

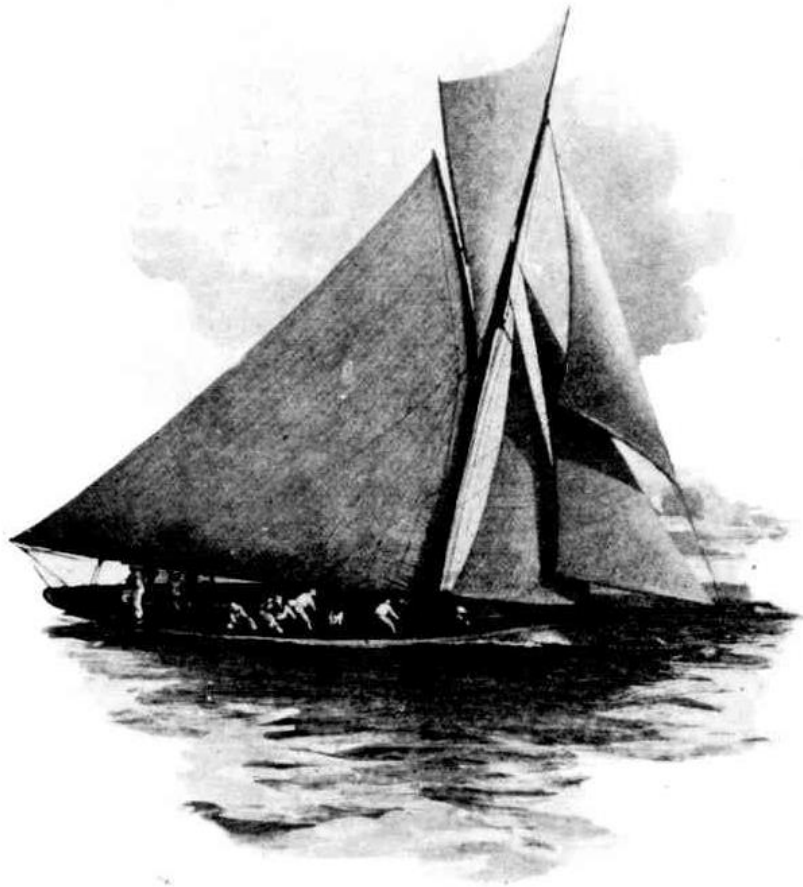


ROYAL SYDNEY YACHT SQUADRON

“Read all about it!”

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

Interstate Challenge - 1910



THE SAYONARA CUP DEFENDER.
J. Dixon's **Sayonara**, which Walter Marks has challenged for the **Sayonara Cup** with Culwulla III

Friday, 26th March, 1909 – The Daily Telegraph

SAYONARA CUP.

AWANUI CHALLENGES FOR NEXT SEASON.

MELBOURNE. Thursday. — The committee of the Royal Yacht Club of Victoria considered yesterday evening a letter from the Royal Sydney Yacht Squadron, conveying a challenge for the Sayonara Cup next season with A. C. Saxton's 10-metre yacht Awanui.



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It was decided to call a special general meeting of members for Friday evening, April 2, to consider the matter.

Under the terms of the deed of gift the Royal Yacht Club has a month within which to accept a challenge.

A letter was also received intimating that both the Royal Sydney Yacht Squadron and the Prince Alfred Yacht Club had agreed to the proposal of the Royal Yacht Club of Victoria that the size of yachts eligible to compete for the Sayonara Cup should be limited till March 31, 1912, to 12 metres rating, after which date the size as limited in the deed of gift — 52ft. rating, or its present equivalent, 15 metres — should be reverted to.

Saturday, 3rd April, 1909 – The Daily Telegraph

SAYONARA CUP.

EXTENSION OF TIME ASKED FOR.

MELBOURNE, Friday. — The Royal Yacht Club held a special meeting to-night to consider the challenge received from the Royal Sydney Yacht Squadron for the Sayonara Cup for next season, with Mr. A. C. Saxton's Awanui.

After a long discussion it was decided to write to the Royal Sydney Yacht Squadron asking for two months' extension of time for nominating a defender, owing to the absence of one of the Sayonara's owners in England.

Thursday, 27th May, 1909 – The Daily Telegraph

SAYONARA CUP.

CHALLENGE ACCEPTED.

MELBOURNE, Wednesday. — The secretary of the Royal Yacht Club of Victoria has received a cablegram from Mr. W. J. Newbigin, one of the co-owners of the Sayonara, who is at present in England, intimating his willingness that the Sayonara should be nominated as defender of the cup for next year's contest.

The Royal Sydney Yacht Squadron last March challenged Mr. A. C. Saxton's 10-metre yacht Awanui, and subsequently granted the Royal Yacht Club two months' extension of time within which to accept the challenge. They have, therefore, been notified in accordance with the terms of the deed of gift that their challenge has been accepted, and that Messrs. W. J. Robb and D. J. Newbigin's 11½ metre yacht, Sayonara, will be the defender.

Races in connection with the contest will be sailed in Port Phillip early next year, on dates that have yet to be fixed. It will be the third occasion on which the Sayonara has been called upon to defend since she originally won the cup for Mr. A. Gollin in 1904, in Sydney.



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Wednesday, 15th December, 1909 – The Australian Star

SAYONARA CUP.

MR. WALTER MARKS PURCHASES AWANUI.

THE BIG RACES AT MELBOURNE.

Mr. Walter Marks, who only recently launched the new yacht Culwulla III, which was built especially to compete at Melbourne in the Northcote Cup races, has purchased Sydney's finest yacht, the Awanui, from Mr. A. C. Saxton.

Mr. Saxton had already, through the Royal Sydney Yacht Squadron, challenged the Victorians for the Sayonara Cup, but it is understood that the exigencies of business, caused through the recent disastrous fire at Messrs. Saxton and Binns' mills may have interfered with his going south. Mr. Marks has therefore taken over the yacht and will go on with the challenge.

The Royal Sydney Yacht Squadron has asked the Royal Yacht Club of Victoria to postpone the Sayonara Cup races until the first or second week in March, so that these events and those for the Northcote Cup can be sailed about the same time. The Victorians are holding a meeting in Melbourne to-night to consider the application.

Saturday, 18th December, 1909 – The Daily Telegraph

The Sayonara Cup.

The challenge made by the owner of the yacht Awanui for the Sayonara Cup was issued through the Royal Sydney Yacht Squadron to the Royal Yacht Club of Victoria, and correspondence between these two organisations has been entered into with a view to altering the dates allotted for the races, to fall in with the wishes of Mr. W. M. Marks, the new owner of Awanui. Yesterday afternoon, the R.S.Y.S. received a telegram from the R.Y.C.V., stating "Postponement agreed to, letter following." The races, therefore, will not take place until early in March, and the alteration in dates will allow Mr. Marks time to carry out his itinerary of some 1660 miles. Awanui should, therefore, be a competitor at the Tasmanian sailing carnival in February next, while inter-State visitors will have the opportunity of witnessing the racing for the Sayonara and Northcote Cups within the space of little more than a week.

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Awanui, from Mr. A. C. Saxton.

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Saturday, 1st January, 1910 – Adelaide Observer

YACHTING NOTES.

[By Bobstay.]

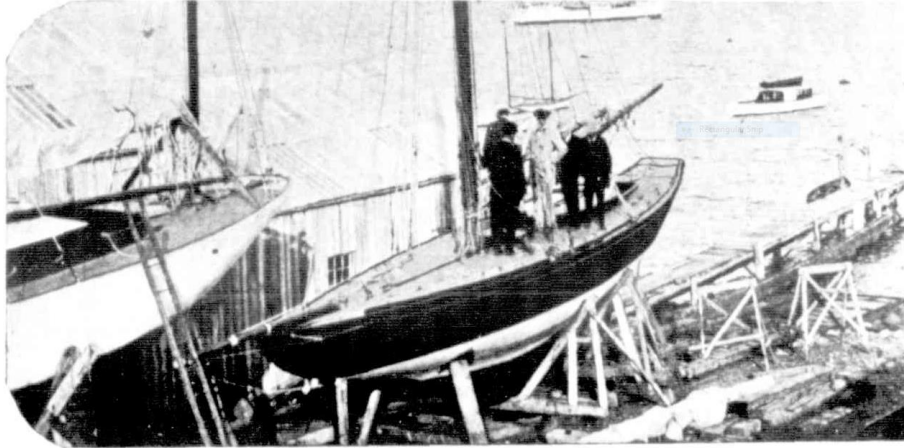
Victoria finds herself in an unenviable position with regard to the defence of the Sayonara Cup. "So far no one has come forward as a purchaser of Sayonara, the joint owners of which (Messrs. Newbigin and Robb) are unable for various reasons to undertake the fitting up of what has been described as fine a defender as ever sailed in Australian waters. It may be asked (writes *The Melbourne Age*) why is this defence not taken up by the senior yacht club in the State — the Royal Yacht Club? That club, by its constitution, could not spend its funds for that purpose; while, as to its members, those who are in a financial position to buy the Sayonara and defend the cup as it should be defended are already boat owners, and have their hands full; and the others, though anxious and willing to give their services if desired as members of a crew, have not the necessary funds at their disposal. What, then, is wanted, is one or two Victorian sportsmen who are sufficiently keen for the honour of the State in which they live to come forward and show they are not lacking in public spirit.

These men have not been wanting in the past, either in Victoria or in New South Wales and in the sister State there seems no lack of them. It is difficult to believe that they will not be forthcoming in the immediate future; but the time within which it is imperative that work should be commenced is daily becoming shorter, and that no proper defence should be made next March would be as distasteful to Awanui's skipper and crew as it would be disgraceful to Victorian sportsmen.

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CULWALLA III. (N.S.W.) ON THE SLIP AT HOBART.

YACHTING.—
The Crew of the "Sayonara."

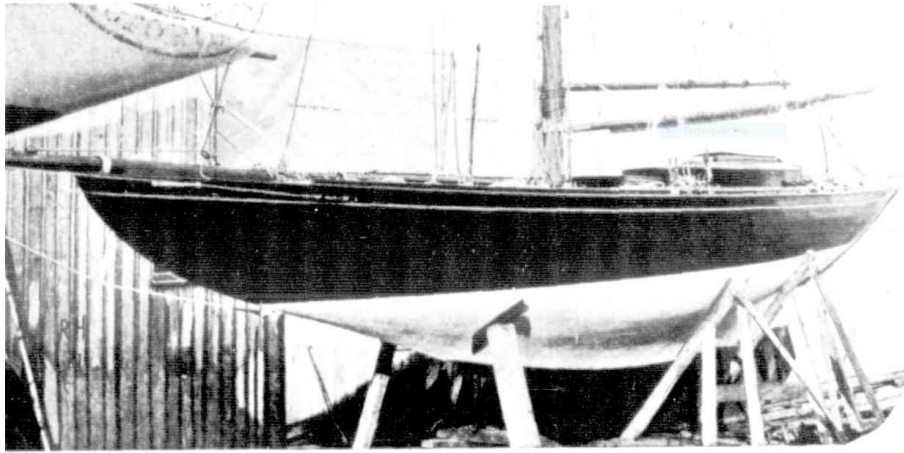
The *Sayonara* Cup will be raced for tomorrow (Friday) between the *Sayonara* (the present holder) and the *Culwalla III* (the challenger).

Photos by: *Wesley Studios, Collins-st.*

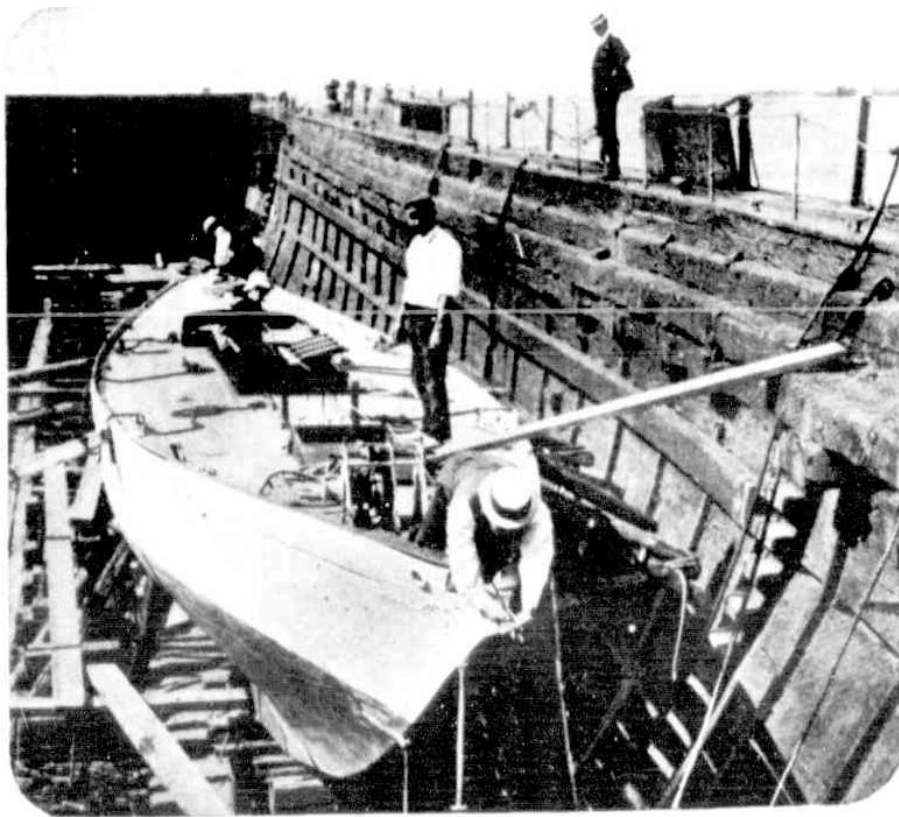
MR. A. L. YOUNG, B.Y.C. MR. R. WILKINSON, B.Y.C. MR. W. HIGGINS, B.Y.C. MR. E. DOLLOYD, B.Y.C.
 MR. J. DIXON (OWNER). MR. J. ALLEN, B.Y.C. (SKIPPER). MR. H. M. AGG, B.Y.C. MR. W. PARKER, B.Y.C. MR. V. SCALES, B.Y.C. MR. T. HOGG, B.Y.C. MR. J. CORBY, B.Y.C.



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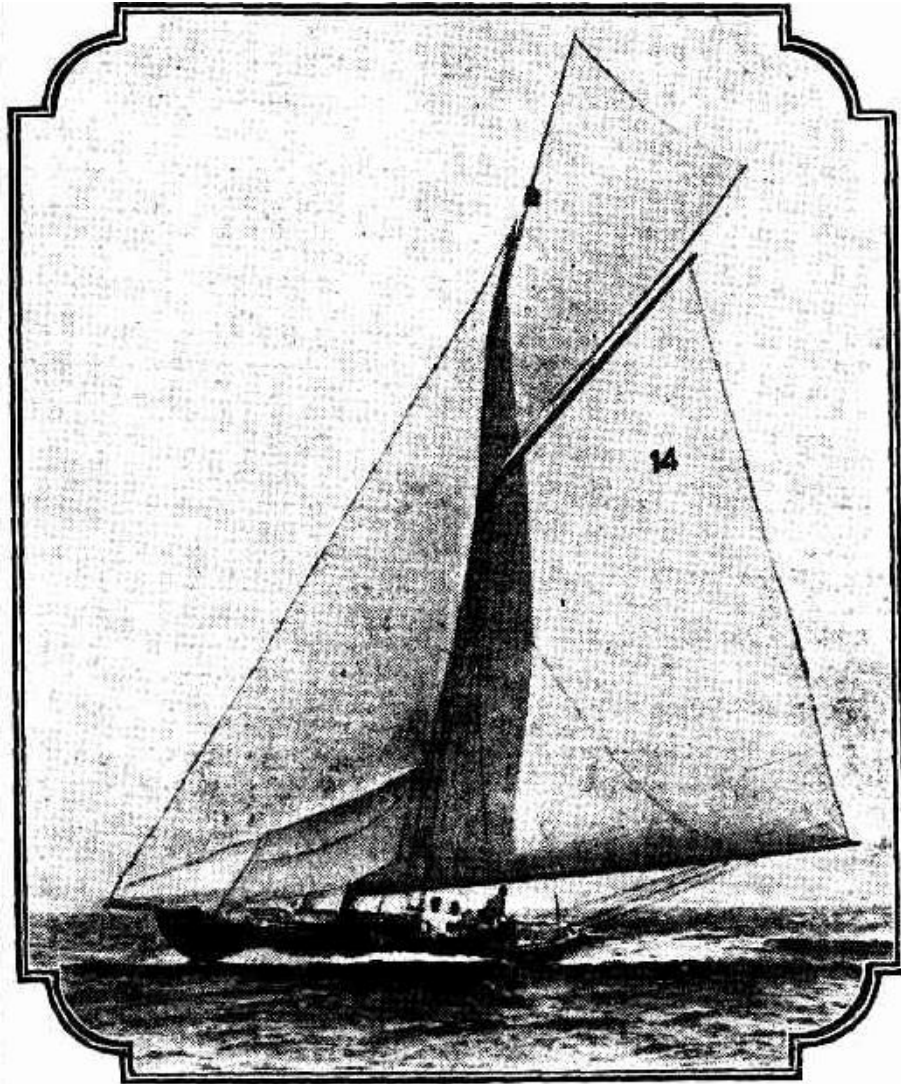
THE UNDER-BODY OF CULWALLA III.



SAYONARA (Vic.) IN DOCK : THE OFFICIAL MEASURER AT WORK.



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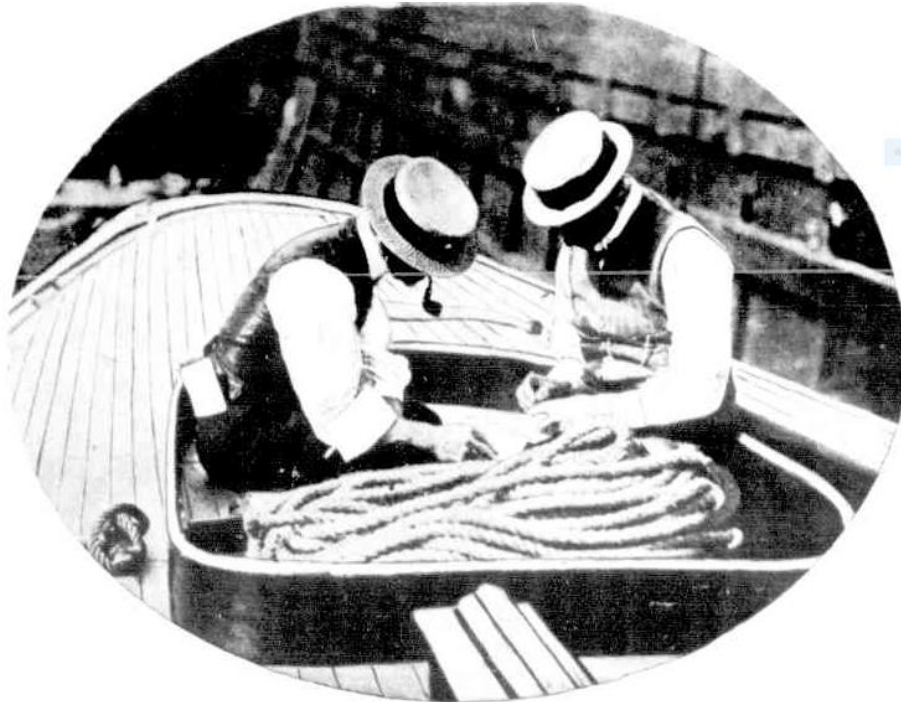


THE CULWULLA III.

Yesterday the first yacht race for the **Sayonara Cup**, now held by the Victorians, was sailed on Hobson's Bay between **Culwulla III**, of Sydney (challenger), and the **Sayonara**, of Melbourne (defender). It resulted in a victory for the Victorian boat. The second race takes place this afternoon, and the third on Monday.



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MR. F. J. DAVIES WORKING OUT THE FORMULA.

Wednesday, 9th March, 1910 – Referee

Sailing

By 'Weather-Eye'

From all accounts the coming match between the defender, Sayonara, and the challenger, Culwulla III, will prove the best contest yet held for the Sayonara Cup, which the Victorians have so far so successfully defended with Sayonara. Since her recommissioning, Sayonara has given every satisfaction in her tuning up, and Mr. Dixon, her owner, and his crew are confident of victory. Sayonara was docked on Saturday for the purpose of receiving the final touches for the races, which start on Friday.

Culwulla III reached Port Phillip after a voyage of five days from Hobart. Owing to a contrary wind little progress was made during the first two days of her passage, but with a favourable south east wind setting in the yacht carried it with her for the rest of the journey. A speed of 11.5 knots was attained for a few hours during the voyage. After arrival in Port Phillip she moored off St. Kilda, and the following day went into dock for cleaning and repairing. Mr. Marks has been warmly congratulated upon his enterprise and skill in sailing the yacht round from Sydney.



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Saturday, 12th March, 1910 – The Sydney Morning Herald

THE SAYONARA CUP

FIRST HEAT.

SAYONARA FINISHES FIRST.

(FROM OUR SPECIAL REPRESENTATIVE.)

MELBOURNE, Friday.

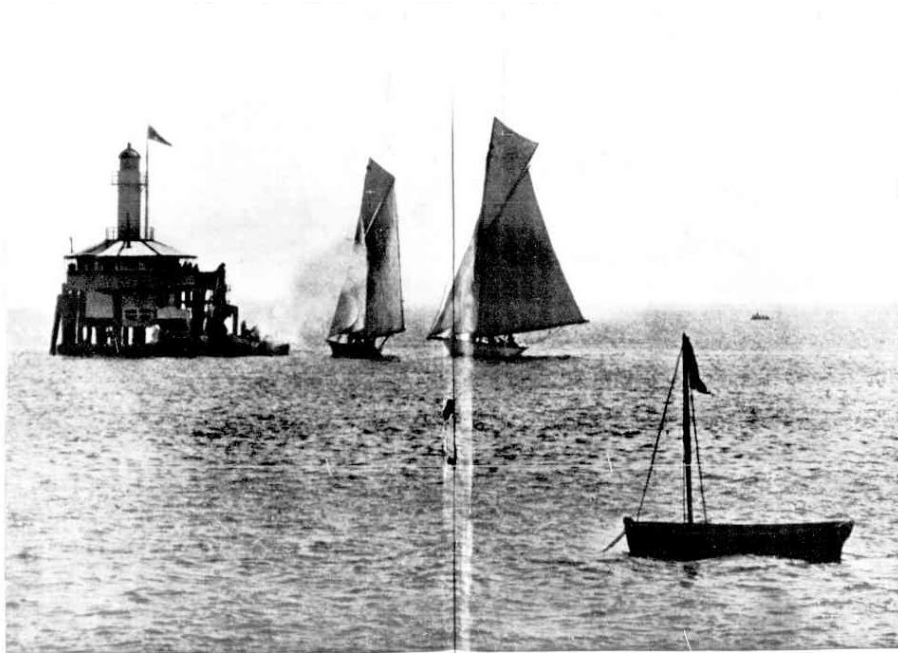
Curiously enough the unexpected has not happened, and the anticipations based upon theoretical reasoning have proved true, inasmuch as Sayonara to-day led the Sydney boat over the finishing line by 8m 26s, in the first heat of the series. The race was sailed in a very light south-south-westerly breeze, and on a beautiful, bright day. The preparations for the event had been most carefully made by the Royal Yacht Club of Victoria, which had charge of the arrangements, all of which were well carried out. The race was from a starting line between the flagstaff on the

Gellibrand light and a staff in a mark-boat, moored to the eastward, thence ten knots to a turning mark, and back across the finishing line. Both boats came up to the line well prepared for the fray and made a most beautiful picture in the bright sunlight. For a change the face of the water was perfectly smooth off the Gellibrand light, and the usual high-sided, drenching seas were absent. The old champion Sayonara, looked as well as ever she did, carrying a large topsail and a jib topsail, with all sails setting well. She seemed her old self, just the same good old boat which took the cup, which so fittingly bears her name, from Sydney in 1901, and successfully defended it in 1907 and 1909. She was sailed by Mr. W. Parker, who was at the tiller in place of her selected skipper, Mr. J. Allee. The latter had not sufficiently recovered from his indisposition, and fearing that his condition might prejudice the result, like a true sportsman, handed over his charge to his first mate. Culwulla III., with her owner at her tiller, looked fit and well, and hardly like a boat which had a few weeks before fought her way from Sydney to Tasmania in the face of several hard gales, and after a week's hard racing in Hobart had made her way across Bass Straits. In a breeze such as today's she would ordinarily carry a large topsail, but this would have brought her over her rating as a ten-metre boat under the rules of the British Yacht Racing Association, which regulate this contest. She had performed to make her debut under her smaller topsail. She looked small alongside the defender, and a glance was sufficient to show that it was the case of a small boat undertaking to beat a large one. As the Sydney boat came up to the line she was greeted by three hearty cheers from her rival - the nautical way of shaking hands before the fight.

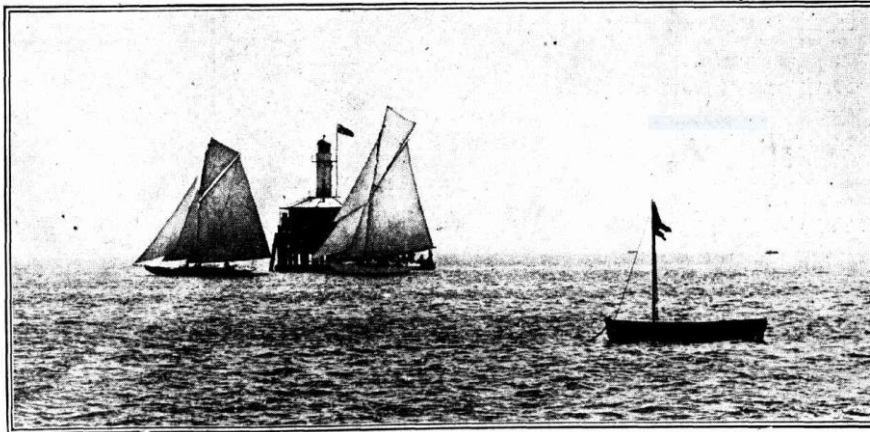
Punctually at five minutes to 2 the preparatory gun was fired, and the blue peter was hoisted on the Gellibrand light, and at 2 o'clock a similar signal sent the boats off on their journey of 10 miles to windward. Culwulla III led Sayonara over the line, Mr. Marks having placed his charge nicely on the defender's weather bow, both boats being on the starboard tack.



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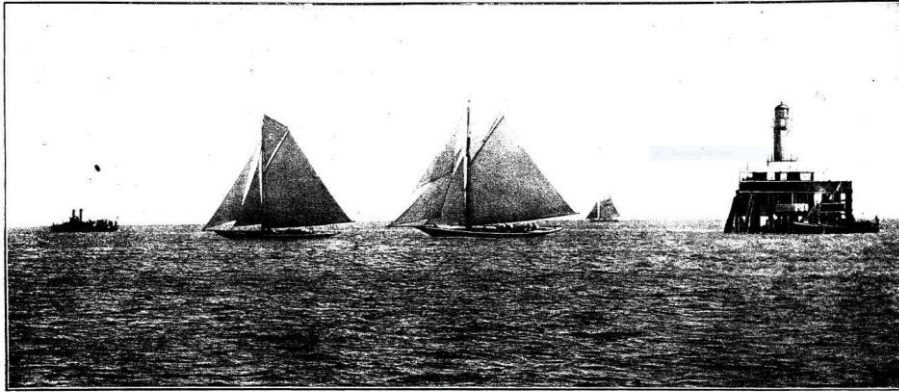
THE SAYONARA CUP RACE.



The start of the first heat of the Sayonara Cup race on Friday last. This heat was won by the Sayonara. The second heat fell to Culwulla III, the Sydney boat; but the final was won yesterday by the Victorian defender of the cup.



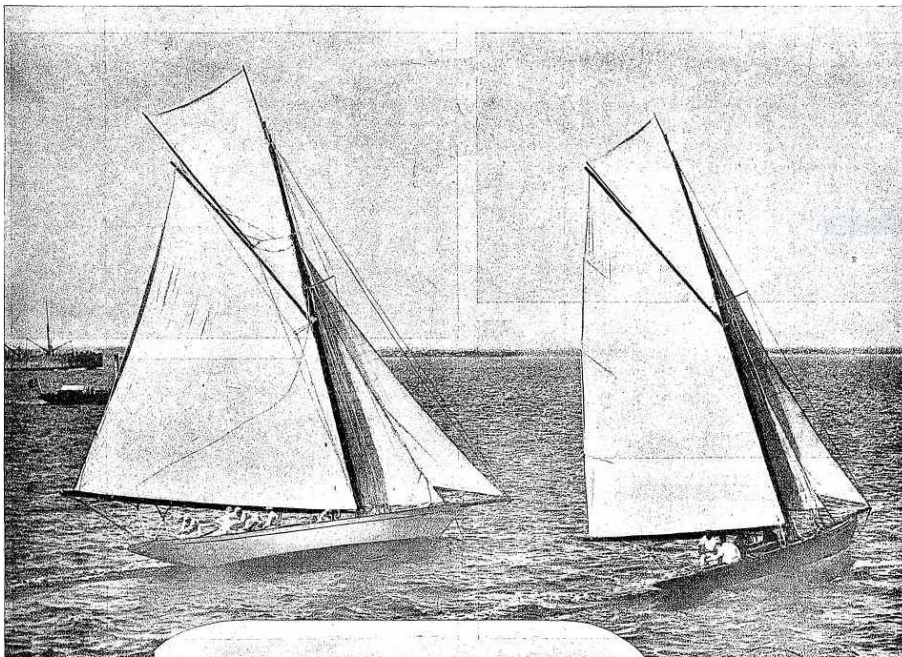
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CULWALLA III.

BAYONARA.
START IN THE FIRST HEAT.

THE PILE LIGHT starting and Finishing Point.



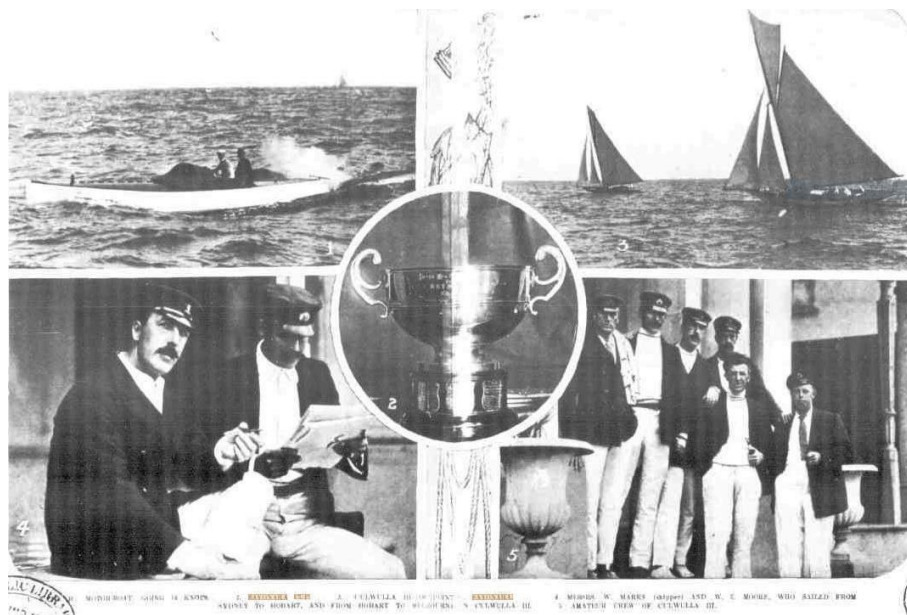
Among a number of craft gathered together to witness this big event was the Bona, belonging to Mr. C. D. Wallace, rear-commodore of the Royal Yacht Club of Victoria. The committee of the squadron watched the race from the steamer Lion. Among those aboard her was Mr. Walter Reeks, vice-commodore of the Royal Sydney Yacht Squadron. A large number of the public made use of the tugboat James Patterson, which had been chartered by the Royals. The steamer Alvina provided accommodation for members of the Brighton Yacht Club and their friends, and the motor launch Aefleeda followed the race on behalf of the St. Kilda Yacht Club. The windward mark was laid by the torpedo-boat Childers - of the local naval forces, under the command of Lieutenant Burford - which steamed straight up into the wind's eye for ten miles and then dropped a buoy with a red flag upon it.



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For the first few minutes after the start the Sydney boat held her rival, but it soon became apparent that the latter was holding a better wind. After a quarter of an hour's sailing, both boats being on the starboard tack, the Sayonara had crept out to windward, and instead of being on the Sydney boat's lee-quarter was on her weather-quarter. The latter, however, appeared to be moving faster through the water, and the Victorian representative seemed to be somewhat pinched. They continued on this tack till 2.50, when Culwulla came round into the port tack, while Sayonara kept on crossing Culwulla. It was then seen that the defender had established a substantial lead, and that the final result would not be hard to guess.

Five minutes of the port tack was enough for Culwulla, and she then came back on to the starboard. Sayonara still keeping steadily on, moving through the water about the same pace as the challenger, but gradually creeping out to windward. At 5 minutes past 3 Mr. Parker put his boat about for the first time during the race, and came round on to the port tack, crossing Culwulla again with an improved lead. The Sydney boat held on till she was clear of the defender's back wind, and then came round into the port tack. After this she made several short tacks before Sayonara, at 3.40, came round again on to the starboard tack. At 3.50 Sayonara crossed the Sydney boat with a still greater lead. Culwulla was doing her best to hang on, but she seemed lost without her big topsail, which would have been exactly the sail for the light feathery breeze that was blowing and was dropping astern all the time. Only at one period of the race did she seem to have picked up her rival at all; but if it was so it was only because she got a fluke of wind. Sayonara's skipper seemed to get more used to her as he went along, and by the time she was approaching the windward mark he had her going in good style.



She was being sailed with more freedom and did not exhibit the tied-up appearance she had during the first mile or two. She made the rounding mark very neatly at 4h 22m 7s, followed by the Culwulla 9m



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5s later. These times gave an indication as to how light the breeze was. Mr. Marks came at the buoy on the first tack but could not make it until he had given his boat a small hitch on to the starboard tack and back again. Sayonara jibed round the mark, but Culwulla, merely bore away. In each boat the spinnaker was up as soon as she had rounded, and there was nothing to choose between workmanship of the forward hands of the two rivals. Sayonara changed her working jib topsail for a larger one, and Culwulla added her balloon-jib to her outfit. The run home was uneventful, except that the challenger drew up slightly on the defender, a result which may perhaps be attributed to the fact that the latter did not sail so direct a course homewards as the former. It was a matter of doubt as to the proper side on which to carry the main boom.

Perhaps for the first five miles of the return journey the starboard side was the more correct one, and for the last half the port was the proper side, as the wind drew round to the south slightly as the day wore on. Sayonara crossed the finishing line at 5h 53m 50s, and the Culwulla followed her at 6h 2m 16s, a matter of 8m 26s behind. Sayonara got a good reception as she took her finishing gun, but Culwulla had nothing to complain of in the way she was greeted when she crossed the line.



CULWALLA III. FINISHING.

The race on the whole was an uneventful one, and the result was not in doubt after the first quarter of an hour's sailing. The big sail-spread of the defender made it apparent when the boats came up to the starting line that she should win if the wind retained its gentle lady-like demeanour. The big question was - could she beat the challenger by more than 11m 40s; the time which she would be entitled to receive under the English yacht-racing rules if the contention of the Royal Sydney Yacht Squadron is



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correct this she managed to do by 3m 14s. So that it is still an open question as to whether she is not the actual winner of today's race after all. It is no doubt an unsatisfactory condition of affairs that the final result may not be known for several months to come. But as the matter stands there is nothing else for it. Sayonara may win tomorrow by more than the time she would have to give Culwulla if time allowance is to be made, in which case a third race will be necessary and she may then repeat the performance. But on present showing it seems not unlikely that the question of time allow allowance will have to be settled. Advantage has been taken of the presence in Melbourne of the vice-commodore and one of the committeemen of the Royal Sydney Yacht Squadron, and a conference has been held between them and a sub-committee of the Royal Yacht Club of Victoria as to the draft case originally submitted by the Sydney club. As a result of this conference the case has been finally settled and if necessary will be sent to England in the course of a few days for submission to the council of the British Yacht Racing Association, whose decision will be anxiously awaited; for on it, no doubt will depend the fate of the cup which New South Wales has made so many attempts to bring back.

The second heat will be sailed tomorrow over a triangular course of seven knots a side from to-day starting line round a mark off the eastern shore round a mark off the western shore and back across the finishing line. This should give the boats an equal amount of beating, leading and running. The weather indications point to a fine day, with a light southerly wind. Culwulla's supporters would like to see more weight than it showed to-day, which would enable her to get her lee rail just under water a thing which never happened today. All preparations have been made by the Royal Yacht Club of Victoria, and a large gathering of boats and steamers is expected.

Great interest is being taken in the contest, for it is a big thing to the boating man and has come to be recognised as the "America" Cup of Australia.



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ON BOARD THE JAMES PATTERSON.

Monday, 14th March, 1910 – The Sydney Morning Herald

SAYONARA CUP.

SECOND RACE.

WON BY CULWULLA III

WITHOUT TIME ALLOWANCE.

(FROM OUR SPECIAL REPRESENTATIVE)

MELBOURNE, Saturday.

The second heat of the series for the challenge for the Sayonara Cup by Mr. Marks' Culwulla III., rating 10 metres, was won by her to-day from the defender, Mr. Dixon's Sayonara, 11.4 metres, by a handsome margin of 2 minutes 35 seconds. The course was over a triangle of seven knots aside, from the starting point, round a mark off the eastern shore of Port Philip, thence round a mark off the



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western shore, and thence back across the finishing line. It was optional with the starter to send the boats the reverse way, but he decided not to do so, although perhaps if the boats had gone to the western mark first there would have been more windward work for competitors than they experienced in sailing over the original course. The vice-commodore (Mr. C. D. Wallace) was again at his post on the Gellibrand light, and punctually at five minutes to 2 o'clock fired the preparatory gun and hoisted a blue peter at the light, thereby bringing the competitors under racing conditions. Both boats had been out some time previously to this. Culwulla III. coming over early from her moorings under the lee of the St. Kilda pier, and looking in fine form. Everything aboard her was as it should be, her mainsail, perhaps, being the most perfect part of a perfect combination. She carried her smaller topsail, so as not to exceed her rating of 10 metres. The Sayonara came from her resting place at Williamstown looking the beautiful boat she is. She had her big topsail aloft, setting perfectly, but her mainsail showed a tendency to quiver in the after-leach. Her jib topsail was in stops when she came out, but her skipper had it taken in just before the start. She was greeted with three hearty cheers from the challenger as a tribute to her being first over the line in yesterday's race.



CREW OF CULWULLA III. Sitting (left to right).—Mr. W. Dalgarno, Mr. W. M. Marks (Owner and Skipper), Mr. W. J. Creagh (Second in Command), Mr. W. E. Moore, C. Neilsen (paid hand). Standing.—C. Rasmusen (paid hand), Mr. D. G. Reid, Dr. Foster. Photo by Ruskin Studios.

There was some very quiet and dignified manoeuvring for the best position crossing the line, but to those who understood these things it was very keen work. A good start means much when boats are at all evenly matched, because it takes time to get from under another boat's lee, and in addition there is the moral effect on the skipper of the boat which is in a bad position at the start. It takes a very old hand not to become disconcerted and flurried on his weather bow when he realises that he has got to reverse things if he is going to win. This is essentially a case of an old dog for a hard road, and when Mr. Marks succeeded in beating his rival for position on the starting line and placed Culwulla III. neatly on Sayonara's weather bow, he laid the foundation of the good work which he subsequently put in. Mr. W. Parker was again in charge of the defender, and just before the starting gun was fired showed a desire to want to get out on the windward side of the Sydney boat, but it was soon made



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clear that whatever happened Culwulla was going to keep between Sayonara and the wind on the western side of Gellibrand light, with Culwulla close on his weather quarter, and with very little room to get between her rival and the light. Just as they drew level with the light the starting gun went, and down came the little blue flag with the white square in the centre, which means impending departure. Down went two tillers, and up into the wind came two bows. In came mainsheets and head sheets, and the second heat of the Sayonara Cup had started. The wind which had been feathery light during the morning, had begun to freshen just before the start, and when the boats left on their 7-mile journey to windward it was a nice fresh breeze from the south-south-west, sufficiently strong to put Culwulla's lee rail just where it was wanted, that is to say, just awash. The start was witnessed by a large number of enthusiasts. Mr. Wallace's beautiful schooner Bona was again hovering about, waiting to take her owner off the light when he had finished his duties as starter. The Royal Yacht Club of Victoria, by whose officials the races are being conducted, provided the tugboat Lion for the committee, and the James Patterson for the general public; and the Brighton Yacht Club again had the loan of the steamer Alvina from Port Phillip pilots for the use of members. There were several other steamers in attendance, most of them well crowded, and there was also a large gathering of sailing boats and a few motor craft. Both the challenger and the defender got away on the starboard tack, which, of course, took them in the direction of the eastern shore, thus reversing the experience of yesterday. Culwulla immediately began to exhibit her capacity to eat the wind and claw out to windward from Sayonara. The Victorian supporters who did not know the Sydney boat rubbed their eyes, it was yesterday reversed. The Sydney boat was working out to windward, and the Melbourne boat was dropping down to leeward. "Wait till the old boat settles down to her work," they said. "and she will soon be up on the Cull.'s quarter;" but as time went on it was not so to be, and, in fact, the angle between the courses of the two boats increased the further they went. At times Sayonara was going faster through the water, but it was only at times, for she never got beyond a line drawn through Culwulla's runners. Sayonara's skipper did not seem to realise that his boat was not under-canvassed, but over-canvassed, for after about five minutes had elapsed he sent his jib topsail aloft. This necessitated a couple of men in the bow of the boat and one out on the end of the bowsprit for a considerable space of time, all of which was doing a lot of harm to her weatherly qualities. Culwulla was sailing like a little witch, eating up to windward with every puff and skipping through the water at a great rate.

The jib topsail on Sayonara was dragging her along a bit faster through the water but was sagging her down to leeward all the time. After it had been damaging her chances for about half an hour the skipper decided to take it in, which, of course, meant more men in for a few minutes. Sayonara's jib topsail helped to lose her second race against Bona in 1904, and it helped her to lose the second race in this contest. It was not, of course, the prime factor in her showing so badly to-day, but it was one of the things which count when the total is made up. As the boats proceeded on their course the wind freshened, and the sea at once began to make. It is a remarkable feature of Port Phillip, this sudden getting up of a biggish sea in little more than a few minutes, due no doubt to the comparative shallowness of the water. Fortunately for the Sydney boat she was well on her journey to the windward mark before the sea began to get any way big; but when she did experience those steep, high-sided wave formations she made better weather than a good many of the critics expected. Culwulla still continued to creep out to windward, and it began to dawn on those who watched the



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good work she was doing that she was providing the exception to the rule. The unexpected was happening. Sayonara's supporters had been asking for a breeze with weight in it, for under such conditions they did not expect her to beat her smaller rivals by more than the time she would have to give if the Sydney club's contention that the time allowance should be made under the deed of gift was the correct one. The little boat was beating the bigger one on the windward work. When off the Brighton shore Sayonara had some trouble with her throat-halyards. The wire strop on the mast carried away, but luckily for her the upper iron block of the halyards caught up aloft in the boundsband and gave her forward hands time to make things secure again, except that the set of the topsail was somewhat disturbed. This mishap did not improve the defender's chances but did not affect the result. Culwulla was out to win, and she was giving all her attention to the work on hand, with excellent results. One of the difficulties of the contests for the Sydney men is to find the rounding marks, which are away out in the bay, with comparatively little assistance from the land towards locating the buoys. Culwulla's skipper evidently did not pick up the windward rounding mark as soon as Sayonara's, however, for the latter was the first, at 3.15, to put his tiller down and his ship on the port tack. Mr. Marks at once followed suit, and it was then seen that he had a little more in hand than was necessary to fetch the mark; but it was an error on the right side, for it enabled him to ease his sheets an inch or two and let his boat romp along. Sayonara, on the other hand had somewhat of a pinch to make the mark. At 3h 31m 38s Culwulla rounded the buoy with the red flag and eased her sheets for the lead of seven miles across to the Point Cook buoy. Sayonara followed at 3h 35m, which established the important fact that the Sydney boat had taken four minutes 12 seconds out of her big rival in the thrash to windward. The Sayonara has up to the present sailed in ten races for or in defence of the cup, which bears her name. Out of these events only on two occasions has she been beaten round the windward mark, once by the Bona in the second race of the series of 1904, and today by the Culwulla. Eight times out of ten is a good record for any boat, and it almost seems that by the law of averages she could not go on doing that sort of thing much longer. By the time the boats had reached their windward goal the wind had freshened, and on the lead across to the western shore it was blowing hard and strong. The Sydney boat changed her working staysail for a balloon sail and made a beautiful picture as she sped along with the white foam well over her lee rail, hotly pursued by the defender, carrying a balloon foresail and jib topsail. The latter was lying down to it, and was clearly over-canvassed, but notwithstanding this she knocked 27 seconds off her deficit, leaving her 3m 45s astern of the Culwulla, when the second buoy was rounded by her at 4h 27m 40s, Culwulla having preceded her round this at 4h 23m 55s. On the lead across the Sydney boat had the same and only disadvantage of being the leader in that she had to find the rounding mark, which lay out to the west, right in the bright rays of the sun reflected from the face of the waters; but her skipper relied on his compass and fetched his mark in good style. She jibed round this buoy, bringing her boom over to port, and then up went her spinnaker, to be followed by a balloon jib. Sayonara also jibed, and sent her big spinnaker up, but for some reason it did not go up with the same despatch as it did in yesterday's race. It is a well-known racing maxim that everything goes wrong in a boat which is being beaten, and everything goes right on the winning boat, and this may perhaps account for the fact that Culwulla's forward hands showed the better work. Both boats presented a grand sight as they came down the wind with their spinnakers drawing and their mainsails broad off. They looked like two beautiful seabirds with white outspread wings. Sayonara came along very fast and was reducing the distance between herself and her redoubtable little rival, but it would have meant going many long



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miles further than seven to catch the leader, and so the race was to Culwulla, which sped over the finishing line and took her gun at 5h 17m, having negotiated the whole course of 21 miles in 3 hours 17 minutes. The defender followed her at 5h 19m 35s, or 2 minutes 35 seconds behind, showing that she had picked up 1 minute 10 seconds. The Sydney boat met with a great reception, and the Victorians again showed that they can appreciate and commend the other man's success. The hundreds of people, on every sort and kind of craft, that cheered the Sydney boat and her skipper could not have done more if their favourite, the old "Sarah," had been the victor. Especially pleasing was the high compliment paid by the Royal Yacht Club of Victoria, when it, immediately after the race, hauled two burgees aloft on its clubhouse flagstaff, and a grand sight it was to those who have battled to bring the cup back to Sydney that the Royal Sydney Yacht Squadron's burgee was uppermost.

The performance of Mr. Marks in his little ship was worthy of every commendation. He did not make a mistake. He beat the Sayonara on the rating by 14m 50s, because, if the contention that time allowance is to be given is the correct one, to his actual win of 2m 35s must be added the 12m 45s which Culwulla would receive under the British Yacht Racing Association scale of time allowances. As the matter now stands, the Sydney boat has won the first race on rating and the second without time, and so, if the decision on the case which it is proposed to send to England is in favour of the granting of time allowance, the cup will have to come to Sydney, and the long quest will be at an end.

Another race will be held on Monday, so that if the decision of the council of the Yacht Racing Association supports the contention of the Royal Yacht Club of Victoria, and it is held that no time allowance shall be given, there will be no doubt as to the result. If Culwulla leads Sayonara over the finishing line on Monday there will be no necessity for the case to go to England for the purposes of this contest, although it will no doubt eventually be referred to the council in order to set at rest a question which should not be allowed to remain an open one. Regarding the Sayonara's performance to-day, without in any way discounting the merits of Mr. Marks's work, it cannot be denied that the defender was not sailing in her usual style. She failed to show those magnificent weatherly qualities which she possesses and was below her true form. She was over-canvassed during two-thirds of the race, the big topsail being her difficulty all the way. It is a hard matter to gauge what the weight of wind on these waters is likely to be, especially at this time of the year, and any skipper may make a mistake in judging what will best suit his boat in a race which is going to last several hours. But it was apparent very early in the race that this large sail was burying the defender and dragging her to leeward, and that, whatever might happen, if it was taken off the chances of winning it up aloft were clearly very small. After the first half-hour the position was, no doubt, a hard one for Mr. Parker to face in his second appearance. As the skipper of the defender in so-important a contest, he was probably relying on the assumption that he would want the big sail for the lead and run, but he apparently overlooked the fact that the first seven miles of windward work was the important matter, and that if he let the other boat lead him he would find a stern chase a long chase when it came to leading and running. The times, however, point to the fact that Culwulla will have to work up a good lead round the windward mark in Monday's race, as the defender will probably pick her up a good deal on the run, and will, if she gets any way near, blanket the smaller boat and beat her even perhaps on the line. The race on Monday will be over the first day's course, 10 miles to windward or leeward and back.



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Mr. Marks and his crew were entertained by the Brighton Yacht Club at a smoke concert, at which the commodore (Mr. Hedges) referred in complimentary terms to Mr. Marks's performance, and the latter replied, referring specially to the self-denial shown by Mr. Alice in handing over the command of the Sayonara to Mr. Parker when he realised that he had not sufficiently recovered from his indisposition to do justice to the defence.

Tuesday, 15th March, 1910 – The Melbourne Age

SAYONARA CUP.

VICTORIA RETAINS THE TROPHY.

Sayonara wins the third heat.

BY SAIL LOCKER.

For the third time Sayonara has success fully defended her title of champion yacht in Australian waters, and by so doing has entitled Victoria to remain in possession for another 12 months of the perpetual challenge cup that bears her name, unless the British Yacht Racing Association decides that the Sayonara Cup contest is not what Mr. Gollin, the donor, intended — an up to date 'contest' for supremacy between the States of New South Wales and Victoria in yachting, a class race, as it is now called, but a sample of a species of race that was brought into existence to give regatta committees a chance of encouraging the local cracks to compete against speedy visitors and to enable erstwhile champions to die an honourable death. By her win yesterday by 13 min. 12 sec., which is over 1½ min. more than the extreme measure of time allowance Sayonara could be called upon to give her opponent, she has again shown what a marvellous boat she is. Ten years older, and designed and built originally as a fast cruiser, she still has been able to comfortably defeat a boat built to race, and supplied with a perfect suit of sails and all the latest devices in gear. Her owner, Mr. J. Dixon, may well be proud of her, as are all Victorian yachtsmen. Mr. Marks's plucky, (and perhaps successful) attempt to take the cup back to Sydney cannot be too highly praised, but should it eventually turn out that the next Sayonara Cup contest has again to be sailed in Victorian waters, he may still congratulate himself with this, that he, in one race, brought his boat home further ahead of the Victorian champion than any other of her New South Wales opponents have been able to get. Though there were not of course such big crowds to watch the race yesterday as on Saturday, still the steamers following were extensively patronised, and the ringing cheers with which they greeted the winner showed how dear to them was her success. Nor did they forget Culwulla III, fully appreciating the plucky fight she had put up.

THE RACE.

The course yesterday was 10 miles to windward and back, starting from the Gellibrand pile light at 2 p.m. During the morning there had been a light breeze from the south-east, but the gathering clouds to the south looked as if the forecast, "South winds, blowing strong, and squally over coastal districts," might for once come true. Mr. Parker therefore took Sayonara out from her moorings with his jib headed top sail set instead of the jackyarder. Half an hour before the start, however, he decided to



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make a change, though at the time it was difficult to say what the weather might turn out to be later. At the time the wind was very light, somewhat to the east of south, and the sea smooth, so when the jackyarder had been hoisted the baby jib topsail was also run up in stops. Culwulla III meantime had come over from St. Kilda; similarly canvassed as on Friday and Saturday, and as she sailed by Sayonara the set of her mainsail made everyone on board envious. In the two previous races Mr. Marks had skilfully outmanoeuvred Mr. Parker at the start, but yesterday Mr. Parker had his revenge.

Both were well to the south of the light when the five minutes gun was fired and Mr. Marks, adopting his former tactics, kept in the weather position. Mr. Parker, however, worked him across to the east of the light, and both boats, came slowly up from the south towards the centre of the starting line. With a little over a minute to go Sayonara jibed over on to the port tack and stood across to the light. Culwulla III. did the same, still keeping in the windward berth. Some half minute later Sayonara was close by the light and jibing over again had Culwulla III astern of her. Slowly working her round the piles, Mr. Parker calculated his time to a second, for it was a tick of the watch after the flash of the gun that Sayonara's nose pole was across the line, Culwulla III., following in Sayonara's wake, was across five seconds later. It was an excellent piece of work on Mr. Parker's part, especially as Sayonara is not nearly as quick or easy to handle as Culwulla III. Both boats were then on the starboard tack, and after trying how Culwulla III would point for a minute or so, Mr. Marks threw round on to the port tack, and stood out to the west, whilst Sayonara's crew sheeted home the jib topsail. Culwulla III.'s a board was only a short one, but Sayonara stood across to the eastern shore. Some five minutes later Mr. Marks again threw about and made another short board to the west. Sayonara was getting through the water nicely, and held on the starboard tack for 30 minutes, when she went about, close off Middle Brighton pier. Culwulla III was meanwhile making fairly short boards down the middle of the Bay, but when after an hour's sailing, Sayonara, on the port tack, crossed Culwulla III.'s bows, she was a good half mile to leeward. For the next half hour Sayonara sailed along steadily, getting further and further, to windward and ahead, till, at about 3.30 p.m., she had Culwulla III. about three-quarters of a mile away on her lee quarter. The boats now met a nasty cross sea and the wind falling light, both were splashing it off from their bows, without making any great progress. The windward buoy was by this time well in sight, and Sayonara, after an hour's leg on the port tack, threw about a second time, though she could not lay the buoy. Culwulla III. made several more boards but was getting further astern all the time. Sayonara put in one useless leg on the port tack, but eventually jibed round the windward mark at 4 hours 9 minutes 55 seconds. Her spinnaker was out in a few seconds to starboard, and she had her balloon foresail set, and had substituted her big jib topsail, for the small one, within about 4½ minutes. Culwulla III. jibed round at 4h. 17 min. 35 sec., or 7 min. 40sec. behind. She had her spinnaker out also to starboard, quickly, and then set her balloon jib, and came bowling along after Sayonara. It was, however, a hopeless chase, as with the wind eastering and gaining a little more strength, Sayonara rapidly began to drop her astern. As Sayonara raced for home the first boat to greet and cheer her on, was fittingly enough the little Red Wings, a small open boat built by Mr. G. Garrard himself, to whose order and to meet whose ideas of grace and comfort, Fife originally designed Sayonara. Sayonara finally crossed the line at 5h. 45min. 38 3-5th sec. amidst a babel of sound from human throats and steamers' whistles. Culwulla III. finished 13 min. 12 3-5th sec. later, at 5h. 58m. 51 1-5th sec., and also received a ringing reception.



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Mr. Parker sailed Sayonara an exceedingly good race and is to be heartily congratulated on once more bringing her home to victory. Mr. Marks would probably have done better had he kept closer to the defender, and a hit more weight in the breeze would have been more to Culwulla III's liking. Sayonara, however, has conclusively shown that in light weather she is the faster boat, and it is unfortunate that on Saturday she was partially crippled, as it makes that day's test less reliable than it otherwise would have been. Sayonara will now be laid up and given an honourable rest after her hard fought battles, and Culwulla III. will be got ready for her homeward journey.

Tuesday, 15th March, 1910 – The Star

THE SAYONARA CUP.

QUESTION OF TIME ALLOWANCE

MR. J. DIXON'S VIEWS.

"If they beat us on the time allowance we will come to Sydney next year and attempt to reverse the decision; but I don't think the time allowance (if any) will make any difference to the result."

In those terms did Mr. J. Dixon, owner of the Sayonara, this morning discuss the result of the races for the Sayonara Cup. "Yes," he continued, "I think I have the best yacht in Australia; and as for the time allowance, I shall be very glad to have that question settled once and for all time. By the way, in the deed of gift of the cup there is not any mention of time allowance, and I don't think there should be. Certainly the Sayonara is a bigger boat than Culwulla III., but that is not our fault. Surely somebody in Sydney can build a yacht as big. If we were going to have time allowances you might as well have a ferry-boat racing an ocean liner, or a pony against a racehorse, and then provide a time allowance. I'm sure nobody would be greatly excited about the result. Should the British Yacht Racing Association decide against us, however, I shall be pleased to bring the Sayonara to Sydney next year and have another try."

This was Mr. Dixon's first race for the coveted cup, and he is pleased with the fine showing his boat has made. The story of how he became possessed of her is interesting. He has not previously had much time for sport, but lately decided to go in for one or another branch of it. First he thought a good racehorse would provide the relaxation from business he felt had become a necessity; but one day in conversation with some friends it was mentioned that there was nobody to defend Victoria's ownership of the Sayonara Cup. "This is my chance," thought Mr. Dixon; and so it turned out. It did not take him long to complete the purchase of the champion yacht, which was then laid up, but being inexperienced, the choosing of a crew to race her was a more difficult matter. Finally this was done, however, with the result that has been the talk of two cities since yesterday.

Tuesday, 15th March, 1910 – The Herald (Melbourne)

SAYONARA CUP

To whom does it belong? New South Wales or Victoria BOTH STATES CLAIM IT



ROYAL SYDNEY YACHT SQUADRON

The victory of Sayonara on Monday has nettled the question where the Cup is to remain for the next 12 months, unless the British Yacht Racing Association does an unexpected thing, and rules that Sayonara has to concede time allowance to the Sydney yacht.

This is regarded by such an authority on yachting as Mr. C. Wallace, vice-commodore of the Royal Yacht Club of Victoria, as unlikely; in fact, that gentleman will be surprised if the Association interfere in the matter at all. The time allowance trouble has come about in this way: In January, 1904, when Sayonara won the Cup for Victoria by defeating Bona, and subsequently when Sayonara successfully defended the cup against Rawhiti, the Sydney challenger, the conditions under which race were sailed were altogether different. The condition then in existence were responsible for the racing machines that blocked every yachting port, fast-sailing freaks in smooth water, but absolutely useless as sea-going yachts. The British Yacht Racing Association then introduced a new formula known as the metre class of yacht, which dealt the death blow to the racing machine.

In Great Britain the yachts are classified, and each yacht race in its own class, six metre yachts racing together and so on. In order that yachts of different sizes may compete at regattas, the association has an elaborate and complicated system of handicapping one of which is to take the force of the wind, etc.

Now, Culwulla III. was built as a 10 metre boat, and her dimensions are accurately known under the new formula. Sayonara was built prior to the new formula, and her design is such that renders it very difficult to determine really what class she is in, consequently what time she is to concede to Culwulla if the Yacht Racing Association rule that she has to do so. That will be for the Association to decide and will not be known for some time as the case has only been sent home by the last mail.

To put it briefly, the Victorian yachtsmen contend that there should be no time allowance in a classic race such as the Sayonara Cup. The Sydney yachtsmen on the other hand, say there should be, and as the two Royal Yacht Clubs of the respective States cannot agree, the British association is asked to say what the measurement in metres of Sayonara are, and whether she is to allow Culwulla any allowance. Until the measurements of Sayonara are determined by the Association, and it is ruled she has to allow the Sydney boat time, it is impossible to say to which State the Cup belongs. The above is the case from the Victorian point of view.

The New South Wales yachtsmen take an altogether different view. They say that the Royal Yacht Club of Victoria agreed to accept the Thelma challenge on the condition that it was a scratch race. This was agreed to by New South Wales, and the races were held, but it was never thought for a minute that Victoria would claim this as a precedent for future races. The metre system of measuring boats was evolved from a sister boat to Sayonara, and they therefore claim that Sayonara, although 13 years old, is a modern boat and comes within the metre system of measurement. Culwulla III., they state, is the very latest design of a 10 metre boat and Sayonara is 11.43 metres. She therefore has to allow Culwulla 11¾ minutes and on the first two days' racing has won the Cup.

It is a pity the Royal Yacht Club of Victoria, a holder of the Cup, did not refer months ago to the authorities the question as to whether Sayonara was to allow time allowance to Culwulla or not, so that the present dispute would have been avoided. They know three years ago that the question of time



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allowance was a vexed one so far as Culwulla was concerned, as she was mentioned as a likely competitor for the race before Rawhiti was nominated as the challenger. The question of time allowance then cropped up, and as the two clubs could not agree, Rawhiti was nominated as the challenger instead of Culwulla.

Thursday, 17th March, 1910 – The Daily Telegraph

TO THE EDITOR.

Sir, - I beg to direct your attention to the report published this morning of an interview with Mr. Dixon, owner of the Sayonara, in which he is represented as saying that "there is no mention of time allowance in the deed of gift."

This is quite erroneous, as the following clause, copied from the deed of gift, makes sufficiently clear:

—

All races to be sailed under the British Yacht Racing Association rules and regulations, and time allowance scales as in force in England during the English yachting season prior to that when the match is sailed.

My members resent the suggestion that our claim for time allowance is unsportsmanlike, such claim being based solely on the deed of gift under which we challenged. — Yours, etc., S. D. M'LAREN,

Secretary Royal Sydney Yacht Squadron.

March 16.

Thursday, 17th March, 1910 – The Daily Telegraph

TO THE EDITOR.

Sir, — In view of the Victorian opinion expressed in a telegraphic message in your columns this morning, that the claim for time allowance in this race was absurd and unsportsmanlike, may I, as an old contestant, be allowed to say a few words on the subject?

All yacht racing, both here and in England, is conducted according to the rules of The Yacht Racing Association of England, who have fixed a standard of time allowance for races other than "class" or "handicap" races.

The race Sayonara v. Bona (when Mr. Gollan won the Cup) was sailed with rating allowance, and Mr. Gollan, when giving the cup as an Interstate challenge cup, stipulated in the Deed of Gift that all races should be sailed under the Y.R.A. rules and time allowances, so it was clearly the intention of the donor that the cup should be raced for with time allowances.

The first race sailed under the Deed of Gift, Sayonara v. Rawhiti, was sailed with time allowance, and there was no contention otherwise, but the Y.R.A. then (as the result of an international conference) made alterations in their system of measurements, and in some of their rules, and under a rule which



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we consider only applies to "class" racing, The Royal Yacht Club of Victoria raised the point that under the new rules no time allowance should be made, which, however, the R.S.Y.S. strongly disputed, and are now asking for judgment from the Y.R.A. on the matter.

The Sayonara v. Thelma race was not sailed with time allowance, as the R.S.Y.S. did not send on its challenge in time to claim a race under the Deed of Gift, which stipulates that notices of challenges for races must be given by April 1 for races to be sailed in the following January, otherwise races can only be by mutual consent, and on mutually agreed conditions.

Being outside the Deed of Gift, we could only ask for a race under conditions agreeable to The Royal Yacht Club of Victoria, and one of their conditions was that no time allowance should be given for that race.

The fact that our then crack boat (the Awanui, now Culwulla III.) was considerably smaller than the Sayonara may explain this; but to meet the condition, the R.S.Y.S. decided to nominate the Thelma, although an old boat, and out of racing trim, as with similar conditions the larger and more powerful boat must always have the advantage.

Mr. Dixon claims that when the R.S.Y.S. sent their challenge, they should have stated they wanted time allowance, but it is strange that Mr. Dixon does not know that for the past couple of years we have always claimed that the Deed of Gift provided for time allowance, and it has been a much disputed point between the two clubs, and as regards his suggestion that the race might be between a fleet dinghy and a majestic yacht, I would point out that the condition that the challenger has to sail round must surely keep dinghies out of the race, and the size of competitors is limited to 12 metres.

The greatest yacht race in the world, the America Cup, is sailed with time allowance; the present Sayonara Cup was won by Mr. Gollan under time allowance; and the first race under the Deed was sailed with time allowance; so it can only be for the sake of bolstering up a bad cause that such a claim is termed by its opponents "absurd and unsportsmanlike," and surely the latter terms must rebound on to their own shoulders.

The conditions of the race provide that it shall be sailed under the regulations and allowances of the Y.R.A., so, if there is any doubt as to the regulations, is not the proper and only right course to prefer the matter in dispute to the Y.R.A. for their decision? — Yours, etc.,

H. BINNIE.

R.S.Y.S., March 16.

Tuesday, 29th March, 1910 – The Star

THE CULWULLA ARRIVES.

AN EXCITING VOYAGE.

SHOOTING MOUNTAINOUS SEAS.



ROYAL SYDNEY YACHT SQUADRON

PUMPS GOING IN STORMY WEATHER.

Sailing up Sydney Harbour at 3 a.m. to-day, just as proudly as if she had the Sayonara Cup safely stowed in her cabin locker, came Mr. Walter Marks's fine yacht Culwulla III. She finished her return voyage from Melbourne last night. at 11 o'clock and anchored in Chowder Bay for the night.

The yacht was greeted with great "cock-a-doodle-dooing" by all the ferryboats this morning as she made her way up to the Royal Sydney Yacht Squadron's Club House to salute, and the crew were greatly pleased with their reception, for although it is still in doubt as to whether she won the Cup for New South Wales, she annexed the big Bruni Island Ocean Race and the Hobart Carnival Cup, and if time is allowed herein the Sayonara Cup races she will have won that trophy, too.

Mr. Marks, of course, had charge of the yacht on the return voyage, having with him. his right-hand man, Mr. Walter Moore, Captain Neilsen as pilot, and a lad (M'Killop). The run to Sydney was not less exciting than the voyage down — in fact, it became sensational at times.

Melbourne was left on Tuesday last at 3.30p.m., light winds and calm seas prevailing to Wilson's Promontory, but here a hard southerly blow, with tremendous seas, was encountered, and the yacht was 24 hours battling her way over 10 miles. Once before it, however, and the sensational part of the voyage commenced in reality. Culwulla was headed away northward for Sydney and had the blow and seas dead astern of her. She had to be driven hard before it to keep the big seas from making a clean breach over her aft, and for this reason she was kept driving under mainsail, squaresail, and jib. She sped along in wonderful fashion, the seas rising up like a huge wall behind her. the yacht almost lying still until she rose near the crests of the big waves. Then she would feel the full weight of the blow and race down into the trough again at a terrific rate. One of the crew avers that the yacht did nothing under 20 miles an hour as she sped down the front of the great green seas, shooting along at this speed for a hundred yards each time until she lost the wind in between the seas. Great bow waves shot off on each side 10ft high, but skilful helmsmanship and a good crew, with an excellent sea boat under them, saw everything turn out well. The log showed 42 miles in four hours on one occasion.

In such seas as those that chased the Culwulla along mile after mile it was not surprising to find tons of water crashing aboard, and the pumps had to be kept constantly going in the worst of the weather. The yacht put into Bermagui for the night on Saturday but set sail again on Sunday morning. There was little or no wind for some hours, but suddenly curious conditions were fallen in with. It was blowing hard from the east everywhere but where the Culwulla was, and the wind constantly chopped around to other quarters without reaching the yacht. The sea began to make, and after a weary wait a fine, fresh south easter overtook the yacht, and off she raced for Sydney under mainsail, topsail, squaresail, and jib. All through Sunday night she made great way, but at 2 p.m. yesterday, just when she was bowling along in grand style, the gooseneck carried away, and all sail had to be taken in. A trysail and small jib were substituted, and progress was consequently slower, or the yacht might have reached port yesterday afternoon. Coming along the coast last night the crew had a grand view of the "lights o' Sydney" and describe the scene on the clear night as magnificent.

Mr. Marks says he is prepared, if necessary, to challenge again with his two yachts, Culwulla II. for the Northcote Cup, and Culwulla III., for the Sayonara Cup. The smaller yacht was left at Melbourne.



ROYAL SYDNEY YACHT SQUADRON

Wednesday, 13th April, 1910 – The Sydney Morning Herald

ROYAL SYDNEY YACHT SQUADRON.

DINNER TO MR. W. M. MARKS AND CREW.

As a welcome home to Mr. W. M. Marks and his crew after their voyage to Hobart and Melbourne, the Royal Sydney Yacht Squadron entertained them at dinner at the club-house. Mr. Walter Reeks, vice-commodore, presided over about 60 guests, amongst whom were the majority of yachtsmen who had competed in interstate contests.

Mr. Reeks, in proposing the toast of Mr. Marks and his crew, related all that was to be known regarding the question of time allowance in the Sayonara cup contests.

Mr. Alfred Milson was in a reminiscent frame of mind and sailed again those notable races in which his yacht Waitangi beat the Victorian representative Melbourne and won a gold anchor, which for eight years he offered as a challenge trophy. No one gave him battle and the anchor is still in his possession.

In replying, Mr. Marks gave a short account of his trip, but withheld further particulars, which he will give at the Donnelly benefit concert. He was dissatisfied with the result of the Northcote Cup, owing to the poor weather conditions. He intended to race for it again next year and win. In his opinion Culwulla III will always be able to save her time from Sayonara in anything of a breeze. Many Melbourne yachtsmen expressed the opinion that the British Yacht Racing Association would give a decision favourable to him and should Victoria challenge next year he had no doubt that Culwulla III. would be the defender.

The interstate yacht owners present at the dinner were: - Messrs. A. G. Milson, Herbert Binnie, C. T. Brockhoff, W. M. Marks, and Walter Reeks, representing C. Lloyd-Jones.

Wednesday, 20th July, 1910 – The Sydney Morning Herald

THE SAYONARA CUP.

Time allowance.

Cup goes to Sydney.

SYDNEY, Tuesday.

The following cable message was received to-day from the British Yacht Racing Association: — Council decided Sayonara allows Culwulla 35 sec. per mile.

The result of this decision is that the Sayonara Cup comes to Sydney instead of remaining in Melbourne, as it has done for a number of years. The Sydney boat Culwulla III. challenged the Victorian defender and three races were sailed in Hobson's Bay in March last to decide who should hold the cup. The Culwulla is a smaller boat than the Sayonara, and the question of a time allowance



ROYAL SYDNEY YACHT SQUADRON

was raised by her owner, Mr. Marks. It was decided to refer the question to the British Yachting Association, and in the meantime to regard the races as scratch events.

The first race, over a course 10 miles to windward and back, was won by the Sayonara by 8min. 25 1-5th sec. But a time allowance of 35 sec. per mile would give the Culwulla a handicap of 11 min. 40 sec., and therefore give her the victory by 3 min. 14 2-5th sec.

The second race, which was over a triangular course of 21 miles, was won straight out by the Culwulla in 2 min. 35 sec., and the addition of her time allowance would make her victorious margin 14 min. 50 sec. The third race, over a course 10 miles to windward and back, was won by the Sayonara in 13 min. 12 sec. — that is, with a margin of 1 min 32 sec. over the time allowance of the Culwulla.

The result of the time allowance is to give the Culwulla two races out of the three, and therefore the Sayonara Cup comes to Sydney until it is again won by a Victorian boat.

There was much rejoicing at the Prince Alfred Yacht Club when the news was known. The result will give a great fillip to yacht racing in this State, as Victoria will have to challenge New South Wales. The latter will meet Victoria outside the Heads with a representative yacht when ever the latter sees fit to come this way.

Saturday, 23rd July, 1910 – The Daily Telegraph

Sayonara cup.

CULWULLA III.'S VICTORY. '

QUESTION OF SPORTSMANSHIP.

MELBOURNE, Friday. — A statement has been telegraphed from Sydney that Mr. Walter Marks, owner of the yacht Culwulla III, regards the omission of Victorian yachtsmen to join in the congratulations on his winning of the Sayonara Cup as unworthy jealousy. Referring to the matter to-day, a leading member of the Royal Yacht Club said: — "We have the greatest admiration for Mr. Walter Marks for bringing Culwulla III. round to sail against Sayonara, and we also admire him personally as a keen yachting man. But the Cup goes to Sydney on a technical point. We regard the plain task of New South Wales to be to win in level racing. She should beat the old boat (Sayonara is now 13 years old) right out, and not take advantage of a technicality. It is not likely that any official congratulations will reach Mr. Marks from Victoria. Although we accept the decision of the association, we feel that Sayonara is the successful boat, and remains unbeaten. The Sydney Yacht Squadron, in raising the point, has not acted in a sportsmanlike manner."