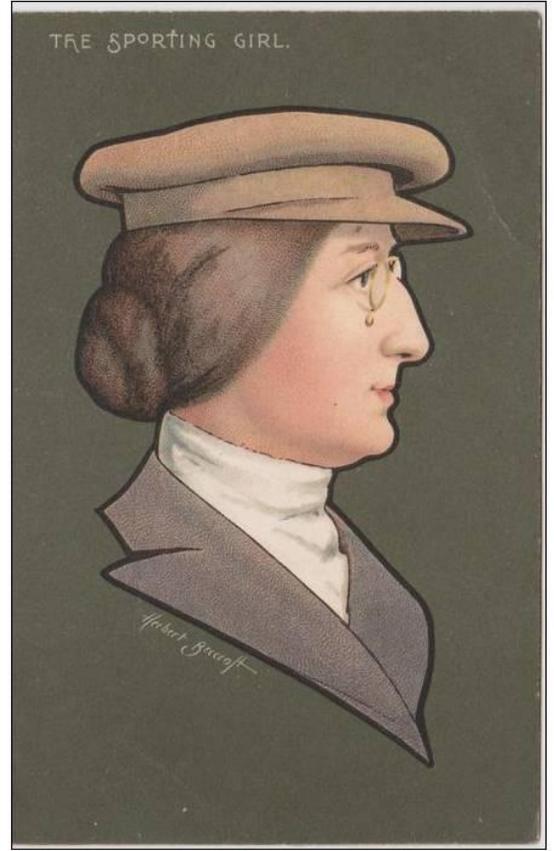


F Doran

When J. Herbert Beecroft first came to Australia, he made his name with his “entertainments” at which he would draw caricatures of members of his audience. His comical drawings became quite famous. Beecroft’s artwork is still in copyright so with the permission of the “Look and Learn History Picture Library” based in London, I am able to show you his drawing of “The Sporting Girl.” “Sporting” could have many meanings. Does he mean athletic or “a good sport”? With the set of her mouth, I suspect the former and my guess is she is a horsewoman.

This essay expands upon the caricature of Fred Doran, dated to 1922. The painting illustrates a 21 foot Restricted Class yacht weighed down “In Ballast” with a swag of trophies. The largest one has the inscription “Peace Cup” which implies Mr. Doran may have won it not long after the cessation of war. I was able to locate a description of the race for the Peace Cup in 1922 in the



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“Referee”, the journal dedicated to Sport from 1885 to 1939, when it ceased production due to the war. Incidentally, my grandfather J. C. Davis was the editor of the “Referee” at this time.

Wednesday, 1st March, 1922 – Referee YACHTING

PEACE CUP TO INEZ

21 Footers Interesting Race

(By PELORUS)

The strong southerly on Saturday provided excellent sport for the 21ft Restricteds in the race for the Peace Cup, won by Mr. Fred Doran's Inez by 43sec from Lord Forster's Corella. The seven competitors for the Peace Cup rounded the distance mark at Manly within 25sec; the first six were only separated by 13 sec. Such evenness of sailing in the boats, and yachtsmanship in the crews, makes the spirit of sport rejoice. These little yachts, whose natal season it is, are a gift to yachting. The Club steamer of the R.S.Y.S. followed the yachts..... The officials of the day were Messrs. C.

Bartholomew, J. D. M. Goddard and Walter Reeks.

The starters included one Queensland representative, the yachts that crossed the line being: Corella (Lord Forster), E. O. J. (J. L. Milson), Maroomba (D. MacTaggart, Queensland), Boomerang (A. Albert), Inez (F. J. Doran), Gumleaf (J. Alderton) and Cherry Too (A. H. Davies). The course was from Neutral Bay round Shark Island on port hand, round buoy at Manly, to a finish off the Club house. Boomerang got the best of the start, but was followed closely by Corella, Inez, Gumleaf, Cherry Too, E.O.J, and Maroomba. On the stretch to Shark Island, Corella overtook Boomerang and took the lead, while Gumleaf got the better of Inez, and E.O.J. was passed by Maroomba. At Shark Island the whole fleet rounded within 52 sec, the order being Corella, Boomerang, Gumleaf, Inez, Cherry Too, Maroomba, E.O.J..

ROMPED BEFORE THE WIND. The fleet fairly romped down the wind to the Manly mark, and numerous were the changes in position on the way. The yachts were in a bunch as they bore down upon the mark, which was rounded by the first six, with Maroomba and Corella in the lead, within 13 seconds of one another.

Boomerang, on the heels of the rest, was last. With sheets hauled, the yachts soon separated on different tacks. The eastern shore was chosen by all except Inez, which, after having been crossed by Maroomba, made in the direction of Dobroyd. Then Doran set to work and disposed of those ahead of him one by one. His first victim was Maroomba, then he headed E.O.J., doing very nicely, too, and then with one of those displays of skill for which he is noted, after a long tack across stream, he wrenched the lead from Corella, which was doing its best in the hands of Mr. Don Taylor. The times at the end of a splendid race were: Inez 5.10.1, Corella 5.10.44, E.O.J. 5.12.34, Maroomba 5.14.43, Gumleaf 5.15.12, Cherry Too 5.15.13, and Boomerang 5.17.46, Inez thus winning from Corella by 43 seconds, and the latter securing second place from E.O.J, by 1 min 50 sec.

Here are more memories of Fred Doran who died in August, 1925.

Saturday, 9th August, 1924 - Evening News

YACHTING MEMORIES

THE first race **Mr. Fred Doran** sailed in took place in 1879, when he skippered the *Swallow*. The race was on the programme of a regatta arranged in that year by rowing and sailing enthusiasts to raise funds to equip with a band the *Vernon*, a ship where the naughty were sent, and whose name kept many a good little boy good, all the time. The instruments were bought, and for many a year afterwards the band was heard at public functions in the city. After that race Fred Doran was one to be reckoned with on the harbor, and is still a master of the art. One of his greatest achievements was winning the Intercolonial championship for 22-footers at Sydney in 1897. Twenty boats competed from all the Colonies — they were not States then — and the prize was £120. The *Irex* was the winner, and Fred Doran set the seal of fame on his name for ever. It was a wonderful day. It is safe to say that pretty well every steamer in Sydney Harbor followed the race. The Hunter River Company had steamers out, too. All were crowded. The *Birkenhead*, loaded with Balmainites, very nearly foundered. She got alongside Clark Island in the nick of time. It was in this race that spinnakers were used for the first time in Sydney. Formerly square sails were the fashion here, although the Queenslanders had long before that successfully tried the spinnaker. The race was sailed in a breeze from the E.S.E., steady all the time, so that everybody engaged was on his mettle. The victory of the *Irex* was hailed with great joy from the fleet of steamers in attendance. Few sailing men have had the same all round experience of Fred Doran. He came up from the canvas dinghy to the deep-keelers, graduating through open boats, raters, and ocean-going yachts. His



last was one of the Restricted, which he sold lately. He is going to build another — this time a real racer, and not a pleasure boat. —BOB BACKSTAY.

Wednesday, 19th August, 1925 - Evening News

DIED AT DURBAN

MR. FRED DORAN A GREAT YACHTSMAN

News has been received in Sydney, of the death at Durban of Mr. F. Doran, formerly manager of the Port Jackson Company. Mr. Doran left for England some time ago in the Surie, but was taken ill on route, and when the ship reached Durban he went into hospital there. Pleurisy and heart trouble had attacked him.

For some time prior to his departure for England Mr. Doran had been ill, but a wonderful recovery enabled him to set out on a long cherished trip to the Old Country. The flags on the Manly steamers were flown at half-mast this afternoon as a mark of respect to a beloved former chief. A typical Australian watersider, Mr. Doran was born 62 years ago, and began sailing about as soon as he could walk and talk. In his time he handled all manner of craft from the canvas dinghy to the stately deep-keeler, being equally at home in the open boats as in the yachts. He was one of the most unassuming of men, and though the undoubted champion of the harbor for many years he was the hardest man in the game to persuade to talk about himself. The writer had been a close personal friend of Fred Doran for 35 years, and during the whole of that long period he could never be induced to supply a photograph "for fear of it going in the paper." He avoided publicity of that kind, although he could not prevent a good deal of it. His record as a skipper could not be kept a secret. Mr. Doran was a generous critic, and never said an unkind thing about any competitor. He always sailed according to the rule, and fought his fight albeit in the fairest possible way. For many years he was in the employ of Jas. McIntosh and Sons, of Pitt Street and, when not engaged in the firm's store, he was out on the harbor or pushing a bicycle through the country.

TACTFUL MASTER For some years he had been manager of the Port Jackson and Manly Company, and was a tactful master of men. He had a patient way of dealing with industrial differences, as is well-known to those closely associated with the ferry traffic of the port. His appointment to the position of manager of the company occasioned surprise at the time, but the directors considered they had a "find" in the famous sailing man and their choice was amply justified. Mr. Doran left a wide circle of friends. His family will receive wide expressions of deep regret and sympathy.

Thursday, 20th August, 1925 - Evening News

GREAT HELMSMAN GONE

THE late Mr. Fred Doran was only a bit of a boy when he won his first sailing race, the occasion being a regatta up Hunter's Hill way, the proceeds of which went to equip the Vernon boys with a brass band. The old Vernon was then the ship to which the naughty boys were then sent. Fred Doran sailed a dinghy with the skill of a veteran, and, from that time onward, was one of the foremost skippers of the Commonwealth. In the good old days the public went out in thousands to see the big sailing races, and a few years later Fred upheld the honor of the State in a contest over the Manly course when seagoing ships were chartered to follow the race. He seemed to possess the knack of anticipating the other fellow. In short, he was a born helmsman, but he never refused information or advice to anybody. The old push bike on which he toured every known road was as dear to him as the boats, and, as results proved, it was too much for him at the finish. A painful accident while on one of those rides stirred up some latent heart trouble, and he never fully recovered. The trip to England was a long-cherished idea. A few days before going he told me of all the places he meant to visit. His resting-place just now is Durban — a long way from his native city and the scene of his triumphs. —BOB BACKSTAY.

July, 2015