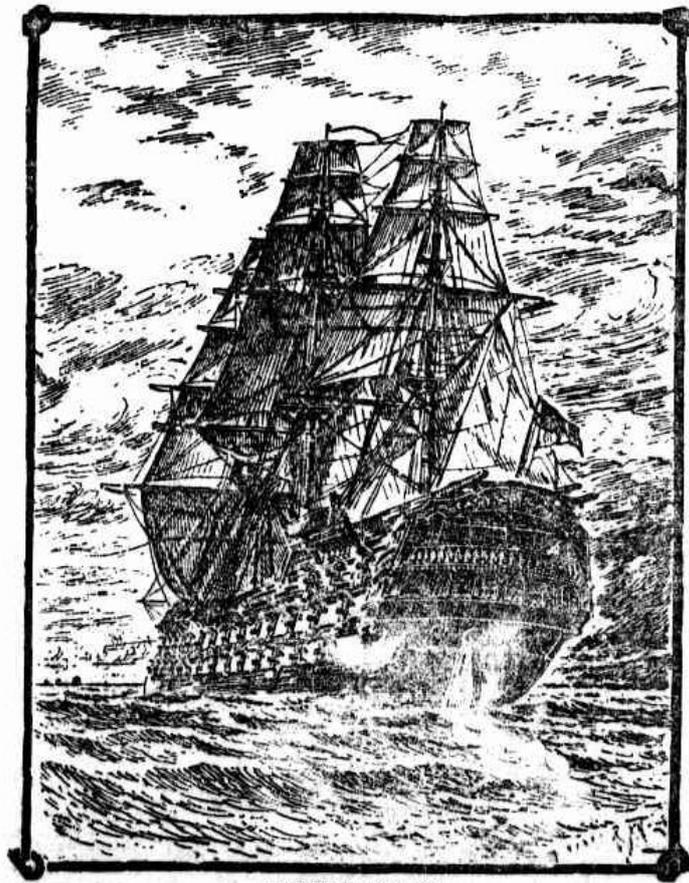


Foudroyant Shield

Recently, I noticed a trophy placed on the picture rail in Wudyong barely visible above the crested goods and clothing for sale and certainly not visible to the members. Rob Ridley rescued it for me and I took it up to Archives for further investigation. It was the Foudroyant Shield and what a story was behind it!

A number of plaques are mounted on it, starting in 1972, jumping to 1984, then awarded in most years until 2002. On the back was another plaque announcing it was given by the RSYS in 1972 for a team's event for the Half Ton Class. In fact, the first plaque on the front had it awarded to "Defiance", "Plum Crazy" and "Pajen", all well-known 30-foot yachts of the era. This event clearly did not survive long and hence the gap until 1984 when it was awarded within the Spring Offshore/October Long Weekend/Morna Cup event.





THE FOUAROYANT.
The old ship on which Nelson flew his flag, which was demolished by a recent storm.

Saturday, 16th November, 1892 – The Sydney Mail and New South Wales Advertiser

The Foudroyant.

The Illustrated London News, commenting on the sale and destruction of one of Lord Nelson's flagships, observes: It seems an incredible story that the Admiralty have sold Nelson's old flagship to a German firm to be broken up as old timber. It reads like a malicious fantasy of a Parisian journalist who wants to have a fling at "the nation of shop keepers." Most of the wooden ships which have grown too old for the service must, of course, be condemned. Nobody asks that we should keep a whole skeleton fleet simply as a memorial of the past. But to the Foudroyant belongs a special history, which should make her a national relic. She was built to be Nelson's flagship, and but for a delay in the dockyard would have carried his flag to victory at the battle of the Nile. It was with the Foudroyant that Nelson captured the French ship Le Genereux, after an action of which a lively record has come down to us, full of the renowned sailor's characteristic fire and bluntness of speech. It was in the Foudroyant that he fought another of the historic single combats which belong to that Homeric period of our naval annals. In January, 1800, Nelson captured Le Genereux, and in March of the same year he made a prize of the Guillaume Tell in a battle which also has been described with graphic minuteness. Indeed, Nelson was as well served in the matter of chroniclers as if he had lived in the days of special correspondents. The Guillaume Tell broke through the blockade of Malta with a famished crew and an admiral who had nothing for his table the day of the fight but the hind-quarter of a mule. The Frenchmen fought, however, with desperate courage, and the Foudroyant was nearly crippled by the first broadside. The ships were so close to each other that the French prepared to board, and it was a wonder that Nelson escaped death from the sharp shooters, for he was the most conspicuous figure on the Foudroyant in the storm of shot. What his men thought of him is expressed in the rude but eloquent homage of the letter some of them wrote when he was quitting the ship: "We have been along with you (although not in the same ship) in every engagement your lordship has been in, both by sea and land, and most humbly beg of your lordship to permit us to go to England as your boat's crew in any ship or vessel, or in any that may seem most pleasing to your lordship." What would these men say if they could come back to earth to find the vessel which was the flagship of their hero sold to foreigners for firewood! Their language would not be decorous, but it would express a thoroughly English sentiment with equal truth and vigour. In what other country would such a bargain be possible? If the glorious hulk of the Foudroyant were a patriotic

relic in France, who would dream of suggesting that the Government should make a paltry sum by selling it? Let the public once be heard with sufficient plainness, and, if this transaction cannot be cancelled, the world will at least understand that Englishmen are ashamed of it.

Friday, 7th August, 1896 – Launceston Examiner

Nelson's Foudroyant.

Some four years ago the hull of a famous wooden ship, the flag ship of Nelson in the Mediterranean in 1799, was sold to an English ship-breaker. He in turn sold it to a German ship-breaker, and then there was a public outcry against the demolition of such a historic vessel.

The Lord Mayor of the day, Sir David Evans, opened a subscription, but the public did not respond very generously. The Admiralty had sold her for a thousand pounds, the German trader rebought at two thousand, and demanded double as the price for selling again. The demolition had been commenced, and only a few days remained in which to avert the vessel's destruction. By the enterprise of Mr. Cobb, the means were provided; and, at a cost of six thousand pounds, the Foudroyant was towed back to the Thames.

Named after a vessel captured from the French by the Monmouth in 1789, she was laid down in Plymouth Dock yard in 1789, and launched in 1798. She was the finest British example of that favourite and most powerful class, the eighty-gun two-deckers. In the May of that year Lord St. Vincent wrote to Nelson that "all agree she is the most perfect ship that ever swam on salt water." In June of the following year, when he transferred his flag to her from the Vanguard, Nelson was proud of her as "a magnificent ship." He had selected her on the stocks, and when she joined her squadron of weather-worn "seventy-fours" he was delighted with the splendid addition the fine new "eighty" made to his squadron. She was the only new ship, and by far the most efficient, in which he had ever served, and of no other has he ever spoken in such enthusiastic terms. To Lord Keith, on receipt of the news of the capture of the Guillaume Tell, he wrote: - "The conduct of those excellent officers, the captains of the Penelope and Lion, enabled Sir Edward Berry to place the Foudroyant where she ought, and is the fittest ship in the world to be--close alongside the William Tell, one of the largest and finest two deckers in the world." To Lord Spencer, in giving an account of the same action, he speaks of "my children of the Foudroyant," and adds, "I love her as a fond father a darling child, and glory in her deeds." From the quarter deck of the Foudroyant comes to us one of the most vivid pictures of the great Admiral when, in the night chase of the Generaux, his strategy successful and his quarry in sight, he urges his first lieutenant to crowd on every stitch of canvas and "make the Foudroyant fly," as she sweeps down in pursuit.

Though never present in any great fleet action, no ship had a more distinguished role. Her first service was in the defeat of the French invasion of Ireland in 1798. She afforded protection to the royal families of Naples and Portugal and numbers of their subjects, when fleeing before the invading armies of Napoleon; and in Italy she greatly helped to check the tide of French conquest. To her the recovery of Malta is chiefly due; and in the course of her service in the Mediterranean, the fleet, in which she carried the Admiral's flag, cut off the French army in Egypt from its base, and thus checkmated Napoleon's scheme of eastern conquest and prevented the possible loss of India.

During her career she was present at the capture of four line-of-battle ships and six frigates, amongst them the two which alone escaped from the Battle of the Nile. The ship has, however, other historical associations besides those connected with Nelson. She has been commanded by Sir Thomas Hardy (captain of the Victory at Trafalgar) and Sir Edward Berry (captain of the Vanguard at the Nile). She has flown the flags of Sir John Warren, Lord Keith, and Sir Sydney Smith; and on board of her died Sir Ralph Abercromby, after his victory over the French at Alexandria.

About twenty thousand pounds have been spent on the Foudroyant to render her once again the typical "eighty" ship that she was under Nelson's command. The old cast-iron guns--the thirty twos, the twenty-fours, and the eighteen pounders--thrust out their muzzles through the many ports; the round shot is piled beside the guns, and the flint muskets are stacked in the racks around the sides of the capacious gun-decks--clear to the eye from end to end. It is an exertion to climb up the stout wooden ladders which lead from the water-line to the lofty upper deck, and thence get access to the Admiral's state room, lighted by a row of windows in the stern, and having a promenade gallery beyond. Three huge masts tower aloft, with their shrouds taut-hauled by the lacings of their gigantic "dead eyes." Above them, again, come the topmasts and the gallant masts, with yards stretched across them for the wide-spreading sails. A giddy height it is from upper deck to truck of main mast: and active, indeed, is the man who can go aloft. Such is an outline sketch of the Foudroyant as she is at her moorings off Woolwich, where she can be reached by any of the Victoria

river steamers; and as she was reached and seen by the press party on board the Bismarck on Saturday. The partial removal of some portions of the vessel by the ship-breakers has not been an unmixed misfortune, for it has given an opportunity to restore the Admiral's quarters to their former slate, and other portions in which architectural alterations had occurred during the life of the ship. The sails are ready to be bent on the now bare yards; and when the Foudroyant leaves the river she will be the very ideal of a sailing war ship of the period when George III. Was King. Londoners should visit the restored vessel within the next ten days, as after she has left for the Naval Exhibition at Kiel, no one can foretell the date of her return. She will thereafter go to Yarmouth, Plymouth, Portsmouth, Dublin, and other of the large seaports and harbours at home and will also take up engagements abroad. These may be considerable, as her condition is regarded as good for fifty years.

Friday, 18th June, 1897 – Coolgardie Miner

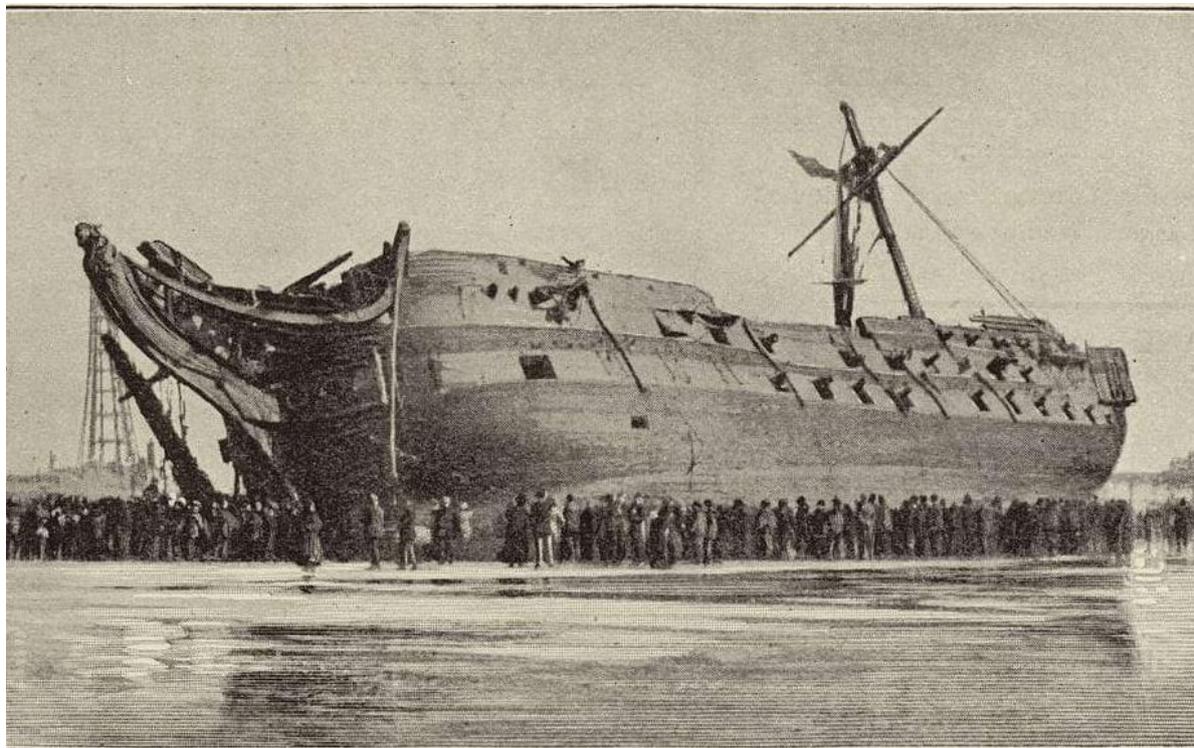
GALE IN THE IRISH SEA.

THE FAMOUS FOU德罗YANT.

A terrifically violent gale has swept the Irish Sea and done much damage on the west coast of England. Many of the coasting steamers and small craft have been wrecked or driven ashore, and much loss of life and property has been wrought.

There has not yet been time to collect a list of the disasters, but the aggregate damage is reported to be very heavy. Amongst the list of vessels that are known to be wrecked is the famous Foudroyant, once the flagship of Admiral Lord Nelson.

{The Foudroyant was Horatio Nelson's flagship in 1798, she was purchased by Mr J. B. Cobb, of Brecon, in Wales, from a German firm, and brought to the Thames Nov. 28, 1892. A proposal to make her a Nelson museum, made in October 1893, was unsuccessful. In July, 1895, a company was formed to restore the old vessel, but this also failed in its objects. Since that time the "fighting" Foudroyant has been towed from port to port and used as an interesting relic show. She filled this position for some time at Portsmouth, and later was towed around to the mouth of the Mersey, where no doubt she was anchored when the gale struck her as detailed above.



Nelson's old flagship, the *Foudroyant*, had been anchored off Blackpool during the Whitsuntide holidays, but drove ashore on Wednesday last week, before a strong gale from the westward. On Tuesday she was riding at anchor about a quarter of a mile or so off the end of the North Pier, and was being attended by steamers and tugs carrying sightseers to admire her. Now she is a shapeless mass, and the Blackpool beach is being strewn with the wreckage. She dragged her anchors about seven o'clock on Wednesday, and very shortly afterwards her fore top-gallant mast was hanging by its rigging. One by one her masts and spars were seen to break adrift until at the time of high water, about noon, only her mizzen-mast was left standing

THE WRECK OF NELSON'S OLD FLAGSHIP "FOUDROYANT" AT BLACKPOOL



Saturday, 21st August, 1933 – The Sydney Morning Herald

LAST MEMORIES

Nelson's Foudroyant.

(BY CAPTAIN T. W. ARTHUR.)

On an afternoon in June, 1897, I stood with my father, Captain John Arthur, on Blackpool promenade, gazing at the Foudroyant, Nelson's favourite ship, swinging at her mooring chains. Her worn decks were aglow with the westering sun, but ominous black clouds, portents of the storm which was to decree her end, were gathering. With no ballast save the muzzle-loaders protruding their frowning muzzles from her sides, she towered above the water, her great bluff stern seemingly as enduring as the tradition she helped Nelson to build. Little did I think then that in her final disintegration I was to play a prominent part.

My thoughts then were all of the sweep and majesty of her glorious past, and as I stayed dreaming there it was as though the old Foudroyant sailed again. I could almost hear the wild song of the wind through her rigging, the slap and hiss of the seas against her staunch bows, the crash of broadsides, the shouts of men in battle . . . I could almost see a calm, slight figure directing them.

Then Captain Cobb, who was in charge of the Foudroyant, joined us, and dispelled my reverie. My father, a trainee of the Victory, with a lifetime's experience of the sea and her varying moods, seemed troubled. After a long silence, he said: "I don't like the position your ship's in, Cap'n. If it comes on to blow from the north-west we get the full force of it here."

Captain Cobb laughed. "I've got two anchors there that would hold your Blackpool tower," he declared.

It was just breaking day the following morning, when I was awakened by a loud knocking on my bedroom door. I heard the voice of Bob Bickerstaffe, coxswain of the Blackpool lifeboat. "Give us a hand with the boat, Tom," he called. "The Foudroyant is drifting, and we will have to take the men out of her."

With scores of others, I helped to launch the lifeboat, and watched it toil out through the gale to the stricken ship. A cable had snapped, her other anchor was powerless to hold her, and the sea was taking the old Foudroyant home.

DRIFTED TO DESTRUCTION.

Drifting helplessly, like a tired sea wanderer seeking a last resting-place, the Foudroyant grounded at last about half a mile from the north pier, and, after bumping heavily, sank deeply into the sand. As though intent on her final destruction, the seas she had defied for so long leaped angrily at the helpless hulk, battering her sorely. Then there was a crash, as the main topmast went over the side. Another crash, and the foremast had gone. Drenched to the skin, the men on board slid precariously down the foremast into the lifeboat, which by that time had ranged alongside. Not a life was lost, save that of the Foudroyant, which to me at least had been a sentient being.

A few weeks afterwards a Foudroyant syndicate was formed, and I agreed to take charge of the Foudroyant's final dismemberment, a task which at least afforded a means of preserving some remnants of the ship for posterity. The work was marked by a series of tragedies.

The guns had to be returned to the Admiralty, which engaged a Glasgow barque on which to load the cannons. Barely had four of the Foudroyant's guns been transferred to the transport when a gale sprang up, and the barque crashed and crashed again against the stout oaken hulk of the Foudroyant. The battering had little appreciable effect on the Foudroyant, but the barque was completely smashed, and portions were strewn along the beach for miles. The guns in her sank into the sand, where they remain to this day. After that, we slung the guns overboard, one by one, and teams of horses hauled them ashore. The remaining 76 were salvaged in this way and were despatched to Portsmouth.

DAMAGE TO THE PIER.

Yet a third time the Atlantic unleashed its fury on the Foudroyant with disastrous results. We had been dynamiting the stern portion. This broke away during the height of the gale and crashed into the north pier, causing thousands of pounds' worth of damage. A pitiful occurrence is numbered with my saddest memories of the Foudroyant. A man had just set a charge of dynamite on board and there was a shout, "Stand clear!" Confused, a woman spectator, who was clasping a boy four years old by the hand immediately ran right into the danger zone. With the explosion, a heavy beam hurtled through the air as straight as a shot from one of the Foudroyant's guns, striking the woman on the head. Hastily covering the poor woman's body with a coat, I seized the child in my arms. Kicking with his tiny feet, he struggled to free himself, crying "Mummy! Mummy!"

Twelve hundred trees of English oak had gone into the making of the Foudroyant, which was an 80-gun battleship of 2005 tons. The keel was laid in 1789, although the ship was not completed until the spring of

1798. Furniture was made from timber salvaged from the wreck for the then Prince of Wales, Viscount Ridley, and many other titled people at home and abroad, including Sir George Dibbs. Lord Northcliffe bought a large quantity of the Foudroyant's timber, and had bookcases made from it. Copper from her bolts was fashioned into an infinite variety of articles. Lord Kelvin informed me that the Foudroyant's copper contained a high percentage of silver. When the bolts were made for the Victory and the Foudroyant, he explained, science had no means of separating the silver from the copper in the ore. Some of the Foudroyant relics I gave to the Vicar of Burnham Thorpe, and from their sale sufficient money was raised to re-roof Nelson's father's church and to furnish the church with a new lectern, made from the oak of the Foudroyant.

A PLACE OF MEMORIES

I spent a few days at the vicarage sleeping in the bedroom where Nelson had slept. Near the vicarage were the hedges where Nelson was wont to go bird-nesting as a boy. They recalled to me the old story of the time when Nelson strayed far afield and did not return until after nightfall. His grandmother remarked it was a wonder that fear did not drive him home earlier. "Fear, grandmother?" the diminutive lad said wonderingly, "I did not meet him."

A number of relics from the Foudroyant I brought out with me to Australia, but many have passed into other hands now. I still cherish a walking-stick fashioned out of oak from her keel and tipped with copper from her bolts. There are only two similar sticks in existence. One the King graciously accepted, the other I gave to Lord Jellicoe. Colonel Spain has several interesting Nelson relics, including a copper shield with a setting of oak, a piece of glass from an attic window of Nelson's old home, and sections of Lebanon cedar from the church at Burnham Thorpe. Mr. J. R. Tyrrell has several articles made from the oak, teak, and copper out of the Foudroyant, as well as a slab of English oak taken from the stern of the Victory.

It took nine years to build the Foudroyant and a year and four months to break her up. Her gift to history will remain for all time.

Saturday, 15th February, 1902 – The Australian Star

NELSON RELICS

The Last of a Famous Ship.

Furniture From the Oak, and Ornaments From the Copper.

When Nelson's old flagship, the Foudroyant, went ashore at Blackpool, the wreck was sold for the copper she contained, and the historic vessel was broken up. The work of breaking her up was entrusted to Mr. T. W. Arthur, and those interested in the undertaking thought rightly that the British public would appreciate relics from a vessel which had played such an important part in the history of the Empire. Consequently, a quantity of the English oak of which her beams were made was secured and manufactured into articles of furniture, panels, and other things, and the copper bolts were cast into models, ornaments, and articles of use for disposal to the public. These goods were in great demand amongst the aristocracy of England, and indeed with notables of other lands, and many important orders for furniture made from the timbers of the ship were executed by Mr. Arthur. Those who gave their patronage to the project included the Duke of York (now Prince of Wales), the Grand Duke Michael of Russia, Sir Matthew White Ridley, Sir Chas. Cust (Equerry to the Prince of Wales), Major-General Baden-Powell, and the most prominent naval and military men of the Empire. Mr. Andrew Carnegie, the American millionaire, had one of the rooms at his castle in Scotland panelled and furnished throughout with oak and copper from the wreck of the Foudroyant. Mr. Arthur, who was advised by his medical attendant to visit Australia for the benefit of his health, in order to escape the severity of the English winter, is in Sydney now, with a remarkable collection of manufactured things, which serve as relics of Nelson and his famous ship. These take the form of models of the ship cast in copper by the electro-deposit process, and mounted on panels of polished oak, salvors, ash trays, shoehorns, brooches, cigarette and card cases, pen-holders, and medals.

The copper articles are made from the bolts of the ship, and the oak goods are portions of the 200 English oaks used in the building of the Foudroyant. Not the least interesting of the collection are a number of slabs of oak and immense copper bolts, taken from the wreck. The timber is as sound and in better condition, if possible, than when it went into the vessel over 100 years ago.

Lord Nelson took a particular interest in the building of the Foudroyant, which was intended as his flagship. Her keel was laid down in 1789, but it was not until the spring of 1798 that she was completed. It is on record that in 1797 Nelson was informed by Lord St. Vincent that he had written to Lord Spencer, desiring that the Foudroyant might be fitted with Sir Horatio's flag as soon as she was launched, but it was found impossible to complete the ship in time, and Nelson had to be content with the Vanguard for a period.

Nelson was made Rear-Admiral of the fleet on June 8, 1799, and on that date he transferred his flag from the Vanguard to the Foudroyant. There were great fighters of that day — Nelson, Collingwood, Howe, Hood, Cornwallis, St. Vincent, Cochrane, Borlase, Warren— and now that the Foudroyant has gone only the Victory, the ship on board which Nelson died at Trafalgar, remains as a link to connect the present time and the modern warship with that period of naval splendour and the sailing warships of Nelson's day. The Victory is still in commission, being used as a training ship. On the deck of the Foudroyant the gallant Sir Ralph Abercrombie died; Prince Francesco Carraccioli, an old man past the allotted three score years and ten, stood upon her deck to go through the ordeal of the court-martial which sent him to the yardarm of La Minerva; and it was on her deck that Nelson and Sir William and Lady Hamilton discussed with Cardinal Ruffo the fate of Carraccioli, and Lady Hamilton pleaded for the mercy Nelson declined to extend to the aged prince. This was in the troublous times of 1799, when for a time the Foudroyant was considered the seat of government of the King, of Naples, and for several weeks King Ferdinand IV. held his Court on board, dining daily with Queen Charlotte on the quarter-deck.

Progress of naval architecture hastened the day when the Foudroyant became obsolete. For nearly 90 years she lay at Plymouth, and was then, sold to a firm of German ship-wreckers for £1000. The news of her disposal awakened a thrill of indignation throughout England, and a storm of protest came from everywhere. The transaction was regarded as a national disgrace, and the papers of the day teemed with angry letters on the subject. The "Daily Chronicle" published Dr. A. Conan Doyle's poem, entitled, "For Nelson's Sake," and eventually the Foudroyant, which had been towed to the Baltic, was repurchased for £2000. The vessel was towed back to England, and public subscriptions poured in to renovate her. The Lord Mayor's fund for the purpose reached £6000. The Foudroyant was refitted as in her old fighting days at a cost of £20,000, and she was subsequently taken to the Isle of Wight, where she was inspected by the late Queen Victoria and other Royal personages. She was on view in 1897 off the coast of Blackpool, and on June 10, of that year, during a violent storm, she was driven ashore and became a wreck. The crew were landed with some difficulty in a lifeboat. Such, briefly, is the history of one of the most renowned vessels that was ever launched. The associations which crowd around the portions of her that have been saved and converted into useful and ornamental articles give to them a peculiar value. The relics Mr. Arthur has are on view for a few days at the office of Mr. T. W. Taylor, at 51 Elizabeth-street. Every article is guaranteed, and it may be interesting to know that the manufacture of the copper articles and the striking of the medals was carried out by the Birmingham Mint. It will readily be seen that the relics Mr. Arthur has brought form one of the most interesting collections ever seen in Australia. One in particular is a photograph copy of Nelson's certificate of birth and baptism, dated September 29, and October 5, 1758, respectively. The certificate is framed in oak taken from his old flagship.

Thirty of the shields or plaques used in the decorations at the recent Town Hall demonstration were constructed from the timber and copper bolts of the Foudroyant.

Tuesday, 11th March, 1902 – The Sydney Morning Herald

ROYAL SYDNEY YACHT SQUADRON.

The monthly meeting of the Royal Sydney Yacht Squadron was held at the clubroom, Post Office Chambers, Pitt-street, last evening. Mr. A. G. Milson was in the chair. The principal business of the evening was the presentation of the prizes won during the season just closed. Sunbeam was the most successful yacht, although Petrel ran her very close. Culwulla came third. The following is a list of the winners and prizes: -



Sunbeam (Mr. F. Doran), three firsts, one second, £34 10s; Petrel (Mr. S. M. Dempster, two firsts, two seconds, £28, with the right of holding the Gascoigne Cup for the year; Culwulla (Mr. W. M. Marks) two firsts, £20, with the right of holding the Squadron Cup for the year; Magic (Mr. J. O. Fairfax), one first, two thirds, £12, Heather (Dr. Gordon Craig), two seconds, two thirds, £10, Aoma (Mr. A. Dixon), two seconds, two thirds, £10; Fleetwing (Mr. G. T. Brockhoff), one second, one third, £5; Isea (Dr. A. Nathan), one third, £1.

Boats, 20 rating and under, Sydney Amateur Sailing Club rule: Mercia (Mr. A. W. Crane), first, £5, Dragon (Mr. J. St. G. George), second, £2; Daisy (Mr. F. Lomer), third, £1. Race for yacht's hands: Fletcher (Electra), £2; Gibbs (Electra), £1; Pearce (S. Y. Ena), 10s.

Mr. W. M. Cameron (vice-commodore – shown left) presented the club with

a handsome copper shield, in design a battleship in relief surmounted by a coat of arms mounted on oak. The materials were obtained from Lord Nelson's flagship Foudroyant. Mr. C. H. Reading was elected a member of the squadron.

Monday, 26th January, 1903 – The Sydney Morning Herald

Royal Sydney Yacht Squadron

Opening of new Clubhouse

It may be mentioned that the committee of the squadron have obtained Carabella on a 12 years' lease, and since December 16 last, workmen, under the supervision of the hon. secretary and other members of the committee, have been busily engaged in putting the grounds and building in order, a task of no small magnitude and expense, seeing that for a couple of years past the place has been neglected.

Carabella comprises an area of about 3 acres at Kirribilli, with an ample frontage to Neutral Bay, and it is only a short distance from the Kirribilli Wharf. A flagstaff 115ft. high has been erected below the terrace, a new jetty has been built, and skids laid down for the use of yacht owners. The club house, which is a commodious cottage or villa, includes two club rooms, in one of which is an oil painting of Mr. William Walker, the first commodore of the squadron, about half a century back. Various photographic pictures of yachts and yachting contests adorn these rooms, and the painting "Wool Ships off Sydney Heads," a gift from Mr. Moir to the club, also occupies a prominent position.

The dining-room is 22ft. x 16ft. and here a very interesting relic is to be seen, namely, a small model of the hull of Nelson's flagship, Foudroyant, made from a portion of the copper sheathing of the famous vessel, and brought out in relief upon a frame made from a piece of the Foudroyant's timbers. Four bedrooms will be available to members of the club, and the culinary department and servants' quarters are quite sufficient for the purposes of the club. From the front of the club house a splendid view of the harbour is obtained, and the Royal Sydney Yacht Squadron are certainly fortunate in having secured such a singularly appropriate site.

John Maclurcan, November 2023



Fletcher's Antique Furniture & the "Foudroyant"

COMPANY, LIMITED.

I hereby certify that the Article sold
herewith if of Timber is made from Timber and if of Copper is
made of Copper obtained from

Lord Nelson's Flagship "Foudroyant"

And which Ship was wrecked off Blackpool in the County of
Lancaster on the Sixteenth Day of June, One Thousand Eight
Hundred and Ninety Seven.

R. Fletcher

Managing Director.

The Winners

1972	JOG of NSW No 1 Team	
	Plum Crazy Pajen Defiance	M. Bowen & G. Thomas T. B. Savage N. B. Brooker
1984- 85	Highway Patrol	A. R. Macphail
1985-86	Highway Patrol	A. R. Macphail
1986-87	Singapore Girl	P. D Steigrad & R. Greenlaw
1987-88	Stormy Petrel	A. Pearson
1988-89	Leroy Brown	W. Weickmann
1989-90	Stormy Petrel	A. Pearson
1990-91	Kookaburra II	W. J. Wood & Ptnrs
1991-92	Therapy	T. Cihak
1992-93	Relentless	J. O'Brien & J. Hearne
1993-94	Not Awarded	
1994-95	Wild Oats	Foye & Peckman
1995-96	Epic Venture	R. Skellett
1996-97	Wildfire	B. Saunders
1997-98	Wildfire	B. Saunders
1998-99	ABN Amro Challenge	R. Roberts
1999-00	Bumblebee V	J. Kahlbetzer
2000-01	True North	H. & S. Piggott
2001-02	Ragamuffin	S. Fisher
2002-03	True North	H. & S. Piggott
2003-04	About Time	J. Farren-Price