



From the History Committee

Members may not be aware that our Club produced a book called 'Sydney Sails' in 1962 to commemorate the Centenary. The book was compiled by P. R. Stephenson, and his 'Acknowledgements' at the start of the book, reproduced below, provide a worthy description of the project. The book came in a cardboard sleeve for protection and has become somewhat of a Collector's Item. While the Club no longer has copies available for purchase, they can be picked up at second-hand bookstores, and we urge you to grab a copy if you find one, for the Club, if not yourself.

The volume is a source of information for the History Committee, particularly when answering enquiries from Members. In recent years, the volume has been digitally scanned and is available on the Club website at www.rsys.com.au/our-club/our-heritage/. Furthermore, with the advent of 'Trove' and the ability to scan early newspapers in the comfort of your home, a number of corrections have been identified and they too are published below .

Peter Bradford
Honorary Archivist



'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 Crete¹ 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.



Inside front cover

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)

Inside back cover

The history of the Royal Sydney Yacht Squadron, now told in detail for the first time, preserves the records of many thrilling events in yacht-racing and cruising—some tragic, some amusing, but all providing an informative description of the development of yacht design and rig, over 100 years, supported by a number of rare and beautiful illustrations, in colour and monochrome. The pictures include portraits of famous yachtsmen of bygone years and of today, and paintings, drawings and photographs of old-time and modern yachts that have sailed inside and outside Sydney Harbour in the maritime pageant of a century, developing to the many classes of yachts and great expansion of the sport in modern times.

The epic of yachting lore at Sydney was continued in times of prosperity and of financial depressions and wars, always maintaining the highest traditions of sportsmanship, friendly rivalry, conviviality and co-operation between individuals and clubs, and in interstate and international contests.

The text concludes with a description of Australia's first "international 12-metre" yacht, *Gretel*, and of her challenge in 1962 for the *America's Cup*, which directed worldwide attention to Australian yachting and yacht-building skill.

Here is a volume ideal as a gift-book for all who are interested in the sport and lore of sailing. It is a volume which will be treasured by yachtsmen of today and of future generations as a record of this most exhilarating of open-air sports, developed in Sydney's superb maritime setting.

Cover design
from a painting
by John Allcot



Members with a copy of 'Sydney Sails' are encouraged to print and insert this page of corrections.

- Page 32 William Walker was born in 1828 at Glasgow, Scotland. In 1837, at the age of nine, he arrived with his parents in Sydney. William Walker was born in Sydney in 1820. 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.
- Page 36 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. Herman was a barrister who worked chiefly at the equity bar. He died in November, 1865 at the age of 37. His brother Dr. Frederick Milford was an enthusiastic yachtsman of whom it was said in later years, "no more ardent lover of the sport ever held a tiller".
- Page 26 T. S. Rowntree (not J.S. Rountree) his second wife. (not his daughter)
- Page 27 T. S. Rowntree (not J.S. Rountree) Rowntree (not Rountree)
- Page 28 Rowntree (not Rountree)
- Page 33 T. S. Rowntree (not J.S. Rountree)
- Page 35 T. S. ROWNTREE (not J.S. ROUNTREE)
- Page 38 Rowntree (not Rountree) Page 39 Rowntree (not Rountree)
- Page 46 Rowntree (not Rountree) Page 49 Rowntree (not Rountree)
- Page 60 Rowntree's (not Rountree's) Page 61 Rowntree (not Rountree)
- Page 70 Frederick (not Herman) Page 78 Frederick (not Herman)
- Page 73 FREDERICK MILFORD'S (not Herman Milford's)
- Page 81 Frederick (not Herman)
- Page 96 Photo Frederick (not Herman)
- Page 98 Frederick (not Herman)
- Page 112 F. (not H.)



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H. Cornwall, Alf G. Milson, J. W. Manson, A. H. Bray

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Nov, 1839, (not 1840s)