



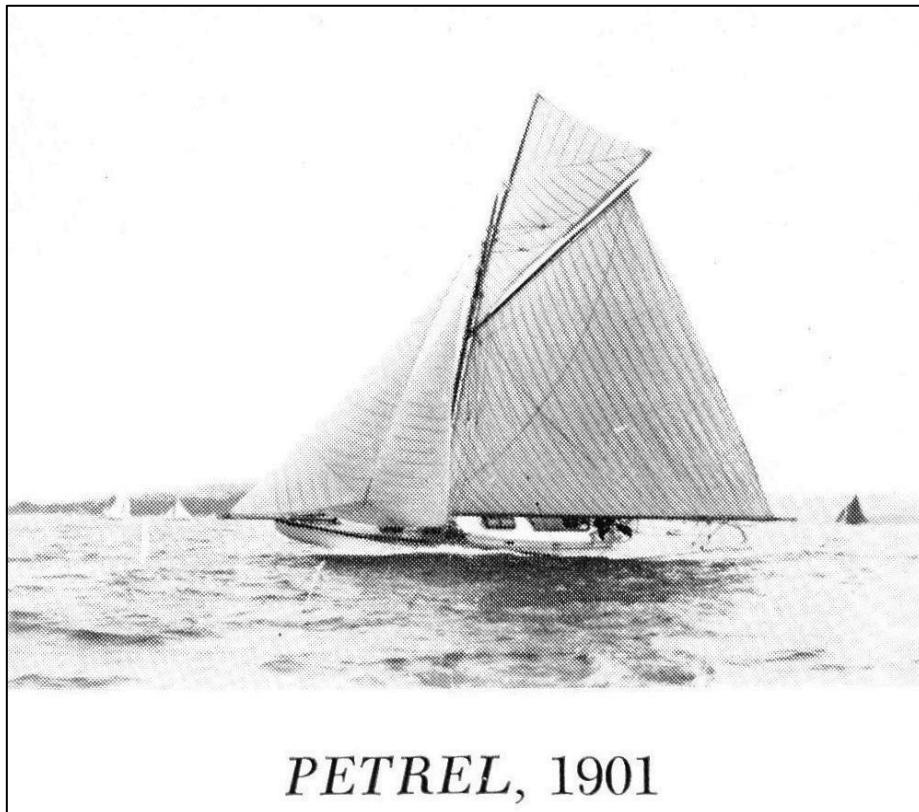
## ROYAL SYDNEY YACHT SQUADRON

**“Read all about it!”**

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

### **Part 21: The First Pointscore**

In the 1903-04 Season, the Club introduced the very first pointscore, called the Club Championship, by linking a number of races together. Until then, all races were individual trophy races. The scoring was simple – 3 points for first, 2 for second and 1 for third. At the end of the season, 3 yachts tied on 5 points so they had a “sail-off.” Here is the description of that race.



***Thursday, 10th March, 1904 – The Sydney Morning Herald***

***ROYAL SYDNEY YACHT SQUADRON***

***SCOTIA WINS THE CHAMPIONSHIP.***

*Owing to three yachts (Petrel, Culwulla, and Scotia) having scored equally on points during the season for the championship of the Royal Sydney Yacht Squadron, it became necessary for these craft to sail off to decide which one was to be credited with the title of champion. The race took place yesterday afternoon, under favourable conditions. The wind was only of moderate strength, veering gradually during the afternoon from east south-east to east-north-east. The course, compared with an ordinary Saturday afternoon, was delightfully clear of traffic and boats. Scotia sailed a splendid race, and won easily, beating the second boat, Culwulla, by about five and a half minutes, without her time allowance. The day certainly suited the winner, but she nevertheless won on her merits, and won*



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*handsomely, and has earned the title of champion. Culwulla did better than she has been doing of late in light winds and beat Petrel home by nearly two minutes. Both these boats would have been closer up if they had not jockeyed each other under Steel Point. Petrel, although taking the lead at an early stage of the race, gradually dropped back. The starting and other official duties in connection with the race were carried out by Messrs. Walter Reeks and S. T. Wilson. The Wahine, Mr. Reeks' motorboat, followed the race for the convenience of members. The particulars of the racing are: - Petrel (S. M. Dempster), rating 31.8, scr, Culwulla (W. M. Marks), rating 31.7, 12s; Scotia (T. W. Bremner), rating; 30, 8m 48s. The start should have been at 2.30 p.m. but was delayed 10 minutes to allow Petrel to get down. It was seen that her topsail was slightly torn just at the fore-end of the jackyard.*

*A very good start saw Culwulla first over the line, followed by Scotia and Petrel. Almost immediately Culwulla and Petrel had to throw round for Scotia on the starboard tack. Working to Bradley's Head, Scotia and Petrel stood down midstream, while Culwulla laid down along the northern shore to avoid the last of the flood tide. Petrel did the best, and cleared the head with a nice little lead. Scotia was in second place, and Culwulla third. It was a close haul down to Manly. Scotia and Culwulla commenced to draw up on Petrel, both finally passing her. Rounding the buoy Scotia had a comfortable lead, the times being: - Scotia, 3h 35m 45s; Culwulla, 3h 37m 5s; Petrel, 3h 37m 35s. Balloon jibs were added for the lead to Shark Island, Scotia exactly holding her own with Culwulla, the pair dropping Petrel. Here the times were: - Scotia, 4h 11m 15s; Culwulla, 4h 12m 35s; Petrel, 4h 14m 30s. On the run to the Fort with spinnakers Culwulla almost caught Scotia, and drew away from Petrel, mainly owing to those two boats having jibed over and later on having to jibe back again. The times taken at the Fort were: - Scotia, 4h 30m 20s; Culwulla, 4h 30m 15s; Petrel, 4h 32m 40s. Working down to the Pile light the wind got very light. All worked about mid-channel (the tide was now ebbing) as far as Bradley's, after which Culwulla and Petrel worked into Taylor Bay, while Scotia went straight across to the eastern shore and benefited greatly thereby. Culwulla and Petrel then made over under Steel Point, where they were at close quarters, and indulged in a little friendly luffing tactics, Scotia all the time improving her position. Rounding the Pile light Scotia had a lead of seven and a quarter minutes from Culwulla, Petrel being exactly a minute astern of her. Scotia found a soft patch under Steel Point, and lay there, while the other two were carrying the breeze up. The times show a loss of about three minutes over this short stretch. Jibing at the Island, Scotia was 4 minutes 20 seconds in advance of Culwulla, Petrel was 1 minute 35 seconds after her. Scotia drew away to the finish. Crossing the line, the times were: - Scotia, 5h 51m 23s; Culwulla, 5h 56m 56s; Petrel, 5h 58m 50s.*

*Scotia, well handled by her owner, therefore secures the championship with 6 minutes 33 seconds to spare outside her time allowance of 3 minutes 48 seconds. Culwulla beat Petrel for second place by 1 minute 54 seconds, also without her time allowance of 12 seconds. Mr. Marks and Mr. Dempster sailed their own boats in their usual good style.*

It is also worth noting that it was around this time that the results began to appear in the local papers. Many Members will recall as late as the 1980s when one would rush to the Newsagency first thing on Sunday morning to find out the results of the previous day's racing – well first, second and third anyway.