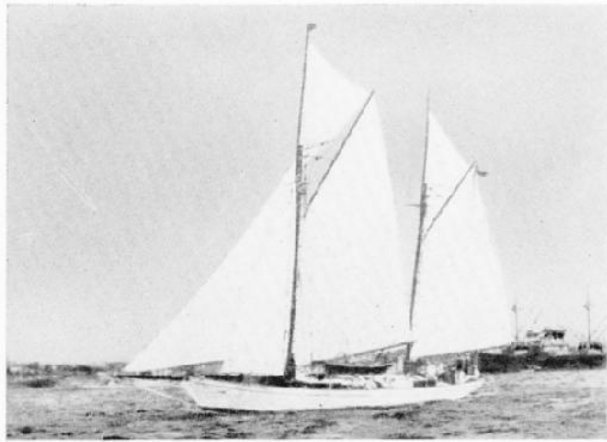




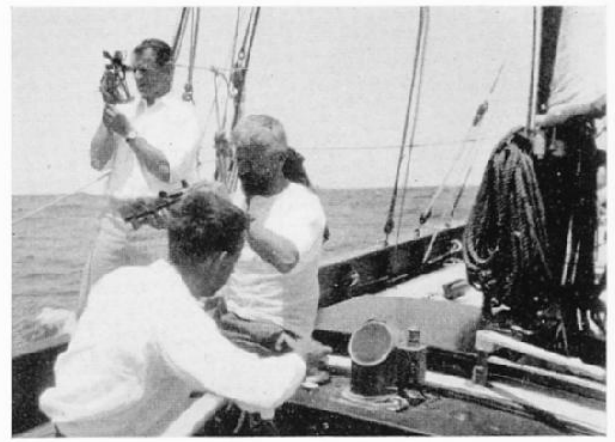
BONA (SCHOONER)  
Later renamed *Boomerang*



ADA (SCHOONER)  
Later renamed *Astor*



CAPELLA (SCHOONER)  
Stolen and wrecked, 1926



ON BOARD CAPELLA AT SEA  
J. M. Hardie, Captain Dalziel,  
and Dudley Carver



HAROLD NOSSITER AND HIS SONS  
Crew of *Sirius* on her world  
cruise, 1935-37



NOSSITER'S *SIRIUS*, 1935

Walter Marks claimed that, as Culwulla III was of smaller dimensions than Sayonara, she should be entitled, under the deed of gift of the cup, to a time allowance. This raised a practical problem of the comparative measurements of the two yachts. As a compromise it was agreed that the three races of the match should be sailed "off the mark", but if the results were such as to depend on the question of a time allowance, then each State should submit its arguments for adjudication by the Yacht Racing Association of England.

According to calculations, Marks contended that Sayonara was a 12-metre yacht and Culwulla III a 10-metre yacht, and therefore entitled to a time allowance of 35 seconds per mile.

The first race of the match was won by Sayonara, but not with a sufficient margin to cover the claimed time allowance. In the second race, Culwulla III sailed home first, and therefore had won indisputably, without need of time allowance. The third race was won by Sayonara with a margin which would have allowed her to win by 1 minute 32 seconds, even after conceding the time allowance. The result, then, was one clear win each, and the match would be decided by the Y.R.A.'s interpretations of the rules. All documents necessary for the arbitration were sent to England by sea mail, and the decision would not be known for several months.

A few days after the racing for the Sayonara Cup, Walter Marks sailed his 6-metre yacht, Culwulla II, in the interclub race on Port Phillip for the Northcote Cup. In this challenge he was unsuccessful, for the trophy was won by a yacht named Killara, representing the St Kilda Yacht Club.

There was jubilation at Sydney a few months later when news arrived from England that the Yacht Racing Association had ruled that Sayonara was a 12-metre yacht and Culwulla III a 10-metre yacht and therefore entitled, under the conditions of the deed of gift, to a time allowance of 35 seconds per mile. This meant that Culwulla III had won the Sayonara Cup for the Royal Sydney Yacht Squadron.

It was to remain at Sydney for many years, for various reasons. One reason was that the champion Victorian yacht Sayonara was bought in 1911 by a member of the Squadron, Paul Ross, and transferred to Sydney waters, where she competed for several years against the other big racing yachts already at Sydney, Bona, Rawhiti, Culwulla III, Whitewings, and Thelma. As a result, Victoria was left without an effective challenger.

At the Squadron's annual meeting in 1910, Sir James Fairfax was re-elected commodore, Arthur J. Milson vice-commodore, and T. W. Bremner rear-commodore.

On 10th May that year the Squadron's patron, King Edward VII, died, and was succeeded by his son, King George V. In due course the Squadron received an intimation that the new King would continue the royal patronage.

In August 1910 the R.S.Y.S., P.A.Y.C., and senior yacht clubs of the other States, jointly subscribed towards a gold and silver trophy for competition among 12-metre yachts at the "First European Festival of International Yacht Racing". The trophy, named the Australian Cup, was presented by the Squadron, as the senior club, through the Yacht Racing Association of Great Britain. The trophy was won by Anker's Rollo (Norway). In the early months of 1911 Culwulla III won the Gascoigne Cup, Whitewings the Squadron Cup and the Rawson Cup, and Yeulba the Lipton Cup.

Though severe storms are rare on Sydney Harbour, there was a memorable "blow" in 1911, which became known as "the Westana gale". This was during an interstate race for 18-footers, in which twenty-one of these speedy but light flyers crossed the starting-line, just as a "southerly buster" arrived. Five minutes later, only six were afloat. Of these, two subsequently capsized, two others were dismasted, and one was blown far off the

course. Westana, a competitor from Western Australia, was the sole survivor. She crossed the finishing-line alone, and thus won the race by the most convincing margin possible.

A feature of that season's racing was the inauguration of "Ladies Day" when the racing fleet was "to be steered by ladies who may receive verbal assistance only".

The outstanding financial event of that year was the purchase by Yacht Squadron Club House Ltd of the freehold of "Carabella", which, until then, had been held on a leasehold of seven years. For this purpose further debentures were issued, taken up chiefly by members of the Squadron. The Squadron's own financial reserves were also invested in debentures in the company.

The contract for the purchase of the property was signed by the company and by the trustees of the Tucker Estate on 8th May 1911. By this purchase the company acquired the freehold of the clubhouse and two acres of ground, which were originally a little over three acres. With the title deeds thus secured, the company, acting virtually on behalf of the Squadron, proceeded to enlarge the clubhouse by the addition of annexes, including a wide verandah, and quarters for the accommodation of the staff of servants.

The "Empire Day Dinner", a Squadron function to be held annually down the years, was inaugurated on 24th May 1911.

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

In its Jubilee Year, the Squadron had 281 members, and 64 yachts on its register. It could look with satisfaction on the navigation of its first half-century of steady headway, through not entirely untroubled waters, and ahead to plain sailing, with no storm clouds in sight.

In the Squadron's races at the beginning of the Jubilee Year, many fine racing yachts were engaged in keen competition, with the honours well distributed. Charles Trebeck's Petrel won the Gascoigne Cup, and also a new Championship Pennant for 8-metre yachts. J. Murray's Magic won the Squadron Cup; J. A. Muston's Whitewings the Carleton Cup; and Charles Lloyd Jones's Thelma the Rawson Cup. A. J. Mullins in Yeulba won the Lipton Cup outright, this being his second win, which, under the conditions of the gift, gave him possession of the trophy and brought that contest to an end.

At the end of the racing season W. M. Marks's Culwulla III made a goodwill cruise to Brisbane in the remarkably good time of 69 hours. Marks and his crew were cordially entertained by members of the Royal Queensland Yacht Club.

Early in that year at the instance of C. P. Bartholomew a wireless telegraph transmitting and receiving set was installed in the Squadron's premises, this being one of the few wireless installations then in Australia, and the only one in a yacht club outside Britain.

On the Squadron's 50th Anniversary, 8th July 1912, the flagstaff in its grounds wore a large flag of the Commonwealth of Australia, and was gaily dressed for the occasion.

That evening a banquet at the Australia Hotel was attended by over 100 members. The commodore, Sir James Fairfax, who was then seventy eight, was unable to attend, and the chair was taken by Vice-Commodore Alfred J. Milson, fittingly enough, for his father had been the first vice- commodore fifty years previously.

Of the original nineteen foundation members, only three now survived. Charles Parbury, aged seventy-nine, was living in retirement in England, and to mark this occasion had presented to the Squadron a painting (reproduced in this volume) of his famous yacht Xarifa which had won the first Australian ocean race, against Chance, in 1864. Henry C. Dangar, aged eighty-two, was living in Sydney, but was unable to attend. Fred J. Jackson, aged seventy-four, attended the banquet. He had been the youngest of the original nineteen members, and in 1912 was still an active sailing member, frequently being seen at the tiller of his old deep-keeler, Violet, pleasure cruising on the harbour. He was given a place of special honour at the festivities. Honorary life membership of the Squadron was conferred upon him, and upon Henry Dangar and Charles Parbury.

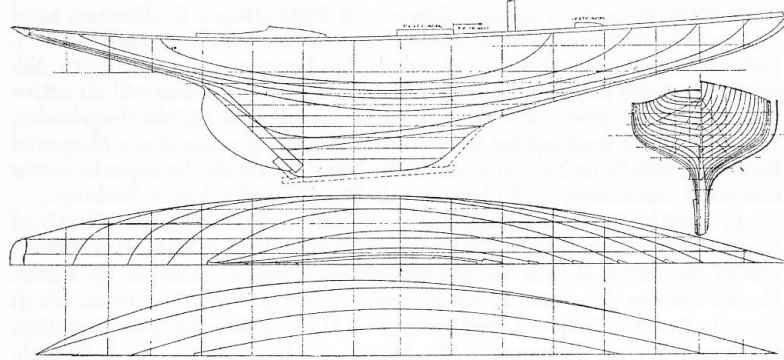
In addition to the flag officers (previously mentioned), the officials of the Squadron in its Jubilee Year were: hon. treasurer; J. Minnett; honorary official measurer, Walter Reeks; committee, Alfred G. Milson, W. Reeks, H. M. Shelley, A. Ross, R. L. Massie, E. Hungerford, F. Butler, W. J. Creagh, R. Old, Charles Lloyd Jones, and H. M. Paul; election committee, O. Bauer, W. M. Cameron, R. L. Massie, E. Hungerford, W. J. Creagh, P. N. Russell and J. M. D. Goddard; house committee, Alfred G. Milson, H. M. Shelley, and T. W. Bremner; secretary, S. D. McLaren.

At the banquet Captain Rolleston, R.N., responding to the toast of the Navy and Army, stressed the connection between the Navy and yachting, and stated that yachting was the cleanest and finest sport in the world.

Responding to the toast of "The Squadron", Judge Alfred Backhouse, a member and sailing enthusiast, stated that the nineteen founders had "drawn up the Magna Charta of sailing in New South Wales". He surveyed the Squadron's past achievements, and declared that its clubhouse at Kirribilli was "probably without a rival in the world as ideal quarters for a yachting club". He concluded an eloquent oration with the statement; "Yachting makes all who participate in it better citizens."

The Squadron's Jubilee attracted international attention with the publication in the American yachting magazine, *The Rudder*, in February 1913 of a featured article by A. G. Hanford, on its history and achievements, illustrated with photographs of the clubhouse and of some of the outstanding yachts on its register.

No one in those carefree days had any serious inkling of the war-clouds gathering ahead which, twice within the next thirty years, were to break in tempests which would profoundly affect the peoples of the world, including those of Australia. Wars and ensuing economic crises would, at least temporarily, adversely affect the sport of yachting, but, despite such setbacks, the Squadron, well established in the traditions of its pioneers, would sail on through these troubled waters to maintain its renown.



LINES OF RAWHITI

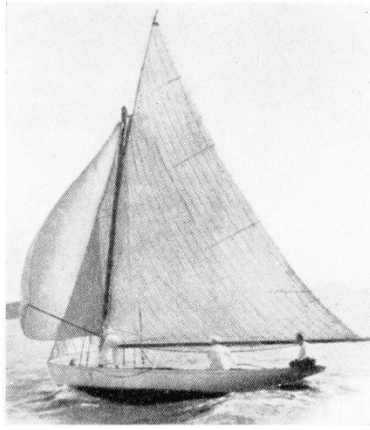
Superimposed outside the fore body plan lines are those of the mid-section of some other vessel, probably drawn for comparison. (Illustration and comment from *Little Ships*, by Ronald Carter, 1944)



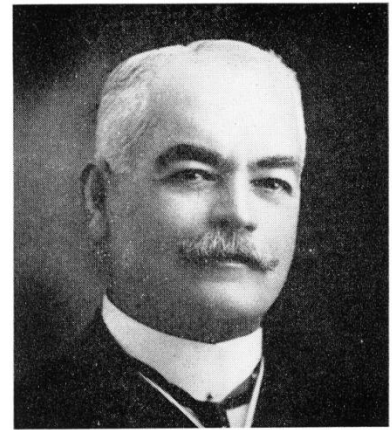
COMMODORE WHITE'S STEAM SCHOONER-YACHT *WHITE STAR*  
Built 1881. Customs Registration 108 tons



EARL BEAUCHAMP, 1900  
*(Mitchell Library)*



BRONZEWING I



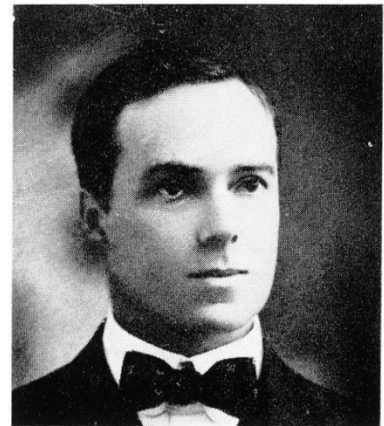
SIR SAMUEL HORDERN



W. J. CREAGH



SIR ALEXANDER  
MacCORMICK  
*(Mitchell Library)*



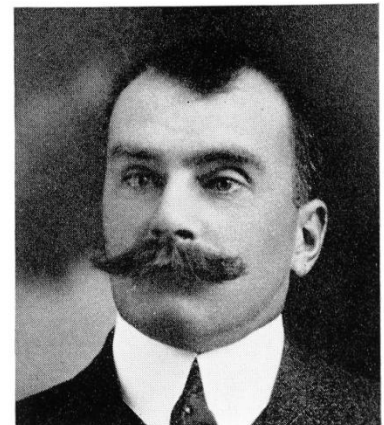
H. BINNIE



T. W. BREMNER



F. C. WALEY



G. W. HENTY

WRECK OF THELMA (1913)—SQUALLS ON SYDNEY HARBOUR—  
THE 1914-18 WAR—POSTWAR REVIVAL OF YACHTING—ARTHUR  
MILSON AS COMMODORE—FRANK ALBERT JOINS THE SQUADRON  
—THE 21-FOOTERS—LORD FORSTER AS COMMODORE

At the annual meeting of the Squadron in its Jubilee Year (1912), Sir James Fairfax retired from the office of commodore, which he had held since 1904. With his previous terms of office added, he had been commodore for fifteen of the Squadron's first fifty years. On his retirement he presented for perpetual competition a silver trophy, which was accordingly named the Fairfax Cup. On it is engraved a representation of his famous old-timer, Magic, which had made her maiden appearance thirty-seven years previously.

Magic, owned by John Murray, was still racing in 1912. In that year she won the Squadron Cup (donated in 1897 by Dr MacCormick) for the third time, Murray thus acquiring it outright. This was one of the last recorded appearances of Magic as a racing yacht. New types of yacht were coming into fashion, but Magic, after a long reign as cock o' the harbour, ended her racing career as convincingly as she had begun it.

As a memento of the Jubilee, ex-Commodore E. W. Knox presented to the Squadron a silver loving cup and salver. This gift became known as the Knox Cup, but it was not for competition, and has been preserved as a reminder not only of an historic occasion, but also in memory of the donor who was one of the Squadron's most enthusiastic active sailing members; during its formative, and many subsequent, years.

Sir James Fairfax's successor as commodore was Dr Alexander MacCormick, who had held that office previously for three years, 1897-1900, when he had been the owner of Thelma. After returning to Sydney from service in the South African War, Dr MacCormick had built up an extensive hospital and private practice as a surgeon. Soon after his reappointment as commodore, at the age of fifty-six, he was knighted (in 1913). His new yacht, Morna, named after his daughter, was used by him for cruising, and as the Squadron's flagship, and was not fitted for racing until many years later. Morna was built by Morrison and Sinclair of Long Nose Point. She was 65 ft L.O.A., 45 ft L.W.L., 15 ft 3 in. beam, 9 ft draught, and 23.6 registered tons, and was the largest yacht at that time on the Squadron's register.

At the opening of the season, the Squadron held one of its time-honoured "evolutions", with on this occasion steam yachts being included in the manoeuvres. The fleet was arranged in port and starboard divisions of twenty-two and twenty-three vessels respectively, yachts under sail being under the command of the vice-commodore (Mischief) and the rear-commodore (Scotia), and the steam yachts led by Sir James Fairfax (Isis), and T. A. Dibbs (Ena).

In September 1912, a suggestion was put forward by S. M. Dempster and N. H. Murray that the Squadron and the "Prince Alfreds" should cooperate in establishing races for a new class of 8-metre yachts to be built to a standard design. This proposal would abolish handicapping by time allowances within that "one-design" class, in which the results of races would depend almost entirely on the skill of crews in handling their vessels. Though the proposal in that form was not immediately put into effect, it was of historic interest as precursor of the modern system of classifying yachts by metric measurements, in conformity with international practice.

The idea took shape after 1912 in an increasing tendency to classify existing yachts and new yachts for special races according to their linear overall length in feet, i.e., as "18-footers", "21-footers", and "30-footers", while yachts over 40 feet were classified as "big yachts" in a class by themselves, known as Division One. These changes were introduced gradually, and did not become fully effective until after the 1914-18 war. In the

meantime the Squadron's established trophy races continued to be held under the traditional system of handicapping by time allowances, according to rating, with yachts of various sizes and classes competing.

In the 1912-13 season the Gascoigne Cup was won by J. A. Muston's Whitewings, and the inaugural race for the Fairfax Cup by Walter Marks's Culwulla III. The Carleton and Rawson Cups, on ocean courses, were both won by Charles Lloyd Jones with Thelma, the veteran 42-footer which had then seen twenty-two years of sailing. With those two victories, Thelma closed her memorable career.

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

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

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

Charles Lloyd Jones pulled the tiller hard over, and attempted to jibe all standing. It was a courageous but dangerous manoeuvre in the conditions prevailing, but one demanded by the urgency of the occasion.

The rigging carried way under the sudden strain, and, with a crash, the mast went over the side. Thelma lay almost on her beam ends with her sails in the water, with the eight men on board clinging precariously to anything they could lay hands on. Moore was nowhere to be seen.

A pilot steamer, s.s. Burranda, in charge of an acting master, sighted the disabled yacht. It was not realized, however, that a man was overboard. The acting master, being at the time short handed, decided not to attempt immediately to drift a towline to the yacht or to launch a boat. Instead, he headed at full speed for Watson's Bay pilot station, to embark the master of the Burranda, Captain Sweet, and additional crew for the rescue operations.

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

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



In memory of this tragic occurrence, Charles Lloyd Jones presented to the Squadron for annual competition a trophy known as the Thelma Plate. The first race for this trophy was sailed later in the year, and was won by J. A. Muston in Whitewings. Shortly afterwards, Muston acquired Viking, built the year before, and registered her with the Squadron. The new yacht showed her paces by winning the Anniversary Regatta trophy of that year.

No further additions to the Squadron's yacht register appeared during the winter of 1913. As had happened on previous occasions, proposals for new classifications of yachts caused owners, designers and builders to wait for these proposals to be clarified. The life of a racing yacht may be up to forty years, and the considerable initial cost demands caution since changes in systems of measurement could quickly render a new vessel obsolete in her class. The tendency in the period 1912-14 was towards the establishment of various "one-design" classes, but former rules and customs were maintained also in established contests held under deeds of gift made in earlier years. These rules included the system of handicapping by time allowance according to measurements, which frequently brought large and small yachts together in one race. This problem was common to most yacht clubs, but the period was one of transition to new classifications. These were worked out experimentally at Sydney, as elsewhere, by special races for yachts of one class, from which yachts of higher or lower ratings were excluded. The 30-footers, for example, were now becoming recognized as a class, but races in this class were organized more or less by agreement among owners belonging to various clubs.

In the Squadron trophy races in the 1913-14 season, the established champions won under the time-allowance system which to some extent made results a foregone conclusion, and to that extent discouraged competition. While racing for the Squadron's trophies continued to be governed unavoidably by rules of bygone years, the keenest racing was in "one-class" events, especially among smaller yachts, organized by other clubs.

A storm on Sydney Harbour occurred in March that year when a sudden squall from the west caught the racing fleet as it was about to cross the starting-line. Extracts from contemporary reports graphically describe some of the happenings:

"Culwulla III shot along the line and when the blow struck her she heeled alarmingly, being thrown on her beam ends. She tore through the water and looked like striking Pinchgut head on. Her skipper, however, with marvelous coolness, stuck to his boat and she came round within a length or two of the fort. Then she jibed all standing.

"Percy Usher was aloft at the time, attempting to get the topsail off her but, as she jibed, crash went the mast, snapping in two places, and Usher went over the side with the wreckage. He escaped with bruises and a cut chin. Dr Forster was knocked overboard and rescued with difficulty.

"Meanwhile Rawhiti, which had been trying to shorten sail, flew towards Kirribilli Point and received some terrific 'flatteners'. Sayonara drove into the Orient buoy, opposite the Squadron, received some damage, and put into Hungry Bay for shelter. Petrel carried away and drove hard on to Bradley's Head where she remained in a mess until the squall, which was of short duration, eased to a flat calm. She was towed off with some damage to her hull. Aoma had her sails shortened in record time. They were simply blown right out of her!"

Although severe storms in the vicinity of Sydney are infrequent, the year 1913 provided some of the worst blows in yacht racing history. The Thelma tragedy occurred on 8th March of that year, the "Culwulla squall" happened a fortnight later, and, in the same year, a blow similar to the "Westana gale", of 1911, played havoc with the 18-footers.

In 1914 Walter Marks sold Culwulla III to Andrew Wilson, later a commodore of the "Prince Alfreds".\* He was given a farewell dinner by his old crew prior to leaving for England where he was to have joined the crew of Sir Thomas Lipton's Shamrock IV for the America's Cup series planned for that year. When war broke out, however, he joined the Royal Navy in command of a North Sea patrol vessel.

*\* Royal patronage had been granted to this club in 1911 and from that date its correct designation has been "Royal Prince Alfred Yacht Club".*

Again, in 1914, there was an unofficial race, under Squadron auspices, for yachts with ladies at the helm. Mrs. Paul Ross steered Sayonara to victory, with Mrs. R. Adams second in Culwulla III, and Mrs. T. W. Bremner third in Scotia. At this time, as from its foundation, membership of the Squadron was a male prerogative.

However, from its earliest years, a delightful aspect of cruising and other outings in Squadron yachts had been the presence of ladies on board, some of whom became adept in handling sail and tillers. The Ladies' Races of 1911 and 1914 indicated the shape of things to come, when ladies would eventually be admitted as associate members of the Squadron.

The outbreak of war in Europe in August 1914 brought yacht racing almost to a standstill "for the duration". Membership was then at its highest since the Squadron's inception, with 306 names on the roll. Few people at the outset realized that the war would be a long and grim struggle. Sir Alexander MacCormick, reappointed as commodore, donated the Morna Cup, as successor to the Squadron Cup (which he had donated in 1897). That trophy had been won outright in 1912 by J. Murray with Magic. Like its predecessor, the Morna Cup was for annual competition, to become the absolute property of any yacht owner who won it three times. The first winner was Culwulla III. Thereafter, Squadron racing was discontinued during the war years.

Warrants to wear the blue ensign were suspended during the war and Squadron yachts reverted to the red ensign.

Sir Alexander MacCormick, who had volunteered for service abroad, attained the rank of surgeon-colonel and served with great distinction. During his absence he was re-elected each year as commodore of the Squadron, while Vice-Commodore Arthur J. Milson and Rear-Commodore T. W. Bremner carried on the curtailed activities of flag officers.

In 1915 T. A. Dibbs presented his fine mansion "Graythwaite" at North Sydney to the State for use as a convalescent hospital for wounded servicemen. The Squadron donated and maintained a bed at the hospital in memory of Captain Stewart Milson, son of Vice-Commodore Arthur Milson, who was killed in action during the year. Wounded servicemen from "Graythwaite" were given special attention by the Squadron during and after the war years. In 1917 T. A. Dibbs was knighted, and at the same time the Squadron made him an honorary life member.

The Squadron's Roll of Honour, designed and presented by Walter Reeks, was placed in the clubhouse at the end of the war. It lists the names of thirty-three members who enlisted and served abroad in the Royal Naval Volunteer Reserve or in the Army. Four who lost their lives on active service were: Captain Stewart Milson, Captain Owen Dibbs, Captain R. L. Johnson, and Lieutenant R. D. Burns.

With yacht racing and yacht building at a standstill, and the use of the Squadron's social amenities severely curtailed, the war period was one of holding on until peace returned. To maintain the clubhouse, the annual membership fee was raised in 1915 from four to five guineas.

At the annual meeting in August 1918 T. W. Bremner retired from the office of rear-commodore, and was succeeded by E. P. Simpson. At that time, also, S. D. McLaren, who had held the position of secretary for twelve years, retired, and was succeeded by J. Colman Penrice.

The end of hostilities in November 1918 was followed by the lengthy process of demobilization, and in 1919 by the world-wide epidemic of "Spanish influenza". Most of the yachts on the Squadron's pre-war register had been laid up and had more or less deteriorated or become obsolete. It was necessary to make a new beginning, and this marked the beginning of the "modern era" in yachting, as in many other aspects of life.

The actual revival of yacht racing had begun at the Anniversary Day Regatta in January 1919, known as the Victory Regatta, for which as many yachts, sailing boats, rowing boats and other assorted craft as could possibly be mustered were hastily refitted and recommissioned, after having been laid up for the duration of the war. Their crews too were hastily mustered, and included newly-demobilized ex-servicemen who were eager to resume the routines and recreations of peace, which for yachtsmen meant the joys of sailing once again, free of serious cares.

With old vessels partly refurbished, and crews who had little if any time for training, the Victory Regatta had its hilarious aspects, and was conducted in a spirit of festive celebration that was long remembered. The winner of the first-class yacht race was Magic (built 1901), which on this occasion was sailed by Roy Stevens, who had just returned home after four years' military service abroad. In her crew also were his brothers Stanley and Arthur, who had been prominent in yacht racing before the war. These three and another brother, "Sep", were all sons of Harry Stevens, who had been owner and skipper of the famous little Australian in the 1880s. So yachting traditions continued from father to son, in this family as in many others.

Commodore Sir Alexander MacCormick returned to Australia in 1920, with high distinctions for his military service. In August 1920 he retired from the office of commodore. This unexpected development was due to his decision to take a leading part in the formation of a new yacht club at Sydney, the Royal Prince Edward, so named in honour of its patron, Edward, Prince of Wales (later King Edward VIII) who visited Australia in 1920. Sir Alexander MacCormick became the first commodore of the Royal Prince Edward Yacht Club, which established its clubhouse at Point Piper, on the southern side of the harbour. In 1931 it was granted an Admiralty warrant.

Meanwhile an ever increasing number of yachting and sailing clubs had been formed in the various States of Australia. By the 1950s these totaled some 150 active clubs with membership of approximately 30,000 and with thousands of vessels of all kinds on their registers. The present volume, though necessarily restricted to the story of the Squadron, must remind its readers of the Squadron's sustained and cordial relations with other yachting and sailing clubs throughout the Commonwealth. Its sister clubs have extended to the Squadron the warmest co-operation, not only in the course of interclub and interstate racing, but also in joint negotiations for classifying yachts and regulating competitions.

At the annual meeting of the Squadron in 1920 Arthur J. Milson, after ten years' service as vice-commodore, was elected commodore. E. P. Simpson was elected vice-commodore, and A. C. Saxton rear-commodore. In that year, Michel François Albert—better known as Frank Albert— music publisher and importer of musical instruments, joined the Squadron. He was the owner of the 36-foot (waterline) Rawhiti, which had been built in New Zealand in 1905, and was reconditioned for racing after being laid up during the war. He and his son, Alexis F. Albert, with many racing victories to their credit, soon attained leading places in Sydney's yachting fraternity. M. F. Albert became also a substantial benefactor of the Squadron, with generous donations of trophies, and gifts for clubhouse improvements.

The post-war revival of yacht racing began happily in the 1920-1 season, when Rear-Commodore A. C. Saxton, representing the Squadron, shipped Awanui III to Victoria, to challenge for the Northcote Cup, and brought the trophy back to Sydney. Squadron racing in that season was limited to the Fairfax Cup, which was won by C. T. Brockhoff in his reconditioned pre-war yacht Scotia.

The outstanding development at this time was the emergence of a new class of light racing yachts known as the "21-foot restricted class". These were yachts built to a restricted design which had originated with the object of reviving yacht racing after the war. The class was quickly adopted in all the Australian States. As the name implied, yachts of the 21-foot restricted class were 21 feet long on the waterline, but they had, also, specified dimensions of overall length (25 ft), beam (max. 8 ft, min. 7 ft), depth (1 ft 8in. at heel), and were restricted to a sail-area of 375 square feet (later increased to 450 square feet), and to a crew of six.

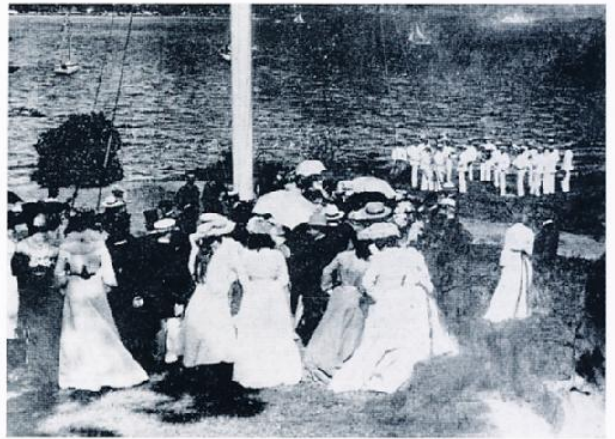
It was stated humorously that these yachts were "restricted in everything except expense". In effect they were comparatively light centreboard yachts which could be quickly and, presumably, inexpensively built. The adoption of the 21-foot class was the first occasion on which the Squadron had encouraged among its members the development of the centreboard type of yacht.

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

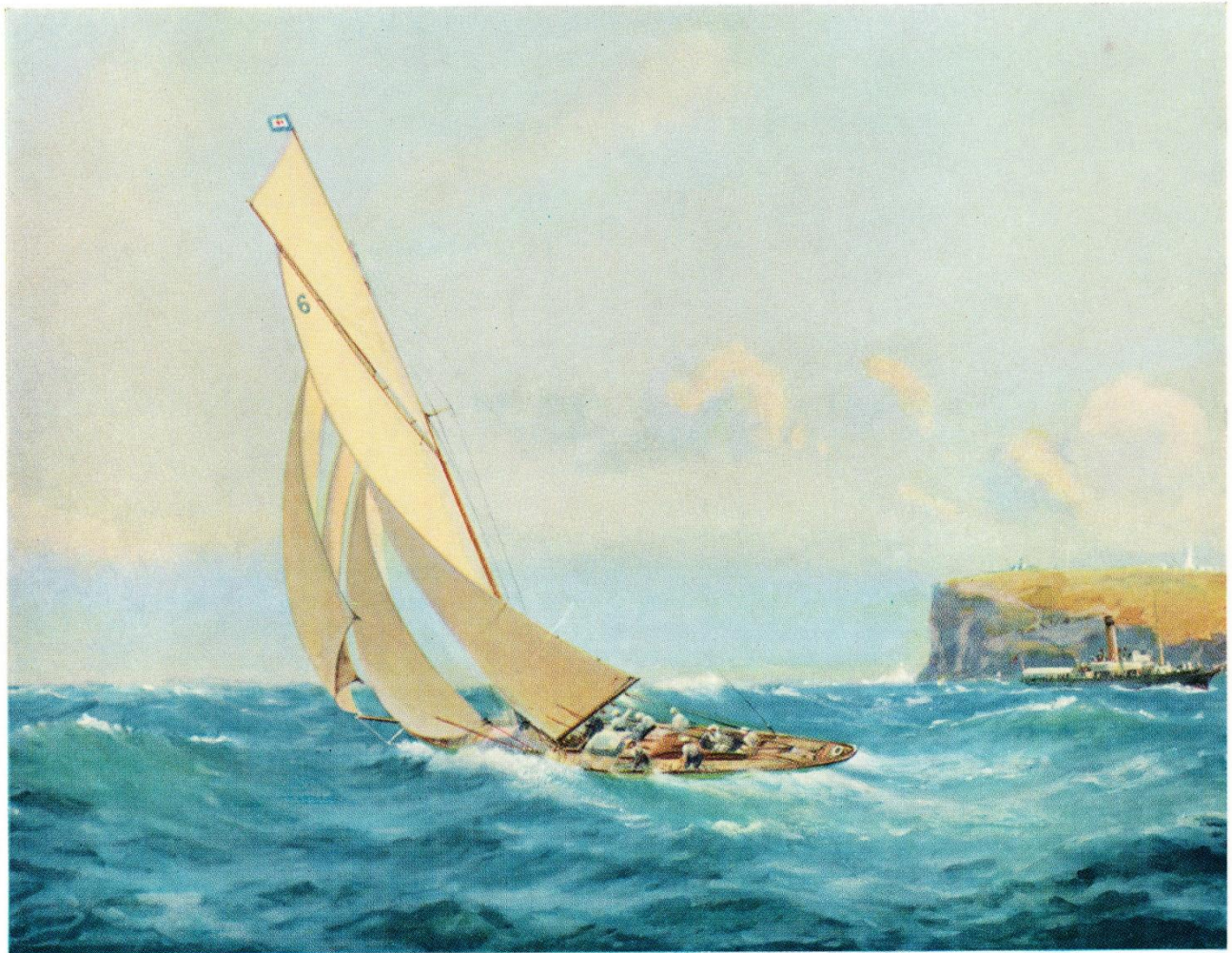
During the same year, a prominent new member, Lord Forster, the newly appointed Governor-General of Australia, joined the Squadron. Lord Forster, who shortly before his appointment had been raised to the peerage in Britain, was fifty-four years of age, and had been a member of Parliament in Britain for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

Though his official residence was in Melbourne, Lord Forster frequently visited Sydney, to reside at Admiralty House, Kirribilli, near the Squadron's clubhouse. He became an active sailing member of the Squadron, purchasing the then twenty-year-old Yeulba (formerly Culwulla I) and taking the tiller himself. At the Squadron's annual meeting in August 1921 Arthur Milson stood down from the office of commodore, and Lord Forster was elected to that office as his successor. He was widely popular as "the sporting Governor-General" on his frequent visits to all the Australian States. He accepted office also as commodore of the Royal Yacht Club of Victoria, and took an active part in sailing on Port Phillip. During his visits to Sydney, Lord Forster, as commodore, sometimes occupied the chair at committee meetings of the Squadron.

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



R.S.Y.S. GARDEN PARTY  
AT "CARABELLA", 1904



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

From the watercolour by  
JOHN ALLCOT  
in the possession of  
THE R.S.Y.S.

Three 21-footers were built for members of the Squadron in 1921, one for Lord Forster, one for James L. Milson (son of Arthur J. Milson) and one for Frank Albert. As the yachts were scarcely distinguishable from one another, it was decided to draw for them by ballot, from Arthur Milson's hat. The names given to them were Corella (Lord Forster), Boomerang (Frank Albert), and E.O.J. (J. L. Milson). But yachts, even when apparently identical, develop "personalities" when they take to the water, and it was soon to be proved in racing that some of the "21-foot restricted class" were speedier than others!

Membership of the Squadron had languished during hostilities but, with the revival of yachting after the war, the number of members rapidly increased. This resulted in increased demands on clubhouse accommodation, and for extensions and renovations. Handsome cash donations were made for this purpose by H. M. Shelley, Walter Reeks, R. Old and Frank Albert, but it was found necessary also to increase the annual subscription from five to six guineas.

A new agreement was entered into between the Squadron and the property holding company, Yacht Squadron Club House Ltd. This was made necessary because of increased taxation by Federal, State, and Municipal authorities, and by Arbitration Court rulings determining the wages of club employees. Under the new agreement, the Squadron was to pay to the company £900 per annum, this payment to be the first charge on members' subscriptions. There was also a call of one guinea per member to meet current special liabilities.

The Squadron's committee stated: "Every member will bear in mind that the advantages of this beautiful waterside home, and the maintenance of it, both for social purposes and for the forwarding of yachting, call for some sacrifice on the part of all members, and for loyal support by them." The committee's statement of that year would hold good for all time.

With these various developments, yacht racing in general, and the Squadron's affairs in particular, had recovered from the setbacks of the Great War of 1914-18, and everything was in readiness for a full revival of the sport in the 1921-2 season.

THE EARLY 1920s—NEW AND OLD YACHTS—RACING AND CRUISING—  
 RAWHITI AS COCK O' THE HARBOUR—KEEN RACING  
 IN THE 21-FT RESTRICTED CLASS—"THE ADMIRALS' RACE"—DEATH  
 OF WALTER REEKS—DAVID CARMENT APPOINTED HONORARY  
 MEASURER—A MUSTER OF 300 YACHTS

Squadron racing in the 1921-2 season saw a revival of "All Yachts' handicaps for trophies which had been in abeyance since 1914. For these, some of the pre-war big yachts" were reconditioned and brought back into racing trim. The Rawson Cup went to Sunbeam, owned by A. W. Crane, and the Fairfax Cup to Bona, owned by O. Curtis. These were old champions, but the Gascoigne Cup was won by a newcomer, Oenone, owned by J. M. Brunton, and the Thelma Plate also by a new 21-footer, Inez, owned by F. J. Doran.

The most thrilling race of that year was between six of the old-time yachts for the Morna Cup, over a harbour course. The competitors were Magic, Scotia, Bona, Rawhiti, Oithona, and Sunbeam. The time-allowance handicap was at the start, and the handicapping was so effective that all the yachts crossed the finishing line with only 43 seconds between the first and the sixth yachts home. This remarkable finish was made even more exciting by the fact that Magic and Scotia crossed the line simultaneously, to tie for first place, after Scotia had held a lead of 15 seconds at the last rounding mark in the course, Shark Island. That superb effort by Magic (built 1901) continued the traditions of the earlier Magic, which had been cock o' the harbour in the 1870s. The name of another famous cutter of the 1870s, Mistral, had been bestowed in 1912 on a schooner built for E. P. Simpson, designed by Walter Reeks, but she was sold to a Melbourne owner and renamed Capella.

Racing in the 21-foot restricted class began early in 1922 with three trials, in which the competitors were Inez (F. J. Doran), Gumleaf (J. Alderton), Corella (Lord Forster), E.O.J. (J. L. Milson), Boomerang (A. F. Albert) and Cherry Too (T. M., Banks).

Inez won two of the trial races; Gumleaf had one win and two seconds; Corella one second and one third; and E.O.I. two thirds. The crew of Lord Forster's yacht, when he did not himself take the tiller, were: Don Taylor (helmsman), Peter Macdonald, H. L. McDonald, J. Hordern, C. Henty and R. Moore.

The inaugural interstate contest for the Forster Cup in the 21-foot restricted class was held at Sydney, in three races, on 7th, 8th and 9<sup>th</sup> February 1922. Points were awarded for placings. Six yachts represented New South Wales: Gumleaf, Corella, Inez, E.O.J., Cherry Too and Boomerang; and there were two from Queensland: Lakatoi (J. Clark) and Maroombah (T. Goodall).

The cup was won by Gumleaf, which finished first in two of the three races. Corella met with misfortune on the second day, when she collided with Boomerang, putting both yachts out of the race. On the third day, Corella's keel fouled the lines of a lobster pot off Middle Head, which delayed her for several seconds, and she was narrowly beaten by Inez for the third place. Partly because of vice-regal support and participation, the 21-footer class became increasingly popular, and many new yachts of this class were built in all the States.

In 1922 and subsequent years the Squadron co-operated with the "Prince Alfreds" and the Sydney Amateur Sailing Club in developing a new class (the 12-foot dinghy) for sons of members of the three clubs. This encouragement of juniors led eventually (in 1931) to the designing and building (by Sil Rohu and Charles Sparrow) of an unsinkable 12-footer, the Vacluse Junior, which became known throughout the world as the "V.J." and was recognized as a distinctively Australian contribution to yachting design.



The Squadron's annual report in 1922, signed by Lord Forster as commodore, concluded with an eloquent statement of ideals and of the value of tradition and of the need to encourage the younger generation:

It is a cause of justifiable pride that there has always existed among our members an enthusiasm for the Squadron's welfare, which has supported it through the experiences of sixty-one years. The knowledge of what has been achieved in the past should inevitably inspire and make possible an enlargement of our efforts to promote the interests of yachting and to strengthen the position of our club.

Your committee is therefore assured that its appeal to all members for enthusiastic support in maintaining and developing the Squadron will not be in vain.

Every effort must be made to attract the younger generation of yachtsmen, for, in due time, to them must pass the privilege of carrying on our club, and from their ranks must come the successors of those who have given the Squadron its heritage of splendid history and tradition.

Those eloquent words, with the increase of time to one hundred years, remain applicable in the Squadron's Centennial Year, when, for the first time, its history is recorded systematically in this volume.

Yacht racing has more prominence in the records of the Squadron than pleasure cruising, but at all times the Squadron's strength has included a considerable number of cruisers, including some with auxiliary engines. At the end of the 1914-18 war, coal-burning steam auxiliary yachts had become obsolete. One of the first motor-powered yachts on the Squadron's register was Arthur J. Milson's auxiliary ketch *Mischief* (named after his father's cutter of pre-Squadron days).

Several fine sailing yachts, used for cruising, were added to the Squadron's strength in the early 1920s. The most impressive of these was *Mistral II*, built by W. Ford at Berry's Bay and owned by E. P. Simpson, vice-commodore of the Squadron. She was a schooner, carrying a squaresail as well as a mainsail, with a mainmast 68 feet above deck, and foremast 65 feet, setting over 2,000 square feet of sail. Her dining-saloon could seat a dozen people, and she had cabin accommodation for guests, owner and crew. Vice-Commodore Edward Percy Simpson, a leading Sydney solicitor, was the son of a pioneer magistrate who had come to Australia in 1823.

Another fine yacht added to the Squadron's strength in the early 1920s was Harold Nossiter's 42-foot yawl, *Utiekah II*, which was at first used for cruising, but later (1927) was converted to a Bermuda rig cutter for racing.

*Sayonara* had finished her racing career, but continued in service as a pleasure cruiser, and is still, in 1962, to be seen on Sydney Harbour for hire commercially as a cruising vessel, being now nearly sixty years of age!

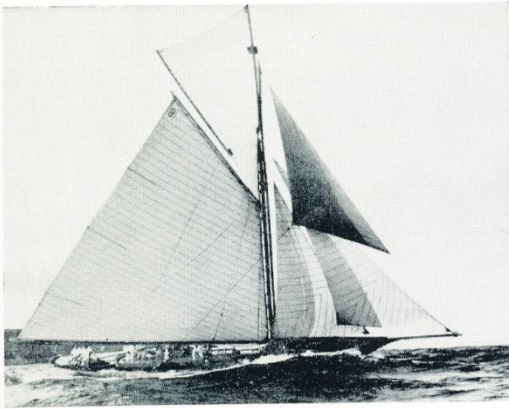
In August 1922 the honorary treasurer, J. A. Minnett, retired after thirty-one years of untiring and devoted service in that office. As a token of esteem, the Squadron conferred upon him the honour of life membership. His successor as honorary treasurer was J. M. D. Goddard.

At this time also J. Colman Penrice retired from the post of secretary. His successor was F. M. Shrimpton, a member who acted for two and a half years thereafter as honorary secretary.

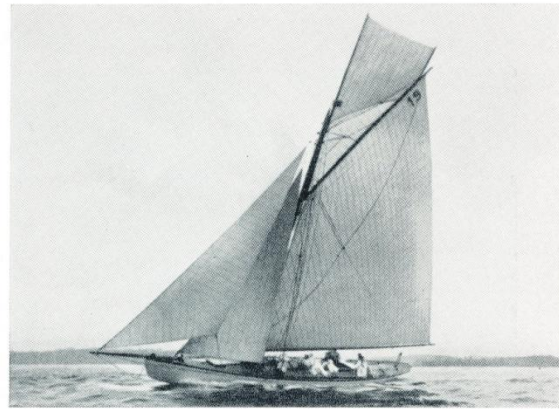
Racing for Squadron trophies in the 1922-3 season established M. F. Albert's *Rawhiti* as cock o' the harbour, with victories in the Gascoigne and Fairfax Cup races, and also in the inaugural race for the Revonah Cup, a trophy for annual competition which had been presented by M. F. Albert himself.



*BONA* (CUTTER) DISMASTED IN AN OFFSHORE RACE, 1922



*SAYONARA*



*BONA*

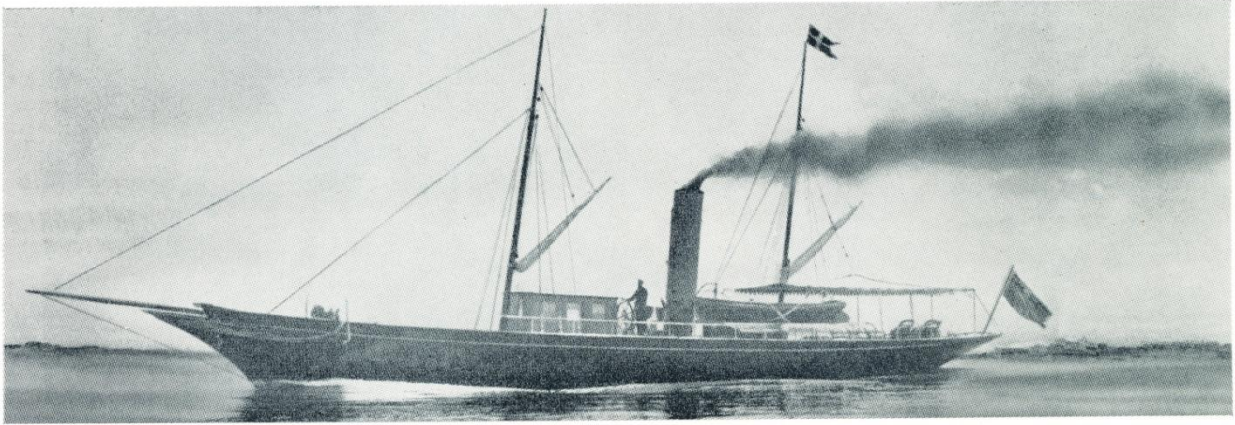
Competitors in the first Sayonara Cup match, 1904



CREW OF *SAYONARA*, 1904



CREW OF *BONA*, 1904



SIR JAMES FAIRFAX'S STEAM YACHT *ISIS*



R.S.Y.S. OFFICERS AND COMMITTEE, 1910

Commodore Sir James Fairfax in front centre, with Vice-Commodore Walter Reeks on his right, and Rear-Commodore Arthur J. Milson on his left

In the race for the Gascoigne Cup, C. T. Brockhoff's Bona met with serious mishap. Her mast snapped ten feet above the deck, and fifty feet of the wooden spar crashed to the deck, pinning the helmsman, Les Patrick, to the cockpit, and breaking his thigh, collar-bone and three ribs. At this time Les Patrick was forty-two years of age, and had been sailing yachts since he was sixteen. For a time the other members of the crew were unable to clear the wreckage, as one of them, Douglas Brockhoff, was trapped in the cabin below, while the yacht rolled helplessly in the ocean swell between the Heads. Help arrived, the yacht was towed to safety, and Les Patrick taken to hospital. He mended well, and sailed again for many a year thereafter, winning thirty more races before he retired in 1947, after fifty sailing seasons: a tough yachtsman, if ever there was one.

The Thelma Plate in the 1922-3 season was won by a newly-built 21-footer, Nettle, owned by W. E. Arnott. This was Nettle's first race, and she soon proved to be outstanding in her class.

In 1923 the last survivor of the nineteen foundation members of the Squadron, F. J. Jackson, died at Sydney, aged eighty-five. Charles Parbury had died in England in 1915, aged eighty-one, and Henry Carey Dangar at Sydney in 1917, aged eighty-seven.

Sir James Fairfax had died in 1919, aged eighty-five. Sir Thomas Allwright Dibbs, who had been knighted in 1917, died in 1923, aged ninety-one. His son, T. B. ("Bertie") Dibbs, who had joined the Squadron in 1886, died in 1921. A grandson of Sir Thomas, L. B. Dibbs (son of T. B. Dibbs) had joined the Squadron in 1907.

As the Squadron itself was becoming venerable, having attained its sixtieth anniversary in 1922, there were several other examples of family succession in membership, from generation to generation. Among these, the Milsons were prominent. Leslie Milson was elected in 1918, Noel Milson 1918, A. Douglas Milson 1919, Vivian C. Milson 1922, Neville Campbell Milson 1922 and Clive Harold Milson 1923. (The membership roll in 1962 shows that the Milson tradition continued into yet another generation.)

F. J. Jackson was another of the foundation members whose children and grandchildren joined the Squadron. Perusal of the list of members in the Centenary Year shows the names of many descendants of yachtsmen of earlier years mentioned in this record. So may it be for another hundred and more years yet to come!

Among the names added to the Squadron's roll of members in December 1922 was that of the Rt. Hon. W. M. Hughes, then Prime Minister of Australia.

An addition to the Squadron's register in 1923 was the 48-foot auxiliary ketch Sea Scout, owned by Harry Mansfield Shelley, who had joined the Squadron in 1892. He had owned several racing and cruising yachts in succession, and gave unstinted service to the Squadron as a committee member and in other capacities.

In this year, too, the schooner Capella was brought from Melbourne, and registered with the Squadron by her new owner, James March Hardie. This schooner, built in 1912 by Ford at Berry's Bay, Sydney, for E. P. Simpson, had been named Mistral; and E. P. Simpson's second schooner, built in 1922, had been named Mistral II. There were some people who thought that Capella was the original Mistral cutter of the 1870s, but this was a mistaken identification.

James March Hardie had joined the Squadron in 1924 and maintained a continuous and lively interest in its development. He had already owned a succession of yachts including, among others, Fleetwing, Nanoya and Colarmi.

With old yachts still in service, and many yachts of new classes being built, and with an ever-increasing number of yachting and sailing clubs, Sydney in 1923 was on the way to being recognized as one of the world's

yachting centres. Australia, likewise, with six seaboard capital cities in which yachting was actively fostered and a Governor-General who was an active racing yachtsman, was becoming, despite its comparative isolation, one of the world's notable yachting countries.

The sport was also developed, in similar isolation, in New Zealand, where yacht design and construction had reached a very high standard. The names of Bailey and Logan, among others, were as well known on this side of the Tasman as in their own country. Many of the yachts most successful in Australia had been built by these two famous builders. Among the Squadron yachts already mentioned in these pages, Meteor and Bona were built by Charles Bailey while Rainbow, Akarana, Aoma, Sunbeam, Heather, Culwulla I and, queen of them all, Rawhiti, came from the yard of the Logan brothers.

The Squadron's handicap "All Yachts" trophy racing in the 1923-4 season brought victories to three yachts which had been built in New Zealand. The Gascoigne Cup was won by Aoma (J. S. Palmer) and the Rawson Cup by Bona (H. J. Fitzpatrick), both of pre-war build; and M. F. Albert's Rawhiti won the Fairfax Cup and the Morna Cup. In other Squadron races, the ageing Sunbeam (A. W. Crane) won the Revonah Cup, and the new 21-footer E.O.J. II (J. L. Milson) won the Thelma Plate.

A new trophy for 21-foot restricted yachts, the Peace Cup, presented by C. J. Henty, was won by W. E. Arnett's Nettle, which also won the Forster Cup at Brisbane; but a Queensland 21-footer Miss Brisbane (N. Wright) won two other trophies at Sydney for interstate racing in yachts of that class, both trophies presented by members of the Squadron—the Waley Cup, by Fred G. Waley, and the Albert Cup, by M. F. Albert.

Many races were held at Sydney for the 21-footers in that and subsequent seasons. W. E. Arnett's Nettle proved to be the outstanding yacht in that class in the 1923-4 season, winning four firsts and two seconds.

From 1923 onwards (with the exception of the "depression" period, 1928-33, and the 1939-45 war period) yacht racing developed prodigiously not only at Sydney, but in all Australian States. It is not practicable to record in this volume all details of interclub and interstate racing; but mention will be made of the principal yachts and events in which the Squadron was chiefly concerned.

The committee's report to the Squadron's annual meeting in August 1924, reflected the prevailing expansion and spirit of optimism:

Your committee desires to encourage and support the 21-foot restricted class in every way possible, and expresses its appreciation of the keen spirit manifested by skippers and crews. Three such yachts visited Brisbane, one went to Melbourne, and Miss Brisbane visited Sydney, evidencing the very definite position in yachting that this class has already secured.

Another rounding mark has been passed, a further year added to the history of the Squadron, and your committee feels that in a real sense this year has been one of success.

In keeping with practically every aspect of life the conditions surrounding the sport of yachting are changing rapidly. The burdens which are pressing on so many must have their effect in increasing the difficulties of carrying on clubs like the Squadron, but these are not insurmountable.

The inspiration from the knowledge of a past to be proud of, the realization of the power and ability to meet the changed conditions, and an enthusiastic determination to maintain and justify our prestige, will surely result in success and achievement of the Squadron's aim.

Squadron handicap racing in the 1924-5 season further established M. F. Albert's Rawhiti as cock o' the harbour with victories in the Gascoigne, Rawson, Morna, and Revonah Cup races. The veteran Bona (O. Curtis) won the Fairfax Cup, and a newly built 21-footer, P. S. Arnott's Wattle, the Thelma Plate.

The race for the Peace Cup was sailed by the 21-footers in a severe "southerly buster" which, reminiscent of the famous "Westana gale", caught the competing yachts as they came to the starting-line. The whole fleet came to grief except W. E. Arnott's Nettle. She fought the gale successfully to win by several miles from her sole remaining competitor, N. K. Wallis's Awinya. The latter had suffered some damage and had lost her jib early in the race but had struggled round the course without it. This was Nettle's third success in the Peace Cup and she thus won it outright. Nettle also won the important Forster Cup, later in the year, in Melbourne. In the Waley Cup race, Nettle tied for first place with E.O.J. II (Milson and Dempster), this being one of the rare "dead heats" in yachting annals.

A new trophy, the Tarring Cup, for 21-footers registered with the Squadron, was presented in 1924 by C. J. Henty, a descendant of Thomas Henty, from the village of West Tarring, near Worthing, in Sussex, who with his sons established the first farming settlement in Victoria, at Portland Bay, in 1834. The first annual contest for the Tarring Cup was won in 1924 by Lord Forster's Corella, which had been brought up to keen racing trim by Don Taylor and his crew to such effect that in eighteen races for 21-footers in that season she won seven firsts, three seconds, and seven thirds.

A race for 21-footers, sailed on 3rd December 1924, became known as the "Admirals' Race" because two of the yachts had admirals of the Royal Navy at the helm. It happened that Admiral Lord Jellicoe who had been Commander-in-Chief of the British Grand Fleet in the North Sea at the Battle of Jutland in May 1916, and had been Governor-General of New Zealand from 1919 to 1924—was passing through Sydney on his way to England at the end of his term of office in New Zealand. Though accustomed to handling much larger vessels, he sportingly agreed to take the tiller of Lord Forster's Corella in an unofficial yacht race on Sydney Harbour.

The other admiral in the race was Sir Dudley de Chair, R.N., who had been sworn in as Governor of New South Wales in February 1924. He took the tiller of Cherry Too (owned by T. M. Banks).

Six other yachts started in the race, namely Wattle (P. S. Arnott), Nettle (W. E. Arnott), Boomerang (Alexis F. Albert), Leuralla (E. P. Andreas), E.O.J. II (J. L. Milson), and Awinya (N. K. Wallis, with his father, A. E. Wallis, as skipper). These were the best 21-footers at Sydney, with the most experienced crews. It is only fair to state that the two admirals had little experience of yacht racing or of the course inside Sydney harbour.

Much amusement was caused by some perhaps accidental efforts by some of the other competitors to allow the admirals to distinguish themselves in this special nautical field, under conditions unfamiliar to them. Wattle, which looked like winning, was unable to finish because her mainsail was torn in a collision with Boomerang. One mile from the finish, Awinya's spinnaker pole snapped—it was rumoured that A. E. Wallis "broke it across his knee, to spare Admiral Jellicoe the humiliation of finishing last"—but even this stratagem, if it was such, failed.

The race was won by Nettle, with Boomerang second. Admiral de Chair finished fifth, but only 2 minutes astern of the winner, and the victor of the Battle of Jutland finished last. Wits said that Lord Jellicoe's language was excellently restrained, because Don Taylor and his crew belonged to a church choir and were abashed by nautical terms of exasperation. For having fouled Wattle, the owner of Boomerang was fined one mouth organ, and for having been fouled, the owner of Wattle was fined one tin of biscuits. Admiral Jellicoe made no excuses, stating that he was favourably impressed with the comfort and sailing qualities of the 21-footer class,

and thought that he might do better on a subsequent occasion. For having stated this he was fined two brass buttons. Admiral de Chair, in his turn, was fined a fourth of a pint for having come fifth.

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

In that month (April 1925) F. M. Shrimpton retired from the position of honorary secretary. His successor was Colonel M. W. Logan, appointed as a full-time paid secretary.

A resolution was submitted to the annual meeting of the Squadron in September 1925, conferring life membership on H. M. Shelley, in recognition of his many services to yachting in thirty-three years since he joined the Squadron in 1892. The veteran's reaction to the honour was unexpected but characteristic. He himself moved an amendment that his election as a life member was illegal and premature, and moreover was injurious to his health and happiness, as he wished to continue paying his full dues for many a year yet. Vice-Commodore Simpson resolved the impasse by standing over both the resolution and the amendment.

Harry Shelley was a droll and witty debater and an irrepressible practical joker. David S. Carment tells of one of his pranks perpetrated at a dinner party held aboard Shelley's Sea Scout at Quarantine Bay. The host, among other qualifications, was a gourmet and an excellent cook. On this occasion he made a tasty looking pie and a somewhat pompous visitor was invited to serve it. Upon his breaking the crust, a horde of live soldier crabs sprang out and careered over the table. "Look out," Shelley shouted, "they're deadly poisonous." In a flash, Carment declares, the visitor was out of the cabin and half-way up the mast!

Harry Shelley used the Sea Scout only for cruising. Another indefatigable cruising yachtsman of that period was R. F. Evans who, in his 40-foot yawl Endeavour made many cruises along the south and north coasts of New South Wales as well as several interstate voyages. In 1925, Evans made a notable voyage to Thursday Island during which Endeavour was all but wrecked when she broached-to when about to cross the bar at Maryborough.

Members of the Squadron, and the yachting and shipping fraternity of Sydney, were saddened in November 1925 by the death of Walter Reeks, aged sixty-four. Since his arrival in Sydney from England in 1885, as a young man of twenty-four, he had given forty years of unstinted enthusiasm and skill to the development of yacht design and to the sport of yachting itself. In addition to many famous yachts, he had designed five ferry steamers, which saw long service on Sydney Harbour. He had been vice-commodore of the Squadron for four years (1906-10), and official measurer—an office which required the spending of much time voluntarily in the Squadron's service—for more than thirty years.

Walter Reeks's successor as official measurer was David S. Carment, a graduate in naval architecture of Glasgow University, and owner of Athene. He had joined the Squadron in 1922. He fulfilled the exacting demands of yacht measuring, not only for the Squadron, but also for the "Prince Alfreds", the "Prince Edwards", and the Sydney Yacht Racing Association. With the growing interest in interstate and championship contests, and the consequent demands upon technical knowledge and accuracy in the rating of competing yachts, the office of official measurer was becoming of increasing importance. David Carment was an expert

who gave, and continued to give, yeoman service to the Squadron, and to the sport of yachting, over the years.

At the opening of the season in September 1925 there was a combined muster of the Squadron, the "Prince Alfreds", the "Prince Edwards", and the Sydney Amateur Sailing Club. On that day 300 yachts spread their sails on Sydney Harbour. It was stated in the press that such a galaxy of white wings would not be excelled in any part of the world, a claim that may have been more or less valid at that time. The rapid development, in the early 1920s, of yachting on Sydney Harbour, with the consequent appearance of many more "white wings" on its blue waters, certainly added to its distinctive character and provided still further enchantment for those who lived on or near its shores.



THE LATE 1920s—J. M. HARDIE'S CAPELLA PIRATICALLY STOLEN  
 —LORD STONEHAVEN COMMODORE—THE TRAGEDY OF A. C.  
 SAXTON—ARRIVAL OF NORN AT SYDNEY—HER SUCCESSFUL  
 DEFENCE OF THE SAYONARA CUP—DEATH OF A. G. MILSON—  
 NORMAN WALLIS'S WANDERER—J. M. HARDIE'S MORNA—ARRIVAL  
 OF ADA—LADY ASSOCIATES ADMITTED TO THE SQUADRON—  
 VANESSA DEFENDS THE SAYONARA CUP—ONSET OF THE  
 ECONOMIC DEPRESSION

In the 1925-6 sailing season, the Fairfax and Morna Cups were won by Bona (O. Curtis), the Rawson Cup by Sunbeam (A. W. Crane), and the Revonah Cup by Rawhiti (M. F. Albert).

The Thelma Plate was won by P. S. Arnott's 21-footer Wattle. In this race Corella (Don Taylor) collided with Vice-Commodore E. P. Simpson's cruising yacht, Mistral II. Two of Corella's crew were thrown into the water and she finished unplaced. The Tarring Cup went to W. E. Arnott's Nettle, and the Waley Cup to E.O.J. II (Milson and Dempster).

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

An extraordinary incident occurred in January 1926, when the schooner Capella (E. P. Simpson's first Mistral), owned by J. M. Hardie, was piratically stolen from her moorings at Rushcutters Bay. The culprits were believed to have been a gang of irresponsible youths who had the romantic idea of sailing the South Seas, unaware that piracy, even of a yacht, is a crime which carries the death penalty. It was fortunate for them, though unfortunate for the owner of the yacht, that they ran her aground on North Head. She became a total wreck, and the pirates escaped into the bush on the headland. They were never identified or apprehended.

Experts who examined the wreck published their findings in the Australian Motor Boat and Yachting Monthly in February 1926:

The main and mizzen sails were set on the spars, but no jibs were bent. It had been the habit of the owner to have the two main sheets and blocks stowed away below when the yacht was at moorings, the two booms being secured from swinging by a single purchase line. [The thieves were unaware of this mooring stow.]

Abreast of South Head it would be necessary to haul the two booms in, and it was here that the plans of the plunderers went amiss. It would have taken the combined crews of two eighteen-footers to get those sails in on a single purchase, and the sturdy Capellai gradually edged towards the jagged rocks of North Head.

As she neared the cliffs a kedge was let go, but it failed to hold. When the morning broke, the remains of what was once the pride of Sydney Harbour lay strewn in a hopeless mess at the foot of the cliffs.

During that year, a proposal was strongly advanced by some members of the Squadron that ladies should be admitted to membership under the designation of Lady Associate Members, and that, with this intention, the accommodation at the clubhouse should be enlarged by an extension of the verandah to provide for a ladies' lounge-room. Opinion was divided when the proposal was debated at the annual meeting, and it was resolved

to take a postal ballot of members. The result of the ballot was 65 for, and 79 against, so for the time being the "Noes" had it, but the proposers continued to press their case.

At that annual meeting (1926), the newly arrived Governor-General of the Commonwealth of Australia, Lord Stonehaven, was elected commodore of the Squadron in succession to Lord Forster. At fifty-two years of age, Lord Stonehaven had a long experience in the British parliament, in which he had held cabinet rank, and had also a distinguished war record. He was not an active sailing yachtsman like his predecessor, Lord Forster, but showed his interest in yachting by purchasing Corella, and also presenting a trophy for 12-foot dinghies, the Stonehaven Cup, for interstate competition.

E. P. Simpson was reappointed vice-commodore, and A. C. Saxton rear-commodore. These two flag officers had served continuously since 1920, and had carried much of the administrative burden during the Squadron's period of post-war expansion. E. P. Simpson's fine cruising yacht, Mistral II, was used as the flagship at Squadron races.

A. C. Saxton, owner of a large timber business, had won distinction as a racing yachtsman. In 1905 he had won the Squadron Cup with Magic, and in 1906-7 the Gascoigne and Carleton Cups with the first Awanui. In 1909 he won the Beauchamp Cup for the third consecutive time, and therefore outright. In the various club races, Saxton was rarely unplaced, and in 1920 at Melbourne he won for the Squadron the Northcote Cup with Awanui III.

On 30th September 1926 Saxton set out in a new yacht, Awanui IV, for a cruise to Broken Bay. Three other yachtsmen, Charles Trebeck, John McCathie and Frederick Holmes, accompanied him. The yacht cleared the Heads at 11 a.m., with Trebeck at the tiller, and headed northwards, running before a southerly breeze in a choppy sea.

Trebeck then reluctantly handed the tiller to Saxton, who, though he had only recently come out of hospital after an operation, stoutly declared that he was fit and well. When the yacht was off Bilgola Head, Trebeck went below for a few minutes. Suddenly the yacht jibed, and Saxton received a heavy blow on the head from the boom, which knocked him over-board. At the cry of alarm, Trebeck sprang on deck and put the yacht about. The dinghy was launched, and Saxton's body was recovered. He had apparently been killed instantly by the blow on his head.

As the dinghy ranged alongside, it was dashed against the yacht by a lifting sea, and capsized. Saxton's body was washed away, and disappeared. Despite a prolonged search, it was never sighted again.

As a mark of respect to the rear-commodore who had thus tragically lost his life while at the tiller of his own yacht, the Squadron cancelled its annual opening-of-the-season muster, which had been scheduled for the next day. In its stead, almost the whole of the Squadron's fleet, and many vessels of other clubs, put to sea in a fruitless effort to find the body of the yachtsman for whom all held the highest regard. With the death of Alexander Charles Saxton, the Squadron lost an energetic and capable flag officer, an enthusiastic yachtsman, a generous benefactor, and one of its most prominent and respected members.

A new rear-commodore, Paul Ross, was appointed as A. C. Saxton's successor. The tragedy passed into history.

In Squadron racing in the 1926-7 season H. J. Fitzpatrick's veteran Bona won the Gascoigne Cup and J. A. Muston's veteran Windward the Morna Cup. Frank Albert's Rawhiti (with E. E. Sayer at the tiller) won the Fairfax and Revonah Cups, and also the Rawson Cup outright with her third victory in that contest. The 21-

footers were again prominent. Leuralla (P. E. Andreas) won the Thelma Plate; E.O.J. II (Milson and Dempster) won the Waley and Tarring Cups.

Following the loss of Capella during the previous year, J. M. Hardie re-entered the list of yacht owners with his sixth vessel, the veteran Sirocco. He had bought her from Edward W. Knox, who had sailed her regularly ever since she had been built for him forty-six years previously. Despite her age, the old straight stemmer, which had battled so successfully with her peers during the 'eighties, was still a stout vessel. Among the newer yachts, her gold-banded black hull, long bowsprit, and old-fashioned rig, provided a picturesque reminder of the stirring events of earlier days.

During the winter of 1927 Rawhiti was converted to Bermuda rig to the design of W. Fife and Sons of Scotland. This firm also made the new hollow mast and rigging while Ratsey and Lapthorne, the English sailmakers, completed full sets of sails to the new design.

Looking a magnificent picture as she started in the first race of the season, the pride of the harbour had barely sailed a mile when she was fouled by another yacht. Caught by the forestay, the new mast was brought crashing to the deck. The beautiful array of new spars and canvas lay in ruin. No one was injured. Her owner, Frank Albert, simply observed, "That's all that matters."

Undismayed, he set about securing a new mast and repairing the damage. Before the season closed, Rawhiti had "come as of old, a queen, untouched by time", to win in succession the Rawson, Revonah and Fairfax trophies.

During 1927 J. C. McDonald, who had given distinguished service to the Squadron over a number of years, was elected to honorary life membership.

Of outstanding interest was the arrival at Sydney of a new racing 8-metre yacht, Norn, owned by Alexis F. Albert, son of Frank Albert. She had been purchased in England and, with a background of successful racing in European waters, became a potential defender of the Sayonara Cup, which had been held by the Squadron since 1910; and now a challenge was expected from Victoria.

Designed and built by the famous Norwegian, Anker, Norn had an overall length of 49 ft 4 in., waterline length of 31 ft 3 in., beam 8 ft 5 in., and depth 5 ft 8 in. She was one of the first Bermuda-rigged yachts on Sydney Harbour, with a sail-area of 820 square feet. She was rated as 8.03 metres under the international system of measurement.

As anticipated, a challenge for the Sayonara Cup was received from Victoria, and, following a series of test races, chiefly between Norn and Brand V (an 8-metre yacht imported from Norway by J. R. Palmer of the Royal Prince Alfred Yacht Club) Norn was chosen to defend the cup.

In 1928, the year following her arrival in Sydney, Norn was put into racing trim for the Sayonara Cup challenge, her crew consisting of Charles Trebeck (helmsman), Alexis Albert, P. Macdonald, W. Henderson, S. H. Leigh and C. Short (yacht hand). The challenger on behalf of the Royal Yacht Club of Victoria was Acrospire III, owned and sailed by "Joe" White. Acrospire III was long, low and lean, rigged as a pole-masted cutter, carrying mainsail, topsail, staysail and jib. Her sail-plan was longer at the foot than that of Norn, but not so lofty. She was rated as 8.93 metres, and therefore would have to concede Norn a time allowance of 21.6 seconds per mile.

As required by the rules, the challenger sailed from Melbourne to Sydney. The first race was sailed on 21st January 1928, over a northeasterly course ten miles from North Head and back. Acrospire III crossed the finishing line 4 minutes 9 seconds ahead of Norn, but the margin was not sufficient to cover Norn's time allowance of 7 minutes 12 seconds for the 20-mile course. Victory therefore went to the Sydney yacht by 3 minutes 3 seconds.

The second race, sailed two days later over a triangular course of 21 miles, in a breeze that veered from south-easterly to north-easterly, convincingly demonstrated the superiority of Norn's Bermuda rig in changeable winds. Though Acrospire III led by 3 minutes 16 seconds at the first rounding mark, she was completely outsailed by Norn in the second stretch, when the Sydney yacht rounded the mark 25 minutes ahead, and kept the lead to finish 23 minutes 9 seconds ahead of the challenger.

With two wins by Norn, a third race became unnecessary, and the cup remained with the Squadron. The Victorians, while accepting defeat in sportsmanlike fashion, afterwards put forward the suggestion that, as the Sayonara Cup was the Blue Riband of Australian yachting, the contests in future should be decided by five instead of three races—three courses 10 miles to windward and back, and two triangular courses. This was agreed to by the Sydney clubs and the rules were altered accordingly.

The Fairfax Cup of that year was won by Bona, and the Rawson and Revonah Cups by Rawhiti, but there was no competition for the Gascoigne Cup. Harold Nossiter provided a surprise by equipping Utiekah II for racing as a Bermuda-rigged cutter with a mast 70 feet high. She won the Morna Cup, and also a new trophy presented by M. F. Albert, the Boomerang Cup. W. E. Arnott's 21-footer Nettle won the Thelma Plate and Tarring Cup.

At the peak of the sailing season, on 20th February 1928, Alfred C. Milson died, aged seventy-one years. He had been a member of the Squadron for fifty years, had been vice-commodore for seven years (1882-9) and commodore for four years (1890-4) and had also been for several years Mayor of North Sydney. Throughout his life he had been an active sailing yachtsman, in his earlier years in races, and later as starter, handicapper or judge in Squadron racing events.

The Squadron recorded in its minutes "deep appreciation of the services of one whose foresight resulted in the establishment of the Club House at Kirribilli, whose knowledge and skill as a yachtsman will be always traditional in the Squadron, and whose personality and good comradeship will be remembered with affection".

To perpetuate his memory, two members of the Squadron, Q. Deloitte and C. J. Henty, presented a trophy, the Alfred Milson Memorial Cup, for which an annual competition was begun in the 1931-2 season.

At the Squadron's annual meeting in August 1928 Lord Stonehaven was re-elected commodore, but E. P. Simpson retired as vice-commodore, and Paul Ross was elected as his successor in that office. H. H. York (who had bought Awanui IV after A. C. Saxton's death and renamed her Carinya), was elected rear-commodore. Another change was the retirement of J. M. Goddard as honorary treasurer. His successor in that office was F. White. At that meeting, members passed a resolution in the most cordial terms, congratulating E. W. Knox on his sixty years' membership. He had joined the Squadron in 1868.

Expansion of the Squadron had brought financial problems, and its accounts for that year showed a debit balance. The membership fee had remained at six guineas a year, and there was a question of raising it, or of making a call on members to meet the deficit. H. M. Shelley put an end to that discussion by writing his cheque as a donation to the Squadron to cover the amount of the debit balance. He declared that this squared

his account with the Squadron for having elected him (as it eventually had done) as a life member three years previously!

Though few people realized it at the outset, a world-wide economic depression was beginning. The Squadron's committee, in October 1928, had to consider ways and means of increasing revenue. The most obvious way to do this would be to increase the number of members. In view of the close vote two years before on the question of admitting ladies as associate members, it was decided to re-examine that proposal, not only from the social but also from the financial point of view. At this time the Squadron had 308 members.

The committee proposed that ladies should be admitted as associate members on payment of three guineas entrance fee and three guineas annual subscription. The Squadron's Election Committee would elect the first twenty-five associates from those nominated by members. The associates would then appoint a committee of five to control the election of additional associates.

Max Goddard moved for the holding of a postal ballot, but it was decided to bring forward the proposal as an alteration of the constitution at the annual meeting to be held in August 1929. In the meantime estimates were obtained for extensions of the clubhouse on the assumption that the proposal would be carried. There was ample time thus allowed for informal discussion of an idea that was regarded by some members as too revolutionary and by others as inevitable and progressive.

During that year (1928), a new cruising schooner-yacht was registered with the Squadron by Norman K. Wallis, who had joined the Squadron in 1924. She was 48 ft 6 in. long, 12 ft 6 in. beam, 6 ft 9 in. draught, and of 20 registered tons net, built by W. Holmes at McMahan's Point, and was appropriately named *Wanderer*, reviving the name of Ben Boyd's famous schooner-yacht, which had sailed into Sydney Harbour from England eighty-six years previously. *Wanderer* lay at Ben Boyd's old moorings, off "Craignathan", Neutral Bay, and was to make extensive deep sea cruises over the next twelve years.

After a few trial runs outside the Heads, Wallis on 1st December 1928 set course in *Wanderer* for Lord Howe Island, 436 miles east-north-eastward of Sydney, which two yachts of the Squadron, *Boronia* and *Electra*, had failed to reach in 1885. His crew consisted of D. J. Robertson, C. Godtschalk, J. Fitzhardinge, and Folke Anderon. *Wanderer* carried an official mail and some medical supplies for the islanders.

She was successful in making port in the coral lagoon at Lord Howe Island, and was the first yacht from Sydney to do so, although a Victorian yacht, *Utiakah III*, had touched at the island during a voyage to the South Seas, and trading schooners of small tonnage had called there unrecorded in earlier years. The island had been discovered in 1788 by Lieutenant Ball, R.N., of H.M.S. *Supply*, while he was on passage to establish a settlement at Norfolk Island. It is of volcanic formation, seven miles long and averaging one mile wide, with two peaks, 2,840 feet and 2,500 feet high, densely covered in forests in which the *Kentia* palm (a unique species) predominates. A coral reef on the eastern side encloses a broad lagoon.

The population in the 1920s was about 120. A steamer from Sydney called there occasionally, and the island was—as it still is—part of the territory of New South Wales.

After an enjoyable stay ashore in this island paradise—which had not at that time been developed as a tourist resort and had no radio communications—*Wanderer* set sail for Sydney. On the return passage she ran into a cyclone, which severely buffeted and slightly damaged the sturdy yacht, and tested the seamanship of her crew.

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

At the time when the schooner Bona returned to Sydney, the 50-ft New-Zealand-built cutter Bona (built 1898) was still sailing at Sydney, and winning races, under the ownership of H. J. Fitzpatrick.

In the 1928-29 sailing season, the cutter Bona won the Gascoigne Cup; Utiekah the Fairfax Cup; Rawhiti the Morna Cup; and the 21-footer E.O.J. II the Tarring Cup and Thelma Plate.

The schooner Bona was not used for racing, but only for pleasure- cruising. Her centreboard was removed, and for many years she was to be seen on cruises in the Harbour and offshore—a beautiful sight, as she was one of the best creations of Walter Reeks as a designer in his prime. (In 1933 she was bought by Frank Albert, who renamed her Boomerang.)

A further challenge had been received for the Sayonara Cup, in which Victoria this time would be represented by L. Randerson's Eu-na-mara. She was the former Sydney yacht Culwulla III, which had wrested the cup from the Victorian champion, Sayonara, in 1910, and was now tuned up to a new racing pitch.

A fine new racing yacht, Vanessa, owned by P. S. Arnott, had been registered with the Squadron in 1928. She was built at Careening Cove by J. Hayes and Son, to the design of the famous Scottish yacht builder, William Fife, of Fairlie. She was 48 feet length overall, 30 ft 7 ins, waterline, beam 8 ft 3 in., and draught 6 feet, and was rated at 8.14 metres.

After a series of test races between Vanessa and Norn, the joint committee of the Squadron and the "Prince Alfreds" selected Vanessa to defend the cup for New South Wales. Her crew consisted of Charles Trebeck (skipper), P. S. Arnott (owner), P. Macdonald, R. Millard, F. Hayes and A. Goddard.

Eu-na-mara sailed from Melbourne to Sydney, with J. Douglas at the helm. Her rating required her to concede Vanessa a time allowance of 41.65 seconds per mile. In the first race of the series Eu-na-mara crossed the finishing-line 12 minutes 23 seconds ahead, but it was not enough, as Vanessa's time allowance for the course was 13 minutes 53 seconds.

In the second race, two days later, Eu-na-mara was leading when her jib halliard carried away, and Vanessa crossed the finishing-line one minute ahead of her, winning without need of time allowance.

The third and decisive race was held on 21st January. Eu-na-mara crossed the finishing-line 2 minutes 20 seconds ahead, but Vanessa won on the time allowance, and had thus retained the cup for the Squadron and for New South Wales. After her victory in the Sayonara Cup, Vanessa gave further proof of her quality by winning the Squadron's trophy race for the Revonah Cup.

Early in the year the Brassey Cup, presented by Lord Brassey in 1887 in commemoration of his visit to Sydney and subsequently won outright by Vice-Commodore Alfred Milson with Era, was presented to the Squadron by the Milson family.

This year saw the end of the old Sirocco. J. M. Hardie had sold her to the film actor Errol Flynn who sailed her to New Guinea, where she was wrecked on a coral reef.

Hardie replaced her by the purchase from Sir Alexander MacCormick of the 65-foot cutter Morna which formerly had sailed under the burgee of the Royal Prince Edward Club. The Fife-designed Morna was one of the finest yachts on Sydney Harbour and was the seventh in succession owned by J. M. Hardie.

Sir Alexander MacCormick, in addition to being commodore of the "Prince Edwards", was a member of the Royal Yacht Squadron at Cowes. He had acquired in England a beautiful schooner-yacht, also of Fife design, which he had named Ada in honour of his wife. In 1927 he had sailed her to Australia via the Panama Canal and the South Sea islands, the voyage taking 137 days. Ada's amateur crew included Rodney N. Dangar, son of Henry Carey Dangar. Ada is 73 feet L.O.A., 50 feet L.W.L., 15 ft 3 in. beam, 9 feet draught, and of 26.78 tons register, and in 1962 is the largest active sailing yacht on Sydney Harbour.

In February 1929 the Squadron and its property holding company, in anticipation of the admission of ladies as associate members, proceeded with plans that had been long maturing to enlarge the clubhouse. A new wing was built on the north side in which a drawing-room was provided for associate members. Other extensive structural alterations and additions were made. The former clubroom was converted into a large dining-room, while the former dining-room was retained for special luncheon and dinner parties. A new common room was placed at the southern end. A card room was provided, also a library, and a silence room upstairs, while eight new bedrooms were added.

A leaflet describing these improvements stated: "Your Committee believes that the means now provided for the entertainment of members' friends in surroundings of unique beauty, and with all comforts and conveniences, will be largely made use of. In this belief, and after most mature consideration, it has undertaken the very great responsibility of establishing the Club on its now modern footing."

At the annual meeting in August 1929 M. W. Logan retired as secretary, and was succeeded by W. J. Morson. The proposal to admit lady associate members was carried with only two dissentients. It could fairly be said that, with this decision, and the accomplished fact of the enlargement of the clubhouse, the Squadron had passed another rounding mark in the lengthening course of its history. A reason for optimism was that the Sydney Harbour Bridge, construction of which had begun in 1923, was taking shape as the two halves of the immense steel arch crept out, scheduled to meet in the centre in 1931. The bridge would provide direct access by road, rail and tramway from the city to the North Shore at Milson's Point. At the same time, privately owned motor cars had increased very greatly in numbers during the 1920s. The completion of the Harbour Bridge would bring the Squadron's clubhouse within easy access of members resident in all parts of Sydney, and would greatly increase property values on the North Shore. There would be "high density" building at Kirribilli, but the Squadron's waterfront site could never be obstructed by buildings to spoil its harbour view.

Original nominations for associate members, numbering twenty-eight, were accepted on 16th September 1929, and all were declared elected on 21st October. The original associates, in the order in which their nominations were received and recorded were: Mesdames Myra Ross, H. H. York, Ellen White, Nina Albert, P. S. Arnott, Marjorie Milson, Miss Aula Cormack, Mesdames Rona Willett, Alice Johnson, E. S. Trigg, K. C. Mackenzie, Alister Kirk, Miss Christian Robertson, Mesdames G. Mitchell, Doris Tom, Nellie O'Neill, Winifred Blix, Isobel Bremner, Winifred Waley, Eva Hordern, W. D. M. Taylor, Florence Paul, Gordon Henty, M. C. Lidwell, Daphne Banks, Dorothy Waterhouse, O. A. Meyer and Florence Gosling.

The associates' committee was formed, with Mrs. W. D. M. Taylor as president. It proceeded to elect another thirty-four associates in November and twenty-three in December, thus bringing the recruitment of associates to a total of eighty-five before the end of the calendar year.

On 13th December of that year (1929) Norman Wallis's schooner Wanderer left Sydney for Port Phillip. She had entered for a race across Bass Strait, from Port Phillip to Low Head in Tasmania, organized by the Royal St. Kilda Yacht Club.

During the voyage to Melbourne, Wanderer encountered two severe gales, and contrary winds for almost the whole of a passage which occupied thirteen days. This left only one day in which to repair her badly damaged sails.

As a result of storm warnings, several competing yachts withdrew before the start. The remaining five competitors encountered the worst easterly gale recorded in Bass Strait for many years, the wind rising to hurricane force and heaping up seas thirty feet high. It seemed to be Wanderer's destiny to encounter storms. She was hove-to for three days in Bass Strait, and lost an entire suit of sails, making port, when the gale subsided, as a brigantine under a strange-looking jury rig set on the foremast consisting of forecourse, topsail and topgallantsail.

The Bass Strait race was won by F. J. Bennell's Oimara, of the Royal St Kilda Yacht Club. Only one other yacht finished. Wanderer's return passage to Sydney, from Queenscliff to South Head, was made in exactly four days.

In the Squadron's trophy racing events during the 1929-30 season the veteran Bona (H. J. Fitzpatrick) again won the Fairfax Cup, this being the fifth time that she had won it since 1921; but her day was done, and this was her last victory in a Squadron race. The valiant old cutter had been launched nearly thirty years previously. M. F. Albert's Rawhiti, equally valiant and only five years younger, continued her run of successes by winning the Gascoigne Cup, the Carleton Cup (which had been in abeyance since 1914), and the Boomerang Cup, the last named now restricted to First Division yachts. The Thelma Plate was won by J. L. Milson's E.O.J. III, and the Tarring Cup by the same owner's N.S.W. III, both newly built 21-footers.

A Victorian yacht, Toogooloowo (formerly Culwulla II, then Rawhiti II), owned by W. S. Dagg and representing the Royal Brighton Yacht Club (of Port Phillip) was shipped to Sydney to challenge for the Northcote Cup, restricted to the 6-metre class, which had been held by the Squadron without challenge for ten years. The defender, jointly representing both the Squadron and the "Prince Alfreds", was lolaire, owned by Andrew Wilson, commodore of the "Prince Alfreds". She was sailed by Stanley Stevens, one of Sydney's most able helmsmen. She won two of the three races of the match, and so kept the trophy in New South Wales.

lolaire's dimensions were 35 ft 4 in. L.O.A., 19 ft L.W.L., 5 ft 4 in. beam, 4 ft 6 in. draught, 550 square feet sail-area. As her helmsman, Stan Stevens made her a famous performer in light airs. In the critical race of the 1930 series, the breeze dropped to a flat calm as the yachts were approaching the finishing-line, and the contest became a drifting match. Stevens clinched the title by letting go all his lee rigging, squaring his mainsail, and by-the-lee outdrifting his rival. A shrewd tactician, Stevens selected his crews from short, compact men, never weighing more than 10 stone. His theory was that they could move more quickly than big men, and had just as much effective strength, but in particular that they added up to less weight for a yacht to carry around the course!



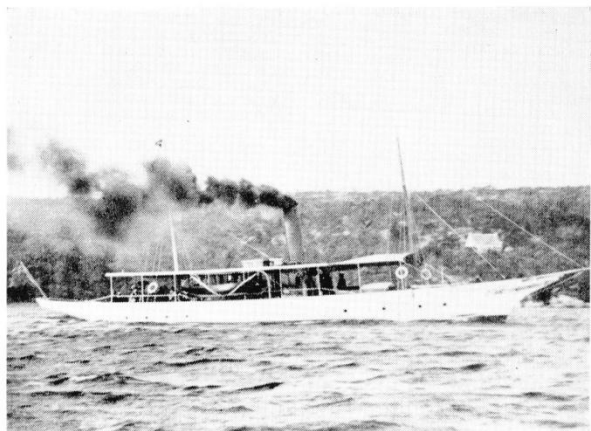


A GARDEN PARTY, 1907: AFTERNOON TEA ON THE UPPER LAWN  
*(Mitchell Library)*



GARDEN PARTY, 1907: THE LOWER LAWN AND A RACE IN  
THE OFFING

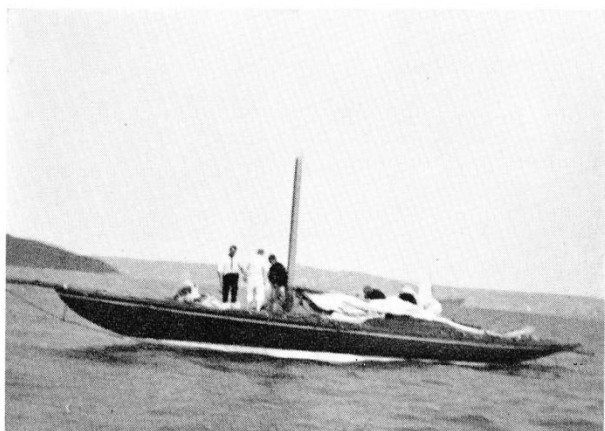
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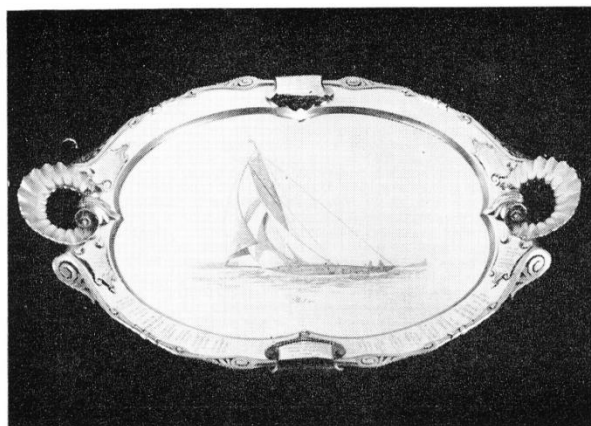
*CULWULLA III* (1910)



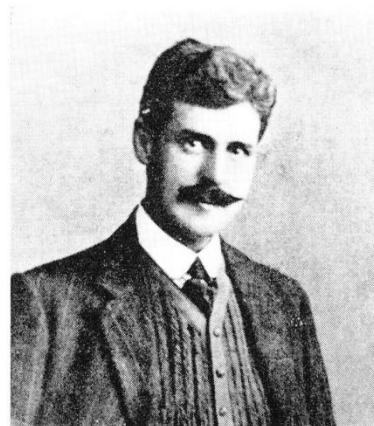
*CULWULLA III* DISMASTED  
in the gale of March 1913



*PETREL* DRIVEN ASHORE  
in the gale of March 1913



THE THELMA PLATE  
(Photo N. McEnally)



WALTER MOORE

Yet another challenge had come that year (1929) from Victoria for the Sayonara Cup, this time by the persistent "Joe" White of the Royal Yacht Club of Victoria with a new yacht, Acrospire JV. She was bigger than the previous year's challenger (Eu-na-mara), being 54 feet overall, 34 feet waterline, beam 9 ft 2 in., and draught 6 ft 11 in. With a sail-area of 1,104 square feet, she had a rating of 9.31 metres.

The defender again was Vanessa (8.14 metres) with Charles Trebeck at the helm. The difference in rating gave the Sydney yacht a time allowance of 27.8 seconds per mile. In the first race of the series, sailed on 16th January 1930, Vanessa won easily, without need of the time allowance, for she crossed the finishing-line 10 minutes 53 seconds ahead of the challenger.

In the second race, two days later, Acrospire finished 7 minutes 25 seconds ahead, but this was not enough to overcome Vanessa's time allowance of 9 minutes 44 seconds on the 21-mile triangular course. The third race, on 20th January, settled the matter, when Vanessa crossed the finishing line with a lead of 1 minute 7 seconds, with no need of time allowance. The trophy therefore remained in the safe-keeping of the Squadron.

Undaunted, White announced that he would challenge again with Acrospire IV in the following year. He left his yacht at Sydney, to undergo modifications of her keel and to be re-rigged to carry a greater sail-area. This would give her a higher rating, but he hoped that the refit would more than compensate for that disadvantage.

At the Squadron's annual meeting, in August 1930, H. H. York retired from the office of rear-commodore, and was succeeded by Edward John Bayly-Macarthur. Frederick White retired as honorary treasurer and was succeeded by J. Murray. The committee's report announced that the Squadron's membership had increased to 439, of whom 318 were full members and 121 associate members.

Honorary life membership was extended to H. H. Massie who, like H. M. Shelley in an earlier year, declined the honour on the grounds of his good health and peace of mind!

The catering amenities of the clubhouse showed a greatly increased revenue, while the entrance fees and annual membership fees of the associates had also added substantially to the Squadron's income. Those innovations had been timely, for the chill winds of the world-wide economic depression were freezing many businesses, and causing the sport of yachting to shorten sail.

An event of outstanding interest in that year (1930) was the visit to Sydney of the American yacht Chance, from the Yale Corinthian Yacht Club. She was owned and sailed by three graduates of Yale University, A. C. Brown, Edward Dodd and T. Marshall, with two paid hands, and was on a cruise around the world. The beautiful Bluenose schooner lay for several weeks off the Squadron and members were able to enjoy firsthand accounts of Chance's adventures, later to be written as books by Dodd in *Great Dipper to Southern Cross* and by Brown in *Horizon's Rim*.

Chance was the first American sailing yacht to visit Sydney since Joshua Slocum's *Spray*, in 1896. She was the forerunner of a number of others, of various nationalities, which in modern times have circumnavigated the globe and made Sydney a port of call. Such cruises affirmed the seaworthiness of small sailing vessels on long ocean passages, at a time when the square-rigged windjammers had practically disappeared from the trade routes, and were becoming only a memory. Yachtsmen were keeping alive the traditions of adventure in sail which, prior to the development of mechanical propulsion, had endured for two thousand years. When naval, mercantile and fishing fleets became mechanized, the lore of sail passed into the safe-keeping of men who went to sea like the Vikings of olden times, in small vessels, to learn its discipline and to explore its mystery.

CHARLES TREBECK'S "UNIQUE RECORD"—THE 1930s—OPENING  
OF THE SYDNEY HARBOUR BRIDGE—HARDIE'S WINDWARD II—  
JUNIOR MEMBERS ADMITTED TO THE SQUADRON—THE WANDER-  
INGS OF WANDERER—HAROLD NOSSITER'S WORLD CRUISE—  
NORWEGIAN CUTTER HO-HO VISITS SYDNEY—LORD GOWBIE AS  
COMMODORE

In the 1930-1 season M. F. Albert's Rawhiti won the Carleton Cup, and A. F. Albert's Norn the Boomerang Cup. There was no contest for the Gascoigne Cup, but a new yacht, Matangi II, built in New Zealand and owned by H. E. White, won the Revonah Cup, and another new yacht, Breeze (J. Hordern), the Thelma Plate. An outstanding success among the 21-footers was that of N.S.W. III, owned by J. Milson and P. S. Arnott. She won the Tarring Cup and (at Melbourne) the Forster and Albert Cups (for interstate competition), this being the only occasion on which the Albert Cup had been won by a New South Wales yacht.

Whatever cheers may have greeted "Jimmie" Milson's win, they proved to be the swan-song of the 21-footers in New South Wales, as far as interstate racing was concerned. For a number of reasons, the class was losing support. New vessels had outclassed the old and then the economic stringency of the depression had discouraged further building. Competition had led to expensive refinements, and the 21-footers, originally intended as an inexpensive craft, had become, for their size, far too costly to build and to maintain.

With the object of regaining the interest of owners of the outclassed 21-footers, handicaps "on performance" were introduced, but with limited success. Within the next two or three years this class, which ten years previously had been introduced with such high hopes, had almost vanished from New South Wales. In other States some interest was maintained but to a lessening degree.

In the 6-metre class, a close contest was held at Sydney for the Northcote Challenge Cup, again between lolaire, representing New South Wales, and Toogooloo, representing Victoria. Each yacht won a race, and lolaire won the third race by a bare 12 seconds.

The Sayonara Cup races, sailed on 20th January 1931, and on following days, off Sydney Heads, provided a keen contest between P. S. Arnott's Vanessa (with Charles Trebeck at the helm), and the Victorian challenger Acrospire IV, sailed by "Joe" White. Since their last meeting, Acrospire IV had had her sail-area increased to 1,200 square feet on a Bermuda rig, and other alterations had been made which had slightly increased her rating, giving Vanessa a time allowance of 29.9 seconds per mile.

Vanessa won the first and second races of the series without need of her time allowance. Acrospire crossed the finishing-line only 31 seconds ahead in the third race, not nearly enough to overcome the time allowance of 9 minutes 58 seconds on that course, and the defender had therefore retained the cup for the Squadron. Much praise was given to Trebeck for his skilful handling of Vanessa. The Squadron's committee sent him a special letter of commendation, stating, "In being the successful skipper in four consecutive series, you have created a record that is unique in the annals of Australian yachting."

Trebeck had been skipper of Norn in her successful defence of the Sayonara Cup in 1928, and of Vanessa in her victories in 1929, 1930 and 1931. His "unique record" was eleven wins in succession in the four contests. The cup had thus remained at Sydney, in the custody of the Squadron, since Walter Marks had won it at Melbourne in 1910, but there had been no challenges from Victoria for seventeen of those twenty-one years, from 1911 to 1927 inclusive.

In March 1931 the first trans-Tasman yacht race, from Auckland to Sydney (1,280 miles) was inaugurated by the Akarana Yacht Club. Entries were the New Zealand cutter Rangī, 38 feet, owned by Allan Leonard, the Victorian ketch Oimara, 42 feet (winner of the Bass Strait race of 1929), owned by F. J. Bennell, and the Scandinavian pilot-cutter, Teddy, 40 feet, designed by the noted naval architect, Cohn Archer, and owned by the Norwegian, Erling Tambs, who was sailing her round the world. Oimara arrived at Sydney on 28th March after a passage of 11 days 20 hours. Teddy arrived nearly two days later but won the race with her time allowance. Erling Tambs, who wrote a book about his experiences, *The Cruise of the Teddy*, was entertained by members of the Squadron during his stay in Sydney. It was a matter for deep regret when it was learned that the Teddy was wrecked a few months later.

The tightening grip of the world-wide economic depression was causing many yachtsmen to curtail their activities. For this or some other reason, the owner of Vanessa (P. S. Arnott) sold her to a Victorian owner, J. A. Linacre, who, on taking delivery of her, promptly nominated her as challenger for the Sayonara Cup, but this time representing the Royal Yacht Club of Victoria! The Squadron nominated A. F. Albert's Norn to wear its burgee in defence of the trophy against this formidable challenge by a Victorian crew sailing the yacht that had been Sydney's pride.

During this yachting season, J. M. Hardie acquired yet another yacht, his eighth, to replace Morna which he had sold to D. F. H. (later Sir Frank) Packer. This new vessel, Windward II, was a 45-foot staysail schooner, formerly owned by E. H. Webster, of Hobart. Although Hardie had done some racing with Morna, he had used the big cutter chiefly for cruising. Now, after effecting some alterations to her rig, Hardie settled down to serious racing with Windward II, and she was to make her name among the first-class yachts over the ensuing years.

Frank Packer likewise set up Morna in racing trim, and she, too, joined the racing fleet with success, and with the added distinction of being scratch yacht for all events in which she entered.

At the annual meeting in 1931 Lord Stonehaven, who had completed his term as Governor-General, retired as commodore, and was succeeded by Paul Ross, while E. J. Bayly-MacArthur was appointed vice-commodore and J. L. Milson rear-commodore. The appointment of J. L. Milson as a flag officer was a compliment to a racing yachtsman who had joined the Squadron in 1920, and had won many victories in the 21-footer class. He was a grandson of James Milson, Junior, who had been the Squadron's first vice-commodore in 1862, and thus was continuing the Milson tradition into the third generation.

The chief excitement of the 1931-2 sailing season was the challenge for the Sayonara Cup by the now Victorian owned Vanessa. The defender, Norn, was sailed by Arthur Stevens (helmsman), Alexis Albert (owner), R. Donovan, A. Jacobs, J. Birch and a yacht hand, G. Short. Norn was rated at 8.34 metres and Vanessa 8.14 metres, so it was the Squadron's turn to concede time to Victoria. The allowance was 5.1 seconds per mile.

The finishes were close. Including the time allowances, Norn won the first race by 2 minutes 3 seconds; Vanessa the second by 3 minutes 23 seconds; Norn the third by 33 minutes; then Vanessa won the fourth by a bare 10 seconds, with the aid of her time allowance, though Norn crossed the finishing-line ahead of her.

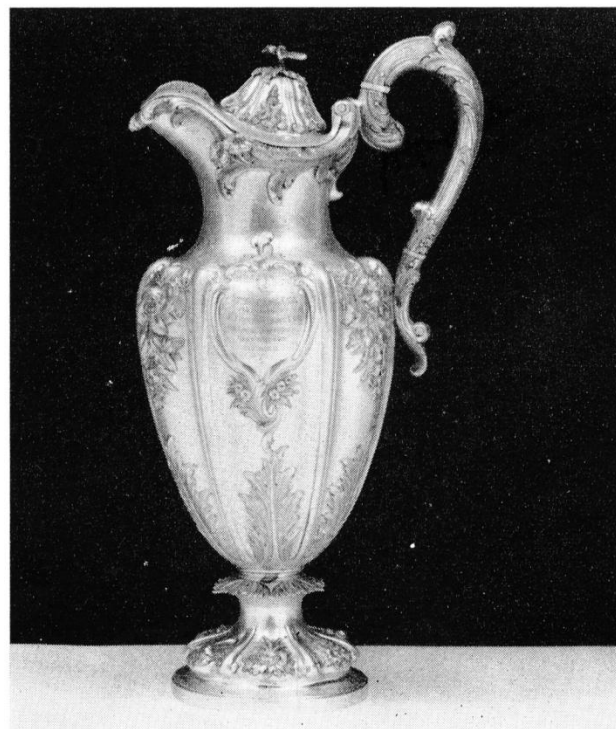
With two wins each, the contest and the custody of the cup would be decided by a fifth race, on a beat 10 miles to windward and a run 10 miles to leeward. Vanessa rounded the mark 35 seconds ahead of the defender, but Norn forged ahead when the spinnakers were set, and crossed the finishing-line 20 seconds ahead. It was not enough! On time allowance, Vanessa won that race by 1 minute 16 seconds, and would carry off the trophy to its original home in Victoria, after it had graced the Squadron's clubhouse for twenty-two years.



THE SQUADRON'S CLUBHOUSE AND GROUNDS IN THE 1920s  
*(From an etching by E. Warner)*

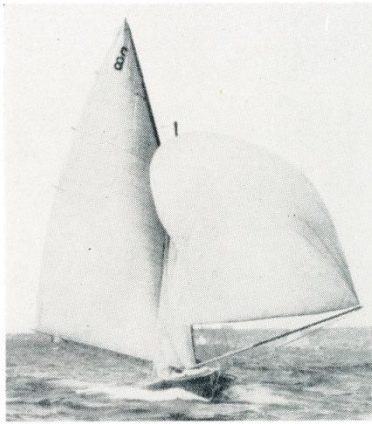


FRANK ALBERT



THE BOOMERANG CUP

*(McEnally)*



NETTLE, 1923



LORD STONEHAVEN



E.O.J.



DON TAYLOR



CORELLA



MRS DON TAYLOR



MORNA



E. J. BAYLY-MACARTHUR



NORN

The remarkable closeness of the contest was revealed on analysis of the finishing times. In the five races an aggregate of 102 nautical miles had been sailed. Norm had crossed the finishing-line first in four of the five races, and in the aggregate had covered the courses 9 minutes 24 seconds more speedily than Vanessa. Even with time allowance taken into account, there was a margin of 44 seconds in Norn's favour, equivalent to 43 seconds per mile; but this analysis was small consolation, as the result was decided not on aggregate sailing times, but on Vanessa's well-won victories in three out of the five races.

A sporting writer humorously commented that the Victorians were able to taunt the Sydney yachtsmen by saying, "Well, you northerners invented this handicapping business!" Apart from such good-natured banter, the Squadron warmly congratulated Linacre on his victory. And so the Sayonara Cup passed to Melbourne where it was destined to remain for many a year thereafter.

The Squadron, in this year, suffered a further defeat at the hands of the Victorians when W. S. Dagg's Toogooloo, in a series of races at Sydney, was at last successful in lifting the Northcote Cup for the Royal Brighton Yacht Club.

One of the largest and finest overseas yachts to visit Sydney anchored off the Squadron in July 1932. She was the American ketch Northern Lights, owned by the authoress Mary Borden and her husband, the violinist Balokovic, who gave a series of recitals in Sydney during the yacht's stay in port.

During the depression, some yachts were laid up, and others removed from the Squadron's register because they were chartered to non-members.

In the 1931-2 season, Norn won the Carleton and Revonah Cups, and also the first annual contest for the Alfred Milson Memorial Cup. Nossiter's Utiekah II took the Boomerang Cup, and so won that trophy outright; and Windward II (J. M. Hardie) won the Fairfax Cup. Rear-Commodore J. L. Milson's 21-footer, N.S.W. III, captured the Thelma Plate and the Tarring Cup. The depression had severely limited racing. Some of the Squadron's trophy races, including the race for the Gascoigne Cup, were cancelled through lack of sufficient entries.

Cruising was also severely curtailed, but Norman Wallis in December 1932 made a cruise in Wanderer to Twofold Bay, 300 miles to the southward of Sydney, near the Victorian border. His intention was to obtain support for the restoration of the ruins of Boyd Town, which had been built by Ben Boyd, in the 1840s. Boyd had aimed at developing a rival seaport to Sydney, as a direct outlet for the produce of the Southern Tablelands. Frequently he had sailed his Wanderer to Boyd Town, until the calamitous drop in the price of wool had brought on the depression of the mid-1840s. This had brought Ben Boyd and Boyd Town to ruin, a result which was hastened by the intrigues of Sydney politicians and merchants at that time, who, in their own interests, were opposed to decentralization of trade and the development of "outports".

Boyd had built a lighthouse at Twofold Bay in 1843, but the Government at Sydney had immediately prohibited him from showing a light in it. As a gesture to draw attention to the need for action to preserve the ruins of Boyd Town for the nation, Wallis in 1932 contrived for a great flare to be lit at the top of Boyd's old lighthouse. The only immediate reaction was similar to that which Ben Boyd faced eighty-nine years earlier. Wallis was required to show cause why, under the provisions of the Navigation Act, he should not be imprisoned for six months or fined £500, or both, "for causing to be exhibited an unauthorised light".

The ensuing publicity, despite public preoccupation with the tense political conflicts of the depression period, helped to make Australians a little more conscious of their historic heritages.



On 19th March 1932, amid public excitement and rejoicings, the Sydney Harbour Bridge was officially opened for traffic. Its capital cost had been ten million pounds. The great work had been completed during the depression, and stood as a monument of faith in Australia. This huge arch in the sky had been predicted 143 years previously, in the very first poem of Australia, by Erasmus Darwin, printed in Governor Phillip's A Voyage to Botany Bay, in 1789:

There [shall] the proud arch, colossus-like, bestride  
Yon glittering streams, and bound the chafing tide...

The official opening of the Harbour Bridge provided a gala occasion. The festivities were not confined to the bridge and its approaches but were equally lively on the waters below, where the yachts of Sydney joined in the celebrations with colourful pageantry.

The Harbour Bridge increased the value of the Squadron's clubhouse site, making it much more easily accessible to members and visitors from the southern side of the harbour. This has been a contributing factor to the great increase of the Squadron's membership since 1932.

To the deep regret of all sailing men in Sydney, the veteran Rawhiti was that year withdrawn from service and laid up at Careening Cove. Her owner, Frank Albert, had decided to be content with occasional cruises in his commodious schooner Boomerang. Both he and his beloved Rawhiti were advancing in years. The pale green Logan sloop, always immaculately groomed and superbly canvassed, had graced Sydney waters for nearly three decades.

With expert skippers and crews and driven as hard as a vessel could be, Rawhiti had figured in the trophy lists of every club and regatta; her racing flag had streamed over every course, on the waters she knew so well. "Old hands" would treasure nostalgic memories; see, in their mind's eye, the gleam of her spars, the perfect set of her jackyarder, the great curve of her spinnaker billowing to a nor'easter, and the lovely sweep of her hull "brightening the water where her breast was bared".

At the annual meeting of the Squadron in August 1932 C. P. Bartholomew succeeded J. Murray as honorary treasurer. An offer was accepted from M. F. Albert of a gift of an honour board, on which the names of commodores would be inscribed. His son, A. F. Albert, presented a new trophy, the Norn Cup, for First Division yachts, which had competed at any time for the honour of representing New South Wales in Sayonara Cup contests.

Fittingly enough, the first race for the Norn Cup, early in 1933, was won by Sayonara herself, owned by Commodore Paul Ross. In other trophy races of the 1932-3 season A. F. Albert's Norn won the Gascoigne, Carleton, and Alfred Milson Cups, and J. M. Hardie's Windward II the Fairfax Cup.

At the onset of the depression there had been a sharp falling off of the Squadron's membership. The committee took action to hold the position by arranging "absent membership", at a nominal subscription, for those who, whilst wishing to retain their membership, desired to be freed, for the time being, of the cost of club activities and the obligations of full membership.

That the committee's action was both fair and wise, was borne out by the following details of membership over the critical years:

<b>Year</b>	<b>Members</b>	<b>Associates</b>	<b>Total</b>
<b>1930</b>	<b>318</b>	<b>121</b>	<b>439</b>
<b>1931</b>	<b>282</b>	<b>120</b>	<b>402</b>
<b>1932</b>	<b>299</b>	<b>126</b>	<b>425</b>
<b>1933</b>	<b>311</b>	<b>131</b>	<b>442</b>

In May 1933 Harold Nossiter proposed, and the Squadron adopted, a new rule allowing the admission of youths between the ages of sixteen and twenty-one years as junior members, and girls of the same age limit as junior associate members. The subscription rate for juniors was fixed at one guinea per annum. The first junior elected was Harold Nossiter's son John, and the first junior associate Clarice Browne, but others were admitted only gradually and in small numbers.

In that year (1933) the vice-commodore, E. Bayly-Macarthur, died while in office, after having served as a flag officer for several years, including the difficult years of the depression.

The financial stringency in the community was passing, but its effects lingered, and entries were few in the Squadron's trophy racing in the 1933-4 season. Norn won the Carleton and Milson Cups, and J. M. Hardie's Windward II the Gascoigne and Fairfax Cups; but there was no challenge from Sydney for the Sayonara Cup, which reposed snugly in Melbourne.

In September 1934, during a shipping strike, Norman Wallis and his crew, J. W. Forsyth, M. G. Mazzetti, and M. C. Cooley, in Wanderer volunteered to carry the mail and urgently needed medical and other supplies to Lord Howe Island. The schooner ran into a cyclone, as had happened during her voyage to the island six years previously. She was hove-to for forty-eight hours in confused seas and at the height of the storm lost her bowsprit. However, she delivered the islanders' supplies and made her home port without further mishap, after a brisk return passage of barely four days.

At the Squadron's annual meeting in 1934 J. L. Milson was promoted to vice-commodore, in succession to E. Bayly-Macarthur. The new rear-commodore was Dr R. I. Furber, who owned the racing yacht Thetis. His brother, Dr T. R. M. Furber, was owner of the cruising cutter Cuthona.

In that year (1934) Vanessa returned to Sydney and to the Squadron's register, having been bought by E. H. Pratten. There were other changes in the yachting scene. Sir Alexander MacCormick had given up his medical practice at Sydney in 1931, and had retired to live at Jersey, in the Channel Islands. New yachts were being built, and the 1934-5 sailing season opened promisingly. The lingering effects of the "great depression" had ended, so far as yachting was concerned.

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

Most of the pre-depression trophy races were revived. A. F. Albert's Norn won the Carleton Cup; J. M. Hardie's Windward II the Fairfax Cup (for the fourth year in succession); A. T. Muston's Windward I the Revonah Cup, and Rear-Commodore Furber's Thetis the Thelma Plate.

A new annual contest, the Flag Officers' Race, to be held at the conclusion of each season's racing programme, was inaugurated in 1935. Each of the flag officers, or his representative, was to sail one of the major racing yachts and as many Squadron members as wished to do so were to be invited to join the crews. The winning crew was to be treated by the losers to a beefsteak dinner at the clubhouse after the conclusion of the race. The first race, which was sailed that year (as were the races in subsequent years) in picnic fashion, was won by Vice-Commodore J. L. Milson.

The patron of the Squadron, King George V, attained the Silver Jubilee year of his reign in 1935. In recognition of this the Squadron, the "Prince Alfreds" and the "Prince Edwards" jointly provided special trophies for a Jubilee Regatta organized by the Sydney Yacht Racing Association. Points were to be scored for places in three races, sailed on separate days. In the senior event, equal points were won by Norn (A. F. Albert) and Josephine (A. C. Buckle), with Windward I (Arthur Muston) next. In the "Heavy Cruisers" class, Wanderer (N. K. Wallis) gained first place in two of the three races but was disqualified for fouling Ranston, as a result of which Bluebird (R. Windeyer) won the Jubilee trophy. Wanderer had the consolation of subsequently winning both the Anniversary and Pittwater Regattas of that season.

The "Heavy Cruisers" as a class were principally large cruising yachts, not speedy enough to compete with the "racers". A number of races were organized for them from the early 1930s onwards, Cuthona (Dr T. M. Furber) being particularly successful, with Currawong (Philip Pring) and Wanderer well in the running.

The Pittwater Regatta, inaugurated in 1906, is held annually in an arm of Broken Bay (at the mouth of the Hawkesbury River), some 18 miles to the northward of Sydney Heads, and therefore offers a special allure to cruising yachts, ocean-racing yachts, and other vessels from Sydney which are able to make the ocean passage to take part in the regatta. The picturesque waters and surroundings are a major attraction to sailing men during the summer holidays, when Squadron yachts join the host of other yachts which assemble there. The Royal Prince Alfred Yacht Club was chiefly responsible for developing the Pittwater Regatta, and has established a clubhouse and "marina" there, at Green Point, and conducts regular racing in the vicinity for its members and for inter-club competition. This has been an important contribution by the Squadron's sister club to the development of offshore yachting.

A notable addition to the Squadron's cruising strength in 1935 was Harold Nossiter's Sirius. She was a staysail schooner, 53½ feet long, 13½ feet beam, with a foremast of 59 feet, mainmast 64 feet, and an auxiliary 18 h.p. engine. Designed by John D. Thistlethwaite, of Sydney, and built by James Hayes and Son, at Neutral Bay, she was entirely Australian in her design, timbers and workmanship. She had a full-bodied hull with generous displacement, a sharp rise in the garboards, and sufficient lift in the ends to keep the decks dry. Her saloon was 13 feet square, and in addition she had three cabins, and was well equipped with freshwater tanks and ample storage space both fore and aft. It was Nossiter's intention to sail her round the world. She would be the first Australian-built yacht to attempt that feat.

The crew of Sirius consisted of Harold Nossiter, his two sons, Harold and Dick, and Charles Russell. Setting out from Sydney on 14th July 1935, Nossiter sailed to Rabaul, and thence north of New Guinea westward to Bali, Singapore, Penang, and Colombo. Here Charles Russell left, and the cruise was continued via Aden, Suez, Crete, Athens, Malta and through rough seas and hailstorms to Gibraltar and Spain. Sirius arrived at Plymouth on 2nd June 1936, after a passage of eleven months from Sydney.

Nossiter sailed on to Cowes where, in July, he witnessed and shared in the affectionate and moving farewell to the King's yacht, Britannia, as she passed from Cowes Roads to her last resting place, deep in the ocean. Sir Philip Hunloke, the late King's sailing master, on behalf of the committee of the Royal Yacht Squadron, invited

Nossiter and his sons to use the Squadron Castle during their stay at Cowes, and to join, as they wished, the racing fleet at the regatta.

The voyage home to Australia commenced on 17th September 1936. After touching at Madeira, Nossiter covered a stretch of 2,000 miles to Trinidad in twenty-two days, whence, after a three weeks' stay, he sailed for Panama. During this passage, Sirius logged the best day's run of the whole voyage, 210 miles. (The best day's run of the schooner America (94 feet o.a., 170 tons) during her trans-Atlantic voyage to the Isle of Wight in 1851 was 284 miles.)

Passing through the Panama Canal, the mariners reached Galapagos, then set out on their longest run, 3,100 miles, to the Marquesas Islands. After a leisurely cruise through the South Seas, Sirius approached the New South Wales coast where, off Sugarloaf, she encountered the worst gale of the whole voyage and was hove-to for nearly three days.

Harold, Senior, Harold, Junior, and Dick Nossiter brought their staunch Sirius into Sydney Harbour on 20th May 1937, after a notable cruise of 28,000 miles lasting one year and ten months. The Squadron burgee had streamed from the main truck at every port which she entered.

Sirius was the first yacht to circumnavigate the world from Sydney back to Sydney. Nossiter recorded his experiences in two books entitled Northward Ho and Southward Ho.

The barometer and compass of Sirius now rest in the vestibule of the Squadron clubhouse.

Another remarkable voyage attracted attention in 1935 when the cutter Ho-Ho arrived at the Squadron. She was a Norwegian pilot vessel of the Colin Archer type, similar to Erling Tambs's Teddy, but larger, and wore the burgee of the Royal Norwegian Yacht Club. In her three young yachtsmen, T. Schyberg, O. T. Oerstmoen and B. J. Bryhn, had sailed from Oslo, Norway, to Buenos Aires and from that port set off to run the easting down on the fringe of the Antarctic icefields in the hope of finding the barque Kobenhaven, or some indication of her loss. The barque had disappeared in those waters the year before, and no trace of her has since been found. In her there had sailed several boyhood friends of the crew of Ho-Ho. The cutter's passage of some 9,000 miles in high latitudes, from Buenos Aires to Hobart, was an astonishing feat of endurance for such a small vessel. During that passage she had broached to in a mountainous sea and turned completely over. In recognition of their wonderful feat of seamanship and endurance, the crew of Ho-Ho were warmly received and entertained at the Squadron.

After leaving Sydney, Ho-Ho was damaged at Norfolk Island, but was repaired there and returned via Cape Horn to Norway after a two years' voyage unique in yachting annals.

Yet another interesting visitor to Sydney in that year was the full rigged ship, Joseph Conrad, 400 tons, in which the Tasmanian author Alan Villiers was making a cruise round the world, obtaining material for his rich contributions to the history, the art and the science of sailing.

Meanwhile, in the 1935-36 racing season at Sydney, many new yachts appeared on the scene. Among these, on the Squadron's register, were A. C. Buckle's Josephine, which won the Carleton and Fairfax Cups; and Claude Plowman's Sjo-Ro, which won the Thelma Plate. The evergreen Norn won the Alfred Milson Cup, and A. Muston's Windward I the Gascoigne Cup.



REVONAH CUP  
*(McEnally)*



ALEXIS ALBERT



NORN, 1926



LEONARD B. DIBBS



MORNA, 1926



Dr R. I. FURBER



AWANUI IV



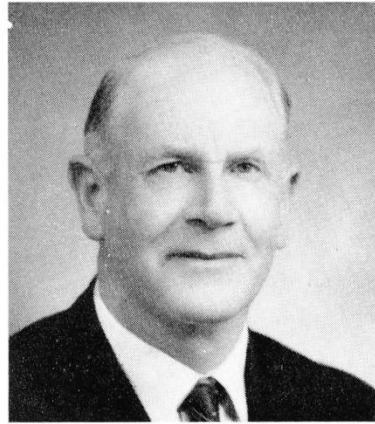
H. H. YORK



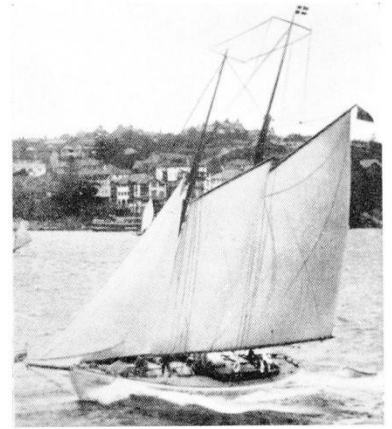
JOSEPHINE



WANDERER, 1928



NORMAN WALLIS



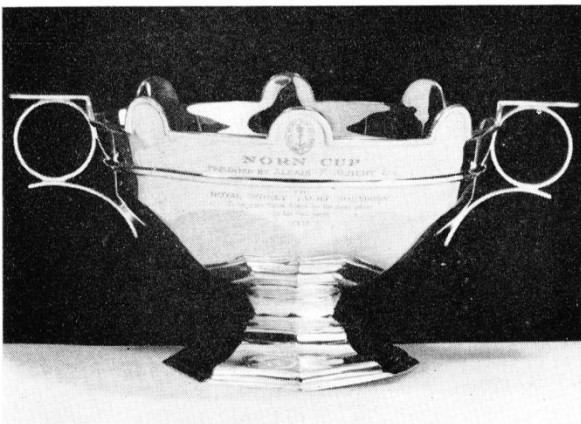
MISTRAL II



RAWHITI



A SQUADRON RACE IN THE 1920s



THE NORN CUP

(McEnally)



WINDWARD II

A new era had begun, in which, with the lifting of the depression, activity in every phase of yachting was rapidly increasing. The Squadron's membership, too, had increased in 1936 to a total of 475, comprising 333 members, 136 associates and 6 juniors.

In January 1936 the Squadron's patron, King George V, died after a reign of twenty-five years. He was succeeded by King Edward VIII, who also became patron of the Squadron during his short reign, until his abdication in December that year. He was succeeded by his brother, King George VI, who then became the Squadron's patron.

During 1936 Norman Wallis resumed cruising in *Wanderer*, and made three voyages in that year. The first, in January, was to his familiar haven at Twofold Bay. The second and most ambitious project was an expedition, made with the co-operation of the Australian Museum, to the Elizabeth and Middleton Reefs, lying some 120 miles north of Lord Howe Island, where it was intended to examine the fish and shell species in those uniquely isolated lagoons. For this purpose the Museum made available the services of its distinguished ichthyologist, Gilbert P. Whitley, F.R.Z.S., who joined the *Wanderer* at Sydney. Wallis's small crew consisted of J. W. Forsyth (a member of the Squadron) and Harry Newton-Scott. Others were to join the expedition at Lord Howe Island.

*Wanderer* left Sydney on 4th April. All went well until, with a steadily increasing south-easter and a rapidly rising sea, Wallis at the wheel decided to shorten sail, and called up the watch below. Forsyth and Scott had just come on deck when the mainsheet, a new one with some flaw in it, parted. With the yacht partially out of control, a rogue sea burst over her, sweeping Wallis and Newton-Scott overboard.

Newton-Scott managed to grasp both ends of a length of mainsheet rove through the outboard block of the boom, which was swinging and dipping wildly as the vessel rolled in the trough of the sea. Wallis, with four fingers of the right hand torn out of joint and a knee injured, was left astern, for the yacht, still under foresail and staysail, had way on. Fortunately, the end of the standing part of the mainsheet trailing aft brushed against Wallis who, with one hand, managed to haul himself along it until he was near the stem when a comber washed him up to the counter and Forsyth was able to haul him aboard.

The schooner was out of control, lying beam on to the sea, and with a flooded cockpit, when another sea broke over her, taking Forsyth overboard. Though he retained a precarious hold of the gunwale, he was in grave danger; another such sea would certainly have swept him away.

Meanwhile Whitley, experiencing his first voyage in a yacht and acutely seasick, had emerged on deck to be confronted with the astonishing spectacle of Forsyth and Newton-Scott floundering in the sea, and the disabled skipper collecting himself from the flooded cockpit.

Whitley was able to assist Forsyth to hold on while Wallis crawled partly along the slackened foot of the mainsail to reach Newton-Scott with a boathook.

Exhausted by his plunging at the end of the boom, Newton-Scott was in a bad way when he was hauled on board, but was able to assist the others in the rescue of Forsyth.

Wallis's disjointed fingers were pulled back in place; a new mainsheet was rove; and *Wanderer* continued on course. The expedition, which occupied five weeks, was successfully completed and, in due course, its scientific results were published in treatises and journals of the Australian Museum. \*

\* *The Middleton and Elizabeth Reefs: South Pacific Ocean by Gilbert Whitley, F.R.Z.S., R.A.O.U., and articles in Australian Zoologist, Vol. VIII, part iv, and Australian Museum Magazine, July and September 1936.*

While Wanderer was at Elizabeth Reef, Forsyth hoisted the blue ensign on a large sand cay which had built up, over the years, in the centre of the lagoon, and claimed it in the name of King Edward VIII, as an island and part of the British Commonwealth. At the flag raising ceremony, attended by the remainder of the party and a local flock of noddies, Wallis formally named the new possession "Forsyth Island".

On her return to Lord Howe Island, Wanderer was delayed by stormy weather. The islanders, knowing the reputation of the treacherous "reefs of wrecks", where more than a score of vessels had met their end, had fitted out a small boat under the command of Gower Wilson and were on the point of sailing in search of Wanderer when the schooner hove in sight.

Wanderer returned to Sydney, without further adventure, during the middle of May, and went out of commission for refit.

In November, an emergency caused her to be hurriedly prepared for sea again.

Gower Wilson, the Lord Howe Islander, who had prepared to search for Wanderer when she had been feared missing during her last voyage in his waters, was now himself missing somewhere in the Tasman Sea. He had taken possession at Sydney of a fine new craft, Viking, and by 10th November he was reported by radio from Lord Howe Island as seriously overdue there. Wallis felt impelled immediately to engage upon a search for the missing vessel.

With the co-operation of the boat builders, Lars Halvorsen and his sons, and of the Australian Broadcasting Commission, and Squadron members, Wanderer was recommissioned within eighteen hours as a search ship, and was ready to sail on courses which had been suggested by naval and meteorological experts after a close study of earlier weather conditions. In addition to her owner, Wanderer's crew consisted of J. N. Burgess, J. Alderton (members of the Squadron), H. Newton-Scott and A. Moore.

She put to sea on 11th November. The seventeen days which she spent, sailing 1,200 miles in following the possible courses of the Viking, included the worst storm and the roughest seas encountered in her bad-weather history. On this occasion she suffered what all seamen dread, being caught in "the eye of a cyclone".

An extract from her owner's narrative, based on her log, describes the experience:

"The wind had hitherto been to gale force from the north, steadily increasing in savagery as the barometer fell. Suddenly, shortly after midnight, it practically ceased, as if turned off by a switch, and, though violent cats-paws occasionally clawed at the ship, the only evidence of its furious energy of a moment before was the strident roaring of it which we could still hear somewhere, and the charging waves which continued to seethe and hiss about the fantail. Overhead, scourged by a still mightier tempest, the banked scud fled madly across a full moon. That moon, when it burst momentarily from behind the cloudbanks, seemed to burn the wave tops with a greenish flame, as though witches were abroad. Up there the wind had changed, and was driving heavy clouds from the south, but about us there was still an unnatural calm, while lightning laid its searing lashes across an intensely black and evil squall which lay to the west.

"It was a frightening sensation to pitch and toss there on that windless sea, untouched for the moment by the gigantic forces which were unleashed about us, by the still heard gale astern, ahead and above, by the constant lightning, and its crashing applause, and by the torrential sheets of rain in the squall ahead. It was frightening, but it was also wildly beautiful, a bad quarter of an hour, made up of magnificent moments, during which all waited anxiously for whatever villainy might lie in that approaching squall.



“We had not long to wait, for it sprang upon us with incredible speed. One could hear it roaring and lashing the water as it came. Out of that black wall a torrent of solid water drove horizontally across the ship. A burst of wind, like a blast from a gun, drove the scuppers down until, tossing a mane of foam from her deck, the yacht bore up to the new wind. Then followed immediately a few seconds’ absolute calm again, while the rain lifted its barrage to sheer a half-cable astern, flaying the waves almost flat. Again the wind, and again the rain, this time to set in steadily from the west. And, with the steadying of the gale in one direction, came relief.

“In the uncanny calms of the centre of that storm, and with the uncertainty as to what was coming next, one rode close to the edge of fear, but with the return of the gale, in full force, accompanied by mountainous, pyramid seas, so did confidence also return, and with it that almost emotional affection for this little bit of a ship upon whose staunchness our lives depended, and which, tested again and again, seemed to respond with an almost human display of patience, of power and of pride.”

During this cyclone, Wanderer lost her rudder. She sailed home, some 500 miles, by trim of her sails alone, and passed through the Heads and made fast to her mooring at Neutral Bay without assistance.

Neither Viking nor any trace of her was seen by Wanderer, and although a destroyer, H.M.A.S. Vendetta, also made a search, Viking was never heard of again, and there has been no solution of the mystery of her disappearance.

At the Squadron’s annual meeting, in August 1936, Paul Ross stood down from the office of commodore, in favour of Lord Gowrie, V.C., the newly arrived Governor-General of Australia. Paul Ross was then appointed vice commodore, and J. L. Milson rear-commodore. At this time H. Maxwell succeeded C. P. Bartholomew as honorary treasurer.

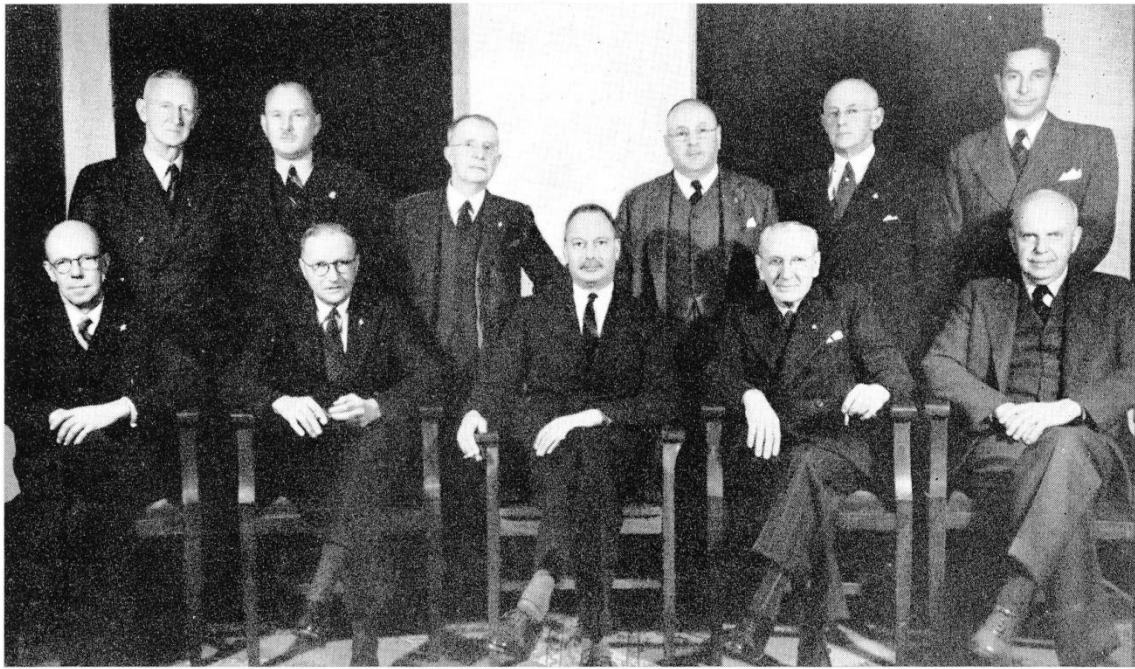
Racing in the 1936-7 season saw D. F. H. (“Frank”) Packer successful in winning the Alfred Milson, Bayly-MacArthur, and Thelma trophies in Morna. The Fairfax Cup was won by Rear-Commodore J. L. Milson in a new yacht, Era, named after his grandfather’s old champion; the Gascoigne Cup was won by Claude Plowman’s Sjo-Ro; the Revonah Cup by J. M. Hardie’s Windward II and the Norn Cup by the veteran Norn herself.

In May 1937 a midget Bermudan sloop, Roxane, owned and sailed by Dick Wellington, and wearing the burgee of the Royal Akarana Yacht Club, arrived at Sydney from New Zealand. Roxane was 26 feet l.o.a., 22 feet waterline, 8 feet beam and 4ft 3in draught. The best day’s run on this voyage was stated to be 180 miles, a remarkable performance for so small a vessel.

In 1937 Vice-Commodore Paul Ross—who had stepped down from the office of commodore in favour of Lord Gowrie—died. The Squadron had lost a zealous flag officer and fine sportsman. J. L. Milson was elected vice-commodore and Dr R. I. Furber rear-commodore. A new flag office, that of captain, was created, and Oscar Meyer was elected to it. It was recognized that a Governor-General as commodore could not be expected to devote much time to the Squadron’s direction and administration, which devolved chiefly upon the vice-commodore, the rear-commodore and the captain—a willing team.

At this time, also, E. A. Inch was appointed secretary in succession to W. J. Morson, who had served for eight years since 1929.

The Squadron in 1937 had attained its seventy-fifth anniversary. Its membership then stood at a total of 469, comprising 326 members, 134 associates and 9 juniors. There seemed to be fair weather ahead. But the more discerning could read the portents on the horizon of world politics, which, all too soon, would develop into the hurricane holocaust of a second great war.



FLAG OFFICERS AND COMMITTEE, 1945-46

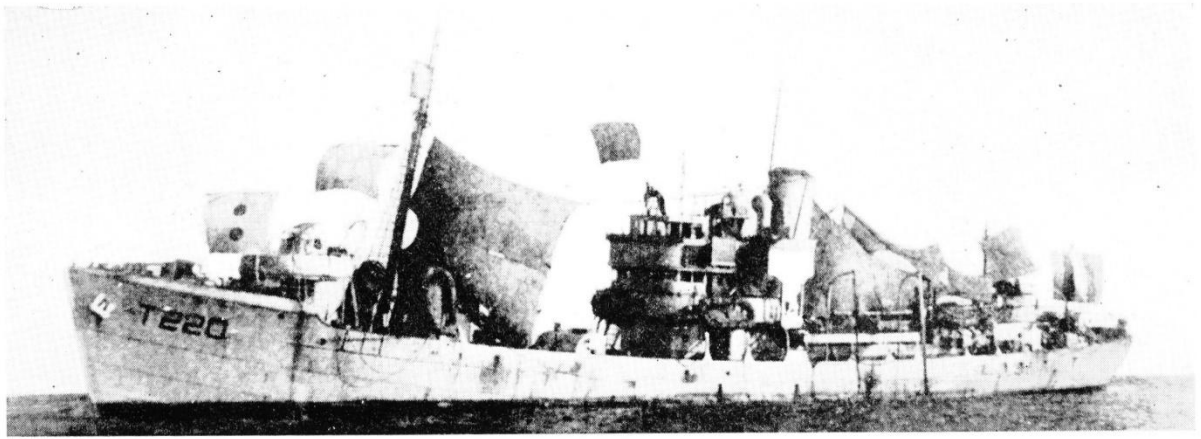
*Standing (L. to R.):* A. B. S. White, P. S. Remington, L. C. Waterman,  
J. D. Wilson (*secretary*), Charles Trebeck, A. Burton Taylor  
*Seated:* D'Arcy M. Shelley (*captain*), J. L. Milson (*vice-commadore*),  
H.R.H. the Duke of Gloucester (*commadore*), Dr R. I. Furber (*rear-*  
*commadore*), F. B. Clapp (*hon. treasurer*)



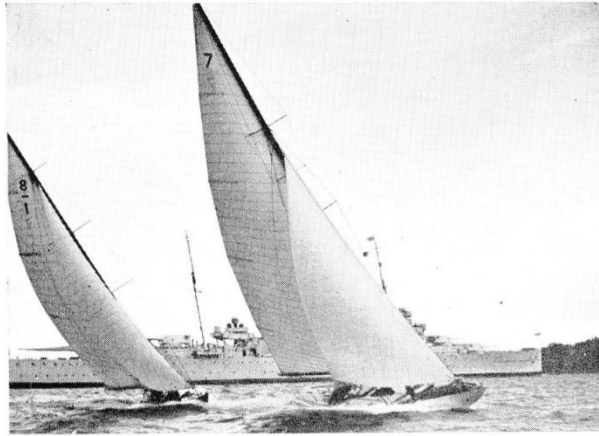
DAVID S. CARMENT, M.I.N.A.



ADA IN THE 1940s



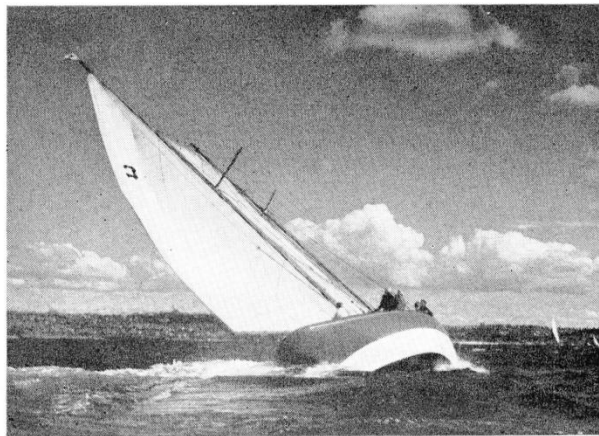
H.M.T. *DUNCTON* UNDER "SAIL" WITH HER ENGINES DISABLED  
An incident of the 1939-45 war



*BRAND V* and *NORN*



*MORNA*



*WINDWARD II*



*THETIS*

AUSTRALIA'S 150 ANNIVERSARY—THE 1939-45 WAR—SQUADRON'S  
MEMBERSHIP INCREASED—WAR RECORDS—THE DUKE OF  
GLOUCESTER AS COMMODORE—SYDNEY TO HOBART RACE  
INAUGURATED—REVIVAL OF YACHTING IN THE POSTWAR YEARS

The 1937-8 sailing season coincided with the hundred and fiftieth anniversary of British settlement in Australia. The Squadron's contribution to the Sesquicentenary celebrations included the holding of a yacht race (the Alfred Milson Memorial Cup) at Botany Bay, where the "First Fleet" had anchored in January 1788. This race was won by Claude Plowman's Sjo-Ro.

In other Squadron trophy races in that season, Vice-Commodore J. L. Milson's Era, by winning the Gascoigne and Carleton Cups and the Thelma Plate, was most successful. The Fairfax Cup was won by Rear-Commodore Furber's Thetis, and the Bayly-Macarthur Cup by A. F. Albert's Norn.

In June 1938 Sydney was visited by the German sea-adventurer, Count Felix von Luckner, who, with his wife, the Countess von Luckner, was making a goodwill cruise around the world in his yacht Seeteufel. He was entertained by the Squadron, but, in the case of some members, with mixed feelings. The courage, humaneness and adventurous spirit manifested in the 1914-18 war by the "Old Sea Devil", as he liked to be called, was recognized by fellow yachtsmen. But Hitler's menace already had overshadowed Europe in 1938, and von Luckner's visit to Australia aroused, in some quarters, suspicion and even open hostility. A police guard was placed over Seeteufel as she lay off the Squadron and her owner was closely watched during his stay.

In the same year the Squadron had another visitor, the 300-ton barquentine Cap Pilar, in which Adrian Seligman, his wife, and crew of yachtsmen were sailing round the world. The Squadron had the pleasure of their company, and members were regaled with stories of their adventures during the vessel's stay of nearly a month in our waters.

Another visitor to the Squadron's waters was the yacht Idle Hour in which the American Dwight Long sailed around the world, for a large part of the voyage, single-handed.

Some new yachts came to the fore in the 1938-9 season, when F. C. McKillop's Judith Pihl won the J. V. Minnett Memorial Cup, presented in memory of the Squadron's long-term honorary treasurer of bygone years, for the yacht with the best record in all races throughout the season.

Other new racing yachts on the Squadron's register were L. E. Easy's Aeolus, which won the Carleton Cup, and J. Carr's Bacchante, which won the Thelma Plate.

In that year (1939) the clubhouse was enlarged by the addition of four bedrooms and three garages, the cost of which to the Squadron was substantially reduced by a generous donation from a member, Albert Littlejohn. Further renovations, repairs and furnishings were substantially met by a call of thirty shillings on members, and half that amount on associate members.

At that time the Squadron had a membership of 480, comprising 335 members, 136 associates and 9 juniors, and there were 64 yachts on its register. At the annual meeting in August 1939 C. A. Fisher was appointed honorary treasurer, and J. D. Wilkinson succeeded E. A. Inch as secretary.

The outbreak of war in September 1939 put an end for all practical purposes to yacht racing and pleasure cruising for five years. As the war crisis deepened, many members joined the armed services, and a number of yachts were transferred to the Navy, the Naval Auxiliary Patrol, and to the Air Force. The Squadron also raised £2,400 for patriotic purposes, and contributed to the war effort in practical ways whenever its facilities and the experience of its members could be of use.

The Squadron's Women's Auxiliary, in addition to playing a large part in the Squadron's fund-raising efforts, also worked directly, or in co-operation with other patriotic bodies, in many activities aimed at furthering the war effort.

All subscriptions and "calls" were waived from members leaving Australia for active service. Members' sons and daughters serving with the armed forces overseas were made eligible for honorary membership.

Classes were held at the clubhouse for Royal Naval Volunteer Reserve instruction and for qualifying candidates for a Yacht Master's (Coastal) Certificate.

It would be invidious and even impracticable to mention the many feats of valour performed by Squadron members in the armed services, and in the many theatres of war, during the 1939-45 conflict. One such achievement is recorded here because it derived in particular from the training and experience obtained in yachting with the Squadron.

The member concerned was in command of a large North Sea steam trawler, H.M.T. Duncton, in service as a naval transport off the coast of West Africa, when her engines broke down, as it happened in a coincidence of navigation position, namely lat. 4° 30' S., long. 4° 30' E., where winds are light and variable. To use radio for assistance would have invited enemy submarines to a sitting shot. With an extensive experience in deep-sea yachting to guide him, the captain decided to sail his vessel back to base. Tarpaulins were brought on deck and cut into sails but proved quite insufficient. So a muster of crew's blankets was ordered; they were sewn together, and spread from the two masts in whatever manner was possible. Hand steering was engaged and the vessel got under way. "She was under no rig that can be described," the member stated in his report, "and looked like an illustration for Comic Cuts, but she was sailed safely back to port."

Twelve members of the Squadron won decorations for services in the armed forces, and two—B. Holmes a'Court and R. W. Parkhurst—made the supreme sacrifice of their lives. A total of 125 members served in the Navy, the Army, the Air Force or their auxiliary forces, and also many of the associates enlisted in women's auxiliary services.

In the meantime, it was necessary to maintain the clubhouse and its amenities. Small financial deficits in 1940 and 1941 were met by calls on members, but the situation was improved by a considerable increase in the Squadron's membership during the war years, explained partly by the fact that its social amenities and patriotic activities were recognized, even though active yachting was in abeyance.

The membership showed a steady expansion:

Year	Members	Associates	Juniors	Total
1940	325	139	7	471
1941	347	147	5	499
1942	355	138	9	502
1943	393	138	5	536
1944	450	166	6	622

As the year 1944 advanced, with victory for the Allies in sight, the Squadron conferred with delegates from other yachting organizations, to make preliminary preparations for the resumption of yacht racing after the war. A meeting of the delegates was held at the Squadron's clubhouse in August 1944, and it was decided to hold a Victory Regatta as soon as possible after the cessation of hostilities.

At the Squadron's annual meeting in August 1944 J. L. Milson was elected commodore in succession to Lord Gowrie, who was due to return to England. Dr. Furber was elected vice-commodore, D'Arcy M. Shelley rear-commodore, and F. B. Clapp captain.

The year 1945 saw the total defeat of Germany in May, and of Japan in August. The Squadron's membership in that year increased to a total of 673. The financial position was satisfactory, but, to provide for post-war activity, it was decided to make a substantial increase in membership fees. The entrance fee, and also the annual subscription, for members was fixed at ten guineas; of associates five guineas; and of country members (resident fifty miles or more from Sydney) four guineas. The rate for "intermediate members" (under twenty-six years but over twenty-one years of age) was six guineas, and for juniors and junior associates (sixteen to twenty-one years of age) two guineas.

At the annual meeting in August 1945 the flag officers stood down one rank to provide for the election as commodore of H.R.H. the Duke of Gloucester (brother of King George VI) who took office as Governor-General of Australia in January of that year. F. B. Clapp was elected honorary treasurer when he stepped down from the office of captain.

The Victory Regatta was held on 20th October 1945, with many races, chiefly for light yachts and a rowing race for Navy Sea Cadets. Great enthusiasm marked the revival of the sport after the war's grim years.

An outstanding event of that season was the inauguration of the Sydney to Hobart yacht race, over an ocean course of 680 miles, an annual event that was destined to win recognition as one of the most strenuous ocean yacht races in the world.

The competitors start from Sydney on Boxing Day (26th December). The contest is controlled by the Cruising Yacht Club of Australia, and is for a fine silver trophy, the Tattersall's Cup, presented by the executors of the estate of George Adams. It is held for twelve months by the club nominating the winning yacht. The contest is a handicap, awarded on corrected time at the finish, and there are several supplementary prizes, including the Illingworth Cup for the first yacht to cross the finishing-line; prizes for second and third yachts on corrected time; for the navigator of the winning yacht; and for the yacht logging the best day's run during the race.

Most of the Squadron's larger yachts had been transferred to the Navy or Air Force or to their auxiliaries during the war; others had been laid up and were not yet reconditioned. Only one yacht on the Squadron's register was entered for the inaugural Sydney to Hobart race, namely Mistral II (owned by R. F. Evans), but she was unplaced. The race was won by Captain John Illingworth, R.N., whose Rani was first to cross the line, and was also the winner on corrected time.

In 1946 several of the pre-war racing yachts were got back into racing trim. These included Dr Furber's Thetis, J. M. Hardie's Windward II, A. F. Albert's Norn, and another stout veteran, Morna, which had been bought by Claude Plowman.

New yachts also were built, including J. L. Milson's Brilliant and L. H. Martin's Janet M.

The Duke of Gloucester donated a trophy for annual competition in perpetuity for Squadron yachts. The first race for this trophy, known as the Duke of Gloucester Cup, was sailed in November 1946, and was won by Morna. Some of the Squadron's pre-war trophy races were revived in the 1946-7 season. The Revonah Cup was won by Thetis, the Bayly-Macarthur and Boomerang Cups by Janet M, and the Norn Cup by Norn. That last named Norwegian-built old champion had not yet finished her brilliant career.

In the second Sydney to Hobart race, starting on 26th December 1946, four yachts on the Squadron's register were among the eleven that finished the course. They were Morna (C. Plowman), Trade Winds (M. Davey), Mistral (R. F. Evans) and Kurrewa III (F. and J. Livingston). In this race Morna was the first to cross the finishing-line, in 5 days, 2 hours, 53 minutes, 33 seconds, with Mistral second to cross the finishing-line sixteen hours later. On corrected time Morna was placed third, and Mistral was unplaced. While the racing yachts of this year had been tuning up for the season, another racer of another era, after being laid up for many years, was quietly fitted out for sea. Then one night in December, almost unobserved, she sailed out of the harbour where, forty-one years earlier, she had gained the first of many victories which had made her so renowned. At 10 p.m. on 18th December 1946, Rawhiti streamed her log off the South Head lighthouse, set course for New Zealand, and returned to the land of her birth.

In 1947 the Squadron's membership had increased to a total of 756, comprising 539 members, 179 associates, 14 intermediate members, 14 junior members and 14 junior associates. A splendid gesture was made when forty-two members donated a total of £2,755 towards liquidating the capital debt on the clubhouse premises. In that year the veteran member, John Murray, died aged eighty-six. His executors presented to the Squadron a handsome trophy cabinet.

In March 1947 H.R.H. the Duke of Gloucester relinquished the office of Governor-General of Australia and retired as commodore of the Squadron.

His successor as commodore was J. M. Hardie, with D. M. Shelley as vice register commodore, F. B. Clapp as rear-commodore, and R. A. Dickson as captain, while H. S. H. Catts took over the office of honorary treasurer.

With the approach of the 1947-8 sailing season, the sport of yachting had fully recovered from its setbacks during the war. Another rounding mark had been passed in the history of the Squadron, which was now in its eighty-fifth year.

J. M. HARDIE AS COMMODORE—KEEPING THE BURGEE FLYING—  
 CHARLES LLOYD JONES AS COMMODORE—GREAT EXPANSION  
 OF THE SQUADRON IN THE EARLY 1950s—CLUB HOUSE PREMISES  
 ENLARGED—THE AUSTRALIAN YACHTING FEDERATION FORMED  
 —CRUISE OF WALTZING MATILDA—OPENING-OF-THE-SEASON  
 MUSTER—SQUADRON MEMBERSHIP REACHES ONE THOUSAND

In the early post-war years most of the Squadron's trophy races were won by reconditioned pre-war yachts. Among the most successful of these were Commodore J. M. Hardie's *Windward II*, Claude Plowman's *Morna*, A. F. Albert's *Norn*, and A. T. Muston's *Windward I*. But new yachts were coming to the fore. Among these were L. H. Martin's *Janet M*, Dr H. S. Kirkland's *Cooroyba*, and W. H. C. Bentley's *Southerly*.

In the Sydney-Hobart race of 1948 Claude Plowman's *Morna* was the first to cross the finishing-line, as in the previous year, even though she was delayed at the start on this occasion by a collision with two other yachts and the starter's launch; but on corrected time she was placed fourth.

In 1948 the Squadron's membership rose to 815, comprising 583 members, 190 associates, 14 intermediate members and 28 juniors. An interesting and valuable acquisition by the Squadron, through the generosity of the Perdriau family, was the bell of Ben Boyd's *Wanderer*, which as has already been noted, had been wrecked at Port Macquarie nearly a hundred years previously. The bell, installed in the vestibule of the clubhouse, was presented in memory of Edgar Perdriau, who had joined the Squadron in 1922, and died in 1945.

In 1949 M. F. (Frank) Albert, owner of the old-time champion *Rawhiti*, made a donation of £1,000 towards the cost of redecorating and refurnishing the southern lounge at the clubhouse, thus providing a large combined lounge and special dining-room. This was one of many donations made by the Alberts, father and son, since they had joined the Squadron in the 1920s.

Their zeal as yachtsmen, and their champion yachts, will be long remembered in the Squadron's annals. At this same time a new slipway at the boatyard was installed and additional moorings laid. There were then seventeen moorings in the offing of the clubhouse.

In the Squadron's trophy racing during the 1948-9 season, Commodore Hardie's *Windward II* was the outstanding performer, winning the *Fairfax*, *Norn*, *Bayly-Macarthur* and *Boomerang* Cups. The *Alfred Milson Memorial Cup* was won by the redoubtable *Norn*, which had been on the Squadron's register for twenty years. Another veteran showed her stern to the opposition to win the *Duke of Gloucester Cup*. She was none other than the topsail schooner *Ada*, now reconditioned and owned by W. J. Stuart. The *Revonah Cup* was won by L. H. Martin's *Janet M*, and the *J. V. Minnett Memorial Cup* by another post-war yacht, H. S. Kirkland's *Cooroyba*, which had the best record of all yachts on the Squadron register in inter-club racing in that season.

Again, and for the third year in succession, Claude Plowman's *Morna* was first to cross the finishing-line in the Sydney to Hobart race, but was beaten for a winning place on corrected time. A few days later Sir Claude Plowman's name appeared in the *New Year Honours List* with the award to him of a knighthood for distinguished public services.

More and more new yachts were being built, and, of the veterans, only *Morna* and *Norn* could hold their own with the best of them.



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

The other flag officers—D'Arcy Shelley as vice-commodore, F. B. Clapp as rear-commodore, and R. A. Dickson as captain—were re-elected; but H. S. H. Catts retired as honorary treasurer, and was succeeded by H. D. Blanchard. At this time, also, J. D. Wilkinson retired as secretary. His successor was Lloyd T. Burgess (who has continued in that office during the Squadron's great expansion of activities in the 1950s and remains on deck in the Centennial Year).

Squadron vessels achieved considerable success in the Cruising Yacht Club's fifth annual Sydney to Hobart race. Eight of the thirteen yachts to complete the course were on the Squadron's register, namely, *Trade Winds* (M. E. Davey), *Waltzing Matilda* (P. R. Davenport), *Margaret Rintoul* (A. W. Edwards), *Fortuna* (W. Fesq), *Lass o' Luss* (J. Colquhoun), *Nocturne* (J. R. Bull), *Horizon* (S. Berg), and *Mistral* (R. F. Evans). The first and second places on corrected time were won by *Trade Winds* and *Waltzing Matilda*. The first yacht to cross the finishing-line was *Waltzing Matilda*, with *Margaret Rintoul* only 1 minute 40 seconds astern of her—an extraordinarily close finish in an ocean course of 680 miles. Most of the competing yachts were of post-war build. *Morna* was not entered in the 1949-50 race, though she had crossed the finishing-line first in the three preceding years, only to be unplaced on corrected times.

The annual Sydney to Hobart race attracted keen competition and increasing public interest throughout the 1950s, and became recognized as one of the "toughest" ocean racing events regularly sailed anywhere in the world.

Meanwhile the Squadron's fleet of racing yachts was expanding, providing interesting comparison between veterans and newcomers. In the Gascoigne Cup race of 1950, twenty yachts started on the course to Long Reef and back, and seventeen of them crossed the finishing-line within sixteen minutes of the winner. The victory went to *Norn*, which also won the Alfred Milson Cup (sailed to Botany Bay), and the *Boomerang* Cup.

But *Norn* was now almost the only first-class pre-war veteran capable of standing up on short courses to the new yachts of post-war build. Among the newcomers in 1950, D. C. Brockhoff's 8-metre *Pakerdoo* proved outstanding in her first sailing season by winning the *Fairfax*, *Duke of Gloucester* and *Bayly-MacArthur* cups. The *Thelma* Plate, which had not been contested since 1939, was won by C. E. Bryant's new sloop *Lewan*. Another yacht successful in her maiden season was J. A. S. and R. A. Dickson's *Waree*, which won the *Norn* Cup. Among the old-timers the doughty *Toogooloo*, which had won the *Northcote* Cup for the Royal Brighton Yacht Club (Victoria) in 1932 and 1935, and had been brought to Sydney by R. G. M. King and reconditioned after the war, proved successful in many races in her class.

The year 1950 saw the Squadron's membership increased to a total of 930, of whom 218 were associates. Many improvements were made in the clubhouse, including the renovation of the upstairs lounge, glassing-in

and re-decking of the verandah, installation of modern refrigeration and kitchen and laundry equipment, and the re-introduction of distinctive Squadron china.

The most significant development was the decision, in March 1950, to purchase at a cost of £8,000, the property consisting of a two-storied house and more than an acre of ground adjoining the Squadron's southern boundary. This purchase added 100 feet of water frontage to the clubhouse grounds, and also forestalled the possible encroachment of "high density" building in close proximity to the clubhouse.

On 16th June 1950 a meeting took place in Melbourne, attended by delegates of the yachting associations of all six Australian states, to form the Australian Yachting Federation. The Squadron gave its support to the formation of this body, which was intended not only to control the forthcoming Australian representation in yachting events at the Olympic Games, but also to become the national authority for Australia in the control of yacht racing. The federation was affiliated with the Royal Yachting Association of Britain, and with the Australian Olympic Federation. The Squadron's secretary, Lloyd T. Burgess, became the federation's first honorary secretary, conjointly with A. F. Rose, who was also organising secretary of the Australian yachting committee for the Olympic Games. The formation of the Australian Yachting Federation proved effective not only in preparing for Australian participation in international yacht racing, but also in organizing systematic supervision of the rules of interstate and club racing within Australia.

A notable event in 1950 was the departure from Sydney of Philip R. Davenport's *Waltzing Matilda* on a voyage around the world. She made passage via New Zealand, the Strait of Magellan, Buenos Aires, Rio de Janeiro, and Pernambuco, to England. The route across the South Pacific's lonely and stormy stretches, to the Strait of Magellan, was an unusual choice and extremely hazardous. It meant running the easting down in the "roaring forties" and the "howling fifties" in the track of the full-rigged Cape Homers of bygone years. Davenport and his intrepid crew successfully made the passage. In England, *Waltzing Matilda* competed and finished fifth in the Fastnet race, famous for some of the toughest of ocean contests over its 630-mile course. She then sailed across the Atlantic to Florida, and was sold there.

The sailing season of 1950-1 opened with a garden party at the clubhouse and a muster of yachts in the offing. During the seven months of that season the Squadron conducted fifty-six races, for five divisions and the "Jubilee" class, and invitation races for boats of the Sydney Amateur Sailing Club, Middle Harbour Yacht Club and Royal Naval Sailing Association.

This very great extension of sailing activity marked the full onset of the modern era in yachting at Sydney. It placed a heavy strain on the flag officers and general committee (A. F. Albert, Kenneth Clarke, Harold S. Lloyd, L. H. Martin, P. S. Remington, H. E. Shaw, and P. C. Taylor) and in particular on the honorary official measurer, D. S. Carment, the honorary handicapper, Neville M. Goddard, and members of the sailing committee (F. F. Buchanan, T. M. Furber and Charles Trebeck).

F. F. Buchanan, affectionately known as "Buck", was the doyen of the honorary officials. In 1962, in his eighties, he had been for more than forty years a principal member of the sailing committees of both the Squadron and the "Prince Alfreds". He was a life member of both clubs. Though not a yacht owner he had been a member of *Sayonara's* crew and had sailed in most of the larger yachts. As a race starter with a long record of voluntary service in that capacity, he was a strict disciplinarian with a thorough knowledge of the yachts and their crews. "I think I love the old-timers best," he said, "but they were harder to handle and needed more expert crews. They were so beautiful to see, with a cloud of canvas coming around Bradley's Head." (He died in August 1962.)

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

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

From the Squadron's earliest years there had been an annual, and sometimes informal, muster of the Squadron's yachts at or soon after the opening of the season. The officers and committee of the Squadron decided in 1950 to make this muster a permanent and spectacular annual feature under the name of "Rendezvous Day", and to invite members of all clubs to participate.

The first Rendezvous in this style was held on 9th December 1950, when 110 yachts started in five divisions in the offing of the clubhouse, in an informal race to a finishing-line off Quarantine Station in the lee of North Head. Arrived there, the yachts anchored for the night off Store Beach, and the crews went ashore for a convivial gathering around camp fires.

In 1951 the contest for the Sayonara Cup was revived, the trophy having been held without challenge by the Royal Yacht Club of Victoria since 1932. The deed of gift had been amended in 1950 to admit the Royal Yacht Club of Tasmania as a challenger. The race was sailed at Melbourne between the Victorian defender Frances (E. J. Digby, R.Y.C.V.) and the Tasmanian challenger Erica I (E. Domeny, R.Y.C.T.), with a win for the defender.

The Squadron's trophy racing in the 1950-1 season was systematically organized into three divisions, according to measurements. In Division I, A. F. Albert's renowned Norn won six of the seven trophies, namely the Fairfax, Revonah, Duke of Gloucester, Bayly-Macarthur, Norn and Boomerang Cups, thus undisputably reasserting her long-held reputation as cock o' the harbour. The Alfred Milson Cup was won by L. H. Martin's Janet M which had achieved marked success since she began racing in the post-war years.

In Division II, the Minnett Cup and Thelma Plate were won by R. G. M. King's Toogooloo, and the Carleton Cup by T. D. Stock's Venger. In Division III, the Gascoigne Cup went to W. L. Fesq's Fortuna.

Many other Squadron races were held, chiefly in Divisions III, IV and V, and in the Jubilee Class. The most successful yachts in these lighter classes were Questing (Dr A. O. Davey), Dolphin (W. A. Audsley), Nor-Easter (Sir Norman Nock), Lilith (E. L. Thompson), Triton (P. C. Taylor), Nyala (G. R. Harvey) and Kimba (W. G. Linacre).

The season concluded with the Flag Officers' Race on 28th April 1951. To general satisfaction, this race was won by W. J. Stuart's veteran schooner Ada, with Commodore Sir Charles Lloyd Jones on board.

The Squadron, now in its eighty-ninth year, had never been more vigorous or more extensive in its activities. The membership had increased to 1,005, and there was no sign of its prestige diminishing or its activity waning.

THE SQUADRON'S TWO OBJECTIVES—ENCOURAGEMENT OF  
YACHTING AND SOCIAL AMENITIES—SOUND FINANCIAL MANAGEMENT  
—INCREASE OF ASSETS—ENCOURAGEMENT OF JUNIOR  
YACHTING—EXTENDED PROGRAMS OF RACING—THE HELSINKI  
OLYMPIAD—PRINCE PHILIP BECOMES PATRON OF THE  
SQUADRON IN 1952.

In 1952 the Squadron's rules and by-laws were revised and printed as a booklet. They stated clearly:

*The primary object of the Squadron is the promotion and encouragement of yachting generally, and of racing among sailing yachts in particular.*

The membership had grown to over one thousand, many of whom were not active in yachting; but, by their financial support they were contributing to the Squadron's primary object.

The secondary object was defined in the 1952 rules

*Members are also associated together for social, literary, recreational and all other similar purposes lawfully permissible to a club [registered under the relevant Act of Parliament], including the provision of accommodation and other facilities for such purposes.*

Financially significant though these secondary activities were, in having made possible the acquisition and enlargement of the clubhouse and its amenities, the Squadron's primary object was never neglected by its flag officers and committee, and by its active yachting members and those who with sustained enthusiasm served as officials and on sub-committees concerned with the supervision of yachting and yacht racing.

In accordance with the original Admiralty warrant and its amendments, the only vessels eligible to be entered on the Squadron's register, and entitled to wear the blue ensign of the Royal Navy, were those which complied with five conditions. Every such yacht had to be:

- (i) registered as a British vessel under the Merchant Shipping Acts;
- (ii) owned by a British subject or jointly by British subjects;
- (iii) owned by a member or jointly by members of the Squadron;
- (iv) a seagoing vessel (for example a houseboat was not eligible);
- (v) not used for any commercial purpose.

Some owners of yachts intended for sailing only in the vicinity of Sydney and not for voyages to other or foreign ports, considered that registration under the Merchant Shipping Acts (originally known as customs tonnage or port entry) would involve them in an expense which had no practical application to yacht racing or cruising on short courses. To meet this difficulty, the Squadron established a "Supplementary Register" of vessels which complied with all requirements except that of customs registration. These yachts, though not entitled to wear the blue ensign, were allowed to wear the Squadron's burgee, and to take part in all Squadron racing and cruising events.

In 1952 there were 37 yachts on the register, and 68 on the supplementary register, making a total of 105 yachts owned by members of the Squadron—a convincing demonstration that the Squadron's primary objective of "promoting and encouraging yachting generally" was well sustained.

The ninetieth annual report and balance sheet, presented in August 1952, showed that the Squadron's revenue (for ten months, to 31st May in that year) was £15,953, of which £13,039 was from members' and associates' subscriptions, and the balance was profit from trading accounts in the bar, dining-room, boatshed, billiard-room, garages and other amenities.

The combined balance sheet of the Squadron and its property holding auxiliary (Club House Ltd) showed assets of £48,232, including the freehold property (valued at cost), £15,388, alterations and improvements (valued at cost, less depreciation), £17,347, and various minor items such as plant, furniture, buoys and moorings, and stock on hand.

In fact the freehold of the clubhouse and grounds, though properly written at cost, had greatly increased in intrinsic value since the opening of the Harbour Bridge in 1932, and the consequent development of high-density building at Kirribilli. In this property the Squadron had acquired a magnificent asset by the wisdom of the farsighted men of an earlier generation.

The Squadron's financial affairs had expanded very greatly since its modest beginnings ninety years previously. Most of its officers and committee members were, as had been the case throughout its history, among the most successful business and professional men of Sydney, so it was not surprising that its finances were well managed. Sound administration had enabled the Squadron to put into effect its primary objective of encouraging yachting, against the background of social activity supported by a large membership of men and women of leading status in the community, interested in yachting though not all active participants in the sport.

A feature of the 1950s was the Squadron's encouragement of young yachtsmen, and owners and crews of light yachts and sailing dinghies, to develop the nautical art by inshore racing (within the harbour) in "one design" classes. This was in contrast with the Squadron's policy in its foundation years, when anything less than a deep-keeler of minimum 5 tons customs registration, capable of ocean sailing, had been considered beneath serious notice, and excluded from Squadron races.

At the opening of the 1951-2 sailing season, on 15th September 1951, there was a garden party at the clubhouse, and a programme of racing for light yachts and sailing boats was held in the offing, on various short courses within the harbour, to Athol Bight and Clark Island, with starting- and finishing-lines off the Squadron's grounds. These were invitation races for trophies donated by the Squadron, and were supervised by its sailing committee (Frank Buchanan, Neville Goddard, Thomas Furber and Charles Trebeck).

Two of the races were for Royal Australian Naval whalers and dinghies under sail. In addition, there were races for 16-foot sailing skiffs (12 entries); "Jubilee" class light yachts (7 entries); "VJ" class (24 entries); "VS" class (26 entries); 12-foot sailing dinghies (14 entries); and invitation handicap races, in three divisions, for yachts and sailing boats on the registers of the Sydney Amateur Sailing Club and the Middle Harbour Yacht Club (73 entries). This fine muster of small vessels under sail, together with spectator-yachts at anchor near the starting- and finishing-lines in the Squadron's offing, became an annual aquatic pageant at the opening of every season.

The Squadron's pattern of racing activity in modern times has continued its traditional handicap trophy races for larger yachts classified in divisions, with added trophy racing for "one-design" yachts of various classes that developed in the 1950s, especially in Olympic or international classes, but also in lighter classes that became locally popular. As racing at Sydney is conducted on almost every Saturday and public holiday for seven months, from September to April, with interclub participation in many of the contests, the Squadron's

programme for the season is organized in association with other clubs affiliated to the Yachting Association of New South Wales, which became the central body controlling the sport.

Squadron trophy racing in the 1951-2 season was conducted in three divisions, with handicaps according to a system of rating not easy to apply when old and new yachts were entered. The outstanding yachts were Norn (A. F. Albert) which won the Bayly-Macarthur, Revonah, and Norn Cups; Hiawatha (L. E. Easy) the Boomerang Cup; Thetis (L. Vickery) the Fairfax Cup; Scorn IV (F. White) the Minnett and Gascoigne Cups and the Thelma Plate; Lass o' Luss (J. Colquhoun) the Carleton Cup; Nocturne (J. Bull) the Alfred Milson Cup; Nor-Easter (Graham Nock) the Tarring Cup.

A "Rendezvous" of yachts of all clubs and classes was held on 8th December 1951, when more than 100 yachts started from the Squadron's offing and sailed down-harbour to the Quarantine Station on North Head. This was a picnic festivity which had become an annual feature.

Interstate racing was keenly developed in that season. A Squadron yacht, Margaret Rintoul (A. W. Edwards) was first across the line in the Sydney-Hobart race, but was unplaced on corrected time. That sturdy yawl entered also in a trans-Tasman race, from Hobart to Auckland, New Zealand, and finished second in that ocean course of 1,520 miles.

The interstate contest for the Huntingfield Cup (for yachts of the Jubilee class) was held at Melbourne, and won by a Squadron member, P. C. Taylor. Elimination contests were held also at Melbourne for Australian representation in the Helsinki Olympic Games, in the Dragon, Star, and Finn dinghy classes. These classes had not been well developed at Sydney, and there was no representative of New South Wales in the Olympic team of six yachtsmen sent to Helsinki. One of these yachtsmen was A. S. ("Jock") Sturrock, of the Royal Brighton Yacht Club, Victoria. The Squadron contributed to the expenses of the team, and farewelled it with a dinner at the clubhouse.

In 1952 the Squadron's patron, King George VI, died and was succeeded by his daughter, Queen Elizabeth II, whose husband, Prince Philip, thereupon became the Squadron's patron. Himself an ardent yachtsman, Prince Philip had visited Australia as a naval officer during the war, prior to his marriage to the then Princess Elizabeth. For this reason, his acceptance of the position of patron of the Squadron was specially felicitous.

In view of the Squadron's increased activities, and the increased cost of maintaining the clubhouse services and amenities with the onset of postwar "inflation", it was resolved at the annual meeting, in August 1952, to raise the entrance fee for full membership to twenty-five guineas, and the annual subscription to twenty pounds, with corresponding increases for lady associates, country members, and intermediate and junior members. (Intermediate members were those between the ages of twenty-one and twenty-six years.)

The 1952-3 sailing season continued the Squadron's pattern of expanded activity. In trophy racing among the larger yachts, a new vessel, Waree (J. and R. Dickson) won the Bayly-Macarthur, Revonah, Fairfax and Alfred Milson Cups; Morna (Sir Claude Plowman, who had been knighted in 1949) won the Duke of Gloucester and Boomerang Cups; and Norn (A. F. Albert) the Gascoigne and Norn Cups. Other races for larger yachts were won by Mavis (Archie Robertson), Defiance (F. Harris), and the veteran Ada (W. J. Stuart).

Among yachts of medium and smaller rating, Tehani (Dr H. S. Kirkland) won the Minnett Cup, Lass o' Luss (J. R. Colquhoun) the Thelma Plate; Scorn IV (F. White) the Carleton Cup; and Lynne (H. W. Manning) the Tarring Cup.

In the Sydney-Hobart race, a Squadron yacht, Nocturne (J. R. Bull) was first across the finishing-line, but she was placed third on corrected time.

At Melbourne, the Tasmania challenger for the Sayonara Cup, Ted Domeny, owner and skipper of Erica I, was successful in his third attempt to wrest the historic trophy from Victoria, by defeating the defender, Frances (E. J. Digby). There had been no challenge from Sydney for twenty years, but preparations were being made for a challenge.

Two impending events of wide public interest and a special significance for yachtsmen were announced in 1953. One would be a visit of the Queen and Prince Philip to Australia early in 1954, and the other the decision to hold the Olympic Games of 1956 in Australia, at Melbourne.

A new trophy for annual interstate competition was announced. This was the Prince Philip Cup (donated by H.R.H. Prince Philip) for racing in the international Dragon class (29.2 ft. L.O.A.), the contests to be controlled by the Australian Yachting Federation. The first contest for this cup was to be held at Sydney during the royal visit in 1954 and with it the Australian championships in the international Star (22.75 ft) and Sharpie (19.6 ft) classes, as preliminary tests for Australian representation at the Melbourne Olympic Games.

New classes of yachts, new ideas, new definitions were accepted, and with them new enthusiasms and extended yacht-racing programmes. To cope with these developments the Squadron expanded its waterfront facilities for yacht handling. The boatshed committee (R. A. Dickson, J. H. Freeman, K. Clarke, P. C. Taylor, W. C. Stuart and R. C. Sloman) completed the installation of a new slipway with a deadweight capacity of 25 tons, capable of slipping all except the very largest yachts, and repaired the old slipway for handling smaller yachts.

In reporting this, the committee added, "Additional moorings have been acquired and the Squadron now has twenty-two moorings in Careening Cove. All these improvements allow the Squadron to offer exceedingly good facilities for all types of racing yachts, and will, undoubtedly, assist greatly in the advancement of yacht racing, particularly in the ever-growing international classes."

In yachting, as in many other fields of activity, Australia was moving forward in the 1950s from old time colonial isolation to full national status in the world's esteem.



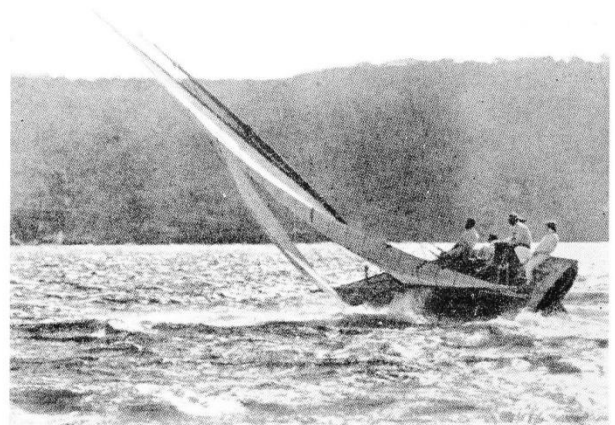
HUNTINGFIELD CUP RACE, 1947



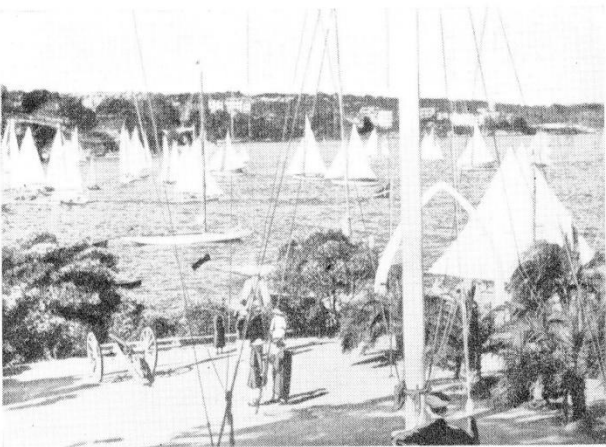
JUBILEE CLASS RACE, 1957



FIELD-MARSHAL AND LADY SLIM  
At opening of Parliament, Canberra



*BOOMERANG II*



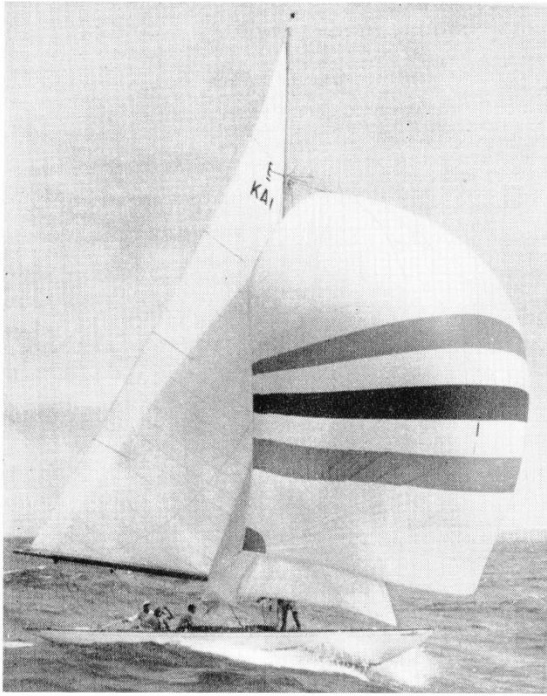
YACHT MUSTER IN R.S.Y.S.  
CLUBHOUSE OFFING



LOWER LAWN OF SQUADRON  
GROUNDS (1961)

*(McEnally)*





SASKIA  
Winning Sayonara Cup, 1962  
(*"Sydney Morning Herald"*)



NORSKE  
(*McEnally*)



DRAGONS RACING AT SYDNEY  
for the Prince Philip Cup, 1962



JUNIOR SAILING CLASS  
R.S.Y.S., 1962

THE 1953-54 SEASON—PROMINENT YACHTS—MORNA RE-NAMED  
KURREWA IV—SASKIA JOINS THE SQUADRON—THE ROYAL VISIT  
REGATTA—THE PRINCE PHILIP CUP FOR “DRAGONS”—THE  
OLYMPIC CLASSES

The 1953-4 sailing season was opened on 12th September 1953 with the garden party in the Squadron's grounds that had now become customary, and a large muster of yachts and lively programme of invitation races in the offing. On this occasion, at 3 p.m. six cruising yachts got away to a flying start on an ocean race from Sydney to Noumea—a course of 1,180 miles—in celebration of the centenary of French settlement in New Caledonia. Two of these, Solveig (cutter, T. and M. Halvorsen) and Horizon (ketch, S. Berg), were on the Squadron's register. The race was won by the schooner Irene (H. and W. Hughes) of the Lake Macquarie Yacht Club.

The annual “all clubs and all yachts” muster or “Rendezvous” and picnic to North Head was held on 10th December, with hundreds of yachts participating in a picturesque display of white wings on the harbour course, and ensuing conviviality on the beach.

The Sydney-Hobart race started, as usual, on Boxing Day, from the Cruising Yacht Club's base at Double Bay. Of the twenty entrants, five were Squadron yachts. One of these was the old time Morna, now owned by F. and J. Livingston and renamed Kurrewa IV. The others were Solveig (T. and M. Halvorsen), Horizon (S. Berg), Nimbus (A. L. Cohen), and Nocturne (J. R. Bull). Solveig was first to finish, but was plated second on corrected time, and Horizon third.

In January 1954 E. Digby's Frances sailed from Port Philip to Hobart, to race Ted Domeny's Erica J for the Sayonara Cup. The challenge was successful, and the cup returned to its former custody at Melbourne.

Yachts new and old, of many sizes, designs and classes, had become more plentiful than ever before at Sydney, as elsewhere in Australia. A beautiful 8-metre racing yacht, Saskia (owned by W. H. Northam), was added to the Squadron's register. She had been built by Fife of Fairlie in Scotland, and was brought to Sydney as an intended challenger for the Sayonara Cup.

The Squadron's trophy racing and participation in interclub racing were energetically continued. Handicap races were sailed in four divisions, and there was also one-design racing for Colleens, Dragons, and Jubilee class yachts. At this time the Squadron had 129 yachts on its register, and 1,039 members, of whom 241 were associates. The most successful Squadron yachts in that season were:

Division I: Saskia (W. H. Northam), Waree (J. and R. Dickson), Even (F. J. Palmer), Kyeema (C. C. Galbraith), and the veterans Norn (A. F. Albert) and Kurrewa IV (F. and J. Livingston)

Division II: Lolita (R. W. Furber), Moonya (S. B. Hall), and Patsy (A. C. Cooper).

Division III: Gynea (J. H. Bleakley), Tehani (H. S. Kirkland), and Fortuna (W. L. Fesq).

Division IV: Ambermerle (C. S. Rowntree), Ellida (J. Halliday), Jo-Jo (K. W. Huenerbein), Janis (A. B. Hinds), and Rani (H. J. Quinn).

Restricted Division (comprising Colleens and Dragons): Marjorie Anne (G. L. H. Bate), Sylphine (A. Cousins), Spectre (owned by the Squadron's honorary treasurer, “Sam” Freeman), and Mystere (Archie Robertson).

Jubilee Class: Triton (P. C. Taylor, a member of the Squadron's committee), and Nyala (F. A. Barclay).

As it is not practicable to mention here the names of all winners of all Squadron events in modern times, the foregoing selected list of successful yachts in the 1953-4 season is intended chiefly to indicate the complexity of racing organization that had developed with the greatly increased number of yachts and classes. This expansion of racing activity placed heavy additional tasks, cheerfully undertaken and carried through, on the Squadron's honorary official measurer (David Carment) and honorary handicapper (Neville Goddard), and on the sailing committee which officiated at the races.

The traditional trophy races were continued, with some modifications to permit of apportioning the trophies to various divisions, and with "point scores" throughout the season for awards of the Bayly-MacArthur and Boomerang Cups. A new system of handicapping, known as "the percentage system", was introduced, and proved satisfactory in achieving close finishes.

The principal trophy awards in the 1953-4 season were: Bayly-MacArthur Cup, Warea and Saskia equal; Boomerang Cup, Morna and Norn equal; Duke of Gloucester Cup, Saskia; Revonah and Norn Cups, Warea; Gascoigne and Milson Cups, Norn; Fairfax Cup, Even; Minnett Cup, Lolita; Carleton and Tarring Cups, Moonya; Thelma Plate, Gynea.

The big event of the season was the Royal Visit Regatta, held from 27th January to 4th February 1954, as a special extension of the traditional Anniversary Day Regatta, to contribute a nautical aspect to the public festivities on the occasion of the visit to Australia of Queen Elizabeth and Prince Philip. Racing was for the Australian championships in four classes of one-design yachts: (i) the international Dragon class (inaugural contest for the Prince Philip Cup); (ii) the international Star class; (iii) the international Sharpie class; (iv) the Restricted 21-foot class (interstate contests for the Forster and Albert Cups).

The Dragon, Star, and Sharpie classes were being developed for Australian participation in the Olympic regatta to be held at Melbourne in 1956. The art of one-class racing had been taken up more actively in other States than in New South Wales. Victory in the Dragon class, and with it the Prince Philip Cup, went to Kamulla (Jock Sturrock), of Victoria. The first three places in the Star class went to Victorians, the winner being Naiad (R. French). The winner in the Sharpie class was Falcon (R. Tasker), of Western Australia. In the 21-foot Restricted class (which was becoming obsolete, as it did not conform with Olympic standards) the Forster and Albert Cups were won by Nerana (H. Perry), of South Australia.

On these results, New South Wales was shown to be sadly astern of the other States in equipment and experience of Olympic yachting requirements. The Royal Visit Regatta was by far the most extensive contest of interstate yachting that had been organized until then. It gave an impetus to one-class yacht racing throughout Australia, and in particular stimulated enthusiasm at Sydney for the "new" classes designed to Olympic standards.

While the regatta was in progress, on 3rd February 1954, the Queen and Prince Philip arrived at Sydney in the liner Gothic (chartered as a Royal Yacht), which anchored in the stream off Farm Cove. A lane of yachts, in which the Squadron and other clubs were represented, was formed, through which the royal visitors proceeded by launch to a landing stage in the Government Domain on the eastern side of the cove. Then for the first time a reigning monarch set foot on Australian soil.

The regatta was concluded on the following day, with the final heats sailed on courses within full view of Government House, where the Queen and her Consort were in residence.

On 5th February, at 5 p.m., Prince Philip visited the Squadron's clubhouse, to present the Prince Philip Cup and other trophies won at the regatta. He took passage by launch across the harbour, and was received on the

Squadron jetty by the commodore, Sir Charles Lloyd Jones, and the president of the Australian Yachting Federation, Dr T. M. Furber (a veteran member of the Squadron's sailing committee). A large number of members and associates attended on this notable occasion, the first on which a royal patron had visited the Squadron. After presenting the trophies, the Prince autographed his portrait which hangs in the clubhouse entrance lobby. The royal party remained at Sydney for ten days, and then proceeded on their tour to the Australian Capital Territory (Canberra) and to each of the Australian States.

As an immediate sequel to the Royal Visit Regatta, the Squadron established an Olympic Regatta sub-committee, to raise funds for the building or purchase of yachts to be entered in trials for Australian representation at the Melbourne Olympics. The Olympic yachting contests would be in five "one-design" classes, rated strictly according to formula, viz.: (i) 5.5 metre class; (ii) Dragons; (iii) Stars; (iv) Sharpies; (v) Finn Monotype (15-foot one-man sailing dinghies). Within a very short time a syndicate of eighty-one Squadron members had subscribed £3,000 to build a 5.5-metre yacht in the Squadron's boatshed; and the Olympic sub-committee and lady associates' committee were raising funds to purchase five Finn Monotypes.

The Squadron's ninety-second annual report and balance sheet, presented on 30th August 1954, recorded that many improvements and additions had been made to the clubhouse and boatshed, and stated: "The co-operation of members, together with the untiring efforts of the various committees and sub-committees, have materially contributed to the success of the year."

The revenue for the year was £18,971, including subscriptions £15,341 and surplus on trading accounts £3,630. The combined balance sheet showed assets of £58,077, and reserves and accumulated funds of £25,082. In every respect the Squadron could look forward with confidence to the future, even though the courses ahead were to some extent uncharted, with the sudden development of "class" racing and Olympic standards making some old time yachting conventions obsolete. But progress is inevitable, and those who had steered the Squadron on its long course of the years had always been alert to new trends, and to the beckoning future.



VISIT OF PRINCE PHILIP TO THE SQUADRON, 1954  
Escorted by the Commodore, Sir Charles Lloyd Jones

*(Photo: N. H. McEnally)*



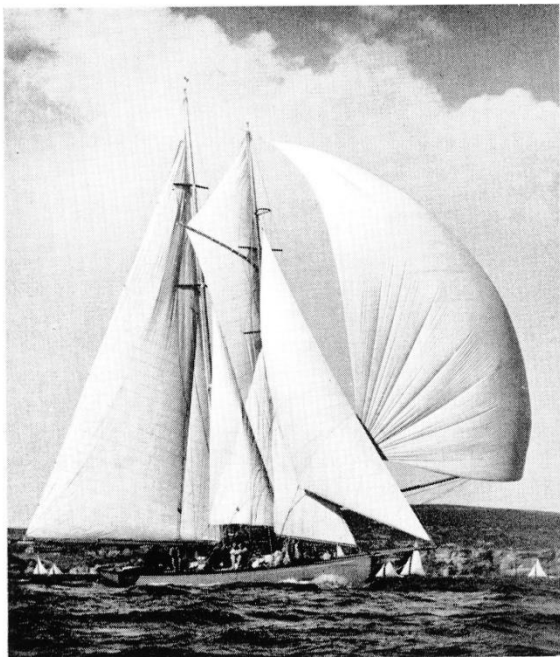
SIR CHARLES LLOYD JONES  
Commodore, 1949-55

*(Photo: Monte Luke)*

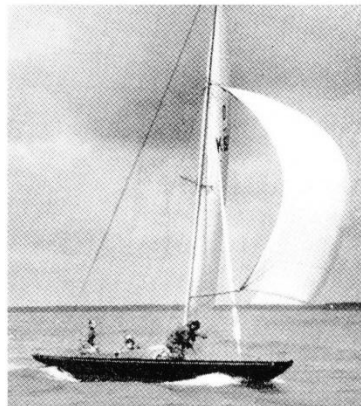


JAMES MARCH HARDIE  
Commodore, 1947-49

*(Photo: R. Haswell)*



WINDWARD II



THE YACHTSMAN PRINCE  
H.R.H. Prince Philip, with  
Prince Charles and Uffa Fox,  
sailing in the Dragon class  
*Bluebottle* at Cowes

(Photo Beken & Son  
from "Popular Boating")



THE PRINCE PHILIP AND  
EDINBURGH CUPS

For Dragon class championships,  
both won in 1962 by the R.S.Y.S.  
Dragon *Adios* (N. G. Booth)

(McEnally)



DRAGONS RACING ON SYDNEY  
HARBOUR

(R.S.Y.S. Clubhouse at right)

THE 1954-55 SEASON—INCREASE OF “ONE-DESIGN” CLASS RACING—DEATH OF CHARLES TREBECK AND D’ARCY SHELLEY —SOLVEIG WINS SYDNEY-HOBART RACE—SASKIA BRINGS THE SAYONARA CUP BACK TO SYDNEY—THE “METRE” FORMULA OF MEASUREMENT—FIELD-MARSHAL SLIM AS COMMODORE.

At the opening of the 1954-5 sailing season, there were nine racing events in the offing of the Squadron’s clubhouse, with a total of 147 entries. A new feature was a race for Dragon class yachts, with 17 entries. All yachts dressed ship at 3 p.m., on the firing of a signal gun and the hoisting of the Blue Peter on the yardarm of the Squadron flagstaff. The garden party was largely attended, as usual, by members and their guests. On this occasion the guest of honour was Field-Marshal Sir William Slim, who had taken office as Governor-General of Australia in May 1953.

The sailing committee, the members of which acted as race officials throughout the season, had been increased to five—Neville Goddard (handicapper), A. F. Albert, F. F. Buchanan, W. L. Fesq and T. M. Furber. A heavy loss had been sustained by the Squadron when Charles Trebeck, while on a visit to Europe a few months previously, had died suddenly, at sea, aboard the Dover-Calais ferry. He had been an active member of the Squadron for forty-six years, and had the unique record of having been at the helm of successful defenders of the Sayonara Cup for the Squadron in four challenges in succession, in the years 1928-31 inclusive. As a member of the sailing committee for more than twenty years, he had dedicated himself to the sport and art of yachting in a sustained and practical way.

Many other veteran members of the Squadron had hauled home their sheets and set sail for the next world. In 1954 there remained only eight survivors of the 281 who had been members in the Squadron’s jubilee year, 1912. These survivors were Robert Massie (elected 1894), Edward Hungerford (1896), Sir Samuel Hordern (1899), Sir Charles Lloyd Jones (1903), H. T. Perkins (1905), Leonard H. Dibbs (1907), W. H. Bean (1908), and Albert Littlejohn (1909).

Two of them were in residence at the clubhouse—“Ned” Hungerford and Albert Littlejohn—and active in everything for the Squadron’s welfare. At ninety years of age, Ned Hungerford had been in residence for fifty years, and never neglected to criticize the committees, declaring stoutly, “That is what committees are for!” These veterans, and others of senior membership standing of upwards of forty years, were the custodians of the Squadron’s most valuable asset, tradition, in rapidly changing times.

The annual “Rendezvous” course for all clubs and yachts was sailed from the Squadron offing to North Head on 11th December 1954, with appropriate conviviality. On the following day the Squadron suffered a grievous loss in the death from natural causes of its vice-commodore, D’Arcy Mansfield Shelley. He had joined the Squadron in 1935, and had been an active member of its general committee, chairman of the house committee since 1937, and a flag officer since 1940, taking a leading part in its postwar expansion.

D. M. Shelley’s successor as vice-commodore, elected in February 1955, was Frederick White, who had joined the Squadron in 1914, and was a keen racing yachtsman. So traditions were maintained, while at the same time the Squadron’s policy was always forward-looking, in the new pattern of encouraging junior and light yacht racing, together with extended programmes of racing in all classes, including the “one-design” classes with interclub, interstate and international scope.

At the turn of the year 1955, the Sydney-Hobart race was won by a Squadron yacht, Solveig IV (T. and M. Halvorsen), on corrected time. Kurrewa IV (F. and J. Livingston) was the first across the finishing-line.

In January 1955, the Squadron yacht Saskia (W. H. Northam) sailed to Port Philip for the Sayonara Cup challenge match. Ted Domeny's Erica I had also challenged the defender, Frances (E. Digby). So for the first time this Australian yacht-racing classic was contested by representatives of three States.

The original deed of gift in 1904 had limited competitors to a load waterline of 50 feet. By consent of the participating clubs, the method of handicapping was later based on the international rating rule, according to the metre formula. Under this rule, Saskia and Erica I were both rated as 8-metre yachts, and Frances (rating 8.14 metres) had to concede them a small time allowance of 24 seconds per mile, equivalent to 48 seconds on the 20-mile windward-and-leeward course and 50.4 seconds on the 21-mile triangular course. In a closely-sailed contest, Saskia won the first two races, lost the third, and won the fourth. She thus won the series, and the Sayonara Cup returned to Sydney and to the custody of the Squadron, after twenty- three years.

The Huntingfield Cup (interstate competition for Jubilee class yachts) was won by three Squadron members— F. Barclay, P. C. Taylor, and R. M. Porter—representing New South Wales. This trophy, presented in 1939 by Lord Huntingfield, Governor of Victoria, had stimulated the building of Jubilee class yachts in Australia, in the same way that the Forster Cup for the 21-foot restricted class had stimulated yachting in that class. These two interstate competitions had pioneered one-design class racing in Australia, but unfortunately not in conformity with Olympic standards of measurement.

The development of the Dragon class, under the stimulus of the Prince Philip Cup contests, had added several yachts of that Olympic class to the Squadron's register, and to the registers of other clubs throughout Australia. In the second contest for the Prince Philip Cup, held at Melbourne in February 1955, "Jock" Sturrock was again the winner, this time with a new Dragon, Paula.

The Squadron's trophy and interclub racing on harbour and ocean courses in the 1954-5 season was regulated in three handicapped divisions and three one-class divisions. There was a new "percentage" system of handicapping.

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

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

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

In this formula, L represented modified length, d the difference between skin girth amidships and chain girths, S sail-area, and F mean freeboard. The method of measuring the components in this formula would seem



too difficult for laymen to comprehend. As David Carment explained it:

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

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

No hollows in the surface of the hull between L.W.L. and sheer line, except in the profile of the stem forward of the point of measurement  
Maximum draught, 16 per cent of L.W.L. plus 5 metre;  
Freeboard, maximum 0.08 of rating plus 0.25 metre;  
Sheer, fair continuous line;  
Tumble home, not to exceed 2 per cent of extreme beam;  
Displacement in cubic metres, (0.2 L.W.L. + 0.15)  
Beam, minimum specified for each class;  
Maximum height of sail plan, class rating multiplied by 2 plus one metre;  
Size and number of sail battens, also the maximum height of the fore triangle and balloon jibs, the size of spinnakers, the number of crew, the cabin fittings, and the dimensions and minimum weight of masts, all fixed;  
Booms fixed in size and height above deck;  
Scantlings as laid down by the various class societies.

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

Under this system, the most successful Squadron yachts in trophy and interclub racing in the 1954-5 season were:

Division I: Norn (A. F. Albert), Ada (W. J. Stuart), Kurrewa IV (F. and J. Livingston), Saskia (W. H. Northam), Waree (R. A. Dickson), Hiawatha (L. Easy), Kyeema (C. C. Galbraith).

Division II: Tehani (H. S. Kirkland), Teal (R. E. Jeffries).

Division III: Janis (A. Hinds).

Dragon Class: Slaghoken (J. Carr), Mystere (Archie Robertson).

Restricted Division: Spectre (J. H. Freeman), Siesta (B. S. Robertson).

Jubilee Class: Nyala (F. Barclay), Triton (Pat Taylor).

In these six classifications, only the Dragons were of Olympic requirements; but all yachts racing at Sydney except the Dragon and Jubilee classes were graded and handicapped "on performance". It was found that this system did not prevent old yachts from winning in competition with newer yachts. In Squadron trophy racing, Norn won the Bayly-Macarthur, Boomerang, Gascoigne and Fairfax Cups; Ada the Duke of Gloucester Cup; Kurrewa IV the Norn Cup; Saskia the Alfred Milson, Waree the Revonah, Tehani the Minnett, and Teal the Carleton and Tarring Cups and the Thelma Plate.

The Squadron's Olympic sub-committee had obtained a design for an international 5.5-metre yacht from J. Linge of Norway. This vessel (to be named Kirribilli) was built in the Squadron's boatshed under the supervision of Alan Payne, to be launched in March 1956, only eight months before the Melbourne Olympic Games. The Squadron also bought five Finn Monotypes, in which training began in the winter of 1955. These preparations, though undertaken in a spirit of enthusiasm, would scarcely allow enough time for New South Wales aspirants to Olympic honours to be trained to the intense competitive standards set by other nations which had long experience of Olympic yachting requirements; but with that beginning the Olympic influence was a rounding mark in the Squadron's history.

At the annual meeting in August 1955 Sir Charles Lloyd Jones retired from the office of commodore in favour of the election of the Governor-General, Sir William Slim. Sir Charles Lloyd Jones was then seventy-seven years of age, and had been a member of the Squadron for forty-six years. During his term of office as commodore for six years, the Squadron had made unprecedented expansion in every respect. He and his predecessor, Commodore J. M. Hardie, and both of them in association with Vice-Commodore D'Arcy M. Shelley and the other officers and committee members, had very greatly increased the Squadron's activities, assets and membership in the post-war years.

The appointment of Sir William Slim as commodore restored the tradition of vice-regal command of the Squadron that had been in abeyance since the retirement of the Duke of Gloucester in 1946. He visited the Squadron many times, and always took a keen interest in its activities; but the appointment of a vice-regal commodore inevitably left the main burden of administrative responsibility to the vice-commodore and the other flag officers.

The vice-commodore, Frederick White, the rear-commodore, L. H. Martin, and the captain, R. A. Dickson, were ably supported by the honorary treasurer, J. H. Freeman, and by the members of the general committee elected in 1955: A. F. Albert, J. H. Cooper, W. L. Fesq, F. A. Mailler, W. H. Northam, P. S. Remington and Pat Taylor, most of whom were active racing yachtsmen.

The combined balance sheet showed assets of £64,664, and reserves and accumulated funds of £27,011. The membership had increased to 1,080, having doubled in the twelve years since 1943. Further expansion was confidently envisaged.

THE 1955-56 SEASON—F. J. PALMER'S EVEN—KEEN RACING  
 AMONG THE BIG YACHTS—SASKIA RETAINS THE SAYONARA  
 CUP—KIRIBILLI BUILT IN THE SQUADRON'S BOATSHED—  
 "DRAGON" AND "FINN" CLASSES DEVELOPED—THE 1956-57  
 SEASON—THE OLYMPIC REGATTA AT MELBOURNE—  
 THE AUSTRALIAN CHAMPIONSHIPS—CLOSE CONTESTS

At the opening of the 1955-6 sailing season the garden party, muster of yachts, and racing in the Squadron clubhouse officing was attended by the newly-elected commodore, Sir William Slim. There were twenty-two entries in the Dragon class race, and six in the Finn class, including the five Finns owned by the Squadron, used for Olympic training not only by members of the Squadron, but also by members of other clubs,

At the turn of the year, a Squadron yacht, Even (F. J. Palmer) was first across the finishing-line in the Sydney-Hobart race, and a Squadron yacht, Cooroyba (C. P. Haselgrove) was placed second on corrected time.

The Sayonara Cup challenge match was sailed off Sydney Heads on 9th January 1956, and following days. The defender, Saskia, was manned by Bill Northam (owner and helmsman), Mick Earl, Bill Pritchett, Bill Vout, Boyce Pizzey and Desmond Blake. She carried a nylon spinnaker of 1,800 square feet, this being the first use of "synthetic" sail fabric in an important Australian yacht race. The challengers were Frances (Victoria) and Erica J. (Tasmania).

In a fresh breeze, Saskia sailed home in the first race of the series 20 minutes 13 seconds ahead of Frances, with Erica J third. In this convincing victory, the defender had sailed the 20-mile course (two windward and two leeward runs, each of five miles) in 3 hours 2 minutes 20 seconds, and on some of her leeward runs had logged eleven knots. On the second day, over a triangular course of 21 miles, she finished 31 minutes 36 seconds ahead of Erica J, with Frances third.

On the third day, there was a reversal of form. In a light breeze, Frances led the way home 12 minutes 55 seconds ahead of Saskia, with Erica J third. This result, it was stated, had an educational value for Northam, and on the fourth day he handled his yacht so well in light airs that he finished 2 minutes 10 seconds ahead of Erica J and 6 minutes 22 seconds ahead of Frances. The cup was thus retained for New South Wales and for the Squadron. On the average times of the four races, Saskia's wins had been by the biggest margins ever achieved in Sayonara Cup racing, and it was stated that on her day she was the speediest 8-metre yacht ever built.

Squadron trophy racing in that season was conducted in four handicapped divisions and three one-class divisions, with cumulative point scores in each division and class, and new trophies awarded for these, including the Waree Cup (presented by the Squadron's captain, R. A. Dickson) in the Jubilee class.

Classification under a revised system of measurement, and handicapping under the "percentage" system, enabled some of the older yachts to make a good showing. Kurrewa IV won the Bayly-Macarthur, Duke of Gloucester, Norn, and Alfred Milson Cups; Ada the Gascoigne Cup; and Even the Boomerang, Revonah, and Fairfax Cups.

In the second division, Teal was outstanding, winning the Minnett, Carleton, and Tarring Cups. In the third division, Southerly (K. J. Patrick) won the Thelma Plate. The point score trophy in the Dragon class went to Archie Robertson's Mystere, and the Waree Cup in the Jubilee class to F. A. Barclay's Nyala.

The chief interest among yachtsmen at Sydney was centred on preparations for the Olympic Games. The 55-metre Kirribilli, built in the Squadron's boatshed, was launched on 2nd March 1956 and named by Lady Slim, the commodore being also in attendance. Kirribilli was manned by Pat Taylor (helmsman) with J. D. McCarthy and Alan Clarke as crew members. Their training proceeded in the winter months, in the off season, with not much time in hand before the Olympic trials for Australian representation. Kirribilli was selected, with the only other two 5.5-metre yachts at Sydney, Altair (R. W. Furber) and Huney (F. A. Harris), to represent New South Wales at the trials.

Keen contests among twenty-two Dragon class yachts at Sydney which were continued throughout the season, and for a month afterwards (in Botany Bay), resulted in the selection of three yachts in this class to represent New South Wales at the trials: *Mystere* (Archie Robertson, R.S.Y.S.), *Pel* (W. L. Fesq, R.S.Y.S.), and *Sea Joy III* (A. A. Jarman).

There was also representation of New South Wales in the Star and Sharpie classes, and intense interest was aroused in elimination races among sixty applicants to man three Finn dinghies for the trials. The Finns were housed in the Squadron's boatshed, and the tests held in the offing. These one-man 15-foot dinghies, being built of plywood, and all exactly the same (made by one builder at Melbourne), provided a severe test of skill in handling, the weight of the one-man crew being also a relevant factor in success. The three chosen to represent New South Wales were Ralph Johnson (St George Skiff Club), Roger Gale (Sydney Amateur Sailing Club), and Cohn Ryrie (Royal Prince Edward Yacht Club).

At the Squadron's annual meeting in August 1956 it was announced that membership had risen to 1,100, including 239 associates. Among members who had died were the veterans R. L. Massie (who had joined the Squadron in 1894), Edward Hungerford (1896), Sir Samuel Hordern (1899), Harold Nossiter (1925), and Sir Claude Plowman (1929): fine yachtsmen all.

Assets had mounted to £85,109, and many improvements and additions had been made in the clubhouse, the boatshed and other waterfront installations.

The opening of the 1956-7 sailing season, on 15th September 1956, was celebrated with the usual festive muster of yachts and garden party. The Olympic regatta was now large on the horizon ahead. The Australian trials were held in October on Port Phillip on the Olympic courses and under Olympic conditions. As each nation is entitled to enter only one yacht in each of the classes at an Olympic regatta, the selection of the "best" yacht among many candidates in each class is no easy matter, and can be determined only by conditions prevailing during the trials and by individual skill.

The Squadron's Kirribilli was narrowly defeated in the 5.5-metre trials by Burraddoo (Jock Sturrock, Victoria). In the Dragon class, New South Wales was outsailed by candidates from other States, and had only one representative in the Olympic team, in the Finn class.

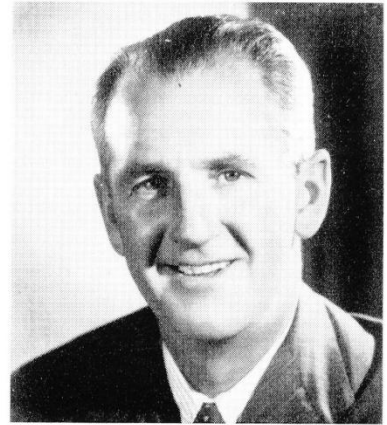
The Olympic Games were opened by Prince Philip on 22nd November 1956. The yachting contests were controlled by an international jury, on which two members of the Squadron, Neville Goddard and W. D. Higgins, were the Australian representatives, and the Squadron's secretary, Lloyd T. Burgess, as honorary secretary of the Australian Yachting Federation, also took an active part. David Carment was one of the official measurers.



LYNDEN H. MARTIN



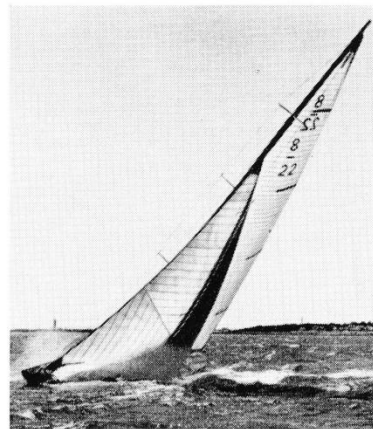
MRS FREDERICK WHITE



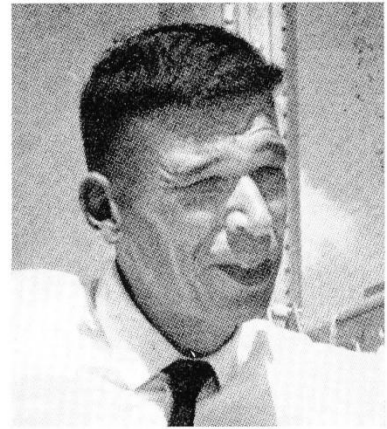
FREDERICK WHITE



MRS J. McD. ROYLE



SASKIA



ALAN PAYNE  
*(Robinson)*



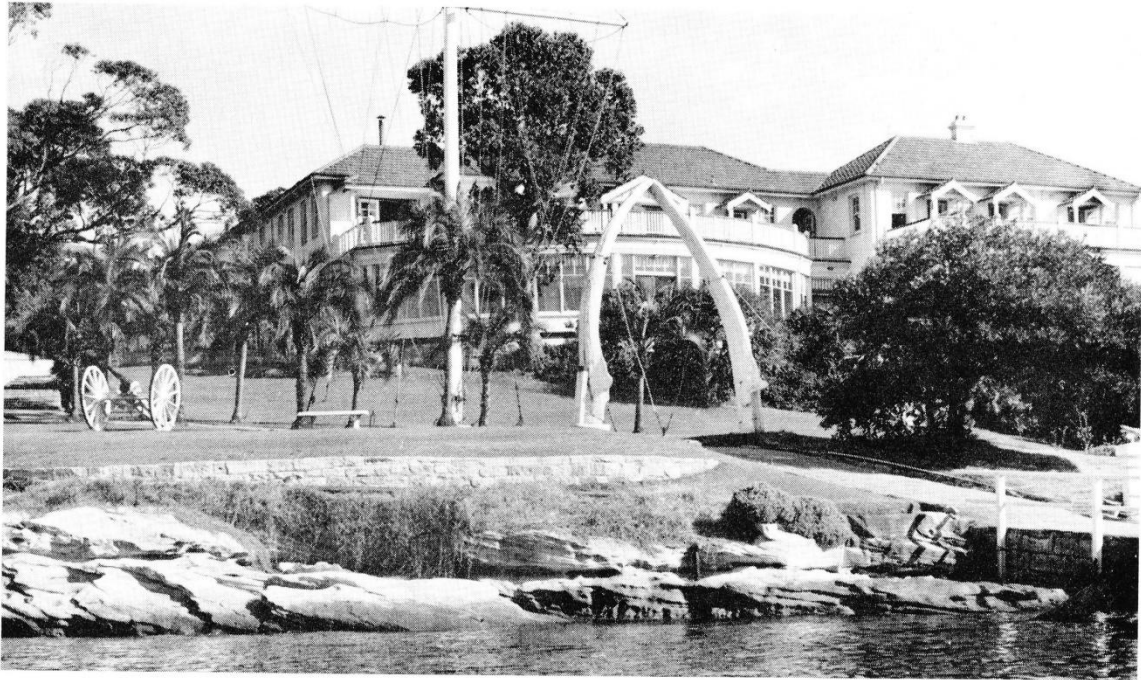
KEITH MARTIN  
*("Sports Illustrated")*



WAIMEA  
*(McEnally)*



LLOYD T. BURGESS  
*(McEnally)*



THE SQUADRON'S CLUBHOUSE IN THE 1950s  
Field-gun, palms, mast, and whale's jawbone arch in foreground

*(Photo: N. H. McEnally)*



AN "OPENING OF THE SEASON" GARDEN PARTY IN THE 1950s  
Squadron's mast, and yachts in the offing, dressed for the occasion

*(Photo: N. H. McEnally)*

The Australian yachting team won two Olympic medals. Roland Tasker, of Western Australia, won the silver medal (second of thirteen competing nations) in the Sharpie class with Falcon IV; and Jock Sturrock the bronze medal (third of ten competing nations) in the 5.5-metre class, with Burraddoo. The intense international competition and assembly of the world's most experienced racing yachtsmen in the Olympic one-design classes provided a great stimulus to yachting in Australia, and an inspiration to the throngs of yachtsmen from all States who converged to Melbourne to watch the racing and study the tactics of the experts.

Immediately following the Olympic regatta, the Dragon class championship of Australia, for the Prince Philip cup, was contested over the Olympic courses. Thirty yachts entered, including Bluebottle, owned by Prince Philip and sailed by Commander Graham Mann, R.N., which had won the bronze medal at the Olympic regatta, representing Britain. The contest resulted in victory for two Squadron yachts, Pel (W. L. Fesq) and Sea Fever II (Mrs A. E. Saalfeld and G. W. Ingate), which tied for first place. In a sail-off later at Sydney between these two yachts, the victory went to Pel.

Bluebottle was shipped to Sydney, to compete in a special regatta on 22nd December against New South Wales Dragons. This series was won by Mystere (Archie Robertson). With these interesting sequels of might-have-beens the Melbourne Olympic regatta passed into history.

The next big yachting event was the Sydney-Hobart race, starting on Boxing Day, 1956. This race was won by a Sydney yacht, Solo (V. Meyer) on corrected time, with the Squadron yachts Anitra and Carol J in second and third places on corrected time, while the grand old champion Kurrewa IV was again, as so often before, the first to cross the finishing line.

The Huntingfield Cup series (Jubilee class interstate competition) was sailed at Sydney, and won by the Squadron's team (F. Barclay, R. M. Porter and K. Clarke).

Trophy and interclub racing continued throughout the season, as usual, with keen contests in all divisions. The Bayly-Macarthur, Milson and Gascoigne Cups were won by F. J. Palmer's Even; and the Boomerang, Norn, Duke of Gloucester and Revonah Cups by the venerable Ada (W. C. Stuart), which continued her remarkable run of successes since she had been Bermudan re-rigged in 1953.

J. Halliday's new yacht, Carol J, won the Minnett Cup; S. B. Hall's Moonya the Carleton Cup; K. J. Mullens's Scorn IV the Tarring Cup and Thelma Plate; and F. Barclay's Nyala the Waree Cup. The point score trophy in the Dragon class was won by Archie Robertson in Mystere.

When the excitement of the Olympic Games ended, the Squadron's 5.5metre Kirribilli and fleet of five Finns were sold to private owners. Another fifteen Finns were purchased by various owners at Sydney, thus constituting a sufficiently numerous fleet for regular racing in this class, looking ahead to the prospects of Australian representation at the next Olympic regatta, to be held at Rome in 1960.

THE 1957-58 SEASON—EXTENSIVE RACING IN THE “DRAGON”  
CLASS—HALVORSEN’S ANITRA WINS SYDNEY-HOBART RACE—  
CAPRICE AND NORSKE JOIN THE SQUADRON—OCEAN RACES IN  
WINTER—THE TRAGIC LOSS OF RON ROBERTSON—SQUADRON  
TENDER BUILT—ALAN PAYNE AS DESIGNER—THE 1958-59 SEASON  
—HANDICAPPING PROBLEMS

At the opening of the 1957-8 season, in addition to the usual invitation races sailed on handicaps, and one-design class racing for Dragons, Finns and the Jubilee class, there was a race for “Moth” sailing dinghies, which attracted fifty-two entries from members of Junior clubs.

The Squadron’s committee, in its report for that year, commented on “a significant change in yachting in a tendency to greater interest in one-design class racing of internationally recognized classes”. Apart from these innovations, there were many larger yachts engaged in racing under time-allowance handicaps which were based on performance. Some of these were newly-built, and some of pre-1939 build reconditioned and re-rigged. Yacht racing on Sydney Harbour and offshore had become remarkably varied and complicated in classifications.

In that new pattern, the Squadron, in co-operation with other clubs of the Yachting Association of New South Wales and of the Australian Yachting Federation, participated in programmes of racing and other yachting events which were becoming more extensive and vigorous in each successive season. While retaining its original character as a “deep-keel” Squadron, with oceangoing vessels on its register, the R.S.Y.S. moved with the times in fostering every modern trend, including the one-design classes used chiefly for racing within the harbour, and the junior classes of very small yachts or sailing boats.

Throughout the 1957-8 season there was keen racing every Saturday in the international Dragon class. Archie Robertson’s *Mystere* put up a notable performance in winning eighteen races, and also the State championship in this class. The contest for the Prince Philip Cup was sailed at Hobart, with fifteen Dragons participating. For the third time, Jock Sturrock won the cup, with the Squadron’s committee member, W. L. Fesq, in *Pet*, as runner-up.

The Sydney-Hobart race was won by a Squadron yacht, *Anitra* (T. and M. Halvorsen) on corrected time, and the first yacht across the finishing-line was the redoubtable *Kurrewa IV* (F. and J. Livingston). In this race a new yacht, *Caprice of Huon* (W. H. Northam), recently added to the Squadron’s register, had the misfortune to be dismasted soon after the start.

In Squadron trophy racing, under “performance” handicaps, competition among the larger yachts was keen. A new 8-metre yacht, *Norske* (owned by the Squadron’s captain, R. A. Dickson) became cock o’ the harbour by winning the Bayly-Macarthur, Boomerang, and Gascoigne Cups. F. J. Palmer’s *Even* won the Milson Cup; R. E. Jeffries’s *Teal* the Norn Cup; D. C. Brockhoff’s *Pakerdoo* the Fairfax Cup; L. E. Easy’s *Hiawatha* the Revonah Cup; and F. and J. Livingston’s *Kurrewa IV* the Duke of Gloucester Cup.

In Division II the Minnett Cup was won by a 5.5-metre yacht, *Altair* (R. W. Furber), and the Carleton Cup by *Enterprise* (K. A. Gray). In Division III, the *Thelma Plate* was won by *Gymea* (J. H. Bleakley) and the Tarring Cup by *Waimea* (J. H. Freeman).



Australian yachtsmen were preparing for the Olympic Games to be held at Rome in 1960. One effect of this was the introduction at Sydney in 1958 of yet another new class of one-design yacht—the “Flying Dutchman”, a two-man 19-foot sloop which would replace the Sharpie class at the Rome regatta. The first Flying Dutchman built at Sydney was on display at the Squadron on 15th February 1958, when her owner-builders put her through her paces in the presence of a large attendance of spectators. A New South Wales branch of the International Flying Dutchman Association was then formed, with the Squadron’s secretary, Lloyd T. Burgess, as secretary of the branch, and preparations were made for racing in this class to be held in the following season.

The Squadron had taken a leading part in establishing the various Olympic classes at Sydney; but it was also recognized that these classes, with their special requirements, could never completely replace the Australian yacht-racing system that had developed in response to local conditions, with courses for bigger yachts both inshore and offshore, requiring oceangoing stability, and handicaps “on performance”.

In 1958 the Cruising Yacht Club of New South Wales organized a programme of ocean races on courses to offshore destinations, including Bird Island, Broken Bay and Jervis Bay. Some of these races were held in the winter months. With this innovation, yacht racing at Sydney had become a sport maintained throughout the year, to some extent even in the winter months, but most actively practised in spring, summer and autumn, from September to April. In this respect the mild Australian winter climate gives yachtsmen, and other Australian outdoor sportsmen, an advantage over those of countries with short summers and severe winters.

But at times there are winter gales at Sydney, usually of short duration, which may make offshore sailing hazardous. On 14th June 1958, when Kurrewa IV was returning to Sydney after taking part in a race to Bird Island, she sheltered overnight at Pittwater, and, on proceeding next day, ran into heavy weather. When she was three miles off Sydney Heads, bearing up for the entrance, a “rogue sea” broke on board, and swept her sailing master, Ron Robertson, overboard from the tiller.

Despite their utmost efforts, the crew was unable to put the yacht about to recover him. This tragedy resembled the wreck of Thelma forty five years previously, except that on this occasion Kurrewa IV was able to limp to shelter in Watson’s Bay with her sails torn and hull leaking. The pilot steamer Captain Cook and police launch Nemesis attempted to go to Robertson’s rescue, but their efforts were defeated by the heavy seas sweeping in through the Heads.

Ron Robertson shared with his brothers, Don and Archie, a high reputation for seamanship and ability as helmsmen. As offshore yachtsmen the three brothers had few peers, and the loss of Ron was mourned by sailing men throughout Australia.

This tragedy drew attention to the need for special precautions for the safety at sea of yachts and their crews. A conference was held immediately to draw up regulations for safety equipment to be carried, and procedures for safety during ocean racing, and those regulations thereafter were strictly enforced.

A sequel was the Squadron’s decision to build a powered tender, which could be used for salvage and rescue work in rough seas, and also for various jobs as a work-boat in towing, ferrying and carrying gear, and for starting races and following them. The tender was designed by Alan Payne, and the keel laid down in the Squadron’s boatshed, which was now fully equipped for yacht building and repair work.



“TIME TO HEAVE TO”  
N. K. Wallis’s *Wanderer* in a storm, 1936

From the oil painting by  
DENNIS ADAMS  
in the possession of  
N. K. WALLIS



LORD DUNROSSIL



LORD DE L'ISLE



Rt. Hon. R. G. MENZIES  
(At the wheel of *Gretel*)



LARS HALVORSEN



*GRETEL* LAUNCHED



"JOCK" STURROCK



STEPPING THE MAST  
OF *GRETEL*



ARCHIE ROBERTSON  
(Consolidated Press photos)

In addition to this investment, the Squadron proceeded with plans for a new boatshed and other improvements to the waterfront installations, and also for complete remodelling of the clubhouse kitchen. In that year the Squadron's gross income had risen to £90,163. Members' and associates' subscriptions amounted to £17,506, and the various trading accounts had a turnover of £72,000.

Ever since the Squadron had moved to Kirribilli in 1903, a good part of its funds in every year had been expended on alterations and additions to the premises, waterfront installations and grounds. In this way, and because of the enhanced values of landed property in the now high-density residential district of Kirribilli, and allowing for financial inflation in the 1950s, the Squadron now possessed a real-estate asset of much higher nominal value than that shown at cost, less accountancy allowance for "depreciation", in the annual balance sheets. The clubhouse had come to be recognized as one of the best equipped and most beautifully and conveniently situated in the world. Not the least of its advantages was its proximity to the centre of a city that had grown to nearly two million population, but sufficiently separated from the industrial and commercial centres to retain an unspoiled "seaside" atmosphere.

The 1958-9 sailing season opened with the usual large and picturesque muster of yachts, racing programme and garden party, attended by Commodore Sir William Slim, who was invariably present on these and other Squadron occasions, when his vice-regal duties permitted. The other flag officers were now Vice-Commodore Frederick White (Scorn IV); Rear-Commodore R. A. Dickson (Norske), who had succeeded L. H. Martin, retired, and Captain A. L. Fesq (Pel). The honorary treasurer, as for five years previously, was J. H. Freeman (Waimea), the honorary measurer D. S. Carment and the honorary handicapper Neville Goddard—veterans of long and valuable service.

There were some changes in the Squadron's general committee, which in addition to the flag officers and the treasurer, now comprised J. H. Cooper, Carl Halvorsen, S. H. Moray, R. J. B. Parkhill, A. S. P. Sangster, A. Burton Taylor and Pat Taylor.

The sailing committee had been enlarged for its ever-increasing responsibilities, and now comprised J. D. McCarthy, N. M. Goddard, F. F. Buchanan, W. L. Fesq, K. Clarke, S. H. Moray, R. L. Patrick, Max Goddard, A. S. P. Sangster, J. A. L. Shaw and J. H. Freeman, who took turns on duty as race officials during the season, when also J. D. McCarthy took over the onerous duties of handicapper from Neville Goddard early in 1959.

In the Sydney-Hobart race, Squadron yachts sailed well. Anitra (T. and M. Halvorsen) was placed second on corrected time, and Caprice of Huon (W. H. Northam) fourth.

From 24th January to 4th February 1959, as an addition to the traditional Anniversary Day Regatta, the Australian championships in the international 5.5-metre Dragon and Flying Dutchman classes were sailed on Sydney Harbour, in a programme which included also "all yachts" racing in handicap divisions.

In the Prince Philip Cup contests (twenty-five Dragons competing), the finishes were extremely close. In one heat five Dragons crossed the finishing-line within five seconds. In the final, a Squadron yacht, Marjorie Anne (N. J. Longworth), won the cup by finishing five seconds ahead of a Victorian contender, Paula.

In the 5.5-metre class, the D'Arcy M. Shelley Memorial trophy was won by Jock Sturrock (Victoria) in Burradoo, with the Squadron-built Kirribilli (owned by Mrs A. E. Saalfeld and G. W. Ingate) as runner-up. The Flying Dutchman championship was won by Elizabeth (Victoria) from Phantom (Western Australia). The trophies won at the regatta were presented by Commodore Sir William Slim at the Squadron clubhouse on 5th February.

Apart from one-design class racing, the Squadron's trophy racing in handicap divisions was conducted throughout the season, in which there were no less than forty-five racing days between 13th September and 18<sup>th</sup> April. These included eleven days on which the racing was controlled by the Squadron for its trophy competitions, but on these programmes there were also open races for members of the other principal clubs; and similarly Squadron yachts competed in invitation races on days when the racing was controlled by other clubs.

Truly it could be said that the organization of yacht racing on Sydney Harbour and offshore had developed in complexity to a remarkable extent, indicating the wide popularity of the sport in the modern age. It had become by no means unusual to see hundreds of yachts spreading their sails on various courses within the harbour on a racing day. This beautiful sight had become characteristic of the Sydney scene, adding a touch of perfection to the picturesque quality of the harbour and its surroundings.

The Squadron's trophies in the 1958-9 season were well distributed, as had become usual under the system of skilful handicapping "on performance", which gave yachts of different sizes, designs and rigs a fair chance to win, with close finishes. In this respect the trend to one-design class racing and "metre" measurement had not ousted the old time system of "all yachts" races specified in the deeds of gift of some of the trophies, and preferred by many Sydney yachtsmen because it encouraged variety and individuality of design, adapted to local conditions perhaps better than some of the one-design international classes built to a rigid rule.

In the trophy competitions, F. J. Palmer's Even won the Bayly-Macarthur, Boomerang, and Duke of Gloucester Cups; C. Glen Carr's Solano the Alfred Milson Cup; L. E. Easy's Hiawatha the Gascoigne Cup; W. H. Northam's Caprice of Huon the Fairfax Cup; R. A. Dickson's Norske the Revonah Cup; and the beloved old Ada (W. C. Stuart) won the Norn Cup, this being the last racing season of this old timer, which for many years had been the biggest, and one of the best-kept yachts on the Squadron's register, and had been sailing at Sydney for thirty-five years.

Kirribilli (Mrs. A. E. Saalfeld and G. W. Ingate) won the Minnett Cup; Enterprise (K. A. Gray) the Carleton Cup; Nimbus (J. H. Martin) the Thelma Plate; and Waimea (J. H. Freeman) the Tarring Cup.

The short listing of winners of these trophies, from year to year, necessary for purposes of record in this centennial volume, does not convey the excitement of close finishes and keenly sailed courses, the tactics of helmsmen and the enthusiasm of crews which make yacht racing a superb sport for participants and spectators; nor does the brief record of trophy winners indicate the unselfish work of the sailing committees and race officials who organized and supervised the racing, throughout each season, and for year after year. Those aspects will be readily understood by yachtsmen who read these pages. Behind each list of trophy winners is the unwritten story of the races and of the yachts and yachtsmen who competed in those races, of careful preparations and training and the discipline of crews, and the vagaries of weather which left the result of each race undecided until the finishing-line was crossed. Fairly it could be said of yacht racing that "the game is beyond the prize", and that winners earn their victories.

At the ninety-seventh annual meeting of the Squadron, on 24th August 1959, the boatshed committee (Rear-Commodore R. A. Dickson, J. H. Cooper, C. Halvorsen, P. C. Taylor and R. C. Sloman) reported the completion and commissioning of the new work-boat, and many improvements in the boatshed and waterfront installations, including eight new moorings in Careening Cove, bringing the Squadron's moorings to a total of thirty six.

At that meeting, Vice-Commodore Frederick White announced his retirement. He had been a member of the Squadron for forty-five years, and in March 1959 had been elected a life member, the Squadron's highest recognition of distinguished service.

His successor as vice-commodore was R. A. Dickson, owner of Norske. The veteran Alexis François Albert, now owner of Norn II, was elected rear-commodore, and W. L. Fesq, owner of Pel, captain.

J. H. Freeman, who had been honorary treasurer since 1954, and D. S. Carment, who had been honorary measurer since 1926, were re-elected; and J. A. L. Shaw was appointed honorary handicapper.

There were some changes in the general committee, which now consisted of H. J. Buchanan, Carl Halvorsen, S. H. Moray, R. J. B. Parkhill, A. S. P. Sangster, J. A. L. Shaw and P. C. Taylor.

The membership had risen to 1,162, including 234 associates. There were 125 yachts on the Squadron's register. The centenary year was only three years ahead, and some members in conclave were already planning a bold gesture to commemorate it.

THE 1959-60 SEASON—ANNOUNCEMENT OF A SQUADRON CHALLENGE  
FOR THE AMERICA'S CUP—ARRIVAL OF VIM AT SYDNEY  
—“FLYING DUTCHMAN” CLASS INTRODUCED—PRELIMINARIES  
OF THE AMERICA'S CUP CHALLENGE—JUNIOR SAILING CLASSES  
INAUGURATED—PURCHASE OF “TIVERTON”—THE ROME OLYMPIAD

The muster of yachts at the opening of the 1959-60 sailing season was a beautiful sight on a typical Sydney “blue-and-gold” spring day. Entries in the races included 8 naval sailing boats, 25 Dragons, 21 Flying Dutchmen, 8 Finns and 3 of the 5.5-metre international class, besides 15 of the (interstate) Jubilee class, 48 Moths, 24 Bluebirds, and 64 unclassified yachts in the handicapped divisions—a total of 216 starters, in addition to a fleet of spectator yachts at anchor. The racing in the international classes on that day, and throughout the season, had an added interest in anticipation of the Olympic regatta to be held in Italy in August 1960.

At the clubhouse on 27th October 1959 there was a farewell party to the commodore, Sir William Slim, who was due to leave Australia in January 1960, on relinquishing his office as Governor-General. He was presented by the Squadron with an oil painting by John Allcot, showing a general view of the clubhouse and grounds from seaward.

In his farewell address, the commodore announced the intention of the Squadron to enter a challenge for the America's Cup in the Squadron's centenary year (1962), this bold attempt being sponsored by a group headed by Sir Frank Packer. It was further announced that the renowned American 12-metre yacht Vim had been chartered, and would soon arrive in Sydney as deck cargo in a freighter, for crew-training purposes and trials against the prospective Australian challenger, which the rules of the contest required to be designed and built in Australia to the 12-metre standards.

The announcement caused a stir in the yachting world. There had been seventeen unsuccessful challenges for the America's Cup in 108 years, fifteen from Britain and two from Canada. An Australian challenge seemed all the more audacious as Australian yachtsmen lacked experience of sailing in the international 12-metre class. It was for this reason that Vim had been chartered as a training vessel. Her arrival was eagerly awaited.

In the meantime the usual extensive programme of Squadron and inter-club racing continued, From 28th November to 13th December the New South Wales championships in the international classes were sailed on Sydney Harbour, with the purpose also of selecting three yachts in each class to represent the State at the Olympic trials. A Squadron syndicate purchased a Flying Dutchman aptly named Chance, which was selected as one of the three in that class in the New South Wales team.

In the Sydney-Hobart race, four Squadron yachts sailed the course. Kurrewa IV gained second place on elapsed time, and Anitra V second place on handicap.

On 20th January 1960 Vim arrived at Sydney, from New York on board s.s. City of Poona. She was unloaded by floating crane and towed to her moorings off the Squadron. There she was rigged under supervision of Captain William Carstens, who had been her sailing master in America. She was entered on the Squadron's register in the name of Sir Frank Packer, who, with Vice-Commodore R. A. Dickson, W. H. Northam and K. H. Martin, formed the preliminary committee for the America's Cup challenge. A trial crew was selected, and soon thereafter the magnificent yacht was to be seen gracefully sailing in her tuning-up tests.

Vim's first appearance in an Australia race was on an ocean course to Warriewood Beach on 20th February. She was first across the finishing line, and was placed second on handicap to F. J. Palmer's Even.

The Australian championships in the international classes, followed by the Olympic trials, were sailed at Melbourne between 22nd February and 15th March. The Prince Philip Cup in the Dragon class was won by a R.P.A.Y.C. yacht, Sea joy JV (Alan Jarman), but in the Olympic trials she was narrowly defeated by a Victorian yacht, Ghost III (H. C. Brooke), in finishes so close that any one of the four leading yachts might well have won the honour of Olympic representation.

This pointed to a practical problem for all the nations entering yachting teams in the Olympic regattas, in that only one yacht from each nation could be entered in each of the one-design classes, making the selection of that one yacht an extremely difficult matter. On the results of the trials, New South Wales had no representatives in the Olympic team, which consisted of the 5.5-metre Burradoo (Jock Sturrock, Victoria); the Flying Dutchman Falcon IV (R. Tasker, Western Australia); the Dragon Ghost III (H. C. Brooke, Victoria); the Star class Pakaria (R. French, Victoria); and the Finn dinghy, Hi-Finn (R. Jenyns, Queensland). The Squadron's secretary, Lloyd T. Burgess, was appointed manager of the team.

Trophy handicap racing continued as usual in the 1959-60 season. W. H. Northam's Caprice of Huon won the Boomerang and Duke of Gloucester Cups; R. E. Jeffries's Saskia the Bayly-Macarthur and Norn Cups; F. J. Palmer's Even the Gascoigne Cup; A. O. Oxley's Alyth the Fairfax Cup; and Vim the Revonah Cup (she was entered too late in the season for most of the trophy racing events). Among yachts of smaller ratings than those of Division I, the Minnett and Carleton Cups were won by Kirribilli (Mrs A. E. Saalfeld and G. W. Ingate); the Alfred Milson Cup by Enterprise (K. A. Gray); and the Thelma Plate and Tarring Cup by Argo (S. Hansen).

Prior to and following the public announcement, made on 27th October 1959, that the Royal Sydney Yacht Squadron intended to challenge for the America's Cup, there had been discussions, in person and by correspondence, between representatives of the Squadron and of the New York Yacht Club, to ascertain if a challenge from Australia would be accepted by the holders of the historic trophy. Following these informal discussions, the Squadron officially notified the New York Yacht Club, in a letter dated 27th January 1960, of its intention to challenge for the cup. Further discussions followed, and on 7th April the secretary of the New York Yacht Club wrote to the secretary of the Squadron.

*In regard to the plans of the Royal Sydney Yacht Squadron to challenge for the America's Cup in 1962, I have been instructed to reply that the New York Yacht Club would accept such a challenge for that year.*

Immediately upon receipt of this letter by air mail, the Secretary of the Squadron replied on 13th April:

*I am directed, on behalf of the Royal Sydney Yacht Squadron, to challenge the New York Yacht Club for a Match to be sailed in yachts of the international 12 Metre Class for the America's Cup in the year 1962. The details of the Match are to be agreed upon by the respective clubs.*

The receipt of the challenge was acknowledged in a cablegram dispatched from New York on 20th April:

*Your letter of April 13 received and a special meeting of the Board of Trustees has been called for April 28 for the consideration of this challenge. Receipt of challenge released to press today.*

That meeting of the Board of Trustees of the New York Yacht Club was duly held on 28th April, and carried a resolution which was conveyed the same day by cablegram to the Squadron and also confirmed by letter:



*The challenge of the Royal Sydney Yacht Squadron for a Match for the America's Cup to be sailed in 1962 in the International Twelve Metre Class is accepted, the conditions of the Match to be determined by agreement between the Royal Sydney Yacht Squadron and the New York Yacht Club.*

This exchange of formalities had been somewhat complicated by the fact that the Royal Thames Yacht Club of Britain had been contemplating the issue of a challenge in February 1960, i.e. four months after the first public announcement of the Squadron's intention to challenge had been made in October 1959. This problem was solved by a conference in London of the parties concerned, at which the Royal Sydney Yacht Squadron was represented by Sir William Slim. At this conference the Royal Thames Yacht Club sportingly agreed not to intervene in the Australian challenge. On 6th May the Vice-Commodore of the Royal Thames Yacht Club wrote to Vice-Commodore Dickson:

*As Vice-Commodore of the Royal Thames Yacht Club, I send you personally my congratulations on the successful outcome of the Royal Sydney Yacht Squadron's challenge for the America's Cup. All the members of this Club will keenly watch your preparations and, when the time comes, you will have our very best wishes for your success. Should you win, we will rejoice in your victory and be glad that it will present us with an opportunity of cementing the friendship between our two Clubs by issuing you with your first challenge.*

All practical problems relating to the actual issue and acceptance of the challenge had been overcome, and a cordial atmosphere was further established in a letter dated 5th May from the Secretary of the New York Yacht Club:

*Confirming my cable to you of April 28, 1960, and my covering letter of that date, I wish to add that the challenge of the Royal Sydney Yacht Squadron for a Match for the America's Cup in 1962 was received and accepted by the New York Yacht Club with the greatest pleasure. We look forward to the Match in 1962 with great anticipation.*

From the date of the acceptance of the challenge, the Squadron had approximately two and a half years in which to prepare for the challenge match. Crews were already training in Vim. The design of the challenging yacht was well advanced on the drawing-boards of Alan Payne, and models were being made by "Jim" Perry, manager of the Squadron's boatyard, for tank-testing purposes. It was arranged that the challenging yacht would be built by Lars Halvorsen and Sons at their shipyard on the Parramatta River (the upstream portion of Sydney Harbour).

The challenge for the America's Cup was the most ambitious adventure on which the Royal Sydney Yacht Squadron had ever embarked, but, although the challenge had aroused tremendous interest, the Squadron's normal activities continued unabated in the many fields of local yachting enterprise.

On 17th December 1959, at a meeting of the general committee, the treasurer, J. H. Freeman, suggested that the Squadron should establish a junior sailing committee, to give instruction and training in yachting to children and grandchildren of members and of associate members. This proposal, in its long-range effect, was fully in accord with the Squadron's primary object of "the promotion and encouragement of yachting generally and of racing among sailing-yachts in particular".

For many years, and specially in the post-war "modern" period, the Squadron had encouraged junior yachting by organizing races for the lighter classes of yachts and sailing dinghies and skiffs at its opening-of-the-season musters and on other sailing days; but "Sam" Freeman's proposal went much further than this. He urged that the Squadron should undertake active training and instruction of children in handling light sailing craft. This

proposal, far-sighted in its effect, was made at a time when the thoughts of many senior yachtsmen were concentrated on large international ventures in preparations for the America's Cup match and the Olympic Games; but it was enthusiastically received.

In the modern period, from 1947 onwards, the Squadron, in common with all other yachting and sailing clubs in Australia, had largely expanded its membership and its nautical and social activities, developing the heritage of bygone years by building upon the traditions established by farsighted men of the past and by older yachtsmen of the present. The proposal to establish junior sailing classes recognized that, in the modern era, despite all its complexities and mechanical inventions, the lore of sail remains important to a seafaring nation, especially in character-building.

Yachting imposes no age limit as an active sport and recreation. It offers to both young and old the high excitements of hard-sailed races in light or heavier yachts; or the peaceful relaxation of a harbour cruise; and, to the more venturesome, ocean cruises reveal picturesque coastal contours, and the horizon's rim beckons. To all, yachting offers those special joys of direct contact with nature, through wind and weather, on seas smooth or rough, in sunlight and open air. From all, it demands care, forethought, self reliance and, above all, self-discipline: "for he who would master the sea shall first accept the sea as his master."

Yachting therefore develops character, and, with this in view, the Squadron's decision to establish a junior sailing committee, with the object of encouraging youngsters to develop the qualities essential in efficient and responsible yachtsmen, was one of the most significant in its history.

A sub-committee was formed, consisting of J. H. Freeman as chairman, with S. H. Moray and J. D. McCarthy, and Fergus Barclay was co-opted as chief instructor. This sub-committee's report was unanimously adopted by the general committee on 31st March 1960, and its four members duly constituted as the junior sailing committee. It was decided to use unsinkable Mark II "Moths" for training; the age of the trainees would be from twelve up to school-leaving age; each trainee should be able to swim; and training time would be on Sunday mornings.

Classes would start in October 1960. In the meantime the Squadron would build twelve Moths, at an average cost of £150 each. Seven of these were paid for by donations of members. In addition, eighteen members intimated that they would build boats to the approved specifications, for their children. A preliminary survey indicated that at least fifty children would be enrolled in the classes. The preparations for launching this fine new activity of the Squadron proceeded actively throughout the winter months.

In this period of intense activity, the boatshed committee (R. A. Dickson, H. J. Buchanan, C. Halvorsen, P. C. Taylor and J. A. L. Shaw) reported that work had begun on building a new large boatshed that had long been planned. This was another landmark, or rounding mark, in the Squadron's history. The number of moorings had been increased to forty-two, including one with heavier chains for Vim.

A further remarkable development in that year of so many remarkable developments was the purchase by a syndicate of Squadron members, at a price of £17,500, of a freehold property and two-story brick house named "Tiverton", adjacent to the Squadron's grounds on the south-western boundary. The syndicate arranged to transfer this property to the Squadron at its cost price. This purchase would provide eventually for additional car-parking space for Squadron members, and would also frustrate high-density flat-building development upon the Squadron's boundaries. The "Tiverton" land also had a waterfront, which would be useful for handling the boats of the junior training classes.

At the ceremonial opening of the Olympic Games at Rome, in August 1960, Jock Sturrock was chosen to carry the Australian flag: an honour well earned, as he had represented Australia at the Olympic regattas of 1948, 1952 and 1956.

The Olympic regatta was sailed in the Bay of Naples and its offing, with yachts from forty-six nations competing. The Australian team, under management of the Squadron's secretary, Lloyd Burgess, suffered a setback in that its Dragon, Ghost III, was disqualified by the international measurement committee on a minor technicality, and an Italian yacht was borrowed, rigged and launched only five minutes before the start of the race. In the intense competition, the Australians finished fourth in the Finn class; sixth in the 5.5-metre class; eleventh in the Dragon class; nineteenth in the Flying Dutchman class; and twentieth in the Star class. No medals, but good experience!

At the Squadron's ninety-eighth annual meeting, on 29th August 1960, it was reported that membership had increased to 1,229, including 238 associates, and there were 142 yachts on its register.

The new Governor-General of Australia, Viscount Dunrossil, was elected commodore in succession to Field-Marshal Slim. The other flag officers and officials were re-elected, but there were some changes in the general committee, which now consisted of W. J. Lahore, Carl Halvorsen, S. H. Moray, R. J. B. Parkhill, J. A. L. Shaw, P. C. Taylor and C. K. Twibill.

So ended a year that had been memorable in many ways; a year of great expansion and bold enterprise, with the barometer set fair and every indication of good sailing ahead.

THE 1960-61 SEASON—THE SQUADRON'S 99TH YEAR—EXTENSIVE  
RACING PROGRAMME—TROPHY WINNERS—THE WORK OF THE  
COMMITTEES—PREPARATIONS FOR THE AMERICA'S CUP CHALLENGE—  
SETTLING THE CONDITIONS—THE RULES REVISED—THE  
CAREER OF ALAN PAYNE—CHALLENGER DESIGNED AND BUILT  
IN AUSTRALIA—THE HALVORSEN FAMILY—BOATBUILDERS AND  
YACHTSMEN—DEATH OF COMMODORE LORD DUNROSSIL—LORD  
DE L'ISLE ELECTED COMMODORE

At the beginning of the 1960s, as the Squadron's centenary year approached, yachting had long won recognition as one of the major Australian sports. In the modern era of "space" fiction and mechanical progress, tens of thousands of yachtsmen, in all the Australian States, as also in many other countries throughout the world, preserved the traditional practical skills of seamanship in the healthiest, most adventurous, and most spectacular of all outdoor recreations. They strove to master and use the immense natural forces of the winds, seas, tides, and currents that have been, from time immemorial, benevolent or hostile to seafarers, but always a challenge to strenuous endeavour.

The 1960-1 yachting season at Sydney opened on 17th September 1960 with the usual large muster of yachts moored off the Squadron grounds, and racing for eight classes of yachts in the offing, with a gay garden party ashore. New yachts continued to be added to the Squadron's registers, and new racing owners came to the fore. In this ninety-ninth year of the Squadron's existence, there were 162 yachts on its registers, and the membership had increased to 1,276, including 234 associates.

Throughout that season, there were no less than fifty-five racing "fixtures" listed in the Squadron's official handbook, some of the contests being of several successive days' duration. The "fixtures" comprised three in September, seven in October, seven in November, ten in December, seven in January, eight in February, ten in March, and three in April, and included interclub and interstate racing, in addition to the Squadron "days". This was typical of the modern pattern of yacht racing, which had become accepted as an essential feature of the life of Sydney's waterways.

Squadron trophy racing maintained high standards. In Division I, Saskia (R. E. Jeffries) won the Boomerang, Bayly-Macarthur, and Revonah Cups; Caprice of Huon (W. H. Northam) the Gascoigne and Duke of Gloucester Cups; Alyth (A. O. Oxley) the Norn Cup; Even (F. J. Palmer) the Fairfax Cup; and Vim (Sir Frank Packer), starting 23 minutes behind scratch, won the Milson Trophy.

Newcomers were successful in Division II, in which the Minnett Cup was won by Yarrawonga (W. C. Pritchett) and the Carleton Cup by Bacchante (W. C. Stuart); and also in Division III, in which the Thelma Plate was won by Varuna (J. D. Musgrove) and the Tarring Cup by Didgeridoo (J. R. Bull).

One-design class racing in the international classes provided keen contests and close finishes. In the Dragon class, the Era Cup was won by Sea Joy IV (A. A. Jarman) and the point score trophy, for the best record throughout the season, by Basilisk (N.J. Longworth). The Squadron trophy in the Flying Dutchman class was won by Tamara (D. C. Brockhoff, Junior), and the Finn class trophy by C. S. Rylie.

The Jubilee class continued to hold its popularity, stimulated by the interstate contests in this class for the Huntingfield Cup (inaugurated in 1936), despite the fact that this is not an Olympic class. Of the five Squadron

trophies awarded in this class, two were won by Petrel (J. D. McCarthy and A. F. Baldick), two by Coolalie (T. R. Smith), and the Jubilee Cup by Nyala (F. Barclay).

Interstate competition for the Australian championships in various one-design classes was as keenly sustained as ever, these contests being held in rotation at different State capitals. Squadron yachts competed in the 5.5 metre, Dragon, Flying Dutchman, Jubilee, and Finn championships, and won the trophies in the 5.5 metre and Jubilee classes.

The Sydney-Hobart race was won by Siandra, of the Middle Harbour Yacht Club, with Squadron yachts making a good run, the veteran Kurrewa IV (F. and J. Livingston) being first across the line, and Norla (T. and M. Halvorsen) well placed.

The extensive programme of racing was controlled by the sailing committee, which now consisted of J. A. L. Shaw (chairman and honorary handicapper), with A. F. Albert, W. L. Fesq, F. F. Buchanan, J. H. Freeman, S. H. Moray, and J. D. McCarthy as keen and competent committeemen. In the starter's launch, the chairman or the Squadron's secretary, Lloyd Burgess, acted as officer of the day, with assistance from M. M. Goddard, G. W. Sweeney, and the veteran F. F. Buchanan.

The boatshed committee—R. A. Dickson (chairman), with C. Halvorsen, P. C. Taylor, and C. K. Twibill—had the Squadron's new and large boat-shed open at the beginning of the season, with enlargements and renovations of the older boatshed, workshop, and other waterfront installations, enabling an excellent service in yacht maintenance to be provided by the boatyard staff under supervision of the yard manager, Jim Perry.

In accordance with the Squadron's long-established policy of making improvements each year to the clubhouse, the house committee—W. L. Fesq (chairman), J. H. Freeman, M. J. Lahore, and R. J. B. Parkhill—supervised the complete exterior painting of the clubhouse in white, adding to the beautiful appearance of the Squadron's home.

For many years past, the Squadron had the highly appreciated services of a cellar committee, which, under the chairmanship of Dr Frank Louat, Q.C. and W. L. Fesq and W. J. Sinclair as members, had ensured that fine wines, especially of Australian vintages, were served to Squadron members and their guests. This committee organized "dining-in" evenings and "wine-tastings", and maintained the Squadron's wine list at a high standard. Each year the cellar committee selected a "Squadron claret" and "Squadron hock" from the choicest Australian vintages as dinner wines.

The associates' committee, elected annually since ladies were first admitted as associate members, was always active in organizing social functions, including an annual dinner, a children's Christmas party, card and theatre parties, besides attending to the election of new associate members, and in many other ways assisting as a gracious auxiliary of the Squadron's life. The associates' committee in the 1960-1 season consisted of Mrs F. White (president) with Mesdames D. S. Carment, F. C. Carr, A. W. Napier, and J. McD. Royle.

Gratifying progress was reported by the junior sailing committee, consisting of J. H. Freeman (chairman) with S. H. Moray, J. D. McCarthy, and F. Barclay. Each Sunday morning the enthusiastic young trainees assembled for instruction at the Squadron waterfront and in the offing practised sailing in a fleet of twenty-six gaily-painted "Moths", which were launched from a newly-built pontoon in front of "Carabella" cottage.

In its ninety-ninth year, the Squadron was active in every field of yachting, taking a leading part to ensure that the great traditions of the past would be maintained and expanded. In the meantime, while the Squadron's normal activities continued, there was much special work and planning being done in preparation for the

America's Cup challenge match. Some of this work was of a confidential nature, in regard to details of the design of the Australian challenger, together with negotiations some of which resembled diplomatic exchanges on the international level, in regard to arrangements and rules of the challenge match.

Although the challenging yacht was designed and built for and owned by a private syndicate known as "the Australian America's Cup Challenge Association", the conditions of the challenge match are governed in perpetuity by the original Deed of Gift which states:

*Any organized Yacht Club of a foreign country, incorporated, patented, or licensed by the legislature, admiralty, or other executive department, having for its annual regatta an ocean water course on the sea, or on an arm of the sea, or one which combines both, shall always be entitled to the right of sailing a match for this Cup, with a yacht or vessel propelled by sails only and constructed in the country to which the Challenging Club belongs, against any one yacht or vessel constructed in the country of the Club holding the Cup.*

The management committee of the owning syndicate consisted of R. A. Dickson, vice-commodore of the Royal Sydney Yacht Squadron; Sir Frank Packer, W. H. Northam, and L. K. Martin, all members of the Squadron. This committee undertook the entire financial responsibility for building the challenger, training the crew, and sailing the match; but, under the Deed of Gift, all negotiations pertaining to the challenge devolved upon the Squadron.

An "America's Cup Committee" of the Squadron was formed to handle the formal aspects, which included the extensive correspondence and negotiations on details. This committee comprised the vice-commodore, R. A. Dickson; the rear-commodore, A. F. Albert; the captain, W. L. Fesq; S. H. Moray; and the secretary, Lloyd T. Burgess, and it reported as required to the Squadron's general committee.

Before the design of the challenger was finally decided, extensive trials and crew-training in Vim were conducted on Sydney Harbour and on the ocean courses outside, during the sailing season, September 1960 to April 1961. In the meantime, Vice-Commodore Dickson went to New York in January 1961 for consultations with officials of the New York Yacht Club on the conditions of the challenge match.

The design of the challenger, kept a close secret, was completed in May 1961, and work began on building her. The lead keel, weighing approximately 18 tons, was cast at Cockatoo Island shipbuilding yard in Sydney Harbour in July 1961, and was moved, by co-operation of the Royal Australian Navy, to Halvorsen's shipyard at Ryde on the upper Parramatta River, to be completed. The Australian challenge had aroused world-wide interest. Letters and telegrams of congratulation and good wishes were sent to the Squadron from far and wide.

Prolonged negotiations, by letter and personal visits and conferences, between the Squadron and the New York Yacht Club, were continued throughout 1961, in a cordial atmosphere, to settle the conditions of the series of races comprising the challenge match. The basis for these negotiations was in the conditions under which the challenge match of 1958 had been sailed, between the British challenger Sceptre and the American defender Columbia. These conditions, which had prevailed for many years, were now given a thorough scrutiny. Many alterations of the rules were suggested by the Squadron, and accepted as reasonable by the New York Yacht Club.

A heavy responsibility fell on Alan Payne, designer of the challenger. Born in England in 1922, he had been brought to Australia by his parents as a boy of seven, and grew up in Sydney, on the harbour side at Rose Bay, where as a boy and youth he took part in junior yachting and yacht racing, and later was a crew member in

senior yachting events, including ocean races. He had studied naval architecture at Sydney Technical College and the University of New South Wales, and since 1945 had, with intense enthusiasm and high ability, devoted his full time to yacht designing.

He was the only naval architect in Australia engaged exclusively in yacht designing, and as such was heir of the tradition of Walter Reeks. He designed chiefly sailing yachts, but also motor yachts, and had designed the Squadron's power tender, launched in 1959. He was the designer of the "Tasman Sea Bird" class of 36-foot ocean cruising yachts, and in 1955 had designed the 57-foot steel yawl Solo, a winner of the Sydney-Hobart race. He had also designed the first fibreglass yacht built in Australia, Janzoon II, for a member of the Squadron, Russell Slade.

A careful student of technical books on yachting, from all over the world, Alan Payne had worked to some extent in isolation in Australia, and in particular had closely studied the specifications of 12-metre yachts. He made a specially close study of the 12-metre Vim after her arrival in Australia, and had also made two trips to the U.S.A., one of these to test models of his design in the towing tanks at the Stevens Institute, Hoboken, New Jersey. He spoke gratefully of the cordial co-operation given to him in conference with American yacht designers, and at the Stevens Institute.

In the immense amount of detail draughting, including not only the hull, but all the complicated gear, rigging, equipment, and sail-plans of a challenger to compete against the world's best 12-metre yachts, Alan Payne had the assistance of a young Australian naval architect, Warwick Hood, and a draughtsman, Alfred Lean.

The Deed of Gift of the America's Cup, made in 1887 and amended by order of the Supreme Court of the State of New York in 1956, stipulated that the match for the Cup should be sailed

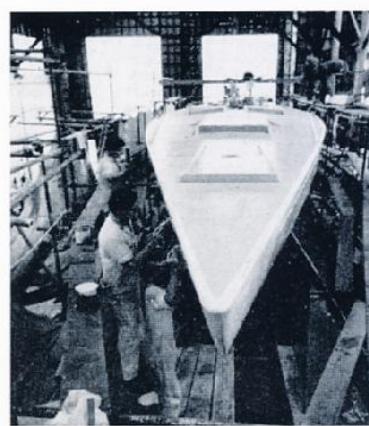
*.....with a yacht or vessel propelled by sails only and constructed in the country to which the Challenging Club belongs, against any one yacht or vessel constructed in the country of the Club holding the Cup.*

The Board of Trustees, holding the cup on behalf of the New York Yacht Club, had carried a resolution in 1958 that the word "constructed" in the Deed of Gift "shall always be construed as designed and built". On seeking further clarification of this point in 1961, the New York Yacht Club and the Royal Sydney Yacht Squadron mutually agreed that the conditions of the Deed of Gift did not preclude the use of materials or fittings originating in some country other than that in which a competing yacht was "designed and built".

For example, nearly all the woodwork of the Australian challenger, like that of most if not all the United States potential defenders, was of Honduras mahogany. It was necessary also to import some metals and the sailcloth fabric, as well as various instruments and working gear covered by patents not normally made in Australia; but all the steel, bronze, and aluminum were Australian, besides most of the other materials used in the construction.

The firm of Lars Halvorsen Sons Pty Ltd, builders of the challenging yacht, and previously of many other sailing yachts and powered vessels, is a "family" enterprise, which in that respect resembles the achievement of the two famous yacht-building families of Auckland, New Zealand, the Baileys and the Logans, of an earlier day.

Lars Halvorsen was born in Norway in 1887. He was a boat builder at Arendal, on the shore of the Skagerrak, and married Bergithe Klemmetsen, the daughter of a sea-captain. They had five sons—Harald, Carl, Bjarne, Magnus, and Trygve—and two daughters, Elnor and Margit.



THE BUILDING OF *GRETEL* AT HALVORSENS' YARD ON THE PARRAMATTA RIVER



THE LAUNCHING OF *GRETEL*



HER FIRST OUTING  
(Towed down-harbour to have  
her mast stepped-in at  
Captain Cook Dock)



THE NAMING OF *GRETEL* BY DAME PATTIE MENZIES AT R.S.Y.S. PONTOON  
*(Consolidated Press photos)*







*GRETEL* LEADING *VIM* IN TRIALS AT SYDNEY, 1962

From the oil painting by  
JOHN ALLCOT  
in the possession of  
THE BLUE STAR LINE

As a youth, Lars Halvorsen had visited America, and there had worked for a while in Luder's shipbuilding yard. (It was in this yard, some fifty years later, that the yacht *Weatherly*, defender of the America's Cup in 1962, was built.) Returned to Norway, he had become owner of a three masted schooner, *Nidelv*, which was trading between Norway and England after the 1914-18 war.

The fortunes of the Halvorsen family were changed one night in 1920, during a storm in the Bristol Channel, when *Nidelv* ran aground and became a total wreck. She was under-insured, and Lars Halvorsen had lost everything in this venture. He did not feel like making a new beginning in Norway. Instead, he decided to try his luck in South Africa. He moved with his family to Cape Town, and built some boats there.

After three years, he was looking for new opportunities, and happened to mention this to a neighbour named Halliday (brother of John Halliday, owner of the yacht *Carol J*, of the R.S.Y.S.). His neighbour strongly recommended him to have a look at Sydney, and showed him a pictorial "bird's-eye view" of Sydney Harbour, printed in 1908. Lars Halvorsen took steamer-passage to Sydney, and on the passage was almost persuaded by the captain of the steamer to go on to Auckland; but, on arriving in Sydney, he spent a couple of days making ferry-trips on the Harbour, and decided that Sydney was the place for him. His eldest son Harald arrived by the Finnish sailing ship *Mozart* a few weeks later.

Their first contract was to build a 35-ft auxiliary yacht, *Sirius*, for George Robinson, a Sydney solicitor. A small boatshed at Drummoyne was rented for this job, and before it was finished orders were received for two "Prince" class boats. One of these was built for E. P. Andreas, a member of the R.S.Y.S., and the other, *Scarab*, for Dr. Shepherd.

Business improved, and Lars Halvorsen, with his Sons to assist him, moved to a boatshed at Neutral Bay. He died in 1936, aged forty-nine years, leaving his sons to carry on the boatbuilding tradition. They feel that the knowledge imparted to them by their father enabled them eventually to have the privilege of building Australia's first international 12- metre yacht to compete in the America's Cup challenge match of 1962.

While preparations for the America's Cup match were proceeding energetically, the Squadron was saddened by the loss of its commodore, Viscount Dunrossil, who died on 3rd February 1961, the first Governor-General of Australia who had died while holding that office.

His successor as Governor-General, Lord de L'Isle, was elected commodore of the Squadron at the annual general meeting in August 1961. At that meeting, the other officers and committee members, elected to hold office in the Squadron's centenary year, were: R. A. Dickson, vice-commodore; A. F. Albert, rear-commodore; W. L. Fesq, captain; J. H. Freeman, honorary treasurer; D. S. Carment, honorary official measurer; C. Halvorsen, W. J. Lahore, S. H. Moray, R. J. B. Parkhill, J. A. L. Shaw, G. K. Twibill, and J. A. Wood, committee members.

The Squadron's income in its ninety-ninth year had increased to £161,570, and its assets were valued at £137,295. There was every prospect that the Squadron's centenary year would be the most eventful in its history.

THE SQUADRON'S 100th YEAR—THE 1961-62 SAILING SEASON—  
 PREPARATIONS FOR THE AMERICA'S CUP MATCH—TRAINING OF  
 CREWS—THE NAMING OF GRETEL—NORMAL YACHT-RACING  
 ACTIVITY CONTINUED—PURCHASE OF PEEL STREET PROPERTY—  
 THE GARDENS REDESIGNED—SAYONARA CUP DEFENDED BY  
 SASKIA—THE LAUNCHING OF GRETEL—STEPPING-IN THE MAST  
 —SOME DETAILS OF HER DESIGN—TRIALS AGAINST VIM—  
 SHIPPED TO NEW YORK—HOPES AND AMBITIONS—TRADITIONS  
 AND THE FUTURE.

On 16th September 1961 the opening of the 1961-2 yachting season at Sydney, with the traditional muster of yachts in the offing of the Royal Sydney Yacht Squadron's clubhouse, short races for many classes of yachts, and the garden party ashore, on a fine cool day, with a light breeze beneath a brilliant turquoise blue sky in bright sunshine, launched the Squadron on its hundredth year, in favourable auspices.

At 31st May, 1962, the Squadron had 1,352 members, and had 153 yachts on its registers. That was a sufficient development from the nineteen members and fifteen yachts with which the Squadron had been founded one hundred years previously. In the course of that century, the Squadron had well and truly carried out the intentions of its founders, and had grown venerable in its accumulated traditions, while retaining always a forward-looking view of its achievements and responsibilities.

Though the pending challenge match for the America's Cup was of paramount interest, whatever its result might be, it could be viewed in perspective as only one incident in the Squadron's long-sustained contributions to the art and sport of yacht-sailing. Nevertheless, this was an event which would add to Australia's renown, and proclaim to the world, as the holding of the Olympic Games in Australia had done six years previously, and as many other achievements in sport, in the arts, in commerce, and in the grim tasks of war had proclaimed, that the people of the "Great South Land", in their island continent—"the last sea-thing dredged by Sailor Time from space"—had developed to maturity among the nations of the world.

Preparations for the challenge match proceeded with the thoroughness that the occasion required, but in no boastful spirit, since the difficulties were obvious enough, and many things could "go wrong" in such a contest. Yet, as in all sporting events, and above all in yachting, the zest was in the risks, and it was a favourite Australian saying, "You must be in it to win it." In that spirit, Australians could hope for the best and be prepared for the worst. It was the spirit of "giving it a go", characteristic of the Australian temperament, win or lose.

From over 200 applicants, the Australian America's Cup Challenge Association selected twenty-eight yachtsmen for training as crew members in Vim. These included Sir Frank Packer and L. K. Martin, as members of the syndicate which had chartered Vim and was building the challenging yacht, besides Alan Payne, designer of the challenger. The firm of Lars Halvorsen Sons Pty Ltd, builders of the challenger, was represented in the training crew by Magnus and Trygve Halvorsen, and their shipyard foreman, Trevor Gowland. As prospective helmsmen, A. S. ("Jock") Sturrock and Archie Robertson were selected.

The others who were selected for training were Bruce Anderson, Alan Belyea, Colin Betts, Leslie Cole, Richard Dickson, Douglas Fairfax, Terry Hammond, Frank McNulty, Brian Northam, Peter O'Donnell, Anthony Oxley, Joseph Pearce, Barry Russell, Colin Ryrie, Richard Sargent, William Solomons, Rolly Tasker, Robert Thornton, Norman Wright and Michael York.



THE DUKE OF GLOUCESTER CUP  
*(McEnally)*



VIM ON SYDNEY HARBOUR  
*(Qantas photo)*



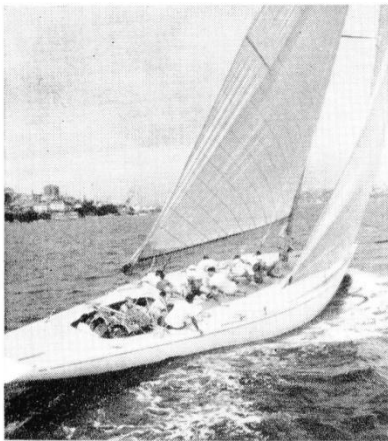
CAPRICE OF HUON  
*(McEnally)*



EVEN  
*(McEnally)*



CLYDE PACKER, LADY PACKER, SIR FRANK PACKER, KERRY PACKER  
(The yacht *Gretel* was named in memory of Lady Packer)



*GRETEL* SAILING ON  
SYDNEY HARBOUR, 1962



(Qantas photo)

All these twenty-eight yachtsmen—from whom a final crew of eleven would be selected—had extensive experience of sailing and racing. Twenty four of them were Sydney men. Jock Sturrock hailed from Victoria; Rolly Tasker from Western Australia; Terry Hammond and Norman Wright from Queensland. The training of the trial crews in Vim was arduous and long-sustained. All the crew members thus had an opportunity of becoming familiar with the working of a “twelve”. Though Vim had been built in 1938, she was recognized as being on her day as speedy as any 12-metre yacht in the world. The challengers knew that they had to produce a yacht to beat Vim over a full range of racing: a formidable problem.

Before issuing the challenge, the Squadron’s committee had been given the necessary assurances that the syndicate had made full financial arrangements for the very great expense involved, estimated as in the vicinity of a quarter of a million pounds. The publishing company (Australian Consolidated Press Ltd), of which Sir Frank Packer and L. K. Martin were directors, had underwritten the costs of the venture. Substantial shares in the owning syndicate had been taken also by Ampol Petroleum Company Ltd (chairman, William C. Walkley) and British Tobacco Company (Australia) Ltd (chairman, T. J. N. Foley). During the building and equipping of the yacht, sixty-eight other Australian business firms and individuals made various donations of services, materials, equipment and cash, so that the bold enterprise became in a wide sense representative of Australian achievement.

It had been decided that the yacht would be named Gretel, in memory of Lady Packer (wife of Sir Frank), who had died in August 1960, after having accompanied her husband to America to make the preliminary arrangements for the challenge, in which she had been keenly interested. In those circumstances, the name of Gretel would be in every way appropriate and gracious.

While the building of the yacht proceeded, under necessary conditions of secrecy in regard to her design, Sydney was visited, in November 1961, by Captain Fred Lawton, one of America’s greatest experts in 12-metre yacht racing, who had been the sailing master in the crew of Columbia in her successful defence of the America’s Cup against the British challenger, Sceptre, in 1958. Captain Lawton brought with him a film of incidents in that match. He was entertained by the Squadron, and exhibited the film, with his own running commentary, at a crowded meeting of members in the upstairs lounge of the Squadron clubhouse on 23rd November. His witty and informative explanations were highly appreciated by members, emphasizing the essentially sporting nature and chances of the contest, and the difficulties and problems to be surmounted by challengers and defenders alike.

Amid these preparations for the challenge match, the Squadron’s normal programme of trophy and interclub racing, in the handicapped divisions and one-design classes, provided the usual keen contests and enjoyment of the sport by the many hundreds of yachtsmen members of the Squadron and of other clubs at Sydney who continued the traditions of their forebears in sailing on Sydney Harbour and offshore for the sheer joy of it, and for the satisfaction of friendly local rivalries. Though international racing is a spur to ambition, the spirit of yachting, and the training of new generations of yachtsmen, were nurtured, in Australia as in other yachting countries, by intense local endeavour.

The New South Wales championships were sailed in the various one-design classes in November and December, under the auspices of the Squadron, the Royal Prince Alfred Yacht Club, the Royal Prince Edward Yacht Club, and the Middle Harbour Yacht Club, for the different contests. Likewise, elimination races were sailed for selection of three Jubilee class yachts and crews to represent New South Wales in the Huntingfield Cup interstate contest.

In Squadron trophy racing, a total of 128 yachts were entered, comprising 16 in Division I, 16 in Division II, 16 in Division III, 10 in the Restricted Division, 24 in the Dragon class, 16 in the Flying Dutchman class, 18 in the

Finn Dinghy class, and 12 in the Jubilee class. The Restricted Division now included "Folkboats" and "Stellas", in addition to "Colleens" and "Tumlarens". The junior sailing committee continued instruction to a large number of juniors in "Moths".

The most successful racing yachts in the various divisions and classes on the Squadron's register in the 1961-2 season were:

Division I: Vim (Sir Frank Packer), Saskia (R. E. Jeffries), Norske (R. A. Dickson), and Caprice of Huon (W. H. Northam).

Division II: Larool (G. J. Dusseldorp), Bacchante (W. C. Stuart), Waimea (J. H. Freeman), and Sylvena (S. H. Moray).

Division III: Galatea (L. R. Burcher), Sarie Marais (J. Harrison), and Gynea (J. H. Bleakley).

Dragon Class: Cynthia (W. H. Barnett), Basilisk (N. J. Longworth), Sea Joy IV (A. A. Jarman), and Adios (N. G. Booth).

Restricted Division: Fiesta (G. Walton), Fantasy (J. A. Kyd), and Halcyon (W. L. McKenzie).

Jubilee Class: Petrel (J. D. McCarthy and A. F. Baldick), Triton (J. Mitchell), Kimba (R. M. Porter), and Gem II (G. K. Twibill and partners).

Flying Dutchman Class: Diana (C. Sibley), Kera IV (E. F. Albert), Karen (A. J. Pritchard), and Freezin' Hot (W. Kopsen).

On 12th December 1961 a special general meeting of members of the Squadron decided to make a further important addition to the clubhouse premises and grounds by purchasing an adjacent property on the northern side, No. 24 Peel Street, for a price of £20,000. The honorary treasurer (J. H. Freeman) introduced the proposal, and explained that it would considerably extend the Squadron's water-frontage, to enable future extensions of jetties, moorings and possibly the construction of a "marina" on Careening Cove.

At this time also the Squadron's grounds were redesigned to a new landscape garden plan. The palm trees which had been a feature of the lower lawn were rooted out, to provide a clear view of the harbour and water-frontage. Old gum trees (eucalypts) which had stood in the grounds when the Squadron originally took over the property in 1903, were allowed to stand, and young eucalypts and Australian indigenous shrubs and trees were planted to hide fences and harmonize with the outlines of buildings. It was considered that visitors to the Squadron from overseas countries would be more interested in seeing distinctively Australian trees and shrubs than imported varieties.

The associates' committee (Mesdames J. McD. Royle, president, F. G. Carr, A. W. Napier, T. Old, and F. White) organized the Christmas afternoon tea party and children's Christmas party, as had become customary.

The start of the Sydney-Hobart race on Boxing Day was an occasion for a yachting outing, as had also become usual, a party from the Squadron attending the start at Double Bay in a chartered vessel. The race was won by Rival (A. Bergin, of the Lake Macquarie Yacht Club), with Squadron yachts making their usual good showing.

During the last week in December, the Huntingfield Cup interstate contest for Jubilee Class yachts was sailed on Port Phillip. The trophy was defended for New South Wales by three Squadron yachts, steered by R. M. Porter, T. R. Smith and G. K. Twibill, but on this occasion victory went to the Victorian team. In sixteen contests since this competition was inaugurated in 1938, New South Wales and Victoria had each won the cup eight times.

To mark the Squadron's centenary, the committee decided to award special trophies for racing during the calendar year 1962, which included parts of two sailing seasons, and to hold a Centenary Regatta in December, 1962.

At the beginning of 1962, yacht-racing interest was centred on preparations for the Prince Philip Cup Regatta, at which Australian championships in four of the international classes were decided. The regatta was held on Sydney Harbour on five days between 31st January and 7th February 1962, and was a yachting gala, at which all six Australian States, and also New Zealand, were represented. The visiting yachtsmen were entertained at the Squadron clubhouse on 27th January, and also at the presentation of the trophies on 8th February.

Thirty-four Dragons were entered for the Prince Philip Cup, which was won by a Squadron yacht, Adios (N. G. Booth). A Squadron yacht, Kirribilli (Mrs A. E. Saalfeld and G. W. Ingate) won the 5.5-metre trophy from six other yachts. The Flying Dutchman championship was won by a Queensland yacht, A. S. Huybers.

On 16th February the Victorian 8-metre yacht Brigitte (formerly Frances), owned by D. C. Petley and B. Macgregor, of the Royal Yacht Club of Victoria, arrived and anchored off the Squadron, having sailed up the New South Wales coast running before a southerly gale. She had come to race for the Sayonara Cup, the defender being a Squadron yacht, Saskia (owned by R. E. Jeffries and sailed by W. R. Solomons). The match races were sailed off Sydney Heads on 26th February and following days, and resulted in victory for Saskia, 3 to nil.

During this busy season of normal yacht-racing activity at Sydney, the preparations for the America's Cup challenge match (to be held in September 1962) were proceeding in an atmosphere of increasing public interest, as Vim joined in the First Division races, and was also to be seen out regularly with her crewmen undergoing training, or lying at her moorings off the Squadron clubhouse, her tall mast and trim lines the admiration of all beholders.

On 19th February 1962, seven months before the challenge match was due to be sailed, Gretel was launched from Halvorsen's yard at Ryde, and towed down harbour to the Captain Cook Dock at Garden Island, where her mast was to be stepped-in, by the large gantry crane at the dock. This was the first view that the public generally, and yachtsmen in particular, had of the Squadron's challenger. Intense interest was aroused in her appearance and design, insofar as these could now be seen when she took to the water, after her construction had been veiled in secrecy and had been a subject of so much conjecture for many months previously. Now her photographs were published throughout the world, and it was widely acknowledged that Australia's bold bid for the America's Cup had at last become an impressive reality.

The main features of Gretel's hull-design were now revealed. She is 69.42 feet in length overall, with an overhang forward of 8.14 feet and aft of 11.08 feet, giving her a "measured" length of 50.20 feet. She was seen to have knuckled-in bows below the waterline, and a turned-back counter, and to be full in the beam amidships, giving stability and power in a seaway. She had absolutely no "tumble home" (inclination inboard of the upper part of her sides), and a flush cambered fibreglass deck remarkably free of obstructions, except for the necessary winches, bits and other gear. In the forward part of the divided cockpit was the large, lightweight wheel, and in the after part powerful winches for taking in the runners (mast stays). Published photographs revealed her flat stern sections and a rectangular rudder placed unusually forward of the counter, which would give her some advantage when sailing off the wind.

All things considered, it was evident that Alan Payne's final design, chosen after tank-testing with thirty models, had some unusual features, and that the yacht would give a good account of herself among the most modern 12-metre yachts, according to the luck of the game in wind and weather. It may be impossible to design a yacht-hull that will be equally efficient in both light and heavy weather. A choice must be made to meet unpredictable conditions; but in an offshore match of seven races, in a region and season of variable weather, something must be left to chance, and a decision taken on design, providing, as far as possible, for all



contingencies. Experts considered that Gretel's "beamy" hull-design could make her a better performer in strong breezes than in light airs.

Her mast was stepped-in at the Captain Cook Dock on 21st February 1962, under supervision of the dockyard staff of engineers of the Royal Australian Navy. The fabricating of this aluminum mast of 94 feet overall length had been done at the workshops of the De Havilland Aircraft Company at Bankstown, Sydney. It was the biggest spar of its kind ever made in Australia. The components were three imported extrusions (tubes), two of 35 feet length and one of 25 feet, which had to be pressed to an elliptical and tapering shape, and welded together, the major and minor axes of the ellipse being 12 inches and 10 inches at the foot and 6% inches and 5% inches at the head of the spar. This difficult feat of metallurgical engineering was accomplished to the designer's specifications, and a second mast was also made, as a reserve.

Another fine feat of Australian mechanical engineering was the design and building of the challenger's mainsheet winch, carried through at the locomotive workshops of the Clyde Engineering Company at Granville, near Parramatta, under the supervision of the assistant chief engineer of that company, B. A. Winley. In addition, the jib sheet and runner winches were modified by Australian engineers to give increased efficiency and speed in working.

When the mast had been stepped in, Gretel was towed to her moorings off the Squadron clubhouse, to be rigged and fitted with her sails, in preparation for her maiden cruise and the naming ceremony. The sail-plan was that of a Bermuda-rigged sloop, in accordance with specifications of the international 12-metre class, which limits the sail-area in relation to hull measurements. In Gretel the height of the fore triangle was the allowed limit of 61.51 feet. The luff of the mainsail was 76.96 feet, the length of the main boom 32.85 feet, and of the spinnaker boom 22.6 feet. Her sails, made of imported "Dacron" (synthetic textile) by the two Sydney sail-makers, Joe Pearce and Peter Cole, with some imported sails, were the subject of extensive experiments in Vim, and subsequently in Gretel. More than forty sails were made, for use in varying weather conditions.

The standing and running rigging of Gretel included some innovations, and in other ways conformed with the latest ideas, combining strength with lightness and the least possible wind-resistance. Her main shrouds were of imported solid rod stainless steel, aerodynamically shaped. Her stays and other standing rigging of steel wire were fine and streamlined. The forestay was led through a hatch and affixed to the hull below deck, to enable headsails to be changed below deck to overcome windage of the forward hands. In these and other respects it was obvious that Gretel had been designed and built with very great care and attention to every detail to produce the efficient sailing and racing vessel that she would need to be to compete for the trophy recognized as the world's highest award in yachting. Whether she would win or lose the challenge match was not so important as the fact that the first yacht built in Australia to the modern 12-metre rule should be considered worthy to represent her country in the company of the world's best.

It could not be overlooked that the Americans had built and sailed many 12-metre yachts, and had more than twenty years' experience in designing, building and sailing them; whereas the Australians, though experienced in many other classes of yachting, lacked experience in that special class of the "twelves", and therefore approached the challenge match with a due appreciation of its many and great practical difficulties.

On 28th February 1962, being then rigged and having made a preliminary sailing test, Gretel was officially named at a colourful ceremony held at the Squadron's landing-stage. The naming ceremony was performed by Dame Pattie Menzies, wife of the Prime Minister, in the presence of the Squadron's commodore, Lord de L'Isle, and the chairman of the owning syndicate, Sir Frank Packer, with naval chaplains attending to say the

prayers, and guests of the owning syndicate as spectators, while Vim and the veteran schooner Ada (renamed Astor) cruised in the offing, in a light breeze and brilliant sunshine.

After being named at the landing-stage pontoon, Gretel, manned by a picked crew, hoisted her sails and cruised to and fro in the offing of the Squadron, in the company of Vim and Astor, and of a number of small yachts, in a scene and setting of enchanting beauty.

Thereafter, the two beautiful "twelves" were frequently to be seen in company on the harbour and offshore, in extensive trials for sail-evaluation, tuning-up and crew training, which continued throughout March, April and the early part of May. There was much speculation and rumour regarding these trials and training cruises, but in general it was seen that Gretel could more than hold her own against Vim, under almost all sailing conditions, and this was considered satisfactory as the desired first result of so much effort and expense in building her.

In the meantime the Squadron's normal activities continued, with extensive trophy and interclub racing throughout the season. The trophies were well distributed, especially in the handicap divisions on progressive point scores and in match races.

In Division I, the Fairfax and Bayly-Macarthur Cups were won by Vim (Sir Frank Packer); the Boomerang Cup by Saskia (R. E. Jeffries); the Norn Cup by Alyth (A. O. Oxley); the Gascoigne Cup by Cherana (W. R. S. MacRae); the Duke of Gloucester Cup by Grace Q (H. J. Quinn); the Revonah Cup by Caprice of Huon (W. H. Northam); the Milson Cup by Sylvena (S. H. Moray).

In Division II, the Minnett Cup was won by Larool (G. J. Dusseldorp); the Carleton Cup by Bacchante (W. C. Stuart).

In Division III, the Thelma Plate was won by Gynea (J. H. Bleakley); the Tarring Cup by Varuna (J. D. Musgrove). In the one-design classes, the trophy winner in the Dragon class was Cynthia (W. H. Barnett); in the Jubilee class Petrel (J. D. McCarthy and A. F. Baldick) and Triton (J. Mitchell); and in the Flying Dutchman class Diana (G. Sibley). In the Finn class, the trophy was won by R. Hayhow.

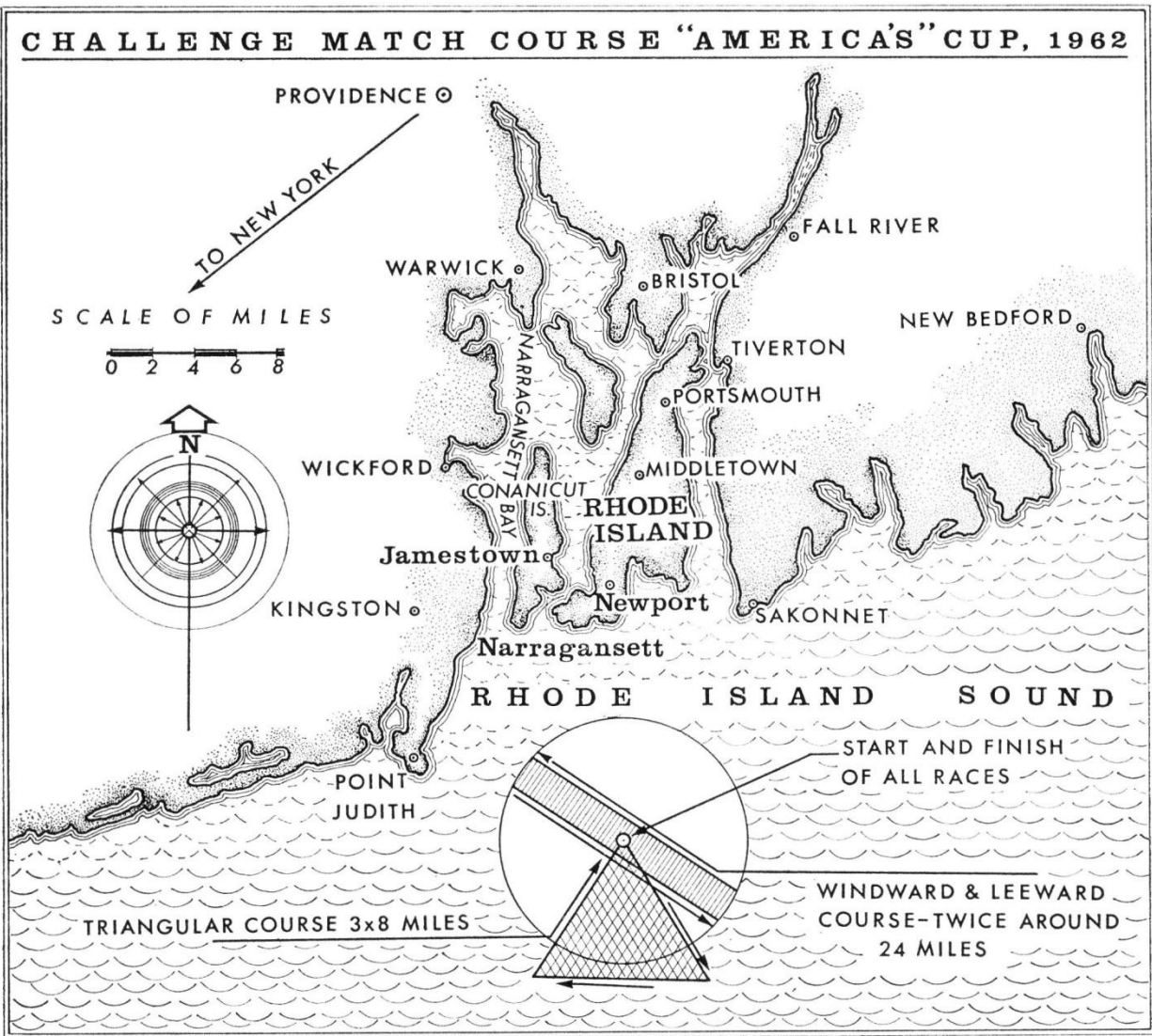
The Australian champion Dragon, Adios (Norman G. Booth) —a Squadron yacht—was shipped to Europe for the northern hemisphere summer sailing season. In racing for the British championship in the Dragon class, against thirty-six competitors, Adios won the Edinburgh Cup (presented by Prince Philip) and thus achieved the remarkable feat of winning in the one year both the Edinburgh Cup and the Prince Philip Cup for the Squadron.

At the end of the Australian sailing season, in May 1962, Gretel and Vim were shipped to New York as deck cargo in the freighter City of Sydney. They arrived in New York on 14th July, with two months in hand for further training of the crews and trials of Gretel in American waters.

On 8th July 1962 the Royal Sydney Yacht Squadron attained its hundredth Anniversary. The clubhouse and grounds were gaily dressed for the occasion, which was further celebrated at a Grand Centenary Ball at the clubhouse on 20th July.

With that festive event, this story of the Squadron's first hundred years may be brought to a close. Worldwide public interest was aroused by the challenge match for the America's Cup, sailed off Newport, in Rhode Island Sound, on 15th September and following days. Descriptions of the match races, sent by radiophone from Lou d'Alpuget, an official observer, are included as a supplement to this volume.

In retrospect, it remains only to be said that the Squadron in its first hundred years had justified the hopes of its founders, and could look ahead with confidence to the future, remembering its traditions, and keeping its weather eye always open for new developments.



SUPPLEMENT

THE AMERICA'S CUP CHALLENGE MATCH RACES OF 1962

Described by Lou d'Alpuget

[NOTE: When this volume was being printed, at the end of September 1962, special arrangements were made to include in it, as a supplement, the following descriptions of the America's Cup challenge match races, which began on 15th September. By courtesy of Macquarie Broadcasting Service Pty Ltd, and with the kind co-operation of its Sydney production executive, Mr P. P. Campbell, transcriptions were made of radio-telephone reports which were broadcast on each race day over the Macquarie network throughout Australia. These reports were spoken from Newport, Rhode Island, by the well-known Sydney yachtsman and author, Lou d'Alpuget, who followed the races in a U.S. coastguard vessel. The transcriptions were checked by Warwick Hood (assistant to Gretel's designer, Alan Payne), for possible errors in transmission; but at the time when this supplement went to press, the complete official descriptions of the races had not reached Sydney.]



A. F. ALBERT  
Rear-Commodore



R. A. DICKSON  
Vice-Commodore

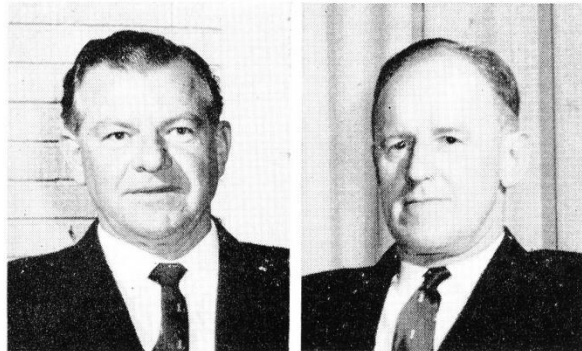


W. L. FESQ  
Captain

*Royal Sydney Yacht Squadron  
General Committee  
1961-62*



J. H. FREEMAN  
Hon. Treasurer



S. H. MORAY R. J. B. PARKHILL



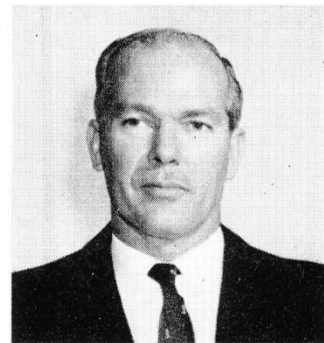
J. A. L. SHAW  
Hon. Handicapper



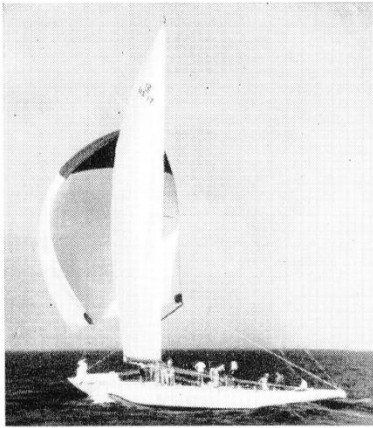
C. HALVORSEN



G. K. TWIBILL



J. A. WOOD



*WEATHERLY*  
Successful defender



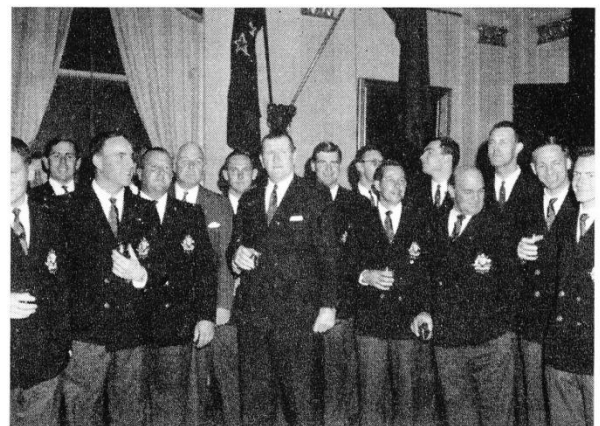
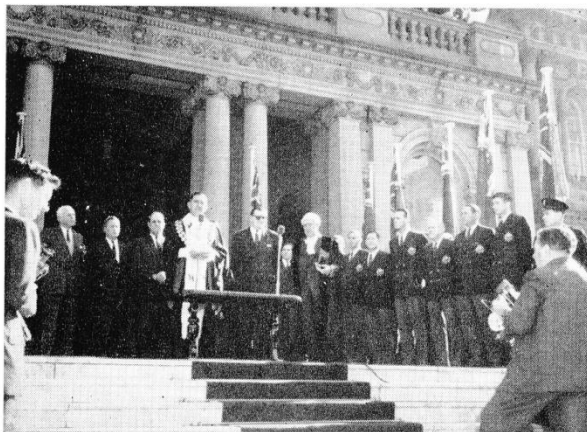
*THE AMERICA'S CUP*



*GRETEL*  
Valiant challenger



*(P. C. Jenkins)*



*CIVIC FAREWELL TO GRETEL'S CREW AT SYDNEY TOWN HALL, 1962*

*(Consolidated Press)*

First Race  
15th September, 1962

The morale of hundreds of Australians visiting Newport, Rhode Island to cheer Australia's sole 12-metre yacht, Gretel, as she gallantly provided the eighteenth challenge for the America's Cup, rose sharply when a fresh westerly wind of 12 to 18 knots ushered in the forenoon of the first race day, 15th September.

Gretel, although primarily an all-rounder, had shown a disposition to favour heavy weather. Her rival, the American Weatherly, carried a helmsman, Emil ("Bus") Mosbacher, particularly noted for his masterly command of light weather sailing.

Australian hopes remained high when the race began at 1.10 p.m. Eastern Daylight Saving Time, after an official postponement of 1 hour. Spectator craft, traditionally the bane of America's Cup races, delayed the start of the race. U.S. Coastguard patrol vessels fought unceasingly and sometimes ineffectively to keep sightseers away from the starting-line, 9 miles south-east of the Brenton Reef Lightship. Counted among the fantastic armada of about 3,500 craft, carrying an estimated 35,000 people, were more than 130 schooners, 300 sloops, 190 cutters and 175 ketches.

There was a sensation at the start of the 24-mile course (twice around 6 miles, to windward and return) when Mosbacher, trying his classic circling tactics, designed to force his opponent into a false start, found himself after a momentary success out-maneuvred by the Australian helmsman, Alexander ("Jock") Sturrock, supported by co-helmsman Arch Robertson.

Just before the starting-gun, the American tried to trick Sturrock by swinging Weatherly away from the wind, expecting Sturrock to follow him, in order to keep him covered. But as Mosbacher began his manoeuvres, Sturrock broke away and headed for the starting-line. He judged his distance to the second and led the American, who was forced to follow him across on a starboard tack, by eight lengths.

The Australian advantage was not long maintained. Shortly after Weatherly had crossed the line, Mosbacher put her on a port tack. Gretel had streaked away on a starboard tack in the freshening breeze and for 12 minutes had held her lead. But after Mosbacher's tactical move the boats converged. A back wind from Weatherly's sails began to trouble Gretel, and Sturrock had to go about on a starboard tack again to get clear. Mosbacher sailed confidently on, knowing that his boat could at least pace it with the challenger and certainly point high into the wind.

At the first rounding mark, Weatherly was 1 minute 35 seconds in front of Gretel, after 6 miles of beating into the now stiff breeze. Those 6 miles had taken Weatherly 58 minutes 2 seconds, at an average speed of just over 6 knots. Mosbacher spun around the buoy and deliberately delayed setting his spinnaker for the run back down wind until Gretel had turned the rounding mark and he could judge whether Sturrock would carry his boom on the starboard side, as Weatherly was doing, or jibe over on to the port side.

Sturrock turned and swung his boom to starboard. The Australians had their spinnaker up and drawing in 8 seconds, then added a small balloon staysail. The Americans took 39 seconds to set their spinnaker.

On the run back, Gretel travelled a little faster through the water than the American, and rounded the mark only 1 minute 12 seconds behind Weatherly, after nearly 40 minutes of spectacular sailing at more than 9 knots.

But it was the second 6-mile beat to windward that decided the issue. Weatherly was faster through the water and although she was inclined to pitch in the seas, Mosbacher kept her driving unmercifully. At the end of this hard thrash, the American was 3 minutes 18 seconds ahead of the Australian challenger.

On the second downwind run, Gretel held her own in spite of the fact that as she rounded the mark her permanent backstay parted and repairs had to be made. But she had turned the buoy 450 yards behind Weatherly, and the gap was too great to be closed.

The American yacht travelled these last 6 miles in 40 minutes 59 seconds, compared with Gretel's time of 41 minutes 27 seconds.

Weatherly's total time for the course was 3 hours 13 minutes 57 seconds, Gretel's 3 hours 17 minutes 43 seconds, giving the Americans victory by 3 minutes 46 seconds. Comparisons, of course, were immediately made with the British challenger Sceptre's time in the first race of the 1958 series, when Sceptre lost by 7 minutes 44 seconds.

After the race the Australians used their right under the rules to call for a day off. As the following day was Sunday, which does not count as a race day, this gave Gretel's entourage two full days in which to make repairs to rigging. It was revealed after the finish that, as well as damaging her backstay, Gretel had carried away part of her port-side backstay tackle when rounding the leeward mark at the end of the first round.

In the post-mortems, the Americans expressed surprise that Gretel had not carried her crack navigator, Terence Hammond. It had been well known before the start of the race, of course, that the Australians, like the Americans, would navigate by a specially-installed electronic aid designed to pick up signals from the shore emitted primarily as a guide to helicopter services. Extensive tests had shown that the beam readings were sufficiently accurate at sea to pinpoint the yachts' positions. This was the first America's Cup race in which an electronic device largely replaced the major work of a live navigator.

Minor navigational work, such as giving fixes of the opposition yacht, may still remain to be done, however, and for this reason Weatherly carried the navigator who had been in her crew since she first entered the cup trials.

Shortly after the finish of the first race it was announced officially that stringent measures would be taken in future against the possibility of wash from spectator craft causing interference to either challenger or defender.

## SECOND RACE 18th September, 1962

A dazzling display of technique gave Gretel a record-breaking win in the second race of the America's Cup series. The Australian yacht crossed the finishing line 47 seconds ahead of the American defender, Weatherly. She had completed the 24-mile triangular course in 2 hours 47 minutes 58 seconds, at an average speed of just over 8.5 knots—a world record for a 12-metre yacht.

The win made the Australians the first challengers since 1934 to beat an American defender. The last occasion was twenty-eight years ago to the day, when T. O. M. Sopwith's Endeavour beat Rainbow.



The race began at 12.20 p.m. E.D.S.T., 18th September and under sparkling skies in a strong westerly wind of 20 knots, with gusts of up to 25 knots. A rough sea continuously swept the decks of both yachts on the first beat to windward.

As on the first day, the American helmsman, Mosbacher, tried his famous bustling tactics at the start, but once again Sturrock outwitted him. When Mosbacher tried to herd Sturrock away from the starting line, Sturrock made two quick jibes and turned the tables on his opponent. Gretel crossed the line cleanly ahead and to windward of Weatherly by about three lengths.

It was a dogfight all the way to the first mark, with Weatherly just a little closer winded than Gretel. Weatherly sailed the first 8-mile leg in 1 hour 11 minutes 6 seconds; Gretel's time was 1 hour 11 minutes 18 seconds.

On that first windward stretch the yachts engaged in one of the most exciting duels in Cup history. For six miles, as they tacked fifteen times, the tough Australian crew handled the headsail sheets with a lightning speed that kept the Americans so busy covering that Mosbacher had no time to sit down and sail his boat to advantage. The Australians' superior strength on the winches was particularly noticeable. In the end, Mosbacher had to break off from the tacking duel because his winch hands were exhausted. A wind shift then made it a broad reach for the 8 miles to the second mark.

At the second mark the yachts' times were: Weatherly, 1 hour 58 minutes 47 seconds; Gretel, 1 hour 59 minutes 1 second.

The beautiful precision of the challenger in laying the marks was in sharp contrast to her work in the first race, when a mistake of overlaying the first windward mark had cost Gretel 2 minutes. The credit must go to navigator Hammond, whose omission from the crew in the first race had been due to over-reliance by the Australians on the accuracy of their electronic navigational device.

Another improvement to the Australian yacht over her first race performance was due to her superior choice of sails. In the first race, Gretel had on a new, American-made sail that was cut too full for a fresh breeze. This and a very flat headsail gave the impression that she was a tender boat in anything but a moderate breeze. In this second race, under an old Hood mainsail, made in 1958 for the American yacht Vim, Gretel stood up like a church in the vicious gusts.

As soon as Gretel rounded the second mark, 14 seconds behind Weatherly, Sturrock drew to windward and covered his rival. Then his crew ran up a great white parachute of spinnaker—and the high spot of this most dramatic contest began.

Gretel began to drive forward like a surf boat, shooting down the seas at breathtaking speed, estimated at times to touch 15 knots.

At last Australia's secret weapon had been revealed. Her designer, Alan Payne, had built into Gretel a long, flat run that would allow a keel boat to wave-ride. It would be safe to say that none of the thousands of spectators crowded on boats around the finishing-line, even the most experienced yachtsmen among them, could have expected this extraordinary spectacle.

At the moment of the Australian break-through, Weatherly's aluminium spinnaker pole broke. But Gretel in any case was swooping on to victory. A spinnaker sheet began to fray in the last mile and there were tense moments as the Australian crew made makeshift repairs, but Gretel crossed the finishing-line in a triumphant surge.



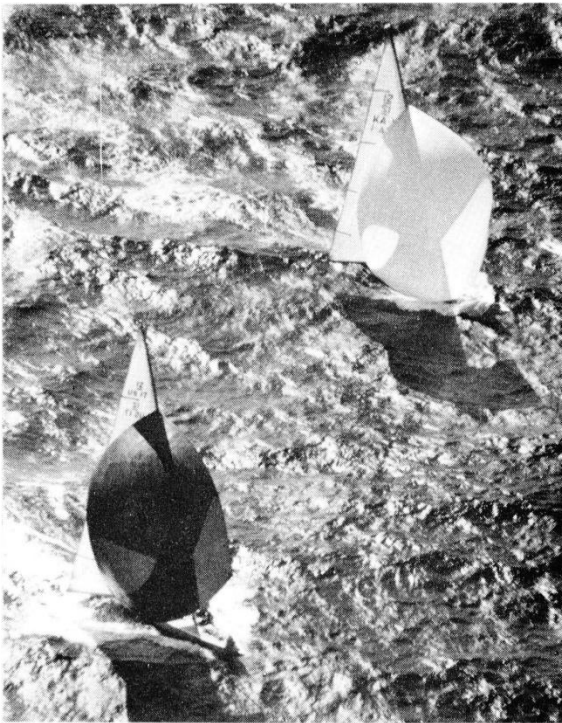
THE FIRST RACE  
First tack after the start



THE SECOND RACE  
First tack after the start

AMERICA'S CUP CHALLENGE MATCH RACES, 1962

(Photography by John T. Hopf, Newport, Rhode Island, U.S.A.)



THE SECOND RACE  
*Gretel* overtaking *Weatherly*  
to win by 47 seconds



THE FOURTH RACE  
*Weatherly* leads at the  
finish by 26 seconds

Gretel's winning margin of 47 seconds provided the equal third closest finish in Cup history to that date. Vigilant beat Valkyrie II in 1893 by 40 seconds; Valkyrie III beat Defender in 1895 by 47 seconds; Columbia beat Shamrock II in 1901 by 41 seconds.

At the conclusion of the race, the Australians claimed their privilege of another lay day.

### THIRD RACE 20th September, 1962

In the third race of the Cup series, sailed on 20th September, Gretel suffered one of the most frustrating experiences that can befall a racing yacht. At a critical stage she ran out of wind and lay almost becalmed, helplessly watching her rival steadily increase a lead on a private breeze. The American defender won the race by 8 minutes 40 seconds.

This was above all a contest in which the capricious weather for which Newport, Rhode Island, waters are noted took a decisive hand. When the yachts set out from port the weather forecast was for fresh to strong northeast winds, at one stage predicted for up to 30 knots. Both Gretel and Weatherly were carrying heavy weather mainsails.

The course, as in the first race, was 24 miles, twice around six miles to windward and return. At the America's Cup buoy, 9 miles off Newport, the breeze proved to be only about 7 knots and the start was postponed to 12.50 p.m., a delay considered necessary because of the risk that even this light air might die away. The American helmsman Mosbacher made good use of this pause in which to change to a light weather mainsail.

Once again, for the third time, the Australian helmsman Sturrock beat Mosbacher to the start and took the lead by about seven lengths on the starboard tack. The yachts then began a tacking duel. They changed tacks 19 times on the way to the first mark, and Mosbacher, taking the windward position, began to demonstrate the mastery of light weather sailing for which he is famous.

Weatherly completed the first leg in 1 hour 10 minutes 4 seconds, 58 seconds ahead of Gretel, whose time was 1 hour 11 minutes 2 seconds.

As the yachts squared away under spinnakers for the first downwind run, the breeze eased to about 6 knots and shifted slightly to west-northwest so that the yachts were soon on a broad reach. Weatherly was still in the lead, but did not increase it until, with dramatic suddenness, the wind left Gretel. Sturrock changed spinnakers three times, but none of them would carry Gretel down to the air where Weatherly was sailing coolly on. (The British challenger Sceptre, in 1958, tried much the same kind of desperate spinnaker changes as Gretel, in similar circumstances, but with as little result in catching non-existent airs.

At the leeward mark, with half of the 24-mile course sailed, Weatherly had established a crushing lead of 23 minutes 17 seconds. The wind was so light during this leg that there was speculation as to whether the yachts would finish within the 6-hour limit.

The Americans rounded the second mark at 2 hours 20 minutes 28 seconds. Gretel's time at rounding was 2 hours 43 minutes 45 seconds.

As Gretel wafted around into the third leg the breeze freshened to about 7 knots. While Weatherly was tacking into a faint northerly, Gretel began an astonishing comeback in which she reduced Weatherly's lead by

8 minutes 1 second. This was in every sense light weather sailing and seemed to disprove the theory that Gretel would not sail to advantage in such conditions.

The times at the third mark were: Weatherly, 3 hours 28 minutes 24 seconds; Gretel, 3 hours 43 minutes 40 seconds.

Gretel's improvement on the third leg had been so dramatic that Australia's hopes picked up as she settled for the final six miles. It soon became clear, however, that the challenger was not going to catch her rival.

Gretel made up another 6 minutes 36 seconds on this last stretch but Weatherly finished nearly a mile in front of her. The final times were: Weatherly, 4 hours 21 minutes 16 seconds; Gretel, 4 hours 29 minutes 56 seconds.

The race seemed to prove that the Australians had the all-round performer they hoped for (although Weatherly was still showing superiority in pointing into the wind) but that they still had much to add to their brief experience of fluky Newport winds and the sail changes needed to cope with those trying conditions.

In a spirit of making the best of every minute of the time legally allowed them under Cup rules, the Australians asked for another lay day before the next race, thus giving them (as after the first race) two full days in which to reorganize their techniques and to hope for fresher breezes.

#### FOURTH RACE 22nd September, 1962

In the most thrilling America's Cup finish in history, the Australian challenger Gretel broke yet another record. This race, in which Gretel finished 26 seconds behind the American defender, Weatherly, was the closest ever sailed for the Cup. The yachts were almost side by side for the last six miles, with their crews driving them to the limit, and the distance separating them at the finishing-line was only 80 yards.

As on the first race day, a large spectator fleet ranged itself around the start of the 24-mile triangular course, but stern measures by U.S. Coastguard patrols prevented any repetition of interference.

Brilliant sunshine, a calm sea and a wind of 10 knots from the southeast greeted the contestants as they left port, but by the time they had reached the starting-line the breeze had died. Soon after the race began at 1.5 p.m. (after a delay of 55 minutes due to lack of wind) the breeze had risen to about 8 knots, but it was still patchy.

Australian helmsman Sturrock had Gretel in command and to windward at the start. But soon after the yachts began the 8-mile beat to the first mark, American helmsman Mosbacher had Weatherly, which unquestionably could point higher into the wind than Gretel, squeezing up and spilling the dead wind out of her sails into those of the Australian challenger.

Sturrock was forced to go about, but immediately riposted by engaging Mosbacher in a tacking duel, trying to unsettle his concentration and wear down his men. Experience at this stage had shown the Australians that they were faster and stronger than the Americans at handling gear in protracted tacking encounters and that their winch hands appeared to have greater stamina.

Sturrock made twenty-one tacks on the way to the first mark, but after three miles Weatherly's techniques proved superior and she gradually took a clear lead. At the first mark, Weatherly had an advantage of 1

minute 26 seconds. The yachts' times for this leg were: Weatherly, 1 hour 29 minutes 55 seconds; Gretel, 1 hour 31 minutes 21 seconds.

The yachts set spinnakers for the next eight miles to the second mark, Gretel using a more effective type than Weatherly. Gretel's spinnaker suited her well in the fluky winds and she gained 38 seconds on her rival. Weatherly rounded the second mark at 2 hours 26 minutes 25 seconds, Gretel at 2 hours 27 minutes 13 seconds, giving Weatherly a leading margin of 48 seconds.

A wind shift at this stage forced both yachts to change to genoa jibs. They travelled with a breeze on their beam for about 15 minutes before they could set theft shy spinnakers again and head for the finishing-line. The wind rose to about 12 knots and it seemed that Gretel had every chance of catching and overtaking the defender.

At three miles from the finishing mark, Gretel was six lengths behind Weatherly, and closing. At two miles, Gretel was moving into a position to challenge Weatherly on the lee side. But the American yacht tenaciously held her tiny lead and finished in front. Finishing times were: Weatherly, 3 hours 22 minutes 28 seconds; Gretel, 3 hours 22 minutes 54 seconds.

The Australians again asked for a lay day before the next race.

#### FIFTH RACE 25th September 1962

This race saw the end of Australia's hopes of this time taking the trophy America has held for 111 years. The blue-hulled American defender, Weatherly, scored a 4 to 1 win against the Australian challenger, Gretel. It was America's fifty-fourth victory in sixty Cup races.

For the third time, the course was 24 miles, twice round to windward and return. At the start the breeze was fresh from the south—west at 16 knots. Later it faded to 9 knots. The weather was cold and overcast and a thick mist kept visibility down to a mile.

In the four previous races Australian helmsman Sturrock had herded the American yacht away from the starting-line and had taken the initiative at the gun. This time American skipper Mosbacher warded off Gretel with two quick jibes and got the advantage at the start. In the 6-mile beat to the first mark, Weatherly, a little closer-winded than Gretel, squeezed by her in spite of Sturrock's desperate tacking. Throughout the duel, Mosbacher kept Weatherly between Gretel and the rounding mark. At the end of the first leg, Weatherly's time was 57 minutes 5 seconds; Gretel's was 59 minutes 9 seconds.

On the first downwind run Gretel's crew had a big spinnaker up and drawing quickly, but the Australians failed to gain time. At the second rounding mark Weatherly was 2 minutes 28 seconds ahead. Her rounding time was 1 hour 36 minutes 50 seconds. Gretel's time was 1 hour 39 minutes 18 seconds.

On the second thrash into the breeze, which was by now south-southwest, at 10 knots, Sturrock bent his mast back in an effort to improve the flow of his mainsail, but at the third mark Weatherly led by 3 minutes 39 seconds. Times for this third leg were: Weatherly, 2 hours 36 minutes 1 second; Gretel, 2 hours 39 minutes 40 seconds.

When they turned for the home run, Gretel's crew made a brave effort with extras. They tried two 3,500 square foot parachute spinnakers and a balloon staysail, trimming their sheets and braces to take advantage

of every change in angle or increase in the lighter wind, but they could not make Gretel go fast enough to catch the American champion. The yachts' times on the final leg were: Weatherly, 40 minutes 16 seconds; Grete1, 40 minutes 17 seconds. Weatherly's winning margin for the total course was 3 minutes 40 seconds.

We can now see how the Australian Gretel throughout the series was hampered by her failure to arrive in America in time for a complete tuning-up and testing of new sails. Weatherly, having won the honour to defend from three tough rivals during three months of trials, was tuned like a concert piano.

Even so, Australia's Gretel, with some luck, could have snatched victory. She was at all times superbly sailed by helmsman Sturrock, and her crew were men of whom all Australians could be proud. The for'ard hands in the last four races were Mick York, Dick Sargent, Peter O'Donnell; amidships were Frank McNulty, Bruce Anderson, Brian Northam and Trevor Gowland. With Sturrock in the cockpit were Magnus Halvorsen, Norman Wright and Terry Hammond (navigator). In the first race, Trygve Halvorsen and Arch Robertson were in the cockpit, but were replaced in the second by Wright and Hammond.

It can be fairly said that the Australian 12-metre yachtsmen have left behind in America an imperishable tradition of good sportsmanship and that Americans will always remember Gretel, and her designer, Alan Payne, of Sydney, who tended her so devotedly through her gallant hid. This was our first challenge, but there are high hopes that it will not be our last.

**REGISTER OF FLAG OFFICERS**  
of  
**THE ROYAL SYDNEY YACHT SQUADRON**

**COMMODORES**

1862-1867	William Walker	1920-1921	Arthur James Milson
1867	James Milson, Jnr	1921-1926	Lord Forster
1867-1875	Henry Carey Dangar	1926-1931	Lord Stonehaven
1875-1882	William Oswald Gilchrist	1931-1936	Paul Ross
1883-1884	Edward William Knox	1936-1944	Lord Gowrie
1884-1889	James Reading Fairfax	1944-1945	James Lord Milson
1889-1893	Alfred George Milson	1945-1947	His Royal Highness, The Duke of Gloucester
1893-1895	Sir James Reading Fairfax	1947-1949	James March Hardie
1895-1897	Robert Hoddle Driberg White	1949-1950	Charles Lloyd Jones
1897-1900	Alexander MacCormick	1950-1955	Sir Charles Lloyd Jones
1900-1901	The Earl Beauchamp	1955-1960	Field Marshal Sir William Slim
1901-1904	Thomas Allwright Dibbs	1960-1961	Viscount Dunrossil
1904-1913	Sir James Reading Fairfax	1961-	Viscount De L'Isle
1913-1920	Sir Alexander MacCormick		

**VICE-COMMODORES**

1862-1867	James Milson, Jnr	1910-1920	Arthur James Milson
1867-1870	Charles Parbury	1920-1928	Edward Percy Simpson
1870-1874	William Oswald Gilchrist	1928-1931	Paul Ross
1874-1880	Alfred Fairfax	1931-1934	Edward John Bayly Macarthur
1880-1882	Charles Kinnaird McKellar	1934-1936	James Lord Milson
1882-1889	Alfred George Milson	1936-1937	Paul Ross
1889-1891	John Fraser Hoare	1937-1944	James Lord Milson
1891-1895	Robert Hoddle Driberg White	1944-1945	Rupert Iggulden Furber
1895-1897	Alexander MacCormick	1945-1946	James Lord Milson
1897-1902	Wallace McPherson Cameron	1946-1947	Rupert Iggulden Furber
1902-1904	James Frederick Elliott	1947-1954	D'Arcy Mansfield Shelley
1904-1906	Thomas Herbert Kelly	1955-1959	Frederick White
1906-1910	Walter Reeks	1959-	Richard Arthur Dickson

**REAR-COMMODORES (Office created 1893)**

1893-1894	James Frederick Elliott	1928-1930	Herbert Henry York
1894-1895	Alexander MacCormick	1930-1931	Edward John Bayly Macarthur
1895-1897	Wallace McPherson Cameron	1931-1934	James Lord Milson
1897-1900	Alexander Oliver	1934-1936	Rupert Iggulden Furber
1900-1902	James Frederick Elliott	1936-1937	James Lord Milson
1902-1904	Thomas Herbert Kelly	1937-1944	Rupert Iggulden Furber
1904-1905	Frederick George Waley	1944-1945	D'Arcy Mansfield Shelley
1905-1906	Thomas William Bremner	1945-1946	Rupert Iggulden Furber
1906-1908	Charles Lloyd Jones	1946-1947	D'Arcy Mansfield Shelley
1908-1910	Arthur James Milson	1947-1951	Francis Boardman Clapp
1910-1919	Thomas William Bremner	1951-1958	Lynden Henry Martin
1919-1920	Edward Percy Simpson	1958-1959	Richard Arthur Dickson
1920-1927	Alexander Charles Saxton	1959-	Alexis François Albert
1927-1928	Paul Ross		

**CAPTAINS (Office created 1937)**

1937-1940	Oscar Arthur Meyer	1946-1947	Francis Boardman Clapp
1940-1944	D'Arcy Mansfield Shelley	1947-1958	Richard Arthur Dickson
1944-1945	Francis Boardman Clapp	1958-	William Leverrier Fesq
1945-1946	D'Arcy Mansfield Shelley		

## R.S.Y.S. YACHT REGISTER, 1962

- Alyth* (G. Nock)  
*Anitra V* (J. S. Samson)  
*Arinda* (H. G. Uther)  
*Beryl May II* (A. L. C. Webb)  
*Bittern* (Hugh Eaton)  
*Boomerang* (A. F. Albert)  
*Brolga* (J. S. Proud)  
*Bungoona* (J. S. Moore)  
*Caprice of Huon* (G. W. Ingate)  
*Clar Innis* (H. J. Buchanan)  
*Cooroyba* (C. P. Haselgrove)  
*Currency Lass* (F. M. Osborne)  
*Enterprise* (K. A. Gray)  
*Eudoria* (N. H. Way)  
*Even* (F. J. Palmer)  
*Fagel Grip* (M. E. Fletcher & A. L. Paton)  
*Fortuna Redux* (J. B. Griffin)  
*Galatea M* (N. W. Kestel)  
*Gretel* (Sir Frank Packer)  
*Iota* (S. A. Simpson)  
*Jasnar* (J. W. Parker)  
*Jasta II* (Sir Arthur Stephenson)  
*Jaysun* (J. A. Minter)  
*Joannah* (B. C. S. Hordern)  
*Kaleena* (H. E. Godden)  
*Kismett* (W. G. Watts)  
*Ku-Ring-Gai* (R. S. Tanner)  
*Kurrewa IV* (F. & J. Livingston)  
*Lahara* (J. W. L. Crane)  
*Lauriana* (J. S. Samson)  
*Mirrabooka* (D. C. B. Maclurcan)  
*Mistral VI* (Guy W. R. Rex)  
*Monsoon* (J. M. Coxon)  
*Moonya* (S. B. Hall)  
*Natalie* (W. L. Buckland)  
*Noroda III* (J. A. R. Davies)  
*Norn II* (A. F. Albert)  
*Norske* (R. A. Dickson)  
*Norseman* (P. B. Fowler)  
*Nyala* (E. R. Griffin)  
*Pegasus* (N. B. Rydge, Jr.)  
*Pel* (W. L. Fesq)  
*Phyllis Graham* (Dr. R. & Mrs. P. Roxburgh)  
*Red Platypus* (M. Audsley)  
*Saskia* (R. E. Jeffries)  
*Scorn IV* (L. S. Little)  
*Seabee II* (C. E. Bulbrook)  
*Seafarer III* (P. H. N. Matthews)  
*Sea Flyer* (E. L. Colyer)  
*Sialis* (C. R. E. Warren)  
*Solano* (G. Glenn Carr)  
*Sophie Star* (F. G. Lender)  
*Spindrift* (J. R. Kitto)  
*Sylvena* (S. H. Moray)  
*Svalan* (Mrs. A. L. Cohen)  
*Tern* (J. L. O'Donnell)  
*Trade Winds* (M. E. Davey)  
*Victory* (Harold George)  
*Viking* (Alan G. Muston)  
*Waimea* (J. H. Freeman)  
*Waitangi* (Dr. W. J. Wearn)  
*Wathara* (B. F. Cameron)  
*Windward II* (J. M. Hardie)  
*Womerah* (G. H. Robinson)  
*Yarrowonga* (W. C. Pritchett)

### SUPPLEMENTARY LIST

- Aeolus* (C. C. Coghlan)  
*Altair* (A. B. Carr)  
*Araluen* (J. B. Massey-Greene)  
*Ariadne* (H. J. Adams)  
*Avian* (R. S. Butcher)  
*Bacchante* (W. C. Stuart)  
*Bluefin* (A. T. Muston)  
*Camira* (G. Nock)  
*Carol J* (J. Halliday)  
*Cherana* (W. R. S. MacRae)  
*Chiquita* (Dr. M. Grace Johnston)  
*Colleen* (P. J. Marquis)  
*Corella* (D. M. Taylor)  
*Dord II* (E. R. Scott)  
*Echo* (G. Moray)  
*Elfin* (S. G. Macintosh)  
*Ellida* (J. A. T. Buckle)  
*Ellida* (J. D. McCarthy, A. F. Baldick,  
J. A. Wood & D. G. Peacocke)  
*Falls of Garry* (K. S. Kopsen)  
*Farewell* (J. A. Rosenthall)  
*Fashion* (J. H. Joyce)  
*Flamingo* (P. A. Cole)  
*Gelene* (G. E. Bryant)  
*Gelo* (L. Tutt)  
*Gem II* (G. K. Twibill and Partners)  
*Gem III* (R. M. Cane)  
*Grace Q.* (H. J. Quinn)  
*Gymea* (J. H. Bleakley)  
*Janzoon II* (W. R. Slade)  
*Jo Jo II* (K. H. Huenerbein)  
*Kamulla* (P. C. Taylor)  
*Kathy R* (J. P. Miles)  
*Katrina* (I. G. Duncan)



*Kerry* (H. T. Hammond)  
*Kethra* (R. W. Ross)  
*Kevray* (J. N. Kirby)  
*Kimba* (R. M. Porter)  
*Larool* (G. J. Dusseldorp)  
*Lowanna* (I. M. Brodie)  
*Maskee* (Sverre Berg)  
*Maud* (Misses P. & J. Warn)  
*Maya* (A. Thornton Taylor)  
*Moana* (J. S. Walton)  
*Mercury* (Sidney E. Smith)  
*Nautilus* (W. N. D. Michie)  
*Nengiri* (B. M. Cameron)  
*Neptune III* (R. A. Swift)  
*Nooroo* (J. C. Kerridge)  
*Norla* (J. S. Howie)  
*Old Fashioned Sue* (J. B. J. Osborne)  
*Pedoro* (H. M. Cutler)  
*Peregrine* (A. S. L. Gedge)  
*Petrel* (F. Shaw)  
*Quest* (N. L. Hinds)  
*Quest* (R. P. Osborne)  
*Quickstep* (R. C. Sloman)  
*Ripple* (J. A. Bruce)  
*Robric* (H. C. Vaughan)  
*Salamis* (G. J. D. Love)  
*Sanjo-Ja* (B. S. Bayley)  
*Sapphire* (J. I. MacKeddie)  
*Sayonara* (N. F. Palmer)  
*Scotia* (R. H. Nossiter)  
*Sea Joy II* (Alan G. Muston)  
*Sea Sprite* (A. G. Anderson & Partners)  
*Search* (E. H. Pratten)  
*Serene* (R. C. Downes)  
*Shalimar* (C. S. Palmer)  
*Sheila* (T. Lynam)  
*Siboney* (H. & C. Halvorsen)  
*Sibrwd* (T. E. Morgan)  
*Slaghoken* (L. E. Easy)  
*Southerly Buster* (K. W. Payne)  
*Sulair* (F. Barclay)  
*Sunrise III* (G. W. Graham)  
*Suzanne* (H. E. Rosenthall)  
*Syreco* (G. C. Nott)  
*Tahiti* (G. Jacoby)  
*Tawarri* (R. F. Deakins)  
*Talitha* (C. Le P. Terry)  
*Teal* (F. G. Bird)  
*Triton* (J. Mitchell)  
*Vagrant* (C. R. Dryhurst)  
*Varuna* (J. D. Musgrove)  
*Vibrant* (F. M. Gausson)  
*Vim* (Sir Frank Packer)  
*Waitere* (H. S. Lloyd)  
*Wirraminna* (G. G. G. Weave)

# MEMBERS OF THE ROYAL SYDNEY YACHT SQUADRON

(as at 31st May 1962)

Aagaard, E.  
Aarons, D. S.  
Abercrombie, R. J.  
Ackers, G. E.  
Adams, A. P.  
Adams, H. J.  
Adamson, J. T.  
Albert, A. A.  
Albert, A. F.  
Albert, E. F.  
Albert, R. O.  
Alexander, G. P.  
Alexander, J.  
Alkin, G. T.  
Allan, A. F.  
Allanson, C. R.  
Allen, M. H.  
Ambrose, A. J.  
Ambrose, B. A.  
Anderson, A. G. C.  
Anderson, T. A.  
Anderson, W. C.  
Andreas, W. H.  
Andrews, A. J.  
Armitage, W. J. M.  
Armstrong, G. A. A.  
Arthy, C. H. W.  
Askew, A. N.  
Atherton, S. H.  
Audsley, A. F.  
Audsley, M. S.  
Auffray, R.  
Averill, W. M.  
Ayers, C. P.

Baillieu, T. L.  
Bailey, J. B.  
Bain, G. R.  
Baker, C. N.  
Baldick, A. F.  
Ball, W. A.  
Banks, G. D.  
Barclay, F. A.  
Barnett, L. W.  
Barnett, W. H.  
Barraclough, E.  
Barraclough, G. W. E.  
Bate, G. L. H.  
Bavin, R.  
Bayley, B. S.  
Bean, C. H.  
Beatty, T. O.  
Beaver, W. R.  
Belcher, D. W.  
Bell, A. W.  
Belton, C. D.  
Belyea, A. R.  
Benn, A. C.  
Bennett, H. D.

Bennett, H. G.  
Bennett, K. A.  
Bentley, M. W. J.  
Bentley, W. H. C.  
Berg, D. O.  
Berg, S.  
Berner, V. J.  
Besemerer, B.  
Biddlecombe, J. B.  
Biddlecombe, J. E.  
Bird, F. G.  
Bishop, E. G.  
Bishop, J. S.  
Bishop, W. W. K.  
Black, M. N.  
Black, T. A. N.  
Blaiklock, J. W.  
Blake, A. L.  
Blake, D. A.  
Blanshard, E. G.  
Blanshard, W. McM.  
Bleakley, J. H.  
Bluett, C. A.  
Bond, K. A.  
Boon, P. C.  
Booth, N. G.  
Booth, R. C.  
Boult, D. A.  
Bower, T. T.  
Bowie, R. A.  
Boyle, P. J.  
Braddock, D. K.  
Braham, D.  
Bray, W. T.  
Brehaut, A. G.  
Bremner, A. J.  
Brindley, J. M.  
Briton, J. N.  
Brodie, F. A.  
Brodie, I. M.  
Brooks, R. E.  
Broun, W. W.  
Brown, D. MacD.  
Brown, E. R.  
Brown, J. S.  
Brown, M. P.  
Bruce, J. A.  
Brush, B. B.  
Bruton, J. E.  
Bryant, B. B.  
Bryant, G. E.  
Bryant, J. H.  
Buchanan, D. W. J.  
Buchanan, F. F.  
Buchanan, H. J.  
Buckingham, B. C.  
Buckingham, I. C.  
Buckingham, W.  
Buckland, W. L.

Buckle, J. A. T.  
Buckley, F. S.  
Bulbrook, C. E.  
Bull, J. R.  
Bullman, E. H.  
Bunting, R. F.  
Burge, B. B. C.  
Burge, R.  
Burgess, G. J.  
Burgess, J. N.  
Burnett, J. M.  
Burnham, M.  
Burnley, M. L.  
Burt, I. C.  
Burt, L. E.  
Butcher, R. S.  
Butt, A. C.  
Buttfield, M. C.  
Byers, J. H.  
Byron, A. J.

Cadwallader, C. D.  
Cahill, R. L.  
Caish, F. C.  
Calvert, W. P.  
Cameron, A. S.  
Cameron, B. F.  
Cameron, B. M.  
Cameron, C. E.  
Campbell, F. H.  
Campbell, R. W. C.  
Cane, R. N.  
Canfield, S. C.  
Canny, B. D.  
Canvin, H. M.  
Carlos, G.  
Carment, D. M.  
Carment, D. S.  
Carr, A. B.  
Carr, G. G.  
Carr, J. C.  
Carr, J. H. B.  
Carr, R. B.  
Carruthers, A. J. C.  
Carson, R. G.  
Carter, F.  
Carver, A. G.  
Cary, P. H.  
Catts, N. S. H.  
Champion, N. J. I.  
Charles, N. R.  
Chateau, R. V. du  
Chippindall, Sir Giles  
Chown, C. G.  
Clapp, F. B.  
Clark, R. S.  
Clarke, C. W.  
Clarke, K.  
Clarkson, J. B.

Clarkson, L. B.  
Clarkson, P. W.  
Clifford, R. J.  
Clinton, A. G.  
Coburn, D.  
Coen, J. R.  
Coghlan, C. C.  
Cohen, A. L.  
Cohen, H. R.  
Cole, P. A.  
Colquhoun, J. R.  
Colyer, E. L.  
Colyer, K. L.  
Colyer, R. A. M.  
Conde, J. H.  
Conroy, T. M.  
Cooke, M. G.  
Cooper, J. G.  
Cooper, J. H.  
Cooper, L. J.  
Corbett, L. R.  
Corbett, R. D.  
Corbett, R. L.  
Corlett, J. E.  
Cormack, O. R.  
Costello, R. H.  
Cousins, H. L.  
Cox, A. A.  
Cox, C. L.  
Cox, N. J.  
Cox, T. P.  
Cox, W. G.  
Coxon, J. M.  
Crackanthorp, M. C.  
Craig, F. B.  
Craig, J. G.  
Craig, W. T.  
Craigie, D. J.  
Crane, C. G.  
Crane, D. H.  
Crane, J. McM.  
Crane, J. W. L.  
Crane, T. G.  
Crawford, L. E.  
Creer, J. N.  
Crichton-Brown, R.  
Creighton-Brown, R. A.  
Crisp, E. V.  
Crome, C. E.  
Crosby, W. P.  
Crowley, B. H.  
Cruikshank, J. H. F.  
Cullis-Hill, G. C.  
Curl, H. A.  
Currie, D. H.  
Currie, P. G.  
Cutler, H. MacG.  
Cutler, J. K.

Davenport, P. R.  
D'Arcy-Irvine, J. I.  
Davey, M. E.  
Davie, L.  
Davie, P.

Davies, J. A. R.  
Davis, B. E.  
Davis, E. G.  
Davis, I. M.  
Davis, W. A.  
Dawborn, J. A.  
Day, A. T.  
Deakins, R. F.  
Dean, H. H.  
Dean, H.  
Deering, H. H.  
Dexter, J. O.  
Dibbs, A. V.  
Dibbs, L. B.  
Dickson, B. I.  
Dickson, J. D. M.  
Dickson, R. A.  
Dickson, R. R.  
Dickinson, W. C.  
Dillon, M.  
Dixon, L. W.  
Dixon, H.  
Docker, C. T.  
Dodd, W. B.  
Dowding, F. G.  
Dowling, M. R. L.  
Downes, B. L.  
Downes, G. B.  
Downes, R. C.  
Downie, L. McD.  
Drew, J. G.  
Dryhurst, C. R.  
Dulhunty, P. W.  
Duly, P. L.  
Duncan, I. G.  
Dunmire, J. D.  
Dunstan, R. A.  
Dusseldorp, G. J.  
Dwyer, D. H.

Easy, L. E.  
Eaton, H. S.  
Edwards, A. W.  
Edwards, F.  
Ellerker, A. R.  
Elliott, G. D.  
Elmslie, A. T.  
Else-Mitchell, R.  
Elsworth, F. C.  
Esden, A. R.  
Esden, G. G.  
Eskell, S. L. M.  
Evans, W. A.  
Everdell, E. T.  
Everingham, E. C.  
Ewart, A. C. M.

Fairfax, V. C.  
Fanning, L. J.  
Farnay, R. A.  
Farrington, C. J.  
Faulkner, H. R.  
Faulkner, J. V.  
Fay, E. A.

Fenston, J.  
Fenwick, J. A.  
Ferranti, B. Z. de  
Ferrier, H. G.  
Fesq, W. L.  
Fethers, W. N.  
Fewtrell, R. D.  
Fewtrell, R. G.  
Field, H.  
Finch, R. T.  
Finlay, R. V.  
Finn, A. L.  
Fisher, J. C. A. W.  
Fitch, A. S.  
Fitzgerald, Sir Alexander  
Fitzhardinge, A. M. R.  
Fitzhardinge, C. H.  
Fletcher, C. W.  
Fletcher, M. E.  
Foley, T. J. N.  
Forbes, A. L.  
Ford, J. W.  
Forrest, J. S.  
Forsyth, G. D.  
Forsyth, J. W. H.  
Forsyth, L. A.  
Forsyth, M. H.  
Forsyth, R. E. K.  
Fowell, J. C.  
Fowler, D. G.  
Fowler, P. B.  
Foulsham, W. G.  
Fox, C. L.  
Frazer, A. W. A.  
Frazer, D. J. M.  
Frazer, R. V.  
Fredman, H. S.  
Freeman, A. W. H.  
Freeman, J. H.  
Fretwell, V. V. W.  
Friday, H. F.  
Friend, W. W.  
Frisk, N. B.  
Fry, R. G.  
Fuller, P. J.  
Furber, J. G.  
Furber, R. I.  
Furber, R. W.  
Furse, A. W.

Gale, R. V.  
Gammell, J. L.  
Gammell, J. N.  
Gardiner, R. G.  
Gardner, A.  
Garnsey, B. H.  
Garnsworthy, C. G.  
Garrett, A. M.  
Garrett, C. F.  
Gaskell, R. C.  
Gauchat, M. D.  
Gedge, A. S. L.  
Gellatly, L.  
George, H. G. C.

Germon, H. H.  
Gerrand, L. G.  
Gibson, V. R.  
Giddy, D. R.  
Gilder, G. S.  
Giles, I. J.  
Gilkes, B. W.  
Goddard, M. M.  
Goddard, N. M.  
Godden, H. E.  
Goldie, Dr J. E. D.  
Good, Capt E. A.  
Goodings, J. F. W.  
Goodman, C. W.  
Gosper, J. M.  
Gosper, J. M. M.  
Gould, R. W.  
Gower, L. M.  
Graham, F. J. O.  
Graham, G. W. J.  
Graham, S. C.  
Grainger, C.  
Gray, A. C.  
Gray, K. A.  
Gray, W. N.  
Green, T. S.  
Gregory, W. E. C.  
Grieve, R. H.  
Griffin, E. R.  
Griffin, J. B.  
Griffin, R. G.  
Grose, F. T.  
Grundy, G. L.  
Guille, C. R. J.  
Guinness, F. R.  
Gunn, J.

Hack, H. C.  
Haddin, J. S.  
Hall, D. N. B.  
Hall, M. K.  
Hall, N. F. B.  
Hall, R. C.  
Hall, S. B.  
Halliday, J.  
Halvorsen, B. J.  
Halvorsen, C.  
Halvorsen, Harold  
Halvorsen, Harvey  
Halvorsen, M.  
Halvorsen, T.  
Hamilton, W. L.  
Hammer, G. R.  
Hammond, H. T.  
Hampton, T. B.  
Hanks, P. A.  
Hannaford, G. S.  
Hansen, M. T.  
Hanson, A. H.  
Hardie, J. M.  
Hardy, C. L.  
Hardy, D. F.  
Hardy, W. R.  
Hare, G. A. G.

Harker, K. F.  
Harmer, J. R.  
Harper, D. C.  
Harris, A. A. G.  
Harris, K. L.  
Harrison, J. I.  
Harrowell, J. R.  
Hart, J. K.  
Hart, W. J.  
Harvey, G. R.  
Haselgrove, C. P.  
Haselgrove, H. R.  
Hawley, N. W.  
Hayes, J. W.  
Hayhow, R. J.  
Haynes, B. G.  
Haynes, W. F. J.  
Heap, W. R.  
Heaton-Wear, R.  
Heffer, T. B.  
Heine, V.  
Heine, W. T.  
Helliwell, G. H.  
Hemphill, J. D.  
Herczog, S.  
Hession, R. W.  
Hibble, E. H.  
Hibbs, N. L.  
Hield, R. F.  
Higgins, W. M.  
Hilder, D.  
Hill, J.  
Hinds, N. L.  
Hipwell, A. L.  
Hogarth, B. C.  
Holcombe, T. E. Y.  
Holiday, W. G.  
Holland, A. C. S.  
Holmes a'Court, P.  
Holt, T. A.  
Honey, E.  
Hosking, J. A.  
Hope, A.  
Hopkins, E. A.  
Hordern, A. K.  
Hordern, B. C. S.  
Howie, J. S.  
Hudson, A. D'E.  
Hudson, N. O.  
Hudspeth, G. T.  
Huenerbein, K. H.  
Huenerbein, R. O.  
Hughes, R. E.  
Hughes, T. W.  
Humphreys, W. G.  
Hurd, W. D.  
Hurley, J. G.  
Hutcheson, G. I. D.  
Hutchinson, H. W.  
Hyde, E. A. J.  
Hyles, G. G.  
Hytten, S.

Ifould, E. L.  
Ingate, G. W.  
Jackson, C.  
Jackson, J. W.  
Jackson, R. G.  
Jacobson, J. B.  
Jacoby, G. I. M.  
Jaquet, C. B.  
Jarrett, H. B.  
Jeffrey, J. G.  
Jeffries, R. E.  
Jenkins, G. M.  
Joel, J.  
Johnsen, J. O.  
Johnson, C. J.  
Johnson, J. W.  
Jolly, K. C.  
Jones, A. S.  
Jones, C. S.  
Jones, D. G.  
Jones, S. O.  
Jones, S. V.  
Jordan, A. M.  
Joyce, J. H.  
Joyce, R. G.  
Kaatzen, S. A.  
Keen, B. E.  
Kelly, T. H.  
Kelly, W. T.  
Kenny, J. C.  
Kent, R. A.  
Kenway, G. L.  
Kerridge, J. C.  
Kerville, R. C.  
Kestel, N. W.  
Keyworth, F. L.  
Keil, C. R. C.  
King, G. G.  
King, K. R.  
Kingsland, C. R.  
Kirby, J. N.  
Kirkham, J. S.  
Kitto, J. R.  
Knight, H. W.  
Knight, W. J.  
Knofel, F. E.  
Knox, G. E.  
Koppel, J. P.  
Kopsen, K. S.  
Kopsen, W. K.  
Kraefft, O. W. H.  
Lack, N. E.  
Lagerdahl, S. H. B.  
Lamotte, D. G.  
Landon-Smith, H.  
Lands, S. G.  
Latham, L.  
Laurence, L. C.  
Leahy, R. C.  
Leddy, F. N.  
Lee, W. E.

Lender, F. G.  
Leonard, W. McE.  
Laplastrier, J. S.  
Levy, M. P.  
Lewington, A. J.  
Lewington, D. B.  
Lewis, J. D.  
Ley, A. A.  
Lie, L. L.  
Lillycrop, D. N.  
Lillycrop, N. F.  
Linton, W.  
Little, A. F. A.  
Little, A. P.  
Little, J. D.  
Little, L. S.  
Livingston, F. W.  
Livingston, J. M.  
Llewelyn, A. S.  
Lloyd, D. T.  
Lloyd, G. A.  
Lloyd, H. S.  
Lloyd, S. B.  
Lober, W. H.  
Logan, J. E.  
Longworth, N. J.  
Lotherington, G. K.  
Louat, F. R.  
Love, C. J. D.  
Love, C. W.  
Love, N. B.  
Lucas, G.  
Lye, M. J.  
Lye, R. J.  
Lynam, T.  
Lynar, G. R.

McBride, E. McL.  
McCann, H. J.  
McCarthy, J. D.  
McCaughey, D. R.  
McCormick, A. M. C.  
McCrae, A. G. M.  
McCulloch, C. R.  
McCurich, J. M.  
McCusker, N.  
McCutchan, A. H.  
McDonald, C. L.  
Macdonald, H. N. F.  
McDonald, I.  
McDonald, M. D.  
McDonald, W. D'A.  
McEwen, J. W.  
MacFarlane, R. J. W.  
MacFarlane, V. R.  
McGauley, K. W.  
McGowan, N.  
McGilvray, M. N.  
McGuinness, G.  
McGuire, N.  
MacIntosh, D. U.  
Macintosh, S. G.  
Mack, B. A.  
Mackay, J. J.

McKean, J. G.  
Mackeddie, J. I.  
McKee, S. B.  
MacKenzie, J. D.  
MacKenzie, W. K.  
Mackie, E. A.  
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McLachlan, A. H.  
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