



ROYAL SYDNEY YACHT SQUADRON

“Read all about it!”

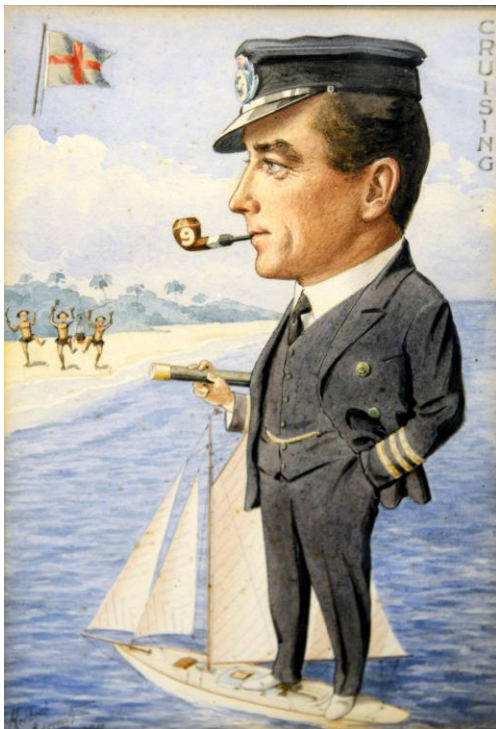
The origins and early history of the Squadron – as reported in the Press of the day

The Second Interstate Challenge Part 4 - The Sayonara Cup – The Controversy

Friday, 18th January, 1907 – The Melbourne Age

LA CARABINE CUP TO BE RESAILED.

The sailing committee of the Royal Yacht Club of Victoria yesterday considered the official measurement of S.J.S., the Port Melbourne yacht, which competed in the recent contests for the La Carabine Cup. This measurement was made after the three races by Messrs. F. J. Davies, the club's official measurer; Walter Reeks, of the Sydney Yacht Racing Association, and H. D. Y. Wheeler, of the Victorian Yacht Racing Association. They certified that her rating should have been 27.3, and that she was therefore entitled to a further time allowance of 2 min. 14 sec. than was given to her. If that were given, her total time allowance last Saturday and Tuesday would have been 30 min. 4 sec., and on Monday 32 min. 9 sec., which would give her the second place, instead of the third on Saturday, making Heather on that day third, instead of second. The committee resolved to adopt the official measurement, and accorded Heather, Rawhiti and S.J.S. six points each. This will involve another race being held under S.J.S.'s new rating to decide places for the Carabine Cup and trophies. The date when this competition will take place will be fixed when the committee sees how long the Sayonara Cup racing is likely to last. The Motor Gem will again follow the races this afternoon, tomorrow and Monday, leaving Williamstown at 12.30, Port Melbourne town pier at 12.50 and St. Kilda at 1.10 p.m.



Beecroft's caricature of NH Murray



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Saturday, 19th January, 1907 – The Daily Telegraph

LA CARABINE CUP.

A hitch has arisen, in connection with the proposed re-sailing competition for the La Carabine Cup. Heather, the Sydney yacht, which was until the re-measuring of S.J.S. understood to have won the Cup, will not engage in any further contest. Pride in the achievements of the Port Melbourne craft does not blind Victorians to the just cause for objection which arises through boats sailing under approximate ratings, that are tacitly accepted by opponents as satisfactory, not being bound to stand or fall by such approximations. True, the result of a race must be the same whether an official measurement is made before or after the event, if measurement is to determine it, but when the true measurements of some boats are disclosed and only approximations are given for others, it means that if the latter appear to prevail against the former, the victory is definite and ascertained, whereas if the former seem to win against the latter, subsequent regulation of the racing conditions may declare the victory null and void. This is essentially unfair, even if it is practically correct, and if the Royal Yacht Club of Victoria has the option to review its decision in ordering the re-sailing of the La Carabine Cup equity suggests that the decision should be rescinded.

Mr. N. H. Murray, skipper of Heather, who has been confined to his room with an attack of pleurisy, received this morning a letter from the club committee notifying the reduced rating of S.J.S., due to re-measurement, and that the committee, having decided that the final course must be re-sailed, would be glad if he would name a date that would be convenient. Mr. Murray at once replied, stating his yacht had been partly dismantled in readiness to be taken back to Sydney, and that as business compelled him to return there immediately, it was impossible for him again to sail the race. He intimated further that he would not do so and would rest his claim to first place in the contest on Heather's achievements, having regard to the accepted conditions of rating at the time of racing. In an interview tonight Mr. Murray said: "The rules of the Yacht Racing Association govern the situation. I do not propose to expound those rules, nor the facts of the case in my own favour. I came to Melbourne for the sport of sailing, with not so much the idea of being able to attain the position which I did in the cup contest, and to uphold the honour of my club. I sailed the race fairly and squarely, my boat being entered in a proper manner, and certified as to rating. I rest on my rights as to the result. I never yet heard under the Yacht Racing Association's rules of re-measurement being made after a race that was permitted to upset the result." Mr. Murray also expressed the opinion, with regret, that it seemed the Royal Yacht Club had made a mess of the affair.

The same reasons which preclude Heather from racing in any re-sailing of the La Carabine Cup prevent her from engaging in Hobson's Bay Yacht Club's races to-morrow. Mr. Murray and his crew return to Sydney, proud of their conquest of Rawhiti, and which was achieved in spite of Rawhiti having flown every kite her captain could bend. It was an unexpected feat, as Rawhiti has consistently beaten Heather in Sydney. The bungle in getting out the spinnaker when turning the distance buoy imputed to Heather in one of the La Carabine Cup events was not made by her, but by Rawhiti. Tomorrow afternoon Sayonara and Rawhiti will sail the second event of the Sayonara Cup over a triangular course of 21 miles. The race will start at 2 p.m. The Governor-General and suite will follow the race on the steamer Alvina.

Private telegrams and personal communications are to the effect that the New South Wales yachtsmen were not so well received as the Victorian yachtsmen who visited us in 1905 were by Sydneyites.

Monday, 21st January, 1907 – The Daily Telegraph

LA CARABINE CUP

The date and place of re-sailing of the La Carabine Cup will be considered at a meeting of the Royal Yacht Club sailing committee, probably tomorrow evening. A suggestion has been made by Sydney yachtsmen that the contest should take place in Sydney Harbour. That would meet the difficulty which the owner of Heather is in, regarding the impracticability of staying in Melbourne to re-sail the



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race, and it is thought possible that Mr. Murray would in the circumstances reconsider his decision not to take any further part in the race. It is stated that there would be no difficulty in finding, among local yachting enthusiasts, whatever funds are required to send the yacht S.J.S. and her crew to Sydney, should the committee decide to re-sail the race in Port Jackson.

Mr. C. T. Brockhoff, owner of Rawhiti, which was second in La Carabine Cup, will await the notification from the committee as to the date of the proposed re-sailing before making any comments on the matter. Mr. Walter Reeks (vice-commodore of the Royal Sydney Yacht Squadron) states his belief that Mr. Brockhoff will fall in with whatever the committee proposes, and he and other visiting yachtsmen are quite satisfied with the action taken by the Royal Yacht Club in ordering the race to be resailed.

On Saturday evening the skippers and crews of the Sydney yachts Rawhiti and Heather and the Victorian yacht Sayonara were entertained at dinner at the Royal Yacht Club-house, St. Kilda, by Mr. C. D. Wallace, commodore of the Royal Yacht Club, who has been the officer in charge of all the sailing arrangements throughout the recent races. A number of toasts were honoured, and there were many prophecies regarding the development of Inter-State racing.

Wednesday, 30th January, 1907 - Sydney Sportsman

VICTORIAN ROYAL YACHT CLUB.

THEIR INTERSTATE VISITORS.

THE CLUB'S MISERABLE HOSPITALITY.

SYDNEY YACHTSMEN SLIGHTED.

Thus Melbourne 'Truth': — The Interstate yacht races were brought to a conclusion on Saturday, and by the time these lines appear in cold print the majority of the Sydney visitors will have returned to their homes. And what a story they will have to tell of the scurvy treatment they received at the hands of the members of the Royal Yacht Club of Victoria — a club of men, the majority of whom are as ignorant of yachting as they are of the manners that betoken the gentleman. In other words, they disgusted their Sydney visitors by their miserable behaviour, cronk capers and parsimony. There was nothing of the lavish hospitality with which the Sydney yachts men met the Melbourne yachtsmen on the latter's visit to the mother State, or none of the ordinary little courtesies that one gentleman extends to another.

It will be many a day before a Sydney yachtsman will accept the invitation of the Royal Yacht Club of Victoria to race here again. If the Sayonara Cup is to be competed for again, the control of racing must be handed over to a committee which will be composed of competent men, in order that the bungles that have disgraced Victorian yachting men in the eyes of the world during the contests for the La Carabine and Sayonara Cups will be avoided.

When the Sydney visitors arrived here first, there was no one to meet them on behalf of the club, and absolutely no provision made for the accommodation of the Sydney yachts. The owner of the Rawhiti offered to pay for moorings to be laid and leave them behind at the conclusion of his visit. The Royal Yacht men were not even capable of seeing that this was done, and but for the courtesy of the members of the St. Kilda Club the Rawhiti would have been, for all the hosts of her owner cared, compelled to seek moorings in some out-of-the way corner.

The Royals have a grand mansion-like Club House, where they guzzle booze, but have no slip on which to haul up a boat larger than a dingy, so that the owner of the Rawhiti had to avail himself of the courtesy of the St. Kilda Club, the members of which — all of whom are yachtsmen to the core — did all in their power to make up for the neglect of the premier club (in name) to their visitors. From first to last the Royals bungled matters, although they had everything in their favour, the weather being splendid and the public keenly interested in the events.

The neglect of the committee to remeasure the S.J.S. until after the race for the La Carabine Cup had been decided, was about as unsportsmanlike a thing as could have been perpetrated, and as silly as



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would be the action of the stewards of the V.R.C. not allotting the weights of a Melbourne Cup candidate until the horse had won the race, and then ordering the race to be run again. Mr. Murray, the owner of the Heather, the Sydney yacht affected by the omission, was perfectly right in refusing to re-sail the race, and on his return to Sydney will doubtless utter some plain, unpleasant, but wholesome truths concerning the bounders of the Royal Yacht Club of Victoria.

If these precious "yachtsmen" were careless of the interests of these visitors, they had a keen eye to the chance of making a few pounds out of their visit. Ten of the worthy gentlemen clubbed together and, raising £90 between them, chartered the Hygeia and sold tickets to follow the race at 2s 6d per head. As they had about 1403 passengers, these speculative sports men did well out of the transaction. The public, of course, care nothing for the financial doings of these men any more than of other citizens, so long as they keep within the bounds of decency.

In this money-grabbing little transaction, however, they over-stretched themselves, and have left themselves open to adverse criticism, and the officer of the Department of Ports and Harbors to censure for aiding and abetting them in, if not an unlawful action, a doubtful one. The St. Kilda Pier is under the control of the Engineer of Ports and Harbours (Mr. McLean), who happens to be away from Melbourne at present, so that the office is under the control of a clerk named Symmens. For convenience of administration in case of accident, the local policeman is made harbourmaster at places where there is but little steamboat traffic, and the sergeant of police is harbourmaster at St. Kilda. To this 'Harbourmaster' Symmens addressed an official letter, instructing him to see that the end of the St. Kilda Pier was fenced off by hurdles, so that the traffic by the Hygeia could be regulated. That worthy officer sent a senior officer and two constables to the pier, which the Royal Yacht Club members had barricaded off near the refreshment kiosk, and blocked people from going on the seaward end of the pier without first purchasing a half-crown ticket for the Hygeia, The sale of the tickets was conducted by members of the Royal Yacht Club in the elaborate uniform of the club, and they were certainly more at home in the menial capacity of ticket-sellers than of yachtsmen. Now, what "Truth" and the public demand to know is, "What right had a clerk in the office of Engineer of Ports and Harbours to issue instructions to the local harbourmaster to block up half the pier? Who paid the policeman for attending and assisting the Royal ticket speculators in preventing the public from going on a public pier? And also, if these men, who chartered the steamer and plied for hire on the pier had licenses as boatmen?" The coming of the Hygeia to the pier under the circumstances she did, interfered with the business of the licensed boatmen, took money out of their jackets, and was in keeping with the miserable conduct of the members of the Royal Yacht Club as a whole.

Wednesday, 30th January, 1907 - Sydney Morning Herald

AQUATICS.

INTERSTATE YACHT RACES.

With regard to the series of three contests recently sailed at Port Phillip for La Carabine Cup, presented by Sir Rupert Clarke, Bart, and conducted by the Royal Yacht Club of Victoria, Mr. N. H. Murray writes that he feels it his duty, as the owner and skipper of the yacht Heather, one of New South Wales representatives which competed in the series of races, to ask publication of the reasons why he claims the honour of having won the Cup.

The sailing committee, he says, accepted the entries of and allowed three yachts to start in the races without a certificate of measurement, one of which was allowed to benefit by subsequent measurement. If I had known this concession would have been allowed to alter the result of the contests, I would certainly have had the matter set right before starting. I was not notified by the sailing committee before the races of the particulars relating to the measurements of these three yachts or the conditions under which they had been entered. I sailed the three races on the conditions I was asked to enter upon and won the series with one first and two second places, after which the



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sailing committee had the Victorian yacht S.J.S. remeasured, and officially informed me that she was entitled to a greater time allowance than had been given to her, and that another race must take place to decide the ownership of the Cup. To this I objected, and formally claimed the Cup. However, two yachts sailed this extra race, and the trophy was awarded to the successful competitor. The night after the final event the hon. secretary, in the presence of the flag officers, informed me that it was not considered likely that either the Fidena or the S.J.S. would be amongst the placed boats, and as the official measurer had no time to measure the last named craft before the races, the owner had, at the request of the sailing committee, furnished them with measurements of his boat from which the measurer worked out her rating at 28 approximate, based roughly on particulars supplied, and that they had not received in writing any notification objecting to such rating before the entries closed or the races started. This fact is borne out by the programme of events published just before the races, showing the rating under which S.J.S. elected to start as 28 approximately. On the above facts, it was apparent to me that S.J.S. could not derive any benefit from any subsequent remeasurement but would have to pay the penalty if her rating was greater. Readers will give credence to the fact that sporting rules are made to prevent any competitor gaining an undue advantage over others. It seems to me quite clear that a yacht owner who did not choose to give a certificate of size, or, in lieu thereof, comply with the alternative conditions, should be disallowed the great advantage over those who did give certificates beforehand, of being measured after a final event, and receive benefits thereby. I contend therefore, firstly, that the yacht S.J.S. should not have been allowed to start without a certificate of measurement (there were four months in which to procure it), and secondly, as the sailing committee accepted such entry, then, in accordance with the rule and on the above facts, she could not benefit by a lower rating ascertained after entries had closed and subsequent to the final event.

Friday, 1st February, 1907 – Evening News

THE CARABINE CUP.

To the Editor of the 'Evening News.'

Sir, — As a yachtsman, and a member of the club which Mr. Murray represented in Melbourne, I deeply deplore, for the sake of the sport, his again rushing to the Press to ventilate his grievances (if any). In my opinion, it is a matter wholly and solely for clubdom, and I sincerely hope that the columns of the daily Press will not be again sought to state or elicit statements on above. In fairness to Mr. Murray, the Royal Yacht Club of Victoria, his fellow competitors in the La Carabine Cup contest, and in the interest of yachting generally, a strict and impartial inquiry should be made by the committee of the Prince Alfred Yacht Club on the bona fides or otherwise of Mr. Murray's case. My excuse for appearing in print is based on the fact that it was on my suggestion that Sir. Rupert Clarke generously presented this cup for competition, hence my interest in the matter.— Yours, etc.

WALTER M. MARKS.

Friday, 1st February, 1907 – The Age (Melbourne)

THE LA CARABINE CUP.

We have received a lengthy letter from Mr. Norman Murray, owner and skipper of the yacht Heather, in which he says he considers he holds the honour of having won the La Carabine Cup, and that the trophy rightly belongs to him. This letter has already appeared in the Sydney press.

The point of Mr. Murray's contention seems to be that under the British Yacht Racing Association's rules, which regulated the competition, if the owners of the S.J.S. from any reason supplied an incorrect rating in the form of entry and notified the circumstance in writing to the sailing committee before the entries closed, the sailing committee could only regard for the purposes of the contest S.J.S.'s correct rating. But, he says, no such notification was made, therefore Heather was entitled to



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win.

An important matter which Mr. Murray does not discuss is the fact that with or without notification from the owners of S.J.S. prior to the race, the sailing committee printed on the handicap cards a notice that S.J.S.'s rating was "subject to remeasurement." That announcement became part of the conditions of the race, also set out at length on the same cards, and probably cannot be upset by the rules quoted.

Saturday, 2nd February, 1907 – Leader (Melbourne)

Pepper and Salt

By Javelin

There is but little excuse for such an absurdity as waiting until after the race to discover whether the various competitors have sailed in accordance with their respective qualifications, and certainly none at all for entertaining, congratulating and toasting The Winner, and subsequently informing him that although "He's a jolly good fellow" was all right enough, he didn't happen to be the winner at all. The La Carabine Cup bungle may have satisfied the ethics of yachting, but, if so, it simply proves that yachting rules and regulations sadly require bringing up-to-date.

Saturday, 2nd February, 1907 – The Australasian (Melbourne)

YACHTING NOTES.

By BOBSTAY.

As was only to be expected, the unpleasantness that arose over the concluding event for the La Carabine Cup has been the subject of much discussion in yachting circles, both here and in Sydney, and, the unfortunate sailing committee have been the subject of some very strong remarks on the part of that section of the public who, ignorant themselves of the rules governing the question, feel quite competent to lay down the law to the executive, some of the comments appearing in the Sydney papers were very strong and uncalled for.

Stress is laid upon the fact that the race was not an ordinary local club fixture, but was a special interstate race, where, it is considered, matters would have been so arranged that, on the visitors' arrival, there would be no delay for subsequent adjustment of any matters that might affect the result of the contest; and that, seeing that the visitors came to the post prepared with their own measurements, duly certified to, the local fleet, having ample notice of what was required, should have been equally prepared. This, of course, sounds very proper, but the rules under which the sport is run specially provide for such an event as that which did occur; and from these rules there was no appeal. In future contests, however, the powers that be will doubtless give careful consideration to the question whether it is advisable to alter or vary rules to meet the exigencies of the situation.

In a letter I recently received from a New Zealand correspondent, I was surprised to hear that the Maorilanders were taking very great interest in the interstate races for the Sayonara and La Carabine Cups, and that they virtually looked upon Rawhiti and Heather as being representative of New Zealand in competition with our competitors. The local papers, too, treated the contest from the same point of view, and almost ignored the fact that these two boats were owned and manned and financed by Sydney yachtsmen.

It is, of course, well known that the two Sydney yachts were designed and built in Auckland, and also that Sayonara was designed on the Clyde, and built in South Australia; and if the place of the vessel's creation is to discount the kudos attaching locally to the present day doings of our interstate rivals, our yachtsmen had better look round, and see whether our future champions cannot be locally produced. New Zealanders, however, should remember that, using their own arguments against themselves, part and indeed the greater part of the honours should go to the makers of the sails; and most of the competitors used British-made sails; and a good sail will often get a poor hull home; but with a badly-built sail success is hopeless.



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Writing sails brings to mind the sanctity that surrounds an imported sail and it seems to be taken for granted that such a sail is far to be preferred to a local production. For many years I have had opportunities of peeping behind the scenes in this respect and any an imported sail has been the subject of much doctoring and on its arrival ere has given satisfaction. We frequently see sails made locally that cannot be excelled but the trouble is that the sail is spoilt after it leaves the loft by bad handling, improper stretching before being put to racing use, and then, with the heart pulled out of it before the sailmaker has a chance to save it, the unfortunate sail is condemned, and an imported sail called for. If locally-built sails were given the same careful treatment as the other there would be much less cause for complaint.

Saturday, 2nd February, 1907 – Weekly Times

Yachting

By Yawl

Mr Walter Reeks, of Sydney, who was in Melbourne for the La Carabine and Sayonara Cup contests, when questioned about the remeasurement of S.J.S. on his return to Sydney last week said that everything was perfectly square. When told that Mr. Murray did not think so, Mr. Reeks said: — "So I believe. But, you know, many of the yachts entered for the La Carabine Cup had not competed in a Time-by-rating race before, and when their owners were asked to send their measurements they did so in the best of good faith, leaving the committee the option of remeasuring the yachts should any of them be successful. In securing a prize, S.J.S. was successful, and when remeasured after the contests it turned out that she was below the measurements originally provided and should have been in receipt of something over two minutes extra from Heather and Rawhiti. The committee therefore had no option but to order another event to be sailed, so that S.J.S. might have a chance under her proper measurements."

Questioned about the Sayonara Cup contest Mr Reeks said that Rawhiti was beaten by a better boat. Sayonara sailed away from Rawhiti in both races. He added: "Of course, she did badly when they took the ballast out of her for the La Carabine Cup. Just fancy sacrificing about 25 hundredweight of ballast for a gain of only 20 seconds or so — it was a hideous mistake. I told Sayonara's owners before the race that they had crippled the yacht, and I was right, as she simply sailed crabwise. But her owners wanted to experiment. "Do you think she would have won both Cups had she been in her proper trim?" Mr Reeks was asked. He replied, "Yes, I really believe she would. Replacing the ballast made her 20 minutes better, in my opinion."

Saturday, 2nd February, 1907 – Evening News

LA CARABINE CUP.

To the Editor "Evening News."

Sir — Without any desire to go into details, I would like to suggest in connection with the controversy going on just now as to La Carabine Cup ownership, that the 'Privy Council' of yachting should be appealed to. That is to say, refer the whole matter to the British Yacht Racing Association, the body which controls the sport throughout the Empire. Personally, and my experience is not confined to Sydney Harbour, I am of the opinion that Mr. Norman Murray has won the Cup. The proper thing to have done with the other yacht was to disqualify her, and that would put a stop to approximate measurements.

Wednesday, 6th February, 1907 – Referee

THE LA CARABINE CUP.

(To the Editor.)

Sir, — With regard to the series of three contests recently sailed at Port Phillip for 'La Carabine Cup' presented by Sir Rupert Clarke, Bart., and conducted by the Royal Yacht Club of Victoria, I feel it my



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duty as the owner and skipper of the yacht Heather, one of New South Wales' representatives which competed in the series of races, to ask you to kindly publish the reasons why I claim the honour of having won the Cup.

The conditions soliciting entries for the contests were sent to Sydney in August last, setting forth with other conditions, that the races were to be sailed under the British Yacht Racing Association's rules that each competitor must produce a certificate of rating beforehand, and that entries would close one month prior to the races. I complied with the required conditions.

The Sailing Committee accepted the entries of and allowed three yachts to start in the races without a certificate of measurement, one of which was allowed to benefit by subsequent remeasurement. If I had known this concession would have been allowed to alter the result of the contests, I would certainly have had the matter set right before starting. I was not notified by the sailing committee before the races of the particulars relating to the measurements of these three yachts or the conditions under which they had entered. A programme of the events was printed before the races were sailed, but a copy was not issued to me.

I sailed the three races on the conditions I was asked to enter upon and won the series with one 1st and two 2nd places, after which the sailing committee had the Victorian yacht S.J.S. re-measured, and officially informed me that she was entitled to a greater time allowance than had been given to her, and that another race must take place to decide the ownership of the Cup. To this I objected and formally claimed the Cup. However, two yachts sailed this extra race and the trophy was awarded to the successful competitor.

The rule bearing on the subject of a yacht entering a race on approximate size is as follows: — 'In case the rating has from any reason been incorrectly stated in the form of entry, if the fact is notified to the Sailing Committee in writing before the entries close, the Sailing Committee shall regard only the yacht's correct rating at the time of starting; but otherwise the yacht cannot sail at a lower rating than that entered. The interpretation of this Rule appears to me simple, and as follows: If a yacht is allowed the privilege of entering a race without a Certificate of size or an incorrect Certificate, the owner must be bound by the rating under which he starts, unless he notifies the Committee before the entries close that such rating is incorrect.

The night after the final event, the Hon. Secretary, in the presence of the Flag Officers, informed me that it was not considered likely that either the Fidena or the S.J.S. would be amongst the placed boats, and as the Official Measurer had no time to measure the last-named craft before the races; the owner had, at the request of the Sailing Committee, furnished them with measurements of his boat, from which the Measurer worked out her rating at 28 approximately, based roughly on particulars supplied, and that they had not received in writing any notification objecting to such rating before the entries closed or the races started. This fact is borne out by the programme of events published just before the races, showing the rating under which S.J.S. elected to start as 28 approximately. On the above facts, it was apparent to me that S.J.S. could not derive any benefit from any subsequent re-measurement but would have to pay the penalty if her rating was greater. This is in accordance with the last sentence of the above stated rule. Readers will give credence to the fact that Sporting Rules are made to prevent any competitor gaining an undue advantage over others. It seems to me quite clear that a yacht owner who did not choose to give a certificate of size, or, in lieu thereof, comply with the alternate conditions, should be disallowed the great advantage over those who did give certificates beforehand, of being measured after a final event, and receive benefits thereby. I contend, therefore, firstly, that the yacht S.J.S. should not have been allowed to start without a certificate of measurement (there were four months in which to procure it); and, secondly, as the sailing committee accepted such entry, then, in accordance with the rule, and on the above facts, she could not benefit by a lower rating ascertained after entries had closed, and subsequent to the final event.

I consider that I hold the honour of having won the 'La Carabine Cup,' and that such trophy rightly belongs to me.

I am, &c., — NORMAN H. MURRAY.



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Monday, 11th February, 1907 – Evening News

LA CARABINE CUP CONTEST.

OFFICIAL EXPLANATION OF THIS DISPUTE.

To the Editor of the 'Evening News.'

Sir, — As there appears to be some misunderstanding of what really happened in the La Carabine Cup contest, my committee has directed, me to state the facts concisely. The cup was presented by Sir Rupert Clarke, to the Royal Yacht Club, to be sailed for upon such conditions as the committee should decide. These conditions were drawn up and forwarded to all the Australasian yacht clubs, but one alteration was subsequently made at the request of the Sydney yachtsmen, viz., that, instead of a single contest, the cup was to be awarded to the yacht scoring the highest number of points in three events, the points being 3, 2, and 1.

The racing rules of 1905 of the British Yacht Racing Association were adopted, with some special modifications, such as that, 'entries of yachts be accompanied by the rating certificate of the.....club of which the owner is a member. All yachts shall be subject to re-measurement either before or after the race. Entries.....shall be in form prescribed one calendar month prior to date of race.'

Several of the yachts entering did not strictly comply with the conditions to providing rating certificates, amongst them being Mr. Murray's Heather, nor did he forward any entry form as prescribed. The Heather's certificate was handed to me by Mr. Murray a few days prior to the race. So far as the S. J. S. was concerned, her owner sent a formal entry and a number of measurements, intimating that they were not complete. Two other yachts were in the same position as regards measurement, and the three entries were accepted in view of rule, 6, quoted below. In all of these three cases their rating was known at the time of the races. For the guidance of the other contestants, it was set out in the official programme that the rating of these three boats was approximate only, and that they would be subject to measurement after the race, and consequently their time allowance would be subsequently adjusted. Mr. Murray himself, every member of his crew, and all the other competitors, received a copy of the official programme before the start of the first event, and so got specific warning that these yachts were sailing on approximate rating.

The practice of sailing on approximate ratings is well known and specially provided for in the rules, and I understand that in Sydney Mr. Murray has availed himself of the right, so that its use in Melbourne was no novelty to him. The rules of the British Yacht Racing Association bearing on the matter are as follow:

Rule 1 (which concludes) ... 'The sailing committee should . . . discourage all attempts to win a race by other means than fair sailing and superior speed and skill.'

Rule 6: 'In case the rating has from any reason been incorrectly stated in the form of entry, if the fact is notified to the sailing committee in writing before the entries close, the sailing committee shall regard only the yacht's correct rating at the time of starting, but otherwise the yacht cannot sail at a lower rating than that entered.'

At the time of entering his boat, the owner of S.J.S. notified me in writing that his measurements were incomplete, i.e., incorrect, and requested that her approximate rating be used, thus bringing her within the provisions of Rule 6. Accordingly, applying the above rule, immediately the boat was measured she was entitled to her correct rating and time allowance.

As soon as the third event was finished, the S.J.S. came into the pier, and was taken possession of by the sailing committee, who held her until she had been measured by the official measurer's of the Sydney and Victorian Yacht Racing Associations and of the Royal Yacht Club. The rating was announced by them on Wednesday, 16th ultimo, Mr. Murray being one of the first to be informed of the result of the measurement. On the Monday previous Mr. Murray knew that the S.J.S. would be measured, if necessary, and that her time allowance would be affected thereby.

Immediately upon the measurements being correctly ascertained, the sailing committee awarded the points gained by the competitors in the three events, with the result that the Rawhiti, S.J.S., and Heather each obtained six points, and they then ordered a further event to be sailed to decide the



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contest, of which the three owners were informed. The deciding event was sailed between the Rawhiti and S.J.S., and won by the former, Mr. Murray declining to start.

I regret having made such frequent use of Mr. Murray's name in the above, as neither the sailing committee nor myself wish to make the matter at all personal; but, so far as I am aware, the owner of the Heather was the only one who has objected either publicly or privately to the sailing committee's management of the race. — Yours, etc.,

SAMUEL AMESS,

Hon. Secretary R.Y.C.V.

Royal Yacht Club, Esplanade, St. Kilda (Melbourne), February 8, 1907.

Wednesday, 20th February, 1907 - Sydney Morning Herald

LA CARABINE CUP DISPUTE.

TO THE EDITOR OF THE HERALD.

Sir, - I had hoped until Mr. Arness' (hon. sec Royal Yacht Club of Victoria) official letter appeared in the issue of your journal of the 11th inst., that this correspondence had closed, and it is solely on account of certain inaccurate statements made therein that I am compelled to reply in justice to myself.

The reason why Heather's rating certificate did not accompany my entry form, which Mr. Arness states was the case with several yachts as with me, was due to the fact that although Heather was measured specially for La Carabine Cup race several days before the entries closed, my certificate was not forwarded to me by the measurer until a couple of weeks after. On reaching Melbourne I handed it to the hon. sec. four days before the race, and he accepted it as satisfactory. With regard to Heather's form of entry, if such was not received, why was her entrance fee accepted before the entries closed, the yacht allowed to compete in the three events, her position in each race officially recognised, and she declared the winner of La Carabine Cup? So far as I am aware my yacht started in the three races with a clean sheet and with the full approval of the sailing committee.

It is true that sailing on approximate rating is no novelty to me, but the hon. sec. evidently was not also given to understand, or if so, did not state in his letter, that when it was necessary for me to sail under such conditions, I strictly complied with the rule relating thereto, and furnished the required declaration - a very different state of things to what happened in Melbourne, even according to Mr. Arness' explanation.

The statement that I received a copy of the official programme before the start of the first event is incorrect; nor did I receive any communication with regard to the conditions, under which the 'approximate' yachts were sailing from the hon. sec. or the sailing committee.

Mr. Dixon Kemp, the greatest English authority on the rules, lays much stress on the necessity for all competitors being specially notified before the race if a yacht elects to sail subject to remeasurement afterwards.

The hon. sec. states that so far as he is aware, I am the only person who objects, either publicly or privately to the sailing committee's management of the race; such unfortunately is not the case. I may say that on the Saturday prior to the sail-off, Sir Rupert Clarke, the donor of the cup in the presence of several Melbourne gentlemen, expressed to me his opinion that he considered I had won the cup, and hoped the committee would not take further action in the interest and encouragement of further interstate contests.

I feel that this matter should be settled by a higher tribunal, and have this day written to the hon. sec. requesting that a case be stated for the decision of the council of the British Yacht Racing Association enclosing cheque to defray the expenses thereof.

I am, &c

H. MURRAY

N.



ROYAL SYDNEY YACHT SQUADRON

Thursday, 28th February, 1907 – Australian Star

THE LA CARABINE CUP.

Mr. Samuel Amess, hon. secretary of the Royal Yacht Club of Victoria, writes as follows: —

"In reference to Mr. Murray's letter published in the 'Argus' on the 21st Inst., I beg to state as follows:

1. The only official recognition of Heather's position in the three events was contained in my letter to Mr. Murray informing him that the Rawhiti, Heather and S.J.S. had obtained six points each. At no time was Heather declared winner.
2. Mr. Thomas Knox, on behalf of the sailing committee, before the start of the first event, personally handed to Mr. Murray a copy of the official programme, and at the same time drew his attention to the fact that some of the yachts were sailing on approximate rating.
3. As Mr. Murray does not contend he won the race on the merits, but only on his views of a technicality, my committee does not think this a case with which it should trouble the British Racing Association."

The statement coupled with my name in above is correct. — Thomas Knox."

Wickliffe House, Esplanade, St, Kilda,

26/2/07."

Thursday, 7th March, 1907 - Sydney Morning Herald

SAILING - THE LA CARABINE CUP RACE.

We are requested to publish the following correspondence and statement: -

Sydney, 19th February 1907

The Hon. Secretary, Royal Yacht Club of Victoria, Melbourne

Dear Sir,

La Carabine Cup

I shall be glad if your sailing committee will state a case for the consideration of the British Yacht Racing Association and I enclose herewith cheque for £3 10s to cover expenses thereof. Before sending the papers home, I will esteem it a favour if you will let me have a copy of the stated case and the papers accompanying it. My statement will be forwarded to you to accompany the documents.

Yours truly,

N. H. Murray, Wickliffe House, 1 Esplanade St. Kilda, 26-2-07

N. H. Murray, Esq., Sydney

Dear Sir, - In further reply to yours of the 19th inst., my committee feel that as you do not contend you won the La Carabine Cup race on its merits, but only that you are of opinion that on your view of a technicality it should be awarded to you, they would not be justified in troubling the British Yacht Racing Association over the matter. I enclose your cheque for £3 10s herewith.

Yours truly,

Samuel Amess. Hon Sec.

With reference to the above, Mr. Dixon Kemp, the accepted authority on yacht racing rules, states - "The decision of the sailing committee shall be final unless they think fit on the application of the parties interested, or otherwise to refer the questions at issue for the decision of the council of the Yacht Racing Association whose decision shall be final. Any such reference if made on the application of any party interested, must be accompanied by a fee of £3 for yachts not exceeding 35ft rating, payable by the party or parties on whose application the reference is made. Such fees shall go to the funds of the Yacht Racing Association in the event of the appeal not being sustained. It shall be the duty of the sailing committee whose decision is appealed against to forward to the secretary of the Yacht Racing Association a statement of the case put before them, and their decision thereon. There



ROYAL SYDNEY YACHT SQUADRON

can be no direct appeal by an owner from the decision of the flag officers or sailing committee of a Club to the council, nor can a party interested in a dispute demand as a right that the matter shall be referred to the council. The option of so referring disputes to the council rests entirely with the flag officer or sailing committee. However, the practice is where both disputants request it for the flag officers or sailing committee to refer the dispute, and in most cases such a request from one disputant has been complied with.”

The grounds upon which the sailing committee of the Royal Yacht Club of Victoria has refused to state a case is, I contend, incorrect, as I have always strongly protested that I won this race on its merits and was wrongly deprived of my rights by the erroneous action of the committee. I have requested that this matter be referred to the British Yacht Racing Association, and tendered the usual fee, but the sailing committee of the Royal Yacht Club of Victoria contrary to the accepted practice refuse to allow an appeal. This is manifestly unfair and detrimental to the healthy sport of interstate yacht racing.

N. H. MURRAY.