



## ROYAL SYDNEY YACHT SQUADRON

**“Read all about it!”**

**The origins and early history of the Squadron – as reported in the Press of the day**

### **The Club Celebrates 50 Years.**

#### **From “Sydney Sails”**

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.



## ROYAL SYDNEY YACHT SQUADRON

**Wednesday, 26th June, 1912 – The Sydney Morning Herald**

SAILING JUBILEE.

THE ROYAL SYDNEY YACHT SQUADRON.

AUSTRALASIA'S SENIOR CLUB.

The members of the Royal Sydney Yacht Squadron, the senior club of Australasia, are looking forward to July 8 next, as on that date they will have kept the club flag flying through fair weather and foul, for a period of fifty years, which event they intend to celebrate by a banquet, to be held at the Hotel, Australia (alterations at the club-house precluding its use). His Excellency Lord Chelmsford has honoured the squadron by his acceptance of an invitation to be present at the function, which will be presided over by the commodore, Sir James R. Fairfax. Although yacht clubs were in existence in Sydney Harbour for years previously, the Royal Sydney Yacht Squadron dates its birth as July 8, 1862, when nineteen yacht-owners met at Mr. William Walker's office, Exchange-corner, Bridge-street, and signed the document, which now occupies a prominent place in the reading-room of the club-house, and reads as follows:

Sydney, July 8, 1862.

We, the undersigned yacht-owners, hereby constitute ourselves into a club, to be termed the Australian Yacht Squadron:

J. Milson, jun.....Era.  
William Walker.....Chance.  
John P. Roxburgh.....Eclipse.  
Thos. Rowntree.....Annie Ogle.  
Sydney C. Burt.....Scud.  
Staunton Spain.....Mischief.  
I.J. Josephson.....Ida.  
James Freeman.....Eclipse.  
Robert Garrett.....Daisy.  
Charles Parbury.....Why Not  
Fred. J. Jackson.....Gitana.  
Henry Threlkeld.....Irene.  
R. Harnett.....Australian.  
H. Milford.....Eclipse.  
A. W. H. Pockley.....Mazeppa.  
Henry C. Dangar.....Peri.  
H. Stuart Russell.....Old Tom Mulhall.  
J. D. M'Lean.....Mischief.  
J. W. Brooks.....Mischief.

Of this goodly company of enthusiasts there are now only three survivors, namely, Messrs. Jackson, Dangar, and Parbury. The first named still being among the active sailing men may be seen during the summer at the tiller of the old deep-keeler Violet, and in the winter months piloting his motor boat Valeria on Sydney Harbour. Mr. Dangar has retired from the active part of the sport, as has also Mr. Parbury, who is now residing in London, from which city he recently wrote to the Squadron and presented two pictures of his famous old yacht Xarifa, racing to Newcastle and back in a match with the schooner Chance.

The first officers of the Squadron were: Commodore, Mr. William Walker; Vice-commodore, Mr. James Milson, Junior; hon. treasurer, Mr. H. C. Dangar; hon. secretary, Mr. G. H. Howell; and Messrs. J. P. Roxburgh, C. Parbury, S. Spain, J. D. McLean, S. C. Burt, and Captain Pockley were committeemen.



## ROYAL SYDNEY YACHT SQUADRON

The first important event (outside the racing) in the history of the Squadron is the granting by the Admiralty on the 25th April, 1863, of a warrant "authorising 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," which privilege is still enjoyed by the members, the name of the club being altered at the suggestion of the home authorities.

During the early days of its career, the Squadron was without any definite place of meeting ashore and assembled at various places as decided upon from time to time by the committee. After many years clubrooms were secured in Post Office-chambers, Pitt-street. In December, 1902, a lease was taken of the waterside premises at Kirribilli Point, Neutral Bay, and this was at the time regarded by many as a fatal step, but, fortunately for the Squadron, the experiment proved so successful that in June of last year the freehold of the major portion of the property was purchased, and should now remain for all time the headquarters of the club.

Originally, the opening of the season took the form of a rendezvous of yachts in Farm Cove, whence they sailed to Vacluse, or some other portion of the harbour, and, landing there, spent a happy day ashore. Several fine photographs of these opening picnics now adorn the walls of the club-house. Now the possession of so fine a club-house enables the commodore to entertain the members ashore on opening days without the necessity of cruising round the harbour for a quiet spot, which would be a thing hard to find in these days.

The members do not confine themselves to yacht racing and a garden party on opening days, but in their spacious grounds during the summer months they hold band evening entertainments, the grounds being illuminated with hundreds of Chinese lanterns, light refreshments are served on the lawn, and the strains of music complete the charm of these evenings.

The list of commodores and Vice-commodores is as follows: -

Year	Commodore	Vice-Commodore
1862-67	William Walker	James Milson
Part of 1867	James Milson	
1867-70	H. C. Dangar	C. Parbury
1870-74	H. C. Dangar	W. O. Gilchrist
1874-75	H. C. Dangar	A. Fairfax
1875-80	W. O. Gilchrist	A. Fairfax
1880-82	W. O. Gilchrist	Dr. Mackellar
1882-83	William Laidley	A. G. Milson
1883-84	E. W. Knox	A. G. Milson
1884-89	James R. Fairfax	A. G. Milson
1889-91	A. G. Milson	J. F. Hoare
1891-93	A. G. Milson	Hon. H. H. White
1893-95	Sir James R. Fairfax	Hon. H. H. White
1895-97	Hon. H. H. White	Dr. MacCormick
1897-1900	Dr. MacCormick	W. M. Cameron
1900-01	Lord Beauchamp	W. M. Cameron
1901-02	T. A. Dibbs	W. M. Cameron
1902-04	T. A. Dibbs	Dr. Elliott
1904-06	Sir James R. Fairfax	T. H. Kelly
1906-10	Sir James R. Fairfax	W. Reeks
1910-12	Sir James R. Fairfax	Arthur J. Milson



## ROYAL SYDNEY YACHT SQUADRON

It is a happy coincidence that Mr. Arthur J. Milson, the eldest son of Mr. James Milson, the first Vice-commodore, now hoists the Vice-commodore's burgee at the truck of the mainmast of his yacht Mischief.





## ROYAL SYDNEY YACHT SQUADRON

### ... Menu ...

Frivolites                      Tortue Claire  
Timbale de Filet Merlan Gastronom  
Supreme de Volaille Alexandra  
Selle d'agneau Montpensier  
Granite au Cliquot  
Cailles roties a la Riche  
Salade Mignonne  
Asperges Sce Divine  
Pudding Souffle Tosca  
Biscuit glace Australia  
Frandises  
Dessert                              Cafe

HOTEL AUSTRALIA

8TH JULY, 1912

### **Tuesday, 9th July, 1912 – The Sydney Morning Herald**

**YACHTING JUBILEE.**

**ROYAL SYDNEY YACHT SQUADRON.**

**A UNIQUE RECORD.**

**CELEBRATING THE OCCASION.**

Sydney yachtsmen last night celebrated in hearty fashion their jubilee. At the Hotel Australia about a hundred enthusiasts assembled to partake of the jubilee dinner of the Royal Sydney Yacht Squadron. The tables were gaily decorated with flowers and ferns, the Squadron Cup and other trophies being prominently displayed, while the blue and white club colours were a feature of the decorations. An artistic souvenir menu card was provided, giving a record of the 50 years' existence of the squadron, the cover being relieved by the blue ensign and the squadron burgee. In the banqueting hall was a picture of Mr. William Walker, the first commodore of the club, while amongst the guests was Mr. F. J. Jackson one of the 19 yachtsmen who half a century ago so well and truly laid down the keel of the squadron. Throughout the evening the orchestra enlivened the proceedings with appropriate selections.

The Vice-Commodore (Mr. Arthur Milson) presided and apologies were received from their Excellencies the Governor-General, the State Governor, the Admiral, the Lord Mayor, Mr. H. Parbury



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(representing Mr. Chas. Parbury), the vice commodore of the Royal Prince Alfred Yacht Club, the commodore of the S.A. Sailing Club, the commodore of the R.Y.C. of Victoria, the commodore of the R. Queensland Y.C., the commodore of the R.Y.C. of Tasmania and Mr. H. C. Dangar.  
The Commodore (Sir James Fairfax) being unable to attend sent the following letter to the secretary: -

*I regret very much to have to inform you that I cannot have the pleasure of being at the dinner to celebrate the 50th anniversary of the formation of the Royal Sydney Yacht Squadron. This is a great disappointment to me, but I hope the celebration will be a very successful one. I wish very heartily continued prosperity to the squadron. - Jas. R. Fairfax.*

Amongst those present were the Rear Commodore, Mr. T. W. Bremner, the hon. treasurer, Mr. J. A. Minnett, Mr. Walter Reeks, Judge Backhouse, Col. Wallack, Captain Rolleston R.N., Commander Brownlow, Mr. W. J. Creagh, Mr. Geoffrey Fairfax, Mr. Alfred Milson, Mr. T. B. Dibbs, Mr. Walter Marks, Mr. R. G. Smith, Mr. John Murray, and many other well-known yachtsmen.

The usual loyal toast submitted by the chairman was enthusiastically honoured and Mr. Alfred Milson proposed the "Navy and Army."

Captain Rolleston, R.N. responding for the navy, said that the sport of yachting and the navy were inseparable and but for the yachtsmen there would be no navy. Drake and the others were yachtsmen though some called them pirates and privateers. But they were more yachtsmen than anything else. (Laughter).

Colonel Wallack, State Commandant, on behalf of the land forces, drew attention to the great changes that had taken place in the military forces in the last few days, when the first quota of compulsorily trained cadets had gone over to the citizen forces. Each year several thousands of these lads would be drafted into the militia. They thought of the great fighting regiments of the King that had come out from the homeland to fight for the King but now they were witnessing the coming of the forces of Greater Britain from the dominions beyond the sea. He urged them all to assist in every way in the making of the new army. (Applause.)

A voice: We want the kilties.

Commander Brownlow, speaking for the baby navy, said that yacht racing was the cleanest and finest sport in the world. He had every confidence in the Australian boy and the new navy would endeavour to the utmost to maintain the glorious tradition of the British navy. So long as the White Ensign flew from the stern of the Australian ships they would follow in the footsteps of the Royal Navy.

Judge Backhouse, in an exceedingly interesting and at times humorous address, proposed "The Day we Celebrate." He traced the history of sailing in Sydney Harbour from the earliest times, dealing particularly with the records of the R. S. Y. Squadron. He referred to the splendid natural advantages

"The Dreams of Yesterday are the Realities of To-day."

### ... Toasts ...

"THE KING"

(Proposed by the Chairman)

"THE DAY WE CELEBRATE"

(Proposed by His Honor Judge Backhouse)

"NAVY AND ARMY"

(Proposed by Mr. A. G. Milson)

"KINDRED CLUBS"

(Proposed by The Rear Commodore)



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that yachtsmen in Port Jackson enjoyed and to the original meeting called by Mr. Walker 50 years ago, at which 19 enthusiasts attended and drew up the Magna Charta of sailing in New South Wales. Three out of those 19 pioneers were still alive. Mr. Chas. Parbury was in London, Mr. H. C. Dangar was unable to attend but Mr. Fred J. Jackson was with them that evening. (Loud applause.) The speaker then went on to give a detailed record of the work of the various commodores from Mr. William Walker in 1862 to Sir James Fairfax in 1912. He particularly referred to the enthusiastic support given to the club by Mr. Alfred Milson and Sir James Fairfax who had held office longer than any other individuals. Passing on to the interstate racing, he told of the advocacy of Mr. Vincent Brown, and the initial venture of Dr. Milford to Port Phillip in the Doris in 1882 and the visit of Sir William Clarke's Janet to Sydney in 1887. Then followed the well-known races of the Sayonara and the Rawhiti and Mr. Walter Marks's voyages in the Culwulla III. (Applause.) He concluded with a reference to the splendid victory of the Australian oarsmen at Henley and the advocacy of Mr. Q. L. Deloitte who had thus realised the ambition of his life. Yachting made all who participated better citizens. The toast was drunk with enthusiasm.

Mr. F. J. Jackson, one of the original founders of the squadron, on responding was accorded an ovation that he said was worth waiting 50 years for. He supplied some interesting details of the early races in Sydney Harbour.

Mr. A. G. Milson also responded and suggested that they should send a cable of congratulations to Mr. Q. L. Deloitte on the victory of the Australians at Henley.

Rear-Commodore Bremner proposed "Kindred Clubs" and responses were made by Mr. Murray (Royal Prince Alfred Yacht Club) and Mr. R. G. Smith (Sydney Amateur Sailing Club).

### **Wednesday, 10th July, 1912 – Australian Town and Country Journal**

Jubilee of the Royal Sydney Yacht Squadron.

July 8, 1862, to July 8, 1912.

BY ANCHOR,

On July 8 the Jubilee of the Royal Sydney Yacht Squadron was fittingly celebrated by the members at a dinner. — News Item. The Royal Sydney Yacht Squadron, the senior yacht club of Australasia, was established on July 8, 1862, when nineteen sailing enthusiasts accepted an invitation emanating from Mr. William Walker, a well-known merchant of the day, and met together in an office at the Exchange corner, Bridge-street, Sydney, where they decided upon the formation of a club, which they would seem to have called the Royal Australian Yacht Squadron.

In the illustration of the original document, drawn up by these nineteen enthusiasts, which is published on the next page, it will be noted that the word "Royal" is seared out, and it appears as if this was done on some occasion subsequent to the meeting referred to, when presumably it dawned upon the members of the newly-formed club that something more than enthusiasm was needed before the word "Royal" could form part of the name of their club.

The names of these nineteen foundation members of the squadron are worth recording, and as some little difficulty may be experienced in deciphering the signatures and names of the boats on the document, we set them out in the order they appear in:

James Milson, jun., Era; William Walker, Chance; Jno. P. Roxburgh, Eclipse; Thos. T. Rountree, Annie Ogle; Sydney C. Burt, Scud; Staunton Spain, Mischief; I. J. Josephson, Ida; James Freeman, Eclipse; Robert Garrett, Daisy; Charles Parbury, Why Not; Fredk. J. Jackson, Gitana; Hy. Threlkeld, Irene; R. Harnett, Australian; H. Milford, Eclipse; A. W. H. Pockley, Mazeppa; Henry C. Dangar, Peri; H. Stuart Russell, Old Tom Mulhall; J. T. M'Lean, Mischief; and J. Wm. Brookes, Mischief. Of those gentlemen who laid the foundation of the squadron only three now remain with us, viz., Messrs. Fred. J. Jackson, H. C. Dangar, and Charles Parbury, portraits of each of whom will be found on this or the next page.



## ROYAL SYDNEY YACHT SQUADRON

The first-mentioned is still numbered among the active sailing men of Sydney, and may be seen during the summer at the tiller of the old deep-keel yacht Violet, and in the winter months piloting his motor boat, Valeria, on Sydney Harbour.

Mr. Dangar has retired from active participation in the sport, as has also Mr. Parbury who is now residing in London, from where he recently wrote to the Squadron, and presented two pictures of his famous old yacht Xarifa, racing to Newcastle and back in a match with Mr. William Walker's 71-ton English-built schooner Chance.

Before passing on to some account of the Squadron, and its doings, it should be mentioned that there were at least two sailing clubs in Sydney prior to 1862. Of these one was a "boating club," formed in 1836, of which Mr. Burton Bradley was commodore, while the name of Mr. James Milson, sen., appears on the membership roll. It is believed that this club existed for some three or four years, but the records are not any too clear on this point.

The next club formed was called "The Sydney Yacht Club," and this materialised about 1856, but seems to have been short-lived. The commodore was Mr. Hutchison Brown, a police magistrate. In 1861 this club gave a race for a prize of £300, which was won by a yacht named Annie Ogle, with Australian second. Although the owners of these two craft, as well as those of several other boats, were members of the Sydney Yacht Club in 1861, and appear as foundation members of the squadron in 1862, still it is understood that there was no connection between the demise of the Sydney Yacht Club and the birth of the squadron, and consequently the squadron can only claim to have existed since 1862. During these fifty years the club has enjoyed a continuous existence, and this entitles it to rank as the senior club in Australasia.

But what a glorious existence the club has had since that far back July 8! What incident and what history have been crowded into those fifty years! What changes have taken place, and what noble results the squadron has achieved in fostering that love of sailing which most Englishmen and Australians inherit from their forebears!

This unbroken chain of fifty summers, which the squadron has weathered, have been full of interest, not only to the members of the club, but also to all who have lived through this half-century. The old order has given way to the new, and if we no longer have 71-ton iron schooner yachts with us, we have in their stead up to-date racing yachts and handsomely-fitted power craft.

To the R.S.Y.S. belongs the honour of being the first sailing club in the Southern Hemisphere to be designated a "squadron," though we now have both the Royal South Australian Yacht Squadron and the Royal New Zealand Yacht Squadron with us. Not only in this respect has the club under review led the van, but it should also be recorded that the squadron was the first club outside the United Kingdom to enjoy the privilege of being granted a Royal Warrant.

This honour was conferred upon the club by letter dated April 6, 1863, and the Warrant was issued 19 days later. On May 15, 1894, a bull Warrant was granted by the Admiralty to supersede that of 1863. As might be expected, there were lean as well as fat years in the history of the squadron, and we find that in the years 1871, 1872, and 1873 the club had a hard struggle before it. This was successfully weathered, and today the club stands prominently at the head of all similar institutions south of the line.

The squadron now has 281 members on its register. The present officers are as follows: — Commodore, Sir James R. Fairfax, Kt.; Vice-commodore, Mr. Arthur J. Milson; rear-commodore, Mr. T. W. Bremner; hon. treasurer, Mr. J. A. Minnett; committee, Messrs. F. Butler, W. J. Creagh, E. Hungerford, C. Lloyd Jones, R. L. Massie, A. G. Milson, R. Old, W. M. Paul, J. A. Ross, W. Reeks, and H. M. Shelley; hon. Official measurer, Mr. Walter Reeks; and secretary, Mr. S. D. McLaren.

There are 64 yachts, both sail and power, belonging to the club, and these comprise most of the large craft in N.S.W. waters.

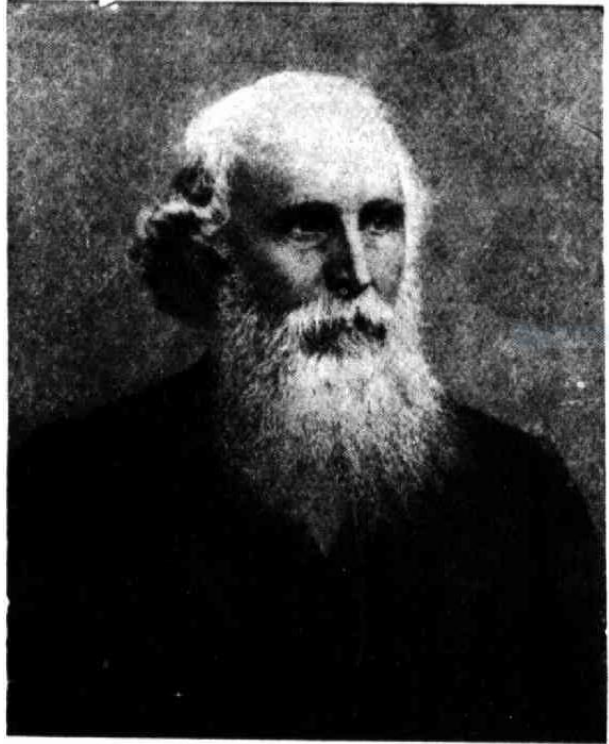




ROYAL SYDNEY YACHT SQUADRON



**The late Mr. William Walker,  
Commodore, 1862 to 1867.**  
(From an old oil painting in the club house.)



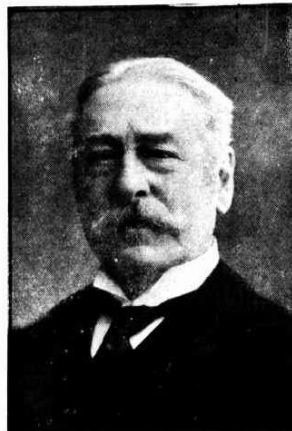
**The late Mr. James Milson,  
Commodore, 1867.**  
(Newman Photo.)



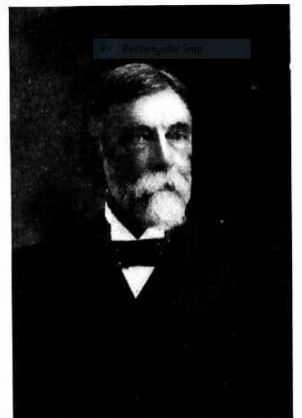
**Mr. Fred. Jackson, one of the three  
foundation members now living.**



**Hon. H. C. Dangar, M.L.C., Com-  
modore, 1867 to 1875.**



**Mr. Charles Parbury, whose name  
appears on the first register of  
the club.**



**Mr. E. W. Knox, Commodore,  
1883 to 1884.**  
(Falk Photo.)



## ROYAL SYDNEY YACHT SQUADRON

In Sir James R. Fairfax, the Squadron has a Commodore who has for very many years past been a well-known figure in Sydney yachting circles, and who in past years owned some well-known racing craft, including Magic. During the past few years Sir James has been the owner of the steam yacht Isis.

Mr. Arthur J. Milson, the present Vice-commodore, is a son of the first Vice-commodore, and it is a happy coincidence that the jubilee should have occurred during his term of office.



**The Whale's Jaw at the Club House.**

The figures in the picture are Vice-Commodore Arthur J. Milson, and the secretary, Mr. S. D. Milren.

From the accompanying illustration it will be seen that the Royal Sydney Yacht Squadron has an ideal home. This was not always the case, since in the early years the members met together in a variety of places, until in due course the Exchange, Bridge-street became the temporary home of the club. Later on, rooms were taken in Post Office Chambers, Pitt-street, and these were only given up in 1902, when the squadron secured a lease of "Carabella," that beautifully situated property at Kirribilli. After renting "Carabella" and its spacious grounds, which have a deep water frontage, for several years, the club decided to purchase the major portion of the property, and this was effected in June of last year. The situation is an ideal one, and it is one of the choicest spots in Sydney Harbour. The foreshore at "Carabella" has not been improved, and Nature has not been disfigured by a sea wall or an unsightly wharf. The rocks remain, and the 3 acres of grounds are heavily wooded, many of the trees having been well rooted before a white man ever set foot on Australian soil. From the upper terraces extensive views of the harbour are obtained, and on opening days and special occasions



## ROYAL SYDNEY YACHT SQUADRON



The White Wings of the Royal Sydney Yacht Squadron.

sailing races are also given for the skiff and dinghy clubs, when the competing boats are in view all through the race. All the squadron's club events start and finish from off the Club House, while the club steamer which follows the races embarks the officials and guests from the club jetty. At the back of the Club House there is a tennis lawn, and a picturesque drive leads one out to Carabella-street. The whale's jaw close to the jetty is an interesting feature, and in the small illustration which we publish the Vice-commodore and secretary are seen standing between it, while in the distance the residences at Cremorne may be seen. In the large illustration of the Club House the observant reader will note one of the wireless telegraphy masts, and it is believed that the R.S.Y S. is the only British yacht club outside England itself which has a wireless equipment installed.

Before leaving the grounds, our attention is directed to the lawn, where there are two 9-pounders mounted on their gun-carriages. These are of historic interest, being Royal Horse Artillery guns presented to the N.S.W. Contingent in the Soudan and have been lent to the squadron by the Commonwealth Military Department. As we pause on the veranda before entering the smoking-room, we see on the terrace below us four brass signalling guns and learn that these were formerly carried by the modern Era, which by the bye, is now in the north-west of West Australia.

The Club House is, perhaps, best described as being a somewhat rambling bungalow structure. The main and front portions are built of stone and are by no means of modern construction. The rooms include smoking, reading, dining, and bedrooms, while there is also an office for the secretary, kitchens, and other domestic offices. On one side of the building an annexe has been erected having a wide veranda, and in this are situated billiard and other rooms. At the back of the main building there are also several smaller structures, and these are used for the accommodation of the staff of servants.



## ROYAL SYDNEY YACHT SQUADRON

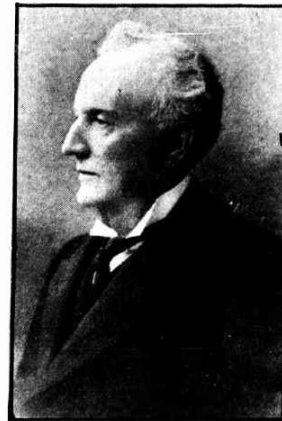
Pictures of the greatest interest are hung in all the club rooms, and we are indebted to the club for permission to reproduce some of these. We understand that the squadron has under consideration a scheme for rebuilding and remodelling the Club House, and that the matter is now engaging the attention of one of the leading architects in Sydney.



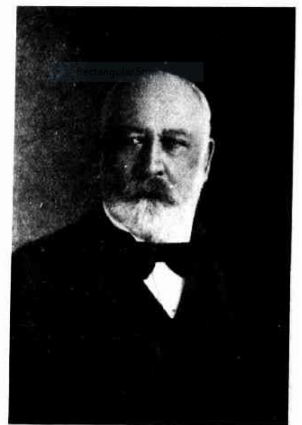
Mr. Alfred G. Milson, Commodore,  
1889 to 1893.  
(Falk. Photo.)



Dr. MacCormick, Commodore,  
1897 to 1900.  
(Fulk. Photo.)



Mr. T. A. Dibbs, Commodore,  
1901 to 1904.  
(Freeman. Photo.)



Sir James R. Fairfax, Kt., Com-  
modore, 1904 to date.  
(Photo, Crown Studios.)

### Wednesday, 10th July, 1912 – The Sydney Morning Herald

YACHTING JUBILEE.  
GIFT BY MR. E. W. KNOX.

The Vice-commodore of the Royal Sydney Yacht Squadron, Mr. A. J. Milson, has received a letter from Mr. E. W. Knox, a former commodore of the squadron, apologising for his inability to attend the jubilee banquet held at the Hotel Australia on Monday evening. Accompanying the letter was a very handsome birthday gift for the squadron, consisting of a silver salver and a cup, Mr. Knox wished the squadron many happy returns of the day. He expressed a desire that the articles should form part of the furniture of the now clubhouse, rather than he used as a competition prize. He was unable to attend the banquet owing to his absence from the city.

