

Honour Roll

Laurence **Hotham Howie** was elected a Member on 8 October 1903, and was teaching at the School of Arts and Crafts when war was declared on 4 August 1914. He enlisted in the AIF on 28 August 1915, but finished the school year before he sailed for Egypt in SS *Runic* in February 1916. There a new unit, the 13th Field Engineers, was formed, to which he transferred. He served mostly in France and Belgium. After the war ended, the Army exploited his professional skills in creating paintings for the War Records Office. Some of the dioramas (three-dimensional models) of the battlefields by Web-Gilbert in the Australian War Memorial at Canberra were based on Laurie Howie's sketches or paintings. It holds some of his paintings and drawings in its collection. He was not discharged from the Army until 16 September 1920.

Laurie Howie, with his brothers Perce and Herbert, bought the yacht *Katie*, of which we have scanty records. On 12 February 1913 the Howie brothers proposed TM Hardy for membership. GP Howie was elected a Member on 9 August 1906, but must have resigned,

because he was re-elected on 14 May 1919. *Katie* (LH Howie) participated in the Squadron's Opening Demonstration of 1904, and over Christmas in that year she was at Port Vincent and Black Point, in company with *Shark*, *Miranda*, *Nautilus*, *Alexa*, *Florence* and *Reverie*. The Howie brothers had many wonderful holidays in her. A cutting of 1914 recorded:

It is now more than five years since the first Gulf Race, inaugurated by the RSAYS at the instigation of a private member, was first undertaken. On that occasion *Idler*, *Annie*, *Katie*, *Leisure Hour* and *La Mascotte* — five strictly cruising vessels — took part, and it was considered a novel sight to see at a little after 8 am on the Good Friday of that year these little boats, all with dinghys [sic] on deck, manoeuvring at Largs Bay jetty on a dreary morning with a stiffish breeze blowing, prepared to start on a race of some 35 miles straight across open water for the little haven of Black Point. Even this first race was a great success and was won in fine style by *Katie*, with *Idler* and *Leisure Hour* in second and third positions.

A report of 13 December 1909 lists five yachts disabled in a race in separate incidents in the Port River.

Mr LH Howie's *Katie* had her bowsprit smashed. The *Katie* was in trouble in company with Mr G Jenkin's *Helen M*, a competitor in a race for length class yachts. They were tacking upstream and when near a ketch at Luff Point became fouled. While thus tied together they drifted on to the ketch, and there was a general mix

up. The *Helen M* also had her bowsprit broken, and the ketch's anchor was knocked free from its fastenings and dropped overboard, bringing the ketch to a standstill. The other yacht to get into difficulties was Mr T Boyce's *Britannia*. While making a leg into the North Arm some gear flying rather loose from the top of the mast got caught on the mast of the motor launch *Bedouin*, which lay at anchor there. The launch was pulled along some distance, but without injury, while the *Britannia* carried away the puff of the mainsail. She took no further part in the race.

Keith Flint (Laurie Howie's son-in-law) has an old mantel clock awarded to *Katie* for a race to or at Black Point over Easter, 1909. *Katie* won another Gulf Race, for which Squadron minutes record that a trophy was presented on 9 July 1913. She won a race to or at Black Point in 1914, before she was sold to Rear Commodore Tom M Hardy. He was listed as her owner at the first postwar Opening Demonstration in 1919, but relinquished her when he bought *Norallie* from the original owner, LW Walter, soon afterwards.

Other than his war service, Laurie Howie spent his active life as a professional painter, specialising in watercolours. He was a talented wood carver, with a range of other creative skills. He was a student at the Art School in 1890, and retired as principal in 1941, after a record term of 21 years. He was a popular artist of his day, and continued to paint until his death in 1963. A major retrospective exhibition of his work was held in 1978.

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Harold Henry Bampton was born at Semaphore on 29 July 1888. His father, Charles William Bampton was a builder of houses, halls and small shops. He was elected a Member on 11 November 1914, following his brother Fred, who was elected on 12 August 1909. They owned a small sailing vessel named *Nirvana*, which they raced in the Handicap Class. She won a prize in 1919, and looks to have been about 14 feet long, possibly able to sleep a couple of hardy chaps. There is a photograph of her with four men aboard finishing the Le Hunte Cup of 1909, and another under full sail, complete with spinnaker. She was third in the Le Hunte Cup of 1920 to *Weeroopa* and *Ocean Pride*.

Harold Bampton joined the AIF in 1915 and saw service in France and Belgium as a driver in the Field Artillery, pulling 18-pounder guns with horses and later mules. He joined the Shell Company in 1924 and was employed as a sales representative until his death in July 1937. In 1930 he bought a motor cruiser *Pauline*, which he renamed *Marie* after his wife. She was moored in the Squadron pool, and each Easter he took his mates over to Port Vincent. For summer holidays he took his wife and two children to Port Vincent, Stansbury and Black Point. The *Marie* had a ten-foot sailing dinghy, in which he taught his son Douglas to sail at the age of nine. 50

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