



ROYAL SYDNEY YACHT SQUADRON

"Read all about it!"

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

Interstate Challenge 1911

Thursday, 28th July, 1910 – Evening News

Sayonara Cup.

CHALLENGE FROM MELBOURNE.

THE OLD OR THE NEW

MELBOURNE, Thursday — Members of the Royal Yacht Club of Victoria have decided that an attempt will be made next year to win back from New South Wales the Sayonara Cup, which by the recent decision of the Y.R.A. has been secured by Mr. Walter Marks's yacht Culwulla, representing New South Wales.

That the Victorian enthusiasts mean business is shown by the fact that on Sunday last a communication was sent to the Sydney Royal Yacht Squadron on the subject. It was pointed out that the challenge would be sent almost at once; but certain inquiries were made as to matters of detail. A reply was received from Sydney stating that the question would be dealt with by the committee of the Royals. It is now considered certain in Melbourne circles that the old boat is good enough to represent Victoria, and if a new 12-metre boat is not built Sayonara will make the trip to Sydney as the challenger.

Friday, 29th July, 1910 – Evening News

SAYONARA CUP.

ROYALS WILL ACCEPT CHALLENGE.

It is officially reported that the committee of the Royal Sydney Yacht Squadron has decided to accept a challenge from the Royal Yacht Club of Victoria, for a series of races in the Sayonara Cup contest. The Victorians made inquiries if the Royals would accept a challenge, and a reply was sent on Thursday in the affirmative. It is now a certainty that the races will be sailed outside Sydney Heads in January next. Steps will be taken to arrange for a defender.

Saturday, 30th July, 1910 – The Sun

SAYONARA CUP.

WHAT MR. MARKS SAYS.

TEST RACES BETWEEN CULWULLA III AND RAWHITI.

In view of the possibility of Sayonara being sent round to Sydney again to challenge for the Sayonara Cup, Mr. Walter Marks was asked today what course would be followed in defending the cup.

"I am leaving nothing to chance," he said, "and will have Culwulla III afloat again in the first week in September, so that I can get her properly tuned up."

"The Victorians must send the Sayonara, then?"

"Well, I understand that is the reason the Royal Sydney Yacht Squadron waived the point about the time for challenging stipulated in the deed of gift. In any case there would not be time for them to build a new boat now."

"You will defend the cup with Culwulla III?"



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"Yes, unless the Royal Sydney Yacht Squadron order a series of tests between Rawhiti and Culwulla III., which are the only two Sydney yachts capable of meeting Sayonara, and in that event they will choose the better of the two."

"If Culwulla III. is chosen will you claim time allowance from Sayonara as at Melbourne?"

"Of course I shall, and from Rawhiti, too. if we meet in the tests. They are both 12 metre boats. That question has been permanently settled by the decision of the Yacht Racing Association."

It seems that a challenge to the Victorians had already been issued by the owners of the Sydney yacht Rawhiti, in anticipation of the Yacht Racing Association's decision being against Culwulla III., but as the cup now belongs to New South Wales this challenge cannot be accepted by the Royal Yacht Club of Victoria. It is therefore very probable that as Rawhiti's owners think she is capable of lowering the Sayonara's colours- they will endeavour to prove that she is the right boat to defend the cup, especially as one of them, Mr. E. E. Sayer, won the Prince Alfred Yacht Club's trophy for the skipper with the best record last season.

Mr. J. Dixon, owner of the Sayonara, has been cabled to by the Victorians asking if he will nominate Sayonara for the next series of races off Sydney Heads, and unless he agrees there will be no competition for the Sayonara Cup during the coming season.

Wednesday, 31st August, 1910 – Evening News

SAYONARA CUP.

RACE IMPROBABLE.

YACHTING MEN DISAPPOINTED.

Great disappointment was expressed in yachting circles yesterday when it was announced that it was extremely improbable that a race for the Sayonara Cup would take place during the approaching season.

Mr. Walter Marks is in receipt of a letter from Sayonara's owner (Mr. J. Dixon), who is at present in England, to the effect that he regretted his inability to challenge owing to business engagements. As it is unlikely that another challenge will, so late in the day, try conclusions with the local champion, the eagerly anticipated contest will probably fall through.

Sydney yachtsmen yesterday were keenly disappointed. This feeling will also be shared in by a large section of the public who take great interest in the classic yachting contest of Australia, especially as the next race for the cup would have been sailed in local waters. A race outside Sydney Heads in January next was looked forward to with keen anticipation.

The following copy of the letter received from the secretary of the British Yacht Racing Association in regard to the Sayonara Cup, and the matter of time allowance, clearly explains the reasons which led to the council's decision in allowing Culwulla III. 35 seconds per mile:-

Dear Sir, - At a meeting of the council of the Y.R.A., held at the Royal Cinque Ports Yacht Club, Dover, on July 16, 1910, the question concerning the Sayonara Cup referred to them by the Royal Sydney Yacht Squadron and the Royal Yacht Club of Victoria, was fully considered, and I am instructed to communicate to you their decision and the grounds upon which it was based. The council consider that the case is governed by clauses 10 and 11 of the deed of gift and the supplementary agreement dated January 20, 1909.

Clause 10 provided inter alia that the races are to be sailed under the Y.R.A. rules and time allowance scales,

as in force in England in 1909.

Clause 11 as amended enables a yacht of any rating up to and not exceeding 12 metres to compete.

In the event, therefore, of two yachts entering of different classes the race must be deemed a race for amalgamated classes within the meaning of rule 4, clause 3, and time allowance must be allowed between the different classes in accordance with the scale adopted by the Y.R.A. for amalgamated



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cutter classes, namely scale 3, of the international rule relating to time allowance. In these circumstances the council are of opinion that the Sayonara must be treated as belonging to the 12 metre class, and the Culwulla III. to the 10-metre data, and they decide in reply to question No. 1 that the Sayonara must allow the Culwulla 111. time. In reply to question No. 2. that the time allowance must be the time allowance between the two classes, namely 35 seconds per mile.

(Signed) BROOKE HECKSTALL SMITH, Secretary.

Friday, 9th December, 1910 – The Sun

INTER-STATE YACHTING.

THE SAYONARA CUP.

CULWULLA II. TO MEET KILLARA FOR NORTHCOTE CUP.

Although the Royal Sydney Yacht Squadron was notified some time ago that there would be no challenge from Victoria for the Sayonara Cup this year, Mr. Walter Marks, owner of Culwulla III. which won the trophy at Melbourne last season, did not lose heart and for some time has been endeavouring to persuade Mr. Dixon, Sayonara's owner, who is in England, to cable instructions to Melbourne to issue a challenge this year.

Mr. Marks is now in receipt of his final reply. This intimates that Mr. Dixon much regrets he is unable to comply with Mr. Marks's request, although he says his absence would not affect the result of the race. He is engaged in big propositions in England, require his urgent attention but says he will be back in Australia in six months' time, when, if there is an opportunity for him to challenge, he will very possibly do so.

Mr. Marks has challenged the Victorians with Culwulla III. for the Northcote Cup, and the southern yachtsmen have nominated Killara, the boat which beat Culwulla II. last season in the races for the trophy named. Culwulla II. is still at Melbourne and Mr. Marks will take Mr. Dalgarno with him as forward hand, and perhaps Mr. W. L. Moore as sheet hand. He proposes to leave on January 7. And the contests will be sailed on January 13, 14 and 16. If Culwulla II. wins at Melbourne Mr. Marks will attempt to dispose of her there, but if unsuccessful will allow her to remain in the south.

Dr. A. R. Marks will have charge of Culwulla 111. in the Jenny Trophy race, and at the Pittwater regatta in Mr. Walter Mark's absence.