



ROYAL SYDNEY YACHT SQUADRON

Commodores of the Squadron By John Maclurcan

9 Robert Hoddle Driberg White (1895-1897)



Saturday, 5th March, 1881 – Australian Town and Country

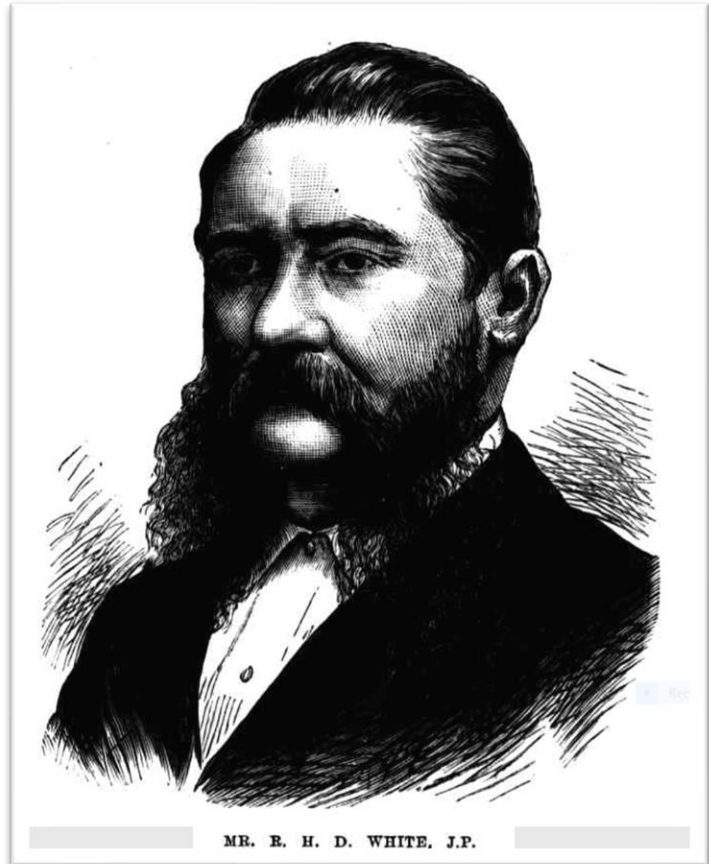
Mr. R. H. D. White, J. P..

MR. R. H. D. White is a native of the colony, having been born at Port Stephens. He is a son of Mr. J. C. White, who was for many years assistant manager of the A. A. Company, and a grandson of Mr. Robert Hoddle, a gentleman who is one of our best-known Victorians. Mr. Hoddle was an officer in the Royal Engineers, and after being engaged in surveys at the Cape of Good Hope, came out to New South Wales, where he was Deputy Surveyor-General under Sir Thomas Mitchell. Afterwards he became Surveyor-General of Victoria, and in that capacity laid out the township of Melbourne, where he has resided ever since, and has been in enjoyment of a pension of £1000 a year ever since 1852. Mr. R. H. D. White has been a resident of the Mudgee district for more than twelve years past, and has been in the service of the Bank of New South Wales for nearly a quarter of a century, during which time he has managed two or three of their most important branches. At Rockhampton he was distinguished by the active share which he took in promoting the interests of that town. He held



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several honorary positions in Queensland, among others being captain of the Rockhampton Volunteers for five years, and Guardian of Minors for the Rockhampton and Toowoomba districts. He has also been a magistrate of the territory for twenty-one years, having been appointed in Queensland just after the separation, and having officiated in the colonies for the period stated. In such capacity he has been painstaking, conscientious, and fearless, and ever evinced a desire to mete out justice with impartiality. On several occasions his personal courage has been tested, and not found wanting. "When the Gulgong goldfields broke out he was in the habit of escorting large sums of money for the Bank, and often went alone with it. In April, 1868, he had an encounter with five bushrangers, on which occasion the bravery he showed was acknowledged by testimonials from the Government, the Bank, and the townspeople of Rockhampton. He was at the Deniliquin Bank in 1859, when it was stuck up by four armed men. He and the manager were tied up by the ruffians, who decamped with gold and notes amounting to £7850. Afterwards Mr. White, with the aid of a black boy, tracked the robbers, and recovered most of the gold. The men were convicted and sentenced to long terms of imprisonment, and one of them, William



Lee, is still in gaol, having been concerned in the attempted escape at Bargo Brush, which has led to his serving one continuous term of twenty-two years' imprisonment, with faint hopes of release at all. Mr. White was lately engaged in a heavy law-suit against his grandfather's young wife, for the recovery of property in Elizabeth-street, Melbourne, of the value of a quarter of a million pounds. Proceedings were commenced before a Court of Equity, but on the 7th August last an amicable arrangement was made, by which Mr. White received half the property and half the back rents. As showing his determination to make an active contention for his rights, he mortgaged all his land, his life insurance, &c., to carry on the law-suit, which, had it terminated adversely, would have left him penniless. As it is, it raises him to the enjoyment of very great wealth, which has enabled him to practically exemplify the liberality and charity which were ever a part of his creed.

With a view to a proper enjoyment of his riches, Mr. White determined on taking a tour to Europe, in company with his wife (a daughter of Dean Cowper, of Sydney), leaving their children under the care of his sister-in-law at Mudgee. Mr. and Mrs. White left by the Peshawur this week, but prior to leaving Mudgee they received many tokens of the esteem in which they were held by the inhabitants of that district. Mr. White was invited to a private dinner at the Royal Hotel by a few of his particular friends, and was afterwards honoured with a public banquet, presided over by the Mayor of Mudgee, and attended by sixty citizens, representing the various interests in the community. The working men also recognised his bonhommie and social worth by arranging a demonstration in his behalf, which took place at Mudgee on Friday last. Over one thousand persons attended, principally from the



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working classes, many of them carrying banners and flags bearing appropriate devices. The members of the Volunteer Fire Brigade also attended in full uniform, and bearing torchlights.

The procession paraded the principal streets of Mudgee, and at the head of it walked Mr. White, escorted by the mayor of Mudgee (Mr. F. R. Tindall), and the police magistrate (Mr. W. D. Meares.) An address was read on behalf of the working classes by Mr. D. Cassin, and another was read on behalf of seven hundred school children, who also sang a few valedictory verses. Mr. White made suitable replies to each, and in the case of the children he treated them to a picnic, at a cost of £150, shortly after gaining his law-suit. By these practical demonstrations of goodwill did the people of Mudgee testify their appreciation of the worth of one of our most popular native-born Australians.

Sydney Sails (1886)

In this year also the steam yacht *Kingfisher* joined the Squadron. She was owned by R. H. D. White, a Member of Parliament and retired banker, who lived in a mansion at Port Stephens (90 miles north of Sydney), where the yacht was built for him. Robert Hoddle Driberg White (affectionately nicknamed "Hoddle Duddle") had come into a fortune in remarkable circumstances. His grandfather, Robert Hoddle, a land surveyor, who had originally surveyed the town of Melbourne in 1837, had at that time purchased two acres of land in that town for £54, and had conveyed it to his wife, in trust for herself and her grandchildren. This trust had been overlooked, and in 1880 R. H. D. White took action to recover his share of the property. He received a half-share, valued at £250,000, and rents of the previous seventeen years, valued at £100,000. With this fortune he retired from his position as a bank manager at Mudgee, and went to live at Port Stephens, being elected M.P. for that district in 1882. He had the steam yacht *Kingfisher*, customs tonnage 20, built for his voyages to Sydney, where he took an active interest in yachting for many years thereafter.

Monday, 11th January, 1892 – Launceston Examiner

ARRIVAL OF THE STEAM YACHT WHITE STAR,

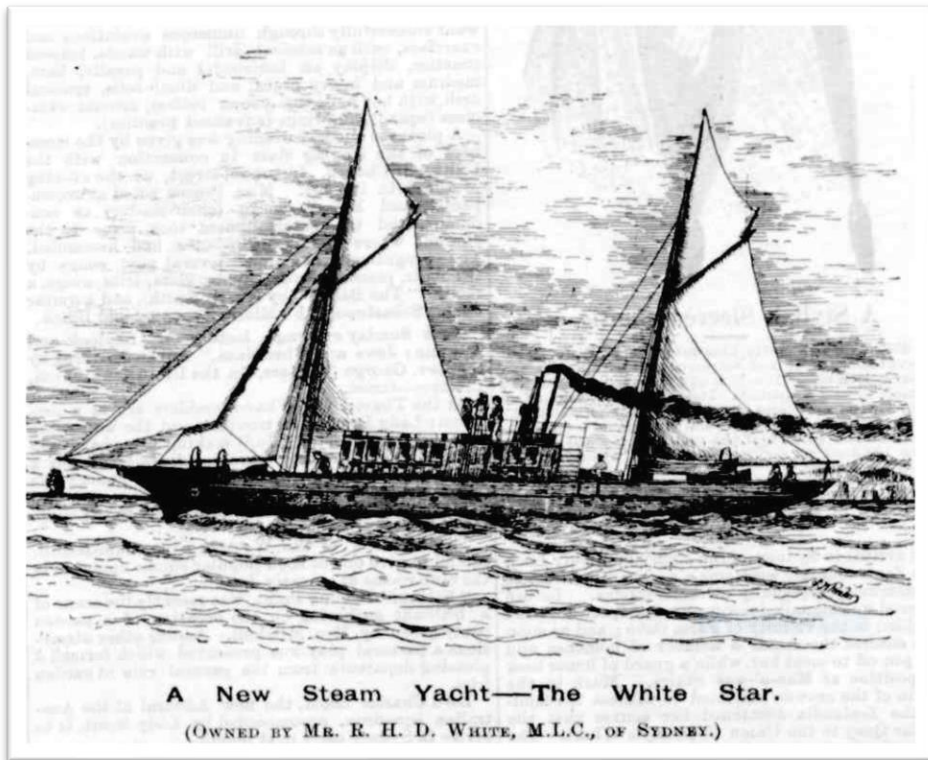
At 6.30 o'clock on Saturday evening a trim and handsome steam yacht flying the blue ensign anchored off the wharf. The little vessel is the *White Star*, a new addition to the fleet of the Royal Sydney Yacht Squadron, and is owned by the hon. H. R. D. White, M.L.C. (Sydney), who wrote some time ago to M. J. Joubert signifying his intention of paying a visit to the Tasmanian Exhibition. He is accompanied by the hon. G. H. Cox, M.L.C. (Sydney), the well-known sheep breeder of Mudgee, and Messrs Nathan, Rollins, and Ritchie. Mr. Nathan is a brother of Mr. E. A. Nathan, principal of the Launceston High School.

The *White Star*, we are informed, is a splendid sea boat, and although she encountered rough weather there is nothing about her to indicate that she has suffered in any way. On the contrary, she looks as neat as if she had only just come out of dock. She is a beautiful model, and she is fitted up throughout in the most complete manner possible, her stateroom or saloon being a handsome apartment in maroon plush. The deck cabin, galley, and sailor's quarters are all in keeping with the other appointments.

The *White Star* was built in New South Wales under the direct supervision of Mr. White, and he speaks highly of her seagoing qualities. The party, after staying a few days in Launceston, intend cruising round the coast, their object being to amuse themselves fishing and shooting en route to Hobart. Her speed is about 11 knots. We understand that an effort will be made to endeavour to get the hon. H. D. R. White to extend his stay in Tasmania until after the date of the Tamar Regatta, when the yacht might be used as the flagship, as she is the first Royal Sydney Yacht Squadron craft that has entered the Tamar river. The following particulars of the voyage were supplied by the sailing master: - Left Sydney at 11 p.m. last Monday; arrived at Twofold Bay at 8 p.m. on Tuesday left again at four o'clock on Thursday morning, and at 6 p.m. on Friday anchored under Deal Island in Winter Cove; left again at 4 a.m. on Saturday; entered Tamar Heads at 3 p.m., and arrived at her wharf at 6.30 p.m. Experienced variable and very strong winds with unsettled weather throughout the trip.



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Monday, 18th April, 1892 – The Sydney Morning Herald

Easter Cruise and Regatta - Royal Sydney Yacht Squadron.

For some few weeks back a regatta in connection with the usual Easter cruise of the Royal Sydney Yacht Squadron has been freely discussed, especially by those more interested in yachting, the outcome of which was that, owing to the liberality of Mr. A. G. Milson (commodore) and the Hon. R. H. D. White (vice-commodore), assisted by members of the squadron, a most successful aquatic carnival was held in the vicinity of the Basin (Broken Bay.) This charming place, with its safe anchorage and otherwise pleasant surroundings, was during Saturday last seen, perhaps, to better advantage than on any previous occasion. The outer basin, where the yachts came to an anchor, is a sheltered little nook on the western shore of Pittwater, the only breeze to be feared is an easterly. The strength of this, however, is fairly well broken by the regular coastline, which is only about a mile and a half distant.

As is the custom with Sydney yachtsmen, several craft were got in readiness for the projected and long talked-of Easter cruise, the regatta being the main topic in connection therewith, the necessary stores and paraphernalia were duly shipped and stowed on board the respective vessels prior to Thursday last, the day on which it was expected to commence the outside trip. The weather at this time, however, did not prove satisfactory to several, who preferred remaining quiet in the still waters of Port Jackson to a possible "rough trip" outside on the briny. The commodore (Mr. A. G. Milson), Mr. Hoare, and Mr. Thompson, nothing daunted, got under weigh early on Thursday evening, and after a quick run along the coast Barrenjoey was rounded and things were made snug for the night. Mr. Dibbs's launch Ena also brought up during the evening, the quartet being the only occupants of the basin for the night.

On Friday the number of yachts was increased by the arrival of Violet, Bettina, Isea, Archina, Guinevere, and the White Star (s.), the fleet being further added to on Saturday by the arrival of Ione, Jess, and several others, the squadron presenting a very pretty sight as they lay moored almost in a



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circle with the White Star in the centre. Scarcely, if ever, has the basin been so alive with craft, from the stately 40-rater Era, and the Hon. R. H. D. White's fine steamer White Star to the 10ft canvas dinghy, which flitted across the cove. There was the usual fleet of fishing craft hailing from Pittwater and its vicinity, the whole forming a most pleasing spectacle, especially to the nautical eye. The weather for the occasion could not have been better. The sun shone out brightly, and this, with a clear sky and moderate breeze, was all that could be desired for pleasure and racing purposes. The programme numbered half a dozen events, two of which were sailing and the rest rowing, all of which were very well contested. The White Star having on board a number of yacht owners and other gentleman followed the two sailing races, a most enjoyable time being the result. In the evening a large party of gentlemen assembled on board the commodore's vessel Era for dinner, after which the vocal powers, assisted by the piano, were made good use of, all present voting the commodore a jolly good follow.

On Sunday morning early a deal of amusement was caused by what appeared to be the original sea serpent moving slowly towards the yacht from out the inner basin. This proved to be on closer examination a string of about 20 dingies belonging to the various crafts, which had been collected in the early morning, when the various owners were soundly sleeping. Those were eventually taken to the Era, and by the aid of her boats towed to the yachts and correctly distributed.

The proceedings were greatly added to by the presence of several ladies, who seemed to take quite an interest in all that occurred. Their nautical knowledge in some instances appeared quite equal to that shown by some of the sterner sex. At gatherings of this kind the presence of the fair sex tends greatly to stimulate the efforts of those taking part in any contest that may be suggested. This was decidedly in evidence on Saturday last with the owners of several yachts who were taking part in the rowing races. Sunday was devoted to quiet visits, a large number finding their way on board the handsome White Star and Ena, on board both of which the most lavish hospitality was extended.

Long will the 1892 "Easter Cruise" be remembered by those who had the good fortune to take part in it. The success of the cruise, &c, is mainly due to the efforts of Mr. A. G. Milson (commodore), and the Hon. R. H. D. White (vice-commodore), both gentlemen having put themselves out considerably to further the interests of the squadron.

Friday, 9th August, 1895 – The Evening News

The Prinz Luitpold.

THE AUSTRIAN CONSUL'S SOCIAL.

Mr. Mergell, consular representative of Austro-Hungary, entertained a number of his friends on board the German liner Prinz Regent Luitpold, now lying at Circular Quay, last evening. The gathering was intended to serve a dual purpose — to allow of Mr. Mergell suitably entertaining his many friends, and to mark his appreciation of the action of the Royal Sydney Yacht Squadron in electing him an honorary member. The magnificent vessel was aglow with electric light, and her spacious promenade deck was handsomely decorated. Consul Mergell and Captain Gathemann received and cordially welcomed guests at the head of the grand saloon staircase.

After ample time had open allowed the visitors to inspect the latest of the many splendid specimens of German naval architecture that have visited this port, the company sat down to dinner in the grand saloon. Among those present were Judge Backhouse, Mr. Pilcher, Q.C., Mr. R. H. D. White, M.L.C., Herr Karl Sahl (German Consul), Mr. Milson, Mr. T. M. O'Neil, and others. Consul Mergell presided, and the vice-chair was occupied by Captain Gathemann, commander of the Prince Regent Luitpold. Mr. R. H. D. White, M.L.C., after the toast of "The Queen" had been proposed and honoured, proposed the toast of "The Emperors of Germany and Austria." He referred in pleasing terms to the fact that the German Emperor was an enthusiastic yachtsman and was at that moment occupied in yachting operations in England. Consul Mergell, who on rising, was greeted with warm applause, said that he came to Australia with very confused ideas, but freely confessed that he had been compelled to alter them. He had found the Australians as civil and generous and hospitable as any people could



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possibly be. When he had been elected a member of the Yacht Squadron, he had felt himself greatly honoured, and though he had often wished to express his gratitude he had not till that moment seen a fitting opportunity for doing so. Now he had seized the occasion to entertain foreigners on foreign territory, and he hoped that in asking them to be present on the fine ship that night they would realise the warm spirit of friendship that existed between the two nations. (Loud cheers.) Judge Backhouse, Mr. Pilcher, Q.C., and Captain Gathemann also spoke.

The company were then treated to an excellent programme of vocal and instrumental items, provided under the management of Mr. Charles Huenerbein. The artists included Mr. A. Marsh, Mr. Cunningham, Mr. Kowalski, Mr. Strauss, Mr. Poussard, and Mr. Vollmar.

Saturday, 14th September, 1895 – The Bird O' Freedom Our Portrait Gallery

No. 61. — HON. R. H. D. WHITE, M.L.C.

The sailing season is with us once again, and after so many tales of prolonged drought, of midsummer heat, and fearful bush fires, it comes as a pleasant relief, bringing as it does the recollection of many a pleasant hour spent on the sparkling waters of Port Jackson. Of the Sydney clubs the oldest established is the Royal Sydney Yacht Squadron, having as its Commodore the subject of our sketch, the Hon. Robert Hoddle Drilberg White M.L.C. Mr. White is a grandson of the late Richard Hoddle, Esq., late Surveyor-General of Victoria, from whom he inherited a large fortune, and his father was Mr. J. C. White, at one time manager of the Bank of New South Wales at Toowoomba, for which constituency he was defeated when standing for Parliament by the present member, Mr. W. H. Groom, who has held the seat ever since— thirty-three years ago.

As the representative for Gloucester from January, 1883, to November, 1885, and afterwards as a member of the Council from 1887 to the present day, Mr. White is a well-known Parliamentary figure, but he is probably far happier when treading the decks of his favourite cruiser, the s.y. White Star. The possessor of a charming residence, Tahlee, situated at Port Stephens, Mr. White keeps in that well-known haven a fine little steam yacht, the Kingfisher, 14 tons, on board of which many cruises are made in search of the wily schnapper. For more extended cruising the s.y. White Star was built. She is a vessel of 107 tons, constructed in 1889 by W. Dunn, of Sydney, from a design by E. W. Cracknell, and is a very constant visitor to Farm Cove. At the last general meeting of the Yacht Squadron Mr. White, who had previously held the position of vice-commodore, was unanimously elected Commodore, vice Mr. Jas. R. Fairfax, resigned. The members of the Squadron showed sound common sense in this, as a better man for the position could not have been found. A thorough-going yachtsman, a sailor to his fingertips, and a very hospitable man, Mr. White's name is almost a household word, and





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when the signal letters B.G. under the burgee are seen flying on the Commodore's ship fellow yachtsmen are bound to be in for a good thing.

An enthusiast in all matters appertaining to the sea, the Squire of Tahlee is a member of the N.S.W. Fisheries Commission. His fellow-members were offered the loan of the White Star to prosecute their enquiries along the coast, but visions of mal-de-mer stood in the way, and the offer was refused, something more in the line of an ocean mail boat being required. Mr. White has also placed his yacht at the disposal of the committee of the squadron with a view to proceeding to Melbourne to welcome the new Governor, Lord Brassey, and no doubt the offer will be gladly taken advantage of. A trip of the kind in the comfortable cruiser, with such a host as the Commodore in charge, would require to be marked in red ink for ever afterwards. Naturally a popular man with all who know him, and their name is legion, kind-hearted and generous to a fault, everyone will unite in the wish that it may be many a long day before the blue burgee, with its white cross and golden crown, is finally hauled down on the White Star.

Thursday, 17th October, 1895 – The Australian Star

THE WHITE STAR.

The handsome ocean-going steam yacht White Star, the property of the Hon. R. H. D. White, M.L.C., and flying the commodore's flag of the Royal Sydney Yacht Squadron, returned to Sydney on Saturday, and now forms a most attractive feature as she lies at her moorings in Farm Cove. She received an extensive overhaul, renovation of cabins, &c., during her winter lay-up at Port Stephens. On Saturday she will be the flagship at the opening of the Squadron yachting season.

Tuesday, 22nd October, 1895 – The Sydney Morning Herald

THE YACHTING SEASON.

THE ROYAL SYDNEY YACHT SQUADRON DINNER.

To celebrate the opening of the yachting season Commodore the Hon. R. H. D. White, M. L. C., of the Royal Sydney Yacht Squadron, gave a dinner at Baumann's Empire Hotel Pitt street, last evening. The company numbered about 180 and was a representative one. The host presided and had on his right his Excellency the Lieutenant Governor (Sir Frederick Darley), and on his left the Premier (the Hon. G. H. Reid). There were also at the main table Captain Castle, R. N., the Attorney-General (Hon. J. H. Want, Q. C.) the Minister for Works (Hon. J. H. Young), Sir George Dibbs, K. C. M. G., Mr. W. J. Lyne, M. L. A., the Hon George Thornton, M. L. C., Mr. Samuel Hordern (Commodore Prince Alfred Yacht Club), M. Biard D'Aunet (Consul General for France), Herr Sahl (Consul for Germany), Colonel Bell (Consul for the United States of America), Captain Hixson, R. N. (President of the Marine Board), Mr. A. G. Milson, Mr. T. H. Kelly (Commodore Sydney Amateur Sailing Club), Judge Backhouse. The company also included Mr. P. H. Sullivan, Captain Trouton, Mr. H. M. Cockshott, Mr. Critchett Walker, C. M. G. (Principal Under Secretary), General Howells, Mr. J. O. Fairfax, Captain Bosanquet, R. N., Mr. Samuel Cook, Mr. Mergel (Consul for Austria), Mr. H. C. Russell, C. G. (Government Astronomer), the Hon. Dr. Mackellar, M. L. C., the Hon. W. J. Trickett, M. L. C., the Hon Dr. Cullen, M. L. C., Mr. J. T. Walker, Mr. Creagh, Mr. R. J. Black, Mr. Knox, Mr. Frank Bennett, Mr. Christopher Burnett, Mr. T. R. Roydhouse, Mr. W. M. Cameron (Rear-commodore R. S. Y. S.), Mr. S. T. Wilson (hon. Secretary R. S. Y. S.), Mr. J. Cox (Vice-commodore P. A. Y. C.), Mr. J. H. Murrell (Rear-commodore P. A. Y. C.), Mr. J. H. Harris (hon. secretary P. A. Y. C.), and Mr. Bayly-Macarthur (private secretary to the Lieutenant Governor).

The meal was an excellent one and was well served. The table decorations were also commendable. The Bavarian Brass Band was stationed in an ante-room and contributed a selection of music. The toast of "The Queen" was duly honoured. The toast of "Our Patrons - H. R. H. the Prince of Wales and his Excellency the Admiral" was also drunk.

Commodore White next proposed the toast of "His Excellency the Lieutenant Governor," and in doing so said that the colony had not only been fortunate in regard to the appointments of gentlemen who



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had of late years been chosen to act as its Governors, but had also been fortunate in having to administer the Government during the periods at which the colony was without a Governor gentlemen of distinguished ability, and mentioned Sir Frederick Darley and the late Sir Alfred Stephen as conspicuous examples of this. The toast was drunk amid cheering.

His Excellency Sir Frederick Darley, on rising to respond was received with enthusiasm. He said he thanked Commodore White with all sincerity for the way in which he had proposed the toast, and he thanked the company for the cordial way in which they had received it. It seemed that the order of the evening was "short speeches." That was an order which ought always to be sent round at a luncheon or a banquet. He was not a yachtsman, but he had taken sufficient interest in yachting to be able to say that he remembered some of the best yachts, perhaps, that had ever been in these waters. He remembered the race between the *Chance* and the *Xarifa*. The *Xarifa* acquitted herself well on that occasion. She was at that time considered a curiously built boat, but if he was able to judge by the representations he had seen of them the *Defender* and the *Valkyrie* resembled the *Xarifa* in some respects. (Applause.)

The Attorney General who was received with cheers proposed the toast of "The Navy and Army," and in doing so said that Englishmen preferred to always have those two branches of the service associated in one toast, because they always fought together and won together and they had made England what she was. Therefore, they did not follow the examples of other nations of the world in separating the two branches of the service and allotting to each a distinct toast. English people kept them together, as they had always been kept together, and would, he hoped, be kept together for all time. (Cheers.) It had sometimes been the habit of a few captious critics to speak of the deterioration of England's navy and her army, but people who did so were too old to remember the Battle of Trafalgar and the victory of Waterloo and too young to remember Captain Cane's taking the *Calliope* through the hurricane at Samoa, and that equally remarkable achievement, the relief of Chitral. (Cheers.)

Captain Castle R. N., rose to respond, and was well received. Touching upon the growth of the navy during recent years, he said that five years ago the expenditure amounted to 13 millions sterling, but this year it would reach 18 millions sterling. There had been a corresponding growth in the personnel of the Royal Navy which in five years had increased from 68,000 to 88,000. He wished Commodore White a most successful season, and trusted that every fortune would attend the Royal Sydney Yacht Squadron. (Applause.)

The Premier on rising to propose the next toast, was received with enthusiasm. He said he did not think he could have a task set him which he should feel as a greater honour than that of proposing "Success to the Royal Sydney Yacht Squadron." But he had risen under very depressing circumstances. The order had gone forth that there was to be nothing but short speeches. He had never made a short speech in his life. Then again, he had before him a subject which was somewhat foreign to him. He was never much of a yachtsman, and he was not good now at shifting ballast. (Applause.) He found that he could not shift. (Laughter.) He was puzzled to know why he should have that task to perform. Was it because he was president of the Cricket Association? He was proud to think he was there to represent the other of the two great twin national sports of the British race. Was it because he was commodore of the "Parliamentary Squadron"? (Laughter.) There were only two ships in that squadron. But from what he saw of the graceful and perfect way in which the Royal Sydney Yacht Squadron was handled on Saturday last, he was afraid that although they had only two ships in the Parliamentary Squadron, they could not get through the waters quite so nicely as the R. S. Y. S. did. He supposed that was not a thing to be surprised at, because the two ships were commissioned on different lines. In one ship they had veterans who were commissioned for life, and the other ship was full of young bloods with a three years' commission. (Applause.) Still he hoped that before the cruise was over, with mutual kindness and forbearance and patriotism (cheers) - the Parliamentary squadron would fall into line. (Cheers and laughter.) On that fleet he did not know whether he was going to be stiff ballast or shifting ballast. But he supposed they all had to shift ballast a little in order to trim the



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squadron. (Hear, hear.) In the meantime, he was delighted to be the guest of the commodore. When he thought of their princely squadron and the fine vessels of the Prince Alfred Yacht Club - he could not forget even the mosquito fleets - he reflected upon one of the grandest sights to be seen in Sydney Harbour, embracing not only the stately yacht but also the 12 footer. With all the heartiness in the world he gave them the toast of the evening, "The Royal Sydney Yacht Squadron." (Cheers.) The toast was drunk with much cordiality.

Commodore White, in responding, asked for the co-operation of all interested in aquatics, with a view to securing not only the success of the yachting season, but also having a national celebration at which he hoped they would see not only the yachts of this colony, but also the yachts of Victoria, and Lord Brassey's amongst them. (Applause.)

Mr. W. J. Lyne, in proposing the health of "The Chairman," said that the Premier had expressed a hope that the Parliamentary squadron would fall into line. The Premier had delivered a pleasant little speech that evening. He wished that speeches equally pleasant could be delivered across the table in the Legislative Assembly. Mr. Reid could not complain of his doing anything to arrest or destroy the harmony that should exist in regard to political life. (The Premier "You behave like an angel.") He hoped to be one one of these days. But when the Premier talked of mixing up both sides of the House and each falling into "line" - (laughter) - he presumed he meant that the "line" should follow the Government. But he could tell the Premier that when both sides fell into line it would be not to follow the Government but to follow the right Lyne. (Applause and laughter.)

The health of the chairman was drunk with enthusiasm, and the toast was acknowledged by Commodore White.

Wednesday, 20th November, 1895 – The Australian Star

ARRIVAL OF THE GOVERNOR.

The Yachting Reception.

The yachting reception will be one of the important of the features in regard to tomorrow's reception of the Governor. The matter was left in the hands of the Hon. R. H. D. White, commodore of the Royal Sydney Yacht Squadron, and after consultation in meeting with yacht owners the following programme was decided upon: —

"Yachts will assemble off Fort Denison at 9.45 a.m., with the Hon. R. H.D. White in command. In case there is little or no wind the steam yachts will proceed down the harbour to meet the R.M.S. Himalaya. The sailing yachts will join in the procession at Bradley's on the steamer coming to her anchorage. After the Himalaya has been moored the yachts will anchor in two lines, positions being taken under the direction of the commodore. The signals will be those of the Royals and P.A.Y.C. and the international code."

The positions will be better understood when it is stated that the Himalaya will bring up at the permanent P. and O. buoy, almost under Bradley's, or in what is termed Athol Bight. The yachtsmen after conference with Rear-Admiral Bridge decided to take the course agreed upon, so as not to interfere with but yet dovetail in the arrangement of the official committee. Thus, the yachts will form a double line from the Himalaya along the course which his Excellency will take in the Government launch. Then will come the Imperial war ship flotilla also in double lines, and leading into Sydney Cove and Prince's Stairs, where the landing takes place at 2 p.m.

There will be a further double column consisting of the Naval Brigade boats. The yachts have thus the most important part in the proceedings afloat and have the pride of place without dashing with the Imperial or local naval forces. The yachts to take part will be:

White Star, steam yacht, 107 tons, Hon. R. H. D. White, Commodore of the day and Commodore of the R.S. Y. S.

Bronzewing, steam yacht, 40 tons, Mr. S. Hordern, Commodore P.A.Y.C.

Isis, steam yacht, 74 tons, Mr. J. R. Fairfax.

Ena, steam yacht, 56 tons, Mr. T. R. Dibbs.



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Ada, steam yacht, 15 tons, Mr. S. A. Josephson,

Era, yawl, 56 tons, Mr. A. G. Milson.

Thelma, yawl, 23 tons, Dr. MacCormick.

Violet, 12 tons, Mr. F. J. Jackson.

Sirocco, 12 tons, Hon. E. W. Knox.

Lahloo, 5 tons, Mr. W. H. Murrell.

Bronzewing, 2 ½ rater, Mr. H. M. Cockshott.

Of course there will be others, as there are bound to be a number more out of the fleet of nearly 50 yachts on the muster of the Royals and P.A.Y.C., but the fact of there being no general holiday will prevent a good many yacht owners from being present with their white-winged craft, simply from the fact that their amateur crews cannot get away from business.

Saturday, 21st December, 1895 – The Daily Telegraph

YACHTING IN SYDNEY HARBOUR.

BY "THE VAGABOND," IN THE "LEADER."

Commodore White.

With his Nancy on his knees. Ye ho!

And his arm around her waist!

The "beautiful harbour" of Sydney is no doubt responsible for the fact that this is the birthplace or the oldest yachting community in Australia. From the days of the First Families young New South Wales has taken to the water both in sailing and rowing. Sydney is nothing if not aquatic, although it is also very fond of horse-racing. This may arise from the fact that long generations before the galleys of the Norsemen and Anglo-Saxon sea rovers landed on the shores of Britain, and our ancestors obtained the strain of Vikings blood and love for the sea, their Aryan ancestors were the finest horsemen in Asia. It comes natural to an Englishman to love both a horse and a boat.

The Sydney people boast that no city in the world of equal population possesses such a fleet.

Badminton admits that "no finer boat sailors exist anywhere than at Sydney." In yacht building also Sydney has come to the front. At one time it was thought possible that an Australian type of yacht might be developed in "our harbour." This was through the success of the Xarifa, 31 tons, built by Mr. D. Shea, of Woolloomooloo. The hull of this crack yacht was built something in the shape of a boomerang. According to Commodore Bunday, for some years during the sixties the Xarifa had an unbroken record, "several English yachts were built and sailed out to Australia, especially brought out to beat, but were beaten by the then fast Sydney clipper, the Xarifa." She beat yachts from Cowes and yachts from the Clyde, and then her day being done, was, in the seventies, sold to my late friend, Maafu, Prince of Tonga.

It was in 1879 that I was the guest of Maafu on board the Xarifa. He was then Roko Tui Lau, otherwise Viceroy of the Windward Islands, of the Fijian Group. He drew £600 a year from the Fijian Exchequer and was reputed to be the "direct representative of her Majesty." He wasn't haughty on that account, but a most courteous host, both afloat and ashore. The Xarifa was a splendid sea boat, although she leaked badly. Maafu was a magnificent sailor. When you got to know him, he was magnificent in many things. I shall never forget his saying: "If the heart doesn't sink the ship won't." We had a good time together 16 years ago. Maafu has now gone to his place, and the Xarifa, I believe, is broken up.

The Royal Sydney Yacht Squadron was established in 1863. It floats the blue ensign. The present commodore is the Hon. R. H. D. White, M.L.C., a gentleman of wealth and leisure, who subtended a big angle in England in 1886, where I met him. Mr. White delights in hospitality, and he does not like his guests to feel uncomfortable. He doesn't wish it to he said of his yacht: "The wind sits in the shoulder of your sail." When you go outside the Heads in Mr. White's steam yacht, the White Star, you may be sure you will not realise Alfred de Musset's verse:

— Alone above the seas the wandering moon



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Lets fall her sliver tears in the black billows.

You will be returned home in good time without suffering from mal de mer. The White Star is always hove-to in some sheltered bay, whilst luncheon or tea or dinner is spread under the awning on deck. Mr. White reminds me of some of the New York millionaires who own yachts. They wish to cruise in comfort, and the older I get the more I agree with them.

Tuesday, 31st March, 1896 – The Daily Telegraph

THE AQUATIC RECEPTION.

At 3 p.m. Mr. R. H. D. White, commodore Royal Sydney Yacht Club; Mr. S. Hordern, commodore Prince Alfred Yacht Club and Mr. A. G. Milson, owner of the yacht Era, called upon Lord Brassey at Government House. Lord Brassey expressed his regret for the upsetting of the reception arrangements, but said that the fair southerly was too good to lose and as he feared easterly weather he kept well off the land, so that the signal stations along the coast did not get his number. Mr. White suggested that the alterations of the Sunbeam's colour from white to black had further tended to prevent identification. Lord Brassey said he might have put into Botany and waited there, but he had not thought of this. The proposed complimentary regatta was discussed, and Lord Brassey handed Mr. White a cheque for £35 towards prizes. He also placed the Sunbeam at the disposal of the committee for the regatta day, offering either to anchor anywhere or to steam about the harbour with the committee and their friends. On Mr. White asking, "How many?" Lord Brassey said 250 if he liked, and as many more as he could get on board; and they must all be his guests for the day. Mr. White, however, said that so generous an offer could not be accepted, and the committee could not so far presume upon the generosity of the visitor they desired to honour. He, however, accepted the invitation to the yacht for the committee, and a limited number of guests to be invited.

Wednesday, 24th June, 1896 – The Sydney Morning Herald

THE ROYAL SYDNEY YACHT SQUADRON.

DINNER TO THE COMMODORE, THE HON. R. H. D. WHITE.

The members of the Royal Sydney Yacht Squadron entertained the commodore, the Hon. R. H. D. White, M.L.C., at a dinner to mark the close of the season, in the banqueting-room of the Town Hall last night. Dr. MacCormick, the vice-commodore of the Squadron, occupied the chair, and there were also present on his right hand his Excellency the Governor Viscount Hampden, on his left hand the Hon. R. H. D. White, together with Major General French, Captain Castle, R.N., Captain Hixson, R.N., Alderman Ives (the Mayor), Mr. S. Hordern (commodore of the Prince Alfred Yacht Club), Captain Sloane Stanley, A.D.C., Captain Ferguson, A.D.C., the Hon. G. Gathorne-Hardy (private secretary to the Governor), Mr. T. H. Kelly (commodore of the Sydney Amateur Sailing Club), Mr. J. R. Fairfax, Dr. Mackellar, Captain Mergell, Mr. A. Oliver, Mr. G. E. Fairfax, Dr. Elliott, Mr. George Rignold, Dr. Burne (vice president of the Rowing Association), Dr. Milford, Dr. Power, Mr. L. Hopkins, Mr. C. Huenerbain, Captain Spain, Mr. A. A. Griffiths, Mr. W. M. Cameron (rear-commodore of the squadron), Mr. A. J. Minnett (hon. treasurer), Mr. S. T. Wilson (hon. secretary), and Messrs A. G. Milson, O. Bauer, H. M. Cockshott, H. M. Shelly, F. G. Rae, and J. W. Manion (committee of the squadron).

After full justice had been done to the dinner the Chairman proposed the toast of "The Queen". The toast was duly honoured. The Chairman proposed the toast of "Our Patrons, his Royal Highness the Prince of Wales and his Excellency the Governor." He said that the toast required very few words from him. His Royal Highness the Prince of Wales was a yachtsman and a sportsman. His Excellency the Governor had kindly honoured them with his presence and considering his many engagements they fully appreciated his kindness in coming. (Hear, hear.) The Governor had won high esteem and affection in the colony, and one thing he would say, and that was that they hoped they would soon see him afloat, and that they would have the honour of putting his name on the list of squadron yacht



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owners. He could promise his Excellency that instead of a three months' season they could give him a season extending to eight or nine months. The toast was drunk with musical honours.

The Governor in rising to respond was received with loud and prolonged cheering. He said: Mr. Chairman and Gentlemen, - So far as concerns the Prince of Wales my task to-night in returning thanks to you for the toast is very easy. As your chairman has observed, his Royal Highness is a yachtsman. He is attached to that form of sport and is often stationed at Cowes. Only just lately he has given some proof of his love for yachting and for sport in the efforts he has made to remove the friction that unfortunately occurred owing to a difference between Lord Dunraven and the committee or the New York Yacht Club. I think that you will agree with me that friendly rivalry in sport between nations of the same source and origin is a rivalry that ought to be encouraged everywhere. It brings the people of those nations more into touch one with the other, but I am sure that that sort of rivalry, and the encouragement of international rivalry, do more harm than good unless there is on both sides the good sportsmanlike instinct to accept defeat with good grace and victory in a spirit of moderation. (Cheers.) We know, gentlemen, that you have a cricket eleven in England. (Laughter.) They have had some wonderful victories and whatever may be the result of future matches they engage in, I will engage to say this, that they will not detract from the brilliancy of the victories they have gained over other elevens in England. The eleven you have sent home is a good one, and worthy of the best eleven that England can put into the field. Now, I have to turn for a few moments to the toast at far as it applies to myself. I am afraid that I feel in your company rather - of course I like being in your company, but I am not a yachtsman, and seeing several old Etonians here, I am what they would term in expressive language a landsman, but I will say this, that having lived here for a few months, and having had the advantage of looking over the expansive waters of your harbour, and if I had been born and bred a Sydney man, I should have developed into a sailor. However, though not a rose, I am very near a rose. I have a brother an officer in the navy, who was stationed here at one time, and I have also a son who is a flag-lieutenant on the *Crescent*, a sister-ship to the *Endymion*, which visited your harbour a few months ago. I do not know about being soon afloat. If the chairman agrees to confine me to the harbour, I shall be very glad under his advice to try yachting. I have great pleasure in joining you in doing honour to your guest Mr. White. When I first came here Mr. White with generous hospitality took me aboard his yacht, and I can assure you I took many very pleasant trips in her; and it only depends upon me how many more I take. He told me the other day that he intended to give up yachting because he felt that he was getting too old. (Cries of "No, no.") I ventured to remonstrate with him, and I told him that so far as my experience went that a man was only as old as he felt himself to be, and that he should not give up happy pursuits until he was compelled to do so. I am quite sure that he never feels so young as when he is on the bridge of his yacht, and I hope that for many years to come he will brave the breeze on the deck of the *White Star*. (Cheers.)

The Mayor proposed the toast of "The Army and Navy." The toast having been honoured, Captain Castle, in responding, said that he desired to tender his sincere thanks for the manner in which the toast of the service to which he belonged had been honoured. He knew the Mayor long before he became Major, and he was knowing not only to the Admirals and to the captains but also to the sailors in the institution of whose home in Sydney he had played a prominent part.

Major-General Trench, in reply, said that he desired to return them his sincere thanks on behalf of the army. They knew that the army had no show alongside the navy. (Laughter.) In Australia they had little to do with the army; the whole of the honours went to the navy. Lord Wolseley, in responding to the toast of "The Army," said on one occasion that he would of course, like to see the army kept up, but that if it was necessity to make a reduction he would reduce the army before the navy. To that sentiment he was sure that the colonies would be respond. He had much pleasure in being present that night to do honour to their respected commodore, who made a point of showing every stranger round the harbour. It was a grand thing that the yacht clubs were still keeping up the feeling which kept the Royal Navy and the Mercantile Marine going and he hoped that the feeling would ever be maintained. Mr. A. Oliver proposed the toast of "The Commodore." The toast was honoured with cheers, and the



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Hon. R. H. D. White in responding said that he felt gratified that so many were present in such bad weather. He thanked them for such a spontaneous expression of their goodwill, but he felt that he had hardly filled the office to the best advantage. He held many other honorary appointments and perhaps they took up so much of his time that he had not attended to his duties as commodore in the manner in which he ought to have done, but he had always been present when he could at their functions and when he had not been present it was not his fault. No one wished yachting greater success than he did, and no one wished more than he did to see a bond of union between the different rowing and sailing clubs of the harbour. (Cheers.) He desired to thank them most heartily for the honour they had done him.

The Commodore proposed the toast of "Kindred Clubs," and Mr. S. Hordern (commodore of the Prince Alfred Yacht Club), and Mr. T. H. Kelly (commodore of the Sydney Amateur Sailing Club) responded.

The toast of "The Chairman" was proposed by Mr. H. M. Cockshott and was duly acknowledged by Dr. MacCormick.

Saturday, 3rd November, 1900 – Clarence and Richmond Examiner

R. H. D. White.

Very quietly the Hon. R H. D. White passed away to his rest, and as quietly he was buried. A year or two ago he became an inmate of the Hospital for the Insane at Callan Park, and there he remained until he died. His form of dementia was harmless, and he never gave the attendants any trouble. For many years he was one of the Bank of New South Wales' most trusted managers; then he came, in for a large fortune, and after that his life was, so to speak, worthless. Getting the fortune was the worst thing that could have happened to him. Having no resources, in himself- he had no literary nor artistic tastes-he had to look for most of his pleasure in clubs, and that sort of pleasure soon palls. Liver, troubles came, and the final result was the wreck of the mind. Better far it would have been for him if he had had to work for his living all along. Doubtless he often himself felt that before darkness came upon his mind. A fine possession is money if the owner knows how to use it; but when it is employed mainly for the purposes of pleasure there is no greater curse in existence. That is not an original truth, but it is remarkable how little it is believed.