

Walter Oswald Watt,
11 February, 1878 – 21 May, 1921

was just passing St Jude's Cemetery this morning, and once again felt the irresistible urge to visit Toby's grave. "A great man and a great soldier" it says on his tomb. Tragically drowned at Bilgola Beach in a few feet of water. Slipped on the rocks, knocked himself out, fell into the shallow water and drowned.

http://www.diggerhis...oswald_watt.htm

PDF Picture: DISTINGUISHED AIRMAN'S DEATH. (1921, May 23). *The Sydney Morning Herald* (NSW : 1842 - 1954), p. 8. Retrieved from <http://nla.gov.au/nla.news-article15950785>

Muriel:

Muriel Maud Watt (nee
Williams)

Date 1911

Source Extract from an historical photo

Author unknown

Underground shelter

Collection number: 2008.045.71

Title: Underground shelter

Creator/Photographer: Unidentified

Date of image: Circa 1914-15

Description: Photos taken around the career of Walter Oswald "Toby" Watt.

Notes: In Walter Oswald "Toby" Watt photographs, 1914-1915. Coll. No. 2008.045.

Dimensions: 12.5 x 10 cm.

Original format: Photographic print : b&w

Digital format: image/jpeg

Rights Info: This item may be subject copyright.

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at www.utulsa.edu/libraries/mcfarlin/special-collections.aspx

In winter kit

Collection number: 2008.045.79

Title: In winter kit

Creator/Photographer: Unidentified

Date of image: Circa 1914-15

Description: Photos taken around the career of Walter Oswald "Toby" Watt. Watt's Farman biplane "Advance Australia", c.1915.

Notes: In Walter Oswald "Toby" Watt photographs, 1914-1915. Coll. No. 2008.045.

Dimensions: 16.5 x 11 cm.

Original format: Photographic print : b&w

Digital format: image/jpeg

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Toby

Collection number: 2008.045.81

Title: Toby

Creator/Photographer: Unidentified

Date of image: Circa 1914-15

Description: Photos taken around the career of Walter Oswald "Toby" Watt.

Notes: In Walter Oswald "Toby" Watt photographs, 1914-1915. Coll. No. 2008.045.

Dimensions: 12.5 x 10 cm.

Original format: Photographic print : b&w

Digital format: image/jpeg

Rights Info: This item may be subject copyright.

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Toby in 80 H.P. just off bombing.

Collection number: 2008.045.21

Title: Toby in 80 H.P. just off bombing.

Creator/Photographer: Unidentified

Date of image: Circa 1914-15

Description: Photos taken around the career of Walter Oswald "Toby" Watt.

Notes: In Walter Oswald "Toby" Watt photographs, 1914-1915. Coll. No. 2008.045.

Dimensions: 12.5 x 10 cm.

Original format: Photographic print : b&w

Digital format: image/jpeg

Rights Info: This item may be subject copyright.

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Kangaroo

Collection number: 2008.045.114

Title: Kangaroo

Creator/Photographer: Unidentified

Date of image: Circa 1914-15

Description: Photos taken around the career of Walter Oswald "Toby" Watt. Watt's Farman biplane "Advance Australia", c.1915.

Notes: In Walter Oswald "Toby" Watt photographs, 1914-1915. Coll. No. 2008.045.

Dimensions: 5.5 x 8 cm.

Original format: Photographic print : b&w

Digital format: image/jpeg

Rights Info: This item may be subject copyright.

Persistent URL:

Repository: McFarlin Library, Department of Special Collections and University Archives, University of Tulsa. 2933 E. 6th St. Tulsa, Oklahoma 74104-3123

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Kangaroo

Collection number: 2008.045.113

Title: Kangaroo

Creator/Photographer: Unidentified

Date of image: Circa 1914-15

Description: Photos taken around the career of Walter Oswald "Toby" Watt. **Watt's Farman biplane "Advance Australia", c.1915.**

Notes: In Walter Oswald "Toby" Watt photographs, 1914-1915. Coll. No. 2008.045.

Dimensions: 5.5 x 8 cm.

Original format: Photographic print : b&w

Digital format: image/jpeg

Rights Info: This item may be subject copyright.

Persistent URL:

Repository: McFarlin Library, Department of Special Collections and University Archives, University of Tulsa. 2933 E. 6th St. Tulsa, Oklahoma 74104-3123

General information about the McFarlin Library, Department of Special Collections and University Archives, University of Tulsa is available at www.utulsa.edu/libraries/mcfarlin/special-collections.aspx

Kangaroo (flying)

Collection number: 2008.045.120

Title: Kangaroo

Creator/Photographer: Unidentified

Date of image: Circa 1914-15

Description: Photos taken around the career of Walter Oswald "Toby" Watt.

Notes: In Walter Oswald "Toby" Watt photographs, 1914-1915. Coll. No. 2008.045.

Dimensions: 5.5 x 8 cm.

Original format: Photographic print : b&w

Digital format: image/jpeg

Rights Info: This item may be subject copyright.

Persistent URL:

Repository: McFarlin Library, Department of Special Collections and University Archives, University of Tulsa. 2933 E. 6th St. Tulsa, Oklahoma 74104-3123

General information about the McFarlin Library, Department of Special Collections and University Archives, University of Tulsa is available at www.utulsa.edu/libraries/mcfarlin/special-collections.aspx



Watt flying a Farman biplane, 1915

Collection number: 2008.045.125

Title: [Watt flying a Farman biplane, 1915.]

Creator/Photographer: Unidentified

Date of image: Circa 1914-15

Description: Photos taken around the career of Walter Oswald "Toby" Watt.

Notes: In Walter Oswald "Toby" Watt photographs, 1914-1915. Coll. No. 2008.045.

Dimensions: 16.5 x 11.5 cm.

Original format: Photographic print : b&w

Digital format: image/jpeg

Rights Info: This item may be subject copyright.

Persistent URL:

Repository: McFarlin Library, Department of Special Collections and University Archives, University of Tulsa. 2933 E. 6th St. Tulsa, Oklahoma 74104-3123

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Creator	Hall & Co.
Title	Australian Aero club, NSW section Series
Level of Description	
Date of Work	1910-1939
Type of Material	Graphic Materials
Call Number	Home and Away - 35306
Physical Description	Photographs : 1 glass photonegative
Supplementary Identifiers	Original item no. ON2/606 Australian Aero Club. New South Wales Section airports aviators biplanes Mascot (N.S.W.)
Name	
Topic	
Place	
Persons	Adult Males
Digital order no.	 hall_35306

COLONEL WATT. DROWNED NEAR NEWPORT SPLENDID WAR RECORD.

Colonel Walter Oswald Watt, late of the Australian Flying Corps, and a director of the firm of Messrs. Gilchrist, Watt, and Sanderson, Ltd., was found drowned at Bilgola Beach, about a mile north of Newport, on Saturday morning.

Colonel Watt was staying at his week-end residence there, and went down to the beach alone, evidently for the purpose of collecting wood. He had taken off his bath robe, which he was wearing over his bathing costume, and this, together with his towel, was found on the beach. A number of sticks were piled in a heap close by. These were close to a point where a number of slippery rocks run down to the water's edge, and not at the place where Colonel Watt usually entered the water when swimming. When the body was examined on Saturday afternoon a bruise was found at the back of the head and a cut in the middle of the forehead. There were also some scratches on one cheek, and these signs suggested that Colonel Watt slipped on the rocks referred to, and fell, striking his head. It is believed that the fall stunned him, and that he was drowned in comparatively shallow water, into which he rolled after the fall.

Mr. Sydney Jones, a caretaker at Colonel Watt's residence, was the first to notice the body floating in the water. He hurried to Newport to obtain assistance. From there some fishermen proceeded in a boat, and recovered the body. Constable Grant, of Mona Vale, and Mr. Bulfin made strenuous efforts to restore animation, but it was realised from the beginning that there was no hope of success, and after half an hour's work they had to admit failure. Dr. Richards, of Narrabeen, pronounced life extinct.

Colonel Walter Oswald Watt, O.B.E., was the youngest son of the late Mr. John Brown Watt, M.L.C., who came to Australia in 1842, and who, in 1851, founded the shipping firm of Messrs. Gilchrist, Watt, and Company. Colonel Watt was born at Bournemouth, England, on February 11, 1878. His early schooling was interfered with seriously by illness and by a burning accident which he met within 1890. In 1899, however, he obtained a third class in the Natural Science Tripos at Cambridge. He left Trinity College in the same year, and came to Sydney early in 1900. Two years later he married Miss Muriel Williams, daughter of Mr. Justice Williams, of Victoria. He left a son, aged 15 years, who is now at Wellington College, England.

It was in aviation that Colonel Watt achieved his greatest distinction. He was, in fact, one of the first in Australia to take it up seriously. He started flying at Salisbury in 1911, and gained his pilot's certificate there. The Royal Aero Club's certificate was issued to him on July 5, 1911, and **it was the first certificate of its kind to be issued to any Australian.** After gaining his certificate Colonel Watt returned to Australia, but did not engage further in flying until the winter of 1913-

14, when he went to Egypt, and while there bought a Bleriot monoplane. While in Egypt he made the acquaintance of most of the noted French airmen of the day, including Messrs. Bleriot, Vedrines, Conneau, Garros, Louis Noel, Guillaux, and others, most of whom later on did excellent work in the Great War.

Colonel Watt was at this time anxious to become thoroughly proficient in the art of flying, which was still practically in its infancy. He therefore proceeded to France, and entered Bleriot's factory on a six months' apprenticeship. Before he was able to complete this period the war suddenly broke out, and threw Europe into a fever of excitement. France declared war on August 2 - two days before Great Britain - and on the same day Colonel Watt offered his services to the French Government, expressing his willingness to serve in any capacity. At the same time he handed over his monoplane to the French Government as a free gift.

His services were readily accepted by the French Government. This was regarded as a great compliment and an excellent testimony to the value of his services as an aviator, as at that time there were only seven foreigners who were allowed to serve with the French army. He was one of the most popular pilots in the French army, and, for the first 18 months of the war, he flew regularly every second day, and met with the greatest possible success.

An indication of the courage with which he tackled his task was given by the fact that on one occasion, after securing information of the utmost importance to the French army, his aeroplane was hit no fewer than 36 times, and he succeeded in getting back to the French lines. **The deed for which the late Colonel Watt gained the Legion of Honour was a particularly striking one. He had been forced to land midway between the French and German lines. He and his observer immediately came under a heavy fire from the enemy's trenches, and, after disentangling themselves from their machine, had to run a distance of 300 yards, still under the enemy's fire. They succeeded in reaching the French lines safely, and the information which they brought back proved to be of the greatest possible value.** Some little time afterwards the late Colonel Watt was awarded the Croix de Guerre, to which were subsequently added three of the highly-coveted palm leaves. These were personally presented to Colonel Watt by General Joffre.

In the French Army Colonel Watt remained a *poilu*, but enjoyed the titular rank of "captain," his pay, however, being 1/2d per day. This was due to the fact that he was not a naturalised French subject, which was a necessary condition if he desired to take command of a French squadron. The French Government realised that an officer of Colonel Watt's calibre was being wasted in the inferior rank which he was compelled to hold. They therefore suggested that he should join the Australian Flying Service, which had just been formed. Colonel Watt followed this advice, and was sent to Egypt with the rank of major. After being second in command for some time, he took the No. 2 Squadron to England. On September 21, 1917, he flew his squadron of 24 machines across the Channel to France, and arrived without a mishap. The type of machine used by this squadron was the D.H.5.

The record of Colonel Watt's squadron during the following nine months in France was one which has seldom, if ever, been excelled. They were a happy family. Many of the pilots were killed, but the squadron gained a large number of D.S.Os., Military Crosses, and other decorations. .

In 1917 Colonel Watt was appointed to command the new training wing at Tetbury, Gloucestershire. He hoped to take the wing to France, but in this he was disappointed. He was able, however, to keep the three Australian squadrons in France well supplied with brilliant pilots. The wing at Tetbury was the last word in efficiency, and only those who visited the headquarters of the two aerodromes which comprised the wing could realise the remarkable spirit which prevailed. At the end of the war Colonel Watt was presented by those who served under him with a magnificent miniature aeroplane in silver, a trophy of which he was very proud. He brought his wing back to Australia in the *Kaisar-i-Hind*, which arrived here in June, 1919, Colonel Watt being officer in charge of the troopship. Since resigning his command, Colonel Watt's interest in those who served with him remained unabated, and he was constantly endeavouring to aid those who had served with him and to see that they were given a fair start in civil life. Last year he was offered the position of Controller of Civil Aviation, but was compelled to decline it owing to business calls. He was also invited to stand for Parliament, but again declined.

The late Colonel Watt was president of the Australian Aero Club, and vice-president of the United Service Institution. He was also a partner in the firm of Messrs. Gilchrist, Watt, and Co., and a director of Messrs. Gilchrist, Watt, and Sanderson.

Ltd., the Australian Alum Company, the Sogerl Para Rubber Company, and several other commercial enterprises. Colonel Watt was a brother of the late Mr. William Holden Watt, who died in 1909 and of Mr. Ernest Watt, of Elizabeth Bay-road. His three sisters are Mrs. William Caldwell, of Scotland, Mrs. Gordon Caldwell, of Surrey, and Mrs. Bethune, of Scotland.

Mr. E. J. Hart, hon. secretary of the Australian Aero Club, has been asked to make arrangements for a military funeral. He stated last night that permission had been obtained for uniform to be worn. The funeral will take place at St. Jude's churchyard, Randwick, at 4 p.m. to-day. Members and ex-members of the Australian Flying Corps Royal Air Force, and Australian Aero Club will form a guard of honour. They will assemble at the churchyard at 3.30 p.m., and re- port to a senior officer.

COLONEL WATT. (1921, May 23). *The Sydney Morning Herald* (NSW : 1842 - 1954), p. 8. Retrieved from <http://nla.gov.au/nla.news-article15950786>

1.

REAL ESTATE.

The Sydney Morning Herald (NSW : 1842 - 1954) **Saturday 10 December 1921** p 11 Article

... Colonel **Walter Oswald Watt**. This property realised £4500. An offer of £8000 was refuse- for the Crown ... following sales were also effected by Raino and Horne during the **week:-Bilgola**, Newport, £4500; ... 1586 words

2.

REAL ESTATE.

The Sydney Morning Herald (NSW : 1842 - 1954) **Saturday 12 November 1921** p 11 Article

... bungalow at Pittwater known as **Bilgola**, once the property of the late Mr **Walter Oswald Watt**, ... 1631 words

A GRAZIER'S ESTATE. Remarkable List of Bequests. SYDNEY, October 11.

The Register (Adelaide, SA : 1901 - 1929) **Wednesday 12 October 1921** p 8 Article

... **Walter Oswald Watt**, grazier, of Howlong, near Carrathool, who was drowned at **Bilgola** Heath, Newport, ... Felicity- **Watt**, daughters of his brother Ernest Alexander Staart **Watt; Oswald** Allen, eon of **Walter**Allen, ... Sydney, during her Me. The testator stated that in the event of his son, James **Oswald Watt**, or his ... 724 words

At the outbreak of war, Oswald Watt enlisted in the Aviation Militaire of the French Foreign Legion, bringing with him his own personal machine (a Bleriot) as a donation. Later he joined the Australian Flying Corps,

rising to Squadron Commander of 2 Sqn AFC, and eventually, Lt. Col OIC Australian Training Wing.

Walter Oswald Watt (1878-1921), airman, grazier and merchant, was born on 11 February 1878 at Bournemouth, Hampshire, England, youngest son of Scottish-born [John Brown Watt](#), merchant, and his native-born wife Mary Jane, daughter of [G. K. Holden](#); his elder brother was [Ernest Alexander Stuart Watt](#). After his mother's death when he was aged 1, Oswald spent ten years in Sydney before being educated in England at Clifton College, Bristol, and Trinity College, Cambridge (B.A., 1899; M.A., 1904). Returning to Sydney in 1900, he was commissioned second lieutenant in the New South Wales Scottish Rifles and in 1902 was appointed an aide-de-camp to the State governor. He bought Howlong station at Carrathool and had interests in Llanillo, Goonal and Gunningrah, New South Wales, as well as in Queensland cattle-stations, Strathmore at Bowen and Glen Prairie at Rockhampton. On 27 September 1902 at St John's Anglican Church, Toorak, Melbourne, he married Muriel Maud, daughter of [Sir Hartley Williams](#). Having learned to fly at Salisbury Plain, Wiltshire, England, Watt set up as a civilian pilot in 1911. Following his divorce in 1913, he spent several months flying his Bleriot XI in Egypt and travelled to France in 1914. Thinking that Britain would not be involved in a European war, he offered his services and his plane to the French and became an ordinary soldier in the Aviation Militaire section of the French Foreign Legion. He was awarded the Légion d'honneur and the Croix de Guerre, and given the brevet rank of captain. As he was not a French citizen, he could not be placed in a position of command. In 1916 he transferred to the newly formed Australian Flying Corps, with the rank of captain and command of B Flight, No.1 Squadron, then stationed in Egypt.

In September he was promoted major and took command of No.2 Squadron which was being formed in Egypt. The new squadron was sent to England for training in early 1917 and arrived on the Western Front in September. [Charles Bean](#) visited No.2 Squadron after the battle of Cambrai and recorded his impressions of its work: 'They are winning themselves a magnificent name, this first Australian fighting squadron ... It is Watt who has worked them up to this remarkably high level of conduct and general tone'. As squadron commander Watt worked long hours, rising at 5 a.m. to give moral support to his dawn patrols; according to Bean, the heavy fighting at Cambrai had left Watt 'very wan...he fell asleep after dinner'. In February 1918 Watt—by then a lieutenant-colonel—was promoted to command the four squadrons (Nos. 5, 6, 7 and 8) of the Australian training wing at Tetbury, Gloucestershire, England. He excelled as a leader who inspired his crews with his ideals of service. The novelist W. J. Locke visited him after the Armistice and noted 'there was not one who ... did not confide to me his pride in serving under a leader so distinguished'.

Watt came back to Australia in 1919. He had been appointed O.B.E. that January and was elected president of the New South Wales section of the Australian Aero Club. After the war he lobbied politicians for improved safety measures in civil aviation; he was known for his generosity to former A.F.C. comrades and for his efforts to find them employment. In

1920 he was offered the position of controller of civil aviation, but declined because of business commitments: he was a partner in Gilchrist, Watt & Sanderson Ltd, the family shipping firm, and a director of the Australian Alum Co., the Great Britain Tin Mining Co., the Sogeri Para Rubber Co. and Art in Australia Ltd. 'Toby' Watt drowned at Bilgola Beach, Newport, New South Wales, on 21 May 1921. He was buried with full military honours and his ashes were interred in St Jude's churchyard, Randwick; his estate was sworn for probate at £176,846; he was survived by his only son.

Picture: Walter Watt, n.d. from Pastoral Review, 16 July 1921

obituary:

Watt, Walter Oswald (1878–1921)

Colonel Oswald Watt, O.B.E., L. d'H., C. de G., whose death took place on the 21st May, was the youngest son of the late Hon. J. B. Watt, M.L.C., and was born at Bournemouth, England, on the 11th February, 1878, but came to Australia with his parents a year later.

In 1888 he was taken to England in order that he might be educated in that country, and in 1899 succeeded in obtaining a 3rd class in the Natural Science Tripos at Cambridge.

In 1900 he returned to Australia, and later on became interested in pastoral pursuits, ultimately becoming owner of Howlong Station, Carrathool, N.S.W., and part owner in Llanillo, Goonal, and Gunningrah, N.S.W., also Glenprairie and Strathmore, in Queensland.

In 1911, whilst on a visit to England, he first interested himself in aviation, and succeeded in gaining a pilot's certificate, being the first Australian to achieve this distinction. After a brief return to Sydney, he recommenced flying operations in Egypt towards the close of 1913, and when war broke out in the following August he happened to be in France, working, in order to obtain a thorough grasp of the intricacies of aeronautics, as a mechanic in Bleriot's factory.

Fearing that England might not come into the war, he placed himself and his Bleriot monoplane at the service of France on the 2nd August, 1914. The fact that his services were accepted was a signal compliment to his ability, and for the first eighteen months of the war he did yeoman work as a pilot in the French army. He had more than one hairbreadth escape, and such was the value placed by the High Command upon his services that he was nominated a Chevalier of the Legion of Honour, and decorated with the Croix de Guerre with three palms and stars.

In 1916 he joined the newly formed A.F.C., and took the 2nd Australian Squadron to France. The squadron performed prodigies of valour, and Oswald Watt acquired a high reputation as a squadron commander.

During the last phase of the war, he commanded the 1st Australian Wing, his headquarters being situated at Tetbury, Gloucestershire. With two fine aerodromes under his command, remarkable work was done in training pilots for the Australian squadrons then in France, but Colonel Watt's hope of taking his Wing across the Channel was destined never to be realised.

Since his return from the war he had been engaged in commercial affairs, in superintending his various pastoral properties, and in seeing that every man who had fought with him was given a chance of making good on his return to civil life. He became a partner this year in the well-known firm of Gilchrist, Watt and Co., Sydney.

Public spirited, generous, and courageous, his death at the early age of 43 will be deeply felt by a very large circle of friends and acquaintances. Colonel Watt married in 1901 a daughter of Sir Hartley Williams, and is survived by his wife and son.

Oswald Watt

From Wikipedia, the free encyclopedia

Walter Oswald Watt	
	
Oswald Watt, Australian Flying Corps	
Nickname	"Toby"
Born	11 February 1878 Bournemouth , England
Died	21 May 1921 (aged 43) Bilgola , New South Wales, Australia
Allegiance	 Australia  France
Service/branch	Australian Military Forces French Foreign Legion Australian Flying Corps
Years of service	1900–1919
Rank	Lieutenant Colonel

Unit	NSW Scottish Rifles (1900–14) Aviation Militaire (1914–16) No. 1 Squadron AFC (1916)
Commands held	No. 2 Squadron AFC (1916–18) 1st Training Wing AFC (1918–19)
Battles/wars	World War I Battle of Cambrai
Awards	Officer of the Order of the British Empire Mentioned in Despatches (2) Legion of Honour (France) Croix de guerre (France)
Other work	Grazier , businessman

Walter Oswald Watt [OBE](#) (11 February 1878 – 21 May 1921) was an Australian aviator and businessman. The son of a Scottish-Australian merchant and politician, he was born in England and came to [Sydney](#) when he was a year old. He returned to Britain at the age of eleven for education at [Bristol](#) and [Cambridge](#). In 1900 he went back to Australia and enlisted in the [Militia](#), before acquiring cattle [stations](#) in [New South Wales](#) and [Queensland](#). He was also a partner in the family shipping firm. Becoming in 1911 the first Australian to qualify for a [Royal Aero Club](#) flying certificate, Watt joined the [French Foreign Legion](#) as a pilot on the outbreak of World War I. He transferred to the [Australian Flying Corps](#)(AFC) in 1916, quickly progressing from a [flight commander](#) with [No. 1 Squadron](#) in Egypt to the [commanding officer](#) of [No. 2 Squadron](#) on the [Western Front](#). By February 1918, he had been promoted to [lieutenant colonel](#) and taken command of the AFC's [1st Training Wing](#) in England.

A recipient of France's [Legion of Honour](#) and [Croix de Guerre](#), and twice [mentioned in despatches](#) during the war, Watt was appointed an [Officer of the Order of the British Empire](#) in 1919. He left the military to pursue business interests in Australia, and was lauded for his generosity to other returned airmen. In 1921, at the age of forty-three, he died by accidental drowning at [Bilgola Beach](#), New South Wales. He is commemorated by the [Oswald Watt Gold Medal](#) for outstanding achievement in Australian aviation, and the Oswald Watt Fund at the [University of Sydney](#).

[\[edit\]](#)Early career

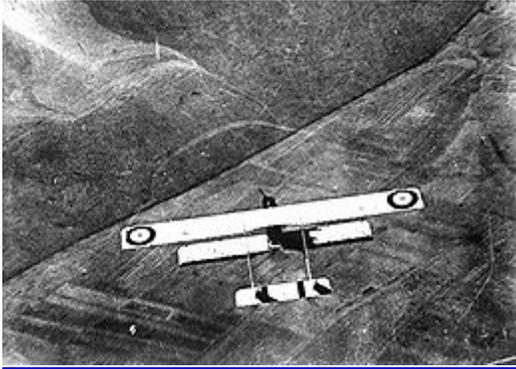
Born on 11 February 1878 in [Bournemouth](#), England, Oswald Watt was the youngest son of John Brown Watt, a Scot who had migrated to [New South Wales](#) in 1842 and became a successful merchant and politician, frequently representing his state on overseas missions. Oswald's Australian-born mother, Mary Jane, died when he was one and shortly afterwards the family relocated to [Sydney](#). Oswald was sent back to England at the age of eleven to complete his schooling at [Clifton College, Bristol](#), before going on to study at [Trinity College, Cambridge](#), where he received a [Bachelor of Arts](#) degree in 1899. Returning to Sydney in 1900, he was commissioned as a [second lieutenant](#) in the [New South Wales Scottish Rifles](#), a [Militia](#) unit, and in 1902 was appointed an [aide-de-camp](#) to the [Governor of New South Wales](#). On 27 September that year, he married Muriel Williams at St. John's Anglican Church in [Toorak](#), Victoria; the couple had one son.



Watt's Bleriot XI monoplane in Egypt, 1913–14

Watt's family was wealthy, and he was able to establish himself as a [grazier](#) by purchasing several cattle [stations](#) in New South Wales and [Queensland](#). Travelling abroad again, he obtained his [Master of Arts](#) degree from Cambridge in 1904. In October the following year he was promoted to [captain](#) in the Scottish Rifles. On a subsequent trip to England he took flying lessons at the [Bristol aviation school](#) on [Salisbury Plain](#), where his fellow students included [Eric Harrison](#). Watt attained his [Royal Aero Club](#) certificate, no. 112, on 1 August 1911, becoming the first Australian citizen so qualified. Upon his return to Australia later that year, he publicly declared that the time was "rapidly approaching when an aero corps [would] have to be inaugurated" as part of the country's "military defence scheme". In March 1912, Watt recommended a location in Canberra near the [Royal Military College, Duntroon](#), as a base for the Army's proposed [Central Flying School](#). However this site was rejected by the school's nominated commander, Lieutenant [Henry Petre](#), owing to its altitude and nearby mountainous terrain.[8] Petre eventually chose 297 [hectares](#) at [Point Cook](#), Victoria, an area suitable for seaplanes as well as land-based aircraft, to become the "birthplace of Australian military aviation".[9][10] Watt also advocated manufacturing foreign-designed aircraft under licence in Australia, but this would not be pursued until after World War I. In 1913 he was divorced on the grounds of his "misconduct" with actress Ivy Schilling, and lost custody of his son in the judgment. He then went to Egypt where he purchased and practised flying

a [Blériot XI](#) monoplane; while there he met leading French aviators including [Louis Blériot](#) and [Roland Garros](#).^[13]
[\[edit\]](#)World War I



Watt flying a Farman biplane over Europe, 1915

In May 1914, the [francophile](#) Watt left Egypt with his aeroplane and took up employment at the [Blériot](#) factory and airfield in [Buc](#), outside Paris. Fired by the widely held conviction that Britain would stay out of a European conflict, Watt offered his services and his plane to the French government on 2 August, the day [France declared war on Germany](#). This gesture was welcomed and he joined the Aviation Militaire section of the [Foreign Legion](#) as a pilot. Though he was ranked an ordinary soldier, his colleagues in Blériot Squadron No. 30 referred to him as "Capitaine" in deference to his previous status in the Australian Militia. Posted to [Maurice Farman](#) Squadron No. 44 in April 1915, he earned the [Legion of Honour](#) badge after he and his observer crash-landed in [no man's land](#) and succeeded in making their way back to French lines with valuable intelligence under intense fire from German positions. Soon afterwards, Watt was awarded the [Croix de Guerre](#)—with palm leaves personally presented by General [Joffre](#)—and promoted to the provisional rank of captain. As a foreigner, however, he was not eligible to command a French unit.^{[13][15]} Watt always proclaimed his [antipodean](#) connection while serving France, painting a [kangaroo](#) on the nose of his plane, which he named Advance Australia.^[4] Considered a no-nonsense type, he once introduced himself to a British pilot with the words "I am an Australian and I haven't got any manners".^[16]



Watt in the Aviation Militaire

The French recognised that Watt's talents were not being fully utilised due to his ineligibility to lead a squadron, and recommended that he transfer to the [Australian Flying Corps](#). Watt did so on 1 March 1916, with the rank of captain. Posted to Egypt in May, he was made commander of B Flight, [No. 1 Squadron](#), and took charge of the unit's first contingent of [Royal Aircraft Factory B.E.2s](#) the following month. No. 1 Squadron was engaged mainly in [aerial reconnaissance](#) and [army co-operation](#) duties, but the two-seat B.E.2 proved inferior to German [Fokkers](#) and [Rumplers](#) in speed, time-to-climb, and manoeuvrability. In September 1916, Watt was promoted to [major](#) and given command of [No. 2 Squadron](#), which was formed in [Kantara](#). He was [mentioned in despatches](#) by General [Archibald Murray](#), Commander-in-Chief of the [Egyptian Expeditionary Force](#), on 13 October; the commendation was promulgated in the [London Gazette](#) on 1 December. No. 2 Squadron's personnel was composed largely of former [Lighthorsemen](#), as well as thirteen mechanics from the Australian Flying Corps' first combat formation, the [Mesopotamian Half Flight](#), led by Flight Sergeant [George Mackinolyt](#). Watt personally trained the force in England commencing in January 1917, before deploying it to the [Western Front](#) that September.^{[4][19]} He was "a born leader of men", according to one officer, while another recalled that "In the things that mattered, his men knew he stood for absolute obedience. They also knew that when discipline could be safely relaxed he would be quick to grant them some relief from the strain."^[21]



Lieutenant Colonel Watt (front row, second from right) with staff of the 1st Training Wing AFC, 1918

In the vicinity of [Saint-Quentin](#) on 2 October, No. 2 Squadron became the first AFC unit in Europe to see combat when one of its patrols engaged some German two-seaters, which managed to escape.^{[22][23]} Because the [Airco DH.5s](#) in the squadron were handicapped as [fighters](#) by engine problems and low speed, the squadron was employed mainly in [ground support](#) duties. During the [Battle of Cambrai](#) that commenced on 20 November 1917, Watt led his pilots on daring low-level bombing and strafing attacks against enemy fortifications and lines of communication. Their loss rate reached 30%, but morale remained high.^{[4][24]} After visiting the squadron, the [Royal Flying Corps](#)' Major General [Hugh](#)

[Trenchard](#) described its airmen as "really magnificent" while [Charles Bean](#), war correspondent and future editor of the [Official History of Australia in the War of 1914–1918](#), commented on their "remarkably high level of conduct and general tone". Six of Watt's officers were awarded the [Military Cross](#) for gallantry during the battle, prompting General [Sir William Birdwood](#) to send him a personal message of congratulation on 16 December, declaring: "... This is indeed a magnificent record for your squadron, and one of which I am sure everyone of you must rightly be extremely proud; I doubt if it has been beaten anywhere ..." By this time, No. 2 Squadron had begun converting to [Royal Aircraft Factory S.E.5s](#), though it could achieve little in the winter months due to inclement weather. Watt himself, now almost forty, was beginning to show the strain of frontline command. Bean found him looking "very worn" and noticed him shivering even while seated in front of the mess hall fire. In February 1918, Watt was promoted to [lieutenant colonel](#) and given command of the AFC's [1st Training Wing](#) (Nos. [5](#), [6](#), [7](#) and [8](#) Squadrons) headquartered at [Tetbury](#) in [Gloucestershire](#), England; the wing's role was to train replacement pilots for the four operational AFC squadrons in Palestine and France.^{[1][27]} Watt proposed moving the wing to France, but it remained in England. He was mentioned in despatches by Field Marshal [Sir Douglas Haig](#) on 7 April, and the commendation was [gazetted](#) on 28 May. Shortly after the end of hostilities in November 1918, novelist [William John Locke](#) visited 1st Training Wing and found that "there was not one [of Watt's men] who ... did not confide to me his pride in serving under a leader so distinguished". A pilot later opined that as well as having "courage, determination, and an immense capacity for work", Watt possessed "the greatest factor in leadership, a genius for endearing himself (without conscious effort) to all who served under him".

[\[edit\]](#) Post-war career and legacy



General Sir William Birdwood (fifth from left) with (left to right behind Birdwood) Major [Roy Phillipps](#), Captain [Les Holden](#) (in flying suit), and Lieutenant Colonel Watt, [Minchinhampton](#), March 1919

Watt was appointed an [Officer of the Order of the British Empire](#) on 1 January 1919, in recognition of his war service. He returned to Australia on 6 May with the rest of 1st Training Wing's personnel, aboard the troopship *Kaisar-i-Hind*, on which he was the ranking officer. Leaving the AFC soon afterwards, he was elected president of the New South Wales

section of the Australian Aero Club. He also served as senior delegate on a committee of veteran military pilots examining applications for appointment to a proposed independent Australian air service. Watt was esteemed as a man who did not forget old comrades, providing former AFC members with financial aid and helping them re-establish themselves in civilian life. He maintained an interest in commercial flying but refused an offer to take up the position of controller of civil aviation in 1920 due to his business interests, which included partnership in the family shipping firm of Gilchrist, Watt & Sanderson Ltd, and directorships of mining, rubber, and art corporations. He also turned down invitations to stand for parliament, and to join the fledgling [Royal Australian Air Force](#).

Oswald Watt drowned at [Bilgola Beach](#), near [Newport](#), New South Wales, on 21 May 1921. Cuts and bruising on his body indicated that he had slipped on rocks, struck his head, and rolled unconscious into relatively shallow water. Survived by his son, he was accorded a military funeral two days later at [St Jude's Church, Randwick](#). Members of the AFC, [Royal Air Force](#), and Australian Aero Club formed a guard of honour at the service, one of the largest in the suburb's history, which also included representatives of the [Royal Australian Navy](#) and [Australian Army](#). Among the tributes was a floral wreath from an anonymous group of French admirers, and another that was dropped by parachute from a low-flying plane. On 31 May, Watt's body was cremated and his ashes interred in the family vault at St Jude's.

In his will, Watt left two bequests to the Australian Aero Club, one of which was used to establish the [Oswald Watt Gold Medal](#) for outstanding achievement in Australian aviation. Winners of the award have included [Charles Kingsford Smith](#), [Bert Hinkler](#), [Henry Millicer](#), [Ivor McIntyre](#), [Jon Johanson](#) and [Andy Thomas](#). He also bequeathed a sum to the Royal Military College, Duntroon, to award annually a set of binoculars for the best cadet essay on military aviation or aeronautics. The award was founded as the Oswald Watt Prize later in 1921. Most of the residue of Watt's estate went to the [University of Sydney](#). Considered one of the university's great benefactors, he was commemorated by the Oswald Watt Fund. In May 1923, the Oswald Watt Wing of the Havilah Home for Orphans, [Wahroonga](#), was opened by the [Governor-General of Australia](#). Watt was acknowledged as both a source and a reviewer by F.M. Cutlack in the latter's volume on the Australian Flying Corps that was first published in 1923 as part of the [Official History of Australia in the War of 1914–1918](#). During World War I, Oswald Watt had been the only AFC officer to command a [wing](#) apart from Lieutenant Colonel [Richard Williams](#), who was later to become known as the "Father of the RAAF". In 2001, military historian Alan Stephens noted that "had fate drawn him to a post-war career in the Air Force instead of to business and an untimely death, 'Toby' Watt might have challenged Richard Williams as the RAAF's dominant figure in its formative years".

Nickname	"Toby"
Born	11 February 1878 Bournemouth , England

Died	21 May 1921 (aged 43) Bilgola , New South Wales, Australia
Allegiance	 Australia  France
Service/branch	Australian Military Forces French Foreign Legion Australian Flying Corps
Years of service	1900–1919
Rank	Lieutenant Colonel
Unit	NSW Scottish Rifles (1900–14) Aviation Militaire (1914– 16) No. 1 Squadron AFC (1916)
Commands held	No. 2 Squadron AFC (1916–18) 1st Training Wing AFC (1918–19)
Battles/wars	World War I Battle of Cambrai
Awards	Officer of the Order of the British Empire Mentioned in Despatches (2) Legion of Honour (France) Croix de guerre (France)
Other work	Grazier , businessman

Oswald Watt. (2011, December 21). In Wikipedia, The Free Encyclopedia. Retrieved from http://en.wikipedia.org/w/index.php?title=Oswald_Watt&oldid=466992368

Accounts of the period when command arrangements for the Royal Australian Air Force were decided prior to its formation, on 31 March 1921, have usually focused on the competing claims of two local officers: Lieutenant Colonel Richard Williams, formerly of the Australian Flying Corps (AFC) during World War I, and Wing Commander S.J. ('Jim') Goble, an Australian whose wartime flying had been with Britain's Royal Naval Air Service.

In fact, the choice of head for the new air service need not have been confined to these two alone. There was at least one other candidate available within Australia whose rank and experience equally qualified him to lead the RAAF.

Walter Oswald Watt had enjoyed a longer association with military aviation than either Williams (who gained his wings at Point Cook, Victoria, in November 1914) or Goble (who got his in England in October 1915). Known as Oswald, or by his nickname of 'Toby', Watt had been an officer in the citizen forces in New South Wales for a decade before Williams attained this status in South Australia in 1911, the year in which Captain Watt went to England to learn to fly at the Bristol School on Salisbury Plain. Qualifying for a Pilot's Certificate from the Royal Aero Club in July 1911, he returned home in November.

A month after Watt's arrival, the Defence Department took the first steps towards acquiring aircraft and instructors for a local flying school. Early the next year, it was Watt—as the department's first trained pilot—who was sent to Canberra to select a suitable site for the school, which the Minister for Defence wished to see located close to the national capital. In March 1912 Watt recommended a location near the new Royal Military College, Duntroon, which was expected to provide a proportion of the school's trainees.

On 20 September 1912 the Military Board (which administered Australia's army) authorised the establishment of 'a Flying School and Corps'. Watt very likely expected himself to have a major role in the new establishment, because soon after delivering his recommendation regarding the school's site, he departed for England to investigate aviation developments abroad on behalf of the Defence Department.

Unfortunately for whatever plans had been made for Watt's future involvement in an Australian flying corps, events in his personal life intervened at this point. In 1913 his marriage ended in the Sydney divorce court, in a case reported around Australia. Watt took himself off to Egypt where he bought a Bleriot XI monoplane and set himself up as a civilian pilot. In May 1914 he moved to Paris, and when World War I began three months later he joined the military aviation section of the French Foreign Legion as an ordinary soldier.



Watt with the French Foreign Legion about 1915

Over the first 18 months of the war, Watt won great experience and distinction in action. Awarded the Legion d'Honneur and the Croix de Guerre, he also received the brevet rank of Captain. In March 1916 he transferred to the AFC and went to Egypt in May to join No 1 Squadron. Six months later he was promoted Major and appointed to command the AFC's newly-formed No 2 Squadron. Taking the unit to England in January 1917, he continued its training in a fighter role flying DH.5s and by September he was leading the squadron across to France. No 2 Squadron arrived on the Western Front at a time of heightened activity. During the Battle of Cambrai beginning in November, six of the unit's pilots won the Military Cross – a record which was regarded as a tribute to Watt's leadership. But this reputation took a considerable toll on Watt in terms of physical and emotional strain. The punishing hours that he worked in his office, along with concern for the wellbeing of the young pilots he was daily sending off into combat, soon wore him down. When the Australian war correspondent, Charles Bean, visited in December 1917 he found Watt looking 'very wan' and watched him fall asleep in his chair immediately after dinner, shivering even though it was not a cold night.



Oswald Watt during WWI

In February 1918 Watt was promoted Lieutenant Colonel—four months before Williams was promoted to the same rank in Palestine—and sent back to England to take command of the four squadrons of the AFC's 1st Training Wing in Gloucestershire. Even away from the front line, Watt still continued to inspire those under him. When novelist W.J. Locke visited the wing shortly after the Armistice in November 1918, he was impressed to find not one of Watt's men 'who did not confide to me his pride in serving under a leader so distinguished'.

Appointed an Officer in the Order of the British Empire (OBE) in January 1919, Watt returned home in May and immediately took his discharge from the AFC, preferring to immerse himself in his family's lucrative business interests. He maintained his interest in aviation, however, and was elected president of the New South Wales section of the Australian Aero Club. In August that year he became the senior member on a committee of former AFC commanders which helped vet the suitability of applicants for the Air Force, which was even then being planned. With formation of the AAF delayed, Watt's views were sought regarding appointments to the Australian Air Corps when that was set up as an interim organisation in January 1920.

Although Watt's name was never directly raised—so far as is known—as a contender for the leadership of the new Air Force, he was considered for the position of Controller of Civil Aviation which also came up that year. Reportedly offered the latter post by the Minister, he declined because of his business commitments. That he was not pressed to change his mind, both with respect to the CCA post or a more active role in the Air Force, was probably attributable to several considerations. His age probably told against him (at 42, he was a dozen years older than both Williams and

Goble), and he probably still felt worn out by his wartime service. Privately wealthy, he did not need public employment; and possibly there was still a whiff of scandal attached to his name because of his divorce. In any event, Watt's life did not long outlast the RAAF's formation. On 21 May 1921, his manservant found him floating in shallow water at Bilgola Beach at Newport, New South Wales, where he owned seven acres overlooking the ocean. Apparently he had slipped on rocks while collecting firewood early one morning, struck his head in falling, and drowned in a few inches of water when the tide came in. He was accorded a military funeral at Randwick, Sydney, attended by representatives of the AFC and the RAAF. Later in 1921 a bequest from his estate established the Oswald Watt Gold Medal, which was awarded to serving members of the RAAF on numerous occasions in later years (in 1924, 1926, 1952, 1953 and 1958). Also in 1921 an Oswald Watt Prize was established for annual competition at the Royal Military College, with the cadet writing the best essay on military aviation or aeronautics receiving a pair of binoculars.

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From; <http://mhhv.org.au/?p=1664>

[AUSTRALIAN PILOT.](#)

The Argus (Melbourne, Vic. : 1848 - 1956) Thursday 3 August 1911 p 8 Article

... AUSTRALIAN PILOT Captain Walter Oswald Watt, of the New South Wales Scottish Rifles, has been awarded a pilot's certificate for proficiency in aviation. i ... 24 words

[£45,150 DUTIES ON ESTATE. Sydney, Nov 7.](#)

Cairns Post (Qld. : 1909 - 1954) Thursday 9 November 1922 p 6 Article

... £45,150 v£45,150 DUTIES ON ESTATE. - ;' Sydney, Nov 7. I ' The sum of £45,150 was paid for the. (stamp duty in respect of the probate ' and letters of ' administration in the ; estate of the late Walter Oswald^ .Watt, grazier, Howlong Station. Car- ? rathool; which was valued at £225,752. ... 56 words

[THE LATE COLONEL WATT. MELBOURNE, Monday.](#)

The Sydney Morning Herald (NSW : 1842 - 1954) Tuesday 17 January 1922 p 10 Article

... THE LATE COLONEL WATT. MELBOURNE, Monday. A reseal of probate has been applied for with respect to the personal .property, valued at £9952, forming the Victorian section of the estate (chiefly in New South Wales) of the late Colonel Walter Oswald Watt, tho Aus- tralian aviator, of Howlong station, ... 73 words

[NEW SOUTH WALES. HEAVY DEATH DUTIES. SYDNEY, November 6.](#)

Townsville Daily Bulletin (Qld. : 1885 - 1954) Wednesday 8 November 1922 p 6 Article

... NEW SOUTH WALES. HEAVY DEATH DUTIES. SYDNEY. November 6. The sum of £45,150 has been paid for stamp duty in respect of probate and letters of administration in the estate of the late Walter Oswald Watt, a farmer of Howlong Station, Carrathool, which was valued at £225,752. ... 48 words

[WATT DIVORCE CASE. A COTTAGE AT NEWPORT. SYDNEY, Thursday.](#)

Northern Star (Lismore, NSW : 1876 - 1954) Friday 27 June 1913 p 5 Article

... WATT DIVORCE CASE. A COTTAGE AT NEWPORT. : SYDNEY, Thursday. The Society divorce case in which Muriel Maud Watt petitioned for the dissolution of her marriage with Walter Oswald Watt was again before the Divorce Court this morning. Henry Ledden Jones said that he used to own a place called ... 98 words

WATT DIVORCE CASE. A COTTAGE AT NEWPORT. SYDNEY, Thursday. The Society divorce case in which Muriel Maud **Watt** petitioned for the dissolution of her marriage with **Walter Oswald Watt** was again before the Divorce Court this morning. Henry Ledden Jones said that he used to own a place called Balgowlah at Newport. He used to let a portion of the cottage to fishing parties. Watt and a lady called 'Ivy' came down there, but he had never seen **any impropriety**. His Honor said that he would deliver judgment tomorrow afternoon: '...'
WATT DIVORCE CASE. (1913, June 27). *Northern Star* (Lismore, NSW : 1876 - 1954), p. 5. Retrieved from <http://nla.gov.au/nla.news-article72414850>

[No title](#)

The Argus (Melbourne, Vic. : 1848 - 1956) Wednesday 19 April 1933 p 5 Article Illustrated

... ON THEIR WAY TO THE WEDDING BREAKFAST.-James - James Oswald, son of the late Colonel Walter Oswald Watt and of Lady Lawford; and Beverley Rand daughter of the late Mr. G. R. Jackson and of Mrs. Charles Cunningham, Egelabra, Toorak, photographed after their wedding at St. John's Church Toorak ... 71 words

[N.S.W. GRAZIER'S ESTATE. GIFT TO DUNTROON.](#)

Advocate (Burnie, Tas. : 1890 - 1954) Wednesday 12 October 1921 p 3 Article

... N.S.W. GRAZIER'S ESTATE. GIFT TO DUNTROON. SYDNEY, Tuesday.-The will of the late Colonel Walter Oswald Watt, of the Howlong estate, Carrathool, grazier, has for probate purposes been sworn at in 1917. Colonel Watt made a number of bequests, among them being one of £300 to the Commandant ... 90 words

[STAMP DUTY.](#)

The Sydney Morning Herald (NSW : 1842 - 1954) Tuesday 7 November 1922 p 10 Article

... late "Walter Oswald Watt, of Howlong Station, Carrathool, grazier, which was valued at £225,752. ... 82 words

[DEATH DUTIES. WINDFALLS FOR NS.W. TREASURY. SYDNEY, November 6.](#)

The Mercury (Hobart, Tas. : 1860 - 1954) Tuesday 7 November 1922 p 5
Article

... DEATH DUTIES. m - WINDFALLS FOR N.S.W. TREASURY. SYDNEY. November 6. The sum of £45,150 8s. has been paid for stamp duty in respect of probate and letters of administration in the estate of the late Walter Oswald Watt, grazbr, of Howlong Station, Onrrothol, winch was valued at £225,752. Other ... 96 words

[STAMP DUTY Sydney, Nov. 6.](#)

Western Argus (Kalgoorlie, WA : 1916 - 1938) Tuesday 14 November 1922 p 11 Article

... .STAMP DUTY Sydney, Nov. 6. The sum of £45,150 7; has been paid for stamp duty. in respect of probate and letters of administration tion in the estate of the late Mr-,. Walter Oswald Watt. grapier, of Howlong statioh, Carrt'thool, wtiiich was valued at £225,752. Other amounts paid for stanmp duty ... 95 words

[VALUABLE N.S.W ESTATES. SYDNEY, November 6.](#)

The Register (Adelaide, SA : 1901 - 1929) Tuesday 7 November 1922 p 9
Article

... VALUABLE N.S.W ESTATES. - -? - \j-- - « SYDNEY, November 6. The sum of £45,150 8/ has (been paid for stamp duty in -respect of the probate and letters of administration in the estate of the late Mr., WalterOswald Watt, 'gra zier, of Haxlong Station, Carratliool, ?.vhi.- h wa.- valued at £2'25,752. ... 104 words

[LATE COL. WATT.](#)

The Sydney Morning Herald (NSW : 1842 - 1954) Saturday 9 July 1921p 12 Article

... LATE COL. WATT. In the course curso of an appreciation of the late Colonel Walter Oswald Watt, ... quito so ? splendid as Oswald Watt."... the j Commonwealth of Australia lu particular CHU 111 spare OBvvald Watt lu those troublous times. ... 121 words

[NOTES AND COMMENTS.](#)

The Sydney Morning Herald (NSW : 1842 - 1954) Wednesday 16 September 1908 p 11 Article

... Btook is carried on up north, whoro Customs supervision la moro lax than is the caso hore. Mr. Walter Oswald Watt (Messrs. Gilchrist, Watt, and Co.) has joined the Sydney board of the Ocean Accident and ... 153 words

N.S.W. GRAZIER'S WILL DETAILS OF BEQUESTS. SYDNEY, Wednesday. [\[coming soon\]](#)

The Daily News (Perth, WA : 1882 - 1950) Thursday 13 October 1921 Edition: THIRD EDITION p 7 Article

... N.S.W. GRAZIER'S WILL DETAILS OF BEQUESTS. ? SYDNEY, Wednesday. Probate has been granted of the will of the late Colonel Walter Oswald Watt, who was drowned at Newport In May last. Deceased was a ... Watt; £300 to the Military College, Duntroon, for CR Pays by military cadets on military and naval ... 156 words

[Australians Mentioned. LONDON, February 18.](#)

The Register (Adelaide, SA : 1901 - 1929) Saturday 20 February 1915 p 9 Article

... lastnamed have been killed or died from wounds. Gen. Joffre has personally decorated Capt. Walter Oswald Watt, of the New South WaJe3 Contingent, with the French decoration of the Legion of Honour. ... 168 words

[PERSONAL](#)

The North Western Advocate and the Emu Bay Times (Tas. : 1899 - 1919) Friday 17 December 1915 p 3 Article

... 2nd Battalion of the 1st Australian Division at the front. Captain - Walter Oswald Watt, who, ... 178 words

[THE WATT DIVORCE CASE. MISS IVY SCHILLING AND THE RESPONDENT. Sydney, June 28.](#)

The Advertiser (Adelaide, SA : 1889 - 1931) Friday 27 June 1913 p 10 Article

... Williams, petitioned for the dissolution of her marriage with Walter Oswald Watt on the ground of ... September 27, 1902, to Walter Oswald Watt, the respon- dent, at Toorak, Melbourne, according to & ... THE WATT DIVORCE CASE. MISS IVY SCHILLING AND THE RESPONDENT. Sydney, June 28. The Watt divorce ... 354 words
Text last corrected on 2 August 2010 by [Tony.Dawson](#)

[THE WATT DIVORCE CASE MISS IVY SCHILLING AND THE RESPONDENT. Sydney, September 15.](#)

The Advertiser (Adelaide, SA : 1889 - 1931) Tuesday 16 September 1913 p 14 Article

... THE WATT DIVORCE CASE .IVY SCHILLING- AND THE RESPONDENT. Sydney, September . 15. N The adjourned suit, in which Muriel Maude Watt petitions for the dissolution of her marriage with Walter Oswald Watt, on the ground of alleged misconduct, was called on before Mr. Justice Gordon today for the ... 218 words

[IN DIVORCE. \(Before Mr. Justice Gordon.\) WATT V WATT.](#)

The Sydney Morning Herald (NSW : 1842 - 1954) Tuesday 9 September 1913 p 5 Article

... IN DIVORCE. (Before Mr. Justice Gordon.) WATT V WATT. The case, Muriel Maud Watt v. Captain Walter ter Oswald Watt, was mentioned. His Honor said he would put the case in the list for Monday next, to enable further evi donco to bo taken If it is offering. It was desirable to have the case ... 251 words

[LARGE STAMP DUTIES. SYDNEY, November 6.](#)

The Brisbane Courier (Qld. : 1864 - 1933) Tuesday 7 November 1922 p 4
Article

... respect of probate and letters of administration in the estate of the late' Walter Oswald Watt (grazier, ... -which waa valued at £20,076. '
[Licut.-Colonel W. Oswaild Watt, O.B.E., at the time-of his death, about ... of Ulie Australian Aero Club. 'The kite Colonel Watt was a noted philanthropist, and gave freely to ... 246 words

Walter Oswald Watt and Muriel Watt



Walter Oswald Watt 1915 and Muriel Watt 1911

Walter Oswald Watt was born in 1878 in [Bournemouth, England](#). His father was John Brown Watt, a merchant and a Member of the [New South Wales Legislative Council](#).^[13] His mother was Mary Jane Holden and unfortunately she died when he was a baby. He spent the first ten years of his life in Sydney and was sent then to be educated in England at [Clifton College, Bristol](#), and [Trinity College, Cambridge](#) where he obtained his [Bachelor](#) and [Master of Arts](#) degrees. He returned to Sydney in 1900 and became [Second Lieutenant](#) in the [New South Wales Scottish Rifles](#) and in 1902 was appointed [Aide-de-camp](#) to the [Governor of New South Wales](#).^[14]

In 1902 he married Muriel Maud Williams. Muriel was the daughter of Sir [Hartley Williams](#) who was a Judge of the [Supreme Court of Victoria](#).^[15] Her mother was Edith Ellen Horne. The couple bought Wivenhoe in 1905 and in the same year had their only child James. They owned the property until 1910 when they sold it to the [Sisters of the Good Samaritan](#).

In 1914, at the outbreak of [World War I](#), Walter joined the [French Foreign Legion](#) and was awarded two military honours. In 1916 he transferred to the newly formed [Australian Flying Corps](#) and served there as Captain.