



ROYAL SYDNEY YACHT SQUADRON

“Read all about it!”

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

Part 23: The Second Interstate Challenge #1

After the initial Interstate Challenge in 1904, which subsequently became known as the Sayonara Cup, a few years passed before the second challenge occurred.

In 1907, two yachts headed to Melbourne, one by sea to challenge for the Sayonara Cup, and the other by land to challenge for the La Carabine Cup. These were big news stories in the press of the day, so the whole story, which ended in controversy, is broken into four Chapters which will be published in four instalments in the coming month.

Here is Chapter I – The Lead up.

Part 1 – The Lead up

Saturday, 13th October, 1906 – The Sydney Morning Herald

YACHT RACING.

THE SEASON'S PROSPECTS.

As usual on the eye of a new season the yacht racing enthusiast emerges from his winter lethargy and begins to speculate upon the prospects of the season and upon other things that only those true lovers of the sea and of yachts can fully appreciate.

Not only is another season being ushered in, but a new era also as the international rule will play a leading part in the building of all racing yachts for a good-many years to come. The rule will be in force for some 11 years from the present time. It is recognised as being the best racing formula that, so far, has been promulgated for the British class of yachts, except, indeed in the smaller classes, that is, under 10 metres. It is believed that its framers have succeeded in formulating such a rule as will produce fast racing yachts, yet withal wholesome types of craft.

Although the new rule will not take effect, so far as racing under it this season is concerned, still it will influence all yachts to be constructed. That it will be built to is certain, for Mr. A. C. Saxton (vice commodore P.A.Y.C.) has already placed an order with Ford, of Berry's Bay, for a Fife designed 10 metre (to take the place of 36 footers under the old rule) fast cruiser. Mr. S. M. Dempster (commodore P.A.Y.C) and Mr. N. H. Murray (vice-commodore P.A.Y.C.) are both preparing to follow suit with Logan built craft. This will mean three fine up to date equal sized racing yachts. The two last named will not unfortunately, be ready for the coming season.

It is gratifying to know that by the building of the new vessels the old craft will not be lost to the racing fleet. Magic is to be sold to Mr. J. Murray, of Drummoyne, on completion of Mr. Saxton's new boat. Petrel is also to be in good hands, and is to have a first-class racing crew, and Heather will probably be seen racing more often than she did last year. It is practically certain that interstate racing will enter into this season's sport, as Mr. Saxton intends, if possible, sending his new ship to Port Phillip to compete for the La Carabine Cup, and at the same time an opportunity may be afforded him to race for the Sayonara Cup, won by Mr. A. G. Collin some time back.



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Mr. Dempster and Mr. Murray have also signified their intention of sending their yachts Petrel and Heather to Melbourne to compete for the first named trophy. Probably others are contemplating the trip, too. The conditions of this race have been, at the request of some Sydney yachtsmen, altered, so that there will be now three races, similar to the races for the Sayonara Cup, instead of one event, as was first proposed.

Ocean racing is also to be made a feature of this season, for, in addition to the ordinary "outside" club races there is to be a special race of some 40 odd miles for a trophy donated by Mr. H. Cox. The cruiser class will probably be better represented this year, which will increase the interest already taken in these races.

Capital programmes have been put forward by both the Royal Sydney Yacht Squadron and the Prince Alfred Yacht Club embracing all classes of racing, with a seasoning of aquatic sports thrown in. There is no lack of prize-money, and the trophies will probably be more numerous than ever. Altogether, the outlook is very promising so given good racing weather the sport should boom.

The Prince Alfred Yacht Club will commence operations on Saturday next with a rendezvous of yachts and at which a programme of aquatic events will be carried out. The "Royals" will open their season in a similar manner on the following Saturday.

Wednesday, 19th December, 1906 – The Daily Telegraph

YACHTING DINNER

A large number of members of the Royal Sydney Yacht Squadron showed their appreciation of the sportsmanlike spirit of two of their fellow-members, Messrs. C. T. Brockhoff and N. H. Murray, in taking their yachts to Melbourne to compete in the inter-State racing to be held next month, by entertaining them at dinner in the club house on Friday last. The tables were nicely decorated, the racing colours of Rawhiti and Heather being conspicuously displayed. The chair was occupied by Vice-commodore Walter Reeks, who had on his right Mr. Brockhoff and on his left Mr. Murray, the vice-chairman bring Rear-commodore C. Lloyd Jones. Many well-known yachtsmen (both past and present) foregathered at the festive board.

After the toast of the King had been honoured, Mr. Reeks, on behalf of the members, wished the guests every success in Hobson's Bay, and in referring to their sterling qualities as yachtsmen commended their pluck in undertaking to uphold the honour of New South Wales racing in southern waters. Mr. Brockhoff was presented by the chairman with the ensign and burgee of the R.S.Y.S., under which club's challenge the Rawhiti will compete for the Sayonara Cup.

Messrs. Murray and Brockhoff were enthusiastically received by the company, and both expressed their determination to bring back the trophies with them on behalf of the parent State.

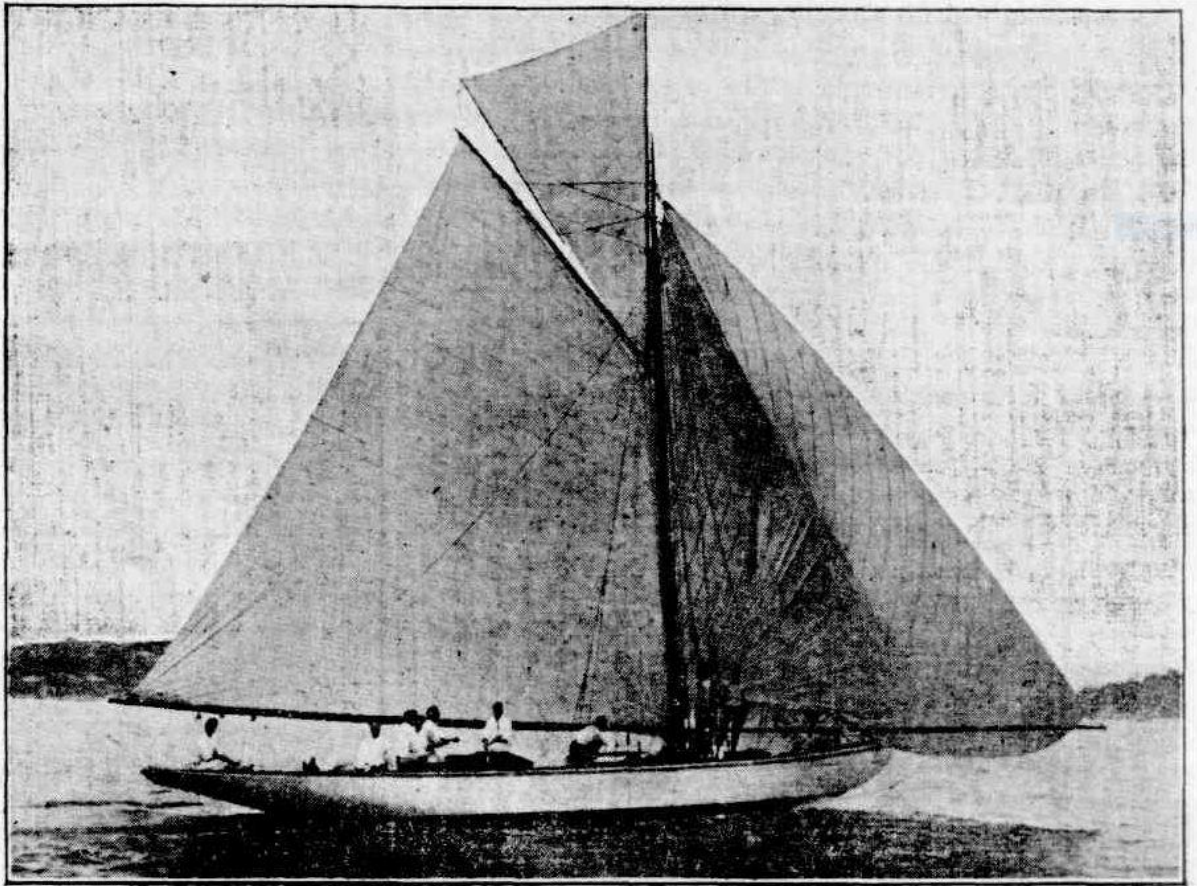
Mr. C. Lloyd Jones struck a happy note when he remarked that from indications of the present season, the toast of "Success to Sailing" would shortly be altered to "Success of Sailing," and to this Mr. S. M. Dempster responded. The toast of the Royal Yacht Club of Victoria was proposed by Mr. W. M. Marks, and responded to by Mr. G. W. Unity, a late member of the Victorian institution. "Kindred Clubs" was proposed by Mr. A. G. Milson, and replied to by Vice-commodore, A. C. Saxton, of the P.A.Y.C.

One of the happiest squadron gatherings was terminated by Mr. G. S. Brock proposing the health of the chairman.

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Mr. C. T. Brockhoff's Rawhiti.

Wednesday, 19th December, 1906 – The Australian Star

THE YACHT RAWHITI

A voyage to Melbourne

INTER-STATE YACHT RACES

If the weather is favourable to-morrow morning the fine racing yacht Rawhiti will put to sea, bound for Melbourne. She is to race for the Sayonara Cup, which it will be remembered the Victorian yacht Sayonara won from the Bona at Sydney a couple of seasons back and will also compete in the La Carabine Cup races; together with the Sydney yacht Heather (owned by Mr. N. H. Murray), which will, however go over on the deck of a steamer.

The trip to Melbourne on a yacht is not an enviable one, even though the Rawhiti is a splendid sea boat, but one of the conditions connected with the Sayonara, Cup provides for the challenging yacht sailing to the scene of the contest. The Rawhiti, with a good nor'-easter behind her, will soon reel off the long journey of 576 miles, as she is a noted fast sailer, and in the event of wind proving favourable will go direct to Melbourne. The chances are though that she will meet adverse winds during a part of her voyage at least, and in that event will put in whenever necessary for shelter at some of the refuge ports along the coast.

The Rawhiti is a splendid sea-boat and has already won all three ocean races this season. Her trip to Melbourne will not be the last long journey she has undertaken, for she arrived here on November 16, 1905, fresh from the builders' hands, after a sensational voyage of 28 days from Auckland. On that



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occasion the yacht knocked about in circular storms nearly the whole of the time. The voyage began to string out so long too that the three men who formed her crew, thinking that they might be much longer out, were reduced to biscuits and water. But the yacht eventually arrived safely.

This voyage of the Rawhiti recalls the trip of the Sayonara round from Melbourne to race the Bona in 1904. She encountered a succession of bad weather nearly all the way round, and although there was plenty of food aboard, regular meals were out of the question. At times the crew had to dig a bite of preserved meat out of a tin with a penknife or as best they could and generally had a bad time. On her return journey, however, the Sayonara had a pleasant trip.

Amongst other recent sea voyages, made by yachts may be mentioned that of the Nanoya from Tasmania to Sydney. This craft had a series of mixed experiences in good and bad weather, but on the last day of her trip was overtaken by a fierce southerly blow. She bowled in between the Heads in the darkness, and in a few minutes became helplessly stranded on Manly Beach, where she remained for a couple of days before she was floated.

Mr. C. T. Brockhoff, owner of the Rawhiti, intends making the trip in the yacht himself. Captain Fotheringham, a well-known mariner around the waterfront, is to take charge. Others on board will be Mr. W. Lenehan and the Goddard brothers, of Lavender Bay.

Several Sydney yachtsmen will go over to Melbourne to see the races, and amongst them will be the following gentlemen, who will constitute Rawhiti's racing crew: — Messrs. W. M. Marks; E. J. Flaherty, W. L. Waterman, W. Creagh, W. S. Pears, G. Henty, and W. Goddard.

Tuesday, 1st January, 1907 – The Australian Star

RAWHITI'S VOYAGE

A YACHTS TRIP TO MELBOURNE

SMART SAILING

On Saturday, about 8.30 p.m., the yacht Rawhiti, 13 tons, 41.5 rating, of the Royal Sydney Yacht Squadron, arrived at St. Kilda pier, having sailed around the coast from Sydney, in compliance with a condition precedent to the forthcoming Sayonara Cup contest, in which she is the challenger. On Sunday a great many people admired the smart appearance of the yacht, which is of the most up-to-date construction. The Rawhiti left Sydney Harbour at 8 a.m. on December 22, having on board her owner, Mr. C. T. Brockhoff, Mr. H. W. Lenehan, Captain Fotheringham (navigating officer), and two hands. Before a N.E. wind she bowled along to Jervis Bay, which was reached at 6 p.m. the same day. Then the wind blowing harder she stood from 20 to 30 miles out to sea all night. She made the coast on Sunday, December 23, about 4 a.m., at Dromedary Mountain, and, keeping abreast of it, she got into Twofold Bay the same afternoon, at 4 o'clock. It was then necessary to take shelter, owing to a south-westerly gale having sprung up. The people at Eden treated the yachtsmen very hospitably, showing them all the beauty spots and the whaling station. They did not get away until 8 a.m. on Boxing Day, when they had a fair wind.

After passing Green Cape and Gabo the breeze freshened, and a big sea was running. The yacht was kept on her course under a squaresail, trysail and foresail until off Ram's Head, where there was a calm patch, but late the same evening another boisterous south-wester was encountered, against which the Rawhiti had to beat for most of the night. Early on Thursday the wind chopped around to the north-east, and she ran nicely before it all day, but when off Clifty Island a gale came on and everything had to be taken off but a foresail and squaresail. The sea became mountainous. Shelter was sought in Oberon Bay after getting round Wilson's Promontory early on Friday morning, but that was rendered impracticable through the wind being in the wrong direction. Cape Schank was signalled after another very rough day and night at 5.45 a.m. on Saturday, and the yacht got through the Heads at 10 a.m. Owing to calms in the bay and a light northerly wind, which was of no use to her, she did not reach St. Kilda until the same evening. The Rawhiti's actual sailing time from Sydney to Melbourne was 4 days 8 hours.



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Mr. Brockhoff, Mr. Lenehan and Captain Fotheringham are staying at the Royal Yacht Club house, St. Kilda. They are very anxious, on account of business which requires attention in Sydney, to get the proposed racing over as soon as possible, and suggest that the sailing for the Sayonara Cup should be commenced next Saturday, January 5. Mr. Brockhoff and his friends say they are bound to be at Melbourne until January 17 in order to finish the sailing for the La Carabine Cup, and as it would be most inconvenient to sail for the Sayonara Cup afterwards they desire to get that event disposed of first.

No escort to the Rawhiti was provided by Victorian yachtsmen, mainly owing to the absence of all the principal yachts on cruises around the coast or in Westernport Bay.