

Russell Marshall

In my first article about the newly hung caricatures in the northern entrance to the Club, I gave you some background about the artist L. Herbert Beecroft. You may recall Mr. Beecroft arrived in Australia in early 1905. In the following advertisement, his evening of entertainment includes a singer, Miss Elsie Peerless. I hope she was as good as her surname. The prospect of hearing Miss Peerless sing a song titled "A Gipsy Maiden I" may not have been for the faint hearted. Was that why admission was free? I also wonder how many silver coins were collected. How times have changed.

Wednesday 12th April, 1905 - Sydney Morning Herald

*CENTENARY HALL, YORK-STREET.
PEOPLE'S POPULAR ENTERTAINMENTS.
TO-NIGHT AT 8.*

*Special Engagement of **HERBERT BEECROFT**,
London's Greatest Lightning Caricaturist, who will give his Famous Entertainment,
"LIGHTS AND SHADES OF LONDON LIFE." illustrated by numerous caricatures and portraits.
Miss **ELSIE PEERLESS** will sing "Dear Bird Winter" and "A Gipsy Maiden I."
ADMISSION FREE.
SILVER COIN COLLECTION.*

In Beecroft's second concert, Miss Peerless has been replaced with Miss Flett and Miss Liggins. Mmmm.

Monday, 24th April, 1905 - Sydney Morning Herald

"FACES AND FANCIES"

*This evening **Mr. Herbert Beecroft**, an artist who has amused audiences in other parts of the world will give his "Faces and Fancies" entertainment at the Centenary Hall. Mr. Beecroft's humorous sketches will be combined with a capital concert programme to which Miss Ethel Liggins (contralto), Miss Florrie Flett (soprano) and Mr. Geo F. Boyle (pianist) will contribute.*

The caricature which I have selected for this article is one on the eastern wall of the entrance to the Club. I chose it because it is one of only a few in which the subject is aboard a power vessel not a yacht. This is Russell Marshall, at the helm of his fine vessel "Kestrel," and the date of the painting is 1924.

Tuesday, 7th November, 1911 - Sydney Morning Herald

***Mr. Russell Marshall** will soon be the proud possessor of a fine boat, which C. Dunn, of North Sydney, is building from the designs supplied by W. Pickering. The craft is rapidly approaching completion, and will be 35ft overall, 9ft beam moulded, and 4ft depth. A feature of the new vessel will be a promenade deck from amidships forward, of 2in decking and beautifully finished off. The cabin is luxurious, and the designer has given plenty of room below in the matter of seating and sleeping accommodation, not forgetting head room. The new boat will be one of the most comfortable of her kind afloat. The internal fittings are in every way complete. She will have two masts, but the owner will rely upon an engine which is being imported from America for the propelling power. Altogether, Mr. Marshall will have a craft worth a nice round sum, and she will be eligible to fly the burgee of the two "Royals" at Sydney.*

With reference to the caricature, the name "Kestrel" has been painted on the lifebuoy on the deck. The Squadron pennant is flying from the forward mast and the aft mast displays a variation on the Blue Ensign. Both masts are inverted golf sticks. Clearly, Mr. Marshall was a keen golfer because the illustration on the top right-hand side displays two crossed golf sticks with the golfing motto "Play your own Game" below. I am not sure what the blue pennant is on the bow of the dinghy but if anyone can identify it correctly, they will be offered a free hot cocoa at the bar with the Archive Committee.





Mr. Marshall was a real estate agent and auctioneer, in partnership with another RSYS member, Sydney Dempster, in the firm named “Marshall and Dempster.” He lived nearby the Club at “Brendalan”, No 17 Holbrook Avenue. This is the property on the northern side of the pathway to Kirribilli Wharf. He was a very active member of both the Royal Clubs – the Alfreds and the Squadron. This was not uncommon, long before the Alfreds relocated to its current premises at Newport. Mr. Marshall was also active in cycling and rowing and I have found evidence that he was instrumental in the formation of the Mosman Rowing Club. While he did not serve on any senior committees as far as I can learn, he often used the “Kestrel” as a mother ship for the race officials or to carry spectators. Sometimes, he was “Acting Commodore” on the day.

The Club’s sailing programme was not comprehensive like today but each race was an “event” and duly reported in the newspapers. The membership was about 300 and quite localized.



RUSSELL MARSHALL

Tuesday, 19th November, 1912 - Evening News

YACHTING

The sport in Port Jackson

"Bob Backstay's" Note

*It looked a 'monte' for 'Culwulla III' on Saturday in the 10 metre class, but she was pipped on the post, and Rawhiti caused the gun to go off. These two boats made the finish exciting. It would have been more so had friend **Russell Marshall** (commodore of the day) shifted His Majesty's ship Drake and given us a chance to see the two cross the line. Unhappily, that big cruiser got in the way, and obscured the view. It will be a good idea for the Royal Prince Alfreds to request the immediate removal of the flagship moorings, and then no one will be able to say a word. Mr. Marshall throughout the afternoon bandied the Club steamer with*

great judgment, but I expect someone wanted to catch the home ferry, so, in the goodness of his heart, he yielded. If the generous owner of 'Kestrel' does it again, we must court-martial Russell Marshall.

Sunday, 21st October, 1923 - Sunday Times

YACHT CLUB'S PARTY

Hundreds of Guests Yesterday

*Most of the women were coated and skirted at the garden party given at the Royal Yacht Squadron by the combined clubs yesterday afternoon. For once, however, the usual Squadron weather failed to put in an appearance, and glorious sunshine and an absence of wind made the grounds delightful and added considerably to the enjoyment. The yachts, gaily be-flagged, danced on the water before the Squadron to the music of a band in the grounds. Afternoon tea had been arranged on the sheltered verandah, but it was also served in the sunlit garden. Among hundreds coming and going between the boats and the shore were Sir Alexander MacCormick, Messrs. E. P. Simpson, A. C. Saxon, Andrew Wilson, Carment, Arthur Davies, Down, Copeland, S. Littlejohn, J. C. McDonald, Major and Mrs. Brereton, Mr. and Mrs. Spencer Brunton, Miss Evelyn Brunton, Mr. and Mrs. J. Moffatt Brunton, Mrs. Cecil Hordern, Mr. and Mrs. Vero Read, Messrs. Alfred and Arthur Milson, Captain A. G. Craufurd, Mrs. Craufurd, Commander Quick, Mrs. Quick, **Mr. and Mrs. Russell Marshall**, Mr. and Mrs. H. Muston, Mr. and Mrs. Jack Goddard, Mr. and Mrs. Don Taylor, Mr. and Mrs. Paul, Mr. and Mrs. Nott, Mr. and Mrs. T. Millett, Commander Williams, Mrs. Williams, Mr. and Mrs. L. J. Davies, Mrs. Fred White, and Messrs. Lee, Pulling, Bremner, Gosling and Hungerford.*

Mr. Marshall, like most members at this time, was a prominent citizen and confident to express himself as he wished. Here are two letters from his pen. The second one still resonates 90 years later.

Saturday, 2nd April, 1910 - The Sydney Morning Herald

CREMORNE TRAM TERMINUS.

***Mr. Russell Marshall** writes:— Noticing in a recent issue that the Government were still contemplating running the new tram to a terminus at the wharf on the eastern shore of Cremorne Point, the writer is satisfied that he is voicing the opinion of the general public in pointing out that by so doing a grave mistake and error of judgment would be made, inasmuch that the distance would be much greater and considerable time lost in rounding the Point, whereas if the terminus was at the western side instead of the eastern, the tram travelling public would save a great deal of unnecessary time, and reach their homes at least 10 minutes sooner. The cost of connecting the tram on the western side would be less than on the eastern, as the grade and other natural facilities would materially assist, and a public road leads to the foreshore, whereas no access to the eastern shore exists excepting through private land, thus obviating the necessity of paying for any further resumptions. I trust that before too late the Government will give this important matter the earnest attention it deserves.*

Tuesday, 5th April, 1927 - The Sydney Morning Herald

HARBOUR SMOKE.

TO THE EDITOR OF THE HERALD.

*Sir,
Residents of our foreshores often wonder how much longer the authorities are going to allow the garbage-lighter tugs to pollute the harbour with such volumes of dense smoke, and why the public should be subjected to such a nuisance. The ferry companies long ago abandoned coal as a fuel, the result being greatly appreciated by all.*

I am., etc.,

*Kirribilli Point. **RUSSELL MARSHALL.** April 4.*

Mr. Marshall died on the 9th of July, 1937, at age 74.

February, 2015