

YACHT-RACING.

Afloat on Port Jackson.

ALL ABOUT OUR YACHTS AND YACHTSMEN.

Some Big Prize-Winners.



O say that our yachtsmen equal in skill those of any part of the world is ridiculous as it is boastful. We might, with any amount of confidence, declare our open-boat and dingy sailers to be superior to anyone afloat at the sport, but it can never be Sydney's boast of her yachtsmen. There is certainly

NO LACK OF SPORTSMEN

on "our beautiful," but their quality, as far as skill at the tiller is concerned, is not what it used to be in the old days, before the advent of the racing craft—practically racing machines—known as the 30-footers, and when the old deep-keelers, such as the *Maple*, *Janet*, *Waitangi*, *Era*, *Volunteer* and *Theima* used to grace the harbour. Then the old aquatic sports, too, such as the *Milsons*, the *Fairfax's*, *Sheehy's*, *Milford*, and others delighted in an ocean revel, flying spray, wet decks, plunging into seas, and then a scud before a nice fresh breeze back to port. Talk of an ocean race nowadays and it is a topic of excitement for a week before it eventuates, and for a week after. If it's a light breeze and a dead calm sea, a good fleet will contest the race all the way to the rounding mark and back. Should a stiff nor'-easter or a good southerly give promise of a lively time at

sea, half the fleet stay at home. Perhaps some of the boats will put their noses into a few seas round South Reef, but then will quickly put about and run for smooth water. There are certainly

A FEW VENTURESOME

sports amongst our yachtsmen, but they are so very few that they are overwhelmed and outnumbered 10 to 1 by fair weather harbour sailers. Yet the sport is good. It pleases the boat-owners, even if the display of skill does not satisfy the veteran spectator, who, sailing all his races from the steamer, can generally tell each skipper the best thing to do, but couldn't perhaps carry his own instructions into effect successfully against a field of novices were he at the tiller himself.

Although the 30-footers, the most popular class of yacht on Sydney Harbour at present, have been gracing our waters for four or five seasons, there is no appreciable improvement in their handling. One has not far to seek for the reason. There are one or two good yachtsmen, and it is a case of

"THE REST NOWHERE."

All but these couple of cracks never feel sanguine of success, but while flying racing numbers live in constant dread of the scratch men overhauling and beating them home.

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Instead of paying attention to the best windward-going qualities of their craft, they spend about a third of the way watching the manoeuvres of the scratch boats endeavouring to overtake them. Once round the rounding mark in many instances they delay cracking on all sail until they see just what their rivals are going to send aloft, a delay often attended with disastrous results. It is sheer inexperience and timidity, and demonstrates only too apparently a lack of training in dingy or open boat sailing, which has proved the nursery of all our cleverest boat-sailers. The one or two yachtsmen who really have begun from the bottom of the tree have proved the largest prize-winners in both the past and all other seasons. With

TWO EXCELLENT INSTITUTIONS

such as the Royal Sydney Yacht Squadron and Prince Alfred Yacht Club to promote the sport of yacht sailing on Port Jackson it is no small cause for wonder that the sport has not boomed more and attained the position cricket, football, or horse-racing holds in the sporting world. Still it appears that it is only

a matter of time when the careful fostering of the sport by the two bodies mentioned must eventually prevail, and this doubtless the most healthy recreation of all, and one in which so many branches of sport may be combined, some day reach the top of the tree.

Although heaps of prize money was offered the yachting season opened and closed without one new boat being built. On the other hand, some of the best of our sportsmen were practically lost to the sport by going in for the cruiser type of boat, a kind of a *split* between the yacht and the half-decker, but nevertheless a very comfortable craft. How-

ever, this is a fad which may soon go where others of a similar nature have gone.

Unlike the previous season, the prize money for the summer just closed was rather evenly distributed amongst the yachts. Three boats won over £50, two over £30, three over £20, and four over £10, while nineteen valuable trophies were presented for competition, some of them of the perpetual order, but the majority of them were won straight out.

An analysis of the prize winners for the season reveals the fact that

THE MODERN 30-FOOTERS

were all at the top of the list, and that the old "lead-mines," with the exception of the *Isea*, were left right in the rear. Mr. Syd. Dempster's *Petrel* again proved the most consistent boat during the season by annexing 12 prizes out of 20 starts. Her cash winnings totalled £56 5s, in addition to which she holds the Beauchamp Cup and the Heather Cup for the year. Last season the crew of this craft fairly excelled themselves at kite-setting and general smart handling of the yacht, but whether they have deteriorated in this respect or the other crews have improved much is hard to say, for there was little to choose between the fleet this season. Not that any of them were too smart, for Sydney yachtsmen are anything but brilliant at getting a cloud of canvas aloft. There was some talk of challenging for the America Cup recently, but besides the disabilities which might be experienced in getting the yacht to New York, the Yankees would certainly make an exhibition of our men, as they did England's best yachtsmen, at sail setting, so they had better stay at home.

Culwulla, owned and sailed by Mr. W. M. Marks, vice-commodore of the R.A.Y.C., ran *Petrel* very close in the way of prize-money by capturing £53 14s. She won also trophies presented by Messrs. C. E. Waters and Coleman Burke, and flies the blue pennant of

presented by Messrs. C. E. Waters and Coleman Burke, and flies the blue pennant of the Prince Alfred. Her record was 20 starts, eight prizes. Culwulla since her appearance on Sydney Harbour has always exhibited a fine turn of speed, and but for fading away as the season drew to an end may have topped the prize-list.

Mr. C. T. Brockhoff's Fleetwing was steered by himself the season through, and won £50 4s, getting 10 prizes in 19 starts. She really got more wins (four) than any of the other yachts. She got no seconds, but was third six times. She shared in the trophies, also securing the Marshall Plate and Mr.

W. M. Marks' trophy. She is exclusively
A LIGHT WEATHER FLYER,

and has won most of her races in light to moderate breezes. At ocean-racing she was never successful but once, and that will remain a memorable occasion for the yachtsmen who participated in the race. A zephyr hardly rippled the surface of the water outside the Heads, and before half the course had been negotiated darkness had set in. A steamer took hampers of provisions outside to the yachtsmen at 10 p.m., and it was not till 6 o'clock on the Sunday morning that the ocean race finished. The Fleetwing won. She is, too, the 30-foot champion of the P.A.Y.C.

Scotia was a boat which showed wonderful improvement during the season. She is owned by Mr. T. W. Bremner. He, however, enlisted the services of Messrs. Fred. Doran and W. Hunt, two of our best skippers, with the result that, beside the championship of the Royals, she won £36 12s, starting 20 times, and being placed seven.

THE CHAMPIONSHIP OF THE ROYALS was a very close affair, and the destination of the blue riband was only decided on a recall between Scotia, Culwulla, and Petrel, the three having tied on points.

Only fifth on the list of prize-winners was the old-time flyer Isea, one of the good old deep-keelers, stable as a house, and comfortable as it is possible to make a yacht. She has seen many a racing season, stiff blows outside have done the tail off many a racing flag during a beat to Botany, or up to Long Reef in a choppy sea, in Dr. Milford's days, yet she has managed, with the aid of good handling and a big handicap, to outpace her modern rivals, and to win £21. She was in fact placed five times in 11 starts, and won no fewer than three trophies, viz., Commodore Horden's Cup, and Messrs. A. R. Marks and S. M. Dempster's trophies. Dr. A. C. Nathan possesses this fine old flyer now, and under full sail she presents a grand sight, for she still carries the big jack-yard topsail, jib-header, and topsail spinnaker, which have been discarded by the newer boats.

There was little to choose between Mr. A. C. Saxton's Magic and Mr. A. E. Cutler's Kukuburra, for the former won £23 13s, and the latter £23 2s. Magic started only 12 times though, getting three prizes, two of them wins, while Kukuburra had 19 tries, getting four prizes. Magic is an imported English craft, and won a lot of races until her class boats

became more numerous. Kukuburra, on the other hand, was designed by her owner, and sailed on every possible occasion by him. She was built locally, and is purely a Sydney boat, hence any victories by her were always popular. She won the P.A.Y.C. race for the Rawson Cup.

Mr. Norman Murray is the Rear-Commodore of the Prince Alfreds, and his yacht is the Heather. She was originally owned by Dr. Gordon Craig, who is amongst those yachtsmen who forsook the racers for the cruisers. Heather was always a good prize-winner, and although she only started 14 times

during the season just closed, she secured £21 in cash and the Squadron Cup. Accidents and other causes prevented her being even higher on the prize list.

Janet was built for the late Mr. J. M. Murtrie, and is purely a racing machine. It was with rather pleasant thoughts for the welfare of the sport on Sydney Harbour that yachtsmen learnt after a while that the boat could not do what was expected of her, and that the other yachts which make comfortable cruisers showed even better speed than the Janet. She is owned by Mr. J. Muston, and starting 12 times won £18 16s, getting three places, and annexing the Jackson trophy.

Mr. A. W. Crane owns the Cooya and the Sunbeam, both speedy boats, the latter having proved herself

A VERITABLE FLYER.

but the Cooya never yet, it might be said, has had a fair trial. Cooya won £11 11s in two places out of three starts, and was sailed by Mr. E. J. Flaherty. Mr. Crane sailed the Sunbeam himself, and won £8 4s, starting 16 times, but only being placed twice. When this craft first came over from New Zealand she proved too fast for anything here, but that was when Mr. Fred Doran owned and sailed her.

Then we came to the boat in which public interest generally was centred a few months

ago, Mr. H. Blunde's boat. Since her defeat by the Victorian yacht Sayonara in the Interstate contests off Sydney Heads in January, she has passed into comparative insignificance, and there is not the slightest doubt but that she succumbed to a better and more seaworthy boat. There was a time when she was held up as the pride of Sydney Harbour, and, indeed, our yachtsmen laughed at the thought of the Sayonara, a clunker-boat in every respect, beating her, but it opened their eyes, and taught them a lesson in yacht-building they will not soon recover from.

She was "saved" for her races with the Sayonara in the earlier part of the season, and practically

PUT "ON THE SHELF"

afterwards, hence her starts only numbered four, and her prizes four, one first and three thirds (£15 14s).

Olthona (A. J. Soutar) £10, Asraea (Messrs. J. H. and C. B. Brailley) £9 9s, Ariel (Messrs. R. D. Adams and C. Fleming) £7 7s, Akayawa (Mr. W. B. Lorey) £4 4s, and Caprice (Mr. A. E. Starkey) £3 3s, are all cruising yachts, most of them of the out-of-date deep-keel type, but good pleasure craft.



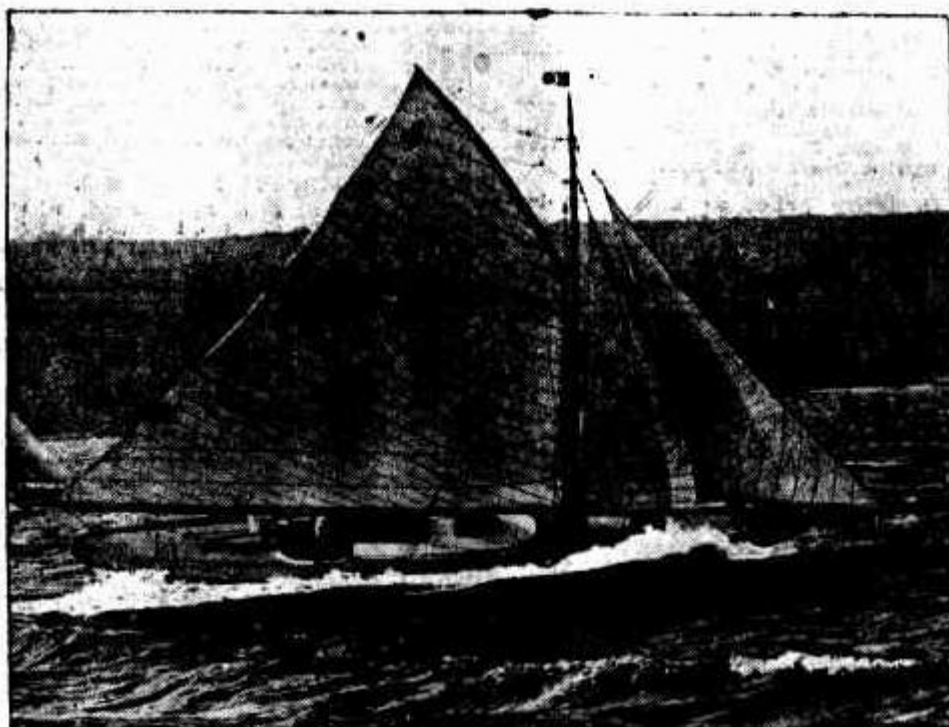
MR. H. BINNIE'S "BONA."

(See Letterpress on this page).



MR. N. H. MURRAY'S "HEATHER."

(See Letterpress on this page).



MR. W. M. MARKS' "CULWULLA."
(See Letterpress on this page).