

Interstate Event February 1923

The Albert and Forster Cups

Among the memorabilia stored in Archives is an undated and untitled photo of 7 men. The photo has hung anonymously above the door to the inner archive room for some years. It was donated to Honorary Archivist Peter Bradford by Senior Counsel and past member, Peter Graham, with one clue. The gentleman second from the right was Peter McDonald, a relation of Mr. Graham's wife. Mr Graham asked if any further information could be uncovered. Armed with this piece of information, the resident archive sleuth set to the task, with a couple of clues.

1. The clothing indicated the 1920s;
2. The tall gentleman third from right looked vaguely familiar, particularly with the soft white hat on his head;
3. The plump gentleman in the middle also looked vaguely familiar.

With a careful perusal of the Beecroft caricatures, Lord Forster and Fred Doran were identified.



W. M. Taylor (?), Jack Hordern, T. M. Banks, Fred Doran, Lord Forster, Peter Macdonald, H.L. McDonald

Here is a photo discovered in the 26th of November 1922 edition of the **Sunday Times** which helped solve

the mystery.



LORD FORSTER AND HIS CREW ON THE CORELLA.

On the boat are the Governor-General, R. Moore, H. L. M'Donald (standing in front of Moore), W. D. M. Taylor (in the cap). Standing on deck reading from left to right) are A. C. Henty, Peter Macdonald, and Jack Hordern. The craft and crew will represent Victoria in the forthcoming inter-State races.

Monday, 27th November, 1922 – The Daily Telegraph

**LORD FORSTER'S YACHT
VICTORIA'S REPRESENTATIVE
A N.S.W. CREW**

The Governor-General's 21ft. restricted class yacht, Corella, which was built in Sydney, and has raced exclusively in New South Wales waters, is to be Victoria's representative at the inter-State championship carnival for the Forster and Albert Cups, to be decided in Queensland waters next February.

Lord Forster informed his crew of the change of representation at the slips of the Royal Sydney Yacht Squadron on Saturday. His Excellency's desire, it was explained, was that Victoria should be represented by a strong boat, as their craft, the Idler, Ardale, and Naomi, were not as modern as the boats of Queensland,

while the new boat, Tahnui, so far, had not shown form equal to the flyers of Port Jackson.

Friday, 12th January, 1923 – Daily Standard Brisbane

INTERSTATE YACHT RACING.

In connection with the interstate racing to take place in Moreton Bay next February for the 21ft restricted class, the Royal Queensland Yacht Club has decided to hold three races in the shape of test contests to assist the sailing committee to determine which of the three Queensland boats of this class shall represent this State on the occasion. The first of these races will be held in conjunction with the club's race for the Amity Cup, to take place on January 26. The class boats will all be placed on the same mark in that race, which is a handicap, and the respective merits of the restricted class yachts will be judged on their performances in competition with each other. The other two test races will be held, probably in the Bay, on February 3 and 10. The first interstate racing in which Lord Foster, the Governor-General, will represent Victoria in his yacht, the Corella, is fixed for February 14. This race will be for the Albert Cup, and will be over a triangular course, about 12 miles in length, from the Pile Light in Moreton Bay. On Saturday, February 17, there will be a race for a R.Q.Y. Club trophy in the Hamilton and Lytton reaches of the river; on Tuesday, Thursday, and Saturday, 20th, 22nd, and 24th, the chief event of the carnival, the race for the Forster Cup, will take place in the Bay.

Competitors will be restricted to three from each State. The contest carries the honour of the championship of Australia for this particular class of yacht, which was originally adopted in Victoria on the suggestion of Lord Forster and has since been adopted in Sydney and Brisbane.

Friday, 26th January, 1923 – The Brisbane Courier

21-FOOT RESTRICTED CLASS.

LORD FORSTER TO REPRESENT NEW SOUTH WALES.

SYDNEY, January 25.

Although rumours to the contrary have been circulated, his Excellency the Governor General (Lord Forster) will be one of the representatives of New South Wales in the interstate racing of the 21ft restricted class at Brisbane on February 17, 20, 22, and 24. As well as Lord Forster's Corella, Mr. J. L. Milson's E.O.J., and Mr. W. E. Arnott's Nettle will represent this State in the Northern waters. Arrangements have been made for the yachts to leave Sydney on Saturday week.

Tuesday, 30th January, 1922 – The Daily Telegraph

LORD FORSTER'S CUP

INTERSTATE YACHTING CREWS FOR BRISBANE

A few weeks ago, it was announced that it was Lord Forster's intention to nominate his 21ft. yacht, Corella, which he keeps on Sydney Harbour, as the representative of the Royal Yacht Club of Victoria, in the coming races for the Championship of Australia and the Forster Cup. On Saturday it was officially announced that Corella will not race as the nominee of Victoria, but of the mother State.

Owing to a pressure of business, Mr. W. D. M. Taylor, Lord Forster's skipper, who recently annexed the championship of the Sydney Amateur Club for the Governor-General, will not make the trip north, and Messrs. Gordon Henty, R. Moore, and J. Hordern will also be absentees. Corella, however, will have a most representative crew. She will be steered by Lord Forster, who will have with him Mr. F. J. Doran, the owner-skipper of Inez, Mr. T. M. Banks, who some years ago achieved many successes in the 16ft. skiffs, 18-footers, and Sydney Amateurs. Mr. Peter M'Donald will work the extras, and Mr. H. L. M'Donald will be one of the working "hands."

Friday, 9th February, 1923- The Sydney Morning Herald

YACHTING.

ROYAL SYDNEY YACHT SQUADRON.

Members of the Royal Sydney Yacht Squadron on Wednesday night entertained the crews of the Corella and E.O.J., who will leave tomorrow for Brisbane to represent New South Wales in the interstate races for the 21ft restricted class. Among the apologies received from members unable to be present was one from the commodore, his Excellency Lord Forster.

The vice commodore, Mr. E. P. Simpson, occupied the chair, and conveyed the good wishes of the members to the crews. Responses were made by Messrs. W. J. Doran, J. L. Wilson, and P. MacDonald.

Tuesday, 13th February, 1923 – The Brisbane Courier

SOUTHERN YACHTSMEN WELCOMED.

A notable sailing event is the annual battle for the championship of Australia for restricted yachts of the 21ft class, which carries with it the Forster Cup, donated by his Excellency the Governor General (Lord Forster) who is a keen yachtsman. This year three of Sydney's best boat - Nettle, E.O.J. and Lord Foster's Corella - will compete against three Queensland representatives.

The Forster Cup series of events will commence on Tuesday, February 20, and most of the crews have already arrived. Opportunity was taken last evening by members of the Royal Queensland Yacht Club to bid the visitors a right royal welcome. Over 100 yachtsmen had assembled at the club's premises under the presidency of Commodore J. Clark (president of the R.Q.Y.C.), the proceedings taking the form of a reception and concert. The visitors who were present were the crew of the Nettle (Messrs. P. Arnott, W. E. Arnott, Yorke, Riordan, Hardcastle, and Milson), members of the crew of the Corella (Messrs. Doran and MacDonald, 2) and members of the crew of the E.O.J. (Messrs. Wilson, Goddard and Sandham).

COMMODORE'S WELCOME

Mr. J. Clark (commodore), in extending a welcome to the visitors, said the Queenslanders had sailed against them in Sydney last year, and if the home trio were to win the Forster Cup they would have to "go all they knew," and a little more. They had against them three of the finest yachts in Sydney Harbour manned by equally fine yachtsmen. "We want their best every time," the commodore added, amid applause. "I regret very much that his Excellency Lord Forster is not with us tonight. Some members present thought that he was. When one of his crew came along he was so much like the Governor General in appearance that he received a vociferous cheer. (Laughter and applause.) If we have a good hard south-easter, as we have had the last two Saturdays, our visiting friends will know that they have been sailing, and our salt water is very salty indeed. I hope the race will be a salty one." (Applause.) Referring to the capacities of the visiting boats, the chairman said they all knew the merits of the Nettle. She held an almost unbeaten record in Sydney, having secured about eight firsts and a couple of seconds and thirds. The other two yachts were among the best of their class. In conclusion, the Commodore remarked, amid loud applause: "We want the best boat and the best crew to win without fear or favour."

The toast of the visiting crews was honoured with enthusiasm.

THE VISITOR'S REPLY

Mr. F. J. Doran, the skipper of the Corella, in responding, thanked the Royal Queensland Yacht Club members for their cordial welcome, and assured them that the visitors would do their best to carry off the trophy. He referred to the many advantages possessed by the 21 footers and the excellence of the sport which could be got out of them. The three boats they had brought up were Sydney's best and he could promise the Queenslanders a good "go." (Applause).

Mr. W. E. Arnott (skipper of the Nettle) and Mr. Wilson (skipper of the E.O.J.) also responded briefly. During the evening enjoyable musical numbers were rendered by Messrs. C. J. Pound, R. Crisp, J. E. England, R. J. Wishart, and F. Mason, Mr. R. Kaye acting as accompanist.

Thursday, 15th February, 1923 – Daily Standard Brisbane

ALBERT GOLD CUP.

Won by Miss Brisbane.

CORELLA 2nd, NETTLE 3rd.

Ideal weather conditions prevailed for the opening fixture of the interstate 21ft restricted yachts carnival, held in Moreton Bay yesterday. The flagship Koopa was packed with enthusiasts and an excellent view of the race was obtained. Prizes, 1st, name on cup and trophy value of entrance fees; 2nd trophy, value £5 5s; 3rd, trophy, value £3 3s.

The officials were: — Starters and judges: Messrs. F. E. Wood and C. B. Fox; sailing committee, Messrs. W. A. Douglas, F. M. Hart, T. Goodall and A. C. Wishart.

The entrants were: Corella (F. Doran), E.O.J. (J. E. Milson), Nettle (W. E. Arnott), Miss Brisbane (N. Wright), Moongalba (J. H. Whereat), Maroomba (H. F. Brier), and Marion (J. Clark).



An east-southeast breeze blew when the final flag fell to send the fleet on its journey. Nettle got the best of the start, with Marion last. Soon after the start E.O.J. and Corella had a slight advantage on Miss Brisbane, the boats to leeward being Nettle, Moongalba, Marion, and Maroomba. In the lead to the first mark the Sydney boats were content to use their ordinary sailing gear, the Queensland boats using ballooners. Marion had gained on Maroomba. E.O.J. was a length ahead of Corella, with Miss Brisbane and Moongalba sailed over the weather of Nettle.

Moongalba had sailed away from Nettle and Miss Brisbane, and was making an impression on the leaders, E.O.J. and Corella. The rounding times at the buoy were: — E.O.J., Corella, Moongalba, Nettle, Miss Brisbane, Marion, and Maroomba. Extras were slowly set. Moongalba ran past Corella, and in quick succession Nettle and Miss Brisbane did likewise.

Queensland's hope was Moongalba, but she settled her chances by the flattening of the mainsail, which enabled Miss Brisbane, Nettle, and Corella to sail over her weather. E.O.J. was going well and Nettle sailed into second position.

NETTLE HEADS THE FLEET.

Nettle headed the fleet from E.O.J., with Miss Brisbane close behind them Corella and Moongalba were together Maroomba sailed under the lee of Marion.

MISS BRISBANE GOES TO THE FRONT.

Miss Brisbane headed Nettle on rounding the buoy and was safely holding her in the close haul, with E.O.J. and Corella ahead of Moongalba, Corella who was holding a wonderful wind, beat Nettle for pace, and was close up to Miss Brisbane. E.O.J., and Nettle were together. Moongalba here sailed past E.O.J., the rounding being made. Miss Brisbane at 3.0.1; Corella, 3.0.20; Kettle, 3.1.22; Moongalba, 3. 2.8; E.O.J., 3.2 35; Marion, 3.3.35; and Maroomba, 3.5.39.

In the last run Miss Brisbane was still leading Corella, with Nettle third. Miss Brisbane still led Corolla in the last leg to the Pile light with Corella taking every opportunity of catching her. Nettle held Moongalba safely. Then came E.O.J., with Marion and Maroomba the last two. E.O.J. broke track and made a decided improvement on Moongalba to such an extent that she cut Moongalba out of fourth position. They finished in that order.

Result: —

MISS BRISBANE,	3.37.36	1
Corella,	3.38.00	2
Nettle,	3.40.11	3
E.O.J.	3.40.37	4
Moongalba	3.40.38	5
Marion,	3 43.21	6
Maroomba,	3.44.23	7



Saturday, 17th February, 1923 – The Brisbane Courier

THE GOVERNOR-GENERAL.

ARRIVAL IN BRISBANE.

THE YACHTING CHAMPIONSHIP.

"I have come up to Brisbane to learn and hope to pick up a wrinkle or two," remarked his Excellency the Governor General (Lord Foster) on his arrival by the Sydney mail train last night. His Excellency, who was attended by Captain Mulholland, C.B.E., D.S.O., will take part in the races for restricted yachts, in which his yacht Corella will compete.

Lord Foster added that he did not expect to do much good in the river unless he encountered some rough weather, because the Brisbane boats would go right away from Corella in smooth water. He hoped to be at the tiller in today's race, to be held under the auspices of the Royal Queensland Yacht Club, and also in the succeeding races (for the championship of Australia and the cup presented by his Excellency). The Governor-General remarked that he had had a very pleasant trip and was pleased to be in Brisbane. At the Central Station his Excellency was met by his Excellency the Governor (Sir Matthew Nathan) who was attended by Captain Hammond, the District Naval Officer (Lieutenant Commander Mutton), the Officer in Charge of Field Forces (Major General Bruche, C.B., C.M.G.), Colonel D. C. Cameron, M.H.R., C.M.G., D.S.O., Captain Curtis and the Commodore of the Royal Queensland Yacht Club (Mr. James Clark).

Monday, 19th February, 1923 – Daily Standard Brisbane

INTERSTATE SAILING.

MISS BRISBANE WINS AGAIN.

SPLENDID SHOWING OF NETTLE.

The second race for the 21ft restricted yachts was held on the Hamilton Lytton reaches on Saturday afternoon. The Koopa, acting as flagship, was well patronised, and numerous private motor craft were thronged with enthusiasts. An interesting feature of the day's proceedings was the appearance of Lord Forster at the helm of his yacht Corella.



The Koopa

The prizes were: — First, trophy, value £10 10s; second, trophy value £3 3s; third, trophy value £2 2s. The

course was from the Hamilton to the Red Buoy, off the Boat Passage, finishing at the Hamilton, a distance of 16 miles.

The competitors were: — Corella (Lord Forster), E.O.J. (J. L. Wilson), Nettle (W. E. Arnott), Miss Brisbane (N. Wright), Moongalba (J. H. Whereat), Maroomba (H. F. Brier), and Marion (J. Clark).

The conditions were perfect for splendid sailing, a medium east nor'east on an ebb tide gave the Hamilton and Lytton reaches plenty of life.

A perfect start was effected at 2.40 p.m., Miss Brisbane crossing first, followed by Nettle, Corella, Moongalba, E.O.J., Maroomba, and Marion. Marion broke tack early in the piece, and soon ranged alongside Nettle. Corella hugged the southern shore and was doing nicely. Miss Brisbane held Moongalba safely, she being to the weather of Nettle, with Marion to leeward. Corella and Marion met on port and starboard, the first mentioned craft being in the wrong. Moongalba had very much improved her position on Miss Brisbane, and these two were a fair distance ahead of Nettle. Nettle, by nice windward quality on rounding Cairncross, took the lead, but she did not hold it long, as on the next board Moongalba was at the head of affairs, with Miss Brisbane very close. E.O.J. was next. Maroomba materially altered her position by working the southern shore, and when she came out on starboard was ahead of Corella and Marion. By short tacks along the blind channel, Moongalba was safely holding Miss Brisbane, but on the very next moment Miss Brisbane forced Moongalba, and again took up the leading position. Nettle, by this time, had closed on the leaders, while E.O.J. broke tack, made for the southern shore, this more vitally affecting her position. Miss Brisbane, Moongalba, and Nettle were racing neck and neck with E.O.J. making up the lost ground.

VISITORS' SOUND WORK.

An interesting feature of the race was the splendid windward work of Nettle and E.O.J. These two were holding Miss Brisbane and Moongalba so much that the Queensland boats were forced to put plenty of vim into their work. They were not lacking in that respect, as Miss Brisbane still held the lead. Nettle had deprived Moongalba of her position, and so did E.O.J., Corella, and Marion were last. Maroomba appeared very sluggish in the Hamilton, but made a mighty quick move in Pinkenba, and was just behind Moongalba.

NETTLE HITS A BANK.

When in an interesting phase of the race, Nettle hit the bank off Gibson Island, which enabled E.O.J. to sail past her. Maroomba dropped back.

MISS BRISBANE TAKES THE LEAD

Miss Brisbane headed the fleet into Lytton Reach from E.O.J., then came Nettle, Moongalba, and Maroomba. No material changes took place to the Red Buoy, which was rounded by Miss Brisbane at 3.43.22; E.O.J., 3.44.18; Nettle, 3.44.42; Moongalba, 3.47.50; Maroomba, 3.48.33; Marion and Corella retired.

THE RUN HOME.

Miss Brisbane led from E.O.J., who was closely pressed by Nettle. Moongalba was ahead of Maroomba. Nettle, by good, free movement over the water, sailed past E.O.J., and was making every effort to overhaul the leader. Moongalba was coming very fast, and in a little duel with E.O.J., at Parker Point emerged victorious, which gave him third possy. Miss Brisbane rounded Cairncross with a decided advantage over Nettle, with Moongalba gradually creeping nearer. This being the position sailed to the finish give Queensland two wins in the races sailed to date.

Result: —

Miss Brisbane,	4.47.29	1
Nettle,	4.49.04	2
Moongalba,	4.50.10	3
E.O.J.,	4.51.09	4
Maroomba,	4.52.43	5.

Wednesday, 21st February, 1923 – The Telegraph Brisbane

Interstate Sailing

Forster Cup and Australian Championship

Nettle's Splendid Win

By "SEABREEZE."

Yesterday, the day of the first interstate yacht race in the Lord Forster cup and Australian championship series, was bright, but was not breezy at the Pile lighthouse, in Moreton Bay, where the course was set from. It was weather for the genteel folk and would have helped to a convalescent condition invalids and nervous

dyspeptics.

As the morning wore on to midday the docks of the fine flagship Koopa gradually were occupied by enthusiasts of both sexes and when the hawsers were cast off at the Kennedy wharf, Petrie Bight, about 400 souls had assembled on board to view the race.

The State Governor (Sir Matthew Nathan) was the guest of the club on board the flag-ship. A fine passage was made by the Koopa through the various reaches against the flood tide and the course was reached at 1.30 p.m.

All the arrangements at the course were punctually carried out and the officials had the assistance of the launch Joyce (R. C. Woodforth) for the Sailing Committee and for umpiring while the starters and judges had the use of Mr. R. Dath's launch Ardath.

The officials were as follows: Starters and judges, Messrs. F. E. Wood and C. B. Fox; Sailing Committee, Messrs. W. A. Douglas, F. M. Hart, F. Goodall, and A. C. Wishart.

THE COMPETITORS.

New South Wales. — Corella (Lord Forster owner and skipper), E.O.J., (J. E. Wilson owner and skipper), Nettle (W. E. Arnott owner and skipper).

Queensland. — Miss Brisbane (G. W. Whatmore owner, N. Wright skipper), Moongalba (J. H. Whereat owner and skipper), Maroomba (H. F. Brier owner and skipper).

A condition of the championship was that only an equal number of boats from each State be eligible to compete. Eliminating test races were held for the purpose. The prizes were as follow: First, possession of the cup and a trophy to the value of the entrance fees; second, trophy value £10 10s.; third, trophy value £5 5s.

The following points were allowed: First 10 points, second 4 points, third 2 points.

THE COURSE.

Course A was used, starting at the Pile Light House and going direct to windward for 6 miles, and run back to the starting point. Distance about 12 miles.

THE START.

At 1.45 p.m. a nice start was effected by the five flag code in a dead light air from the east-north-east, and on a flood tide, Moongalba and Corella stood away to the north for a short stretch, and kept in those waters for a couple of short boards. Nettle remained in neutral zone for a time, and Miss Brisbane, E.O.J., and Maroomba made for the shoals of West Mud Island. Moongalba and Nettle soon decided on the Mud Island waters, but the Governor-General favoured a direct punch in the direction of the mark. Moongalba's move for Mud Island looked rosy for her by weathering Nettle, E.O.J., Miss Brisbane, and Maroomba, the latter being now well to leeward, the light air being no good to her. The breeze now showed signs of improvement, and in the course of a couple of boards along the north Mud Island waters, Miss Brisbane secured the weather berth, and gave bright promise for Queensland. E.O.J., and Nettle kept Miss Brisbane company, and they all had the weather of Moongalba and Maroomba. The breeze further improved and wore into the north-east by which Corella made a nice stretch on port towards the outer mark, and her position was greatly improved in consequence. The other five boats held on port along past the northern point of Mud Island, and, if anything, Miss Brisbane at the head of that portion of the fleet, stood too far towards South Passage, and got the sweep of the tide on her beam towards St. Helena. This was noticeable with all the boats as they got the tide on their beam. The breeze continued to improve and settled in from the east as the fleet worked up to the mark from Mud Island.

The Corella joined the three leaders in a good position as the latter came across on starboard. E.O.J. sailed beautifully to windward for a time on port and then stood away to starboard, while Miss Brisbane, Nettle, Corella, and Moongalba did some short board work dead to windward, the latter falling away at every move. E.O.J. 's long starboard stretch was a losing move.

The breeze still improved (though comparatively light), and Nettle went out to windward of Miss Brisbane beautifully, and Corella hung on to the latter, these three now having command as they approached the weather mark. Nettle stood for it on starboard and threw round to port under the lee of the mark unaccountably, presumably because of a doubt about which side to clear it on. This gave Miss Brisbane a chance, and she cut Nettle out in rounding the mark with a length advantage, and both crews had a tough contest for first spinnaker up. Corella was handy and going nicely into the wind, with E.O.J. and Moongalba having fallen away, while Maroomba was hopelessly beaten. The rounding times were as follow: -

Miss Brisbane,	3 hours 30 mins. 20 secs.
Nettle,	3 hours 30 mins. 23 secs.
Corella,	3 hours 31 mins. 20 secs.

E.O.J.	3 hours 32 mins. 45 secs.
Moongalba,	3 hours 33 mins. 05 secs.
Maroomba,	3 hours 42 mins. 20 secs.

Moongalba made a fine recovery on heading to the mark during the last board and capitalised with E.O.J., but by not standing far enough to weather it Moongalba had to stay again across the wake of E.O.J. and the latter squared down the wind with a couple of lengths advantage of Moongalba. Maroomba cleared the mark about 9 minutes after Moongalba. Spinnakers were up in good time, and ballooners followed on Nettle, Miss Brisbane, Corella, and E.O.J. The two leaders went down the wind with remarkably even pace, Miss Brisbane keeping well over to Mud Island, while all the others kept well out to the north. The tide ebbed for the return journey, having turned at about the end of the work to windward. The pace was rather slow, and as the two leaders approached the winning line dead level, Nettle was overtaken by a trifle extra weight of wind and hit the line with about two lengths to the good. Moongalba ran past E.O.J. and closed on Corella. The finishing times were as follow: -

Nettle,	4 hours 29 mins. 39 secs.	1
Miss Brisbane,	4 hours 29 mins. 49 secs.	2
Corella,	4 hours 31 mins. 30 secs.	3
Moongalba,	4 hours 31 mins. 53 secs.	4
E.O.J.,	4 hours 34 mins. 48 secs.	5
Maroomba	(not timed)	6

The winner received a hearty ovation and toot-toots from the flagship.

Thursday, 22nd February, 1923 – The Brisbane Courier

FORSTER CUP.

SECOND HEAT TODAY.

MEASUREMENTS OF THE YACHTS.

The second heat of the Foster Cup will be sailed in Moreton Bay today. The competitors will be the same as in the first heat: -

New South Wales - Corella, owner and skipper his Excellency the Governor General (Lord Forster); E.O.J., owner E. Milson, skipper J. L. Milson, Nettle, owner and skipper W. E. Arnott.

Queensland - Miss Brisbane, owner G. W. Whatmore, skipper N. Wright; Moongalba, owner and skipper, J. H. Whereat; Maroomba, owner and skipper H. F. Brier.

THE COURSES

On this occasion the race will be held over one of two triangular courses, set out in accordance with the prevailing breeze, to give the boats a test to windward, leading, and running free. The official description of the two courses is as follows: -

"D" triangular - Starting from an imaginary line between flag mark (red) and starter's boat moored off Pile Light, thence in a north easterly direction for a distance of two miles, to and round flag mark (red), thence in a westerly direction for a distance of two miles to and round flag mark (blue) back to and round flag mark (red) off Pile Light, twice round, and finishing between flag mark (red) off Pile Light and starter's boat. All flag marks to be kept on port hand. Distance about 12 miles.

"E" triangular - Starting from an imaginary line between flag mark (red) and starter's boat moored off Pile Light, thence in a north-westerly direction for a distance of two miles, to and round flag mark (blue), thence in an easterly direction for a distance of two miles, to and round flag mark (red) back to and round flag mark (red) off Pile Light, twice round, finishing between flag mark (red) off Pile Light and starter's boat. All flag marks to be kept on starboard hand. Distance about 12 miles.

WEATHER CONDITIONS

The forecast of the State Meteorological officer is that the breeze will be a freshening northeaster. If this forecast proves correct the boats are in for a severe test over the second lap of the course, as probably wind against tide will by that time raise a heavy sea. As the three races sailed up to the present have been held in light weather, it will be interesting to see how the local craft fare against the visitors in heavy weather. This will be the last occasion on which the Governor-General will handle Corella, as he will leave for the South on Saturday morning. Should heavy weather be encountered there seems little doubt that Lord Forster's yacht Corella will be very prominent, if not the ultimate winner. If the Nettle, the victor in the first heat, wins again she will have established herself as champion, as two wins (20 points) cannot be beaten, the points allotted being first 10, second 4 and 2.

MEASUREMENTS OF THE YACHTS

The measurements of the various craft throw light on the subject of variation in design, within the restriction limits adopted by the different designers. In the case of the five first-mentioned boats the measurements are from official sources, while that of Moongalba was supplied by Mr. Alf. Whereat.

Corella (NSW) - Length overall, 24ft 11³/₄in., length water line, 20ft 11³/₄in., maximum beam, 7ft 9¹/₄in., overhang aft 1ft 0¹/₄ in., overhang forward, 2ft 11³/₄ in., draught, 1ft 10¹/₂ in.; drop of centre board, 3ft 4in., sail area 446.8 sq. ft.

Nettle (NSW) - L.O., 23ft, L.W.L., 20ft 11¹/₂in.; M.B., 7ft 9in.; O.A., 1ft.11 in.; O.F., 2ft 11¹/₂in.; D., 1ft 11in.; D. of C., 3ft 5in.; S.A., 443.7 sq. ft.

E.O.J. (NSW) - L.O., 24ft. 11 7/8in.; L.W.L., 20ft 11 7/8in.; M.B., 7ft 9³/₄in., O.A., 1ft 0¹/₄ in.; O.F., 2ft 11³/₄in.; D., 1ft. 10¹/₂ in., D. of C., 3ft 4¹/₂ in., S.A., 446.8 sq. ft.

Miss Brisbane (Q.) - L.O., 24ft 6³/₄ in., L.W.L., 20ft 7 3/8in., M.B., 7ft 10 7/8in., O.A., 1ft 2³/₄ in.; O.F., 2ft 8 3/8in.; D. 1ft. 9in., D. of C., 3ft. 6in., S.A., 446.74 sq. ft.

Maroomba (Q.) - L.O., 24ft 10¹/₂ in.; L.W.L., 20ft 10¹/₄ in., M.B., 7ft. 11in.; O.A., 1ft 5³/₄ in., O.F., 2ft 6¹/₂in., D., 1ft 8in., D. of C., 3ft., S.A., 441.8 sq. ft.

Moongalba (Q.) - L.O., 25ft.; L.W.L., 20ft 11¹/₂ in.; M.B., 8ft.; O.A., 1ft. 2in., O.F. 2ft 10in.; D., 1ft. 8¹/₂in.; D. of C., 3ft.; S.A., 428 sq. ft.

THE COLLISION ON SATURDAY

The sailing committee inquired into the collision between Moongalba and Corella at the start of last Saturday's race. After hearing evidence, it was found that the occurrence was purely an accident, in which Moongalba's skipper was technically at fault, and it was therefore decided to disqualify Moongalba and place E.O.J. in third position.



Nettle

Friday, 23rd February, 1923 – The Brisbane Courier

THE FORSTER CUP.

NETTLE AUSTRALIAN CHAMPION WINS THE SECOND HEAT,

Enthusiasm in the present interstate yacht racing reached its highest pitch yesterday, when the second boat of the Forster Cup and championship of Australia was decided. At 12.15 p.m. the steamer Koopa left the city for the scene of the race, carrying just over 600 enthusiasts including a large number of ladies. A spirit of optimism prevailed amongst those on board, many of whom expressed the belief that the Queensland boat Miss Brisbane and her crew would win the second heat while realising that this State's representatives would need to be at their best to hold their own with those of the Southern State. As the Koopa proceeded towards the mouth of the river, it was noticed that the weather in the Bay was almost calm only a slight ripple disturbing the surface of the sea while instead of the freshening north-easter forecast by the Weather Bureau, a mild easterly wind prevailed. In view of the fact that the New South Wales boat, Nettle, had won the first heat in a light breeze, and has a great reputation as a light weather craft, dubious opinions were expressed by some of the spectators on the flagship as to the chances of the local champions. Others argued that the triangular course chosen for the day would suit the Queensland craft, as they had proved slightly superior to the Southern boats in leading and running free. Under such circumstances, with a course of eight miles running, and leading and only four to windward, it was reasonable to suppose that this State's chances were excellent. However, appearances proved deceptive, as the Southern crack, Nettle, again produced excellent form, especially to windward and running free, and won the race by a handsome margin. By this victory - her second in the two heats sailed - Nettle gains the proud position of champion of Australia, and her owner (Mr. W. E. Arnott) obtains the envied possession of the Forster Cup for the year 1922-23.

COURSE, WIND, AND TIDE.

The race on this occasion was decided over two laps of a triangular course, starting at Pile Light, thence two miles in a north westerly direction, thence two miles in an eastern direction, thence back to the starting mark, the total distance of the two laps being about 12 miles.

The wind at the start came in lightly from the east, the anemometer on Mr. J. Love's yacht Sweetheart registering a velocity of 6.8 miles per hour. The breeze increased slightly in strength during the race, halfway through the second lap reaching 10 miles per hour.

After that it again fell away and was blowing very lightly at the finish. The course provided a lead to the last mark, a work to windward to the second mark, and a fine run home. The tide was just commencing to ebb at the beginning of the race.

CORELLA BEST AT THE START

Just prior to the start the yachts were lazily sailing around, but the boom of the starter's gun - the signal for the hoisting of the five one-minute starting flags - galvanised each crew into action and manoeuvring began for windward position. As the fifth flag fluttered down the staff, and the boats made a dash for the line, it was seen that Lord Forster's handling of Corella had won for that boat pride of place, and she led the way across on the lead to the first mark, followed closely by Miss Brisbane, Moongalba, E.O.J., Nettle, and Maroomba.

MISS BRISBANE'S SPEEDY LEADING QUALITY

Ballooners were quickly hoisted and broken out on all of the boats, with the exception of Corella. Miss Brisbane, although in a bad position under the lee of E.O.J., was soon prominent. Moving with greater speed than the rest, she sailed out from her bad lee position, passing to leeward of E.O.J. and Corella in fine style, and took the lead. Once in an unbroken line of wind, she showed her heels to the fleet, and at the first rounding mark was 12sec ahead of Corella, which was 5sec ahead of E.O.J., with Moongalba and Nettle together only 3sec. behind the latter, and Maroomba 20sec further back.

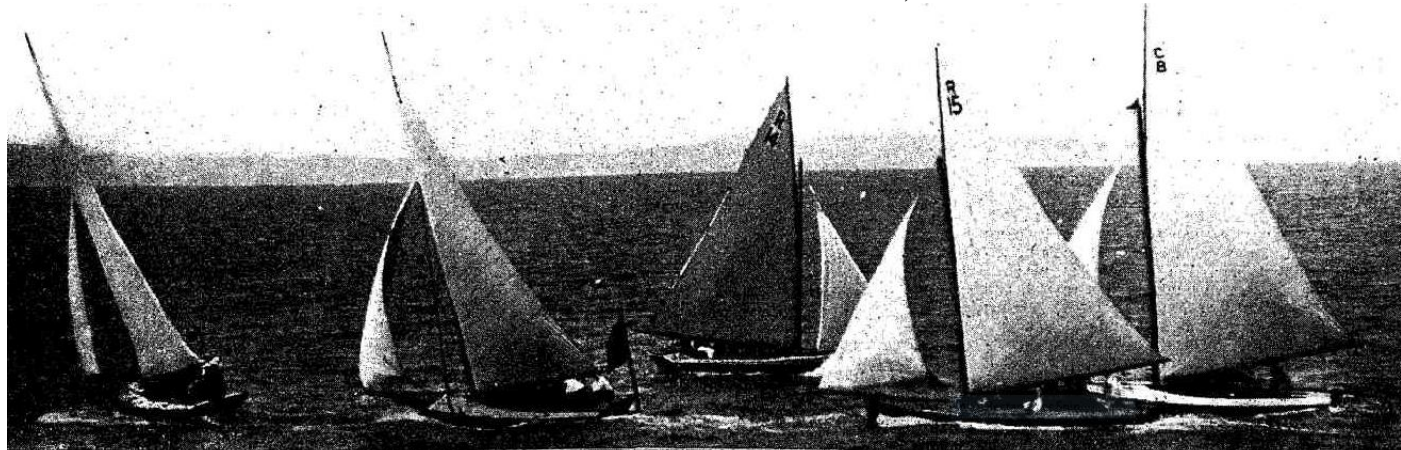
NETTLE'S FINE WINDWARD WORK

After the boats hardened sheets and settled down for the two mile windward test to the easterly mark, Miss Brisbane did so badly on the starboard tack that Corella cleared her on the first leg, while Nettle and E.O.J. rapidly closed up the gap between themselves and the local boat. It was peculiar to notice that at one stage the three Southern boats were working a course to the north of the rounding mark, while the three local craft were on the southern side, Moongalba and Maroomba making an extremely long board in the direction of Mud Island. On one leg however, Miss Brisbane kept well on to the northwards, on the starboard tack a move which turned out badly, and which many afterwards considered robbed her of the race. While it certainly did appear to be disastrous to her chances, there seems little doubt that she was not going as well on the starboard tack as on port, and the fact that she fell away below Nettle was undoubtedly because the

latter was sailing exceptionally well.

A DELIGHTFUL DISPLAY

Nettle continued to point into the eye of the wind in a way which none of the others could follow and sailed to the windward of Corella and into leading position. Her movement at this stage was delightful to watch, being her best display in Queensland water to date. E.O.J. also improved her position and worked to windward of both Miss Brisbane and Moongalba. Maroomba, still on the port tack, had fallen right away to leeward. Nearing the second mark Miss Brisbane improved her position slightly and went ahead of E.O.J. Nettle rounded this mark for the run to the Pile Light 30 seconds ahead of Corella, with Miss Brisbane one minute seven seconds behind the leader. E.O.J., which missed the mark by inches, and lost considerable ground, was 43sec behind Miss Brisbane, and Moongalba a further 1min 50sec behind Maroomba was last, over 10min behind the leader. It will thus be seen that Nettle's windward work was of such high class quality that she was 1min 27sec faster than Miss Brisbane from mark to mark, and 58sec faster than Corella.



ROUNDING THE FIRST BUOY IN THE SECOND HEAT.
Miss Brisbane (R14) leading from Corella (left). E.O.J., Moongalba (R15), and Nettle (C8).

THE FIRST RUN

The run down to the starting mark, completing the first lap, was a procession which, when the mark was reached proved of much interest, as it was found that Corella had reduced the lead of Nettle by almost a quarter of a minute, and was now only 30sec behind the leader. Miss Brisbane failed surprisingly over this leg. She lost ground to Corella to the extent of just on 1¾ min. and to Nettle to the extent of 1min., starting on the second lap 2 min. 7sec. behind the leader. E.O.J. was fourth, 3min. 9sec. behind Corella, and Moongalba next, a further 2½ min. behind, while Maroomba was out of the picture.

THE SECOND LEAD.

Over the second lead the race was also a procession, although Corella fell back, while Miss Brisbane, with a balloonier drawing nicely, slightly improved her position. At the rounding mark Nettle hardened her sheets 53sec. ahead of Corella, and 1min. 53sec. ahead of Miss Brisbane. Then came E.O.J., 1min. and Moongalba, 2¾ min. further back. Maroomba was still in the distance, and wisely retired soon after rounding this mark.

MISS BRISBANE PROMINENT

Following Nettle's showing on the first thrash to windward, it was now considered that her commanding lead and her fine windward quality would make victory certain for the Sydney boat. But all was not over, for Norman Wright, skipper of Miss Brisbane, made a move which almost wooed victory from defeat. Standing away to the east-south-east on his port tack - the one on which it was noticeable that he was doing well - he kept right on, and while Nettle and Corella worked medium tracks on the northern side of the buoy Miss Brisbane swept to windward aided by the now fast-flowing ebb tide and gradually regained her hold on the position. Breaking tack when he thought he could lay the mark, Wright judged it to a nicety, and again, aided by the tide, swept towards the buoy in fine fashion. As the three leaders neared each other it was seen that Miss Brisbane was well up with the other two, and a cheer arose as the local boat crossed ahead of Corella and closed on Nettle. The latter at this stage was engaged in a mighty effort to make the mark and it appeared as though she might fail. Failure at that moment would have meant that Miss Brisbane would have repeated the performance of Tuesday by cutting her out as they rounded, but luck and the fast-flowing ebbside helped her to weather the mark while Miss Brisbane was forced to make a short tack. Nettle rounded for home 30 seconds ahead of Miss Brisbane. The latter thus picked up 1min 23sec on Nettle on this two mile work to windward. Corella could not hold the other two and was now 1min 20sec behind Nettle. Then came E.O.J. and Moongalba, a good distance back.

NETTLE WINS

The final run was uneventful. Nettle, with spinnaker drawing nicely, sailed quietly home increasing her lead considerably and crossed the line an easy winner 2min 34sec ahead of Miss Brisbane. Corella was third, 3min. 6sec. behind Nettle. Then came E.O.J. and Moongalba.

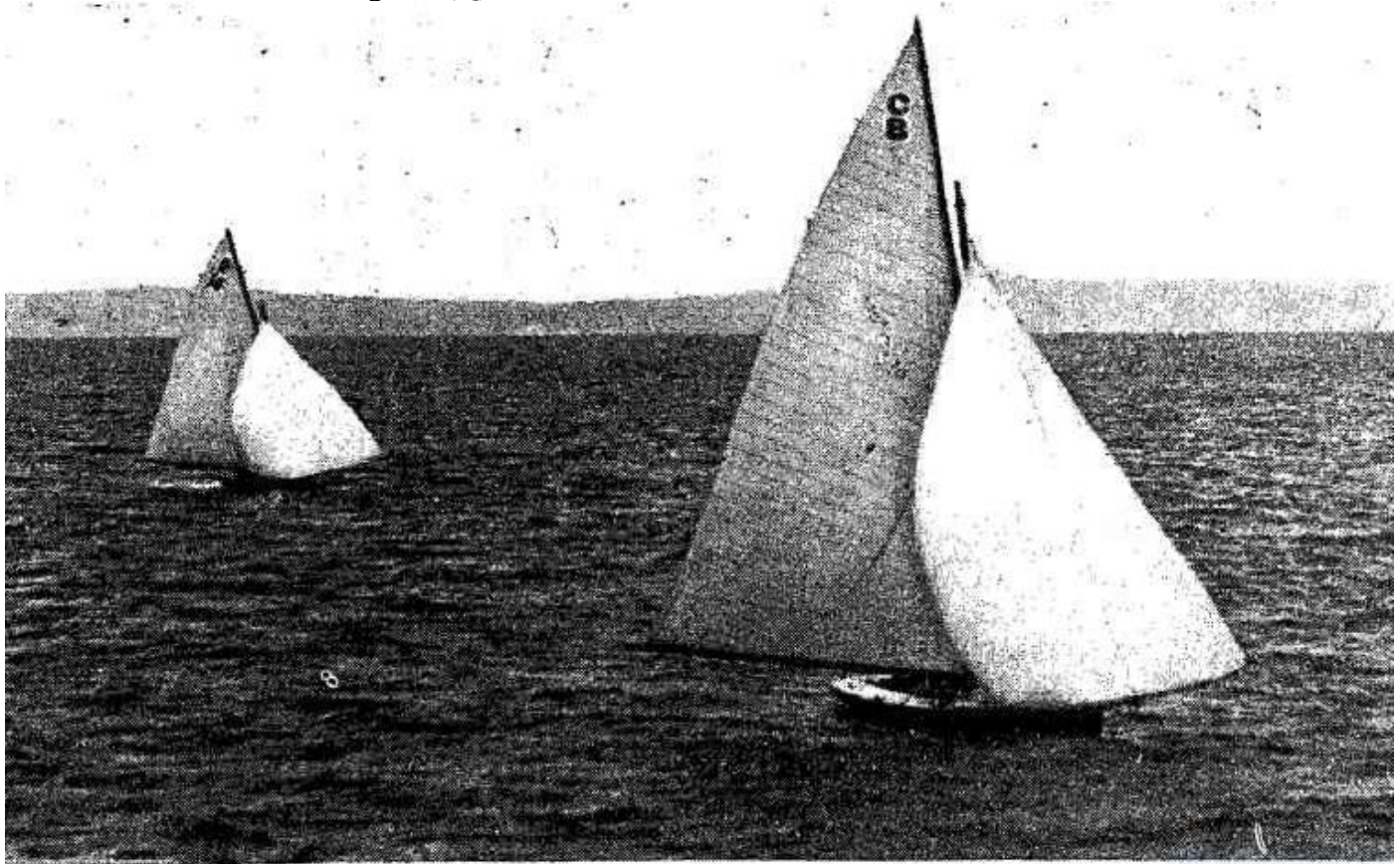
OFFICIAL TIMES

The official times were as follows -

Start - 1.49 p.m.

FINISH.

Nettle (N.S.W.)	4. 28. 47
Miss Brisbane (Q)	4. 30. 13
Corella (N.S.W.)	4. 31. 53
E.O.J. (N.S.W.)	4. 33. 31
Moongalba (Q)	4. 33. 53



FINISH OF THE SECOND HEAT.
Nettle (C8) winning from Miss Brisbane.

POINTS GAINED TO DATE

The result of the race decides the Australian championship, Nettle's two wins having won for her that honour. The points position is as follows: - Nettle 20, Miss Brisbane 8, Corella 4.

The success of Nettle is undoubtedly well deserved. In both races she has proved herself a fine craft, her windward work especially being high class. Both races have been sailed in light weather which is to the liking of Nettle and her capabilities on a heavy day have not been tried out here. It is certain however that no one begrudges the Sydney champion her well-earned honour.

FINAL TOMORROW

The third and final heat will be sailed tomorrow, when the fight for second place in the championship will be very keen.

Saturday, 24th February, 1923 – The Telegraph Brisbane

Visiting Yachtsmen Entertained at Dinner

Brilliant R.Q.Y.C Function

The dinner given in honour of the Governor-General (Lord Forster) and other visiting yachtsmen, at the Royal Queensland Yacht Club last night, was a brilliant affair.

Commodore J. Clark presided over an attendance of about 150 persons, On his right sat the Governor-General, and on his left the State Governor (Sir Matthew Nathan). The crews of the visiting yachts — Nettle (winner of the Forster Cup and Australian championship), Corella, and E.O.J. — were, given places of honour. Others present included Commander W. J. Weatherill, Captain Mulholland (A.D.C. to the Governor-General), and Mr. W. A. Douglas (an ex-commodore of the R.Q.Y.C.).

"A SAILING MAN."

In proposing the toast of "The Visitors," the chairman said that they were honoured by the visit of Lord Forster, who at that dinner, preferred to be regarded as a sailing man rather than the Governor-General of Australia. Their thanks were due to Lord Forster for that function. He had come amongst them 18 months before expecting to find a live yacht club, but they were "down and out," as it were, and his Excellency galvanised them into life. "We have had some splendid racing," the commodore continued, "and I wish to offer my congratulations to the crew of the Nettle for their splendid win. Personally, I would have liked to see more wind. The races would have been more exciting if we had had a breeze like we sometimes get in the bay."

Visiting yachtsmen generally were thanked by the chairman for their attendance at the interstate carnival purely in the interests of the sport. "I regret," he continued, "that no representatives were present from Victoria, because we adopted a class of boat which they thought was suitable for these contests. I have a feeling that if people do not come along to us, we should not go to them. I do not lay that down as a law, because probably if Victoria had only known the enthusiasm and general interest the races were to create, they would have been only too pleased to be represented. Therefore, I do not condemn them altogether, and if we have these races in Melbourne next year, I hope Queensland will be represented and give a good account of itself."

"ARE WE DOWNHEARTED?"

"Although," the commodore proceeded, "we have not been so successful as we would have wished on this occasion, I would like to ask our members: Are we downhearted?"

Chorus: "No," and applause.

Commodore Clark: I think we have learnt things from the visiting yachtsmen. One thing that struck me very forcibly was the superiority of their sails. That superiority was an outstanding feature of the races. I would like some of those gentlemen to let us Brisbane fellows know where they get them from. (Laughter.)

Mr. W. A. Douglas, in supporting the toast, said the Governor-General had been the backbone of the 21-foot class, and they honoured him for that. Two years ago, the 21-foot class in any of the States was almost non-existent, but through the enthusiasm and influence of his Excellency and the Sydney yachtsmen matters had reached the present encouraging stage. He did not like to leave out Melbourne yachtsmen because they were good sportsmen, and there must be some reason why they did not come to Brisbane. It was absolutely puzzling to them that Victoria did not send, not merely one boat, but three boats.

The toast was honoured with enthusiasm.

LORD FORSTER IN REPLY.

When Lord Forster rose to respond, he received an ovation. He thanked the R.Q.Y.C. for their splendid hospitality. "You have given us," he said, "a royal time. From the moment I arrived here I heard from the members of the various visiting crews how splendid were the arrangements made for their comfort and entertainment. We assure you that we shall carry away with us when we leave Brisbane a very lively recollection of your most generous hospitality. Our visit has been full of enjoyment, and we shall all look forward to the next occasion on which the race for the Forster Cup will take place in Brisbane." His Excellency also gave expression to the regret he felt that Victoria was not represented at the carnival. He had hoped, if it had been possible, for New South Wales to send a full team of three, that Corella would have represented Victoria. But he had always held the view that as the Corella was Sydney built, was manned by a Sydney crew, and her sails for the Forster Cup race were made in Sydney, if she were wanted as a New South Wales representative she had got to take on the job. He had hoped they would have made a start in Victoria, before now with the new boats of the 21-foot restricted class, but circumstances in Melbourne were a little difficult. The yachtsmen there were not too well blessed with this world's goods, and he did not think they quite realised how they should set about getting boats at an insignificant cost for individuals. You in the R.Q.Y.C. had shown them how to do it. He had great hopes that when he returned to Melbourne and told them what the sporting spirit of the R.Q.Y.C. had done for the class in Brisbane, they would have a good

class of 21-footers next year, and Queenslanders and New South Welshmen would find there something to beat.

"AN UNFORTUNATE OCCURENCE"

His Excellency declared that the arrangements made for the conduct of the races in the present series were admirable. They found no difficulty in picking out the marks on the triangular course. His only disappointment was the unfortunate occurrence between the Brisbane and Sydney commodores. It was one of those occurrences which happened through sheer oversight. It was a bitter disappointment to him. He felt it deeply because he knew what great disappointment it was to his crew, his rivals, and the public, who naturally wanted -

A voice: To see you win!

Lord Forster: I would not say that — but to see how I got on. All they could do was to see how I got out. (Laughter.) If this had to happen to anybody, I am rather glad it happened to me because it showed the public the rigidity of yachting rules. It showed the public that whether a man be "A.A." or "B.B." or "G.G." — (laughter) — he cannot break the rules which are framed to secure the safety of the craft and crews. Messrs. W. E. Arnott (the Nettle's skipper), J. L. Milson (E.O.J.), and P. J. Doran (Corella) also replied.

Monday, 26th February, 1923 – The Brisbane Courier

MISS BRISBANE WINS.

QUEENSLAND BOAT'S BRILLIANCY.

THIRD HEAT OF THE FORSTER CUP.

The interstate yachting carnival, held under the auspices of the Royal Queensland Yacht Club, was concluded on Saturday, when the third of the three boats for the Forster Cup and championship of Australia for yachts of the 21-25 feet restricted class was decided over a course on Moreton Bay. This third heat actually had no bearing on the possession of the cup or championship, as both had already been won by the Sydney boat Nettle, by virtue of her successive victories in the first two heats, the main item at stake being the fight for the trophies allotted for second and third places in the championship, and a special trophy for the winner of the third event. Interest, however, centred in the further meeting of the two champions, Nettle and Miss Brisbane as it was considered by many that the latter would show the Sydney boat a clean pair of heels in this race, should a decent breeze be experienced, so that the weather forecast of a freshening northerly added zest to the expectation of a stirring duel between the two. In the four races sailed prior to today's event Nettle had obtained two firsts, a second and a third, while Miss Brisbane's performance was slightly better than that of the Sydney boat, she having two wins and two seconds to her credit.

A further item of interest was the fact that Mr. F. Doran was at the helm of Corella, and, as he had pushed Miss Brisbane so close with that boat in the Albert Cup race, another contest between them under the same conditions was eagerly looked forward to.

The steamer Koopa acted as flagship and left the city soon after noon, carrying a large crowd of spectators. The officials were: - Starters and judges Messrs. F.E. Wood and C. B. Fox; sailing committee Messrs. W.A. Douglas, F. M. Hart, T. Goodall, and F. C. Wishart.

COURSE, WIND, AND TIDE

The course was a splendid test of six miles to windward in a north easterly direction from the Pile Light, and a run back to the starting mark. The wind blew moderately from the nor'-nor-east with a velocity of 9.1 miles per hour and the tide was at the top of the flood at the commencement of the race. At the turning mark the force of the wind had slightly decreased, being 8.2 miles per hour.

NETTLE OBTAINS WINDWARD POSITION

Everything promised well for a splendid race as the five one minute starting flags fell one by one, and the boom of the starter's gun, as the final flag fluttered down the staff, saw Nettle flash to windward of the fleet and commence the long journey with the honours of the start all her own. Corella's skipper, in a move to put the fleet under his lee, misjudged his distance and lost considerable ground. E.O.J. and Moongalba soon broke tack and stood away on the starboard leg northwards while the others on the port tack headed towards Mud Island.

NETTLE TAKES NO CHANCES.

Miss Brisbane was the first of the Mud Island bunch to break tack, followed soon after by Nettle, the latter still in weather position, it being evident that Arnott was taking no chances and intended to keep Wright ever under his lee. Board for board the two continued, the slightly better windward movement of Nettle enabling her to maintain her weather position. Meanwhile, E.O.J.'s skipper had, as usual, sailed a course of his own,

keeping north westwards on the starboard tack till he was almost a speck in the distance and Moongalba and Maroomba had done likewise towards the east-south-east on the port leg.

MISS BRISBANE SAILS THROUGH NETTLE'S LEE.

After half an hour's sailing Miss Brisbane commenced to show improved form, and by splendid windward movement on the port tack sailed from a bad position about 20yds under Nettle's lee right across the champion's bows into weather position. Continuing to eat well into the eye of the wind the local craft in the ensuing quarter of an hour's sailing must have gained at least half a minute on her rival. It was a splendid piece of work. Nettle soon afterwards broke tack, and as she neared Corella it was seen that the latter had made good on a long starboard leg to the northeast, while E.O.J.'s move to the northwest had also turned up trumps, and both were well ahead of Nettle. The position of the leading four at this stage was: - Miss Brisbane, E.O.J., Corella, and Nettle, with only a couple of minutes between the bunch. Mr. Jas Love, in his yacht Sweetheart, in true sporting spirit, now sacrificed his view of the race by moving across the bay to locate the mark, and anchoring near it, hung there until the boats rounded. With the position of the mark known, short tacks became the order with the leaders, Miss Brisbane showing superior speed through the water and climbing to windward better than the rest.

MISS BRISBANE PLAYS A LONE HAND.

Nettle was not displaying her form of the earlier tests and had fallen back. Miss Brisbane at this stage must have been almost a couple of minutes in the lead. Seeing himself beaten, Arnott in an endeavour to retrieve the situation, stood away on a long port tack towards the sandhills on Moreton Island, while Doran, apparently on a similar mission headed Corella northwards on a long starboard leg. E.O.J. kept handy to Miss Brisbane and by better movement considerably reduced the gap between herself and the leader. It was admirable tactics on the part of the three New South Wales skippers, who apparently were ready to sacrifice individual honours to gain victory for their State. With three against one, the local champion was up against it, for, as the rounding mark was neared, it became apparent that Nettle's move had been successful. Running into an easterly slant in the breeze, Nettle put about and hopped along on the starboard leg, with the ebb-tide under her, listing to the gunwales, her white decks glistening in the sunshine, and rapidly made towards the mark. It was also on the starboard leg that Nettle showed such splendid movement in the first heat.

NETTLE IN THE PICTURE.

As the boats closed on the mark it was realised that the gap between Miss Brisbane and Nettle no longer existed, and the former's almost assured victory had been turned into a struggle to even reach the turning mark with her nose in front. Corella had been sacrificed for the honour of her State, for her northern leg proved disastrous, and she was now in a hopeless position many minutes behind the leaders.

MISS BRISBANE ROUNDS IN FRONT.

Nettle's skipper had judged the mark with admirable precision, and as Miss Brisbane made for it by means of a couple of short tacks the former rapidly closed on her, while the spectators anxiously awaited the meeting of the two as most thought that first round meant first home. However, Miss Brisbane just got there, and, amidst cheers from the flagship, jibed her sail for the long journey to the finish as Nettle changed from starboard to port right on the buoy, and swung her sail across as she rounded 17sec. behind the leader. E.O.J. quickly followed Nettle, being only 43sec behind the leader. Moongalba's skipper had persevered with his long log South Passageways, and the easterly slant which so strongly favoured Nettle also blew kindly in his direction to such an extent that when he reached the buoy, of which he had accurately judged the position, he found himself not, as everybody thought, many minutes behind, but only 3min. 25sec. The consequences of Corella's move were realised when she was seen to round 8min. 45sec. behind Miss Brisbane. Poor old Maroomba plugged away, and rounded 11½ min behind the leader.

SMART WORK WITH EXTRAS.

As the boats successively cleared the mark it was noticeable that the forward hands of both Miss Brisbane and Moongalba were quicker in booming out the spinnaker than the men of the Southern boats.

THE HOME RUN.

Apparently the location of the Pile Light was a little vague to Wright, as he jibed his sail to port at the mark, a proceeding followed by the three boats next in order, but, whatever it was, he soon found the run too proud for free movements, and again jibed, followed by Moongalba, while Nettle and E.O.J. held on without changing over. The success of the change was soon apparent, as from this out Miss Brisbane moved with greater freedom than the others, and sailed away from the fleet, while Nettle slightly improved her position in front of E.O.J.

MISS BRISBANE WINS.

The rest of the journey proved uneventful, but Nettle and E.O.J. were eventually forced to jibe. As the finish was neared the pleased faces of the spectators on the flagship, in direct contrast to those of Thursday, proclaimed the victory for Queensland was now a foregone conclusion, and Miss Brisbane sped across the line, a splendid winner of a splendid race, 1 min. 25sec. ahead of the Australian champion, Nettle. E.O.J. reached the mark in third position 2min. 15sec. behind, the winner. Moongalba, in fourth place, finished 5min. 52sec. after Miss Brisbane. Corella, fifth, and Maroomba, sixth, were not timed.

CHAMPIONSHIP POINTS.

The completed championship points are: Nettle. 24; Miss Brisbane, 18; Corella 4; E.O.J., 2. Miss Brisbane thus gains the championship runner-up trophy of £10/10/, and Corella the third placed trophy of £5/5/.

MISS BRISBANE MOST SUCCESSFUL BOAT.

The success of Miss Brisbane in this race goes far to prove the champion quality of the boat. In the series of five races held during the present carnival she has a much better record than that of the Australian champion Nettle, having won three of the events, and been placed second, twice, to the latter's two wins, two seconds, and a third. Miss Brisbane is entered for the Beace, Waley, and Clark trophies to be sailed on Sydney Harbour, in March, and, in view of her splendid performances in the present carnival, it is to be hoped that her owner will see fit to send the Queensland champion South.

The R.Q.Y.C. arrangements throughout the carnival, from a racing point of view, were excellent. The racing went far to prove the utility of the restricted yacht, which is pretty, handy, and has fine weather qualities, and, as a result of the carnival, the craft is bound to gain greatly increased popularity with the general public.

John Maclurcan, May 2023

Postscript

In 2023, the Forster Cup was carefully packed and sent to the Wooden Boat Festival in Hobart for Display.

