



ROYAL SYDNEY YACHT SQUADRON

Commodores of the Squadron By John Maclurcan

11 - The Earl Beauchamp (1900-1901)



Sydney Sails (1899)

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



ROYAL SYDNEY YACHT SQUADRON

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.”

Wednesday, 11th April, 1900 – The Daily Telegraph ROYAL SYDNEY YACHT SQUADRON.

Generally speaking, the yachting season now drawing to a close has been a more than usually interesting one, though, for various reasons, the races under the burgee of the Royal Sydney Yacht Squadron have not been above the average. For instance, the absence of Iduna and Thelma virtually put an end to racing in the large cutters, and though the first named did fly a racing flag under yawl-rig on one occasion, her old rival was practically out of commission for the whole season. This, of course, was due to Dr. McCormick's departure for South Africa.

A feature of the Royal's season, however, has been the introduction of the linear-rating rules, though, owing to the scarcity of up-to-date racing craft, it has so far been found possible to hold but one event under this modern system of measurement. This race, which was of an intercolonial nature, was a remarkable one, resulting, as it did, in a dead heat between Bona and the Auckland visitor, Rainbow, an occurrence that is not at all common in yacht racing. The remainder of the programme was devoted to handicap events, and the Squadron again offered some encouragement to the small raters by holding a race for this popular class, in which the famous little Mercia scored a victory.

For the eight events sailed by the Squadron the starts numbered 44, and the total prize money distributed was £100. In addition, of course the usual challenge trophies — the Squadron Cup (presented by Dr. McCormick) and the Gascoigne Cup — were raced for during the year. The Squadron Challenge Cup is at present held by Mr. W. M. Mark's Isea, and Mr. C. T. Brockhoff's Aoma credited her owner with a victory in the race for the Gascoigne Cup. The more successful yachts were: — Mr. C. T. Brockhoff's Aoma, six starts, two wins, £20, and Gascoigne Cup; Mr. W. M. Marks' Isea, six starts, one win, two seconds, one third, £19, and Squadron Cup; Dr. J. F. Elliott's Meteor, five starts, one win, two seconds, one third, £20; Mr. F. G. Waley's Actaea, four starts, one win, £10; Mr. J. Cox's Herreshoff, two starts, two seconds, £8; Mr. J. E. Chinnery's Bona, one start, one win, £6 10s; Mr. A. T. Pittar's Rainbow, one start, one win, £6 10s; Mr. Kelly's Electra, one start, one win, £5 and trophy; Mercia, one start, one win, £5.

At the commencement of the season Dr. McCormick resigned the office of commodore in order to make way for his Excellency Earl Beauchamp, who was thereupon elected senior flag officer of the squadron. However, his Excellency, by reason, no doubt, of his almost continuous absence from the city during the summer months, has been able to take very little active part in the affairs of the squadron, and though he had early in the year purchased the 2½ rater Birrong, those who expected to see the Governor figuring at the helm of the little craft in the various races have been somewhat disappointed. Perhaps in the intercolonial events next year his Excellency will be found representing this colony in an up-to-date racer.



ROYAL SYDNEY YACHT SQUADRON

Saturday, 14th July, 1900 – The Sydney Morning Herald

ROYAL SYDNEY YACHT SQUADRON.

MESS DINNER AND CLUB EVENING.

Last evening the Royal Sydney Yacht Squadron carried out a function which from every standpoint must be regarded as successful. The squadron mess dinner and club evening has not taken place with yearly regularity. Still at last night's reunion the attendance was large - about 120 gentlemen being present. An excellent programme of music was gone through, and in other respects the management of Aarons' Exchange Hotel, at which the squadron's fete took place, made capital arrangements by profusely decorating the room and providing an excellent menu.

Amongst those present were his Excellency Earl Beauchamp (commodore), who was accompanied by Captain Clark, A.D.C. Also amongst the company were Captain Hixson, Messrs. Q. L. Deloitte, M. A. H. Fitzhardinge, Dr. Milford, Dr. C. MacLaurin, Messrs. A. G. Milson, C. H. Hayes, C. H. Bedford, O. Bauer, Dr. Burne, H. C. Russell Jones, W. M. Marks (vice-commodore), H. Jones (rear-commodore), S. Dempster (hon. treasurer Prince Alfred Yacht Club), Major M'Cutcheon, Messrs F. W. Russell Ritchie (Auckland Yacht Club), H. W. Henderson, F. H. Jackson, A. H. Prince, W. Ames, H. Pilcher, H. Cornwell, J. A. Ross, W. Sinclair, and S. T. Wilson.

The toast of "The Queen" was proposed by the Governor, who presided.

In proposing the toast of "Our Patrons," his Excellency pointed out that the Prince of Wales had been the patron of the squadron since 1862. The other patron was his Excellency the Admiral. The toast was enthusiastically honoured.

Mr. A. Oliver proposed the toast of "The Commodore." In doing so he said that Earl Beauchamp had manifested his interest in the squadron, and would, no doubt, have devoted still more time to it had he been able to do so. Still, his Excellency had shown them what could be done in a 2½ rater.

The toast having been honoured, Earl Beauchamp said a Governor was called upon to make a good many speeches, but the most interesting were those which he did not make (Laughter.) He hoped they would accept that definition of his present speech. He felt much gratified by the honour conferred upon him by the squadron when he was asked to take the place of the former commodore, to whom they ought to send a message of goodwill and good luck in South Africa. He was at all events a little better qualified than one member of his staff who went with him to Norfolk Island on holidays, and who was so awfully sick that he lost the stopping out of his back teeth. (Laughter.) In reference to a remark made by Mr. Oliver he might be permitted to say that nowadays instead of 2½ raters they generally spoke of 36 and 42 ft. linear measurement. (Laughter and applause.) His Excellency wished prosperity to the squadron and expressed the personal pleasure he felt at being present at so representative a function.

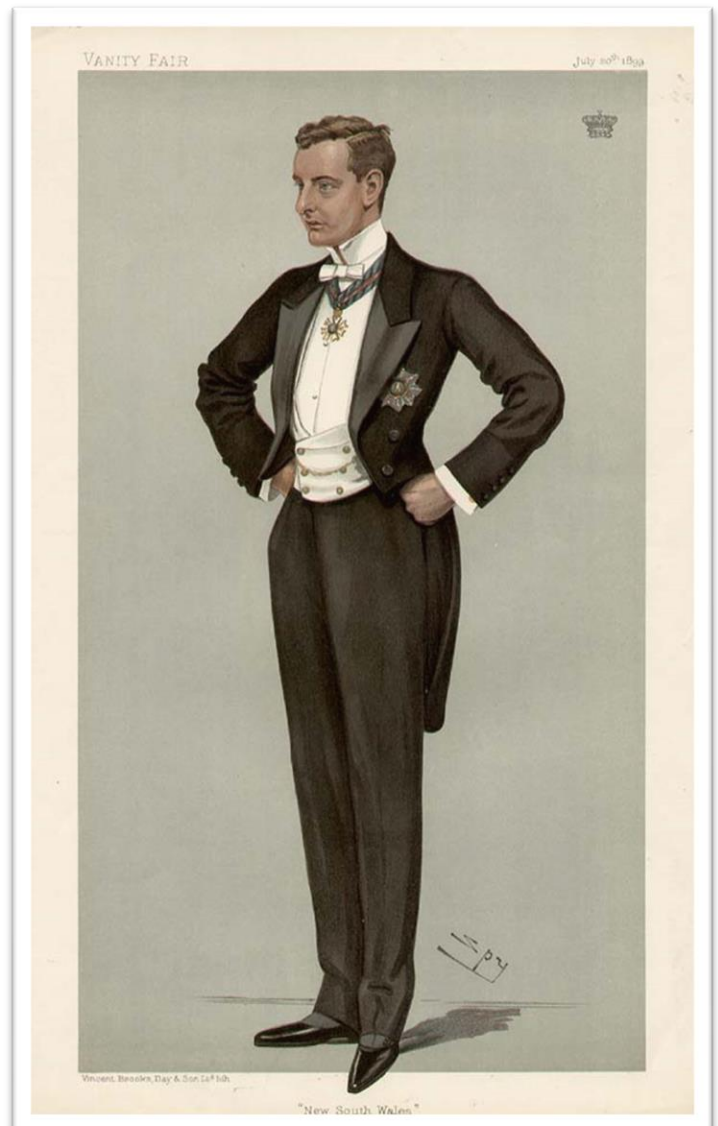
Captain Hixson proposed "The Royal Sydney Yacht Squadron." He referred to some incidents and conditions that obtained nearly half a century ago. He had been asked by an old friend, "Do you remember how you used to come up the harbour in the old Havannah with a crowd of canvas and whip it in like magic?" He did remember those days. At that time, they practised yachting to perfection. He was afraid the sailors of those days were in reality a thing of the past. He thought that nothing tended more to the enjoyment and to the manhood of the community than yachting. He trusted the squadron would long continue to have a successful career (Applause.)



ROYAL SYDNEY YACHT SQUADRON

Mr. W. M. Cameron, in acknowledging the toast, referred to some facts connected with the past history of the squadron. It started with the name of the Australian Yacht Club in 1849. (Captain Hixson "I think in 1839.") In 1863 it received its charter, and it has since been known as the Royal Sydney Yacht Squadron. It was, he understood, one of the oldest institutions of this description, and he honestly believed that it had done its duties as a yacht club as well as it possibly could. They had had a very successful season. Eight races had been carried out, and all of them in a sportsmanlike manner. There was no doubt that yachting had taken a decided turn for the better. Next year new boats would be brought in, and they would increase the strength of the yachting fraternity. Mr. Cameron explained the cups which year after year had to be contested for by the boats of the squadron. He referred to the Gascoigne Cup, the Dunbar Cup (which during the past two years had been won by Thelma), and there was also the Squadron Cup. They had also been presented by Mr. Kelly with the Carleton Cup. On important State occasions, such as the welcoming of the Governor and the despatch of troops to South Africa, the squadron had taken its full share of the proceedings. (Cheers.) And he felt confident that it had the good wishes of everyone. (Applause.)

A capital musical programme was gone through, Messrs. Joseph Massey, Ernest Truman, Stent, Podenzna, and Grills chiefly contributed the instrumental music. Dr. Maguire, Messrs. Kendall, Woodhouse, Miller, W. M. Cameron, and others also took part.



Tuesday, 22nd October, 1901 – The Sydney Morning Herald

ROYAL SYDNEY YACHT SQUADRON.

THE COMMODORE'S DINNER.

The commodore of the Royal Sydney Yacht Squadron, Mr. T. A. Dibbs, gave a dinner last evening at Aarons's Exchange Hotel, to mark the opening of the yachting season of 1901. The chair was taken by the host, Mr. T. A. Dibbs, and amongst the many gentlemen present were Vice-Commodore W. M. Cameron (vice chairman), Rear-Commodore Dr. Elliott (vice chairman), Major-General French, Colonel Roberts, Commander Lindeman, R. N., the Hon. B. R. Wise, K. C. (Attorney-General), Mr. S. Hordern (commodore of the P.A.Y.C.), Mr. C. F. Brockhoff (rear-commodore P.A.Y.C.), Dr. A. McCormick, Dr. Chas MacLaurin, Messrs. Q. L. Deloitte, J. O. Fairfax, H. S. Darley, G. E. Fairfax, A. G. Milson, T. B. Dibbs, H. Pollock, F. W. Hixson, E. J. B. Macarthur, H. M. Cockshott, O. Bauer, J. T. Hoare, R. Banner, A. Jewett, H. Massie, W. Reeks, J. Roxburgh, H. Henderson, and W. C. Shipway.



ROYAL SYDNEY YACHT SQUADRON

After an excellent repast had been partaken of and which was enlivened by music provided by Signor Truda's string band, the toasts of "The King" "The Governor-General," and "The Lieutenant Governor," were proposed from the chair and enthusiastically honoured.

The chairman proposed the "Army and Navy," and in doing so intimated that he had received a letter from Sir Lewis Beaumont explaining that he was unable to be present owing to the fact that it was the anniversary of the Battle of Trafalgar, and in accordance with naval custom was celebrating that memorable event with a dinner of his own. (Cheers and laughter.) There was no doubt that if ever it chanced that Australia's sons had to defend her shores from attacks by a foreign foe they would exhibit the pluck and determination that they had shown in South Africa. He mentioned that if, as had already been shown, Australians had the pluck to fight for the Empire, they would display even greater courage and heroism if ever they were called upon to fight for their native country. (Cheers.) Major-General French replied on behalf of the Army and commented upon the fact that the latest cables showed that Earl Roberts had uttered renewed thanks to the Australian troops for their conduct in South Africa. He was satisfied that the Australians, whether as land soldiers in South Africa or as sea soldiers in China, had brought credit upon their native land. Up to the present there had been no trouble in the way of fighting on this continent, but he was satisfied that if trouble came, whether it was the navy striving to prevent a landing of hostile troops, or the army dealing with them if they effected a landing, the Australians would show themselves worthy sons of worthy sires. (Applause.) Commander Lindeman, responding on behalf of the Navy, said he believed the Australian Navy had a future before it. For many years, the men had had no chance of practising the duties required from them, for they had no vessel which they could use for that purpose. At one time they had a ship, but she was taken away from them. However, they had great hopes from the establishment of the Commonwealth. He thought it very likely that under federation the different State navies would be amalgamated to form an inner line of naval defence, which would really mean the protection of the Australian coastline, and to keep off coal-raiders, while the British fleet was engaged in protecting the seas generally and the trade routes particularly. If ever there was a war the British Navy would be very quickly at sea, instead of swinging idly at their buoys in Farm Cove, and then people would perhaps, in wonderment, want to know where the colonial navy was. In his view the time was coming, if it had not already come, when they should have a real navy to attend to the inner line of coastal defence, and that line should consist either of small cruisers with heavy armament, or torpedo boat destroyers. There were plenty of men of all grades, who had served in the Royal Navy, to man a dozen of such ships, and as regarded the Naval Artillery they could not have anything better to pick from than the yachtsmen of these ports (Loud applause.)

Mr Wise proposed "Prosperity to the Royal Sydney Yacht Squadron." He said there had been many changes in yachting since he first remembered it in Sydney Harbour, but none greater than the changes that had been made in yacht building, equipment, sail measurement, and rating. In fact, everything had been altered in regard to yachting except two matters - seamanship and readiness of resource. And it was true that success depended upon these qualities, whether it was with regard to an ironclad in the navy or in yachting, whether in the serious game of warfare or the sportful pursuit of pleasure. But in one respect during all these years yachting had not changed; yachting was still a clean sport. In fact, he might say it was almost the only clean sport, for yachtsmen did not compete for money, and no taint of money greed had come into yachting. (Loud cheers.) They enjoyed the sport as sportsmen, emulating each other's efforts in a fair and manly way, and trying for success only by fair means. (Hear, hear.) As long as yachting remained a sport pursued for the love of the sea, and for the joy a man felt in having under his control a beautiful craft which he could direct whithersoever he willed with a touch of his hand, so long yachting would remain a clean sport, which men disgusted with other forms of so-called sports, and of their degradation, would willingly pursue. And yachtsmen hung together because they mutually loved a pastime which, it might be said, was the basis of Britain's supremacy. (Hear, hear.) Commander Lindeman had touched upon a matter of great importance when he had expressed the hope that the question of naval defence would not be forgotten



ROYAL SYDNEY YACHT SQUADRON

when legislation for the defence of Australia came to be considered. It had been forgotten in the past, but not by Major-General French, for that gentleman had referred to it in no less than three reports and called attention to the necessity of utilising the raw material that was now ready at hand, particularly in New South Wales, for the first line of defence under the Empire. It was indeed amazing and marvellous to those who thought at all of what might be done for the defence of the Empire that so little had been done. They had a Naval Brigade and the Naval Volunteer Artillery, but they also had yachtsmen - from the 6-year old child in his canvas dingy (loud laughter) - to the sailors of the big pleasure craft so frequently seen in the harbour. (Hear, hear.) The Government time after time had reported to the Admiralty that they could get 10,000 skilled British seamen ready for service here or elsewhere, and for 10 years that offer had not been taken notice of simply because of "red tapeism." They had three ships here in Sydney always lying in reserve, and why was it impossible - no person but one with an official mind would think it impossible - for these vessels to have continually on board of them "skeleton crews," composed of skilled seamen, artificers, and officers from the Navy who by filling up the ship's complement with volunteers, and taking, say, a six months' cruise every three years or so, would soon give the "raw material" sufficient training to make them efficient defenders of the coast line? (Hear, hear.) He firmly believed that if some such arrangement as this were carried out, we should soon have a trained sea force of 10,000 men (Applause.) The yachtsmen in Sydney were an influential body, and he believed if they pressed this point in the proper quarters good results would follow. (Cheers.)

Mr. W. M. Cameron (vice-commodore) responded and traced the history of the Sydney Royal Yacht Squadron from the year 1859. He took occasion to thank the good patrons of the squadron who had presented cups and trophies for competition, and intimated that our late Governor, Earl Beauchamp, had presented the squadron with a cup, which was probably now on its way out from England.

Mr. E. W. Knox proposed the health of the host, Mr. T. A. Dibbs, which was enthusiastically honoured.

Mr. Dibbs, in replying, gave an exceedingly humorous account of his yachting experiences in Sydney Harbour. He was frequently cheered, and his remarks were interrupted with outbursts of laughter.

Tuesday, 14th January, 1902 – The Sydney Morning Herald

ROYAL SYDNEY YACHT SQUADRON.

The monthly meeting of the Royal Sydney Yacht Squadron was held at the clubroom, Pitt street last evening. Mr. W. M. Cameron (vice commodore) presided over a very good attendance of members. With reference to the conference which is proposed to be held between the Prince Alfred Yacht Club and the Royal Sydney Yacht Squadron with the object of formulating a code of racing rules for use in both clubs, it was, on Mr. J. O. Fairfax's motion agreed to ask the Prince Alfred Yacht Club to appoint three delegates to meet a similar number of the Squadron members.

On the former resolution being carried, Mr. Bremner moved, and it was carried, - "That the consideration of the proposed resolution relative to the Squadron adopted the Y. R. A. rules should be held over until the sub-committee which had been appointed had sent in their report to the next monthly meeting.

A very handsome trophy which was presented by Earl Beauchamp to the Squadron some time since, was exhibited, and evoked much admiration. Messrs. R. R. P. Dickson, Walter L. Thompson, and Joseph Thompson were admitted to membership.

Monday, 14th November, 1904 – The Daily Telegraph

SAILING.

The breeze of Saturday afternoon was from north-east, fairly moderate — a wind suitable to all classes of craft, from the 8ft. dingies to the yachts. Inside the harbour the wind varied somewhat in strength, but hardly as much as "outside," when at times it had little or no weight. The results of the several races sailed on Saturday are as follow: —



ROYAL SYDNEY YACHT SQUADRON

ROYAL SYDNEY YACHT SQUADRON.

BEAUCHAMP CUP — A WIN FOR SCOTIA.

The first race of the season over a course outside the Heads of Port Jackson was sailed on Saturday afternoon, when the Royal Sydney Yacht Squadron's annual event for the Beauchamp Cup was decided. The conditions attached to the trophy stipulate that to ensure its absolute possession, a yacht-owner must win it three times. Mr. W. M. Marks won with Culwulla in the 1902-3 season; Mr. S. M. Dempster was successful test year with Petrel, while on Saturday last Mr. F. W. Bremner secured a "leg in" with Scotia. Petrel, last year's winner, did not defend her right to the Cup on Saturday, and although only three yachts took part in the race, the duel between Scotia and Culwulla was most interesting throughout. Magic was early out of the race and sailed with little life over the whole course. Scotia outpointed Culwulla on the wind, but with sheets eased, the black boat was more than a match for her rival.

The course sailed was from Neutral Bay, round flag-mark off Coogee, thence round Shark Island, and back to Neutral Bay. The breeze outside was from the north-east, but at times fell light, and the sea was calm. The steamer Conqueror, which followed the race, was poorly patronised, and those who were absent deprived themselves of a most enjoyable trip. Mr. F. G. Waley officiated as commodore of the day and carried out the official and social duties admirably.

The result of the race was: — Scotia (T. W. Bremner), 4min. 45sec. 1; Culwulla (W. M. Marks), 1min. 2; Magic (A. C. Saxton), scratch 3. Oenone (A. R. Marks), 3min. 14sec., was also entered, but did not put in an appearance.

The start was postponed for a quarter of an hour to enable Culwulla to hoist her mainsail, the throat purchase having carried away just at the appointed time of starting. At the fall of the last flag, Culwulla, the leeward yacht of the three, was first over the line, followed by Magic and Scotia. The last named immediately started to point higher than the others, and Culwulla staying on the first starboard tack, put Scotia about. Magic worked close into Robertson's Point, and afterwards, being unable to clear the P. and O. steamer moored at the buoy, made another stretch into Athol Bight, where she was hung up for fully five minutes. Scotia crossed Culwulla off Bradley's Head, and this pair had a great tussle working down the eastern shore. Magic, well astern of the leaders, worked under George's Head. Scotia maintained the lead to South Reef, and on entering the open water was 50sec. ahead.

Ballooners were set for the lead to Coogee, and Culwulla gradually closed on Scotia, and a luffing match ensued. With Ben Buckler abeam, Culwulla was in front, and although the flag mark was moored three miles offshore, Culwulla and Scotia had to set spinnakers square and run for it. Culwulla was the first to jibe, at 3h. 48min. 27sec., Scotia at 3h. 49min. 20sec., and Magic at 3h. 55m. 13sec.

A long starboard stretch brought the yachts well up the coast, and again Scotia showed her windward qualities, as she made higher than the other two. Culwulla was first to throw round, under the lighthouse, and was crossed by Scotia, which stood on until abeam of "The Colours." Scotia immediately afterwards went about, and made a longer seaward stretch than necessary, which deprived her of the lead, and Culwulla was first into the harbour, at 4h. 56min. 27sec. Scotia's time was 4h. 57min. 14sec., and Magic was over 9min. behind the leader.

Scotia was extremely slow in jibing at the reef. Spinnakers were set square to Shark Island, nearing which Scotia's extras were lowered, and this yacht run for some distance and jibed without any headsail. Culwulla had drawn away from Scotia since rounding the reef, and in jibing at the buoy the times were — Culwulla 5h. 16min. 35sec., Scotia 5h. 18min. 13sec., Magic 5h. 27min. 22sec.

Ballooners were hoisted for the lead homeward to Neutral Bay, and Scotia's extra sail was carried hard down on the boat. Culwulla, with her sheets free, drew further ahead to the finish, but not far enough to win, and when times were adjusted it was found that Scotia had 22sec. to spare from Culwulla. Magic was nearly a quarter of an hour astern. Mr. Walter Reeks was at the tiller of Magic, while the others were sailed by their respective owners. The recorded finishing times were: —



ROYAL SYDNEY YACHT SQUADRON

Culwulla 5h. 40min. 48sec., Scotia 5h. 44min. 11sec., Magic 5h. 54min. 20sec.

Sydney Sails (1909)

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.



Beauchamp, seventh Earl (1872–1938)

By Cameron Hazlehurst

This article was published in *Australian Dictionary of Biography, Volume 7, (MUP), 1979*

seventh Earl Beauchamp (1872-1938), governor and politician, was born on 20 February 1872 in London, and baptized William, elder son of Frederick Lygon, 6th Earl Beauchamp and his first wife, Lady Mary, daughter of the 5th Earl Stanhope. Educated at Eton College and Christ Church, Oxford, he succeeded his father in 1891, inheriting 5000 acres (2024 ha) in Worcestershire. He was a devout



ROYAL SYDNEY YACHT SQUADRON

High Churchman and was associated with the Christian Social Union and the Christ Church mission in London's East End.

Although he had been mayor of Worcester at 23 and a member of the London School Board for two years, Colonial Secretary Joseph Chamberlain's offer of the governorship of New South Wales surprised no one more than Beauchamp. He had not contributed to party funds or sought preferment. In London politics he was aligned with the Progressives not the conservative Moderate Party. He 'scarcely knew where was the colony & certainly nothing about it ... The offer was very nearly forthwith refused, so ridiculous did it appear to me'.

Beauchamp's arrival in May 1899 was unforgettably preceded by publication of a message in verse, adapted from Kipling: 'Greeting! your birthstain have you turned to good'. Other gaffes and misunderstandings followed. At Cobar, in September 1899, he offended French colonists by condemning the Dreyfus trial and expressing pride in being an Englishman not a Frenchman. Cartoonists made predictable Beecham's Pills jokes. And his attendance at the dedication of the Roman Catholic St Mary's Cathedral antagonized the Evangelical Council and others dismayed by his High Church beliefs.

Unperturbed by *Bulletin* verbal and pictorial caricature, Beauchamp enjoyed the company of local writers and artists, befriending in particular Victor Daley and Henry Lawson. The latter—who went to England at Beauchamp's expense—spoke of the governor as being 'a fine, intelligent cultured gentleman' who 'understood and loved the bush people of Australia'. He assiduously visited country districts and was praised for the innovative invitation of a group of suburban mayors to lunch.

Like other late nineteenth-century governors, Beauchamp was neither powerful nor purely ornamental. He exercised limited prerogatives and influence in an increasingly radical and nationalist environment. His own behaviour—such as punctiliously climbing into carriages ahead of his lady companions—stimulated further criticism from those ill-disposed to colonial symbols.

After he had left Australia, Beauchamp admitted that the governor's duties 'do not take much time—sport cannot absorb one's whole attention & other interests are necessary'. Tracing missing children and spouses, selecting a doctor for Fiji, arranging London University external examinations, were routine gubernatorial activities. He could also oversee contract negotiations for the Pacific Cable, display admirable equanimity during the outbreak of bubonic plague of March-October 1900, and discreetly stimulate commercial and political resistance to the proposed extension of the contract time for sea mail deliveries. He was closely involved in arranging the participation of New South Wales contingents in the South African War and in China following the Boxer uprising.

Although disappointed with colonial politicians and bureaucracy, Beauchamp admired the absence of bribery in New South Wales government. Sustained by sage counsel from Chief Justice Sir Frederick Darley, Beauchamp's constitutional conduct was exemplary. He was not bamboozled by (Sir) George Reid—in 1899 the governor earned Chamberlain's commendation by refusing a prorogation, and later a dissolution, knowing that (Sir) William Lyne could form a government with Labor support.

After Federation the governor's status and salary were reduced. The inexperienced Beauchamp was an impediment to Lyne's campaign to have the governor-general appointed as governor of New South Wales as well. Ostensibly to leave Government House free as a temporary residence for the first governor-general, Beauchamp went on leave on half-pay in October 1900 and did not return. His commission as governor 'in and over the State of New South Wales and its Dependencies in the Commonwealth of Australia' was proclaimed on 1 January 1901 though he was not present.

On 26 July 1902 Beauchamp married Lady Lettice Mary Elizabeth Grosvenor, daughter of Earl Grosvenor, eldest son of the 1st Duke of Westminster. He joined the Liberal Party and was lord president of the council and first commissioner of works in the Asquith government from 1910 to 1915. A resolute free trader, he played a conciliatory, but ineffectual, role during the Liberal strife of 1916 to 1923, and was Liberal leader in the House of Lords from 1924 to 1931.

Threatened with divorce and criminal proceedings that would reveal his homosexuality, Beauchamp resigned all of his appointments except the lord wardenship of the Cinque Ports and went into exile in



ROYAL SYDNEY YACHT SQUADRON

1931. He lived in Germany, Italy, and France, and made several world tours, visiting Australia in 1932, 1934 and 1938. He died of cancer in the Hotel Waldorf-Astoria, New York, on 14 November 1938, leaving £140,993; his title and estate passed to his eldest son.