

S G Green

It is evident from the obituary printed later in this essay that L. Herbert Beecroft had some knowledge of the career of Stephen George Green when he painted his caricature in 1922. The painting shows him in his blue double-breasted jacket, still a Squadron uniform, with the obligatory pipe in his right-hand, standing on an oriental sampan. Much of Mr. Green's career was involved in trade from the Far East. Notice too that Beecroft has painted Captain Green's eyes with the suggestion of the Orient.

Beecroft has titled the painting "Ye Ancient Mariner" and so Mr. Green was. In fact, there was a Club called "The Ancient Mariners" of which Mr. Green was president for many years. The members were retired seamen.

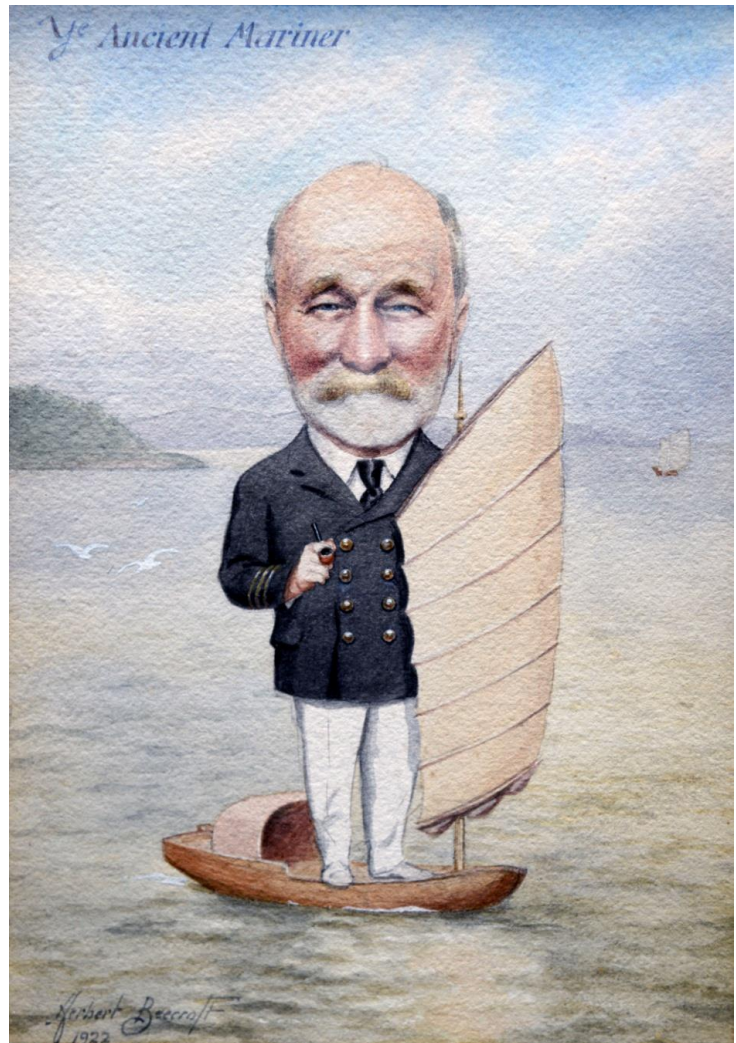
In 1902, Captain Green headed to England, "the old country," and a number of dinners in tribute to him were given, including one from the local Chinese community, indicating his status with them.

Friday, 17th January, 1902 - Daily Commercial News and Shipping List **CAPTAIN S. G. GREEN.**

Going Home to Superintend the Building of an "Empire"

A pleasing function took place yesterday afternoon at the Royal Exchange, when a large number of the friends of Captain Stephen G. Green, of the E. and A. Company, made him a presentation prior to his departure to England, where he will superintend the building of a new vessel for his company to be called the 'Empire.' Colonel Burns, of Messrs. Burns, Philp and Co, presided, Colonel Burns, who was accorded a warm reception when he rose to speak, said: — "All those present are friends of Captain Green, and we are here to make a tribute of our friendship to that gentleman, and to wish him bon voyage and a speedy return to New South Wales. Captain Green has been in this city for many years— more than a quarter of a century — and I myself have known him for nearly 30 years. It would be useless for me to say anything in commendation of Captain Green to you who are his personal friends. You know his work, and not only esteem him, but look upon him as a very true friend indeed. (Applause.) You are no doubt aware that Captain Green has been associated with the E. and A. Company 28 years. It is a curious coincidence that 24 years ago today he became captain of the good ship Somerset. He has acted now for 12 years as the manager of the company, and has managed it very successfully indeed. There are some other incidents which I shall mention in connection with Captain Green. He always took a great interest in the Torres Straits route. When he first went through those straits there were no lights, and he had to find his way unaided through those intricate channels, which are now as safe as the streets of Sydney, being lighted up all along the coast. This was largely owing to the energy of Captain Green. These days I have mentioned were long before a settlement was formed at Thursday Island; indeed, Captain Green took the first ship to that place. You are all aware of the genial character which our worthy captain possesses. When we meet such men it cheers our way, and we always feel better after shaking hands with him. We are very glad to know that Captain Green is only leaving us temporarily."

The Mayor of North Sydney referred to the guest of the day as 'Alderman,' not 'Captain' Green. He had the respect of his fellow aldermen, and the warmest esteem of all the residents of North Sydney. At the same



time the captain did not lack determination and was a man who had an honest purpose to do his best for his fellow-men. Captain Green had promised to get up pretty close to the King at the Coronation—(laughter)—and he knew he intended to keep his word.

Mr. James Inglis then rose amidst deafening applause. He said "I take it as a very high compliment indeed that this present duty has been entrusted to me. Perhaps it was because I was one of Captain Green's special importations. I was a very miserable creature when I first met him 24 or 25 years ago at Singapore, when he carried me up on deck and generally acted as the very best of good nurses for me. Then I clasped him to my heart with hoops of steel, and we have been firm and loyal friends ever since. That is the experience of the friends of Captain Green's around him and the hosts of friends who are not here today. We have tried to convey to him in a few practical words what we feel in the address which I will now read: — "To Captain Stephen George Green, Alderman and Justice of the Peace. Dear Sir, — On the occasion of your departure for the old country, on an honorable and important mission, we, your personal friends (many of us have known you for over a quarter of a century) desire to testify by this address, and the accompanying gift, how much we appreciate your friendship and genuine worth. As a personal friend you are held in the most affectionate esteem by all who know you. As a professional man you have won your way by undoubted merit, aptitude and zeal, to one of the highest and most responsible posts open to your profession. We recognise the active and useful part you have taken in national and municipal affairs, in which your sound judgment, varied experience and unblemished record for honorable, straightforward dealing have won grateful recognition at the hands of all classes of your fellow citizens, and you have employed your talents in furthering the best and highest interests of your adopted country. In wishing you what we hope may only be a brief good-bye, we pray that every earthly blessing may be vouchsafed to you and all near and dear to you, that every good desire of your kindly generous heart may be abundantly fulfilled, and that we shall see you return shortly again to your troops of friends crowned with the satisfaction arising from good work well done, brimful of health and renewed energy, and beaming with your proverbial cheery smile. "Nature made Captain Green a small, nuggety man," continued Mr. Inglis, "but it also presented to him some of the finest qualities of the race. In his life's work, and in his equipment for that work — in the doing of his duty—he has proved himself equal to any strain that may be put upon a man. He has done noble work for his country, and noble work for his nation. He is a typical Briton. It is splendid testimony of the straightforwardness of purpose of the captain in that he is going to add one more great vessel for the use of the Empire, for the benefit of commerce, and to assist in spreading civilization throughout the world." The health of Captain Green was then drunk with enthusiasm, and Colonel Burns presented him with a tastefully illuminated address and a draft for £100. Captain Green said he was in a very difficult position in endeavouring to reply to the flattering remarks that had been made of him. He was afraid he was unworthy— (no, no) — of some of them — (no, no) — of most of them. (No, No). He had never thrust himself forward too much, but humility seemed sometimes to make friends. He thanked Colonel Burns for his kind remarks. He referred to North Queensland. Of course, Colonel Burns was the pioneer there, we found him there. (Laughter. A voice: 'Like a Scotchman.'). His company started with a vessel of 610 tons register, and the vessel that he was going to see built would cost something like £100,000. Referring to his municipal life he said that a fellow required a hide like a rhinoceros to be an alderman. If a rat was found dead in the street some people expected an alderman to come along and pick it up.

The toast of the committee was then proposed. The following is a list of those who constituted that body: — Messrs. H. W. Carey, A. Milson, A. Spain, E. T. Remington, R. C. Reed, C. J. Henty, J. A. Minnett, and Septimus Daly. Mr. C. J. Henty replied, and said that the Committee's most difficult task had been to find who were Captain Green's friends. They were so numerous that many must have been unavoidably overlooked, and if that were so he would apologise to them, but they could still send along their cheques.

Friday, 17th January, 1902 - Sydney Morning Herald

ENTERTAINED BY THE LIN YIK TONG DIRECTORS.

At Quong Tart's Elite Hall last evening **Captain S. G. Green** was entertained at a complimentary dinner by the directors of the Lin Yik Tong and leading Chinese merchants. There was a large gathering, presided over by Mr. J. S. Hawthorne, M.L.A. Amongst those present were Mr. W. R. G. Lee (On Yik and Lee), Captain Napier, Mr. R. T. Remington, Mr. H. J. Carey, Mr. McMasters (Burns, Philp, and Co.), Mr. F. J. Walker (Chinese Navigation Company), Messrs J. Silly, E. A. Whitely, T. J. Allison, and R. C. Reed (Gibbs,

Bright, and Co.), Mr. T. J. Thompson (Nippon Yusen Kaisha), Mr. C. Henty (Parbury, Henty, and Co.), Mr. Sun Johnson and Mr. G. Sarsin.

Mr. Quong Tart proposed the toast of "Our Guest," and referred to the good feeling that existed between Captain Green and the Chinese community in Sydney. Mr. Quong Tart, on behalf of the directors of the Lin Yik Tong, presented Captain Green with a box of silk handkerchiefs for himself, and a similar gift for Mrs. Green, also two silk shawls for Captain Green's mother whom he was to visit in England. Mr. W. R. G. Lee, Mr. Sun Johnson, Mr. Sarsin, and Mr. H. L. Munn supported the toast, which was honoured with enthusiasm. Captain Green, who was warmly received, thanked Mr. Tart for the kind expressions of goodwill, and also his many Chinese friends for their handsome gifts.

Mr. C. Henty proposed "The Shipping Companies," which was well received.

The compliment was acknowledged by Messrs R. C. Reed (E. and A. Company), McMasters (Burns, Philp, and Co.), F. J. Walker (Chinese Navigation Company), T. J. Thompson (Nippon Yusen Kaisha), and E. A. Whitely.

I have been unable to find any evidence that Mr. Green actually owned a yacht or served on a committee but his status in the Sydney community was certainly acknowledged as in the following article celebrating Opening Day in 1936.

Monday, 26th August, 1936 - The Sydney Morning Herald

BRIGHT SCENE.

Royal Sydney Yacht Squadron.

SEASON OPENS.

The official opening on Saturday afternoon of the Royal Sydney Yacht Squadron's 1936-1937 sailing season, in the picturesque setting of the Clubhouse at Kirribilli and of the harbour, gay with the sails of countless craft, marked another epoch in the history of a pioneer Club that had its genesis, 74 years ago, in the Australian Yacht Squadron.

For those who have been brought under its spell, yachting never loses its appeal. It knows nothing of the dramatic intensity and speculative uncertainty of the turf. It knows nothing of the despotism of golf, or the absolutism of bowls. It lacks the throb, the exuberant enthusiasms of test cricket. It has won its place, rather, because of a traditional, inborn British love of the sea; the joy that comes of the tang and the surge of blue waters under billowing sails, and the quiet charm of social contacts that make for enduring friendships.

ENCHANTING SCENE.

Occupying a niche in Sydney's social calendar, the squadron's opening day attracted to the Clubhouse and its picturesque grounds overlooking the harbour, one of the biggest assemblages in its history. The scene lacked the glow of sunshine, but there was the compensation of picturesque setting, especially when, with the arrival of the Governor-General (Lord Gowrie), as commodore, in a naval barge, stately yachts moored opposite the Club-house dressed ship on the "Blue Peter" being shown from the squadron's flagstaff, no less gay than the majestic craft, with nautical bunting. It was an enchanting scene, with the harbour as its blackcloth. The Governor-General, in smart yachting rig, was welcomed by the vice-commodore (Mr. Paul Ross) and the members of the committee, and later in the afternoon he was the guest of the vice-commodore on a cruise in the Sayonara. Another graceful acknowledgement of the squadron's status in the community and long record of achievement in aquatics, was the presence of leading representatives of the Navy, the



CAPTAIN S. G. GREEN, O.B.E.

Army, and the Air Force, and also of the mercantile marine; members of the Consular Corps and of the Bench and the Bar; representatives of kindred squadrons and Clubs, and other prominent citizens, and their womenfolk.

The capsizes of a number of skiffs in what enthusiasts termed an ideal sailing breeze, and the activities of a launch that cruised about to aid crews in trouble, added a spice of adventure to the day's events.

HISTORIC MEMORIES.

The occasion recalled the year 1862 - especially to some who remembered it personally, when 19 enthusiastic yacht owners banded together as the Australian Yacht Squadron, with Mr. William Walker as commodore, and Mr. James Milson, jun., as vice-commodore. Not only did King Edward VII, then the Prince of Wales, become patron of the squadron during the first year of its existence, but it was further honoured, a year later, by the Lord Commissioners of the Admiralty conferring on it the right to wear the Blue Ensign. The squadron, as was demonstrated by the big and impressive scene on Saturday, has developed to an extent probably undreamt of by the enthusiastic little band who laid its foundations so far back.

Old-time memories recalled, too, the historic New Year's Day of 1863 that witnessed the first race for boats belonging to the squadron and contested under its sailing rules. The regatta was held at Hunter's Hill, with the Peri as the successful boat. The days of the pioneering interstate yacht contests were also recalled - the days when, in 1882, Dr. Milford sent the Doris to Port Phillip and won a race against several Victorian yachts; when, in 1887, Mr. Alfred Milson won the first two races with the Waitangi in an Intercolonial contest; and when, in the following year, Mr. Milson, with his gallant Era, triumphed in the big event at the intercolonial regatta in Port Phillip. Thus, has the squadron developed from the sturdy days of its pioneers, successive generations of whose families in many cases have linked themselves with it.

IN THE ASSEMBLAGE.

*In the Clubhouse or on the lawns, among many others, were Mr. F. W. Hixson, the oldest member of the Club, it is stated; the rear-commodore (Mr. J. L. Milson); Judge Backhouse, whose buoyant spirit suggests that he has transmuted the base metal of advancing years into the gold of youth; the chairman of the Anniversary Regatta Committee (Colonel Alfred Spain), **Captain S. G. Green**, one of the best known figures in Sydney's shipping world; Mr. Windeyer, K.C., Dr. Kirkland, vice-commodore of the Royal Prince Alfred Yacht Club, with rear-commodore F. C. Mackillop; the commodore of the Sydney Amateur Sailing Club (Mr. Robson), Mr. Justice Boyce, Judge Edwards; the Administrator, New Guinea (Brigadier-General W. R. McNicoll); the vice-president of the Royal Australian Historical Society (Mr. Aubrey Halloran), Captain Bracegirdle, Captain Scott, commanding Naval Establishments, Garden Island; Commander C. W. Stevens; and Messrs. Frank Albert, E. Hungerford, C. Bartholomew, J. Murray, J. E. Gosling, C. Lloyd Jones, Richard Old, and A. Muston. Afternoon tea was served on the lawns and in the Clubhouse, and a programme of music was rendered by the Royal Australian Artillery Band.*

Captain Green died on Tuesday, the 1st of July, 1941.

Wednesday, 2nd July, 1941 - Daily Commercial News and Shipping List & Sydney Morning Herald OBITUARY

Captain S. G. Green.

*The death occurred yesterday morning of **Captain S. G. Green**, F.R.G.S., one of the most popular shipping men of the Commonwealth. Captain Green was born near Milford Haven, South Wales, and was educated at Moravian College, Haverford West. He went to sea in 1868 as an apprentice on the ship Celocno, 700 tons, one of the Shaw, Savill clippers which traded from London to New Zealand ports. In 1874 he left sail and joined the E. & A. Company's R.M.S. Somerset, as fourth officer, in Glasgow, for the Australian, Java, Singapore and China trade. In 1878 he was promoted to command of this vessel. In 1918 Captain Green joined up with the well-known firm of Burns, Philp & Co., Ltd., as marine superintendent but previous to this he was for some years closely associated with Burns, Philp & Co., Ltd. Captain Green retired from the position of marine superintendent in November, 1939. In addition to official duties, Captain Green was chairman of the Royal Shipwreck Relief & Humane Society of New South Wales for 28 years and had been*

associated with the society for over 50 years. He was made a Fellow of the Royal Geographic Society many years ago. He was also a member of the committee of the Rawson Institute and had been a member of the North Sydney Council. For 40 years he had been on the council of the Sydney Sailors' Home, president of the League of Ancient Mariners since its inception in 1906, president of the Welsh Choral Society, a patron of the Cymmrodorion Society of Sydney, a vice-president of the Aviation League of New South Wales and a member of the Royal Sydney Yacht Squadron. A few years ago he was knighted and made an O.B.E.

July, 2015