

S D McLaren

One of the easiest of Herbert Beecroft's paintings of RSYs members to interpret is that of Sydney Daniel McLaren, dated 1908, because Sydney McLaren was Club Secretary at the time, in fact from 1906 to 1918. To quote from "**Sydney Sails**", ".....Charles Guesdon died and was succeeded in the post of secretary by S. D. McLaren, who was to continue in that position as a paid official for twelve years thereafter, in residence at 'Carabella'." Note that the Secretary lived at the Club in those days and it seems he was a member too.



Beecroft's painting displays a squaresail with the following writing on it:

Royal Sydney Yacht Squadron

Milsons Point
September 2nd, 1908

A Monthly General Meeting of
Members will be held at the Club
house on Monday evening at 8.

Business

**GENERAL &
IMPORTANT**

The Mast is a pen to be dipped in ink with the Squadron burgee flying from the top. The boom is a pencil. Mr. McLaren is floating on the Minutes Book, the label of which is coming off due to being in the water. He is wearing his Squadron uniform and cap and smoking a pipe. He was 31 at the time of the painting, a young age to be taking on the responsibilities of the RSYS. Even though the painting is in profile, the resemblance to the photo is obvious.

I was interested to find the following advertisement under the heading of AMUSEMENTS in 1906.

Saturday, 24th November, 1906 - Sydney Morning Herald

ROYAL SYDNEY YACHT SQUADRON.

BEAUCHAMP CUP (presented by Earl Beauchamp). Time, by rating. Flying start at 2 p m. Course from line off Club House, Neutral Bay, round flag-mark about one mile off Coogee, thence round Shark Island, and finish between flag-marks off Club House.

<i>No</i>	<i>Name.</i>	<i>Owner.</i>	<i>Rating.</i>	<i>Time Allowance</i>
6	<i>Rawhiti</i>	<i>C. T. Brockhoff</i>	<i>*41</i>	<i>Scratch</i>
2	<i>Magic</i>	<i>A. C. Saxton</i>	<i>33.5</i>	<i>11m 21s</i>
4	<i>Culwulla</i>	<i>W. M. Marks</i>	<i>*32.5</i>	<i>13m 10s</i>
9	<i>Heather</i>	<i>N. H. Murray</i>	<i>*32.2</i>	<i>13m 56s.</i>
?	<i>Kukuburra</i>	<i>A. E. Cutler</i>	<i>*31.1</i>	<i>16m 19s</i>
7	<i>Meteor</i>	<i>W. C Rivett</i>	<i>*31.0</i>	<i>16m 32s</i>
?	<i>Scotia</i>	<i>T. W. Bremner</i>	<i>30.0</i>	<i>18m 52s</i>

**Subject to re-measurement*

The Squadron Steamer ROBBIE BURNS will leave the CLUB HOUSE at 2 p.m. sharp. Non-members will present tickets, which can be obtained from members only.

S. D. McLAREN
Secretary.

The Clubs activities were promoted in the newspaper and the Secretary was responsible for sailing activities as well as the general administration of the Club. How things have changed.

Friday, 18th August, 1911 - Sydney Morning Herald

CHALLENGE REFUSED.

SAYONARA CUP.

DIFFICULTIES OVER CONDITIONS.

MELBOURNE, Thursday.

The Royal Yacht Club of Victoria received a reply to-day to the challenge sent on behalf of Victoria, nominating Mr. J. Dixon's Sayonara for the Sayonara Cup of 1912. The challenge contained a condition that the race be contested on level terms by boats up to 12 metres, first across the line to win. Mr. S. D. McLaren, secretary of the Royal Sydney Yacht Squadron, now writes that his committee cannot see its way to agree to the suggested condition, at the same time intimating that an unconditional challenge would be acceptable.

Seen this afternoon Mr. Dixon said that he was keenly disappointed that New South Wales would not take a purely sporting offer. Personally he would not consider any question of time allowances. As he viewed the Sayonara Cup contest it was intended to be a match between yachts of not more than a specified size, 12 metres, as the amended deed of gift stood at present, and not in any sense a handicap race. He could not appreciate a

championship being decided upon a system of handicapping, and for that reason he offered Sayonara as challenger for a straight but sporting race, first across the line to win, although he knew that if either of the Sydney boats Rawhiti or Thelma were chosen as defenders his own boat would have to give away considerable allowances in size. He hoped that the sporting instinct of the Sydney yachtsmen would yet make a race possible and was still prepared to allow Sayonara to be matched against the New South Wales boat, but only on the conditions named in the original challenge of the Royal Yacht Club of Victoria.

Wednesday, 29th January, 1913 - Sydney Morning Herald

SAILING

By 'CORINTHIAN.'

*ROYAL SYDNEY YACHT SQUADRON. Saturday being an open date in the season's programme of the R.S.Y.C an invitation race was put on, open to all recognised yacht Clubs. The only absentee was Sayonara. On making for the starting line White Wings, Thelma, and Magic got badly mixed up. This happening was an introduction to further excitement and accident, for during the race Petrel and Aoma retired, not caring to continue in the strong southerly that had sprung up. Rawhiti was pressed so much that a sprung mast was the result. Raneë found the strain too much for her gear, and with Viking quitted when off Watson's Bay. This left only four yachts to compete the course. Culwulla crossed the finishing line first, followed by Yeulba and Sunbeam. Magic was a bad last, being unable to make up the time lost at the start. Handicaps were adjusted at the finish, and Sunbeam (23min) was found to be the winner, with Yeulba (16min) second, and Culwulla III (4min) third. Mr. Crane's victory was a popular one, and should compensate him for his accident of last Saturday, which deprived him of first place at Manly regatta. The squadron members and their friends were hospitably entertained on the Club steamer, the secretary, **Mr. S. D. McLaren**, looking after their comfort, while the official duties in connection with the race were carried out by Vice-Commodore A. J. Milson and Mr. E. Hungerford. Among the visitors were Rear-Commodore F. Hart and Mr. A. Douglas, of the Royal Queensland Yacht Club, while the Commodore of that organisation, Mr. T. Welsby, was one of the crew of Culwulla III.*

Sunday, 9th February, 1913 - Sunday Times

EIGHT METRE HANDICAP.

*There were only two starters in the race, the old antagonists, 'Petrel' and 'Yeulba'. Both boats crossed the line together, the 'Yeulba' being to windward. A ding-dong go to North Head resulted in 'Petrel' getting a slight lead. Here 'Yeulba' struck trouble, and retired, leaving 'Petrel' to continue alone, much to the disappointment of the crowd, who followed in the Club steamer, which was in charge of the Commodore, Mr. A. G. Milson, and Messrs. Hungerford and secretary **S. D. McLaren**.*

After Mr. McLaren retired as Club Secretary after the war, he continued to contribute as a Race Official until his death. It is interesting to note that his duties were not confined to the Squadron's activities.

Friday, 3rd December, 1920 - Arrow

PITTWATER REGATTA OFFICIALS.

*Following officials have been elected to control the sailing events at the Pittwater regatta on New Year's Day: Starter, Mr. S. J. Keegan; judge, Mr. F. S. Adams; timekeepers, Messrs. T. L. Mulhall, **S. D. McLaren**, and O. Lind; umpire, Mr. G. Hawksley. Mr. J. J. Smith will be commodore of the day, and Mr. F. J. S. Young vice-commodore.*

In Sydney McLaren's obituary, it mentions that he acted as a journalist about yachting in his final years. He certainly was ubiquitous.

Saturday, 3rd August, 1929 - Sydney Morning Herald

YACHTSMAN'S DEATH

Mr. S. D. McLaren.

The death occurred yesterday, after an illness extending over two months, of Mr. S. D. McLaren, who was well known in yachting circles in Sydney. He was 52 years of age, and lately resided at North Steyne, Manly. Mr.

McLaren was born at Parramatta and was educated at the Sydney High School. After occupying the position of clerk at the Sydney Morning Herald office for about six years he went into business as an estate agent at Summer Hill. Later he transferred his business to the city. For a number of years he occupied the position of secretary of the Royal Sydney Yacht Squadron. He was a prominent Mason and was a past master of the Lodge Prince of Wales. In recent years Mr. McLaren conducted the yachting section of the Herald.

August, 2015