

Chapter 6

1905 – 1918

From 1905 the Geelong Yacht Club continued to follow its normal activities, and although growth was slow it was steady. But it was three years before a move was made to re-introduce the Geelong Regatta. At a Public meeting held at the Victoria Hotel on November 16, 1908 the Chairman, Mr. H.P. Douglass, read an extract from the Geelong Advertiser of January 1859 (see Chapter 1) and expressed the hope that the townspeople would rise to the occasion and that the 50th anniversary of the Regatta of that year would be worthy to rank as the most successful. He explained that the Geelong Yacht Club had applied to the V.Y.R.A. for the allocation of February 1, 1909 for the Regatta and, as they had complied with that request, moved that the Geelong Regatta of 1909 be held on that date. The motion was seconded by Geelong Yacht Club Commodore, Mr T.A. Dickson and carried unanimously.

Office bearers were elected and the Hon. Secretary was instructed to request the patronage of the Governor General, His Excellency, The Earl of Dudley, the State Governor, Sir Thomas Gibson-Carmichael, the Geelong Town Council, the Borough Council of Newtown & Chilwell, the Borough Council and Geelong West, the Harbour Trust and the Progress Association.

After a further meeting held on December 4, 1908, the Secretary was instructed to write to the Geelong Yacht Club to the effect that the amount of £60 loaned to them will be required on February 1 next.

The front cover of the official program for the Regatta read as follows:-

GEELONG JUBILEE REGATTA
65th ANNIVERSARY
AND 50th ANNIVERSARY OF
GEELONG YACHT CLUB
OFFICIAL PROGRAMME
FOUNDATION DAY
P. NEILSON. HON. SEC.

Just quite what this day was the 65th anniversary of is not made clear, unless some obscure regatta was held in 1844. And so far as the 50th anniversary of the Geelong Yacht Club is concerned, 1909 was certainly the 50th anniversary of the formation of the ORIGINAL G.Y.C. in 1859 but, as fully covered in Chapter 2, the Club lapsed for about 10 years from 1870-1880.

Now although the Jubilee Regatta was not officially under the control of the Geelong Yacht Club, it is of interest to note that, apart from the Mayor of Geelong, Alderman

W. H. Higgins, who was President, the various patrons and Vice Presidents, and the vast majority of the officials were members of the G.Y.C., with such names as T. A. Dickson, H.P. Douglass, Wm, Curnow, W. A Thacker, E. Brockman, W. Libby, Wm. Smith, E. Taylor and A. Glover, prominent, to name a few.

The regatta took place in fine conditions with a strong southerly blowing all day. And for the first time there was a race for motor boats which attracted, according to the Geelong Advertiser report, some of the "crack flyers from the metropolis."

The following extract from the Geelong Advertiser draws a comparison between the boats which competed in 1859 to those of that day in 1909:-

"The first regatta, held in 1859, has already been fully described in the Advertiser. (see Chapter 1). It constituted something like a record for prize money and although yesterday's trophies did not come up to the same liberal standard, they were certainly worthy of the occasion and attracted a large entry.

Old enthusiasts who remember the original fixture must have reflected, on seeing the up-to-date fleet yesterday, on the marvellous manner in which yachting architecture, like all other methods of construction, has been revolutionised. Racers like the Sayonara and the little S.J.S. would indeed appear strange models if placed alongside the old vessels which stirred the waters of the bay 50 years ago, while the latest thing in motor boats, the Katie B, a slim flyer shaped like a cigar, would have made them wonder what the next 50 years will bring forth in the way of mechanical propulsion. It was a regatta full of interest to old and young alike, because of the lessons it afforded in marine development."

It makes one wonder just what this scribe would think if he could see the craft, both power and sail driven, which grace our waters today.

Incidentally, the Katie B covered the 12mile course for motor boats in 52 minutes, 75 secs, to win by over a lap.

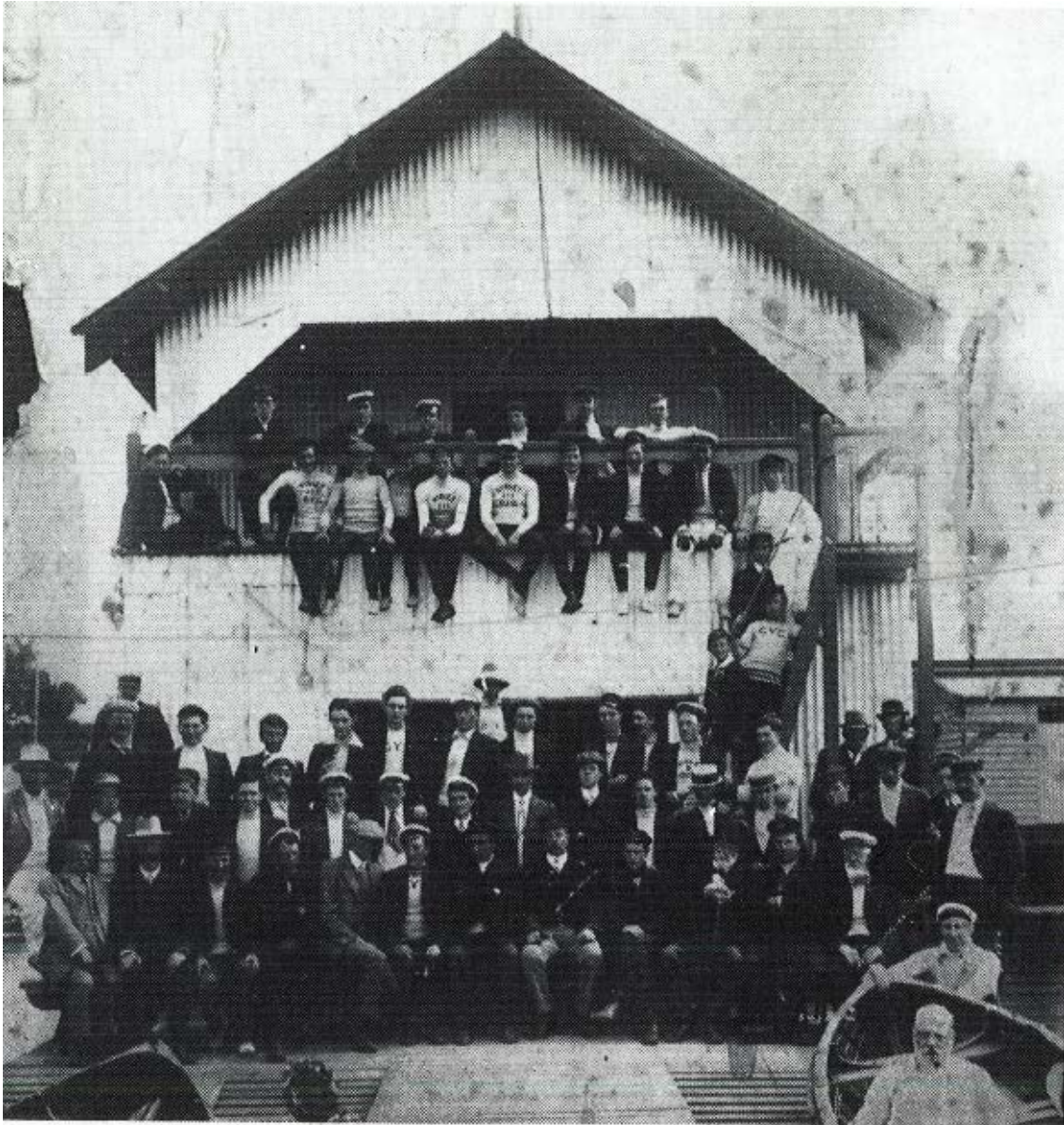
Another event, conducted for the first time at a Geelong Regatta, was a race over a six mile course for sailing dinghies, 14 feet and under. This event was won by Mr. A Buchan's Two Sisters with Mr. S. H. Thacker's J.H.P. second and Mr. W.J. Robertson's Dora Alma, third.

In all 30 yachts entered for the regatta. 12 of these were from Geelong and the remainder from Melbourne clubs. But the First Class Yacht Race had to be abandoned for the lack of the required three starters.

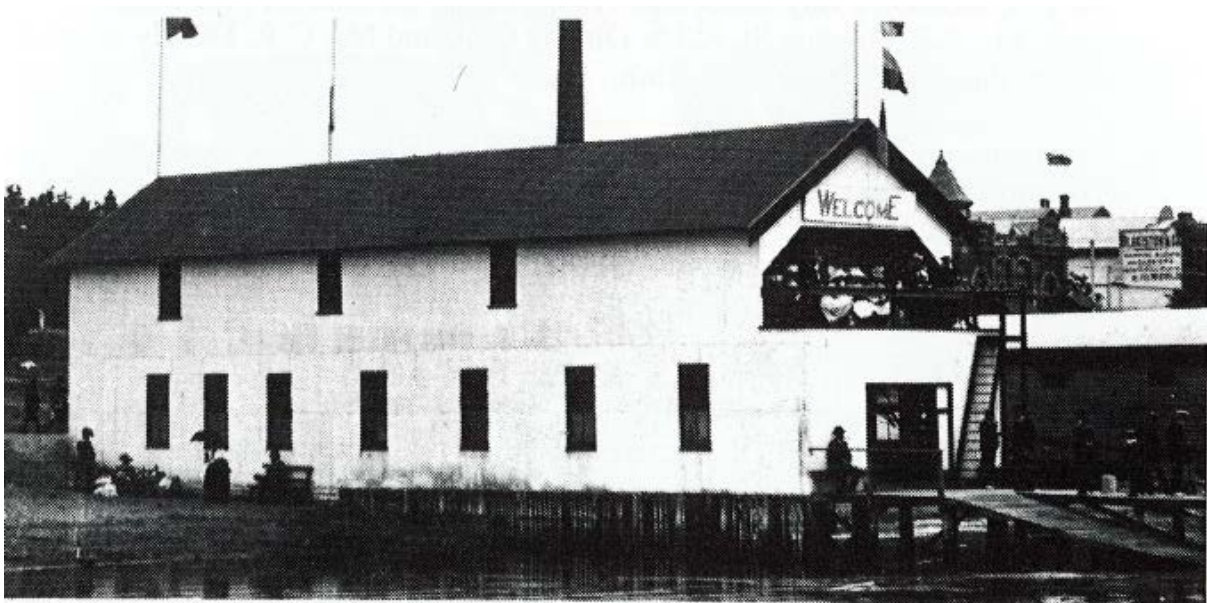
The regatta was evidently a financial success because, at a Public meeting held on April 22, 1909, it was decided that the balance in hand of £35 be loaned to the Geelong Yacht Club, if required, at 3 1/2% interest, re-payable at call. And another matter of significance came out of this meeting when a suggestion was made that the next Regatta Committee give consideration for a race to be arranged from Melbourne to Geelong for the Saturday previous to the Regatta.

The following year, 1910, the Regatta was again conducted on Foundation Day, January 31, and reports indicate that, once again, there was no race for First Class yachts. But there is no evidence that there was a race from Melbourne to Geelong on the Saturday. It was to be two years before this now famous race was to be inaugurated.

Geelong yachts achieved some success at this regatta, with Wilfred Libby winning the Cruisers Race in the Eileen by 3 minutes 10seconds. And in the race for motor boats the Katie B, an easy winner the previous year, had stiff competition from the Skeddaddle, which covered the 12mile course at an average speed of 16h M.P.H. However, with her handicap of 6 mins, 45 secs, the Katie B held on to win by a few seconds.



The original clubhouse of the Geelong Yacht Club, circa 1914.



The original clubhouse viewed from the north east.

Mr. Williams Smith was elected Commodore of the Geelong Yacht Club in 1911 and, for what would appear to be the first time, the Victorian Yacht Racing Association held a combined club Opening of the Season on November 18, 1911 in Melbourne. The following report of this ceremony appeared in the Geelong Advertiser on November 20. But it is not clear whether Commodore Smith's Salacia was the only Geelong boat to take part.

YACHTING

"The Victorian Yacht Racing Association has determined to make the 1911-12 season one of the best on record and it was favoured with delightful weather on Saturday when the opening ceremony took place.

The clubs taking part were the Royal, Brighton, St. Kilda, Geelong, Robson 's Bay, Port Melbourne, Port Phillip, St. Kilda Dinghy and the Victorian Motor Boat Club.

The flagship was the Kooleela under the charge of the Commodore, Mr. S.W. Church of the Royal Yacht Club. The Commodores of the various club fleets were as follows:-

Mr. V.R. Scales in the Violet, Brighton Club, Mr. G.H. Steams in the Uria, St. Kilda Club, Mr. W. Smith in the Salacia, Geelong Club, Mr. G. Bennis in the Doreen, Robson's Bay Club, Mr. A.A. Peck in the Eileen, Port Phillip Yacht Club, Mr. P.R. Rogers, St. Kilda Dinghy Club and Mr. C.R. Dentry in the St. Omer, Victorian Motor Boat Club.

The boats presented a pretty sight as they lined up at 3.30 p.m. behind the Commodore's vessel. About 150 boats took part in the manoeuvres and they ranged in size from the stately yacht whose measurement was gauged in tons to the dinghy, and from the larger motor vessels to the perky little half-horse power boat which puffed and snorted about among the larger craft."

The following Saturday, November 25, the Geelong Yacht Club conducted the opening of its season on Corio Bay. The Geelong Advertiser reported these proceedings in some detail. The fifteen yachts which took part in the manoeuvres in beautiful weather before numerous spectators on the Harbour Trust steamer, G.F. Holden and on the beaches, later made their way to the Lagoon. Here a large marquee had been erected and those present enjoyed an evening of elocutionary and musical items.

During the evening, when responding to a toast, the Secretary of the V.Y.R.A., Mr. Holroyd, suggested that the Geelong Club should do something in the direction of dividing yachts into classes. He stated that the yachts in each class would be more evenly matched and that the result would be better from every point of view. This procedure was instigated in the following season, 1912-13.

The first race of the season was sailed on December 2, 1911 in a fresh S.S.E. wind. This race for square sterned yachts was won by Mr. E. Brockman's consistent boat, the Rover. For a race to Portarlington the following week there were 19 entries, but only a disappointing nine yachts faced the starter. The race was won by the Mayflower but considerable interest centred in Mr. C. Shannon's new yacht, the Gannet. She carried only cruising rig but was stated to have shown herself as a fine boat with promise of better things in the future. The truth of this prophecy is now well illustrated by the Aggregate winners' board in the Clubhouse, where the name Gannet features for many years.

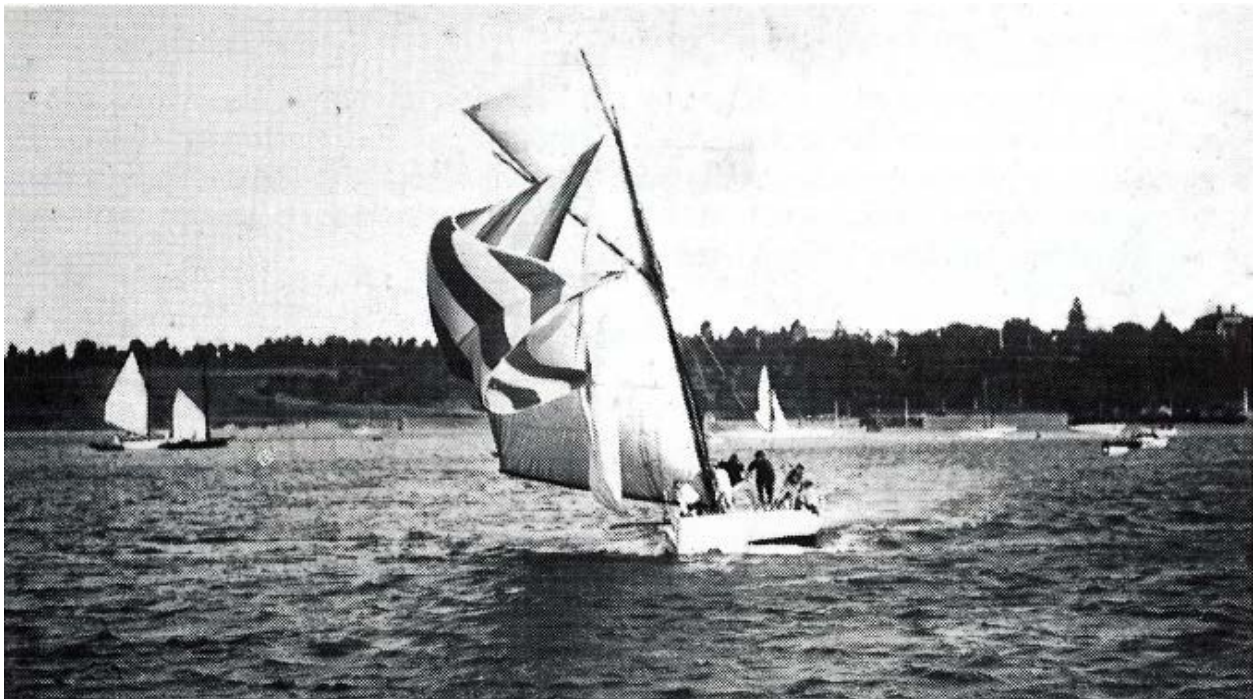


The crew of Wilfred Libby's "Eileen" photographed about 1911.

Back row: left to right: Harold Hagger, Harold Hurst, Norman Mackay, Clarrie Night, Rupert Meaking.

Seated: Wilfred Libby, R. E. Roberts.

Front: Bert Blakiston, W.J. Robertson



Wilfred Libby's "Eileen" racing on Corio Bay, about 1911.

Further races were conducted as the season progressed and then, on Saturday, January 27, 1912, the first official race from Williamstown to Geelong was staged. Because of its historical importance the report of this event, as published in the Geelong Advertiser of January, 29, 1912, is included here in full:-

An interesting yacht race arranged by the Victorian Yachting Association and the Geelong Regatta Committee took place on Saturday from Williamstown to Geelong. A large number of yachts, including some from Geelong competed. The yachtsmen stated that they had enjoyed the trip across the bay. At Williamstown the boats were sent away in two divisions, and they arrived here as follows:-

Class B		h	m	s
Dorothy	St. Kilda	4	09	27
Britannia	Hobson's Bay	4	09	42
Vada	Port Melbourne	4	14	27
Violet	Brighton	4	23	21
Faay	Brighton	4	28	30
Siren	Geelong	4	29	50
Idler	Brighton	4	35	41
Dorothy	Geelong	4	43	24
Doreen	Hobson's Bay	4	45	55
Viking	Hobson's Bay	4	51	22
Varrara	St. Kilda	4	52	20
Merrion	St. Kilda	5	03	40
Eileen	Port Phillip	5	09	05
Acrospire 11	Ballarat	5	11	40

Class A		h	m	s
Helen	Port Melbourne	4	13	30
Kurrewa II	St. Kilda	4	26	06
Native	Hobson's Bay	4	31	28
S. J. S	Port Melbourne	4	35	553
Komeela	Royal Melbourne	4	37	46
Thera	Brighton	4	38	58
Maysie	Port Phillip	4	39	11
Salacia	Geelong	4	43	20
Joker	Brighton	4	45	42
Uria	St. Kilda	4	49	27
Paringa	St. Kilda	4	51	30
Siren	Brighton	4	51	35
<i>Time Stamps are Time of day.</i>				

It was stated by members of the local committee that although these times of arrival were correct it could not be definitely announced which boats were successful until the committee had met to consider the fact that only 11 out of the 26 sailed the complete course as desired. It was quite possible that the positions would be altered and some boats disqualified.

A motor boat race also took place with the following result:-

	h	m	s
<i>St. Omer</i>	7	14	52
<i>Woonna</i>	7	15	10
<i>Shelton</i>	7	29	33
<i>Tetegama</i>	7	42	00
<i>Hinemoa</i>	7	22	05
<i>Mo-hawk</i>	7	55	48
<i>Clarence</i>	7	56	34

A further report published the following day read as follows:-

“Williamstown to Geelong Race

In connection with Saturday's race from Williamstown to Geelong the committee considered the fact that some boats had not kept strictly to the course and awarded the positions as follows:-

A Class. Thera (Brighton) 1: Salacia (Geelong) 2: Uria (St Kilda) 3.

B Class: Dorothy (Geelong) 1; Viking (Hobson's Bay) 2: Merrion (Port Melbourne) 3."

This confirmed the opinion expressed in the earlier report that a number of the yachts failed to sail the proper course”

The Regatta had, as was now customary, been conducted on Foundation Day, which this year, 1912, fell on January 29. This time, in a successful bid to attract a larger number of entries and spectators, the committee entered on a bolder policy by substantially increasing the prize money and providing many novel on-shore attractions. Several large marquees were erected on Transvaal Square and within these were exhibitions of snake charming, boxing contests and performing dogs and monkeys. The result was that an enormous crowd turned out in what was described as excellent weather.

A race for A Class yachts was sailed over an 18mile course and this resulted in a win for Mr. J .W. Atkinson's Siren from Brighton.

Club racing continued throughout the season with a steady increase in the number of starters. It was now common to see as many as 18 yachts tum out, still in the one class, for these events.

On February 12, 1912, the Geelong Advertiser reported on the second heat of the Northcote Cup sailed in Melbourne. This was won by the Killara which finished two minutes ahead of the Rawhiti. Both of these famous old yachts were, in later years, to race in Geelong.

Another item of interest which appeared on March 18, was that the well-known racing yacht, Sayonara, had been purchased in Sydney and sailed from Queenscliff for her new home on March 16. She carried a crew of six and was expected to reach Sydney in five or six days.

The Geelong Yacht Club concluded its season with a race for maiden helmsmen on March 23. This event was won by the Rover, sailed by Theo Humble.

The opening of the 1912-13 season on November 23 followed the now usual pattern when, after manoeuvres on the bay which were observed by some 200 lady friends and supporters on the S.S.G.F. Holden, some 100 members enjoyed a smoke night with musical items at the Lagoon. An interesting guest at this function was Captain Mergen of the German Navy. Mr. Wm. Smith was

again Commodore with Mr. V. Balfour Vice Commodore and Mr. W. Libby Rear Commodore. Mr W.T. Wiggs was Secretary and the following is a list of the yachts on the Club Register at that time:-

Salada	Wm. Smith
Caress	Curnow Bros.
Ivy	E. Cumow
Mayflower	H.P. Douglass
Gannet	C. Shannon
Thistle	E. Newlands
Narita	W. Curnow Jnr
Maysie	A. Peck
Violet 111	V. Balfour
St. Kilda	S. Deans
Siren	J. Ritchie
Sylvia	W. Libby Snr.
Clytie	H. Fielder
Rover	E. Brockman
Sea Wren	R. Meakin
Lisbeth	E. Bechervaise
Thera	C.D. Lewis
Dora Alma	W. Robertson
Eileen	W. Libby Jun.
Zephyr	A. Watt
Orion	J. W. Settle
Corio	A. Peck
Kia Ora	Woods Bros.
Winkie	G. W. Jobbins
Glenora	J. Glover
J.F.S.	J. F. S. Shannon
Speedwell	G. R. Leggett
Circe	R. W. Wyett
Dorothy	W. H. Mackinlay
Sea Gull	Clem. Blunt

The first races for the .season took place the following Saturday, November 30. And for the first time the yachts were divided into two classes. Siren won the A Class and Kiora the B Class. There were six starters in each class.

Regular racing took place throughout the season and the annual regatta was held on January 27 in ideal weather conditions. On this occasion there were two special races for yachts on the register of the Geelong Yacht Club in classes A & B.

Thera won in A Class and Rover in B Class.

The Yacht Club was obviously thriving and Mr. Wm. Smith was again elected Commodore for the following season at the Annual Meeting held on October 6, 1913, at which "about" 62 members were present. Mr. Ford Shannon was elected Vice Commodore and Major McNicoll Rear Commodore with Mr. W. Mackinlay Captain.

A suggestion made by Mr. C. Leggo at the Annual Meeting to have the Club Bye Law concerning the prohibition of sea bathing from the Club premises rescinded was thrown out by the Committee at its

October 1913 meeting, "because our licence does not permit it and on information received from the Harbour Trust Commissioners that it would be in direct opposition to the Bathing Companies already licenced by them and for which licence they are paid".

Once again the Regatta was held on Foundation Day, 1914 with five Geelong boats achieving success.

But in Europe events were taking place which were to affect the whole of the civilised world. War clouds were gathering as rumbles of political and international unrest grew with a persistence which could not be ignored. Then, when on June 28, Archduke Franz Ferdinand, the heir to the Austrian throne, while on a State visit to Sarajevo, capital of the Province of Bosnia, was assassinated, the unrest grew in intensity. Five weeks later on August 4, the British Empire was plunged into a war of untold ferocity. A war which was to last for over four long years, and which was to cost the lives of millions.

As part of the British Empire, Australia was immediately involved, and the First A.I.F. was soon being recruited. Australia's involvement in the 1914-18 war is a matter of history. The involvement of members of the Geelong Yacht Club is a part of this Club history. Our records reveal that in all sixty members of the Club volunteered for active service and of these eight members paid the supreme sacrifice. Surely a great record for a club which just one year before war broke out, had an attendance at the Annual meeting on "about" 62 members.

At a meeting of the Club Committee held on August 22, 1914, a motion was carried "that the Club entertain members who are going on active service with the Expeditionary Force." This clearly indicates that, just 18 days after war was declared, recruiting was well under way and that some of the yachtsmen were joining up. Then, at the Annual Meeting on October 5, 1914, the following motion was carried unanimously:-

"That so far as it may affect any Member of the Club whose subscription for the past season has been paid and who has joined the Australian Imperial Expeditionary Forces, such Member not withstanding anything to the contrary contained in Rule 3, shall be exempt from payment of subscription until such time as he shall return to Geelong, and that upon such return his subscription shall be calculated on a pro rata basis. And that the resolution is duly minuted."

It is evident that, with the advent of war the Club immediately scaled down its racing activity and at the October 1914 Meeting it was determined that there would be only one class racing during the forthcoming season.

Among some 15 new members elected in December, 1914 were Doctor A. Shepherd Grimwade and Mr. J. Jones. Both of these gentlemen were to feature strongly in Club affairs in the years ahead.

The following season, 1915-16, the yachts raced for pennants instead of trophies, and one shilling per head of those participating was charged on all race days. All amounts collected were handed over to the Australian Wounded Soldiers Fund.

At a meeting of the Yacht Club Committee on October 18, 1916, it was decided to apply to the V.Y.R.A. for the allotment of the dates January 27 and 29, 1917 for the purpose of holding a Red Cross Regatta in Geelong. This application was followed by a Public Meeting in the Town Hall on November 27 with the Mayor of Geelong, Alderman G.H. Taylor, in the chair. At this meeting it was decided to hold a race from Williamstown to Geelong on January 27, with a "Navy Night" that night, and a Regatta on Monday, January 29. It was further determined that this would be known as the Geelong Patriotic Regatta and that the proceeds would be divided between the Red Cross and the Returned Soldiers' Fund. A group of leading citizens were elected as Vice Presidents and a large

Committee formed. The minutes of further meetings held indicate that this Regatta was to be a major event.

The Regatta weekend was certainly a lavish affair and the following extracts from the Geelong Advertiser of January 29 & 30, 1917 clearly underline the fact that the Yacht Club and the citizens of Geelong put their heart and soul into the function.

Monday, January 29, 1917

CORIO BAY TRANSFIGURED FIRST NIGHT OF NAVAL FETE

Paper Battle, Fireworks, Dancing & Raffles.

Success of all sorts attended the sports held on Saturday on the Bay Front to assist the Red Cross and the Returned Soldiers' Funds. The yachts could not have had a better day for the race from Melbourne; every ounce of paper ammunition which the city contained was sold and used in the confetti battle; the beach slopes were lined by thousands to enjoy the fireworks and the mock naval battle; the concerts on the piers were well attended and at the Joy Ark men and maids- and more particularly maids and maids danced with delight from ten until midnight. Stalls, chiefly for refreshments, did a record trade; never in the history of Geelong have so many ices and soft drinks been consumed of an evening. The "stage" had been well set for the performances; and the auditorium Transvaal Square and the piers and roads and beaches appeared at their best. The witchery of twilight and the moon turned even half-baked reserves and half-patched slopes into beauty; and when the wizardry of illuminations was wrought and hundreds of electric bulbs gleamed in varied hues, while the stars peeped out and darkness stole gently over all, the Front became a pageant of glory.

Bunting, the flags of all nations, flew from Mack's Hotel to the Eastern Park; the Transvaal Square was transfigured with lights; the bay twinkled with the coloured lamps of yachts and 30-knot motor boats; automobiles thronged the roads; 8000 people thronged every approach. A regiment of workers did their best to reap silver from the crowd. Assistants in smart sailor costumes were busy selling was free, and half the multitude so packed, that half escaped a toll.

Today yacht races will begin at 10 a.m. In the afternoon motor boat racing, aquaplaning, tugs of war, bun-eating contests, greasy pole contests, duck hunts, cutter races and aquatic sports will take place. This evening a plain, fancy dress and domino ball in the Joy Ark and a fireworks display will end the Carnival.

The mock Naval Battle and fireworks Aroused great interest. Two cutters manned with crews from the Naval Cadets and the John Murray, moved off from Stoney Pier, showing only their mizzen lights, and manoeuvred off the Joy Ark. The bands stopped. Rifles began to crack and guns to explode. Forked tongues of flame stabbed the darkness momentarily illuminating the boats, which were rigged as torpedo craft. The duel was fought over a distance of some hundred yards, and hotly contested, until a loud explosion proclaimed victory and defeat. Limelight, phosphorous and powder puffs represented a burning ship. The proceedings culminated in the explosion of a magazine and a gradual extinguishing of lights to indicate the sinking.

In the pyrotechnic display a boat supplied with an assortment of rockets, balloon bombs, Prince of Wales Feathers and "cups and saucers", anchored about a quarter of a mile from the shore, and provided entertainment for an hour and a half. A monster Roman candle, which gave off showers of sparks was burning the whole time, and looked like a fountain of pink

spray rising from the sea. The fireworks, which were discharged every 30 seconds, were very attractive. Powerful rockets shot skyward, leaving a trail of light and bursting with a loud report discharged coloured balloons, fleurs-de-lis and ostrich plumes which descended gracefully to the water. Huge bung-bungs, comets and Catherine wheels varied the display.

YACHT RACING

Good times were made by the winning yachts in the A and B Class races from Williamstown to Geelong and the full entry of 24 yachts took part. A good start was made but in the initial stages of the race conditions were unfavourable; but after two hours a light breeze sprang up. Going was then good until Werribee was reached, where the breeze dropped and the yachts were practically becalmed for 30 minutes. After Drysdale was made on the detour tack a strong southerly sprang up, and the vessels came in with tightly rigged mainsails at 10 knots an hour.

In A Class Thera (scratch), Hobson's Bay, commanded by Messrs White and Cargill arrived first at 45 mins 55 secs after 5 p.m. after nearly six hours sailing. Salacia (3 mins. 30 secs), Geelong Yacht Club, under Commodore W. Smith arrived 8 1/2 mins later and Worane (18mins), Robson's Bay under Mr. Drury arrived 5 mins later, third. The others came in at intervals up to a quarter to 7 o'clock.

In the B Class, Killara (scratch) St. Kilda Yacht Club, commanded by Mr. B.P. Rodgers arrived first at two minutes past 6 p.m.; Britannia (3 mins) Robson's Bay Y.C. came in 12 minutes and 3 seconds later, under the command of Mr. E. Knight; Naomi (3 min.) Hobson's Bay Y.C. with Mr. O. Hornby in charge arrived third 5 minutes and 14 seconds later. The last yacht in the class arrived at 8.30 p.m.

The winning yachts were decorated with the winner's pennant by Commodore W. Smith.

Tuesday, January 30, 1917.

THE HOLIDAY ON THE FRONT

Yacht Racing and Sports

ESTIMATED PROFIT £250

Everything conspired to make the Geelong Patriotic Regatta a great success yesterday. An enormous crowd assembled at the Eastern Beach. "Stall holders had a fine trade, Water sports and side shows were besieged by onlookers and motor boat proprietors were kept busy far into the evening carrying passengers to the John Murray and round the bay. At a late hour last evening the secretary was unable to give even an approximate idea of the amount which will be available for the Patriotic Funds. It is safe to say however that it will exceed 250 pounds.

REFRESHMENT STALLS

Mr. W. Wiggs said that the gross takings for the Yacht Club and other refreshment stalls for the Patriotic Regatta and Naval Night will be quite 60 pounds. At the Yacht Club workers, with Mrs. Wm. Smith at their head started work before 7 a.m. A prominent yachtsman took his stand just outside the door of the Yacht Club with a "freezer" of ice cream and his trade was "continuous service" for the children gathered around him like flies. Two Boy Scouts who helped were helpers indeed; Eric Brockman and Ernie Miller.

RESULTS.

In the 12mile yacht race Thera was successful, Salacia coming in third. Alcyon won the race for cutters and yawls and she also won the open 12mile race in the afternoon.

Although the estimated profit of 250 pounds does not seem to be a very large reward for so much time and effort by so many people it must be born in mind that that was quite a substantial sum for those days; probably equivalent to about \$20,000 today.

A further successful Patriotic Regatta was held on January 26 and 28, 1918 with a number of Geelong boats achieving success. The Yacht Club continued to prosper. But in Europe, after 3 1/2 long years of terrible warfare between Germany and the Allies things were coming to a head. In April, a concerted push by the powerful German Army achieved considerable gains as it advanced to within 56 miles of Paris. However, dogged defence by the Allies, particularly the British Army, of which the Australian forces were an important part, held them at last. The war dragged on but when the Allies launched an all-out assault commencing on August 8, the end was in sight.

The battle weary and now demoralised German Army gave way, prompting the Kaiser Wilhelm II to utter the fateful words, "I see that we must strike a balance. We have nearly reached the limit of our power of resistance. The war must be ended." And then, at 6.50 a.m. on November 11, a message was sent out to all the Allied armies whose opening words were, "Hostilities will cease at 11 hours today, November 11th."

The Great War was over but at what a terrible cost. It was estimated that 12,000,000 lives were lost, but this is almost certainly too low a figure. Throughout Australia people celebrated in surge of tremendous relief. Your Historian, as a young child, can recall the sky over the bayside being illuminated in startling fashion as thousands of rockets and other fireworks supported by dozens of searchlights, turned the night into day. And the following day out school marched through the streets of Newtown. Everyone had some sort of musical instrument, including a small boy of five trailing along in the rear lustily banging a small tin drum!