

Interstate Challenge 1904

Wednesday, 15th July, 1903 – The Daily Telegraph

SAILING

Arrangements for the proposed inauguration of interstate racing are to be handed over to a joint committee of the Royal Sydney Yacht Squadron and the Prince Alfred Yacht Club. At a recent meeting of yachtsmen at the Australia Hotel, Mr. C. E. Waters explained the progress that had been made towards establishing an interstate perpetual challenge cup, and the conditions under which it was suggested the trophy should be competed for. The first series of races have already been arranged between Sayonara, representing Victoria, Bona, New South Wales. The first contest will take place early in January next, and, as already announced, Mr. Gollin will sail his craft round from Port Phillip. Mr. Waters is to be congratulated on the interest he has taken in bringing the matter to a head.

Monday, 27th July, 1903 – The Australian Star

Sailing.

Arrangements for the Inter-State yachting contest have been vested in a committee of three members each of the Prince Alfred Yacht Club and the Royal Sydney Yacht Squadron, at least the P.A.Y.C. has elected a committee for that purpose and requested the Royals to do likewise. So far, no reply has been received from the senior club, probably on account of no club meeting having been held since. It is doubtful whether the Royals will favourably consider such a proposition. That body may prefer the Yacht Racing Association taking the matter up, but, on the other hand, the P.A.Y.C. is against such a move. Should the Royals fail to take a hand the P.A.Y.C. will complete the arrangements, but it is to be hoped that the two clubs will govern the contest.

It was suggested and considered in certain quarters that one of the 30-footers should represent this State against Mr. Gollin's Sayonara, but as the Bona herself is already a trifle smaller than the Victorian craft and will receive a small time allowance, the race would lose all interest with a much smaller yacht in the field against the Victorian flyer. Bona's chance seems second to none.

Friday, 23rd October, 1903 – Evening News

SAILING.

THE INTERSTATE YACHT RACE.

The arrangements for the series of races outside Sydney Heads between the Melbourne yacht Sayonara and the Sydney yacht Bona during the first week in January are practically complete. The committees appointed in the States of Victoria and New South Wales have agreed upon conditions of which the following is a summary: — "The races shall be conducted under the rules and regulations prescribed by the British Yacht Racing Association, 1903, with the following modifications: 1. Neither yacht shall have more than two paid hands on board during a race, and they (if any) shall be included in calculating the total number of persons on board. Every person on board other than the paid hands shall be a member of a yacht club of either State. No paid hand shall be allowed to touch the tiller during a race. If requested by the representatives of either State, a deputy on their behalf shall be permitted to go as a passenger on the yacht of the other State during the races, and such person shall not count as one of the crew and shall not aid in working the vessel. Rule 17 shall be waived by both competitors. Courses: These shall be laid in open water, clear of headlands — the first race 10 knots to windward or leeward and return, the second a triangular race of 21 knots, and the third, if necessary, the same course as the first. The races shall be under the management and control of the sailing committee, consisting of the managing representatives of this (N.S.W.) State; and in case of any dispute or protest, the matter shall be referred to the Sydney Yacht Racing Association, whose decision shall be final. Every reasonable facility shall be given to the representatives of both States for inspection of the competing yachts, and for checking measurements, marks, sail area, and such other matters as may fall within the scope of an official measurer's duty." The Victorian representatives have requested that the trophy shall become the property of the owner of the winning yacht, leaving it optional for the winner to offer the cup, if he chooses, as a perpetual challenge cup.

Saturday, 14th November, 1903 – The Sydney Morning Herald

INTERSTATE YACHT RACE.

Arrangements have been finally settled between the Royal Yacht Club of Victoria and the committee appointed by the two Sydney yacht clubs for the carrying out of the proposed interstate yacht race between Sayonara and a Sydney craft, to be selected. The contest will take place off Sydney Heads early in January and will be decided by the best two out of three events. The first race will probably be held on a Saturday and will be over a course 10 knots to windward or leeward and return. The next will be held on the following Monday, over a triangular course of 21 knots, and a third race, if necessary, on Tuesday, over a course similar to the first race. The contest will be under the British Y.R.A. rules. A 50-guinea trophy is to be subscribed for entirely by Sydney yachtsmen and will be handed over to the owner of the winning yacht. It is the intention of the Prince Alfred Yacht Club to nominate Bona as their representative and if the Royal Sydney Yacht Squadron should also decide to put a boat forward, it will be necessary to sail trial races to

decide which craft shall defend the cup. There are one or two points yet to be decided before a perpetual challenge cup can be instituted but a discussion on these points is held in abeyance until the arrival of the Victorian representative when a conference will be held between the delegates of the two States. The main points at issue are: - First as to the size of the yacht; second, whether the cup should be open to challenge by any of the Australian States and New Zealand and third whether the yacht should proceed to the place of contest on her own bottom.

The Victorians contend that the races should be confined to Victoria and New South Wales, and that the vessels should be large enough (about 42 rating is proposed) to proceed from port to port under their own sail. They also urge that a smaller craft would be of very little use in their waters, and further that the larger craft would create more public interest. On the other hand, 30 or 36 footers are found to be much more suitable to our harbour and are small enough to be easily transported on the deck of a steamer to wherever the race was to take place. This in itself is a strong argument in its favour, for even if the danger of the voyage could be eliminated, the time occupied on the journey must be a militant factor. If it is decided to throw the cup open to all the colonies it will be almost imperative to adopt the smaller size craft, as there are but few amateurs who could afford the time to sail, say, to Auckland and back. The cost of having someone able to navigate the vessel would also be a considerable item in the cost, and further it is doubtful if bad weather were met with, whether it would be possible to make the journey in an ordinary racing craft. As previously stated, Mr. Gollin intends to personally sail his boat round.

Thursday, 24th December, 1903 – The Sydney Morning Herald

INTERSTATE YACHT RACE.

It has been decided, subject, of course, to Sayonara arriving in time, to hold the first interstate race on Saturday, January 9, the second contest will be on the following Monday, and if a third is necessary, it will be sailed the next day (Tuesday). The cup, which has been subscribed for by members of the Royal Sydney Yacht Squadron and the Prince Alfred Yacht Club, will be on view at Paling's in George-street, from today. It is a handsome Irish bowl design and is valued at 45 guineas.

Friday, 1st January, 1904 – The Daily Telegraph

INTER-STATE YACHT RACE.

VICTORIA V. NEW SOUTH WALES.

Since 1888. upwards of 15 years ago, no interstate yacht racing has taken place. In 1883 the little 6-tonner Doris, owned by the late Dr. Milford (then Commodore of the Prince Alfred Yacht Club) sailed round to Melbourne, and succeeded in easily defeating her class boats.

Three years afterwards a challenge was issued by the late Sir William Clarke to race his 30-ton yacht Janet against any yacht in Port Jackson. The challenge was speedily accepted by Mr. A. G. Milson with the Waitangi, 21 tons, and Mr. A. Fairfax with Magic, 29 tons. The three yachts sailed a series of races, with the result that Waitangi proved the victor. The cognoscenti of Sydney at the time had pinned their faith on Magic but were disappointed. Waitangi, on this occasion, won a fifty-guinea cup, subscribed for by the Royal Sydney Yacht Squadron and the Royal Victorian Yacht Club.

The next time yachts of both States met was in 1888, when, at a regatta held in Port Phillip, two New South Wales yachts were first and second. Era, 40 tons (A. G. Milson), was the winner, with Volunteer (W. P. Smairl) second. South Australia was represented in this race by Wanderer; and Victoria's representatives were Taniwha, Janet, and Iduna.

Two Victorian yachts, Uira and White Wings, were brought round to Sydney to take part in the anniversary regatta of 1900, but, owing to the death of the late Queen, the regatta was postponed indefinitely. This, of course, occasioned the early return of both of the southern competitors, and until recently nothing has been heard of an inter-State race. Mr. Alfred Gollin (late Commodore, Royal Yacht Club of Victoria) announced his intention of sailing his yacht Sayonara round to Sydney and challenged to race any of our local boats in open water. Of course, Bona was the boat immediately selected to meet the challenger, and the races will take place on January 9, 11, and 13.

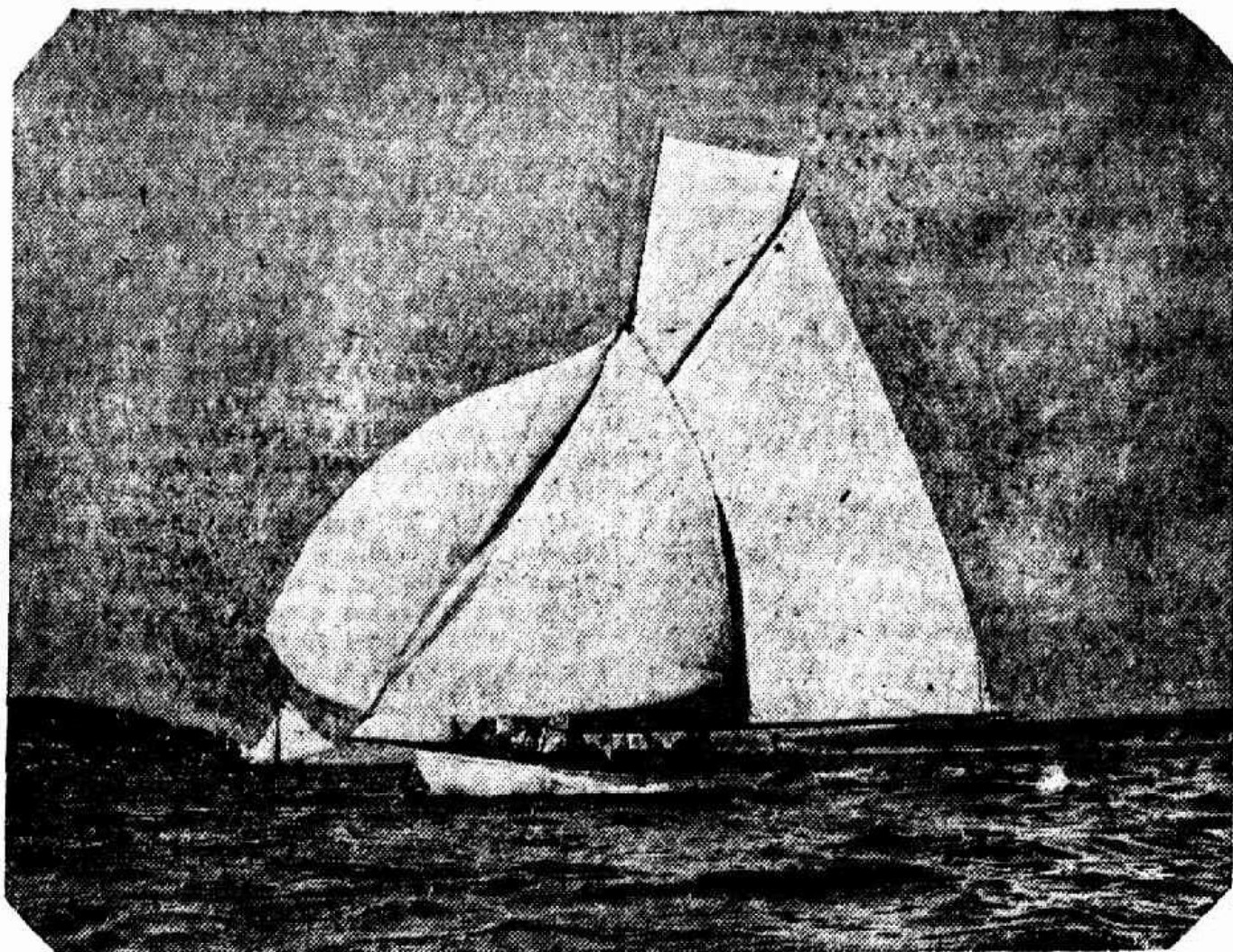
The Victorian yacht is a Fife-designed craft and was built by McFarlane of Adelaide, in 1897. Her dimensions are 58ft. length overall, 10ft. 8in. beam. 7ft. draught. She is more of a cruiser than a racer type, but with a view to the inter-State contest, she has been cutter-rigged. Hollow spars from America have been imported, and a new suit of sails from the well-known firm of Ratsey and Lapthorne has also been brought out.

The New South Wales representative is the well-known Bona, built to the order of Mr. J. E. Chinnery by C. Bailey, junr., of Auckland, in 1900. This yacht measures 53ft. length overall, 36.16ft. waterline, 9ft. 6in. beam. It will thus be seen that the Sayonara is slightly the larger of the two. and in a course of 20 miles will have to allow Bona a handicap of a little over 3 minutes.

ARRIVAL OF THE SAYONARA.

The yacht Sayonara was anxiously looked for yesterday, and it was not until a late hour last evening that she put in an appearance off the Heads. The wind was light at the time, and the Royal Sydney Yacht Squadron despatched a launch

to her assistance to bring her to moorings to Careening Cove. Mr. A. Gollin, the owner, and the crew will be the guests of the club during their stay in Sydney. The Sayonara was delayed by adverse weather at the outset of the trip and had to take shelter in Waterloo Bay for some time. After leaving there however she had favourable southerly winds and made very good progress. She was signalled at Green Cape at 11.10 a.m. on Tuesday and passed Jervis Bay at 7.35 p.m. the following day. The wind then fell light, and a southerly current hampered the yacht. Thence to arrival progress was slow.



THE SYDNEY YACHT BONA,

Sunday, 3rd January, 1904 – The Sunday Sun

Ocean Yachting.

The Sayonara's Voyage.

A ROUGH TRIP

It is 17 years since a yacht voyaged between Sydney and Melbourne to race, when Mr. Alfred Gollin's yacht Sayonara started out from Melbourne on Saturday morning, the 19th ultimo, at 12.20 o'clock, for Sydney. Mr. Gollin had some time previously challenged the crack Sydney, yacht Bona, to a contest, and the defi having been accepted the Sayonara sailed right round to Sydney to try conclusions. Her crew consisted of Mr. Gollin himself, who was making his first ocean trip in a yacht, Mr. W. J. Robb, Mr. W. J. Newbigin, Mr. E. S. Holroyd, Mr. T. Hogg (all amateurs), and two professional hands. After 13 days' jogging up and down at sea, sometimes in gales, and sometimes in calms, the little vessel arrived in Sydney Heads on New' Year's Day.

In an interview with a "Sun" representative Mr. Gollin last evening told a tale of the voyage round full of incident. He said that the Sayonara started out in fine weather and had got 60 miles from port on her voyage when a strong S.E. gale arose, and she was compelled to run for shelter. She put into Cowes and after a short stay made another attempt. But after going 60 miles she had again to put back for shelter, as heavy headwinds and a big sea proved too much for the yacht.

In the next attempt to get to sea, the Sayonara was more successful but was soon plunging into another rising gale from the S.E., the venturesome yachtsmen being determined to push on to Sydney. Nearing Wilson's Promontory,

another big blow was encountered, and at 3 o'clock one morning a big wave buried the yacht hut no water got below. At daybreak the weather was very bad, and it was found impossible to weather the Promontory, and as a heavy fog began to rise the Sayonara was put about for Oberon Bay,

There the party made an excursion after fresh water but found none. "There were no signs of life excepting plenty of dingoes." said Mr. Gollin. The yacht had it may here be mentioned, begun her voyage with her tank full of fresh water and 10 kerosene tins filled as well. There was also on board fresh bread for four days. When the latter ran out two yachtsmen lived on biscuits and tinned meats. "Regular meals were impossible," continued the Victorian yachtsman, "and we had to dig our meals out of a tin with a penknife or as best we could." The Sayonara was in Oberon Bay three nights and four days, but it must be said of her plucky crew that an attempt was made each day to face the weather, but it was too bad. However, the chance came at last, and the Promontory was rounded on Sunday, the 27th ultimo. The little ship soon ran right into a blinding rain squall. As it got worse the yacht put into Waterloo Bay, but as the blow abated a few hours later she was again turned Sydneywards.

Then followed a long succession of calms and light head winds. Mr. Gollin describes them, in fact, as flat calms, with a heavy swell. It rained almost the whole time, and for 60 or 70 hours not a glimpse of the sun was seen. Since leaving Waterloo Bay the little vessel had stood well to sea and no land was sighted until Montague Island was abeam, and then Gabo. Very light weather delayed progress up the coast. In fact, the yacht had to be paddled in through the Heads, and here Mr. Gollin remarked that with so much light weather at the end of the trip the voyage became monotonous.

On Wednesday last a steamer was sighted bearing down on the yacht. It proved to be the Wakatipu, and Captain Livingstone inquired of the yachtsmen. If all was well, and if any assistance were needed, and on being told all was well he proceeded on his voyage. Mr. Gollin could not be too profuse in his praise of the captain and said the steamer's visit (she had gone some miles out of her course to speak the yacht) cheered all hands and made them feel quite at home again, for everyone was beginning to feel the length of the voyage on such a tiny craft.

All hands were glad when the Sayonara passed through Sydney Head at 5 o'clock on New Year's morning, for they were stiff from lack of exercise, as they had had to get about on hands and knees at sea, and fresh food was found to be quite a luxury. Mr. Gollin though says that during the bad weather the yacht behaved wonderfully well. Port and starboard watches were kept by the entire crew, all hands doing four hour watches each. She of course carried a dingy stowed on the skylight.

Mr. Robb did all the navigating and was absolutely correct in all his calculations. He was never out of his reckoning, a very creditable performance for his first attempt, and as Mr. Gollin mentioned this part of the tale it was evident he had every confidence in his "navigator."

Ships sighted during the voyage were the Italian vessel Fortunato Figari, which shortly after collided disastrously with the steamer Coogee; the Perth, and the Barbarossa. While the fresh Winds lasted the yacht averaged seven knots per hour; and when the opportunity offered she carried every stitch of canvas aboard,

Concerning her races with the Bona, Mr. Gollin says that the Sayonara has not yet had an opportunity of stretching her new English sails, and is for the first time under cutter rig, having been built for a cruiser. He hopes that the races, the first of which will be sailed on Saturday next outside the Heads, will be close contests.

The Sayonara, it may be mentioned, is a facsimile of the Fife-designed yacht Cerigo, which was phenomenally successful in English waters. She will carry 21,000 square feet of canvas in racing trim.

Questioned as to whether the voyage to Sydney was an enjoyable one, Mr. Gollin said, "Yes; but it got very weary, for progress was slow." In response to a query as to whether he might challenge again if beaten this time he smiled and said, "Well, you can depend that the Victorians will not allow the cup to stay in Sydney — If the Victorian yachtsmen do not challenge again, I will."

If Mr. Gollin has enough time to spare he says he is very anxious to sail back to Melbourne in the Sayonara.

Monday, 11th January, 1904 – The Daily Telegraph

INTER-STATE YACHT RACE.

VICTORIA V. NEW SOUTH WALES.

SAYONAR (VIC.) WINS THE FIRST EVENT.

The Victorian yacht Sayonara on Saturday afternoon won the first of a series of three interstate races against the New South Wales representative Bona. Mr. Alfred Gollin, owner of the winning craft, had sailed Sayonara round from Port Phillip specially for the contest, and local yachting supporters have not been slow to recognise his pluck and sportsmanship in undertaking the task. This was amply demonstrated at the finish of Saturday's race, when, despite a slight tinge of disappointment at the non-success of the home representative, Sayonara's victory was proclaimed with hearty cheers by the large number of spectators. That Mr. Gollin had made no mistake in stipulating that the course for each race should be laid outside Port Jackson Heads was clearly evidenced before the boats had proceeded far on their journey on Saturday. Mr. Sid. Dempster, who steered Bona, gained a decided advantage at the start, but on the first long tack out to sea Sayonara showed much better weatherly qualities than her rival, and besides pointing higher, made better pace in the seaway. Nearing the 10-mile flag the Victorian champion had opened out a substantial lead,

but her skipper overshot the mark by a long distance, and here, again, the local skipper was quick to profit by the other's mistake and gained several minutes in consequence. Bona made a better race of it before the wind and was eventually only beaten by 1min. 26sec. outside her time. Mr. Dempster handled the local boat in excellent style, and it was no fault of his that she suffered defeat. The contest was sailed under even conditions and though the breeze was fairly hard from north-north-east, there was very little sea to speak of. One thing was made perfectly clear. Bona is not of the type for "outside" racing, and her rival is certainly in every respect a more wholesome craft for deep-sea sailing. The great interest taken in the race was shown by the number of steamers and craft of various descriptions that followed the yachts, and the large crowd which waited for the finish at The Gap, Watson's Bay. The Cobar carried the officials and press, but owing to this steamer having to keep well ahead of the yachts to lay the course, very little of the contest was witnessed by those on board. This was to be regretted, as those present also comprised the subscribers who had provided the funds for the race, and who, naturally, expected to be shown some consideration. On the other hand, an excellent view was obtained from the Greyhound, which had been chartered by the Royal Sydney Yacht Squadron. The s.s. Newcastle carried the general public, and though it was known that the early start would prevent those on board from seeing the first portion of the contest, she was densely crowded. Generally speaking, the arrangements were well carried out, and the committee of management, and particularly the hon. secretary (Mr. L. C. Waterman), are to be congratulated on the result.

The start was at 1 o'clock from a line between two flag marks midway between North and South Heads, and the course was round a flag mark 10 miles to windward and return. Five minutes before the start a Blue Peter was hoisted, and a gun fired on the committee steamer, and the flag was lowered and another gun fired as the signal to start. At the same time the signal "AQH" was sent up on the Cobar to signify that the rounding mark would be laid north-north-east, which was dead to windward from the start.

The race was sailed under Y.R.A. rules. Mr. T. H. Kelly was commodore of the day; Mr. A. G. Milson acted as starter and judge, and there were two timekeepers — Messrs. J. A. Minnett and E. W. Heywood.



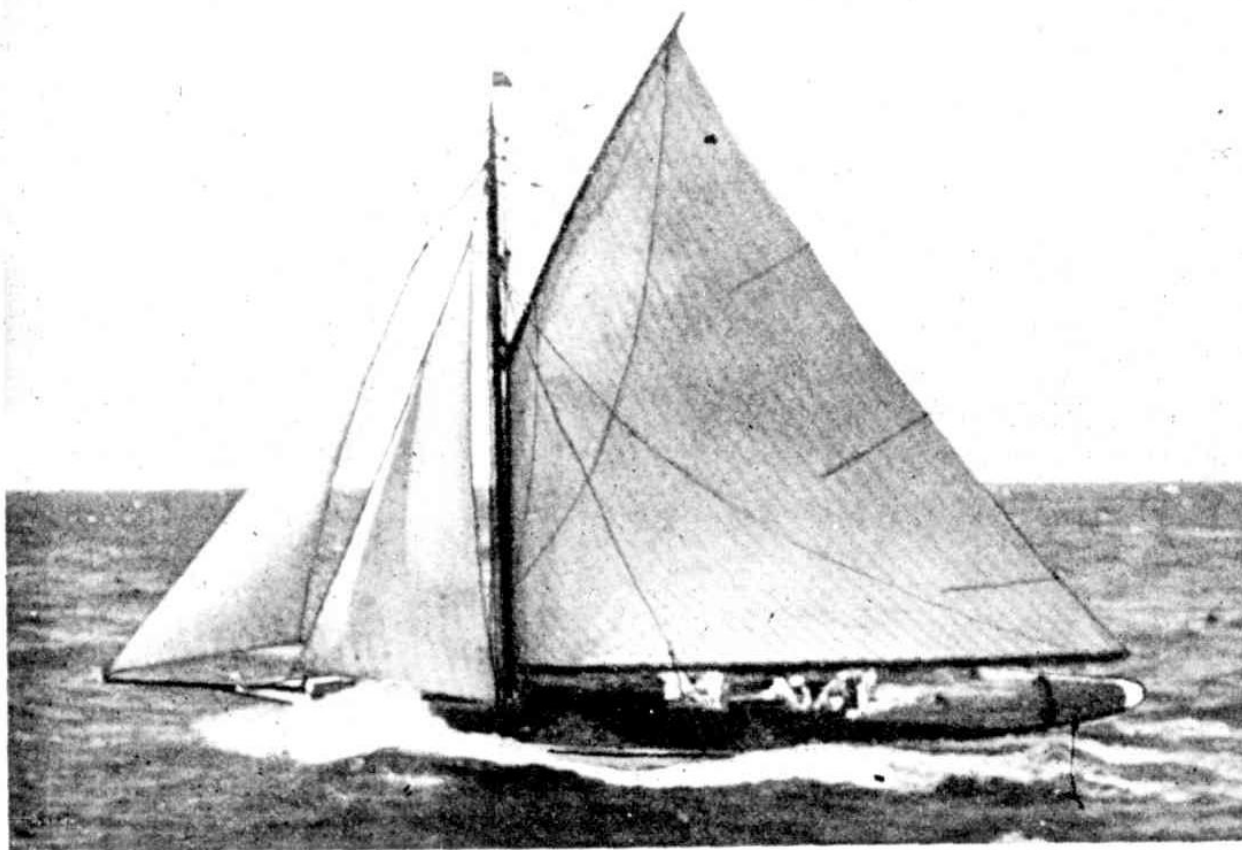
W. Newbigin, J. Dalton, G. Henty, F. Davies, W. F. Langdon, S. Amess
W. J. Robb (Helmsman), A. Gollin (Owner), T. Hogg, S. E. Holroyd.

THE RACE.

Sayonara (Vic.), A. Gollin, 42.4 ruling, scratch, skipper W. Robb 1; Bona (N.S.W.). H. Binnie, 40.2 rating, 2min. 08sec. skipper S. M. Dempster. 2. The breeze came in early from north-north east and during the race it was blowing fairly fresh from that quarter. Prior to the start both yachts were manoeuvring between the Heads, and though local opinion favoured Bona the Victorian craft certainly pleased those who had not previously seen her under canvas. Both had their topsails stowed, and though Sayonara looked a much bigger bodied boat she had much larger sails to drive

her through the water. The signal was given at 1 o'clock, and Bona crossed the line on the port tack 30sec. later. At this time, Sayonara was some distance away, and the visiting craft eventually followed 1min. 7sec. behind her rival. Bona held her lead for some time, but it was seen that Sayonara was holding a better wind, besides being very much more at home in the short jumpy sea which the yachts had to face on this tack. Gradually the Victorian "rep." overhauled the other, and after being some 40min. on this stretch Bona put about on the starboard tack. Sayonara followed suit almost immediately, and it was now seen that she had gained a serviceable lead. Thence both craft made one long board inshore, and the further they went the more Sayonara widened the gap. In fact, the visitor was not troubled in the slightest by the sea, while Bona simply flopped into it and kept sagging to leeward all the time. The leading craft remained on this tack for 1h. 37min., and when at last she came about for the mark it was seen that she had gone altogether too far. Bona's skipper, on the other hand, judged it nicely, with the result that on bearing away the local "rep." was not nearly so far astern as she should have been. Sayonara came down on to the mark with her sheets free at a great pace, and amidst hearty cheers from the steamers squared away at 3h. 31min. 50sec. Bona just fetched the mark nicely at 3h. 36min. 5sec. — 4min. 15sec. behind her rival.

Speculation was rife as to the merits of the rival pair before the wind. Bona, it will be seen, was now only 1min. 17sec. outside her allowance from the larger boat, and it was hoped by her supporters that she might make this up on the run back to port. The visitor's for'ard hands were very slow in getting their spinnaker up, the delay being caused by having to get a topmast on end. The local crew — though not conspicuously smart, either — got their extras drawing much quicker than their rival's. Top sails, too, were added to in good time, and the boats were now tearing through it in fine style. Sayonara had much larger canvas, and she was as steady as if she were sailing in a lake, while Bona every now and again cut some extraordinary capers in the sea. To add to her discomfiture, Bona carried away some portion of her spinnaker gear, though the extra was again drawing with as little delay as possible. Sayonara appeared to increase her lead back to North Head, but here a jibe was necessary, and again her skipper went too far before heading for his mark. Bona, though well astern, jibed with her rival, and once more she was enabled to close the gap, though she had still no chance of making up her time.



BONA TAKING A SEA.

Finishing they were timed: — Sayonara, 4h. 27min. 4sec.; Bona, 4h. 31min. 28sec. Deducting time allowance, therefore, Sayonara won the first race of the series with a margin in her favour of 1min. 26sec. The winner was greeted with cheers, and a salvo of "cock-a-doodle-does" from the steamer whistles, and Mr. Gollin has since been heartily congratulated on his victory. Despite one or two slight errors of judgment, Mr. W. Robb steered the winner in good style and he was ably assisted by a good crew. Mr. Dempster, in the losing craft, sailed a splendid race from start to finish. He was beaten by a better boat on the day.

On Saturday evening, the visiting yachtsmen were entertained at a smoke concert in the beautiful grounds of the club

at Carabella, Neutral Bay. The grounds were illuminated for the occasion, and a most enjoyable evening was spent. A full band played some lively music on the lawn, and amongst those who contributed to the programme were Messrs. Arthur Noble, W. Walsh, Stan. Gooden, and several well-known amateurs.



J. N. Roxburgh.

F. Smith.

— Evans.

J. Matson.

W. Creagh.

A. C. Jewett.

H. Binnie
(Owner).

S. M. Dempster
(Helmsman).

A. J. Milson.

CREW OF BONA.

Tuesday, 12th January, 1904 – The Sydney Morning Herald

INTERSTATE YACHT RACE

THE SECOND EVENT.

A MAGNIFICANT CONTEST.

BONA WINS HANDSOMELY.

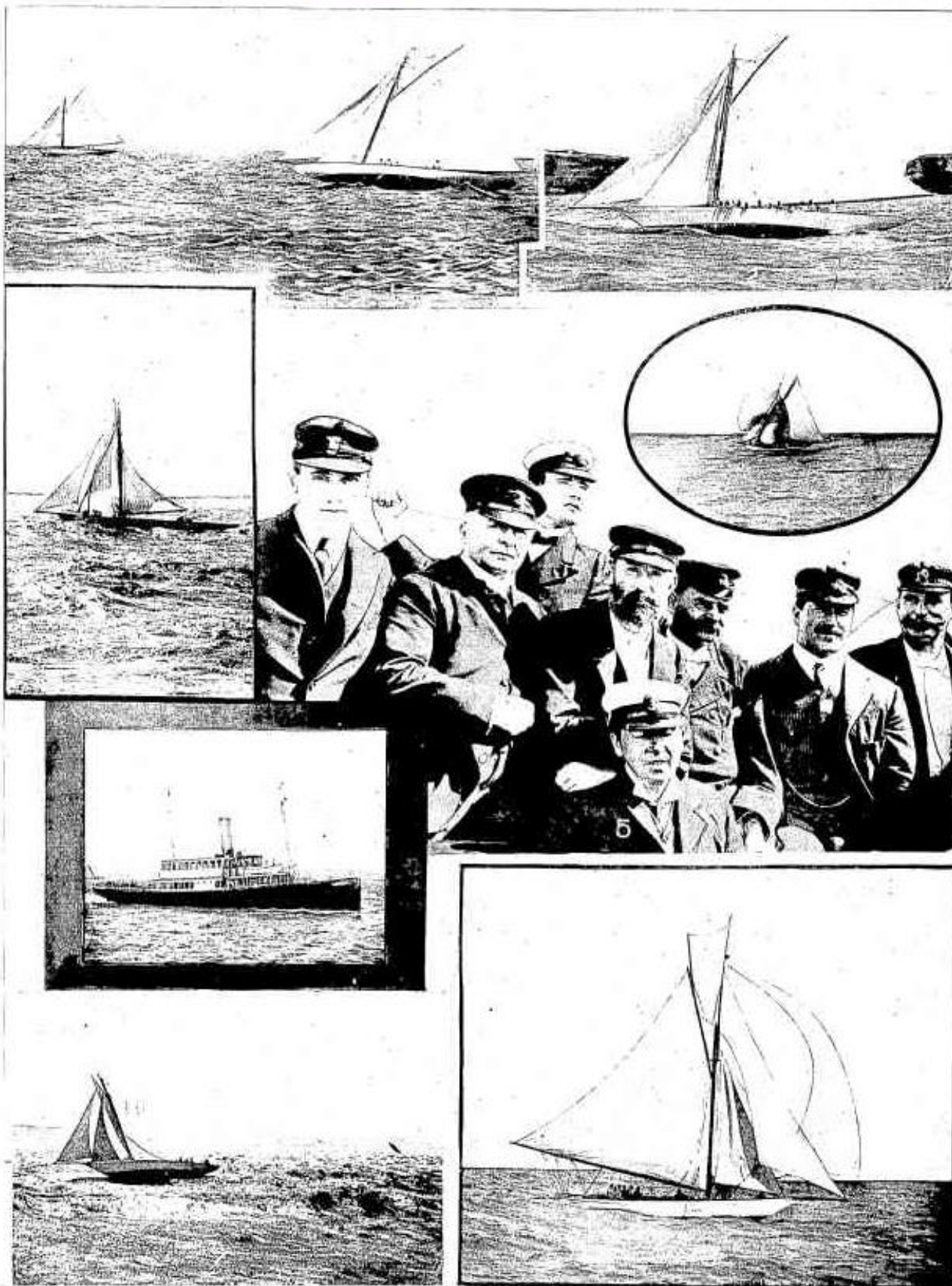
Ideal conditions prevailed again yesterday on the occasion of the sailing of the second event of the all-absorbing topic in aquatic circles, the interstate yacht race between the Victorian yacht Sayonara and the local craft Bona. The race was over a triangular course, the first leg of which was to windward, the next a run, and the third a reach. Bona again got the best of the start. The wind was light just at the beginning, but it soon freshened into a fine topsail breeze from the N.E. There was very little real sea, but in places it was choppy. Bona rounded the first mark about three minutes ahead of the Melbourne craft, and although Sayonara reduced the gap on the run and reach she was unable to catch the leader. Bona thus won easily by 1m 50s without her time allowance of 3m 6s - a really splendid performance. It was a fairly sailed race, and neither one nor the other got any advantage from flukes. Mr. Dempster handled Bona perfectly, and out-maneuvred his opponent at the start, getting the weather berth, which he cleverly maintained until he had a very serviceable lead, never afterwards being headed.

The details of the racing are:

SAYONARA, Mr. Alfred Collin, 42.4, scratch. BONA, Mr. Herbert Binnie, 40.2, 3m 6s.

The course was an equilateral triangle, starting from a point between the Heads, thence seven miles due north-east, thence south by east half-cast seven miles, thence west by north quarter- north 7 1-6 miles. Position of mark buoys: -

The Interstate Yacht Race—Sayonara v. Bona.



1.—The Yachts Manoeuvring at the Start. 2.—The Sayonara Clearing the Heads. 3.—The Bona at the Finish. 4.—The Bona Rounding the Ten-mile Buoy. 5.—Group of the Racing Committee. 6.—The S.S. Cobar, the Umpire's Boat. 7.—The Sayonara at the Ten-mile Mark. This picture shows the distance between the Yachts at this stage of the race. The Bona can be seen a long way astern on the right side of the picture. 8.—The Sayonara on the Run Home.

No 1, Outer North Head and Hornby Light in line and south point of Bangan Head north-west 7 ¾ miles. No. 2, Middle Head bluff and Hornby light in line west by north quarter-north and cliff bluff west by south quarter-south seven miles.

Crossing the starting line they were timed: -

BONA, 1h 0m 8s.

SAYONARA, 1h 0m. 36s.

Both craft had topsails aloft, the challenger a large jack-yarder and jib-topsail in stops. The attempt to break out this latter sail failed and two men had to be sent forward to gather it in and reset it. At the same instant Bona threw round and forced her rival about. Then commenced a series of short cross tacks, Bona throwing on Sayonara's weather, and the latter staying to avoid the attempted cover. Bona was getting the best of the game, so the challenger was ramped along to try to get by to leeward. This she effected and drew clear ahead. Both then stood out to sea for a couple of miles. Sayonara moving the faster, but Bona holding the better wind. The latter was the first to stay to starboard at 1h 25m, being followed almost immediately by Sayonara, whose topsail was setting in poor shape. It seemed to need a stay at the end of the yard to keep the after leach taut. The yachts held to the starboard tack until 1.50, which brought them fairly well inshore and out of the set of the strong southerly current. They now stood out seaward, and at this stage Sayonara dispensed with her jib topsail. At 2.27 Bona came round on the starboard stretch. Sayonara was after her immediately, and both of them fetched about a quarter of a mile to leeward of the mark. Neither stood far enough before throwing round, and each had to make a short board to clear. The times as they squared away were: -

BONA, 2h 44m 35s.

SAYONARA, 2h 47m 34s.

Bona's forward hands were very smart in sending up the spinnaker and balloon jib. Sayonara's crew were not wanting in this respect either. Great pace was made on the run. Bona's spinnaker was doing better work than the challenger's. Sayonara's extra length and sail spread gave her an advantage, and she slowly drew the leader back. Spinnakers were doused in plenty of time preparatory to the jibe, the times at the second buoy being: -

BONA, 3h 26m 13s.

SAYONARA, 3h 28m 39s.

The times show that the Victorian boat had gained 33 seconds. Bona's light sails were again excellently handled, and she looked a perfect picture with a balloon jib and a balloon foresail drawing splendidly. Sayonara was using a bowsprit end spinnaker and balloon foresail. The former sail was not standing at all well. Neither boat allowed enough for the current, and the wind also drawing a little more north they, when within half a mile of the finishing line, had to substitute working headsails for the kites. Bona, sailing very close, was just able to cross at the lee end of the line. Sayonara, on the other hand, being slightly further to windward, came romping home. Over this part of the course Sayonara gained 36 seconds. The times at the finish were:

BONA, 4h 15m 10s.

SAYONARA, 4h 17m 0s.

Thus, Bona wins by 1m 50s without her time allowance of 3m 6s. Bona's success was, of course, popular, and Mr. Dempster and his crew were received with cheers and shrieking sirens for their well-merited victory. The same officials as Saturday were in charge of the race, and Captain St. George again assisted in laying off the courses. Captain Dunne did everything in his power to assist the committee. Besides the official steamer Cobar, the Royal Sydney Yacht Squadron sent the Greyhound. Many pleasure craft also assembled to see the finish.

To-day the final event will be sailed. The course will be the same as the first race that is, 10 miles to windward and return. Bona's time allowance will be 2m 58s. The steamer Newcastle will leave the Market-street Wharf at 1 p m. to follow the race.

To-morrow night the Prince Alfred Yacht Club will entertain the visiting yachtsmen at the clubrooms in Moore-street.

Wednesday, 13th January, 1904 – The Daily Telegraph

THE INTER-STATE YACHTING CONTESTS.

Victoria v. New South Wales.

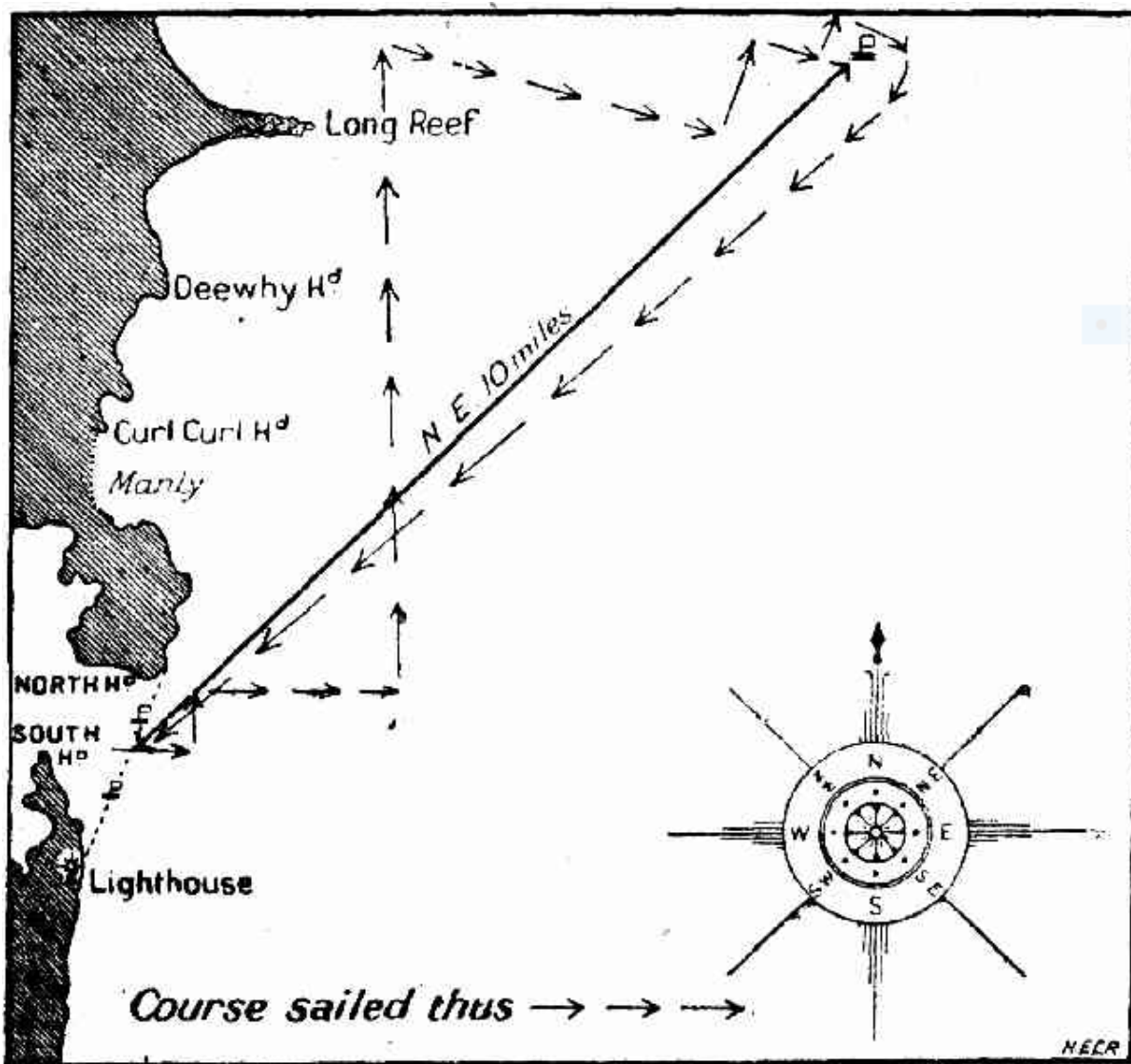
THE SAYONARA WINS THE RUBBER.

ANOTHER FINE RACE.

The Victorian craft Sayonara won the deciding event in the inter-State yachting contests yesterday afternoon, after another fine struggle for supremacy. The challenger, it will be remembered, had a small margin in her favour in the initial race, but Bona completely turned the tables on her speedy rival over the triangular course on Monday. As a result, extra ordinary interest was evinced in the final event for the "blue ribbon," the course being again 10 miles to windward. With a light breeze from east-north-east, and little or no sea "outside," the supporters of the local craft were very confident that she would win the rubber. They were doomed to disappointment. Sayonara, after a long stern chase, fairly mowed her rival down on the beat out to the 10-mile mark, and, widening the gap slightly on the run back, won a magnificent race by 1min. 48sec. from the Sydney craft. Having thus annexed two of the three heats

sailed, Mr. Gollin's craft was returned the actual winner, and Victoria takes the trophy and honours attached to the race.

Never was victory better deserved. The Victorian champion had been sailed all the way round from Port Phillip for the race — a 13 day's trip — and Mr. Gollin spared neither trouble nor expense in fitting his boat out for the contest. Under the circumstances, the visitor and his crew are certainly entitled to the congratulations of the local yachting community. Sayonara has proved her superiority over the local craft, which, it must be admitted, was never designed to race under the conditions which governed this particular contest. Nevertheless, Bona could hardly have been better suited in two of the three events, and she was beaten fairly by a better boat. That New South Wales yachtsmen, are true sportsmen is best evidenced by the spirit in which they have accepted defeat. They were probably caught napping when the conditions were arranged in not insisting that one race should take place inside Port Jackson, but it is generally admitted that the result of the race will give a fillip to yachting in Australia. Next year, perhaps, a New South Wales boat will be found trying conclusions with the Victorian "crack" in Port Phillip. The starting time yesterday was 1 o'clock, and the course was 10 knots to windward of the Heads and back to the starting line. The Cobar again followed the race, for the convenience of the officials and press, and the Greyhound carried the members of the Royal Sydney Yacht Squadron and their friends. In addition, the steamer Newcastle had on board a large crowd of the general public and there was the usual muster of small craft. The cliffs at Watson's Bay, too, were lined with spectators. Mr. T. H. Kelly was again commodore of the day; Messrs. A. G. Milson, E. W. Heywood, and J. A. Minnett were the race officials; and Messrs. S. T. Wilson (hon. secretary R.S.Y.S.), and L. Wyatt (secretary P.A.Y.C.), assisted in the general arrangements. Captain St. George very kindly laid the various marks.



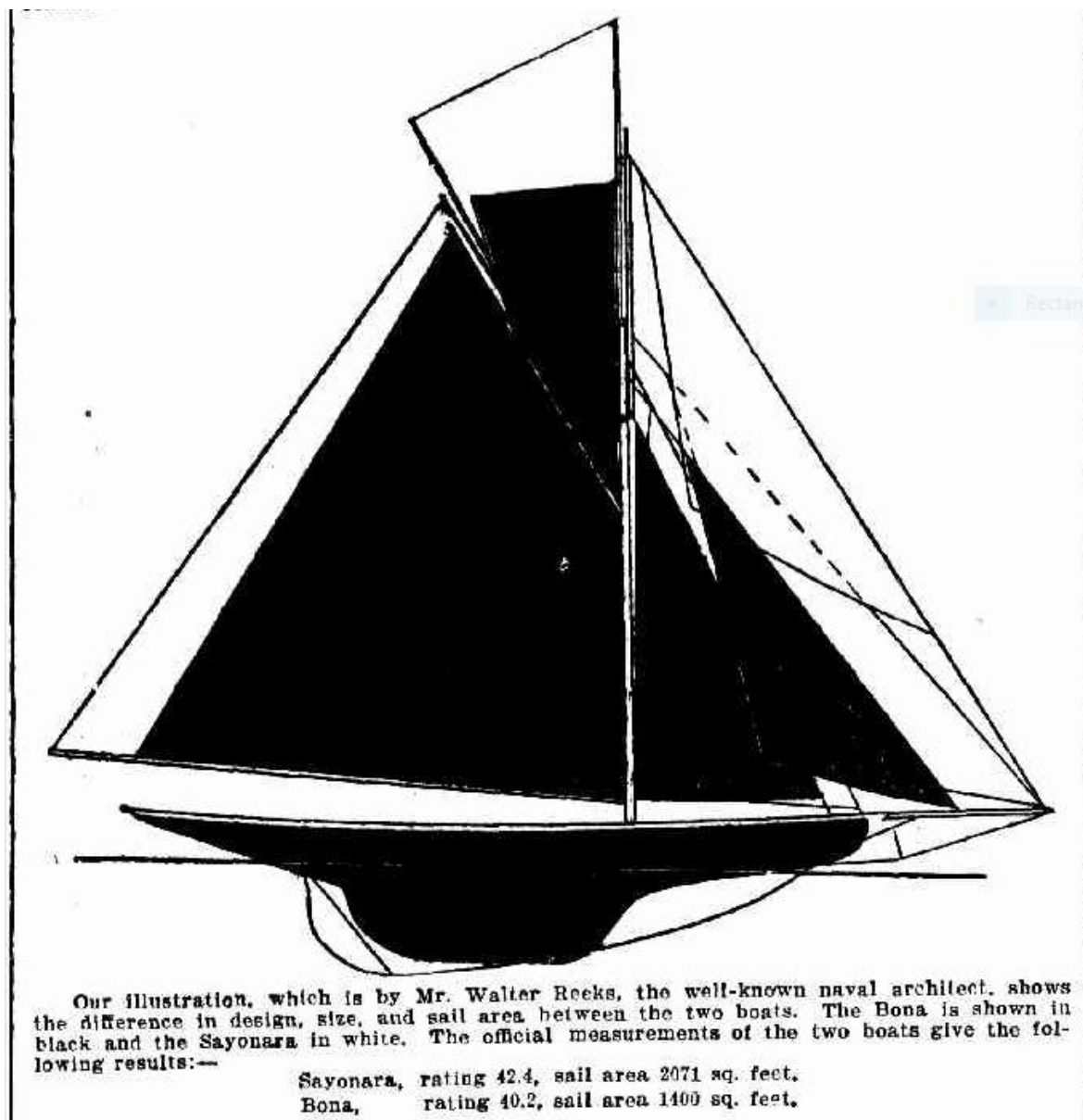
PLAN SHOWING THE COURSE.

THE RACE.

SAYONARA (A. Gollin), 42.4 rating, scratch; skipper W. Robb 1 Bona (H. Binnie), .40.2 rating, 2min. 68sec.; skipper, S. M. Dempster 2

A light north-easter greeted the competitors at the start, and the sea was smooth. Sayonara, it was seen, had her big-Jack-yarder aloft, as well as a small jibtopsail, while Bona was carrying her usual jib-header, which appeared small by

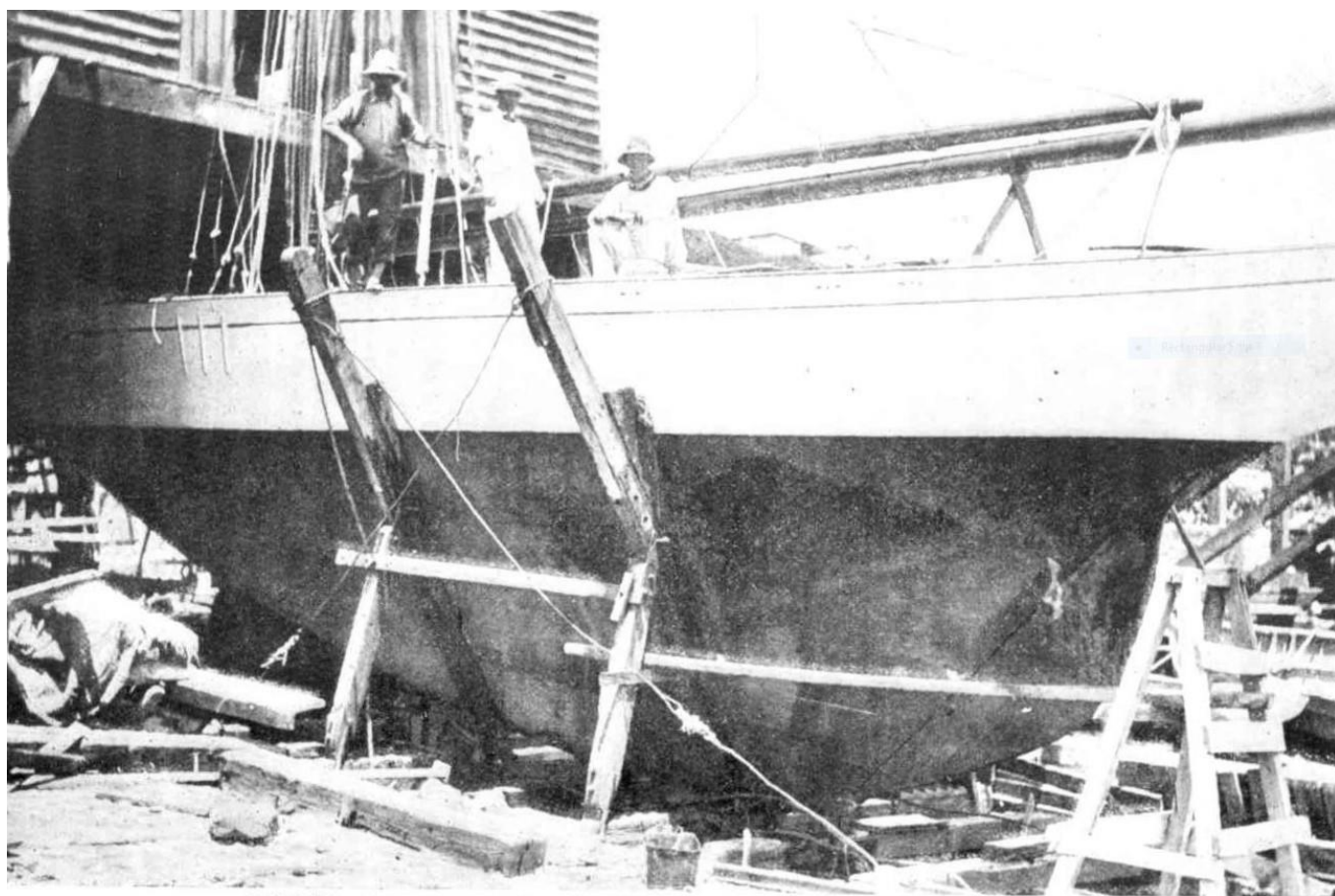
comparison. Some very pretty manoeuvring took place for the start, and both were on the wrong side of the line when the gun fired. Mr. Dempster very cleverly obtained the weather position, and both crossed to a beautiful start at 1h. 0min. 43sec. After standing for half a mile to sea on the port tack Bona put about well to windward of her rival, which also came in-stays almost immediately. Thence followed several short tacks, with Bona always well to windward, though Sayonara appeared to be moving faster through the water. A couple of miles out from North Head both came in-stays, and lay well along the coast, with the breeze backing round slightly to the eastward. Several miles were covered on this tack, and for some time it appeared that Bona was holding her own. Nevertheless, Mr. Robb was letting his boat go, and she surprised everybody by her pace in the light air. Bona was first to stay, off Collaroy Beach — time 2h. 37min. — and when within a couple of miles from the flag mark — which was laid some 6 ½ miles from shore — she again put about on the starboard tack. Then it was seen that Sayonara was much further to windward, and the Victorian had fully a quarter of a mile to spare as the two boats met. This was a big surprise to the spectators on the Cobar, as the home boat had certainly looked like holding clear on this board, but a short tack brought them round. Squaring away the respective times were: Sayonara, 3h. 17min. 22sec.; Bona, 3h. 19min. 43sec. — the latter was thus 37 seconds inside her allowance.



Sayonara very smartly ran up her big spinnaker to port and was soon romping away in fine style. Bona jibed before sending up the extra sail, which was set to starboard. This was probably a mistake, as the Sydney craft appeared to run very "shy," and she certainly did not show the pace of her rival. Over the greater part of the home journey the southern boat was gradually widening the gap, but having to jibe at North Head, Bona once more closed up. She was by this time well outside her allowance, and when Sayonara had re-set her spinnaker, there was no reasonable doubt of the result.

The finishing times were: — Sayonara, 4h. 19min. 7sec.; Bona, 4h. 23min. 53sec. After deducting Bona's time allowance, Sayonara won with 1min. 48sec. from the smaller boat, which had lost 2min. 25sec. on the run home.

There was the usual demonstration at the finish, and Sayonara was heartily cheered on her journey up the harbor. Mr. W. Robb again steered the winner in excellent style, and the members of his crew rendered invaluable assistance. Mr. Dempster might have done better had he not jibed at the 10-mile mark, but otherwise he sailed a good race. His work at the start was decidedly clever. The best boat won. This is freely admitted. Neither of the competing craft was built for cup-racing, but both are modern boats, and speedy, too. The challenger, Sayonara, was designed by the famous Fife, of Fairlee, and built by M'Farlane, of Adelaide, in 1897. She is certainly more of a cruiser than a racer, but in a good breeze and a lump of a sea she was always expected to prove a match for Bona. She has shown her capabilities in a light breeze as well. Mr. Gollin for this contest had imported a complete new suit of sails from the well-known loft of Laphorn and Ratsey, and a set of hollow spars from America. The Bona is considered to be the champion of Port Jackson, though she has several times been beaten in rating events by some of the smaller boats. Her forte is certainly not "outside" racing and the Sayonara has proved herself a much more serviceable boat in a seaway. The Bona was designed and built by C. Bailey, jun., of Auckland, and has been racing here for several seasons, Mr. Binnie, her present owner, although having only recently purchased the boat, also incurred considerable expense in fitting her out for the race. The rival skippers, Messrs, Dempster and Robb, both proved themselves first-class men, and though on some of the finer points of sailing the former appeared more to advantage, this was only to be expected. Honours were easy at the finish. The arrangements for each race were well carried out, and it is hoped that this will prove the forerunner of many such contests.



SAYONARA ON THE SLIP, SHOWING SHAPE FORWARD, WITH DEEP FOREFOOT.

Thursday, 14th January, 1904 – The Australian Star

AFTER THE RACE.

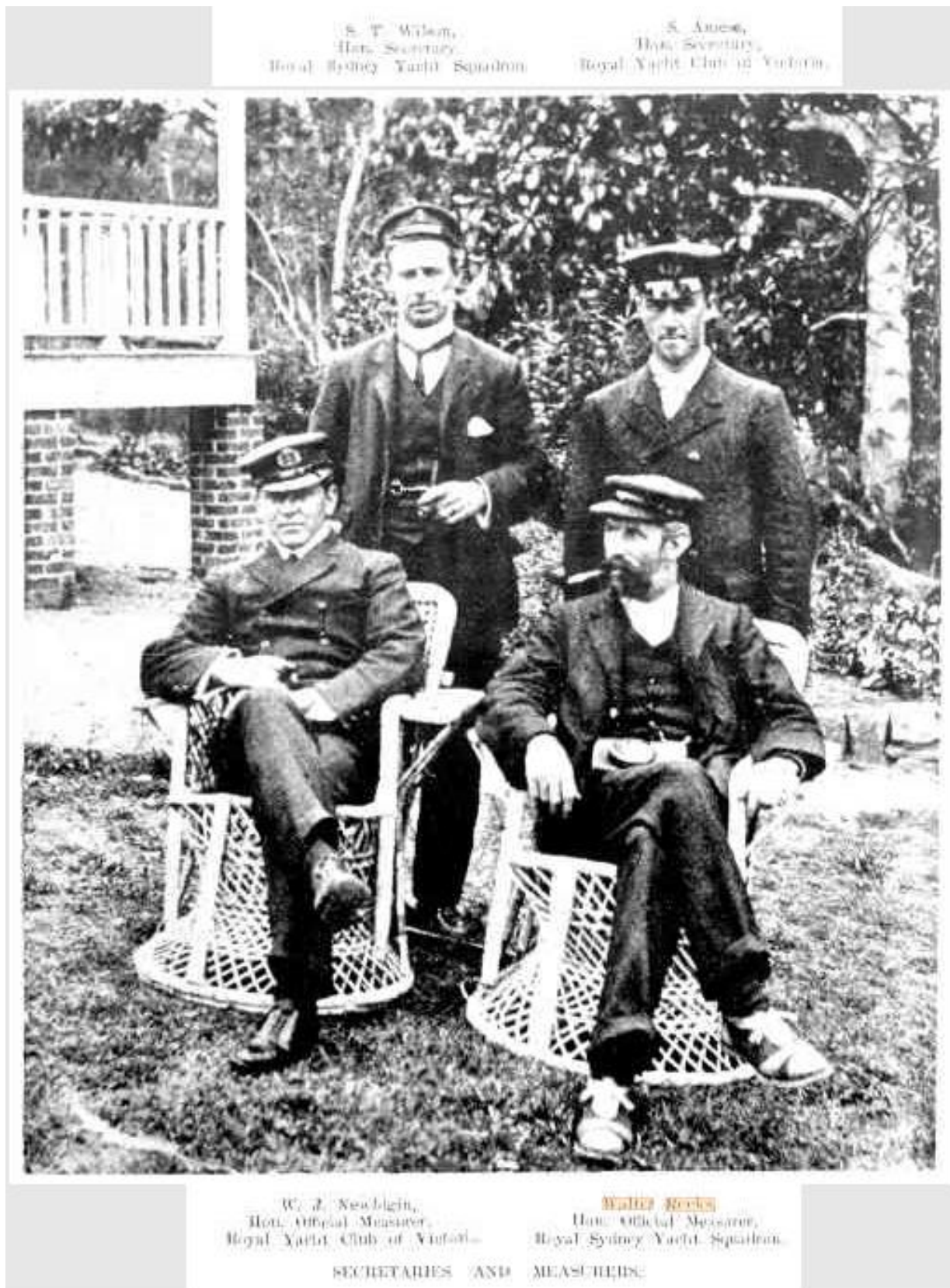
Mr. Gollin on the Contests.

THE "SAYONARA CUP."

"Mr. Alfred Gollin, commodore of the Royal Yacht Club of Victoria, and whose yacht Sayonara has just vanquished the Sydney crack Bona, had some interesting information to impart to a "Star" representative today concerning the future big yacht races of Australia.

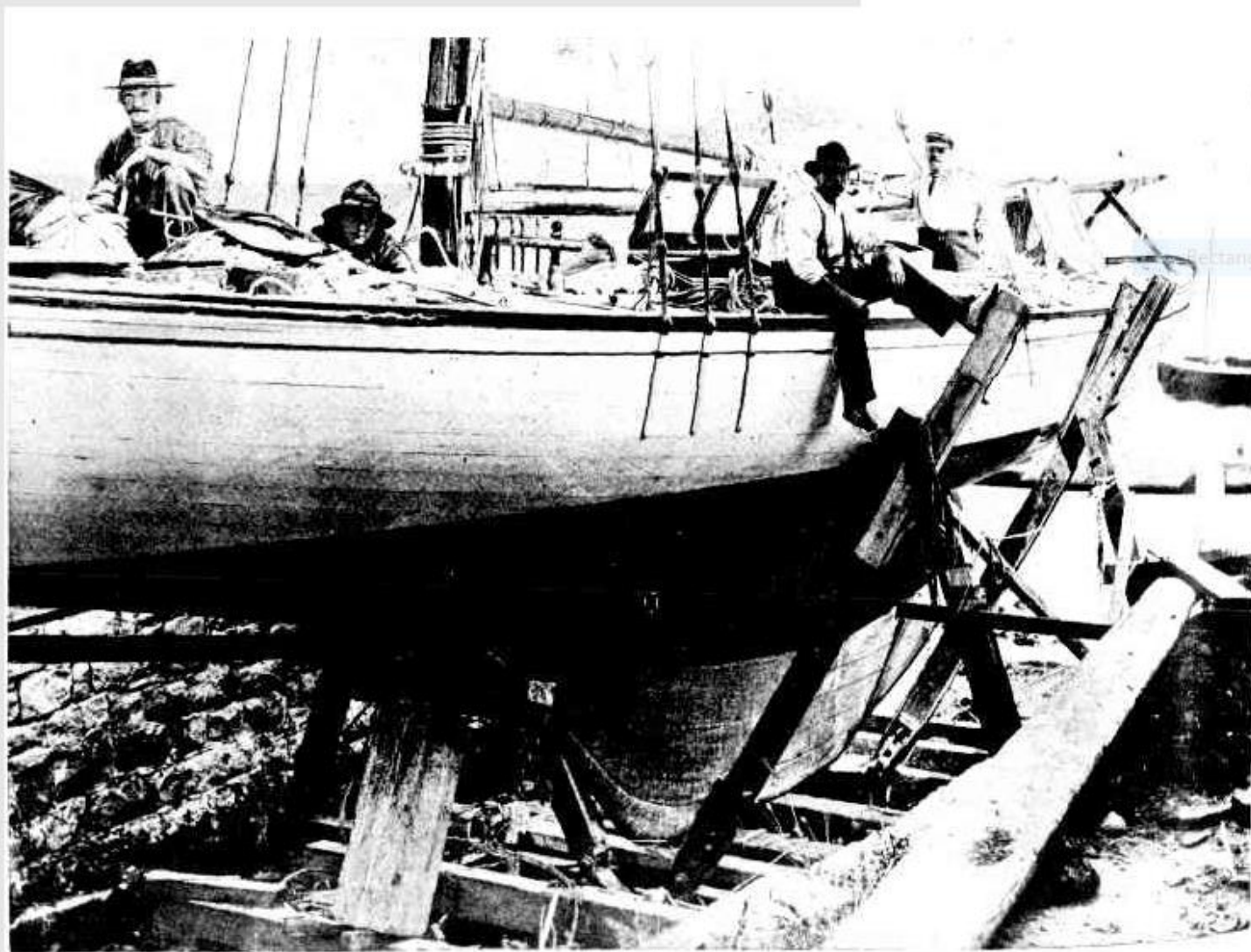
He spoke first of all about his victory over the Sydney boat, and the cup he had won. "The Inter-State committee met on Tuesday evening," he began, "and the meeting was presided over by Mr. T. H. Kelly. A discussion took place on the question of future yacht races between Victoria and New South Wales. I announced my intention of presenting the cup the Sayonara had just won as a perpetual Inter-State Challenge Cup for competition between Victoria and New South Wales. I named the cup the 'Sayonara Cup,' and the conditions I fixed were that it was to be raced for by yachts not exceeding 52 linear rating. The yachts too must sail round to the place of contest on their own bottom. My reason

for fixing the size limit at 52 rating was that the task of building a challenger or a defender for the Cup may not be beyond the means of the average sportsman. Under these conditions, too, we have every hope of a New South Wales boat coming round to Victoria next year to challenge for the Cup. Some discussion has taken place regarding the suitability of the 30ft. class, which are so numerous in Sydney Harbour, to continue these Inter-State contests; but in my opinion larger yachts are necessary. I hope though that later on the whole of the States will be brought into line for the purpose of establishing an Australian Cup for 30 raters.



Concerning the last and deciding race of the series," Mr. Gollin continued, "although the weather was light we had the greatest confidence in the Sayonara, for we knew she was a good light weather boat. At the same time, we thought that Bona was greatly favoured by the weather and owing to her lighter build she was considered a formidable opponent.

As to the sailing of the two yachts, there was absolutely nothing to choose or make a comparison on. Both boats were handled all through to the best advantage.



BONA ON THE SLIP,
Showing forepart, which is that of a smooth water crack.

I have been inundated since the Sayonara's victory with congratulations in the shape of telegrams from the four corners of Australia, Tasmania and N. Z. Almost every yachting club has expressed pleasure at the Sayonara's win, all of which has delighted me," and in verification of what he said Mr. Gollin drew from just one of his pockets a handful of telegrams which would have scared a man with unlimited leisure. "You see, these are just a few, I have received to-day alone," he said.

"The splendid sailing of the Bona is mentioned in most of these congratulatory messages," Mr. Gollin continued. "With very few exceptions, too, the hope is expressed that a challenger will be forthcoming from N.S.W. to race for the Cup. The telegrams from Melbourne state that intense interest was taken in the contests in Victoria by all classes of the community, and the Sayonara's final success was received magnificently by the southern people. Oh, yes, I am absolutely satisfied with the way in which Mr. Robb handled the Sayonara, and his skill at the tiller in the races was only equalled by the manner in which he navigated the yacht round from Melbourne. I would also like to pay a high tribute to Mr. W. M. Ford, of Berry's Bay, to whom we are indebted. He had the Sayonara on the slip soon after our arrival and put her into racing trim and off the slip again in the quickest time on record. This materially helped us in our success. Mr. J. Cheel, too, deserves praise. He, of course, is one of my professional hands, and he rigged the vessel out entirely himself. Her rig was greatly admired. My crew, too, worked as one man throughout the contests. This is the first time, I may tell you, that any yacht has sailed from one State to another to race, with an amateur crew. The Sayonara, will leave for Melbourne again in three or four days in charge of Mr. Cheel and his crew. Messrs. Amess, Dalton, and Hammond, three of my own crew, will voyage back to Melbourne with Mr. Wallace in his new schooner yacht Bona. The rest of us are leaving for Melbourne on Friday night by the express."

Asked as to who was likely to build a new yacht to defend the cup Mr. Gollin said, with a smile, "Well, it is just a little too early to speak of that yet, but you can say that I am not going to lose interest in Inter-State yachting."

The Prince Alfred Yacht Club last night entertained the Victorian yachtsmen at its club rooms. There was a great assemblage of prominent yachtsmen, and during an interval in the programme Commodore Samuel Hordern took the

opportunity of presenting a splendid panoramic view of the P.A.Y.C. opening regatta, surrounded with smaller pictures of the day, to Mr. Gollin on behalf of the Royal Yacht Club of Victoria. Mr. Gollin was handsomely received in returning thanks for the memento, and made an interesting speech bearing on the yacht races, Mr. W. J. Robb and Mr. Syd. Dempster, the skippers of the yachts, also spoke, and were heartily applauded. To-night Commodore Hordern entertains the visitors, and the Inter-State committee, at a dinner at the Hotel Australia.

Friday, 15th January, 1904 – The Sydney Morning Herald

YACHTSMEN AT DINNER.

SEQUEL TO THE INTERSTATE YACHT RACE.

THE AUSTRALIAN CUP.

At the Australia Hotel last night the commodore of the Prince Alfred Yacht Club (Mr. S. Hordern) invited a large number of gentlemen connected with yachting to dinner in honour of Mr. Alfred Gollin and the crew of the yacht Sayonara. The banquet was served in first-class style. The chair was occupied by the host, who was supported on his right by Mr. Gollin, chief guest of the evening. There were also present gentlemen connected with the various yachting clubs of Sydney, among them being Sir James Fairfax (commodore of the Royal Sydney Yacht Squadron), Mr. W. Robb ("skipper" of the Sayonara, the victor in the recent interstate contest), as well as officers of the various clubs.

The toast of the King having been honoured, The Chairman proposed the Sayonara. He said they were all pleased to see Mr. Gollin and his nice little yacht in these waters. It had been reported that the Royal Sydney Yacht Squadron took upon itself to give a challenge cup, to be competed for by all the States, and that Mr. Gollin was the only man who accepted the challenge. This was not quite correct. The cup was given to the victor in the recent race. Mr. Gollin had come to Sydney three years ago to compete at the Anniversary Regatta, but the death of our late Queen had caused the regatta to be abandoned. This was a slice of bad luck for Mr. Gollin. The cup was his; he had won it. As to the New South Wales boat which had sailed in the race, the Bona was selected by the Prince Alfred Yacht Club to uphold the honour of New South Wales, but before the race was sailed she changed hands and went to the Royal Sydney Yacht Squadron. They selected a Prince Alfred Yacht Club man to sail her. (Cheers.) He congratulated Mr. Gollin on his victory, and next to it being won by New South Wales he was pleased that it had been won as it was. (Hear, hear.) The race had been sailed under absolutely fair conditions by both competitors. (Cheers.)

Mr. A. Gollin responded. He said that no doubt every man considered his own boat the best. When he came round to Sydney on the occasion referred to by the chairman, he believed the boat he then owned was the best to be got, and he still believed it would have won, but the death of our late Queen caused the fixture to be abandoned. He had had the honour of attending the conference relating to those interstate contests. The details of those conferences had never been published. He might say the delegates had ample authority to discuss but were not delegated with power to pledge their clubs in any way. At that meeting it was thought that the 30ft class was the most suitable for these waters, and they from Victoria recognised the justice of that claim.

The findings of the conference were referred to the respective clubs for discussion. On the return of the Victorian representatives to Melbourne it was pointed out by older and more experienced yachtsmen that the 30ft class was impossible as regarded Port Phillip. That, however, was old history. He became possessed of the Sayonara and sailed her round to Sydney to take part in the race. On the way round she proved such a comfortable boat that he doubted whether she was fit to be a racer. However, she had shown what she could do and he was proud of her (Cheers.) As to the cup, he would give it to be sailed for each year, and the winner should have the right to keep it for 12 months. Then it would have to be won again. Any boat from Sydney seeking to win it would have to sail round. Mr. Gollin then proposed "The Bona," and said that in Mr. Binnie they had a thorough sportsman. The Bona had been well sailed and the race was one which was absolutely fair to the Sayonara. If New South Wales sent round a boat next year he could assure the company that those connected with her would receive a very hearty welcome, as hearty as could be given. (Cheers.)

Mr. R. H. Binnie, owner of the Bona, responded.

Mr. S. M. Dempster, who sailed the Bona also, responded, and said his greatest pleasure was in feeling that the company appreciated what he had done in trying to keep up the credit of New South Wales against Victoria. He did not think any crew would have done better than his did. He had never felt greater responsibility than when he was asked to take charge of the Bona, but he was pleased that his efforts were felt to be worthy of him. As to Mr. Robb, who had sailed the Sayonara, he had sailed a perfectly fair race. Now he hoped that New South Wales would get a boat to go to Victoria and bring back the cup after as honourable a victory as that by which it was being taken.

Mr. W. M. Marks (vice-commodore of the P.A.Y.C.) proposed the "Royal Yacht Club of Victoria." The members of that club, he said, were keen enthusiasts in the sport of sailing. The initials, R.Y.C.V., indicated in addition to Royal Yacht Club, Victoria, the words, "Race Yachts Can Victoria." (Cheers and laughter.)

Mr. C. D. Wallace (vice-commodore of the Royal Yacht Club of Victoria) responded. This week, he said, would be a memorable one in Victoria, and one of the best men in it was Mr. Gollin. That gentleman was pleased at having won the race, but he was more pleased because the event had shown that it was possible to build a boat which would sail

from Melbourne to Sydney and then win a race. (Cheers.) He hoped that when New South Wales sailed her boat round to Victoria she would bring back the cup.

Mr. W. Robb, master of the Sayonara, also responded. He said he fully appreciated the manner in which Mr. Gollin and Mr. Wallace had spoken of him. The race had been sailed with absolute fairness by the Sydney representatives. (Cheers.) He had also been treated with the utmost kindness while here and would be glad to make some small recompense when the return visit to Melbourne was made.

The Chairman proposed the Royal Sydney Yacht Squadron. The club owned a very nice clubhouse, and its commodore was one of the best that could be found. Sir James Fairfax would keep the club in its proper place, and guide it, as it should be guided, as the senior club carrying out a noble sport. Sir James Fairfax (commodore of the Royal Sydney Yacht Squadron) responded. He said he was very glad to be present as a representative of the Royal Sydney Yacht Squadron. He had in his old yacht won the cup for one year and felt it to be a great responsibility to hold it. (Hear, hear.) There was no doubt that the result of this race would have a very great effect upon yachting in Victoria and New South Wales. If only it added to the fraternal feelings between the States it would do a great deal, but it would also have a great effect in fostering a noble sport.

(Cheers.)

Mr. T. H. Kelly, vice-commodore of the Royal Sydney Yacht Squadron, also responded. Referring to the crew of the Sayonara, he said he hoped they had been comfortable in the squadron's club house. The Royal Sydney Yacht Squadron was the senior club here, but it was closely followed by the Prince Alfred Yacht Club.

Sir James Fairfax proposed, in appreciative terms, the Prince Alfred Yacht Club, and referred to his own old yacht, the Magic, which had won several races. He was pleased at the spirit in which the two yachting clubs had worked.

The Chairman, as commodore of the Prince Alfred Yacht Club, responded, and said that in order to become a proficient yachtsman it was necessary to know more than enough to pull on a rope or to raise an anchor.

Mr. J. J. Rouse, president of the club, also responded, and said that Commodore Hordern had that day expressed his intention of building a yacht to send to Victoria next year to win back the cup for New South Wales. (Cheers.)

Mr. Gollin, in proposing the toast of the chairman said there would be two conditions attached to the sending of a boat round – she must be sailed round on her own bottom and must not be more than a 52-rater.

Other toasts were honoured.

Friday, 19th February, 1904 – Evening News

SAILING

Mr. Alfred Gollin has (according to a Melbourne paper) executed the formal deed of gift by which he presents the cup recently won by him from New South Wales as a perpetual challenge cup, to be held by trustees, subject to challenge in friendly competition between the States of New South Wales and Victoria. The first trustees are the flag officers for the time being of the Royal Yacht Club of Victoria, with provision for a shifting trust to the flag officers of the Royal Sydney Yacht Squadron or the Prince Alfred Yacht Club, Sydney, in case either should win it back for New South Wales, when the winning club will hold it, through its flag officers, subject to challenge from Victoria. The cup is to be known as the **"Sayonara Cup."** The maximum size of challengers or defenders is 52 linear rating: races are to be between single boats in three heats, two to win, all in open waters free from headlands. There is great elasticity given to the deed by providing for alterations and modifications for any particular match being made by mutual consent, but one condition — i.e. that challengers shall sail on their own bottoms to port of contest — is made unalterable. The deed also provides methods for meeting possible changes in the system of measurement in future years, as, for instance, a drastic alteration in formula for measurement, it being stipulated in that case that the load water line of competitors is not to exceed 50ft.

Challenges have to be made through any one of the clubs named, but the two Sydney clubs can, if they wish, join in a challenge. Challenges for each summer have to be made before April 1 in previous year, to be accompanied by a deposit of £50, which is returnable to challenger, win or lose, if race is sailed, but forfeited if default be made by challenger. All races are to be sailed under the sailing rules and regulations of the British Yacht Racing Association, with one exception — i.e., that the races are to be practically Corinthian races, the number of paid hands on each yacht being limited to two only.

This is an essential difference from most of the other challenge cups throughout the world, which are as a rule, sailed for by professional and highly-paid crews, and should lend a much greater interest to future races for its possession. The recent contest outside Sydney Heads was with amateur crews. It is confidently stated in Sydney that a challenge will be made practically at once to regain the cup, and if so, Victorians will have to speedily make up their minds to provide a defender, for it is assured that if the New South Welshmen come round they will bring the most up-to-date design that can be obtained in the world. If there is a challenge the races will take place next January in Port Phillip and it should be the greatest yachting contest that has ever been seen in Australia.