



ROYAL SYDNEY YACHT SQUADRON

“Read all about it!”

The origins and early history of the Squadron – as reported in the Press of the day

The Second Interstate Challenge Part 3 - The Sayonara Cup

Thursday, 17th January, 1907 – The Australian Star

THE SAYONARA CUP

FIRST CONTEST TOMORROW

LA CARABINE CUP STILL UNDECIDED

The first contest of the Sayonara Cup, between Rawhiti (N.S.W.) and Sayonara (Victoria) is to be held tomorrow. The start will be made from outside the Gellibrand pile-light, the course to be a 10 mile beat to windward and back. The second event, to be sailed on Saturday, will be held over a triangular course of 21 miles.

If necessary, there will be a third race on Monday. Sayonara has now been put back into her old trim and has more than satisfied her supporters by her trial spin. One of the most remarkable features of the contests for the La Carabine Cup was the success of the Sydney yacht Heather. The yachtsmen who are sailing Rawhiti are surprised by her performances almost as much as by the performances of the small Victorian yachts S.J.S. and Fidena.

The visiting yachtsmen were entertained at a smoke concert at the Royal Yacht Club house last night. Mr. D. J. Robb, in submitting the toast of "The Visitors," said that the sailing of the Rawhiti from Sydney to Melbourne was no inconsiderable step, and her appearance in Port Phillip marked a new era in Australian yachting circles. Mr. N. H. Murray, owner of Heather, and Mr. C. T. Brockhoff, owner of Rawhiti, suitably responded.

The official measurer of the Royal Yacht Club of Victoria, Mr. F. J. Davies, accompanied by Mr. Walter Reeks, hon. Official measurer to the Royal Sydney Yacht Squadron, went to Williamstown today, and measured S.J.S. They were still engaged in their calculations at midnight, and it is understood that the matter will have to be referred to the sailing committee.



GETTING READY FOR THE RACE.



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Saturday, 19th January, 1907 – The Sydney Morning Herald

INTERSTATE YACHTING.

THE SAYONARA CUP.

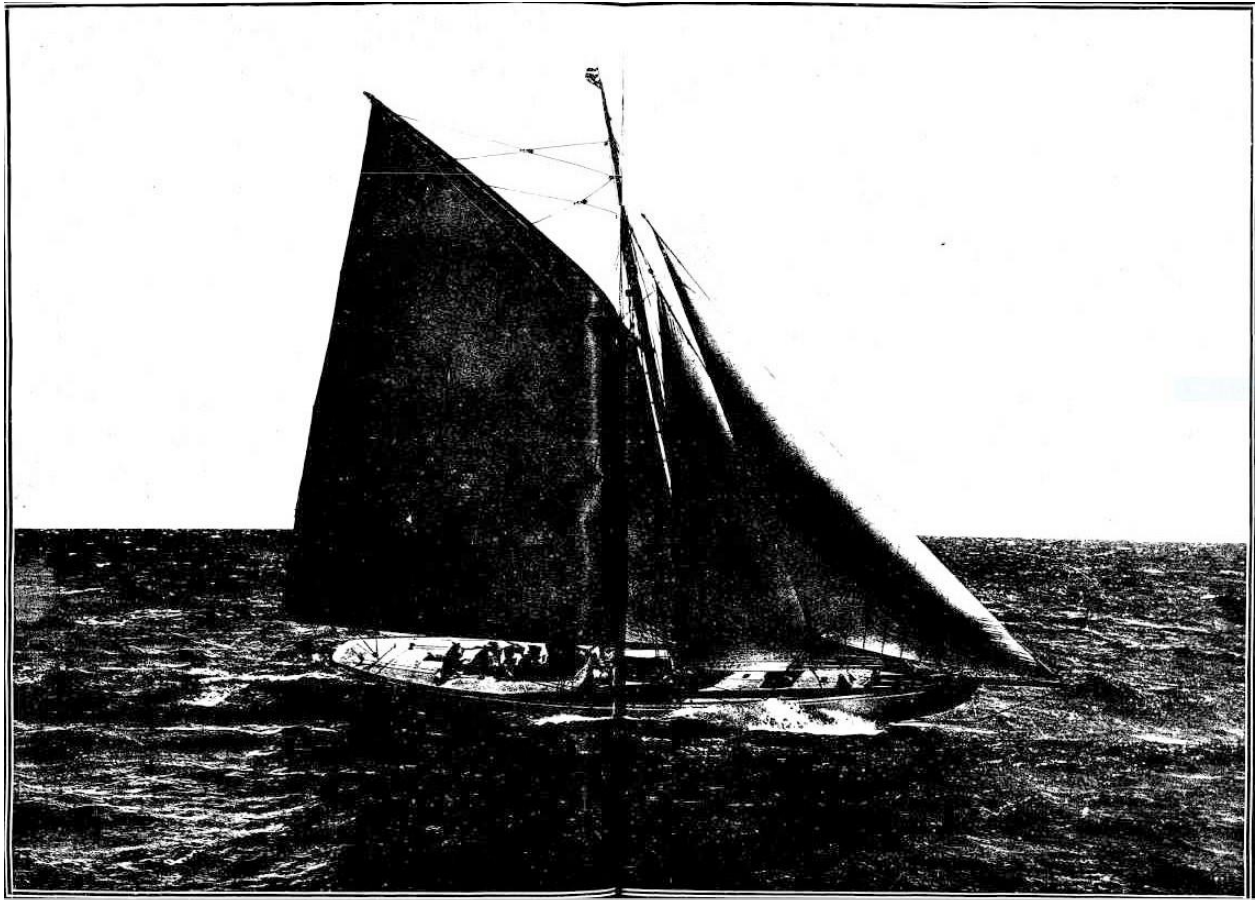
SAYONARA WINS FIRST RACE.

IN A LIGHT BREEZE.

MELBOURNE, Friday.

The first event for the Syonara Cup, between Sayonara and Rawhiti, over a course of 20 miles, 10 miles beat to windward and back, was sailed today, and was won by the Victorian yacht. The wind conditions prevailing at the start bade fair to alter arrangements, for, with the wind from the north, it was apparent that it would be necessary to run 10 miles first, and then beat back. So slight was the breeze at gunfire that Rawhiti crossed the line 15 seconds late, while Sayonara was 20 seconds further away.

For a while there was almost a calm, and the race was a struggle between tacticians, but gradually the wind filled the sails, and away they danced towards the mark boat. Even at the commencement of the race the hopes of the Victorians rose as they saw their favourite creeping ahead in spite of her increased weight. Sayonara crossed the finishing line 3m 42s to the good. After deducting her time allowance, Sayonara won the first event by 2m 47s. There was great rejoicing at the result, Sydney visitors joining in the cheering, which greeted the defender's victory. The rating of Rawhiti, the challenger, was 41.5, and Sayonara 42.3. Rawhiti had a time allowance of 55s.



THE SYDNEY YACHT RAWHITI, CHALLENGER FOR THE SAYONARA CUP.



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THE RACE.

The wind was blowing steadily from the N all the morning, with a perfectly smooth sea. Half an hour before the start Sayonara and Rawhiti left their moorings at St. Kilda. Sayonara had her jackyarder up over a full mainmast, and her jib topsail and a staysail in the stops. Rawhiti, who followed close on her heels, was similarly canvassed, except that, being a pole-master cutter, she carried no jib-topsail. The torpedo boat General Gordon steamed due south to lay the windward mark. Within a minute of the start Rawhiti worked up to the line and was running down it with her spinnaker mast-headed and in the stops ready to break out, when the halliard yard and the sail came down with a run. A smart bit of work was effected by one of the Rawhiti's crew, who shinned aloft and brought down the halliard and had the sail rebent and hoisted simultaneously with the report of the starting gun.

The New South Wales challenger was first across the line 15s after gunfire, Sayonara following 20s later with all her running canvas set. Running dead before the wind, Sayonara showed more fleetness of foot in light airs, and 7m 15s after the start she had drawn up level with her opponent and had her nose pole just showing in front. Rawhiti allowed her to draw clear, and then promptly blanketed her. Sayonara made several efforts to break free, heading first to port and then to starboard, but Mr. Brockhoff (Rawhiti's skipper) foiled her efforts each time. For fully 20 minutes the boats hung together listlessly, the wind having dropped, and they were practically becalmed.

The breeze then came up from the SE, necessitating both boats taking in their spinnakers and balloon jibs. Sayonara ran up a baby jib topsail, and, being in the windward berth, was the first to take advantage of the shift of wind. Rawhiti's skipper did not attempt to hold the same wind, but ramped her full, with the hope of forcing a passage through his rival's lee. For a time, the Sydney boat appeared to be going faster through the water, but every yard she went the angle between the two boats increased, until at the end of the bout, which occupied 25 minutes, Sayonara was fully 100 yards up to windward. The wind had now settled into SSE, and freshened, making it a fairly dead plug to the outer mark. Sayonara's jib sheet, as she went about, fouled on the forestay, and she had to be eased up to remedy matters.

Mr. Brockhoff was not slow to take advantage of this slight delay, and before the Victorian crack had found her feet again Rawhiti had materially diminished the distance which separated them. Having gained a better position, Rawhiti's skipper was determined to throw away no chances. In the succeeding 20 minutes there was some very pretty and skilful manoeuvring between the two helmsmen. It commenced with Rawhiti throwing round to port, followed in a few seconds by Sayonara. The Victorian boat had scarcely got her sheets in before Rawhiti was round again to starboard. As soon as she could get way on Sayonara was round also. This jockeying continued with both boats making repeated feints of going about, until they had tacked eight times in quick succession. Rawhiti being quicker in stays ought to have reaped the advantage of these tactics, but the honours rested with the larger boat. Finally, the Fife boat gave up the jockeying and started for a long board on her own into the eastern shore. She had worked out a position fully a quarter of a mile to windward, while Rawhiti had all she could do to head up for the mark and was pinched for all she was worth.

The boats turned the mark in the following order: Sayonara, 4h 1m; Rawhiti, 4h 16m 5s. With a gain of 5m 5s as she "gibed" round and eased off her sheets for the run home, Sayonara had her spinnaker polo out smartly, but the huge running canvas would not set, the wind not being sufficiently fore and aft, and it had to be taken in. A big balloon jib setting from the bowsprit end to the topmast head was substituted. Under this spread she bowled along at a great bat. Profiting by the Sayonara's failure to carry her spinnaker, Rawhiti made no attempt to set hers, but had her balloon-jib sheet home. In 35min the boats raced down the wind with no perceptible gain by either. At the end of that time, the wind veered more southerly, and Rawhiti launched her spinnaker boom, and had the big sail drawing smartly. Three minutes elapsed before the Sayonara started to follow her example, but on hoisting the sail it had a turn in it, and had to be taken



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in. All this time Rawhiti was decreasing the gap which separated her from the leader, and 8½m had gone by before Sayonara's big running sail was re-set and drawing. The two boats carried the strengthening breeze to the finishing line, off the Gellibrand Pile light, which they crossed as follows: - Sayonara, 5h 23m 50s, Rawhiti, 5h 27m 22s.

Rawhiti gained 1m 23s in the run home. After deducting her handicap of 55s, Sayonara won the first event by 2m 47s. The second race will take place tomorrow afternoon over a triangular course of 20 knots, Rawhiti receiving a time allowance of 58s. The Governor-General, Lord Northcote, will witness the race.

Friday, 18th January, 1907 – The Daily Telegraph

NOT ELIGIBLE.

After the measurement of S.J.S. had been taken by the official measurers for the New South Wales and Victorian boats, Messrs. Davies and Reeks, on Wednesday night, a statement of the possibilities of S.J.S. being allowed to enter as defender of the Sayonara Cup in company with the yacht Sayonara was asked from the official measurers by the yacht's designer. He was informed that the yacht was not eligible, as 10 months' notice of entry had to be given before the yacht could sail in the event. Mr. R. Johnston, the sailing master of the S.J.S., expressed himself afterwards as bitterly disappointed, and stated that the S.J.S. could easily win the cup in a heavy wind. Rawhiti is of course the popular fancy among Sydney yachtsmen, and many aver that she will win without the aid of the rating allowance which Sayonara as the larger yacht, must concede to the Sydney champion. Sayonara, however, has been brought back to her original rating, and her owners are doubtless sorry for their experiment in reducing her rating in the La. Carabine Cup races. Mr. Robb, who sailed her so capably when she won the Sayonara Cup off Port Jackson, will be in charge, and he and his crew will leave nothing undone to score a victory.

The Rawhiti's crew and skipper are just as keen, however, and a splendid contest may be anticipated. Many Sydney yachtsmen, independent of the competing crews, have gone across to see the races.

Wednesday, 23rd January, 1907 – Referee

SECOND RACE— JANUARY 19.

The weather was hot with the wind coming in heavy gusts, and raising a few miles down the bay a nasty choppy sea. The course, a triangular one, was a run down the wind to a mark seven and a half knots off Half-Moon Bay, a reach to a mark 7 ½ knots off Point Cook, and thence to Gellibrand Lighthouse, off the Williamstown breakwater pier.

The Rawhiti was first across the mark, fully 20 seconds ahead of the Sayonara, the former carrying a reefed mainsail, balloon foresail, and jib; the Sayonara, a single-reefed mainsail gaff, topsail jib, and staysail. Both went rather much to windward at the start, and at the end of three miles the Rawhiti was well in advance of the Sayonara, but in trying to set her spinnaker she lost ground, while Sayonara's spinnaker was smartly set. This gave the Sayonara a great advantage, and she gradually drew ahead, and passed Rawhiti before Half-Moon Bay was reached. On the reach to Point Cook buoy Sayonara kept well ahead of the Sydney boat. The guy of the Rawhiti's spinnaker appeared to give way, and the sail was of very little use. Sayonara rounded Anonyma buoy 53 minutes after the start, Rawhiti being 41 seconds later, the latter labouring somewhat, while Sayonara was making good weather.

In the second leg of the contest Sayonara got a lead of nearly a quarter of a mile, but in the run home Rawhiti shook a reef out, and went away to leeward, while the Sayonara kept on a steady course, and was gradually increasing her advantage. Towards the finish the steamer Wodonga took Sayonara's wind, and somewhat hampered her, but she was too far in advance for the incident to affect the result, and Sayonara passed the winning-post at 4.42.51, Rawhiti following 7min. 10sec. later.

Sayonara, with the time allowance calculated, won with 6min. 17sec. to spare. The result of the race was quietly received. Sayonara having won two straight heats, the contest for the Sayonara Cup is



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decided in her favour.

The result of the big Inter-State match between the Victorian Fife-designed yacht Sayonara and the N.S.Wales Logan boat Rawhiti has left abundant food for reflection. The early failure of Sayonara in the La Carabine matches, when she proved, in a seaway, as of little use, so to speak, as an empty beer-barrel, so light was she without her full measure of ballast, placed odds on Rawhiti. It was hardly thought possible that even in her old and true trim that the Victorian would sail the improved boat she did, let alone turn out more than a match for the Sydney crack, which had sailed round from Port Jackson with such a splendid reputation. Whatever blunders may have been made in regard to the handling and the course sailed by Rawhiti, Sayonara showed beyond a doubt that under her altered trim she was more than a match for the visiting yacht in both light and heavy weather. In Sayonara the Victorians have much to feel proud of in the possession of a boat of such excellent quality, and in possessing two such thorough sportsmen as Messrs. Robb and Newbiggin. Both these gentlemen deserve the highest credit for their energy and perseverance in sticking to their guns in what at first looked like a foregone conclusion for the challenging yacht. Let us hope that the defeat of the Mother State's representative on this occasion will tend to strengthen the relationship of Inter-State yachting between the two principal capitals.

As Sayonara crossed the winning line she was greeted with much cheering. The reception of Rawhiti as she arrived, however, was none the less enthusiastic, the Governor-General leading in the cheering. At the conclusion of the race Lord Northcote intimated his desire to present a cup for inter-State competition. It is stated that the German Emperor intends to man the Meteor with a purely German crew. The new captain's name is Peters, and he formerly had command of the Hamburg.

Wednesday, 23rd January, 1907 – The Sydney Mail and New South Wales Advertiser

INTERSTATE YACHT RACING.

THE SAYONARA CUP.

BY FOR'ARD HAND.

MELBOURNE, Monday.

The event which for many weeks past, has loomed large in the yachting world of Victoria and New South Wales has happened, and the first challenge and defence of the Sayonara Cup is now an incident of aquatic history.

The great match has been sailed, and the fates have ordained that the handsome bowl, which Mr. Gollin dedicated three years ago as an 'America Cup' of the Australian States, shall still remain in the keeping of the Royal Yacht Club of Victoria. Mr. Brockhoff's enterprise and pluck in undertaking to challenge for the Cup, involving as it did the sailing of his Rawhiti from Sydney to Port Phillip, no small thing in the eyes of those who know, have not been rewarded by his winning the coveted honour of being able to take the Cup back to Sydney.

But his efforts have not been wasted, and the effect of what he has done will be a far reaching one; it will revive and encourage a manly and wholesome sport. His name will for ever remain in the annals of yachting, as the first man who made an attempt to bring that trophy back to New South Wales. The trophy itself stands on a table of its own, in the reception-room of the headquarters of the club, which has so well and faithfully maintained its right to retain it. Its intrinsic value is small, but, even up to the present, it has been the cause of an expenditure of many hundreds of pounds, and it seems likely that many hundreds more will be spent in the endeavour to gain the right to provide it with a resting-place in our own State. To see it — a mere, unpretentious silver bowl — sitting on its pedestal, in calm dignity, as it were, provides food for thought. The thing itself is trifling, but men have done, and will do much, to gain it, because its possession is proof of prowess in the fight. The desire for conquest and the love of glory, which are such big factors in the spirit of a nation, urge men on to attain a result which from a merely sordid point of view, is, in itself, altogether inadequate. And there is this also about the matter: if the prize is to be won it must be won with honour; the hands that touch



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that trophy must be clean; and it cannot be a small thing to the nation whose manhood takes its pleasure in a friendly warfare in which victory means absolutely no pecuniary gain, and in which honour and honesty mean everything.

There is a close analogy between the nautical fights which have taken place in the waters of Port Phillip and of this State of ours, and those which have been waged in America and England; in fact, it is the same thing in a relatively smaller scale. It will be remembered that the America Cup, an urn of the value of 100 guineas, was offered by the Royal Yacht Squadron, the premier of English aquatic clubs, in order to provide a match between English yachts and the American schooner America. This celebrated vessel of 170 tons was designed and built in America by George Steers, the builder of fast pilot schooners, to the order of J. C. Stevens, Commodore of the New York Yacht Club. She crossed the Atlantic in the summer of 1851, the year of the Great Exhibition, but did not compete for the Queen's Cup at Cowes in the August of that year, although the club altered the conditions of that race to allow all the world to compete, Commodore Stevens declining to concede any time allowance for difference in tonnage. The race, which afterwards became historic and epoch-making, was then put on by the club. It was over a course from Cowes round the Isle of Wight, no time allowance being given by the American to the English boats of smaller tonnage. Fifteen of the best British vessels started against the American representative. The three most dangerous of these were put out of the race by accidents, and the America crossed the finishing line 18 minutes ahead of the next boat, the Aurora, of 47 tons. Even if the winner had allowed her smaller opponent the proper time allowance, she would have had a few minutes to spare.

The cup was given to the New York Yacht Club as a perpetual challenge cup, open for competition by yachts of all nations, one of the principal conditions of the deed of gift being that in every contest the challenging vessel shall sail on her own bottom to the locus in quo. As we know, after ten determined attempts on the part of England and two on the part of Canada, the cup still remains in the possession of the New York Yacht Club.

The visit of the America created a revolution in England in the matter of yacht design and sails. The long, easy bow, and full, powerful quarters of the American took the place of the 'cod's head and mackerel tail' of the English vessels; the loose, baggy sails of the latter were changed for the comparatively flat sails of the former; mainsails were laced all along the boom, instead of being fastened to it, only at each end. The parent had learned from the child; the younger country, untrammelled by tradition, had struck out on original lines, and, in these matters, had gone far ahead of the mother land.

The Sayonara Cup is a big tree that has grown out of a small seed. A jocular remark, casually thrown out by a visitor from Sydney, when out for a sail in Port Phillip with Mr. Gollin, on the Sayonara, was the foundation of the whole matter. Report hath it that this remark, uttered in fun, was to the disparagement of the speed of Melbourne boats, but it was as a match to gunpowder. Within a few months a cup had been put up by the two Sydney yacht clubs, the Royal Sydney Yacht Squadron and the Prince Alfred Yacht Club, and the challenging Sayonara was in Sydney Harbour. We know the result of the three races that took place between her and Mr. Herbert Binnie's Bona, flying the burgee of the squadron. On the Sayonara's return to Melbourne, with the cup in her locker, Mr. Gollin presented it as a perpetual challenge cup, to be raced for by yachts not exceeding 52ft, linear rating, belonging to the Royal Yacht Club of Victoria, and the two Sydney clubs above mentioned. The deed of gift closely follows the American document; the condition as to sailing to the waters of the defending club being included with a further condition to the effect that challenges must be sent in before April 1 of the year preceding that in which the contest is to take place. This last condition was generously waived by the Victorians in the case of the present contest.

The match is now over, and the Sayonara, who won the Cup for her club three years ago, has successfully defended the attack that New South Wales has just made upon it. This vessel, which was built more than ten years ago, is still a champion. It has been said by one who knows that 'Willie Fife,



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of Fairlie, never built a bad boat,' and it may perhaps truly be said that he never built a better one than the craft under notice. Measuring a linear rating little more than the Bona and the Rawhiti, she is, unlike them, a ship which can take the sea without serious discomfort to her crew. High-sided, of big depth, and of great stability, she is one of the best representatives of a wholesome and seaworthy craft; and the speed element has not been neglected, as is shown by her two victories.

Saturday, 9th February, 1907 – Evening News

THE RAWHITI RETURNS.

CAUGHT IN A STORM.

The yacht Rawhiti, owned by Mr. Brockhoff, which left Melbourne about a fortnight ago, entered Sydney Heads this morning at 6 o'clock, and was taken to Mr. W. Goddard's shed at Lavender Bay, North Sydney. The little ship's sailing time was seven days, the remaining time being spent in shelter. Captain Pardon was in command, and, owing to adverse weather conditions, anchored at Queenscliff, Portsea, Cowes, and under Gabo. Several very hard gales were met on the run to Gabo but the Rawhiti proved a splendid sea boat and weathered every blow without damage.

On Friday night, to the southward of Sydney Heads, a terrific storm was encountered. Heavy rain fell, and the lightning was terribly vivid. A great band of cloud enveloped the sky shortly after 10 o'clock, completely obscuring the heavens, and making it difficult to discern the coastline. It was only when the lightning flashed that the shore could be seen. After this the wind came away from the east, enabling the Rawhiti to make a fine run.

Mr. Goddard met the yacht at Sydney Heads with his launch and towed her to Lavender Bay.

The Rawhiti was defeated in Melbourne for the Sayonara Cup, but she won the La Carabine Cup.