

shire); *Ione*, 9 tons (J. Grafton Ross); *Vivienne*, 10 tons (W. O. Gilchrist); *Pert*, 13 tons (I. J. Josephson); and *Ellie*, 11 tons (Colonel Richardson), while S. C. Burt imported *Vivid*, 23 tons, from England.

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

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

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

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

James Milson, Junior, was appointed commodore in succession to Walker. He accepted the position reluctantly because of the pressure of his business interests, and, for the same reason, held the position for only a few months, when he resigned in favour of Henry C. Dangar. Milson declined a re-appointment as vice-commodore, and that position went to Charles Parbury, the owner of *Xarifa*.

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

from Captain Rountree, and hoisted his pennant in her when, towards the end of 1867, he was appointed commodore.

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

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

On 15th October 1867 an advertisement was published:

MOSQUITO YACHT CLUB

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

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

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

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