

Chapter 2

THE CLUB THAT “WENT TO SLEEP”

From what has been related in the first chapter it is clearly evident that the Geelong Yacht Club was at a very low ebb in 1869 and from that time until 1880 there is no evidence to show that a Yacht Club was in existence in Geelong. On the other hand there is strong evidence to suggest that the Geelong yachtsmen of the day continued to indulge in their favourite sport by participating in Geelong regattas and also taking part in manoeuvres and sailing matches conducted by the Port Phillip Yacht Club, later to be known as the Victoria Yacht Club and now known as the Royal Yacht Club of Victoria.

But, as the purpose of this volume is to not only record the history of the Royal Geelong Yacht Club but also to record the history of sailing on Corio Bay it is perhaps appropriate to relate something of the aquatic events which took place during the period 1870-1880.

The 1870 Geelong Regatta was obviously a very gay affair but, once again, we see a very small entry in the main event, the Yacht Race. However, in contrast to the previous year, there was a very good attendance. So it would seem that the criticism levelled by the Geelong Advertiser reporter in 1869, when the drapers refused to close their doors, had been heeded.

It is also interesting to note that Captain Nicholson, the last-named Commodore of the Geelong Yacht Club, was the judge and Mr. Farrell, the G.Y.C. treasurer, was named as Treasurer of the Regatta Committee. But any active participation by the Geelong Yacht Club is not mentioned. It is important to remember that, as in the past, the regatta was conducted by a committee completely disassociated with the Yacht Club.

Here is how the rather colourful and certainly outspoken reporter from the Geelong Advertiser saw the day:

THE ANNUAL REGATTA

"The Annual regatta was held in Corio Bay on Friday, and seldom have lovers of aquatic sports been greeted with more favourable weather. The shops were all closed; there was an ample display of bunting, and everything tended to show that business was cast aside, and all were on pleasure bent. Knowing this it is a pity that we are not in a position to state that the regatta was a most unqualified success. This partial failure is to be attributed to various causes, but certainly not to any want of exertion on the part of the majority of the committee, who are to be sympathised with in their disappointment. We do not know how it is, but Geelong has never occupied the position she ought to do. Having such a beautiful harbor and bay she ought to be the first town in the colony. The Bay being so admirably adapted for yachting and boating the Geelong Regatta ought to be the best in the colony. But it is not so; our wealthy gentlemen do not seem to care about yachting, and our young men care not about rowing.

'Tis true, 'tis pity, pity 'tis, 'tis true.

We have a few spirited owners of yachts, and among them Mr. Heath and Captain Balfour. Had it not been for these two gentlemen the regatta on Friday would not have been worth seeing. Let us hope

for better things in the future. Our paragraph calling attention to the fact that a regatta was to be held would appear to have given offence. One gentleman actually entered a yacht to make up the race and afterwards withdrew it under the impression we alluded to his boat as a tub. The Duke is the yacht we mean. In explanation we might state that at the time of writing the paragraph we were not aware that the Duke would be entered also not aware that the owner had returned to town, not knowing the Duke, Lurline and Rob Roy would be entered but believing that the owner of Haidee and Corio rather than lose the chance of an exciting contest, would enter anything in the shape of a boat to make up the race, we hinted that such would perhaps be the case. If they had been compelled to do so to avoid disappointment, who could have blamed them? It was only fair to assume that neither the Lurline or Duke would be entered, as the owner of one is a member of the sailing committee and knew that the entries were to be sent in on Thursday evening, and the owner of the other was supposed to be out of town. Trusting this explanation will suffice we will return to our description of the regatta. The attendance of visitors throughout the day was exceedingly numerous, and finer sight than that presented by the eastern slopes as viewed from the flagship could not well be imagined. There must have been between two or three thousand gaily-dressed visitors promenading about, and with Mr. Miller's gaily decorated marquee, the hundreds of flags to be seen flying in every direction, and the background formed by handsome villa residences and the trees of the Botanical Gardens, it formed a picture that would have delighted the heart of the most enthusiastic landscape painter.

The wind was light during the morning, and it was feared there would not be enough wind to test the sailing qualities of the yachts. The owner of the Haidee wanted it to blow strong, and the owner of the Corio thought that if it did he would have a better chance. Both had their wish gratified; the breeze freshened at mid-day, and was strong enough to give them an opportunity of showing what they could do on every tack; the result was the finest yacht race that has ever been witnessed in Victorian waters. At the start, and in fact for a few days previous to the Regatta, the Corio was the favourite, but when once they had got away there was no choice, both being equal in the estimation of the public, until some distance had been traversed, when the Haidee became 'All the go'. The Haidee was sailed by Sheppard, whose name is so well known in connection with the famous Paddy from Cork; with him was an amateur crew, composed of the owner Mr. Heath, Major Stokes and Messrs. J. Hobday, H.A. and F.S. Scot; (the former owners of the Gauntlet), J. J. Robinson and E.C. Moore of Ballarat. The Corio, as usual was sailed by Alf Holland, with a professional crew of five. These two splendid boats carried their topsails throughout the race. They must have gone thirty-five miles altogether, and at the finish they were about half a mile apart. What could be more exciting? The race was worth travelling a hundred miles to see, and fully compensated for all other want of competition. The Haidee is a boat of immense power, or she would never be able to hold her way with such a bubbling at the nose' as Vanderdecken says; 'If she gave a little more of her beef to the Corio', it would be a wonderfully close thing between the two boats. Considerable disappointment was felt that there was no senior four-oared race; this was not the fault of the committee. A Williamstown crew, consisting of Gainsworthy, Picken, Paton and Disher entered, and brought down an open four-oar; a mixed crew from Melbourne and Ballarat brought down a spring test gig. These were the only two that entered, and as the rules said three boats to start, or no race, the committee extended the time for receiving entries until ten o'clock on the morning of the regatta, when another crew was entered: So far, so good - a good race and no hitch was expected. The three boats came out to start at the time appointed, when at the eleventh hour the Williamstown men refused to row, s their boat, they said, could not be compared to the spring test gig. This was their fault, they ought to have brought a spring test gig down with them. If they did not intent to row they ought to have stated so before 10 o'clock, when another crew would have been entered. As it seems they consider themselves equal as a crew to the other four, we have been requested to state that the mixed crew, as we have called it, are anxious to row them on the Saltwater River for a £50 trophy. If ever they

should visit Geelong again we hope they will not spoil sport. The Second Class Sailing Race also fell through, because it was said, but not proved, that a fisherman's whaleboat had been entered. As the owner of the whaleboat very justly declined to withdraw from the contest, the owners of the other three boats refused to start.

The arrangements on board the flagship, the Aquila, were very complete. Captain Hayes was there as starter, and Captain Nicholson as judge, whilst the honorary secretary, Mr. Chater, and the honorary treasurer, Mr. Farrell rendered invaluable assistance. The committee were catered for by Host Hayes, of the Lord Nelson in a manner that did him and his chef de cuisine Mr. Morrison, infinite credit. Mr Miller catered for the shore people, and he also gave the usual amount of satisfaction. We had almost forgotten to mention the volunteer Band which played seldom until reprimanded by the honorary treasurer, but seldom played better. Of course the music discoursed by them was the delight of all assembled. Neatly printed programmes were abundantly supplied by Mr. H. R. Gosling. Below will be found a detailed account of the racing:-

FISHERMEN'S SAILING RACE - PRIZES £6 AND £2

H. Belcher's "Sussex Lass"	1
M. Glashan's "Seven Sisters"	2

Alexander's Galatea and Carlson's Flying Fish also started. The Flying Fish went off with the lead, but was quickly overhauled by the Sussex Lass; both rounded the hulk "Fitzjames" in company, and eventually the Sussex Lass won in 35 minutes. The course being once round; a distance two miles.

PUNT SAILING RACE - PRIZES £4 AND £2

H.N. McCrae's "Muzzah"	1
H.J. Dupe's "Red Rover"	2
Cos's "Victory"	3

The Muzzah handled beautifully by J. Hobday, went away with the lead, was never afterwards caught, and won by about 300 yards, a quarter of a mile separating second and third. Time 25 min. Distance about 2 miles.

MAIDEN PAIR OAR RACE - PRIZES £4 AND £1

"Hawk", Gainsworthy and Pickin	1
"Camilla" W. Fink and Inglis	2

The "Blue Bell", H. G. Roebuck and A. I. Owen; and "Lurline", J. Burrowes and J.A. Muirhead; and the "Tartar", J. Arthur and E. Nicholls, also started. Arthur and E. Nicholls, who rowed in a clinker-built batwing, whilst the other pulled in open boats were made the favourites before the start. The start was not a good one Arthur "catching a crab", causing the Tartar to foul two of the others, and allowing the Williamstown men, Gainsworthy and Pickin, to get clean away. After getting clear they settled down to work, but were unable to catch the winners. This is not to be wondered at, as both were out of condition. They might have come in second but they gave up when holding that Position, a couple of hundred yards from home. The visitors won easily in 12 minutes. 37 secs, the second being 37 sec. behind.

YACHT RACE - PRIZES £30 AND £10

Mr. Heath's "Haidee" 16 tons 6-100	1
Captain Balfour's "Corio", 12 tons 83-100	2

Macallister's Lurline, 9 tons 83-100, and the Rob Roy, 4 tons 94-100, also started. The gun for the start was fired at 12.50 p.m., and a fair start was effected without, however, any great display of smart seamanship. The Corio was the first round the Fitzjames hulk, but it was quickly apparent she had too much ballast on board - at any rate she did not appear to be going through the water her best style, and her backers perceived that even if she did succeed in pulling off the event, it would be a "narrow squeak. Both boats had their gaff topsails set, a fairish SSE wind prevailing. The Haidee's large racing mainsail set splendidly, and she got through the water with a speed that fairly upset all previous calculations. The Lurline and Rob Roy, who had merely been entered to make up the race, were soon left in the lurch, and the two cracks bore down towards the buoy off Cowie's Creek. Alf. Holland, who was sailing the Corio, mistook the course; and Sheppard, in the Haidee, followed suit. Both boats went half a mile further to windward of the buoy than there was any necessity for, and on discovering their mistake had to run down before the wind to regain the "track." Had the Lurline and Rob Roy been anything like equal boats this mistake might have proved fatal to both the leading yacht. The Corio rounded the buoy off Cowie's Creek, fifty seconds ahead, but lost the lead when standing over to the buoy at Point Henry. This was negotiated by the Haidee two minutes before the turn. From this point to the flagship they bowled along in fine style and the Haidee was putting her nose into it and throwing up more water than any we saw in a boat of her size. The difference in the style of going of the two boats as they came stem on to the flagship was very noticeable, the Corio hardly throwing up a ripple. As the Haidee surged past the flagship she made as big waves as a small steamer would do, and caused the flagship and boats alongside to rock as if in a moderately heavy sea. The boats passed the flagship the first time round in the following order:-

Haidee	1h 05m 00s
Corio	1h 06m 57s
Lurline	1h 51m 00s
Rob Roy	2h 03m 30s

The two latter gave in after going once round, leaving the contest to the Haidee and Corio. The former rounded the Cowie's Creek, buoy 2 min 50 sec ahead of the Corio, and further widened the gap when "hailed on the wind." She passed the Point Henry buoy 3 min 18 sec in advance, and here it was the general opinion that Holland was pressing the Corio too much, and that she would have gone better without her gaff topsail set. The second round was accomplished by the boats in faster time than the first, they passing the flagship as under:-

Haidee	2h 07m 30s
Corio	2h 10m 59s

The Haidee, however, was not to be caught, and passed the winning post as mentioned below:-

Haidee	4h 03m 45s
Corio	4h 07m 35s

thus, going the last round in 56 min 45 sec. Both boats were loudly cheered, and no wonder ; they must have travelled 35 miles, and only 3 min 50 sec divided them. The Haidee, having to allow the Corio 1min 45 sec, thus won by 2 min 5 sec.

FISHERMAN'S PULLING RACE - PRIZES £5 AND £2

Johnson's Chance	1
Howard's Galetea	2

The Seven Sisters and the Unknown also started, but never had a show. The Chance, by far the fastest boat, independent of being well rowed, won easily

THIRD CLASS SAILING RACE - PRIZES £6 AND £2

Jamieson's White Squall	1
Tough's Jane	2

The winner came in a quarter of a mile ahead.

PUNT PULLING RACE - PRIZES £4 AND £2

H. J. Dupe's White Swan	1
G.C. Wilmot's Seagull	2

Arthur's Success and Swift's Dart also started. A good start was effected the boats, if anything, being rather too close together. Dupe, having the choice of place, steered the straightest, and went away with the lead. Wilmot, who had the worst place, pulled manfully, but his want of condition told on him, and he was unable to overhaul Dupe, whose condition was perfect. The distance was about one mile and three quarters, and was said to have been covered in twelve minutes. Swift was third, and Arthur gave up early in the race.

The sports concluded with a duck hunt, and the gun announcing the conclusion of the Geelong Regatta of 1870 was fired shortly before 6 p.m."

It was not until nearly two years later that there was any RECORDED yachting activity on Corio Bay when a regatta took place on November 24, 1871. The following day, November 25, the Geelong Advertiser published the following interesting and colourful report of the general activity of the day as well as details of the quite extensive racing programme. It will be noted that the Barwon Rowing Club made a successful appearance with, what were to become very well-known names in rowing circles, those of Messrs. J. F. Strachan and C. Shannon in the Senior Four Oar crew.

Geelong Advertiser - 25/11/1871

"THE REGATTA"

Commodore, His Worship the Mayor; Vice-commodore, Captain LeNeven; judge, Capt. Nicholson; starter, Capt. Hayes; treasurer, Mr. G. E. Green; and secretary, Mr. Thomas Sidders. If there is one pastime more than any other that the people of Geelong ought to patronise well it is a regatta. There is no town in the colony so well situated for aquatic amusements, and we very much question if there is a bay in the world better adapted to test the merits of sailing boats and yachts of a moderate size than that of Corio. In going round this magnificent sheet of water, no matter in what weather, the competitors have to show how their crafts can hug the wind, how they can bowl freely along before it, and how they can go on every tack, and good seamanship is repeatedly called into request in the struggle for supremacy. This being the case hopes were entertained a few months ago that it would be comparatively an easy matter to raise funds out of which to offer such liberal prizes as would induce the attendance of yachts and rowing crews not only from Melbourne but also from neighbouring colonies. A committee was appointed, and notwithstanding that they displayed great

energy, they were not so well supported as they had a right to expect, and were only enabled to offer a moderate amount of prize money for competition. When the list of prizes was first published it was feared that the regatta, as far as great competition was concerned, would be a failure, and even those who had not subscribed considered they had a right to sneer, and say, 'Do you think yachts will come from Melbourne to compete for a paltry £30, etc.' Still, the committee hoped against hope, and none who witnessed the splendid racing which took place yesterday, will deny that there was quality if not quantity, and that the Regatta of 1871 must be recorded a success. Early in the morning, the sky was speckled with dark clouds, and a strong wind prevailed, leading many to believe that we were going to have a stormy day, and owners of boats anxiously consulted the barometer. According to the programme, the first race was to start at eleven o'clock, and ongoing down to the Bay at that hour, it was found that the Hebe, which was to serve as the flagship, was gaily decorated with flags and had been moored in a position a few hundred yards east of the gentleman's bathing house, and about a quarter of a mile from the shore, the Colonial Empire and other vessels in port also displayed a quantity of bunting, and on the eastern slopes could be seen three handsome marquees, where Messrs. Toole and Miller intended to dispense creature comforts to what they doubtless hoped would be a thirsty crowd. The Custom House jetty was already well patronised by spectators, and yachts could be seen cruising about in all directions, taking, what in racing parlance would be called, a preliminary canter over the deep blue sea. There was also a crowd on the Yarra Street wharf anxiously awaiting the signal for the start, and criticising Mr. Banner's yacht the Edith Kate, a big lump of a boat which had arrived overnight, and which it was hoped would enter the yacht race. On inquiry, however, our reporter found that Mr. Banner had merely come down for a trip. It may here be added that his boat afterwards accompanied the yachts, but was evidently no match for them. The Dhuleep Singh was found alongside the harbourmaster's jetty and her owner, Mr. Rutherford, was bewailing his hard fate. His boat was entered for the Fisherman's Sailing Race, and at the last moment the crew who had been engaged to go in her had disappeared. Whether they had been what is commonly called 'squared' or no, our reporter could not ascertain, but it was whispered that they refused to go because her owner was not a licensed fisherman in the real meaning of the word. This was indeed hard for Mr. Rutherford, who had previously withdrawn her from the Second-class Sailing Race because she was 'a licensed fishing-boat.' The information thus obtained was the reverse of encouraging, but an hour or two afterwards things looked very much brighter. 'Old Sol' came out, and so did the people of Geelong, and at 2 o'clock the eastern slopes, as viewed from the flagship, presented a most attractive appearance. There must have been some 2000 or 3000 gaily dressed visitors strolling about, and, notwithstanding the absence of the Nelson Band, which had been expected, one and all appeared bent upon enjoying the beautiful weather and the racing that was going on at their feet. It is a wonder that none of our photographers considered it worth their while to take their cameras on board the flagship. Had they done so they would have been able to secure a picture that must have realised a ready sale, for never did we see the Eastern Beach and sword-covered cliffs, crowned as they are with villa residences, look so well. But, to return to the events of the day, it was announced that the first race would start at eleven o'clock, and that the first event would be the Punt Sailing Race. For this event five punts had been entered, amongst them Mr. Shugg's Harry, which had been so unfortunately lost on the previous day, and only two came to the post. Under these circumstances the committee at first decided that the race should be run later in the day, but subsequently determined, as the competitors had not answered to time, not to have a punt race at all. It need hardly be added that this decision was approved of by the majority of the visitors. If the punts had started at the appointed time it is most probable some of them would have been swamped in the nasty sea that was running, and it is sincerely to be hoped that we have now seen the last of punt racing on Corio Bay. Such coffins, for they are as much like coffins as boats, are not fit for deep water. It is all very well to use them on shallow lakes, where, if they do turn over, the chances are that a mud flat is in close vicinity; but it is radically wrong to induce men to risk their

lives for the amusement of other people. Regattas, in England, are intended to encourage a superior build of boats. The same idea ought to prevail here, and none will venture to say that a flat-bottomed boat, four or five deal boards nailed together, is an improvement in the art of boatbuilding. It would be absurd for a deep keel boat to be used on a shallow lake like Connewarre, it is equally absurd to encourage the sailing of punts on Corio Bay. At twelve o'clock the Commodore came on board the flagship, and a quarter of an hour afterwards the competitors in the Fisherman's Sailing Race were started on their journey. Then followed the Maiden Four-Oar race in which, after gallant contest the Ballarat crew wrested the victory from Geelong, by only five feet; it was the best race ever seen on the waters of Corio Bay, and it is to be regretted there was no second prize. The third event was the Yacht Race, for which both the Hailee and the Corio were made great favourites, it being supposed, and this supposition subsequently proved to be correct, that the two other boats had only been entered to make up the race. Fearing stormy weather, the owner of the Haidee had, before starting, replaced his racing boom by a smaller one, and this lost him the race, which, from first to last, was contested inch by inch. When the yachts started, there was a tolerably fresh breeze from WSW, but after they had gone two rounds it was succeeded by a very light breeze from the SSE, and then the Haidee felt the want of additional canvas. The second-class sailing race was won by Mr. Timm's Henrietta, to build which Mr. Sinclair only received an order about two month ago, and it is only fair to say that his last production is a credit to him. He built the Southern Cross and the Corio, both good boats; but we question, taking the tonnage into consideration, if the Henrietta is not a better boat than either of them. When such yachts can be built in Geelong, there certainly can be no occasion for sending orders home to England or even purchasing yachts in Sydney. The Henrietta was entered for the yacht race, and many would have like to have seen her continue in it just to see how close she would have been. Some credit must also be given to Mr. Tough who made her sails. Seldom have we seen new sails fit a boat so well. It was whilst the yachts and second class sailing boats were out that the prettiest sight of the day was witnessed. This was when the seven competing yachts and the Southern Cross and, Edit and Kate were all in a cluster off Cowie's Creek. The Fishermen's Pulling Race resulted in a barney, and Mr. Rutherford's Dhuleep Singh was again the cause. There were four boats entered, but when they came to the post three of the owners refused to pull against the Dhuleep Singh believing the committee would induce her to retire from the contest. This the committee refused to do, and very properly so too, half the prize money had been collected by the captain of the Dhuleep Singh, and the others not only knew on Tuesday night that he had entered but had actually consented to pull against him. The fishermen always do grumble at regattas, and hitherto the committee have been induced to give 'the poor fishermen a chance', but they probably will not have cause for grumbling again. It was unmanly and unfair to protest against the Dhuleep Singh after having consented to compete against her, in order perhaps to get the money collected by her captain; the committee showed their opinion of such conduct by returning the money collected and there was no race.

In the meantime, whilst the fishermen were trying to work a point the senior four oar crews had taken their position off Hutton's wharf, and speculation was rife as to which would come first, Geelong or Ballarat. The representatives of the Pivot were the favourites, although they had only been out twice, and the result showed they were worthy of the confidence reposed in them. With regard to Mr. Miller's catering on board the flagship, it was first-class, and although they did not drive a roaring trade on the beach the arrangements made by Mr. Toole and Mr. Miller gave every satisfaction. Mr. Hayes occupied his old position as starter, and when it is stated that all the competitors admitted that good starts had been effected, it may be imagined how well he did his duty. Captain Nicholson was the Judge, and his decisions met with unanimous approval. The treasurer, the secretary and the whole of the committee worked with a will, and it may safely be

said, if any person was disappointed it was not their fault. Below we give the events as they took place:-

FISHERMEN'S SAILING RACE - PRIZE £10 AND £2

<i>R. Johnson's Our Hope</i>	1
<i>E. Simpson's Kingfisher</i>	2
<i>Maroni's Seven Sisters</i>	0
<i>H. Reid's Lavina</i>	0

MAIDEN FOUR-OAR RACE - TROPHY, VALUE £12. ABOUT ONE MILE AND A HALF

<i>Mann's Ballarat crew</i>	<i>T. Mann 10 st 10 lbs (stroke)</i> <i>J. Stout 11 st,</i> <i>Gledhill 11 st</i> <i>W. Stout 11 st.</i>	1
<i>Barwon Rowing Club</i>	<i>J. Arthur 11 st.4lbs (stroke),</i> <i>E. Nicholls 11 st 7 lbs,</i> <i>R. Barker 10 st 7 lbs,</i> <i>H.M. Strachan 9 st 2 lbs</i> <i>J. Oglivie (coxswain)</i>	2
<i>Corio Bay Rowing Club -</i>	<i>R. Roche 11 st 10lbs (stroke)</i> <i>Marshall 11 st,</i> <i>Fair 11 st,</i> <i>Rashleigh 9 st 6 lbs,</i> <i>Blunt (coxswain)</i>	3
<i>Ballarat City Rowing Club</i>	<i>T. Hughes (stroke),</i> <i>J . Boyd ,</i> <i>J. Jinks,</i> <i>W. Hughes,</i> <i>Jinks jnr. (coxswain)</i>	4

The course was from Hutton's wharf, round a buoy off the Western Bathing house, and finish at the flagship. As the spectators could see nothing of the race until the boats had passed the Yarra Street wharf, a great deal of dissatisfaction was expressed, but the course was selected in order to obtain smooth water. A fine start was affected, and the winners quickly forged ahead, and took the Corio Rowing Club boats' water. This gave them the inside running, and enabled them to place themselves a length in advance of the Barwon boat. Nothing daunted Arthur kept to his stroke, and the two crews maintained the position mentioned until the Railway pier was reached

Here Arthur put on the steam, his men answered gamely, and gradually but surely, did Geelong creep up, until they came to the Yarra Street wharf, when, from the flagship, they appeared to be neck and neck. A splendid race home ensued, and victory hung in the balance until the very last moment, when the Ballarat men won by five feet -not more -and had they had another couple of hundred yards to travel it was the general belief they would have been beaten. The Corio Bay crew rowed in a heavy clinker built boat, and came in third, had they rowed in a light spring test gig, like the others, they would probably have been very close up at the death. Time 10 min. 23 sec.

YACHT RACE - Prizes £30 and £10. Four times round-about 40 miles. Allowance: half a minute per ton.

<i>Captain Balfour's Corio, 11 21-100 tons Alf Holland</i>	<i>1</i>
<i>Major Heath's Haidee, 16 74-100 tons Sheppard</i>	<i>2</i>
<i>Mr. Panton's Southern Cross, 8 27-100 Owner</i>	<i>0</i>
<i>Mr. Timm's Henrietta, 6 8-100 (owner)</i>	<i>0</i>

The two small boats were only entered to make up the race, and withdrew after the start, leaving the two cracks of Victoria to fight their own battle. The Corio was freely backed to win, it being evident that the Haidee could not spread nearly enough canvas for such a breeze. A good start was effected at 24 minutes past 1 o'clock, and the Corio went off with the lead, and easily weathered the buoy off Yarra Street. The Haidee went down to leeward of it, and it was thought she would have to make a short tack in order to leave it on her lee side. Instead of doing this she shot up right in the wind, and succeeded in grazing the buoy on the right side. By this time, however, her opponent had gained a good lead, and was running along so smartly that the question arose - 'will they ever catch her'. Still, she did not appear to gain on the Haidee, and thus these two beautiful yachts skimmed over the waters until they reached Stingaree Bay, when Alf Holland, mistaking the course went too far up, and gave the Haidee the lead. As they came along from Limeburner's Point the Haidee's jib went astray, but the accident was quickly remedied, and on she came like a racehorse, it being noticeable that she did not go through the water so cleanly as the Corio. The first round was completed at the undermentioned time, viz:-

<i>Haidee</i>	<i>2h 30m 00s</i>
<i>Corio</i>	<i>2h 31m 15s</i>

As the Corio was to be allowed about 2 3/4 minutes this did not look very rosy for the Haidee, more especially when it was evident that the breeze was dying away, and nothing but a gale could drive the Haidee along at top speed with such canvas as she was furnished with. After passing the flagship the Haidee tacked but Alf. Holland tried to weather the buoy, and, failing in this, he, like Sheppard had done in the previous round, shot up and weathered it just as the Haidee bore down upon it, and there was as near as possible a collision. The seamanship displayed by both Holland and Sheppard in this little bit of jockeying, as indeed throughout the match, was the best we have ever seen in Corio Bay. In the run down to Cowie's Creek the Corio got slightly ahead, and again the two boats raced round to Limeburner's Point, where a desperate struggle took place the Haidee having again assumed a lead. Tack for tack, dodge for dodge -every inch was disputed, and when the Haidee passed the Flagship she was only 9 3/4 sec. ahead, the time being:-

<i>Haidee</i>	<i>3h 43 m 00s</i>
<i>Corio</i>	<i>3h 43 m 9 3/4s</i>

This was the last time the Haidee was the first to pass the judge; the wind veered around to SSE, and there was little of it. She was ahead, although to leeward, in Stingaree Bay where the Corio got a puff, as much as she could stand, which made her overhaul the Haidee hand over hand, and pass the flagship in advance at ten minutes past five o clock, the order being:-

<i>Corio</i>	<i>5h 10 m 00s</i>
<i>Haidee</i>	<i>5h 10 m 29 s</i>

There was nothing particularly noticeable in the fourth and final round, except that the Corio appeared to have it all her own way, and the result was:-

<i>Corio</i>	<i>6h 18 m 24s</i>
<i>Haidee</i>	<i>6h 21 m 05 s</i>

The Corio thus won one of the best yacht races ever seen by 2 min. 41 sec. in addition to the time she would have been allowed for tonnage, the forty miles being covered 5 hr. 54 min. 24 sec., the two yachts being frequently so close together that it was impossible, even with the best glasses, to discern which was ahead.

SECOND CLASS SAILING RACE -Prizes £ 12and £3. Twice round the yacht course.

<i>Mr. Timm's Henrietta, 6 8-100</i>	<i>1</i>
<i>Mr. Fawcett's Albion 6 17-100</i>	<i>2</i>
<i>Capt. Hayes' Lightning 6 12-100</i>	<i>3</i>
<i>Mr. Adman's Australasian 9 17-100</i>	<i>0</i>
<i>Mr. Shea's Ariel, 8 62-100</i>	<i>0</i>

This was another splendid race, and the new boat, the Henrietta, was made the favourite. In running, the Albion gained upon and passed her after a good start had been negotiated, at 36 minutes past two o'clock, but in beating to windward was unable to retain her advantage, and allowed both the favourite and the Lightning to pass her. The first round was finished at eight minutes to four by the Henrietta the Lightning being 52 seconds behind her, the Albion being a good third, and the other two boats being well up.

In running down to Cowie's Creek the Albion assumed second place, and it was said, subsequently passed the Henrietta; but this could not be discerned from the shore, the boats being in a cluster. The result of the race was as below.-

<i>Henrietta</i>	<i>2h 49 m 20 s</i>
<i>Albion</i>	<i>2h 52 m 50 s</i>
<i>Lightning</i>	<i>2h 55 m 05 s</i>

SECOND FOUR-OAR GIG RACE -Trophy value £20

<i>Barwon Rowing Club -</i>	<i>J. Cullin (stroke)</i> <i>J. P. Strahan,</i> <i>C. Shannon,</i> <i>J. Arthur,</i> <i>Ogilvie (coxswain)</i>
<i>Williams' Ballarat Crew -</i>	<i>E. Williams (stroke),</i> <i>H. Golightly,</i> <i>R. Bennett,</i> <i>A.E. Buchanan</i>

The Ballarat City Club four also went for this event, which is easily described. The Barwon Rowing Club took the lead, kept it, and won by a good five lengths, amidst great cheering, and with a boat half full of water. It is only fair to add, that No 2 in the Ballarat crew got his oar underneath the boat

at starting, and this caused his boat to lose a length or two. The proceedings concluded with a Tub Race, which afforded much amusement."

A news item in the Melbourne Argus on May 12, 1872 reported that at a meeting of the Port Phillip Yacht Club (later the Victoria Yacht Club), Captain Coffey was elected commodore and Major Heath of Geelong, was elected vice-Commodore. The Club burgee should consist of a red ground with white cross and the headquarter blue. Yachts of the club were to rendezvous at St. Kilda on the Queen's Birthday at 11 a.m. for an initiatory cruise.

So as far as Geelong is concerned this is a most significant item, particularly as regards Major Heath being elected Vice-Commodore of a Melbourne based club. It will be recalled that it was Major Heath who attempted to resurrect the Geelong Yacht Club in late 1869 and it was also Major Heath, then Vice-Commodore of Geelong, who chaired the last recorded meeting of the club on November 10, 1869. It is thus clearly evident that the Geelong Club was no longer in existence and that, although there was no doubt yachting activity on Corio Bay at this time, 1872, Geelong boats were now participating in the Victoria Yacht Club events.

This is further emphasised by a report in the Geelong Advertiser of November 26, 1872, relating how five Geelong yachts sailed to Melbourne to take part in the opening cruise of the Victoria Yacht Club. It is reasonable to assume that this cruise was the one referred to earlier in the year in the Argus.

The Advertiser report reads as follows:-

"THE OPENING CRUISE OF THE VICTORIA YACHT CLUB

As reported in our issue of Saturday, the Geelong contingent which was composed of five yachts -the Haidee, the Foam, the Duke, the Henrietta and the Rob Roy left here on Friday morning to take part in the opening cruise of the Victoria Yacht Club, which occurred on Saturday. The Foam, it will be remembered, started before breakfast, the Rob Roy at 10 o'clock, the Duke and Henrietta at 11 o'clock, and the Haidee at half-past eleven o'clock, the intention being that the Vice-commodore's yacht, the Haidee, by giving the other yachts a good start, should arrive about the same time as them in Robson's Bay. Nothing was seen of the Foam until arriving at the rendezvous, but the Haidee having cleared the channel at about half-past one o'clock was favoured with a spanking breeze, and overhauled and passed three others at about the half-way trees. She then lay too off Point Cook to enable them to come up and pass her again, and the gentlemen on board indulged in a little unsuccessful fishing. When the others had got ahead nearly two miles she again got under way, and arrived at the lightship at seven o'clock, just as the Rob Roy was letting go her anchor. The trip was much enjoyed, it being impossible to desire a more pleasant passage, the wind being favourable and the weather fine. With respect to the opening cruise, the Geelong members considered the turn out to be a very good one for a commencement, notwithstanding that the populous and wealthy city of Melbourne could only send one more yacht than Geelong. Every confidence, however, is expressed that the number of yachts in both places will rapidly increase, and in the course of a short time, it is believed that a larger yacht than any the club can now boast of, will be built for some of the Geelong members. The opening cruise would, it is thought, have been a far greater success had members of the club refrained from engaging Sandridge passenger boats, which, of course, could not fly the colours of the club, although patronised by members in uniform, and the sailing-masters of which never kept the line, but seemed to consider they have carte-blanche to go wherever they liked. As a rule, however, the yachts belonging to members of the club were fairly handled, although the manoeuvring of the five Geelong yachts in Corio Bay on Wednesday was considered equal, if not superior, to that of the yachts on Saturday. The Commodore's boat, the Mischief, displayed good

sailing powers. She is a very smart craft, with a clean entrance, narrow in the beam, but carries her bearings well aft. It may be mentioned that on the way up the Duke led; the Henrietta, to the surprise of many, not being able to do anything with her. The Foam returned to her moorings at ten o'clock on Sunday night, the Henrietta arrived here at about eleven o'clock yesterday morning, but at dusk last evening neither the Haidee, the Duke nor the Rob Roy were to be seen, and it was supposed that a private 'match might have taken place during the day in Hobson's Bay."

There are several comments in this report which further serve to indicate that the Geelong boats were now on the register of the Victoria Yacht Club. Firstly it refers to the Geelong contingent leaving to take part in the opening cruise of the Victorian Yacht Club. (This should have read VICTORIA Yacht Club.)

It also refers to Major Heath as being the Vice Commodore of the Victoria Yacht Club and states, "that Geelong members considered the tum out to be a good one." Whilst all of this was going on in Melbourne, Geelong residents were busy planning for a regatta to be held in 1873 and the Geelong Advertiser report of a meeting convened for December 11, 1872 reads as follows:-

"THE GEELONG REGATTA

The meeting convened for last evening at the Victoria Hotel, to considered advisability of holding an Annual Regatta, was much better attended than similar meetings have generally been. Mr. G. E. Green was voted to the chair, and stated that he had been requested by several gentlemen to call that meeting with the view of ascertaining if a successful regatta could not be held.

Mr. Heath said he had been considering the matter over, and he had come to the conclusion that it would be far better to make the matter more public than it had previously been, and having this object in view he would very much like to see the Mayor asked to take the lead and call a meeting which the inhabitants would, out of respect to him, attend, and thus the interest taken in the Regatta would be more general.

Mr. Rippon stated that since the regatta had been mooted he ha been engaged in collecting subscriptions, he had not canvassed, he had simply asked for subscriptions from gentlemen who he had casually met, and had been promised forty-one guineas.

Captain Nicholson agreed with the remarks that had fallen from Major Heath. In previous years hints had been thrown out that the regatta meetings had been hole- and-comer ones, and therefore he would prefer to see a meeting called by the Mayor, and would give every assistance he could to make the regatta a success.

The Chairman remarked that if the Mayor wished to come he could have been there. Did Major Heath intend to move a resolution?

Major Heath thereupon moved: 'That the Mayor be requested to call a meeting in the Town Hall'. Seconded by Captain Nicholson, and carried.

Major Heath remarked that it should not only be a town affair let it be for the district at large and then the regatta would be a greater success than on previous occasions, when they could only get two or three boats to come down. He moved: 'That a deputation, consisting of Alderman Morris, Captain Nicholson, and the mover, wait upon the Mayor and ask him to call a meeting as proposed.' Seconded by Alderman Morris and carried.

Mr. E. Harrison suggested that if a regatta was decided upon by the public meeting, they might be able to get a concert given in aid of the funds. This, of course, was a matter of detail that could be afterwards considered.

It having been decided that the appointment of a president should be left in the hands of the meeting, the proceedings terminated with a vote of thanks to the chairman."

There again we see the redoubtable Major Heath very much to the forefront, having quite a deal to say about the format for the regatta. But there were stormy times ahead and the committee were by no means in for plain sailing. Two days before the regatta, scheduled for April 9, 1873, the committee met to make final arrangements and, as the report from the Geelong Advertiser tells, there was much heated discussion regarding the rules under which the sailing matches were to be conducted. Apparently there were Geelong Regatta rules and Yacht Club rules, presumably the Victoria Yacht Club rules.

To quote the Geelong Advertiser 8/4/1873 report:-

"GEELONGREGATTA

A meeting of the regatta committee was held last evening, when there were present - Capitan Le Neveu, Vice-commodore, in the chair and Messrs. Green, Nicholls, Shannon, Morris, Strachan, Lascelles, Hall, Rippon, Sidders, Capt. Balfour, Capt. Hayes, Major Heath and Capt. Nicholson. A letter was read from Capt. Coffey stating he should have much pleasure in being present at the regatta. Quite a storm arose about the Yacht Race. At a previous meeting of the committee it had been decided that the sailing matches should be sailed under the Yacht Club rules. This was strongly objected to by Capt. Balfour, who refused to enter the Corio under such conditions, he saw no reason why the rules should be altered, as under the new regime the yachts belonging to the club would have too much advantage. Captain Nicholson considered the conditions should be left to the sailing committee, and Mr. Anderson agreed with him. It was pointed out that the committee had at a previous meeting decided to sail under the Yacht Club rules. Three boats had been entered under those conditions, and now they could not be altered. It was also ascertained that Captain Nicholson had presided at the meeting at which the minutes affirming that the race should be sailed under Yacht Club rules were adopted, upon which Captain Nicholson replied .that it must have passed him unnoticed. Major Heath said that if the conditions were not carried out as approved at a previous meeting, he should take it upon his own responsibility to withdraw the three boats entered. Upon this, Capts. Nicholson, Balfour and Hayes stated they should retire from the committee and left the room. Subsequently Mr. Shea entered and said he would not enter in the second class sailing race under the Yacht Club rules. Mr. Green and Captain Le Neveu subsequently left the room to try to arrange matters, and induced Captains Nicholson and Hayes to return.

Mr. Rippon pointed out that it was not possible to alter the Yacht Club conditions three boats having already entered under them; he thought, however, that with respect to the other sailing matters, only Geelong boats having entered, the objection might be met. He moved "That the Yacht Race be sailed under the Yacht Club rules and the other sailing matches under the old Geelong rules. Seconded by Mr. Timms. Mr. Hall moved an amendment - 'That the whole of the sailing matches be sailed under the Geelong rules.' Seconded by Captain Hayes. There were four for each, and Captain Le Neveu said he did not see the use of giving his casting vote if Captain Nicholson refused to act. He declined, therefore, to give a vote. After a long discussion Captain Hayes agreed, on behalf of the Corio, not to carry a balloon jib if the Haidee did not. Major Heath agreed to this conditionally that the other boats did the same, if they did he should try his best to beat them, as he did not intend it to be said that he had sold the race. Captain Balfour on being called in by Captain Hayes, refused to sail

under anything but the old Geelong rules, he refused to sail under the Sydney Yacht Club rules, it was making Victoria inferior to Sydney. He then accused Major Heath of taking advantage of his absence to propose regulations by which he would have an unfair advantage. Major Heath denied this accusation in the most emphatic manner possible, and said to settle disputes he would withdraw the Haidee. The chairman ought not to have allowed Captain Balfour to make such assertions. Captain Nicholson called attention to the fact that the minutes did not state who was the mover and seconder of the resolution that the Yacht Club rules be adopted. The secretary stated the regulation had not been advertised officially. Upon this Captain Nicholson proposed the following gentlemen as a sailing committee, viz., Captains Hayes, LeNeveu and Nicholson, and Messrs. Green, Morris, Hall and Lascelles, their decision to be final. Seconded by Mr. Green and carried. The reception of entries was then proceeded with. Major Heath then stated the Melbourne yachts and any other boats entered by him were only entered by him under the proviso that if their owners objected to race under the Geelong rules their money should be returned. Capt. Nicholson said Capt. Balfour had kindly placed the Aquila at the disposal of the committee as the Flagship, and Mr. Green and he (the speaker) had arranged for a band. Mr. Green exhibited five very handsome cups, purchased by Mrs. J. Bell, as the Ladies' trophies, to be presented to the winners of the Senior Four Oar race. These were much admired, and the members of the committee warmly thanked Mrs. Bell for her kindness in exerting herself so much to make the regatta success. Then followed a list of entries received.

The Sailing committee then retired, and on their return brought up a report to the effect that it had been decided that the yachts should sail under four sails, according to the Geelong Regatta regulations; that all sailing craft should be measured under previous Geelong Regatta rules; that the owner of any yacht objecting to these regulations should have his entries money returned; that the course for yachts should be the Geelong (old) Regatta course four times round, fishermen's race three times round the yacht course, second class sailing race twice round yacht course; third class sailing race one round; coxswains to weigh 8 st. or over (to be weighed at Denny's store at 9a.m. on the morning of the race); that, should there not be sufficient boats start to make a race, the entrance money to be returned."

It would seem from this that the problem had been solved, but this was far from being the case. That evening Captain Coffey and the Hon. A. Mackay, owners of the Mischief and the Mystery arrived in Geelong on the evening train from Melbourne and immediately requested an interview with the Sailing Committee. The outcome of the discussions which took place at this meeting were faithfully reported in the Geelong Advertiser the following day (the day of the regatta) and it is clear that the dissention regarding the rules for the Yacht Race was still very much in evidence

Geelong Advertiser - 9/4/1873

"THE REGATTA

After much exertion, and it is a pity that much exertion should be required, sufficient funds were raised to enable the committee appointed for that purpose to issue a programme for a regatta which will be held on Corio Bay this day. The prize list is not, perhaps, so liberal as it ought to have been for a town so favourably situated for aquatic amusements as Geelong; nevertheless it has attracted a liberal amount of competition, and if no hitch occurs to mar the harmony of the proceedings, the hundreds who will probably patronise our beautiful Eastern slopes during this afternoon will certainly have no reason to complain of want of sport. A great deal of interest is being taken in the Senior Four Oar Gig Race, for which three clubs have entered crews, viz., the Ballarat Club, the Ballarat City Club and the Barwon Club. These crews went round the course yesterday, and speculation was soon very rife as to which would be the first to pass the judges eye today. The Ballarat City Club had the call in

betting, and there is no mistake about it, the stroke oar, Mr. Giles, may be almost a maiden puller, but the style in which he sent the blade of his oar through the water would almost make one believe he had had no little experience among the watermen on Father Thames. The veteran Williams will pull stroke for the Ballarat Club, and beaten or not, it is certain he will pull a plucky race. Mr. Nicholls occupies the premier position in the Geelong boat, and it is by no means certain that he will drive the other boats before him. Given condition, and there are many knowing ones who believe that he and his gallant crew will have to bow their thanks to Mrs. J. Bell, when she delivers the handsome cups provided for the winner.

As may probably have been anticipated by those who read the report of the regatta meeting which appeared in our issue of yesterday, the owners of the Melbourne yachts entered for the chief event of the day by no means approve of the action taken by the committee, but it is satisfactory to be able to state that, as will be seen below, there will, in any case, be a yacht race. The Mischief and Mystery came down yesterday, and their owners, Captain Coffey and the Hon. A. Mackay, arrived by the evening train, and at once requested an interview with the sailing committee. During the evening their invitation was accepted by Capt. LeNeveu, Vice- commodore of the regatta, Mr. Lascelles, and the secretary, when the Hon. A. Mackay said they wished to see the sailing committee in order to feel if some compromise could not be made by which a good race could be secured, he condemned the action taken by the committee in rescinding a resolution at the eleventh hour, and said that as far as he was concerned he would be happy to sail his yacht, the Mystery, against the Corio on their merits. But this was not the point - they must see if they could not give and take. Captain LeNeveu replied that it must be the Geelong Regatta rules or nothing, Mr. Lascelles, having heard Mr. Mackay's statement, asked if it was only the measurement of the yachts that was in dispute. Mr. Mackay replied that, having 'sails on deck' at the start, would place the Haidee and Mischief at a disadvantage, the Corio sails could be hoisted and she would get a quarter of a mile start before such heavy sails as used by the two boats he had mentioned could be hoisted; this, however, did not affect him as he had a small boat, he would be content if the owner of the Corio would submit to the Yacht Club measurement of the boats. Mr. Lascelles thought the offer a reasonable one, and -Mr. Mackay continued -He had never heard of such a thing as a Regatta Committee adopting certain rules at one meeting, accepting entries under those rules, and then altering them two nights before the Regatta. The secretary stated it had never been advertised in the official programmes that the race would be sailed under the Yacht Club rules. He admitted, however, that the reports of the meeting at which the Yacht Club rules were adopted were correct; also that he had informed Mr. Panton that the Yacht Club rules had been adopted. In answer to a question, Mr. Mackay remarked that the owners of the Haidee Mischief and Mystery were quite willing to sail without square sails, and proposed to withdraw them from the race if his proposition was not accepted, and let them sail for a sweepstakes among themselves. Captain Coffey coincided with these remarks, as did Major Heath. Mr. Mackay asked what were the Geelong rules respecting sails to be used. Captain LeNeveu -Plain sails. Mr. Mackay replied that he had heard the Corio would sail with an immense balloon jib, which was no more a plain sail than a square sail was, but he would give the balloon jib in.

Eventually it was agreed to submit the question of measurement, and an opinion was expressed that the owners of the Corio and Foam would agree to the compromise. Should they not do so, the three yachts will sail for a sweepstakes. The Mystery is to be sailed by Mr. Clark. M.L.A.; the Mischief by Stafford, the Haidee by Sheppard, the Corio by Alf Holland and the Foam, we believe by the owner, Captain Anderson. The first event will start at twelve, and exciting contests are expected in the Fishermen's Sailing, and Second and Third-class Sailing Races. Walker's band will discourse sweet music during the afternoon. The Aquila will be the flagship, and the catering, on the beach, is entrusted to Mr. Toole and Mrs. Farley. The following is the programme:

Sailing Committee-

Captains Hayes, LeNeveu, Nicholson, and Messrs. Green, Hall, Morris, Lascelles.

Fisherman's Sailing Race

Flag No. 1

To start at 12 o'clock.

For all boats belonging to licensed fishermen.

First Prize, £10; second, £2.

Twice round the yacht course.

Mr. J. Edwards' Our Hope,

Mr. C. Simpson's Kingfisher,

Mr. R. Stones's Mary Anne,

Mr. R. Pont's Cambridge Lass

Yacht Race

Flag No. 2.

To start at half-past twelve o'clock.

For all yachts, open or decked. Half a minute allowed for difference of tonnage.

First prize, £30; second, £10.

Four times round the yacht course, winning at the flagship.

To sail under four sails, according to the Geelong Regatta regulations

Captain Coffey's Mischief, 13 tons.

Hon. Angus Mackay's Mystery, 10 tons.

Major Heath's Haidee, 14 tons.

Captain Balfour's Corio, 12 tons.

Captain Anderson's Foam, 12 tons

Second-Class Sailing Race

Flag No. 3.

To start at one o'clock.

Half minute per ton allowed for difference of tonnage.

First prize £12, second £3.

Twice round the yacht course.

Mr. Timms' Henrietta,

Mr. Fawcett's Albion,

Mr. Shea's Ariel,

Mr. Panton's Lilies.

Third-Class Sailing Race

Flag No. 4.

To start at half- past two o'clock.

Course -From flagship round east buoy at Yarra wharf, round boat moored at Limeburner's Point - Three times round.

First prize £5, second £3.

*Mr. C. Blunt's Blue Bell,
Mr. Blunt's Idea,
W. Upton's Vesta*

Senior 4-Oar Gig Race

Flag No. 5.

To start at half-past three o'clock.

Open to all amateurs.

First prize, trophy value £20; tow hich is added a trophy of five cups, subscribed for by the Ladies of Geelong, which will be presented to the winners on the beach immediately after the race

Ballarat Rowing Club

1. J. F. Eddington, 10st. 2lbs;
2. L. W. Bell, 12st;
3. L. Kickem, 11st. 10lbs,
Stroke E. Williams, 11st.12lbs;
Cox S. Edwards.

Ballarat City Club –

1, S. Stout;
2 J. Cazaly;
3, W. Crampton;
Stroke W. Giles;
Cox J. Jinks or Stout.)

Barwon Rowing Club

1, T. W. Chapman;
2, C. Shannon;
3 J. F. Strachan;
Stroke, E. Nichols;
Cox H. Vivian.

Coxswains to weigh 8 st. or over. To be weight at Denny's Store at 9 a.m. on morning of race.

Tub Race

Flag No.6 –

First prize £2; second £1.

Entrance fee at flagship.

To start at half-past four o'clock”

However, it would seem that all differences were overcome and the regatta went ahead as scheduled with the Yacht Race apparently being conducted under the Regatta rules. But in any case, the Haidee came out on top in what must have been simply atrocious conditions for the latter part of the race, which finished in the dark with the rain absolutely pouring down. Once again the Geelong Advertiser gave the event full coverage as follows:-

"The Annual Regatta

To the few who had taken so deep an interest in making our regatta the success it ought to be, the weather yesterday morning was anything but encouraging. There were plenty of clouds, an undesirable quantity of moisture, and no wind worth mentioning. Under these circumstances the question soon passed round. "Will the regatta be held?" But the committee had no option, the only proviso that had been made was with respect to the rowing matches, and about these it was expressly stated that in the event of the Bay being too rough, the race should be rowed on the following day on the River Barwon. From twelve until two o'clock the Bay was almost like a sheet of glass and, as the sailing races were the first started it may well be imagined that a status quo sort of business did not suit the yacht who had sincerely wished the committee would have just grounds for postponing the rowing races; the rain had ceased, but the bay presented a dull leadened coloured appearance. That great interest was taken in the regatta was evinced by the attendance on the eastern slopes which, as viewed from the flagship, had a singularly attractive appearance. Promiscuous were the flags floating opposite the mansion of the Commodore, and the ever-moving crowd, backed up by marquees and villa residences, had a very good effect. No wonder that so many should think Corio Bay just the place for an intercolonial Regatta.

As for the appearance of the bay, it was too lively; there were too many small boats knocking about for the taste of the mariners, who superciliously asked, 'what is the good of such a cap full of wind as this?' The Aquila, was lent for the purpose of a flagship by Captain Balfour, but as the yachts passed backwards and forwards the cry was 'more wind', and during the afternoon the cry was answered, there being so much wind and rain that nothing could be seen a quarter of a mile away. The yachts came in for a considerable share of public attention, and the much dreaded Mischief was eagerly scanned. How it is that she did not perform well yesterday is incomprehensible. She had a good crew, and she is undoubtedly the best model of a yacht that has yet appeared in these waters. Here it may be remarked that Captains Balfour and Anderson at one agreed to the compromise proposed by the Hon. A. Mackay, and about the question of measurement of yachts we shall probably have more to say on a future occasion. The Haidee looked, but for her colour, fit to race for her owner's life, but, as compared with the Mischief, she was a wave crusher. The Corio was a fitting representative of the bay of that name, and of her builder, James Sinclair. Two boats owned by residents came in first and second; the Corio was second, the boat that vanquished her came from Sydney, and in the waters of Port Jackson was famous. The Mystery, which not so very many years ago showed so many yachts her heels on Corio Bay, did not look herself, and on enquiry it was elicited that some alteration had been made with respect to her ballast which had checked her running away propensities. The Foam presented a comfortable sea-going appearance, and many there were who ventured an opinion that, given a gale, she would hold her own. Before starting Captain Coffey invited several members on board the Mischief, which was looked upon as a very likely winner, and informed them that whatever money he might win he would present to the local charities. (This in parentheses.) Few boats came in for more favour than Mr. Timms' Henrietta. Her sails were made in Geelong, and were a vast improvement on those made by 'the best sailmaker in the colony', no jib setting so well as that which she carried. But enough as regards sailing. If the yacht match was looked forward to with interest, it was quite put into the shade by the anxiety attendant upon the rowing match between the Ballarat City, the Ballarat, and the Barwon Rowing clubs' senior fours. Of course, after their brilliant performance in the intercolonial match, the Ballarat City crew were the favourites, and there was no mistake about it - in their preliminary canter they showed great form. Still, a few remembered that J. Cazaly was not in the boat, also that Williams, the veteran, had sworn to regain the laurels lost. The Barwon four also looked well, with condition they would be very dangerous opponents, without it, such crews as those who competed against them yesterday need not fear them. Train, and that

together, was the remark made yesterday. The flagship was visited by the Mayor and many other gentlemen, who were invited to a luncheon by Mr. Belcher, and until the rain came down everybody enjoyed the day's amusement.

The trophies presented by the ladies of Geelong were much admired, and great was the regret that owing to the protest and unfavourable weather they could not be presented as proposed, by Mrs. Bell. It may be mentioned, that after the committee had decided the race should be rowed over again on the Bay this morning, the captains of the winning boats tossed for choice, and the winner preferred the trophies to the valuable money prize offered by the committee. The committee, however, refused to recognise such a transaction, and determined that the crews must row over again. The City Club captain wished to withdraw his protest after it had been decided upon, but this was not allowed, and this morning the Ballarat crew will row over the course. Whether to blame or not, Williams, that hardy old veteran, was congratulated upon his choice, and the compliment paid by him to the donors of the cups will be appreciated. Mr. Toole and Mrs. Farley had marquees on the slopes, Mr. Walker's band enlivened the proceedings, and Mr. Toole's catering on board the flagship was all that could be desired. In spite of the weather the regatta was a success, and for this Captain Nicholson, Mr. Green, Mr. Hayes, Mr. Lascelles and the Secretary deserve every credit. The following is a list of the events viz:

Fisherman's Sailing Race: -Prizes, £10 and £2. Twice round the yacht course.

J. Edward's Our Hope	1
C. Simpson's Kingfisher	2

Mary Ann and Cambridge Lass also competed. The two winning boats went away with a strong lead, whilst Mary Ann and Cambridge Lass were inspecting their anchors. Kingfisher had the call in the betting, and the race was a very fine one. It started exactly at twelve, and after going two rounds in four hours eight minutes, Our Hope won by five-eighths of a minute. This was very close work, she having to allow a quarter of a minute.

Yacht Race: -Prizes £30 and £ 10. Four times round the yacht course. Half a minute per ton allowance.

Major Heath's Haidee, 14 tons (Sheppard).
Capt. Balfour's Corio, 11 tons (A. Holland).
Capt. Coffey's Mischief, 13 tons (Stafford).
Hon. A. Mackay's Mystery, 10 tons (M. Clark, M.L.A.)
Mr. Anderson's Foam, 12 tons (Roberts).

On drawing for positions the Mystery drew No. 1, the Haidee No. 2, the Foam No. 3, the Corio No. 4 and the Mischief No. 5. The three first were moored beautifully in line between the flagship and the Yarra street wharf, but the last two were too much to windward; this however, was not objected to, and at 12.47 p.m. Capt. Hayes sent the competitors on their errand. The first thing that struck observers was the immense difference in the quantity of canvas carried by the yachts. The Haidee and Mischief must certainly have spread twice the amount that the other boats did, their balloon jibs being apparently equal in dimensions to the mainsails of such yachts as have as yet made their appearance in Corio Bay. What is more important, the sails appeared to be made for the boats, and resisted the action of the wind to the very last inch, and this could not be said of the Corio's mainsail, the after leach of which waggled to and fro like a dog's tail. In vain the owner protested that it was made by the best sailmaker in the colony; everybody who knew anything about a sail expostulated and, at last, he gave in. Notwithstanding the flapping, however, the Corio was the first to make headway, and before reaching the buoy off the Yarra street wharf, it was a question for speculation,

whether or not she would be first to weather it. As it was, two of the yachts which had secured the choice of position passed it first, viz., the *Mystery* and the *Haidee*, the *Mischief* being fourth. Reaching across towards the buoy off the laughter house, *Mystery*, as viewed from the flagship, seemed to be leaving the *Haidee* behind, but this was a mistaken notion, the *Haidee* being well to windward. When they were passing the western baths the wind shifted a couple of points to westward, broke off their even run, and before they could weather the buoy off the slaughter houses, all the skill of the yachtsmen was called into requisition. Not that there was a gale of wind, not that it was puffy, the breeze scarcely disturbed 'the Greasy looking' surface of the bay, and the rowing men would doubtless have very much liked to settle their differences on such a mill-pond. After a great deal of manoeuvring the sailing master of the *Haidee* trusting a great deal to his high kites to catch the expected breeze from the shore the distance between the starting point and the buoy off the slaughter-houses' was negotiated in the following times:-

Haidee	41 m 00 s
Corio	46 m 30 s
Mischief	50 m 00 s
Mystery	50 m 30 s
Foam	59 m 30 s

It became evident from this point that the *Foam* stood no chance and the supposition was that her owner had entered her more for the fun of the thing than anything else, at any rate she never caused any anxiety afterwards. Had the *Mystery* succeeded in weathering the buoy in her first attempt she would have shown the commodore's *Mischief* her heels for some time. She was leading when she put about, but failing to weather gave away a chance, and never recovered from her fit of generosity. After rounding the buoy the *Corio* sent up a balloon jib, and ran after the *Haidee*, which appeared to be carrying the slight breeze, which had sprung up. The result of the passage along the north shore was that the yachts weathered the buoy in the boat channel, as follows:-

Haidee	1 h 02 m 00 s
Corio	1 h 07 m 30 s
Mischief	1 h 11 m 00 s
Mystery	1 h 11 m 30 s
Foam	1 h 20 m 30 s

Shortly after passing this buoy, 'rude Boreas' sent down a few more capfuls of winds, .and the sight of the yachts as they come bowling up towards the flagship the *Haidee* 'frothing at the mouth', was indeed a pretty one, and as she rounded the flagship it was not very surprising that she should be cheered, although her sailing master miscalculated directly afterwards. The yachts did the first round as follows:-

Haidee	1 h 32 m 00 s
Corio	1 h 42 m 00 s
Mischief	1 h 43 m 15 s
Mystery	1 h 48 m 15 s
Foam	

After passing the flagship Sheppard had to tack three times before he could go round the 'fairway buoy'. Whilst Holland shot the *Corio* well up to windward, and glided past the barrel easily - a piece

of seamanship that was deservedly admired; the Mischief almost did the same thing, that is to say, having missed, she shot up and weathered, in nautical parlance, Stafford gave her 'the Gravesend twist'. Between the fairway and the Cowie's Creek buoys the wind again died away, and the result was that the time occupied from the start in passing the Cowie's Creek buoy for the second time was:-

Haidee	3 h 03 m 00 s
Corio	3 h 08 m 00 s
Mischief	3 h 11 m 15 s
Mystery	3 h 22 m 30 s
Foam	

Thus it will be seen that in this little trip the Corio gained considerably on the Haidee and, to a great extent, this must be attributed to the seamanship displayed by Alfred Holland between the flagship and the fairway buoy. On reaching across towards Point Henry she again lost ground, the Haidee rounding one minute ahead of her, something being the matter with her head sails, and the Mischief was only one minute behind her, the Mystery being 2 min. 30 sec. behind Mischief. During the passage from Point Henry to the flagship, the yachts were struck by a heavy squall from the westward, and then the interest became intense, everybody thinking everybody's favourite boat would not be able to carry on. The Mischief soon had her gaff topsail halyards earned away, and to the surprise of many, the Haidee doffed her gaff top-sail before the Corio did, but the latter carried it somewhat too long.

Just after the Haidee had rounded the flagship a squall sprang up and drove her along, but it was poison to the Corio which had to tack before she could get round the flagship, the gale being almost dead in her teeth. The arrival of the Mischief so long after her, caused some surprise, but on enquiry it was ascertained that Captain Coffey had lost sight of the Mystery, which had given up some time before, all of a sudden. He thought she had been capsized in the squall, and went over her course to find her, it being difficult at times to see a quarter of a mile away, owing to the rain. As for telling which yacht gained between this and that buoy in the fourth round, it was simply impossible. Darkness had set in, the rain poured down in torrents, and those who took up their positions on the flagship wished themselves on shore. Suffice, therefore, to say that the distance was accomplished by the Haidee in 5h.14m.15s., and by the Corio in 5h.27m.30s., the Haidee thus winning by 11 3/4 minutes above the time she was called upon to allow for tonnage

Second Class Sailing Race -Prizes £ 12 and £3. Twice round the yacht course

Mr. Timms' Henrietta	1
Mr. Shea's Ariel	2

Mr. Fawcett's Albion also started. The race throughout was between the Henrietta and the Ariel, off the wind the latter was best, whilst in 'beating up' the Henrietta had the 'pull'. They started at one minute past one o'clock, and came in, the Henrietta at fifteen minutes and a quarter past five p.m. and the Ariel two and a half minutes later.

Third Class Sailing Race - Prizes £5 and £2

Mr. Blunt's Idea	1
Mr. Blunt's Blue Bell and Mr. Upton's Vesta also started	

Senior Four Oar Gig Race -Trophies value £20 and 5 cups, presented by the ladies of Geelong.
Distance, about two miles...

Ballarat Rowing Club - J.F. Eddington 1; L.W. Bell, 2; L. Kickem, 3; E. Williams, (stroke); S. Edwards (coxswain)

Ballarat City Club - 1, S. Stout; 2, Stout; 3, W. Crampton; stroke, W. Giles; coxswain. J. Jinks

Barwon Rowing Club - 1, Chapman; 2, Shannon; 3, Strachan; stroke, Nicholson; coxswain, Vivian

The Barwon crew got the best of the start, but passing the flagship they were all on even terms, and the quick strokes of the twelve sturdy oarsmen prevented anybody from seeking who was pulling in the best form; it was indeed a great treat to look at such a display of muscular skill. After passing the flagship, the Ballarat City Club forged ahead, and as the three crews were rowing away, a squall sprang up from the westward, and the yachts were seen staggering towards the flagship. Who retained the lead it was, from the flagship, impossible to tell, but both the crews who were directly concerned in the protest, said they were the first to come up to the buoy. Whichever boat was first, the crews were seen to stop and allow the Barwon crew, was a couple of lengths behind, to take the lead. Mr. Williams asserted that the Ballarat City Club were to blame, whilst the latter denied it. At any rate the race up the straight was a very fine contest; the bow oar of the City Club almost fainted twice. Nevertheless, the Ballarat only came in by a third of a length. The Barwon were three or four lengths behind and some thought their high boat caused them to lose ground when pulling against the squall. This was right enough, but it was want of condition that told; the squall assisted them in going towards the buoy. It was intended to finish up with a tub race, but this, on account of the weather, was indefinitely postponed."

There was a further regatta in 1874 when the entries for the yacht race were; Major Heath's "Haidee", A. Clarke's "Mystery" and Captain Balfour's "Corio", and in 1875 the entries swelled to six with the addition of Mr. Turnbull's "Queen", Mr. Caulfield's "Mischief" and Mr. MacGregor's "Naiaid". But the next report of a regatta on Corio Bay was not until 1881.

In the meantime, things were happening on the other side of Port Phillip Bay. Things which were to have far reaching repercussions, culminating in a dispute concerning seniority between the Brighton Yacht Club and the Geelong Yacht Club being taken to arbitration some 36 years later!

The club at Brighton is reputed to have started as a result of a chance challenge between two residents cleaning their boats on the beach at Middle Brighton. In August 1875, M. J. Mauritz and W. Paterson were cleaning their craft for the coming season when, after discussion, a challenge to race was issued.

Next month, on September 15, the Brighton Sailing Club was constituted, with fifteen members.

About the same time there were similar happenings at nearby St. Kilda. Here, a small group of yachtsmen and occasional fishermen gathered at St. Kilda beach. As at Brighton, where there were yachts there were challengers and soon informal races started. By 1876 the group became the St. Kilda Sailing Club with Mr. R. Hill as Commodore. The club prospered and in 1883 the name was changed to the St. Kilda Yacht Club. In the season 1923-24 it became the Royal St. Kilda Yacht Club and more recently the Royal Melbourne Yacht Squadron.

In the early part of the twentieth century the matter of seniority of clubs within Port Phillip Bay was something of considerable importance. Pride and dignity were involved and whilst there was no doubt that the Royal Yacht Club of Victoria was the most senior club there was considerable disagreement between Brighton and Geelong as to which was the next most senior. This matter affected the positioning of club commodores and burgees at the frequent regattas and at formal functions such as the visit of the Duke and Duchess of Cornwall and York to Melbourne in 1901.

At a meeting of the Victorian Yacht Racing Association on July 16, 1903, the Geelong Yacht Club took "the bull by the horns" and decided to settle the matter. At this meeting, Brighton secretary, Mr. C. A. Prendergast, was ill and consequently unable to attend. This left Brighton with only one delegate, the Commodore, Mr. R. Moffat, who found the result of the proceedings not at all to his liking.

Planning their bid well, Geelong even brought up the matter of seniority themselves and asked, when raising the matter, for the V.Y.R.A. to decide that they be placed second on the seniority list of the V.Y.R.A.'s associated clubs. Their case, which relied heavily on the early founding of the club, was well presented and the V.Y.R.A. delegates were sufficiently impressed for the decision of the meeting to go in their favour. The V.Y.R.A. ruled that the seniority list should read; Royal Yacht Club of Victoria, Geelong Yacht Club, Brighton Yacht Club, St. Kilda Yacht Club, Robson's Bay Yacht Club and Port Melbourne Yacht Club.

As a result of this, four days later, at a meeting of the committee of the Brighton Yacht Club on July 20, it was unanimously decided that Brighton would resign from the Victorian Yacht Racing Association.

One can imagine the stir that this caused in yachting circles and there was much correspondence between the V.Y.R.A., Brighton Yacht Club, Geelong Yacht Club and the Royal Yacht Club of Victoria. But, when Brighton referred these letters to the club's annual meeting of members, the club stood firm on the resignation.

A breakaway move by Hobson's Bay, Brighton, St. Kilda and the Royal Yacht Club of Victoria to form a council of clubs to compete with the V.Y.R.A. was slow getting under way and eventually fell by the wayside and the dispute between the Brighton and Geelong clubs still lingered, each regatta opening new wounds. The Geelong club held firm on its early origin in the 1850's and its link with the Victoria Yacht Club. Brighton stood behind the club's continuity of history from 1875. Both clubs were unwilling to give way and each successive administration in the clubs carried on the feud.

Finally, in 1906, the Brighton Yacht Club decided that the matter could not be satisfactorily settled by the V.Y.R.A. and that it should be settled by arbitration. Geelong Yacht Club was told of this decision but it was not until May 14, 1907 that they came into line. And it was not until August 26 that year that a copy of the records of the alleged facts on which they based their claim to seniority was sent in.

But here the matter bogged down in the ponderous world of arbitration law and it was five years from the time of instigation that through the human and humorous touches of the Chief Justice, Sir John Madden, a judgement finally emerged.

Geelong had produced several statutory declarations to support their case. One of these, made by one, Harry Fielder, had attached to it a letter written to him by Wm. Jackson who, it will be recalled, was a part owner of the Southern Cross, winner of the famed Geelong Yacht Club cup. This read as follows:-

"Geelong, November 28, 1902.

Dear Fielder,

Referring to our talk about the Geelong Yacht Club, as far as I have been able from an inspection of my memoranda, I find that during the time in question, I find that I left Geelong for Melbourne in 1866, at which time I was a member of the Yacht Club in Geelong and returned to Geelong in 1875 and for some three or four years a club was in existence which I joined on my return. Arthur Speed was the Secretary. Affairs at that time were at a low ebb and the club, as far as I could learn, was never formally dissolved but continued, on a small scale to exist.

Yours truly,
Wm. Jackson."

Fielder's statutory declaration said this

I, Harry Fielder of Geelong in the State of Victoria, wholesale stationer, do solemnly declare :-

1. That I am the 'Fielder' referred to in the attached letter from 'Wm. Jackson' and such letter was received by me on the twenty-eighth day of November one thousand nine hundred and
2. That I am at present Vice-Commodore of the Geelong Yacht Club.
3. That William Jackson, the writer of the annexed letter, was the part-owner of the yacht Southern Cross which won the Geelong Challenge Cup in the year one thousand eight hundred and sixty-four.

And I make this solemn declaration, conscientiously believing the same to be true and by virtue of the provisions of an Act of Parliament of Victoria rendering persons making a false declaration punishable for wilful and corrupt perjury.

Declared at Geelong in the State of Victoria)
this twenty-third day of July one thousand) Harry Fielder
nine hundred and three .)

Before me,
F. M. Douglass J. P.

In addition to this several other statutory declarations were made in support of the Geelong case. The ones of significance were as follows:-

"By Harry Fielder of Geelong:

1. That I am at the present time Vice-Commodore of the Geelong Yacht Club.
2. That the following entries extracted from my private cash book show my subscription to the Geelong Yacht Club for the under-mentioned years

1881	Dec 17th	Yacht Club		£3. 3. 0
1882	Nov. 28	Yacht Club	£1.11.6	
1883	Feb. 1	Yacht Club	£1.11.6	£3. 3. 0
1883	Nov. 7	Yacht Club	£1.11.6	
1884	Feb. 19	Yacht Club	£1.11.6	£3. 3. 0

1884	Dec. 19	Yacht Club	£1.11.6	
1885	Mar. 2	Yacht Club	£1.11.6	£3. 3. 0
18886	Jul. 4	Yacht Club		£3. 3. 0
1887	Jan. 11	Blunt		£4. 4. 0
1888	Jan. 7	Blunt		£4. 4. 0
1889	Jan. 18	Blunt		£4. 4. 0
1890	Jan. 6	Sailing Club		£4. 4. 0

Signed: Harry Fielder

Dated: 20th November, 1902

"By James Matthews of Geelong

1. That I was for many years in the employment of the Harbour Department at Geelong, being one of the crew of the Harbour Boat and of the Pilot Boat at Geelong.
2. From about the year 1875 to about the year 1879, during which years I was resident in Geelong, the Yacht Club on Corio Bay was still in existence and to the best of my knowledge the yachtsmen confirming their attention chiefly to cruising although races amongst yachts were occasionally held.
3. When Mr. Arthur Speed was in charge of affairs as Secretary, about the year 1879, yachting again went ahead and has continued to prosper ever since.
4. Being an old man-of-war's man I have always taken an interest in yachting and watched the sport.

Signed: James Matthews

Dated: 30th June, 1903"

"By Frederic Rupert Pincott of Geelong.

1. That from July in the year 1869 up to the end of the summer in the year 1871 was the Honorary Secretary of the Geelong Yacht Club
2. In the year 1870 as such Honorary Secretary, I ordered skeleton notices calling a meeting of the members of the Geelong Yacht Club to be printed.
3. One of such skeleton notices printed on paper watermarked 'A. Price and Sons 1868' is hereto annexed and marked with the letter 'A'.

Signed: Fredric Pincott

Dated: 7th August, 1907"

"By Charles Blunt of Geelong

1. I am the son of Clement Blunt, late of the Eastern Beach, Geelong, deceased.
2. From the year 1879 up to the time of his death in the year 1899, assisted and worked with my father as a boat builder at his workshop situated on the Eastern Beach Geelong, aforesaid.
3. The account hereunder annexed, marked 'A' was originally a page in my father's cash book and the writing and figures, 'Geelong Yacht Club' down to Total, £66.16.6, are in my father's handwriting and refer to moneys paid to him in the years 1881 and 1882 by the Geelong Yacht Club for work done for and moneys paid on account of the Geelong Yacht Club.

4. I cut the said page out of the Cash Book and handed it to Mr. H.P. Douglass in order that it might form a link in the records of the Geelong Yacht Club.

Signed: Charles Blunt

Dated: 19th October, 1909"

The page from the Cash Book annexed to the statutory declaration shows the following:-

Geelong Yacht Club, 1881 and 82

1881	Dec. 1	Repairs to Polly	£10.16.6
1882	Jan. 7	Entrance fee to Viola	£1. 0.0
		Cheque on account	£20. 0.0
	Mar. 18	Cheque on account	£10. 0.0
	May 9	Cheque on account	£25. 0.0
		Total	£66. 16.6

But it will be noted that in all of these documents there is little positive reference to the Geelong Yacht Club in the period 1870-1880. Certainly, James Matthews refers to a Yacht Club during that time but he is rather vague and it was probably the Geelong branch of the Victoria Yacht Club to which he referred. Although Frederic Pincott refers to skeleton notices printed in 1868, there is no evidence to show that these notices were ever promulgated. Also, Charles Blunt refers to his father's cash book in the years 1881 and 1882.

The Geelong documentary evidence also referred to the files of the Geelong Advertiser of December 11, 1872, April 8, 1873, April 9, 1873, February 18, 1874 and March 13, 1873. But these references related solely to the Geelong regattas, already covered earlier. And it will be recalled that all of these regattas were conducted by a special regatta committee which was by no means connected specifically with ANY Yacht Club and therefore completely irrelevant.

On the other side of the coin, Brighton made no attempt in their supporting evidence to prove their existence from 1875 up to 1911. They didn't have to because this was an acknowledged fact. Rather, they set out in a most convincing manner, to prove that the Geelong Yacht Club went out of existence from the early 1870's to 1880, during which time, they claimed, it was a Branch of the Victoria Yacht Club.

As part of their submission, Brighton produced a Statutory Declaration from Lieut. Colonel Heath which said, in part:

"That I am identical with the person referred to as Major Heath in the printed matter headed, 'Geelong Yacht Club' bearing the name of H. P. Douglass and dated 19 June, 1905. And I declare that the words 'Yacht Club' used in the paragraph dated 11 Dec. 1872, in the printed matter above referred to apply to the 'Victoria Yacht Club' of which there was a BRANCH in Geelong.

Also I declare, that after the formation of the 'Port Phillip Yacht Club', afterwards known as the 'Victoria Yacht Club', of which I was Vice-Commodore, the club previously known as the 'Geelong Yacht Club' was merged in the newly formed 'Victoria Yacht Club' and became a Branch at Geelong of the Victoria Yacht Club."

Signed. W. Heath

Brighton also produced a number of letters extracted from the letter book of the Victoria Yacht Club in which frequent reference was made to Geelong members, a Geelong Branch or Division and to some land granted to the Victoria Yacht Club on the Eastern Beach, Geelong. Some of these letters read as follows:-

*Melbourne
15 May, 1872*

Dear Sir,

I am requested to inform you that at the last meeting of the Port Phillip Yacht Club held at the Port Phillip Club Hotel, on Friday the 10th inst., you were elected Vice-Commodore of the above club.

*Yours truly, (signed) JAS SABELBERG.
Hon. Secretary.*

*To Major Heath,
Vice-Commodore
P.P.Y.C*

*Office of Lands and Survey
Melbourne 19th July, 1872*

*Sir,
Referring to your letter of 19th inst., I have the honour to inform the Victoria Yacht Club that the Board of Land and Works has granted the permissive occupancy of the land therein applied for at Geelong between the beach and Victoria Parade, as indicated on the plan herewith.*

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

*(signed) J. MONAH
Assistant Commissioner of Lands and Survey*

*Captain H. H. Coffey.
Melbourne Shipping Exchange
Collins Street West
Melbourne*

*Melbourne
2nd September, 1872*

*My Dear Sir,
Your letter of 28th August.
The General Meeting of the club takes place next Friday and I trust to see a few of the Geelong members present.*

Yours faithfully,

(signed) JAS SABELBERG

Hon. Secretary, V.Y.C.

J. H. Panton, Esq.,

P.M. Geelong.

Dear Sir,

I have just received your note of the 11th and hasten to furnish you with the particulars you require (re Yacht Lillias).

We had a meeting of the Geelong members at Macks (hotel) last night. Heath in the chair.

Timms was appointed Secretary for Geelong Division.

All appears to be going well and everyone determined to put in an appearance on the 24th.

Yours sincerely,

(signed) J. A. PANTON

To Hon. Secretary,

P.P.Y.C.

Pine Villa

Pakington Street

Geelong

26 February, 1873.

Dear Sir,

I gather from your note that the entries for the matches are to be made in Geelong.

Would you please intimate to the Melbourne members that entries will be received up to 8 p.m. on 7 March at Macks Hotel addressed to the Secretary of the Geelong Division, V.Y.C.

Yours truly

(signed) JOHN TIMMS

G.D.V.Y.C

Another significant submission was a Statutory Declaration made by one, Edith Hoffman a student at Stott and Hoare's Business College which stated in part:-

"I, Edith Beryl Hoffman, a student at Stott and Hoare's Business College, Melbourne, DO SOLEMNLY AND SINCERELY DECLARE THAT:-

I was instructed by Mr. Percy Hedges, Commodore of the Brighton Yacht Club, to search the files of the Geelong Advertiser and in other papers or periodicals which published the account

of any matters in connection with yachting at Geelong from the years 1875 to 1881. From 1875 to 1880, I find no reference whatever to any yacht club at Geelong, except the Connewarre Regatta Club and the Barwon and Corio Bay Rowing Clubs.

I find that at this period it was customary to note in the Geelong Advertiser all incidents relating to the various clubs in existence in Geelong, and to publish the reports of any committee meetings and the like.

The first reference I find to any sailing or yacht club at Geelong during the year mentioned is a notice in the Geelong Advertiser of September 2nd, 1880 that '*A meeting of persons desirous of forming a Sailing Club will be held at the Victoria Hotel tomorrow evening.*'

I also found in the Argus of September the 4th and 10th, similar notices.

I found further reference to the Geelong Sailing Club between the last mentioned date, namely September 4th and September 10th 1881.

In the Geelong Advertiser of that date I find an account of a meeting of the Geelong Sailing Club stating that, '*After some discussion, it was decided that it was desirable to widen the basis of the club and make it a Sailing and Yacht Club, as by this means it would be recognised by the Victorian Yachting Association and would be able to admit owners of boats and honorary members to its ranks.*' A sub-committee was appointed to make the necessary alterations to the rules.

In the Geelong Advertiser of October 1st, 1881, I find an account of a General Meeting of the Geelong Yacht Club.

The attached sheets, signed by me are true copies of notes which I made of all matters relating to Aquatic Sports in Geelong between the years 1875 and 1881.

Declared at Melbourne December 1909."

And so there the matter rested and, when one considers the content of all the evidence submitted it is small wonder that Sir John Madden saw fit to find in favour of the Brighton Yacht Club.

The following item appeared in the Geelong Advertiser of February 25, 1911, under the heading of "Town Talk".

"GEELONG YACHT CLUB DOES NOT RANK FIRST

A club which dies cannot come to life four years later and claim priority over a later born club with an uninterrupted existence. On this broad principle Sir John Madden ruled that the Geelong Yacht Club is not the senior, the honour belongs to the Brighton Yacht Club. Geelong was first to form a yacht Club -in 1859. The Brighton Yacht Club was founded in 1875. But after flourishing for some years, the earlier club 'slept' and then died; was revived under a new name , the Sailing Club; and the present Geelong Yacht Club cannot claim to be older than its parent -the Sailing Club -and therefore must date its birth at least as late as 1880. For the purpose of the reference a diligent search has been made of the files of the Advertiser for notices of club meetings, and these appear to prove that from 1872 to 1880 the only yacht club in Geelong was a branch of the Victoria Yacht Club. In making his award, Sir John suggests that the rivals should try conclusions on the water. 'In this event I shall be enabled to give the costs of the arbitration against myself by providing some suitable little trophy.'

A full report of Sir John Madden's finding appeared in the Geelong Advertiser of the same date, February 25, 1911, as follows:-

"In the matter of arbitration between the Geelong Yacht Club and the Brighton Yacht Club. Whereas by a writing under their respective hands dated the twenty-ninth day of October, 1910, H. P. Douglass, the Commodore of the Geelong Yacht Club, and Vernon P. Scales, the Commodore of the Brighton Yacht Club, after reciting that certain differences had arisen between the said clubs as to which of them is the senior club, and that the said clubs were desirous of having the said difference settled by arbitration, duly nominated and appointed me, the Hon. Sir John Madden, G.C.M.G., to be the sole arbitrator concerning the premises, and to determine the question of seniority between the Geelong Yacht Club and the Brighton Yacht Club. Now, I, the said the Hon. John Madden, G.C.M.G., having taken on myself the burden of the said submission, and having duly read and considered the statement in writing of each of the said clubs of its case and the reply in writing of the said Geelong Yacht Club, and having also duly considered the evidence submitted to me by each of the said clubs respectively, do hereby determine and award that the Brighton Yacht Club in the said submission referred to is as between it and the said Geelong Yacht Club entitled to seniority.

It is clear, according to the evidence, that a Yacht Club called the Geelong Yacht Club, was formed at Geelong on the 4th March, 1859, and that the Brighton Yacht Club, a party to this arbitration, was formed in the year 1875, and has continued as such club ever since.

If the Geelong Yacht Club, above mentioned, had continued to be such club since its foundation, it is obvious that its seniority would be beyond debate.

It is, however, contended that the original Geelong Yacht Club, after a time of prosperity and success, gradually dwindled until in 1872 it gave up its individual existence and became a branch of the Victoria Yacht Club, having headquarters at Geelong, and it is further contended that even as such branch it gradually died of indifference, and the evidence is that between 1875 and 1879 the newspaper Press at Geelong, though accustomed to note and report all matters of any importance in relation to sport, and notably yachting in Corio Bay, made no reference whatever to any Yacht Club appertaining to Geelong.

In my opinion, a sporting club, in order to retain its existence and identity, must maintain them effectively. A name only cannot survive continually so that the rights of an originally effective club may pass down to another club which arises later and assumes that same name.

I do not think that this view is really disputed. It is rather suggested by the Geelong Yacht Club, party to the arbitration that the original Geelong Yacht Club, though it fell away in importance and activity, never became defunct, and this is, of course, a question of fact.

The Geelong Yacht Club's proceedings are recorded in Minute Book 42 with punctuality and continued interest from its establishment in March, 1859, to December, 1864 (p.119). For some time the minutes had shown that energy and interest had definitely declined, but after the last-mentioned date it does not appear that any meetings were held or any business done for four and a half years. Then at page 120 the minutes show that on 16th July, 1869, a meeting was held, at which it appeared that there remained to the club 4 1/2d only, and the prospect of any subscriptions of members might be paid during the then ensuing year. The next meeting reported £8/8/-d. in hand. Other meetings were held until the 10th November, 1869, when the club's record finally ceases. There remain in the minute book a full one-fourth of its

pages unused so that the long silence which followed cannot be accounted for by any supposition of a new volume commenced but later lost.

The sudden awakening from what appears to have been a four and a half years' sleep and getting to work again, suggests an impression that the then existing old members regarded the club as still existing and made an effort to carry it on during five months and then let it die out.

Up to this date the original rules of the Geelong Yacht Club continued, though they were revised in July, 1869, and the club burgee remained the same.

Mr. Pincott's declaration shows that in 1870 he, as secretary of the Geelong Yacht Club, ordered some skeleton forms for calling meetings, but they were never used so far as appears. Mr. Pincott also states that he continued secretary to the Geelong Yacht Club up to the end of the summer of 1871, but he does not say that after November, 1869, he or the club did any active thing as such.

From then until 1879-80 there is no real definite trace of this club's existence in the sense which I have already defined.

Therefore, looking at the question negatively, the club seems to have lapsed and ceased to exist in any active sense.

Examining the further history of it affirmatively, we do find what became of it, such as it remained. This is shown by the declaration of Colonel Heath. This is of the greatest importance, because his was the hand which, so to speak, held both ends of the broken rope and re-tied them. He was Commodore of the Geelong Yacht Club when its minutes last spoke, and he was chairman at its latest meetings. He therefore knew, if anyone did, what became of the original club. He declares that after the formation of the Port Phillip Yacht Club, afterwards known as the Victoria Yacht Club, of which he was himself Vice-Commodore, the former Geelong Yacht Club was merged in the newly-formed Victoria Yacht Club, and became a branch or division at Geelong of that club. This is very specific and natural. Amongst sportsmen questions of credit should not arise. There cannot be a doubt that every deponent in this case has given his honest and best memory of events long past, which as to dates can no longer be more than impressions. Colonel Heath's actual official active connection with both clubs necessarily enables him to recall the end of one and beginning of the other with substantial accuracy at all events.

The Victoria Yacht Club was founded on April 12th, 1872, though its name was changed to that just written in June, 1872.

Colonel Heath's recollection seems to explain that of Mr. Pincott, and to probably confirm it that up to the end of the summer of 1871 (i.e.) to the end of that yachting season, Mr. Pincott was secretary to the Geelong Yacht Club and then disappeared because the club ceased to exist as an individual club, and became part of the new Victoria Yacht Club.

For some years the Geelong branch of the V.Y.C. was administered in some respects by the principal club, the V.Y.C., through Colonel Heath, its Vice-Commodore, who represented the Geelong branch in the various ways instanced in the evidence. All the affirmative evidence thence forward shows that from April or June, 1872 to 1880, no other yacht club existed at Geelong except "The Yacht Club" as it was called by the Press reports, and Colonel Heath

declares that this meant the Geelong branch of the Victoria Yacht Club. None of the other evidence which does not affirm this, or make it definitely probable, is inconsistent with it.

If, therefore, the Victoria Yacht Club had never been formed, and this question has arisen, it would, I think, be difficult to maintain that the original Geelong Yacht Club had not become extinguished after at latest the end of the summer of 1871.

But when its only act definitely done as a club after November, 1869, so far as appears, is to spontaneously merge its individual entity in a new and stronger club it abandoned its separate existence, and took for the future the rank and privileges of that new club.

Subsequent events also strongly corroborate this view. It seems from the evidence that even as a branch of the V.Y.C. the Geelong Yacht Club failed to prosper, or, indeed, to actively exist, because, in addition to leaving no record of its being really live, we find from Miss Hoffman's declaration that notwithstanding a close search of the Geelong papers during the period 1875 to 1880, she found no reference whatever to any yacht club of Geelong, except two clubs unimportant here, until September 2nd, 1880, when the Geelong "Advertiser" contained this: 'A meeting of persons desirous of forming a sailing club will be held at the Victoria Hotel tomorrow evening.' This meeting was duly held, and it established "The Geelong Sailing Club." It is important because it does not propose to revive or reorganise a languishing existing club, but to 'form' a Sailing club which denotes the creation of a theretofore non-existing body. This is further important because the now existing Geelong Yacht Club, party to the arbitration, undoubtedly exists through the sailing club, which a year later for sound reasons changed its name and purpose by making it "The Geelong Sailing and Yacht Club.' It then appears from the minutes of the present Geelong Yacht Club that the name of the Geelong Sailing Club was on September 10th, 1881, changed to the Geelong Yacht Club.

Thus the identity of the present club with the new creation of September 2nd, 1880, is established, and shows it not to be, so to speak, the lineal descendant of the original Geelong Yacht Club.

The rules of the new club are made as a new constitution, and not pursued as an already existing one with amendments. The club burgee adopted was wholly different to that always used by the original club from November, 1859 -both in colour and design.

It is argued that this fact has no conclusive effect because a club may, and often does, change its burgee. This is true, but though not conclusive of the present question it is, having regard to the time and circumstances in which it was done, and to the other facts already referred to, by no means unimportant evidence of the general fact in issue.

The Geelong Yacht Club created in 1881 is now happily a strong and enthusiastic club, and becomes the masters of a noble piece of water, and is ready to sail the best for any vantage of honour. A law point is therefore small matter. I trust that all sense of anything like litigation will disappear from this little question of precedence, and that none but the sportsman's feeling, who sees his adversary first over the line after a good race will prevail.

Perhaps a race may be arranged between the two clubs to determine the real precedence between yachtsmen 'the best set of sailors in a fair set to'. In this event I shall be enabled to give the costs of the arbitration against myself by providing some suitable little trophy

February 8th, 1911 JOHN MADDEN"

A letter written by the Commodore of the Brighton Yacht Club, Mr. V. B. Scales to the Commodore of the Geelong Yacht Club, Mr. H.P. Douglass, on February 14, 1911, read as follows:-

*"To H.P. Douglass, Esq.,
Commodore,
Geelong Yacht Club.*

Dear Mr. Douglass,

By now you are probably aware that Mr. McConkey and I obtained from Mr. Williams, associate to Sir John Madden, Sir John's award in the arbitration case so long pending between our respective clubs.

Naturally the B.Y.C. cannot but feel pleased with the arbitration decision and while recognising our indebtedness to yourself and your club for the manner in which this case has been conducted, that the friendly spirit which has animated the intercourse between our clubs, especially of late years, will not only continue, but increase as time goes on to the furtherance of the fine sport for which both our clubs exist.

Finally believing that the way is now open for much advantage to yachting on Port Phillip.

*Believe me,
Sincerely yours,*

*(Signed) Vernon R. Scales,
Commodore,
Brighton Yacht Club."*

On February 16th, Mr. Douglass wrote to Mr. Scales as follows:-

"Dear Commodore,

I only returned to the office this morning, after an absence of two splendid months in New Zealand. I see by the Argus that Sir John Madden has decided the question of seniority against the G.Y.C. So far I have had no official intimation. Allow me to offer the B.Y.C., through you as Commodore, my congratulations, sincere though sorrowful, on their seniority. Now that the matter as between our clubs has been finally settled I trust that all the yacht clubs will again become one associated body for the general good of the sport we love so much. I salute you as my senior and hope to congratulate you personally before long.

Sincerely yours,

*Signed) H.P. Douglass
Commodore G.Y.C."*

To this letter Mr. Scales replied on February 19th, 1911, as follows:-

"Dear Mr. Douglass,

Your very sportsman-like note of the 16th has been most deeply appreciated by myself and the members of the B.Y.C. .. I have taken every opportunity to let our members see yours to us of that date and only the very happiest of opinions have been expressed on its contents.

If the feeling between all the clubs is the same as your club, through your worthy self, has shown to the B.Y.C., especially at this time, I feel sure that a reunion is practically assured.

Sincerely yours,

(Signed) Vernon R. Scales."

The matter of seniority was thus settled but there is no record of the clubs in question taking up Sir John Madden's suggestion for a sailing race to be held to determine the real precedence between yachtsmen on the water.

However, as time went on a very lasting, close, friendly relationship was developed between Brighton and Geelong. And it is pleasing to record that today, this friendly bond of close co-operation is stronger than ever.



Early days on Corio Bay. Blunt's boathouse in the foreground.