

L C Waterman

When L. Herbert Beecroft died in 1951, he was approaching 90 years of age. While he had been prolific, that was not the same as well known and it may be because of the whimsical nature of much of his output. I located a letter in 1954 requesting information about him and here is the reply. It is as modest as the man himself.

Wednesday, 7th July, 1954 - Melbourne Argus

Artist

MR. GEORGE W. NEVILLE, Kalinda rd., Croydon, adds further information to Mrs. Hetherington's request for information about the artist Herbert Beecroft, with:

He was born in Reading (England), in 1865, practised as a lithographic artist for 15 years, and then became a lecturer and entertainer, sketching before audiences. In 1905, he accepted an offer to come to Australia, and never returned to England. He worked mostly on portraits and religious subjects. He and his family lived at Upwey West until six or seven years ago, I think. I remember seeing his death notice in The Argus a year or two ago.

Thirty years earlier, Beecroft was at the height of his career and in 1922, he was commissioned to update the Squadron collection with at least 9 more paintings of personalities prominent around the waterfront, if not the Club. One such personality was Laurence Charles Waterman.

Beecroft's painting is quite simple. The title at the top left is "Rightly Named" and when one contemplates Mr. Waterman's contribution to yachting, his surname is fitting. He was "rightly named!"

The yacht is Mr. Waterman's craft, "Bunty" and the background could well be the western shores to the entrance to Manly which Mr. Waterman frequented in "Bunty."

Twenty years earlier, Mr. Waterman was making his presence felt, racing and cruising.

Wednesday, 16th October, 1901 - Referee

A private match between Mr. A. R. Marks' 19ft yawl Cronulla and Mr. L. C. Waterman's 18ft cutter Myee was sailed on Saturday over a course from Fort Denison, round the Lightship, Sow and Pigs, Shark Island and back to the starting point; Myee held the lead until Bradley's Head was opened out, when, after a luffing match, Cronulla assumed the lead, and showed the way round the Lightship. From this point the yawl maintained the lead, eventually finishing 1½ min ahead of her opponent.



Saturday, 28th December, 1901 - Windsor and Richmond Gazette
VISITING YACHTSMEN.

THE yacht 'Myee' hove in sight of Windsor bridge at 5 a.m. on Thursday week. She had on board a pleasure party consisting of three members of the Prince Alfred Yacht Club, Sydney: Mr. R. D. Adams, junr., owner of the yacht, **Mr. L. C. Waterman**, assistant hon. sec. P.A.Y.C., and Mr. Allen Bowden. The 'Myee' left her moorings in Snail's Bay, Port Jackson, at 6.30 p.m., Friday, the 13th inst., but as it was a dirty night outside did not put to sea until daylight on Saturday morning, when with a strong s.w. breeze and a lumpy sea she made a quick run along the coast and anchored under Barrenjoey for breakfast. After visiting Captain Champion, The Basin, Patonga Creek, and Brooklyn, the party proceeded up the Hawkesbury River on Monday, and dropped anchor that evening at the mouth of Webb's creek where they mention having received most hospitable treatment from the homestead owned by Mrs. Books. On Tuesday a hot n.w. wind, which blew like fiery blasts from the scorching atmosphere of Gehenna, brought the yacht to within 24 miles of Windsor, and on Wednesday they continued the journey up stream till the flats and the turn of the tide compelled the voyagers to bring up a little this side of Wilberforce, and with the flood tide on Thursday morning arrived about three quarters of a mile below the bridge where the shallow water obstructed further progress, as the yacht draws 4ft of water. It will be seen that the 'Myee' has half circumnavigated the County of Cumberland.



MR. L. C. WATERMAN (President).
 For over 25 years Mr. Waterman has taken a prominent part in the legislative and organising sides of yacht-racing. He was hon. sec. for the original Sayonara Cup contest in 1904.

If I can, I always like to provide some esoteric information for the reader in these essays and the next article fits the bill perfectly. Did you know that.....?

Saturday, 13th September, 1902 - The World's News

THE AUSTRALIAN CALL COO-EE.

Mr. L. C. Waterman writes:—

"Your contributors, 'Yarrowee' (August 23), and 'Narringeree' (September 6), and perhaps readers of "The World's News" may be interested to read the following extract from the journal of the late Captain Hunter, Post Captain in the Navy of his Majesty King George III., and who accompanied Governor Phillip when he came out to Australia in the ship Sirius, and subsequently assisted in the exploration of portions of New South Wales.

"The passage is taken from Captain Hunter's notes on the discovery and examination of the Hawkesbury River, in 1789, and reads thus:— "In the woods we frequently saw fires, and sometimes heard the natives; in the afternoon we saw a considerable number of people in the wood, with many fires in different places. We called to them in their own manner by frequently repeating the word, co-wee, which signifies come here."

Then, again, in a short vocabulary of the aboriginal language, given in the appendix to the volume the construction of the word is somewhat different, the letters being arranged cow-ee.

Although Captain Hunter's renderings of the word do not exactly coincide with the present-day phonetic spelling of the call, there is sufficient similarity in the words to convincingly indicate that the original was a vocal signal used by the Australian aboriginals in New South Wales."

Saturday, 28th September, 1907 - Referee

SAILING.

(By 'FREE-SHEET.')

*PERHAPS there is no one that takes a keener interest in yachting affairs than **Mr. L. C. Waterman**. Mr. Waterman started his yachting career from the bottom rung of the ladder, beginning, as he did, in the small boats, and gradually working his way up to the deep-keeler. As representative of the P.A.Y.C., at the Yacht Racing Association, committeeman of the same Club, and as Commodore of the Sydney Dingy Club, Mr. Waterman's time is fairly taken up. He sails in Rawhiti.*

Here is a glimpse of what Mr. Waterman did when he was not sailing.

Saturday, 18th July, 1914 - Sydney Morning Herald

INDUSTRIAL COURT.

(Before Mr. Deputy Justice Scholes.)

*NOMINATION OF REPRESENTATIVES. Re Manufacturing (No. 2) Group, No. 10 Board (Sugar Workers). Mr. Kelynack, instructed by Messrs. Minter, Simpson, and Co., appeared for the Colonial Sugar Refining Company, Ltd.; and Mr. A. C. Roberts, for the Australian Workers' Union. The application was one for the nomination of representatives on the above board. Mr. Kelynack nominated **Laurence Charles Waterman**, an officer in charge of the Industrial branch of the Colonial Sugar Refining Company, Ltd.; Mr. Roberts nominated Harry Herbert William Hall, of Broadwater, mill hand, and lately appointed organiser of the employees.*

A Life Membership is an Oscar to a Club member, believe me.

Thursday, 22nd August, 1935 - Referee

HONOR FOR MR. L. C. WATERMAN

*THE greatest honor that can be conferred on a yachtsman is a life membership. The latest who is to receive the tribute is **Mr. L. C. ('Laurie') Waterman**, president of the Sydney Yacht Racing Association, and an influential member of the Royal Prince Alfred Yacht Club. He has served more than 30 years with the 'Alfreds,' and he is richly entitled to have his services recognised, as he has been a hard worker in popularising racing among the big yachts and cruisers in N.S. Wales waters. Mr. Waterman has served on all committees of the Club, and has been a big factor in helping the cadet skippers to unravel many knotty problems. He has played a prominent part in the management of interstate racing for the Sayonara, Northcote, and Forster cups. When not on the Club premises, Mr. Waterman is to be seen sailing round Manly in his small cruiser, 'Bunty.'*

The next 2 articles must be read in unison and I have included them because of their social relevance. Mr. Waterman's patriotic letter is that of a dying breed and the reply 2 days later is a reality check. It still applies today.

Thursday, 9th May, 1940 - Sydney Morning Herald

CONDUCT OF THE WAR.

TO THE EDITOR OF THE HERALD.

Sir,- It is difficult to understand the tone of a section of the English Press in regard to the withdrawals from certain positions in Norway. Whatever the circumstances a public rebuke at the present time and the announcement that the people are alarmed can hardly be to the best interests of the Empire.

The statements that have been published within the past few days may be calculated to cause unnecessary alarm. Moreover, the action of the English Press is likely to do more harm to British prestige than the actual

facts, for the outstanding aspect of the campaign was Britain's gallant effort to help a small nation to repulse an unscrupulous aggressor.

The older members of the community remember the adverse beginnings of the Great War and the spirit in which reverses were received. Here it seems appropriate to recall some of the inspiring lines by the Australian poet Henry Lawson written in 1917, when the position was anything but encouraging

*She's England yet! The nations never knew her:
Or if they knew, were ready to forget.
She made new worlds that paid no homage to her
Because she called for none as for a debt.
The bullying Power that deemed all nations craven.
And thought her star of destiny had set.
Was sure that she would seek a coward's haven -
And tempted her, and found her England yet!
She's England yet with little to regret -
Ay, more than ever she'll be England yet!*

*Yours faithfully,
Manly, May 8. L. C. WATERMAN*

Saturday, 11th May, 1940 - Sydney Morning Herald

TO THE EDITOR OF THE HERALD.

Sir – Mr. L. C. Waterman strikes a loyal note in quoting Henry Lawson "She's England yet! the nations never knew her" and deploras the statements recently made in the Press. People often resent what is in reality matter-of-fact comment. There is always an unwillingness to admit the truth when it is disturbing to comfortable assurance. Why is it so rare to find the reaction "Is it true?"

Loyalty is a fine thing but only so long as it is not blind and does not exclude the higher loyalty to truth. Loyalty in the last war was too often a conspiracy to cover things over, a conspiracy by subordinates to deceive commanders and a conspiracy by commanders to mislead their superiors. The sober truth emerges: Our "star of destiny" will certainly be in eclipse unless we face up to facts and to the reality that we are opposed to a nation at the moment easily our equal in armaments and man power. Couple this with a ruthless determination to crush all opposition and it is clear that if we are to win this war we need the best brains in the highest places.

Are the warnings in the daily Press calculated to cause unnecessary alarm? I don't think that matters because I think we need alarming. We need shaking out of a dangerous smugness before it is too late and all credit to a Press that has the courage to do it. Then . " Ay more than ever, she'll be England yet!"

*I am, etc.,
A. ASHLEY FORSTER. Kensington, May 10.*

The last word is from "Sydney Sails":

*"Another such veteran was **Laurence C. Waterman** who, in various honorary capacities, had served both the Squadron and the "Prince Alfreds" faithfully over the years. He had joined the Squadron in 1921, and was elected a life member in 1959. He died in 1962.*

Such dedicated men, of whom it would be impracticable to mention all the names here, have served and are serving the Squadron, and the yachting community, with wisdom and distinction. Bearing, more often than not, other and heavy responsibilities, they yet give unstintedly of time and energy to Squadron affairs."

Mr. Waterman died on the 3rd of July, 1962.

September, 2015