

Sir F G Waley

The Rear Commodore of the Royal Sydney Yacht Squadron from 1904 to 1906 was Frederick George Waley, so when L. Herbert Beecroft was commissioned by the Club to paint senior and prominent members at that time, Mr. Waley was an obvious choice. In 1909, Mr. Waley lived on an 800-acre property at Picton called "Mowbray Park", and this is the background for Beecroft's painting. He has been painted behind a plough with the caption "Must Steer Something!" A Squadron burgee is flying from the plough. The gum tree on the right-hand side and the bush in the background add a rural touch.



I have always wondered what the story behind the whale bone and flagstaff on the lawns of the Club was. Now I know, reading the following extract from "Sydney Sails."

"On 5th January, 1903, a formal agreement was signed between the Squadron and the company, whereby the premises were sublet to the Squadron. As from that date, the Squadron had its long-wished-for waterfront home. Its burgee was hoisted for the first time at "Carabella" on 24th January 1903, on a flagstaff presented by F. G. Waley. It is 60 feet high, with a topmast of the same length, and doublings of 10 feet, thereby giving a height above ground at the truck of 110 feet. Waley also presented to the Squadron two jaw bones of a whale. These he had brought from the old bay-whaling station at Twofold Bay. They were eventually erected to form an arch across the path leading to the landing-stage, providing a striking feature which has been maintained to the present day."

Over the years, when I have encountered a few particularly aggressive competitors complaining mercilessly about their handicap, I have offered the suggestion that the only solution for said competitor is "go one design." Here is a long but very

interesting letter from Mr. Waley informing us that nothing is new.

Tuesday, 15th January, 1901 - Sydney Morning Herald

CLASS RACING IN SYDNEY.

TO THE EDITOR OF THE HERALD.

Sir, - During the past two or three years persistent efforts have been made to introduce class racing to Sydney, and it is a pity, now that a number of true class boats are competing in races and regattas, that any laxity in administering the rules governing class racing should be permitted.

The essence of racing boats in classes is to avoid handicapping, and for this purpose the Yacht Racing Association of England has recommended for the consideration of sailing committees that classification of yachts should, when practicable, be as follows -

Not exceeding 18ft linear rating 18ft and not exceeding 24ft

Above 24ft and not exceeding 30ft

Above 30ft and not exceeding 36ft

Above 36ft and not exceeding 42ft

Above 42ft and not exceeding 52ft

Above 52ft and not exceeding 65ft

And have added a recommendation that whenever practicable a clause should be inserted in programmes providing that there shall be no time allowance in races for classes exceeding 65ft. The result of this recommendation has been that designers are taxing their ingenuity and skill to build up to the extreme limit of the class. In Sydney the classes represented are principally 30-footers and 36-footers, while in England the 42ft class has been neglected, the popular classes being 30ft, 36ft, and 52ft, and 65ft.

Most rigid rules are laid down regarding the measuring of yachts to arrive at their linear rating, and while it is unnecessary to trouble your readers with the technicalities for arriving at the L. R., it will be well understood by every sportsman that, whatever the nature of the game he plays, the rules laid down in the game should be absolutely followed if the sport is to continue satisfactory to all taking part in it.

The yacht Clubs of this city were not slow to recognise the importance of following the rules laid down by the Yacht Racing Association of England for the guidance of class racing, and the whole of these rules were printed by the Royal Sydney Yacht Squadron, together with instructions for the measurers, which were forwarded to those interested, and as we have at the present time in Sydney no less than eight boats specially built to the 30ft class while visiting boats are expected from New Zealand, and possibly from Melbourne, at the Anniversary Regatta, it will be admitted that the question of racing them together is an important one. This specially, is leading designers in England, including Messrs Fife, Payne, and Sibbick, as well as Messrs Logan and Bailey, of New Zealand, and others will be represented.

The designing of yachts to come out at 30ft L. R., or as close thereto as possible, without exceeding it, and thereby shutting themselves out of the class, is a fine art, and how much is meant may be arrived at by the fact that the difference between 29.9 (L. R.) and 30.1 (L. R.), over a 16½ miles course, which is the usual one adopted by the 30-footers racing in Sydney, represents over 20 seconds in time, while the difference similarly worked out between two home designed boats already measured which rate under 29ft 7, and the largest of the New Zealand designed boats, which measures 30.74, represents 2 minutes 11 seconds of handicap over the usual 16½ miles course.

At the meeting of the Anniversary Regatta Committee on Wednesday, it was decided to alter the race for the 30ft L.R. class, to all boats which have been built as 30ft. under the L.R. rule, and as it was known that a number of yachts built to this rule exceed 30ft, it was decided to handicap any such excess, and give such handicaps at the start, thus altering the whole conditions of the race a few days before the event. And this alteration is of a much more drastic character than appears at the first blush, as to begin with it opens the race to a class of boats over 30ft, which the conditions distinctly excluded, it next turns a scratch race into a handicap, and, lastly, by giving the handicaps at the start does away with the flying start, by which all yachts got away under similar conditions, with the same time to manoeuvre to a fixed time of starting.

It may be presumed that as time allowances are made for those boats which exceed 30ft, those that are under 30ft will receive the benefit of a corresponding handicap on their reduced rating, and any other arrangement will be grossly unfair, yet Mr. Dempster's motion reads that any yacht "that exceeds 30ft L. R. shall be handicapped according to the scale of allowances of the British Y. R. A.," and that such time allowance shall be given at the start. It may be well to explain here that time allowances will be given by boats exceeding 30ft L.R. to their smaller competitors, but the wording of Mr. Dempster's rule is far from clear, and it would appear to have been hastily drafted, and adopted without sufficient criticism. Owners of yachts under 30ft, whose designers have strictly conformed to the published conditions of this race, should surely not be penalised by having to rate as full 30ft when they are under that rate, while those above 30ft incur no penalty, yet if Mr. Dempster's motion is acted upon the regatta committee would appear to have no power to handicap any yacht except those that exceed 30ft L. R. It is well-known to every boat sailing man that the scale of allowances by the Y.R. A., although worked out as far as is possible to bring the different boats together, leaves the advantage in every case with the bigger boat, size being of relatively greater value, especially in a hard blow, than time allowance. It was the knowledge of this that made the Y. R. A. of England suggest that no time allowances should be made in races where they could possibly be avoided, and also which made them divide boats into certain classes.

It may be at once admitted that the owners of yachts built to the 30ft L. R. design, who now find their boats in excess of the measurement, would be hardly dealt with were they to be excluded from taking part in the race on Anniversary Day, and the race itself would lose its interest. Owners acted in all good faith, and the designers are alone to blame for the excess in the measurement, but on the other hand I contend that now the correct measurements are known to these owners, and they find that same are in excess of the 30ft L.R., which was the original limit of the class, they should do all in their power to reduce the rating of their boats at the time of entry to as near the 30ft. L. R. as possible. In many cases the discarding of the topsail would largely help in this direction, and a declaration at the time of entry that topsails would not be carried would be a sportsmanlike act. It is too late to leave a declaration of this kind till the day of the race, as it may be blowing so hard that the actual advantage would be with those who left topsails at home, and the declaration should be made at the time of entry with the certificate of rating. As things are now, no one can blame any owner who may consider himself entitled to take the fullest legal advantage of the rule as altered, and should there be, as is possible, any boat not quite finished, and which can be made faster by the designer's knowledge that instead of being restricted to 30ft L. R. he may build a boat to 31ft L. R., Mr. Dempster's amended motion gives him full scope and power to do so.

The whole position is unsatisfactory, especially to owners of boats built strictly to the conditions advertised for the race and will not promote class racing in this centre. It is sincerely to be hoped that the various yachts exceeding 30ft L. R. will be altered as soon as possible so as to bring them within the class proper, otherwise races of this class will be looked upon as having degenerated into handicaps.

I am afraid that my letter is rather long, but in view of the international character of the race on the 20th instant for 30-footers, and of the extreme nicety with which rules for class racing are administered in England, I trust that my remarks may not be considered to be out of place.

I am. &c.,

F. G. WALEY.

The start of class racing really began in earnest at the Squadron after the end of the First World War. From “Sydney Sails”,

“The “21-footers” enjoyed several years of popularity. To encourage the building of yachts of this class, F. G. Waley, in 1920, presented a silver challenge cup to the Squadron. In November of that year a joint committee of the Squadron, the “Prince Alfreds”, and the Sydney Amateur Sailing Club agreed on standards for racing in this class. Since all the 21-footers would be of similar dimensions and sail-area, there would be no handicapping in races limited to that class, for it was considered that victory would depend solely on judgment and skill in handling them.”

Thursday, 20th January, 1921 - Sydney Morning Herald

RESTRICTED CLASS YACHTS.

*A challenge cup, presented by **Captain F. G. Waley, O.B.E.**, to the Royal Sydney Yacht Squadron, for competition by the new restricted class of yachts, adopted by the representatives of the various interstate yacht Clubs, will be on view for a few days in Messrs. Fairfax and Roberts' window, Hunter street. With the cup is shown a small replica, which the donor will present to the winner of the first race. The conditions under which the Royal Sydney Yacht Squadron have accepted the trophy stipulate that the races shall be sailed annually on scratch and that the cup shall become the property of any owner winning it three years in succession in the same boat, or five times in all in any boat of that class owned bona fide by him and the boats shall be sailed by amateurs only, members of a recognised Club adopting the class. It is hoped that the presentation of the trophy may encourage the building of boats of the class, and that an owner who may have won the cup once or twice may, if then beaten, build another boat of the same class. The race will be open to all interstate yacht Clubs but must be sailed in Sydney. It is understood that already definite orders have been placed for eight boats of this class, including, one for the Governor General, and further additions are expected. The wide interest shown in the idea augurs well for the success of the class and the conditions which restrict length, depth, and sail area leave a wide margin for the skill of the designer, and they are framed with the idea of obtaining a weatherly type of racing craft suitable alike to the waters of Port Jackson, Port Phillip, or the sailing harbours of other states, at a moderate cost, within the means of a*

large number of yachting enthusiasts.

At the last general meeting of the Royal Sydney Yacht Squadron the cup and replica were on view. The commodore of the squadron, Mr. Arthur J. Milson, wrote to Captain Waley stating that the members had carried a vote of thanks, all the members, he added, were delighted to see an old member showing lasting interest in the sport, and he felt sure the cup would influence yacht racing in the restricted class.

**Thursday, 30th November, 1930 - Sydney Morning Herald
LEADING COALOWNER.**

Death of Sir Frederick Waley.

PATRIOTIC SERVICE.

The death occurred yesterday of Sir Frederick George Waley, a prominent commercial man of Sydney, who had taken a wide interest in charitable work generally, and especially in the work of the Red Cross Society. He rendered notable home service during the war.

Born in London in 1860, Sir Frederick Waley was educated at the University College School, London. He settled in Queensland in 1883, and came to Sydney two years later, as the first secretary to Burns, Philp, and Co., Ltd. Later, as a partner of the firm of Mitchell and Woolcott-Waley, he became associated with the southern coal trade, in which he was actively interested during the remainder of his life.



He was appointed manager of the Bellambi Coal Co., Ltd., on its formation, and at the date of his death was that company's chairman of directors and general manager, as well as chairman of directors of W. E. Smith, Ltd., a director of Queensland Insurance Co., Ltd., and of Coal and Bunkering Co., Ltd., and a life governor and trustee since 1921 of the Women's Hospital. For a number of years, he was chairman of the Southern Colliery Proprietors' Association.

As an old member of the Naval Volunteer Artillery, he retired in 1900 with the rank of lieutenant; but early in 1916 he was appointed captain in the Royal Australian Naval Reserve and acted as Commonwealth representative on the Naval Coal Board, and officer-in-command of the Naval Transport Coaling Battalion. During the strike in 1917, when the men refused to coal hospital ships and transports, he undertook the enrolment of loyalist workers to carry out these operations and acted as representative for the Controller of Shipping for the bunkering of all transports and other vessels engaged in war service, and in the control of all local steam collier tonnage. He was subsequently appointed officer in charge of Federal coal stocks, supervising the purchase and storing of nearly 500,000 tons of coal for war purposes, and was later appointed president of the Northern and Southern Coal Purchase Boards, which were instituted by the Federal Government to purchase coal where, through shortage of tonnage owing to the war, employees were not receiving adequate work. For these services he received letters of thanks from the authorities, was made a Commander of the British Empire, and, on the special recommendation of the Naval Board, was awarded the British General Service Medal. He was later made Knight Bachelor. He was also a Knight First-class of the Order of St. Olav, which was granted him by the King of Norway in recognition of his services for many years as Vice-Consul for Norway in Sydney.

In 1919, he and Lady Waley presented their country home, Mowbray Park, at Picton, to the Commonwealth Government as a permanent home for shell-shocked and permanently incapacitated sailors and soldiers, or for any national use for those forces, and for a number of years he assisted in superintending the farm

activities at the home. Keenly interested in both Arctic and Antarctic exploration, he gave much valuable assistance in the equipment of the Discovery when that vessel visited Sydney, on the occasion of Captain Scott's last attempt to reach the South Pole.

Death occurred at 12.20 a.m. yesterday. Later in the day the remains were cremated and, in accordance with Sir Frederick Waley's expressed wish, the funeral was of a private character. He is survived by Lady Waley, two sons, and three daughters. Members of the board of directors of the Crown-street Women's Hospital, at their meeting yesterday, after standing in silence for a brief period, as a token of respect to the memory of Sir Frederick Waley, carried a motion expressing their deep sympathy with Lady Waley and family, and placing on record their appreciation of Sir Frederick Waley's services to the hospital.

September, 2015