



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 2 – The La Carabine Cup

Saturday, 5th January, 1907 – The Sydney Morning Herald

INTERSTATE YACHT RACES.

THE LA CARABINE AND SAYONARA CUPS.

MELBOURNE, Friday.

The races for the La Carabine Cup will be sailed on the 12th, 14th, and 15th inst., starting from a line off St. Kilda. For the Sayonara Cup the start is from Point Gellibrand.


Mr. Gilbert Henty, for many years hon. secretary of the Royal Yacht Club of Victoria, who is now a member of the Sydney Royal Yacht Squadron, will be a member of the crew of the Rawhiti. Mr. Henty should be of inestimable value to the crew, owing to his knowledge of Port Phillip. The Rawhiti has been waiting for days for the westerly wind to subside, in order to enable her to get on the St. Kilda Yacht Club's slip. Owing to her size it was a ticklish job to tackle. The cradle was got ready this afternoon, however, and with the high tide at 6 o'clock the yacht was successfully slipped.

THE SYDNEY MAIL. WEDNESDAY, JANUARY 9, 1907.


Australia's "America Cup." And the Mission of the Yacht Rawhiti.

PERPETUAL CHALLENGE CUP.
Won by Sayonara, January, 1904.

On Saturday next in Victorian waters the first race for La Carabine Cup takes place. The Heather will represent Prince Alfred Yacht Club, Sydney. The other two races of the series will be on the Monday and Tuesday following. The dates for the Sayonara Challenge Races have not yet been decided upon. The Rawhiti aims at wresting the Sayonara Cup from its Victorian holder, and as this is the "America Cup" of Australian yachting there is great interest in the clubs of Sydney and Melbourne.



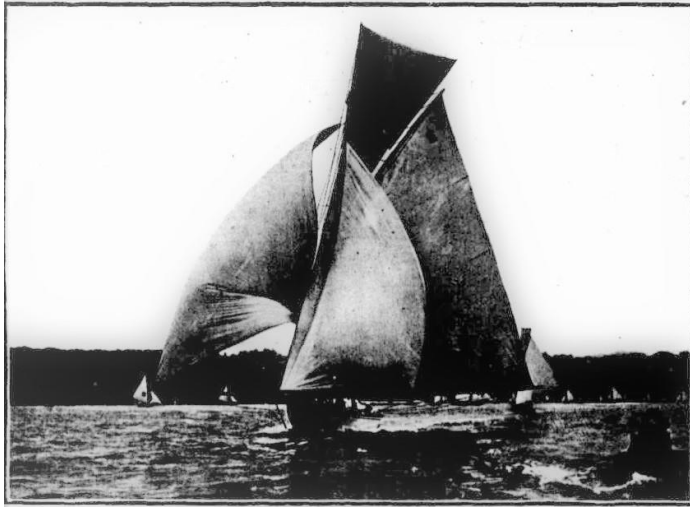
W. NEWHIGNS AND W. ROBB'S SAYONARA,
The Victorian holder of the cup presented by the yachtsmen of Sydney.



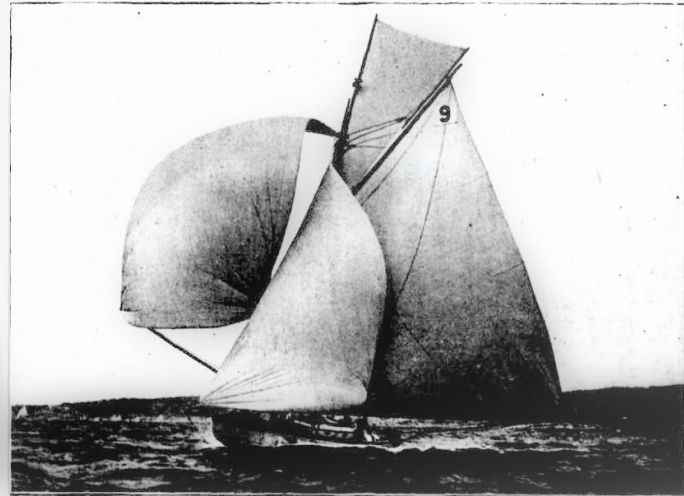
HERBERT BINNEY'S BONA,
Which was defeated in 1904 by the Sayonara for the cup presented by the yachtsmen of Sydney.



ROYAL SYDNEY YACHT SQUADRON



C. T. BROCKHOFF'S 40-LINEAR RATER RAWHITI,
Built at Auckland, New Zealand. Sydney's best yacht and challenger in the coming
great contest.



NORMAN H. MURRAY'S 30-LINEAR RATER HEATHER,
A Sydney competitor for the La Carabine Cup.

Wednesday, 9th January, 1907 – The Australian Star

Sailing

RAWHITI v. SAYONARA.

The Sayonara has been measured by the hon. official measurer (Mr. F. J. Davies), and though the measurement is not quite complete — her waterline, as she rides in the water, not having been taken yet — she is pretty sure to come down to 42.0 or 42.1 rating. If she should get down to 42.0 the difference in her time allowance from what it was in Sydney the summer before last will be 1min. 52sec. per knot in her favour. The Kurrewa II has been measured, and her ruling is 30.5, thus giving her an advantage on time allowance of 1min. 3sec., per knot at least from the Sayonara.

The Sydney yacht, The Heather, arrived from Sydney in the steamer Gabo. Her crew, who arrived by R. M.S. China, were over at Williamstown on Monday afternoon inspecting the Sayonara as she lay in the dry dock. She will come out of dock today and should be in good trim. When Rawhiti first arrived here her rating was 40.9.

In order to enable the spectators to get a good view of the Inter-State races the Royal Yacht Club of Victoria has chartered the steamers Manawatu and Sprightly to follow the competitors for the La Carabine Cup on Saturday, Monday, and Tuesday, January 12, 14, and 15, and for the Sayonara Cup on January 18, 19, and 21. The races for the La Carabine Cup will start from St. Kilda, and for the Sayonara Cup from Williamstown.

Thursday, 10th January, 1907 – The Sydney Morning Herald

THE VICTORIAN YACHT RACES.

MELBOURNE, Wednesday.

Regarding the forthcoming yacht races, the two rival vessels, Rawhiti and Sayonara, are on the slips, the former at St. Kilda and the latter at Williamstown. Their owners will probably keep them there till the last moment, in order to get them as dry as possible for the racing. The Sydney yacht The Heather was out for a trial spin on the bay, today, and attracted no little attention. Judging by her form, she should make a good showing against her larger opponents.

Friday, 11th January, 1907 – The Daily Telegraph

INTER-STATE YACHT RACING.

The race for the La Carabine Cup in Hobson's Bay tomorrow is exciting a great deal of interest among local yachtsmen. The first record we have of Inter-State yachting was in 1883, when the little six-tonner Doris, at the time the property of the late Dr. Milford (commodore P.A.Y.C.), sailed round to the southern port, and arrived after a long and perilous journey. However, the doctor was rewarded for



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his pluck, as the craft was victorious against her class boats.

The next year of Inter-State racing was 1886, when the late Sir William Clarke offered to race his 30-tonner Janet against any yacht in Port Jackson. Two well-known aquatic sportsmen in Messrs. A. G. Milson and Fairfax readily accepted the challenge thrown out, and their respective crafts, Waitangi and Magic, engaged in a series of races against the Victorian. The result of the racing was a win for Waitangi, although the local tip was Magic. The prize on this occasion was a 50-guinea cup, subscribed for by the Royal Sydney Yacht Squadron and Royal Victorian Yacht Club.

At a regatta held in Port Phillip in 1888 yachts of both States met in competition, and the mother State had the honour of securing both first and second places, with Mr. A. G. Milson's Era and Mr. W. P. Smairl's Volunteer respectively. The yacht Wanderer did duty for South Australia, while Victoria was represented by Janet, Iduna and Taniwha.

In 1900 Port Jackson was favoured with the visit of the two yachts Vira and White Wings, which were to take

part in the Anniversary regatta, but owing to the death of the late Queen the function was postponed indefinitely, and the yachts returned home without a race.

The last time that yachts of both States participated in a race was in January, 1904, when Mr. Alfred Collin's Victorian yacht Sayonara defeated Mr. H. Binnie's Sydney craft Bona in a series of three races. On that occasion Sayonara's owner won a cup, subscribed for by Sydney yachtsmen, which he subsequently handed over to the Royal Victorian Yacht Club as a challenge cup, one of the conditions being that the challenger should sail on her own bottom to meet the defender, and with the object of regaining the cup Mr. C. T. Brockhoff's Rawhiti made the trip and it may be mentioned in record time. The races for the Sayonara Cup, however, do not take place until after those for the La Carabine Cup, and the challenger should be then well tuned up. Rawhiti's success would be well received in this State.

DIFFERENT TYPES OF BOATS.

The fact that the Rawhiti, the Sydney yacht, and the Sayonara, the Victorian representative, were on view, out of the water, attracted a number of people to St. Kilda and Williamstown respectively to see the boats (says the "Argus"). There were crowds of people round the Rawhiti at St. Kilda, as she lay on the St. Kilda Yacht Club slip, and the criticism of many of the amateur naval architects who inspected her was amusing as well as interesting. As a matter of fact, the forthcoming race between these two yachts is one between types. The Rawhiti is built on the flat-floored plan, while the Sayonara is what is known as a V-section ship. Logan, of Auckland, in designing the Rawhiti, evidently has pinned his faith to a flat-floored boat. This has increased her girth measurements. and in



THE RAWHITI IN THE ST. KILDA YACHT CLUB SLIPS.



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order to compensate for this, so that she should not measure too much, he has reduced her beam and sail area. The Sayonara is built on the V-section plan, and in order to drive the V through the water she has a large sail area. The discussion in England is all on the question as to which of these two types is the better.

In addition to the Rawhiti, there were several yachts on the slip at St. Kilda which attracted public attention on Saturday and Sunday. The most noticeable were the Salacia, looking spick and span in her new coat of paint; the Eric, and the Kurrewa II. These yachts are being thoroughly overhauled, and will be at their best on Saturday, when the racing begins. The Fancy is at Brighton and her owner (Mr. Scales) has spared no pains in getting her into racing trim.

Of the other yachts engaged in the La Carabine Cup, the Gitana, which has been entered, is not likely to seriously compete, her forte being cruising rather than racing. The Era, who some three seasons ago had such a remarkable record, coming out as the leading yacht of the season, is now owned by Messrs. Appleyard. When she was so successful, she was owned by Mr. Gollin and sailed by Mr. Robb, one of the owners of the Sayonara. Her present owners will attempt to show that she is not a back number.

Saturday, 12th January, 1907 – The Daily Telegraph

KEEN INTEREST IN THE CONTEST.

MELBOURNE, Friday — Great interest is being taken in the La Carabine Cup, to be sailed tomorrow off St. Kilda. Of the 11 competing boats, nine represent Victoria and two New South Wales. The Sayonara, owned and sailed by Messrs. W. J. Robb and Newbigin, has to give time to all of them, although she has met the Victorian yachts on many occasions and has made them concessions. A crucial consideration from the Victorian point of view is what the Sayonara has to allow the two Sydney yachts, whose sailing qualities are unknown quantities here. The Rawhiti, which will later on meet the Sayonara for the Sayonara Cup, will have an allowance of 24sec. The rating of the Sayonara, according to the official measurement, was reported to be 41.8. For the Rawhiti, the Sydney measurement is being accepted, which rates her at 41.5. The Heather, believed to be a very dangerous competitor tomorrow, gets 16min. 48sec. start. In that time, she might be two miles and a half ahead of the Sayonara if there is a strong wind prevailing, and two miles and a half advantage in 20 may mean the defeat of the Victorian craft.

Sunday, 13th January, 1907 – The Sunday Times

LA CARABINE CUP.

SYDNEY YACHTS FIRST AND SECOND

(SUNDAY TIMES' SPECIAL MESSAGE.)

MELBOURNE, Saturday Night.

To-day's yacht racing, with Sydney vessels taking part, in connection with the series that has been arranged for the La Carabine Cup, presented by Sir Rupert Clarke, was the most interesting event of its kind witnessed on Port Philip Bay for the past twenty years. The public attended on the pier and shore in immense numbers, while six or seven holiday steamers, as well as fifty smaller craft, were all full to their carrying limit with persons desirous of seeing as much of the contest as possible. The day was perfect, and the breeze was fresh, the sea being lively, but not too rough for good yachting, as the records of winners proved. Naturally, the bulk of interest centred in the Melbourne champion Sayonara and the visiting yachts from Sydney, namely, the Rawhiti and Heather, for it was realised early in the race that these three would have to share the honours. Such proved to be the case. The Rawhiti scored a brilliant victory over the Melbourne crack, while the Heather secured second position, having eight minutes of her sixteen minutes' handicap to spare. This vessel also put up a highly meritorious performance. The course was ten miles out and ten back, but as the outward course was against the wind, the tacking that was necessary made the distance out to the mark fully eighteen miles. The Victorian cutter Sayonara had to give the Rawhiti a time allowance of 24sec. It is stated that this allowance would have been somewhat greater but for the fact that the former reduced her



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ballast and fittings by about 19cwt for the purpose of improving her position in the handicap. This end was accomplished, but it is said by experts that the act was suicidal, inasmuch as the vessel behaved much less pleasantly than was her wont, and practically lost much by what is regarded as a bad piece of generalship. She carried 8 tons of ballast, and Rawhiti had 2 tons 5cwt of ballast outside and 15cwt inside. Captain Fotheringham, who brought this yacht round from Sydney, was very certain of her power to pull off the event of the day, for he was heard to counsel a number of sporting yachtsmen very earnestly to put a tenner on her and make absolutely sure of picking up money. It is not known how many, if any, acted on his advice, but it is averred by those in the know among club men that the betting on the event was practically nil. Members of the Royal Yacht Club discountenance betting on their races. This club placed a couple of capacious steamers at the disposal of their members and friends, and the 'Sunday Times' representative was courteously accommodated on board, being thus enabled to witness the race from start to finish.

The starting gun went off sharp at two. Rawhiti was the first to cross the line, being closely followed by Heather, Sayonara, S.J.S., and the rest of the fleet of eleven. After a short board on the starboard tack Heather and Rawhiti both threw round, and got out into the open water, thus avoiding a nasty choppy sea which was running in the shallow. The remainder of the fleet stood on, making a long leg. Sayonara was first to come about, passing under the stern of Rawhiti, and just ahead of Heather, about five miles off the land. The race now resolved itself into a battle between Sayonara and the two Sydney representatives. When half the distance to the rounding mark was covered Sayonara set her topsails which she carried to the finish. The rounding mark was passed by Rawhiti, Sayonara and Heather in the order named, the time between the two first being a quarter of an hour, while a few seconds only divided Sayonara and Heather. A fine display of kite-setting took place on the home run particularly in the case of Heather. Rawhiti also made a gorgeous spread of canvas, her appearance being greatly admired. As she flew across the water to the winning post a round of cheers went up from each boat load of passengers as she turned the mark so vastly ahead of her competitor of Victoria.

The clever seamanship displayed by her master, Mr. C. Brockhoff, was a large factor in the victory secured, while it is stated by experts that Sayonara's owner (Mr. Robb) acted with too much anxiety, which was in marked contrast with the dash and skill displayed by the winner. It was early apparent that Sayonara was doomed to defeat, the other having taken charge of affairs from the start and holding her own right through.

The crews of the leading yachts were: — Rawhiti: C. F. Brockhoff (owner), W. Creagh, L. C. Waterman, E. J. Flaherty, F. Love, H. Lenehan, W. Peers, G. Henty, and W. Goddard.



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RAWHITI'S RACING CREW.



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Heather: (N. H. Murray, owner) A. C. Jowett, T. Ivey, G. Stevens, H. Ellison, F. Smith.

Sayonara: (Robb, of Robb and Newbiggen, owners) Hogg, Amess, Moffatt, Holroyd, Hammond, W. Parker, and J. Cheel.

Following are the official times of the three first yachts: Rawhiti, 5hr 39min 25 4-5sec; Sayonara, 5hr 54min 55 1-5sec; Heather, 6hr 2min 1 1-5sec.

The visitors from Sydney were particularly jubilant, the master of Heather, Mr. N. H. Murray, expressing himself as delighted with his day's sport and its result, his pleasure and gratification at the performance of his little cutter being expressed without hesitation. When asked to state his views of Heather, he said that she had 8min to spare on her time allowance, and was beaten by the winner by only 5min, after allowing for the handicap. 'She is,' he continues, 'one of the latest 30ft yachts by Logan Bros., of Auckland, New Zealand, and I consider her performance a most creditable one.' 'What about her skipper?' said a member of the crew. 'Never mind the skipper,' replied the other, modestly, 'I only speak of the vessel with pleasure because of what she did against such formidable opponents. She never met Sayonara before, but did compete with Rawhiti in December last, beating her by 1min 57sec on a 54-miles ocean course.'

Among Sydney visitors who followed the race as guests of the Royal Yacht Club were Messrs. Stanley Spain, Walter Bird, G. O. S. Lane, J. Meeks, Geo. Gunning, and F. Boyce.

It is stated that the supposed disadvantage suffered by the Sayonara by the reduction of her waterline will have to be borne by that yacht in the subsequent contests, as the rating will not be altered.



CREW OF THE SAYONARA



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Photo. by Harvey and Sutcliffe.

Sayonara.

S.J.S.

Mira.

Rawhiti.

Heather.

Selacia.

Eidena.

Kurrawa II.

START OF THE SECOND RACE FOR LA CARABINE CUP.

Tuesday, 15th January, 1907 – The Sydney Morning Herald

INTERSTATE YACHTING.

SECOND LA CARABINE RACE.

WON BY S.J.S.

SYDNEY YACHTS SECOND AND THIRD.

MELBOURNE, Monday.

The second event of the La Carabine Cup, was sailed to-day over a triangular course, of 21 knots, and resulted in a victory for the Victorian 22-footer S.J.S., which finished fifth, but on handicaps being adjusted was found to have defeated all her larger opponents. Heather was second, and Rawhiti third. The attendance to witness the start was not so great as on Saturday, but at the finish St. Kilda Pier was crowded with spectators. The weather conditions differed slightly from those which prevailed on Saturday. The wind was from very nearly the same direction, and there was more vim in the breeze, while the seas were, if anything, heavier. All the competitors with the exception of Gitana, which did not start, were out early waiting for the starting guns. Rawhiti and Heather were both under low sail, but the Sayonara went out with a jib headed topsail up, and there was a good deal of speculation as to how she could carry it under her altered conditions. The extra canvas led to her being sailed much freer than in the first event, and though she did not point as high she went faster through the water and made a better race with her chief opponent. She will not start in tomorrow's event. Her owners realise that she is flying too light, and intend taking her over to Williamstown, when she will have 25cwt of lead put into her and will be remeasured for the Sayonara Cup events.

S.J.S. is one of the 22-footer class created in the Port Melbourne Club some few years ago. She was sailed by Dick Edwards. In Saturday's event she only lost second place by 35s and would in all probability have been in a better position at the finish, but for a chain plate starting early in the race. In the course of an interview Mr. Reeks said the results are a complete surprise. The performances of the local small boats leave a big problem to be worked out in the future.



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Photo by Harvie and Sutcliffe.

MEASURING THE **SAYONARA** AT WILLIAMSTOWN WITH CREW ON BOARD.

THE RACE.

The time allowances were: - Sayonara, scr; Rawhiti, 26s; Uira, 9m 8s; Salacia, 15m 10s; Heather, 18m 2s; Kurrewa II., 22m 17s; Eric, 23m 24s; S.J.S., 20m 55s; Fidena, 29m 55s; Fancy, 33m 1s. The wind was a little the west of south, a little fresher than that of Saturday, and the sea also was a trifle steeper. There was a good deal of crowding at the line, and when the starting gun fired Fancy and Fidena were first over, followed by Sayonara, S.J.S., Uira, Salacia, Rawhiti, Heather, Eric, and Kurrewa II. in that order. All stood away on the starboard tack, heading down St. Kilda shore in the direction of the first mark off Black Rock. Kurrewa and Salacia went about immediately. Heather worked up to windward, and blanketed S.J.S. and Fidena. Five minutes afterwards Sayonara went about owing to water shallowing, and meeting Rawhiti, the Victorian being on the wrong tack had to stay. For 300 yards the two cracks raced beam and beam, when Sayonara called for water, and compelled Rawhiti to go about. For two miles the Sayonara had her chief opponent under her lee and was holding in a good wind. Sayonara's skipper, finding the wash from Rawhiti troublesome, threw round on the other tack, and left her rival. When the two big boats met again Rawhiti was 200 yards to windward. Heather had reached on Salacia, S.J.S. worked the shore in short tacks, Fidena following closely in her wake, with Uira, Eric, and Kurrewa II. bringing up in the rear. For another two miles Rawhiti and Sayonara stood out to westward, the Sydney boat weathering all the time. Sayonara held



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on the same tack for some minutes, after Rawhiti had headed inshore again. Rawhiti on the next boat fetched the mark, rounding at 3h 34m 5s, Sayonara following at 3h 38m 4s, Heather at 3h 41m 5s, Salacia at 3h 45m 4s, S.J.S. at 3h 48m 30s, Fidena at 3h 54m 30s, Uira at 3h 58m 15s, Fancy at 4h 3m 10s, and Eric at 4h 9m 25s.

The wind was abeam for the reach to the buoy moored off Point Cook. Rawhiti contented herself with setting a balloon staysail, while Sayonara set a balloon staysail and jib topsail. The Heather could not be expected to keep pace with the leaders on a reach, but she drew away from Salacia. S.J.S. set a reaching foresail, and came along like a steamer, every other sea drenching her crew, who sailed her for all she was worth. The buoy laid off Point Cook was not picked up by the leaders until they got within a mile and a half of it, although both had a hand at the masthead for fully half an hour beforehand.

As she jibed round the mark and started on the last leg Rawhiti set a spinnaker, which had to be taken off, owing to the wind being well on her quarter. Sayonara set a jibtopsail in addition to her bottom staysail, and the two boats came along the last leg at a smoking pace. Halfway home Rawhiti set a jackyarder, which dragged her along even faster. There was a great crowd gathered on the pier to witness the finish. Rawhiti, as she crossed the finishing line, received a great ovation. Sayonara also got a good reception when she followed 5m 6s later. It now became a question whether the Heather, which was coming along very fast for the line, with every inch of canvas drawing, would save her time on Rawhiti. This she managed to do by 1m 23s. Behind Salacia, which arrived next, was the actual winner, S.J.S., which, with spinnaker set, was tearing through the water at a great pace. The pier fairly shook with the cheering which greeted her as she crossed the line a winner by 2m 53s.

Following are the finishing and net times:

	Finishing Time	Net Time.
	H.M.S.	H.M.S.
S.J.S.	.... 5 48 38	5 18 43
Heather	..... 5 39 38	5 21 36
Rawhiti	..... 5 23 25	5 22 50
Fidena	..... 5 56 38	5 27 43
Sayonara	..... 5 28 30	5 28 30
Salacia	. 5 47 15	5 32 5
Fancy	..... 6 19 35	5 46 34
Uira	..... 5 56 42	5 47 34
Eric	..... 6 20 23	5 56 59
Kurrewa II.	..... 6 27 0	6 4 43

Rawhiti, Heather, and S.J.S. have thus secured 4 points each for the trophy.

The third event will be sailed tomorrow over a course of 10 miles to windward and back, starting from St. Kilda Pier at 2 o'clock.

A private letter received from Melbourne gives particulars of some of the boats taking part in the yacht races at present being held at Port Phillip. The writer states that the Uira is an old boat and has already been in Port Jackson. She formerly belonged to Mr. Palmer and was afterwards the property of Mr. Gollin, who with her frequently beat the Sayonara before he got her himself. She has a raking keel, like the Scotia, flaring top sides and bow and weak quarters.

The Gitana is an old timer with small over-hanging for'ard, counter stem, and big bottom.

The Salacia, which is by Mr. McKenzie, the local designer, is a shallow draft boat, with about 2 tons of lead inside and a centreplate. She has gaff, mainsail, jib, and foresail, and represents the local 28-footer, under the first length and sail area rule. She is about 26ft l.w.l., 9ft beam, 2ft 6in draft, without board, and is a well-shaped boat.

The Kurrewa II. is an amateur built boat and is said to be reduced from a Herreshoff 52-footer. She is a very big boat, like the Scotia in the midship section, but very full forward and weak aft.

The Eric is of the local 22ft class, of the same type as the Salacia, but smaller. It is stated by the writer



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that these boats apparently do not care for the La Carabine Cup, but should put up a good race amongst themselves.

Wednesday, 16th January, 1907 – The Sydney Morning Herald

INTERSTATE YACHTING

LA CARABINE CUP.

HEATHER BEATS RAWHITI IN FINAL.

AN EXCITING CONTEST.

POSSESSION OF CUP STILL DOUBTFUL.

MELBOURNE, Tuesday.

The Sydney yacht Heather today won the final event for the La Carabine Cup. Rawhiti filled second position, while S.J.S. was third. The course was 10 miles to windward and return, starting from off St. Kilda pier. Only four out of eleven yachts entered competed viz., Rawhiti, Heather (of Sydney), and S.J.S. who had each scored four points in previous events, and Fidena (of Victoria). The attendance was about equal to that of the previous day. S.J.S. the winner of the second event, was first to appear. She came over from Port Melbourne under a big lug, but the southerly wind that prevailed during the morning had increased in force after midday and she found it necessary to put down a reef for starting. Rawhiti and Heather left their moorings with jack-yarders aloft, but both seemed a little overpowered by the amount of canvas they had on. The absence of Sayonara deprived the race of a good deal of interest but the event turned out the most exciting the series, particularly at the finish, when only 49sec separated the two leading boats. The time allowances were: - Rawhiti, 24sec; Heather, 16min 46sec; S.J.S., 27min 50sec; Fidena 27min 50sec.

THE RACE.

There was some pretty work among the three skippers in manoeuvring for position between the guns, Fidena looking on and contented to take the leeward position, so as not to interfere with the boats which had already scored points. When the starting gun went at 2 p.m. S.J.S. had the weather gauge and was first over the line, Heather and Rawhiti over-lapping on her lee quarter, and Fidena a few yards in their rear. All stood away on the starboard, laying along the St. Kilda shore. Before a minute had elapsed, Heather was round to port, just crossing Fidena's bows. Nine minutes later S.J.S. threw round, having fetched in under Red Bluff, with Fidena in her wake. Down as far as Sandringham these two little packets worked the shore in short boards, keeping the land the whole time. Rawhiti held on the starboard for 39 minutes, and went about off Middle Brighton, crossing S.J.S.'s bows by barely half a mile. Heather all this time was making a long board out towards Point Cook and was carrying her topsail much better than Rawhiti, which was spilling the wind out of it every lee roll she made. When the two Sydney boats met again it was evident that the Heather had lost nothing by her long turn to westward, for barely 50yds separate the two after an hour's turn to windward.

Immediately they crossed Rawhiti threw round on her weather, and for a few seconds the two boats held on the same course. Heather tried to break away, and threw round, but Rawhiti immediately scoring round on her weather again, for another few minutes they sailed on the same tack, heading out to westward. Instead of keeping his opponent under his lee, Rawhiti's skipper went about once more, leaving the Heather to continue another long board in the opposite direction.

Coming to the eastern shore Rawhiti seemed to foot it faster than she had done previously, and when she had finished her cast she had worked out a lead of fully 8 minutes on S.J.S. Heather's long board seemed a doubtful advantage, as the wind seemed to be easting a lot which was all in favour of the others. S.J.S. on the next board out had the misfortune to burst the clew of her jib, and while setting another in its place was hove up in the wind for 2m 25s. Rawhiti worked down the remainder of the distance in short tacks and seemed to be making much better progress. She made her last cast for the outer mark a quarter of a mile off, and fetched it nicely, rounding the buoy at 4h 27m 13s. Heather giped round 7m 12s later; S.J.S. followed 12m 54s after Heather, with Fidena some distance away. The times of rounding the mark were: - Rawhiti, 4h 27m 13s; Heather, 4h 34m 25s; S.J.S., 4h 47m 19s.



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The Rawhiti had taken 5min 27sec longer than in Saturday's race to thrash down 10 miles. Heather had improved her performance by 4min 6sec, and S.J.S. also had covered the distance in 1min 39sec less time. Rawhiti had her spinnaker out inside of two minutes, and to this was added a big reaching jib. Under this large spread of canvas she came down wind in great style, looking a perfect picture with everything drawing to its utmost. Heather piled on similar canvas, but S.J.S. set a spinnaker only. Although none of the boats were making as fast time as when they previously covered the same course, it was apparent that Rawhiti would have to foot it faster to give Heather her time. As for S.J.S. with her comparatively small sail spread, it was held to be almost impossible to save hers. A great crowd was on the pier to witness the finish. When Rawhiti swinging along at a great gait received her finishing gun countless watches were pulled out to gauge Heather's distance astern. Opinions were evenly divided among the spectators. The excitement became intense as minutes lengthened out, when only one minute of her time remained, cheers which greeted her from friend and foe proclaimed the fact that she would gain the coveted trophy. She confirmed their judgment by crossing the finishing line a winner with 49sec to spare. S.J.S. had still 11min 4sec of her time allowance left, but it was evident that the little boat would not be able to cover the distance in that short time.

She eventually finished 5min 58sec behind Heather. Fidena followed her home, 12min 16sec later.

The points scored in the three events were as follow: Heather ...7; Rawhiti....6; S.J.S....5.

The following are the finishing and net times:

	Finishing Times.			Net Times,		
	h.	m.	s.	h.	m.	s.
Heather	6	0	17	5	43	31
Rawhiti	5	44	41	5	44	20
S. J. S.	6	17	19	5	49	29
Fidena	6	29	35	6	1	45

S.J.S. TO BE MEASURED.

As S.J.S.'s rating was only approximate, and she had secured a place in the Cup, Mr. C. D. Wallace, officer of the day, went on board as soon as she rounded up under the lee of the pier, and informed her owner that she would have to be officially measured before she could be taken back to her moorings at Port Melbourne. It was arranged that she would be taken over to Williamstown and left in charge of a club representative until tomorrow evening, when the official measurers for Victoria and New South Wales (Messrs. Francis Davies and Walter Reeks) will make the necessary measurements with the crew on board. Her designer (Mr. Bailion) contends that it is more than likely she will come out under her entered rating, and instead of being 28 rating she may prove to be very little over 27. If that is correct her reduced rating will give her an increased time allowance, and as she was only beaten by Heather in the first event it is quite possible that the positions of those two boats in that event will be reversed. In that case the extraordinary position will result of Heather, Rawhiti, and S.J.S. each scoring 6 points.



ROYAL SYDNEY YACHT SQUADRON



Photo. by Harvey and Sutcliffe.

THE S.J.S.,
Which tied for first place with the Rawhiti and Heather for La Carabine Cup.