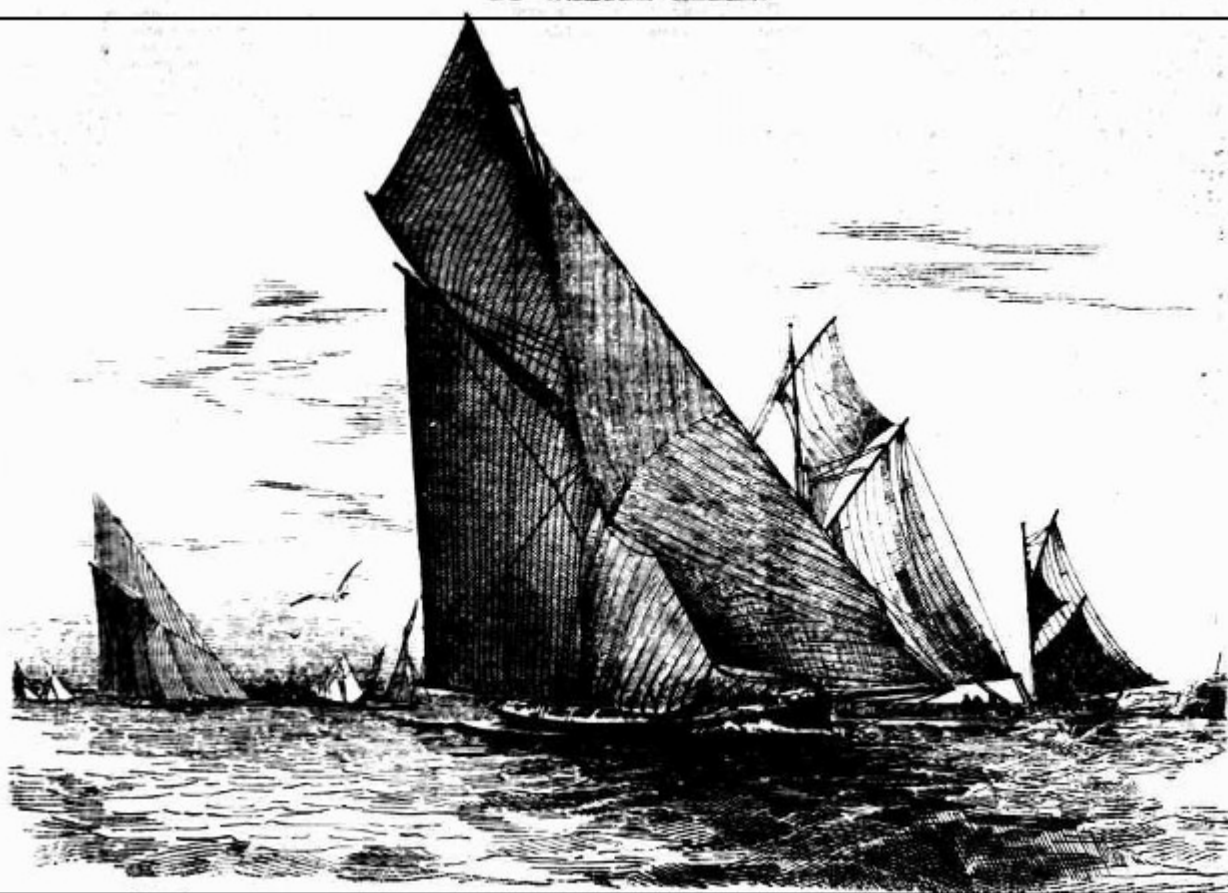


YACHTING AND SAILING

BY WALTER REEMS.



ENTRANT.

SEA.

THE CENTENNIAL REGATTA, 1888.

MANY authorities have tried, and in all cases without success, to name a probable date, or even period, when yachting was first established. Some hold that Chales II., of England, and the Duke of Richmond, as his colleague and opponent, were the first yachtsmen. This is absurd.

Those vessels, or rather the remains of vessels, sometimes brought to light in excavating on the shores of the fiordes of Norway, showing, as they unmistakably do, the exquisite form and fashion of the craft built in olden days, cause to flit before the mind pictures of many a hard-fought fight for the flag. It is hardly reasonable to suppose that the hardy Norsemen started with good boats, nor is it difficult to imagine them with their long beards, sunburnt faces, and horny hands "hanging out on her boys" as the gallant whaler rushes seawards, scattering the green and foam, and edging out inch by inch from the wake of some other vessel. How easy it is (in imagination) to jump aboard the rival's ship, hang oneself on

vessel. How easy it is (in imagination) to jump aboard the rival's ship, hang oneself on to his weather gunwale, notice the quick, excited glances from the corners of the skipper's eyes, and hear the muttered curse as the first vessel's stem gradually establishes a position on his weather quarter! Then follow the new-found friend to port; he may not be good company, but he will start a new boat to lick "that thing"



ISOLANTHE.

the very next day.

So it was of yore, so it always has been, and so it will continue wherever can be traced one drop of the old bold blood. No matter how many generations intervene, there will be found true love of ocean joys, and

the keen spirit of rivalry and competition. In such sources lies the secret of the popularity of yachting and sailing.

No sooner had the pioneers of this now great country surmounted the hardships and difficulties of establishment, than with their first leisure came the burning desire for aquatic pursuits.

Without wading tediously through the rise and progress of yachting in Sydney Harbour, suffice it to say, that the first few yachts, properly so called, were imported from England, either in frame, and erected here, or complete. Then arrived men able and willing to build them here, without outside help. Among the first yachts built were the *Xarifa*, *Australian*, and *Alic*—the author will not venture to opine who really is responsible for the design of them. Authorities differ on the point. Anyhow, they (taking *Australian* as a type—

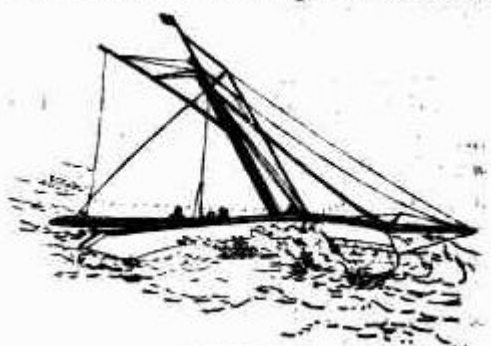
...on the point. Anyhow, they (taking *Australian* as a type—the only one of them left) were a very close approximation to the best forms known to modern times. They are simply the outcome of those two well-known geometrical truths—a straight line is the shortest distance between two points, and a circle is the shortest line that will enclose a given area. Every cross section in the *Australian* is a right-angled triangle, and every water line and diagonal, the arc of a circle, thereby bringing about this near approach to perfection, minimum of wet surface, maximum displacement to wet surface, and above all, harmony of parts. She is almost a perfect vessel.

Then follows a period in our yachting history lasting over about twenty-five years, in which the thoughts of our yacht-builders appear to have been mainly aimed at an attempt to create a new set of natural laws. We find excrescences of every conceivable form added, straight flat-sided keels, outrageous dead-woods aft, and deep fore-feet, to say nothing of all the floating power being bunched up into one place. The last two or three years have, however, brought us back once more to our senses, and instead of trying to batter the water into our way of thinking, we have suc-

cumbed to the dictates of natural laws, and build accordingly.

TYPES OF OUR YACHTS.

A study of the diagrams, which show the fore and aft view, and largest cross-section



SIBOCO.

of a number of our yachts, will illustrate what has already been said. The "old beakie" (though not a good class of boat to build, because you do not get enough for your money) has three of the essential elements of a successful boat—small skin, big displacement relatively, and perfectly gradual approach and delivery. These are by no means all the qualities necessary to win prizes, but they are amongst the most important, and it will be seen that those of our yachts which possess these qualities in the most marked degree, are the most successful all round. Take as an example the *Iolanthe* and the *Assegai*. Will anyone dispute their ability to sail with success against many boats about double their tonnage? They have done it over and over again; they both possess to a very high degree the qualities shown to be necessary to the development of high speed.

It may be well here to add that the most important elements of success other than those mentioned already, are, distribution of weights, balance of canvas to hull, position of centres of buoyancy to gravity, and good copper. These are perhaps the most difficult to arrive at. It is one thing to know the general principle of a thing, but another to develop the nice points leading to perfection.

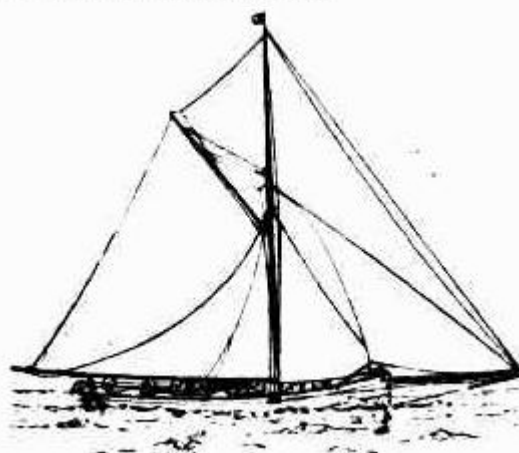


MR. A. G. MILSON,
Vice-Commodore Royal Sydney Yacht Squadron.

THE PAST SEASON.

Looking back on the season, it must be admitted that the small boats showed the best sport. Especial interest was aroused by the advent in the racing field of the *Iolanthe*, built some four years ago by the well-known "Billy Fife," of Fairlie, Scotland. She had been allowed to fossilize as a cruiser till our popular yachtsman, Mr. Murnin, bought her and put up his blue and black bars. Great was the speculation as to what she would do. No one who had seen her dry could doubt her ability to sail; but yacht-racing is purely a matter of comparison, and her ability to develop speed equal to that of the *Assegai* and *Sao* had yet to be determined.

The Double Bay Regatta hardly gave her a chance of showing her capabilities. The wind was light and her skipper and crew had hardly shaken down to their places. She did well nevertheless.



MAGIC.

She won the first of the P.A's., but showed her ability most undeniably by walking straight on end through the *Sao*, *Assegai* and *Carina* from Long Reef on

walking straight on end through the *Sao*, *Assegai* and *Carina* from Long Reef up, on November 12, in a hard W.S.W. breeze and lumpy sea. Her sailing on that day was truly wonderful. She stood up to her double-reefed mainsail like a ship.

In the Royals race, on December 3rd, she even eclipsed her previous performance, for from Manly to Fort Denison she weather-bowed the *Oethona* during the whole turn to windward.

December 10th saw this little ship to the fore in a light breeze, when she beat the *Assegai* and *Sao* round a boat off Coogee.

She was sold about this time to Mr. Maclardy, but the crew remained.

The *Assegai* landed the prize in a hard breeze at the Centennial Regatta, although the *Iolanthe* actually beat her. This grand performance made the *Assegai's* owner cause science to be brought to bear, with the result that gradually the distances at the finishes began to get smaller, and in a series of matches got up privately at the end of the season, the *Assegai* turned the tables on the "little wonder," winning the last race in the best possible style in a breeze equally favorable to both.

The way in which the *Assegai* has been kept up to the mark is worthy of note. When she came to Sydney from Melbourne, she could not beat the *Sao*; then she was improved and held pride of place one season. The *Sao* improved made matters very even. Then the *Iolanthe* capping the pair necessitated the last gasp being got out of the *Assegai*. Several alterations to keel, stern, step of mast, and so on, were effected, each one doing a little towards



MR. J. R. FAIRFAX,
Commodore of the Royal Sydney Yacht Squadron.



DR. F. MILFORD,
Commodore of the Prince Alfred Yacht Club.

perfecting her form, till at the finish she was tuned up to concert pitch and won the big prize of her class.

The *Sao* has not shaped up to her old form this season. Probably it will now be conceded she is outmatched. Perhaps she will not be able to race again. On the 22nd of April she was run down off Balmain Point by the steamer *Pearl*, and sunk. For a day or two she might have been seen with her mast out of water, and the burgee still flying.

The fine form of the *Sirocco* has been a matter of some surprise. Last year it seemed as if her time had come, for on more than one occasion she was very closely pressed by the 6-tonners. This year, however, she has taken a turn and sailed magnificently. In that hard breeze outside with two reefs down she made good weather and great speed. One of our pictures shows her as she pranced through the short flying rip churned up by the S. S. W. wind outside the heads on Nov. 12th last. Her magnificent mainsail may have something to do with it, but her superiority is generally attributed to the excellence of Mr. Knox's sailing.

Great things were looked forward to early in the season from the anticipated matches between the *Era* and the *Miranda*—deep keel versus centre-boarder—but Mr. Want's boat meeting with one or two

—deep keel versus centre-board—but Mr. Want's boat meeting with one or two accidents, and he being away from home a great deal, prevented her being put into racing order. The *Era* was left to fight it out with the *Magic*, *Waitangi*, and *Mystral*. This quartet only met once, namely at the Centennial Regatta, when unfortunately the two last named came to grief.

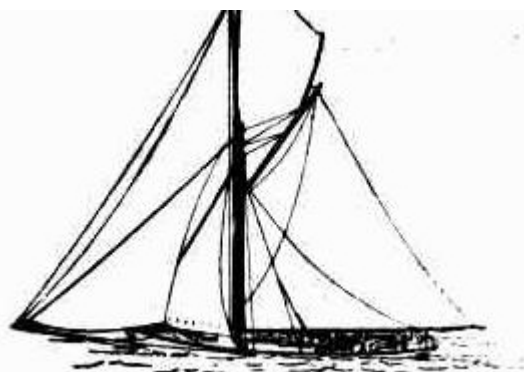


The *Magic* was game however. She seemed to die hard and took her knock down blows time after time with the pluck of a prizefighter. She has been invincible so many years, and stored up so much winning energy that despite her defeats she came to the scratch every time 'fit as a fiddle.'

The *Era*, built as she is expressly for racing, with every modern appliance in the way of getting sails set and shifted, and a good skipper and crew, is too much for the *Magic*. The *Era* has done some fine sailing. On the Centennial Regatta day she showed an extraordinary bit of staying and shooting. The *Magic* and *Waitangi* close together stayed under Milson's Point. The *Era* to clear them put her helm down under their lee quarters, and by the time the sheets were flat again she had the pair ~~among~~ in her wake.

SAR.

Again, in the last race she sailed, the *Era* proved that her reaching qualities were nothing inferior to her weather-going ability by leaving a margin of 51½ minutes to the second boat on a short course of 22 miles, in which by the wind and off the wind



ASSEGAI.

was the order throughout; there was no turning to windward all day.

The *Waitangi* was rigged in a hurry; she may or may not have been in her last year's trim, though she was well sailed. Gear going to a somewhat alarming extent, decided Dr. Milford to go back to his own love the *Sao*, and the *Waitangi* retired without losing any of the prestige however, for no one will suppose her new crew had had her long enough; getting a strange vessel up to her best is not the work of two races, but of many.

It does one's heart good to see the *Mystral* again in racing commission. It is a pity that her standing rigging was not renewed in the first place, or instead of one match, one might have seen her worrying the *Era* in five or six contests.

The old *Daphne* in her new guise of yawl! scored one second prize in fine style, and the *Ruby* (*Wairang*) placed one pot in her locker against *Lotos* and *Tritonia* in the Prince Alfred Cruisers' Race. With such a fine fleet of yawls, prizes should be given specially for this class. Altogether, we must regard the past season as a highly satisfactory one.

The wholesome start yachting has taken of late shows every sign of continuing. There is good prospect of several new craft for next season, and with the improvements shown in the yachts themselves there is little or no doubt that Australia is about to come to the fore in this direction, as she has in all other kinds of sports.

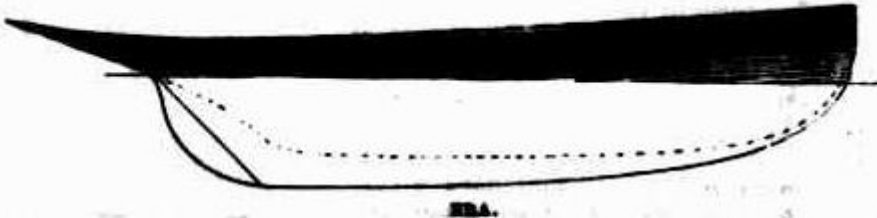
SMALL CRAFT.

Turning from the majestic and graceful yacht to the slippery, quick-motioned, excitement-giving half-deckers and open boats, we find them legion. They are a wonderful class of boats, and despite their faults, we have reason to be proud of the boats themselves in the first place, and the amazing skill which they are the means of imparting to those who sail them, in the second. Quickness of eye, agility of body, and

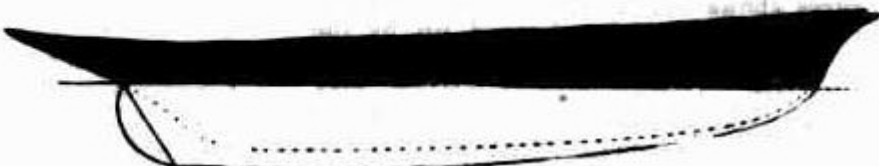
to those who sail them, in the second. Quickness of eye, agility of body, and strength of nerve, are necessary in the highest degree ; and probably in no other community are these essentials to good sailors more fully developed than amongst the small sailing boat fraternity of Sydney harbour. Some of the rivers with heavy tides, and short, choppy seas in England, and the very broad skimming dish in America, go far to produce the hanging out and "into her" style of sailing ; but Sydney

Note.—"The Illustrated Sydney News" is now Enlarged to 36 Pages, and the price is reduced to 6d.

ABSTRACT OF MATCHES, 1887-8.							
DATE.	CLUB.	YACHT.	OWNER.	PRIZE.	AMOUNT WON.	POSITION AT FINISH.	WEATHER.
1887.							
Oct. 26	Double Bay	Sao	Dr. Milford	First	£20	Sirocco, Sao, Assegai, Iolanthe, Carina	Light E.N.E.
Nov. 5	P. A. Y. C.	Iolanthe	F. W. Murnin	First	£25	Iolanthe, Assegai, Sao, Carina	Light to fresh, S.
Nov. 9	Bahama	Sirocco	E. W. Knox	First	£20	Sirocco, Carina, Assegai, Iolanthe, Sao	Strong Squalls S.E.
Nov. 13	P. A. Y. C.	Sirocco	E. W. Knox	First	£25	Sirocco, Iolanthe, Assegai, Sao, Carina, Lotos	Strong, W.S.W.
Nov. 19	E. S. Y. S.	Sirocco	E. W. Knox	First	£20	Sirocco, Assegai, Sao, Carina	Moderate, N.E.
Nov. 26	E. S. Y. S.	Iolanthe	F. W. Murnin	First	£15	Iolanthe, Assegai, Sao	Half Gale, S.S.E.
Dec. 3	E. S. Y. S.	Sirocco	E. W. Knox	First	"Dunbar" Cup and £10	Sirocco, Oithona, Daphne, Iolanthe,	Half Gale, S.
Dec. 3	E. S. Y. S.	Daphne	F. C. Wilkins	Second	£5	Assegai, Sao	
Dec. 10	P. A. Y. C.	Iolanthe	W. M. MacLardy	First	Mayer Cup, value £20	Iolanthe, Assegai, Sao, Oithona, Lotos	Fine, E.N.E.
1888.							
Jan. 14	E. S. Y. S.	Era	A. G. Milson	First	£20	Era, Magic	Light, S.E.
Jan. 21	E. S. Y. S.	Era	A. G. Milson	First	£50, pres. by Commodore,	Era, Waitangi, Sirocco, Iolanthe, Assegai	Moderate, E.
Jan. 21	E. S. Y. S.	Sirocco	G. W. Knox	Second	£5		
Jan. 27	Centennial	Era	A. G. Milson	First	N. S. W. Challenge Cup, value £500	Era, Magic, Waitangi, Mistral	Light to strong, N.E.
Jan. 27	Centennial	Assegai	W. P. Smairi	First	N. S. W. No. 2 Challenge Cup, value £50	Sirocco, Iolanthe, Assegai, Pleiades, Tritonia, Possum	Light to strong, N.E.
Jan. 27	Centennial	Sirocco	E. W. Knox	Second	£20		
Feb. 4	E. S. Y. S.	Era	A. G. Milson	First	Col. Gascoigne Cup, £50, with £20 added.	Era, Magic, Sirocco, Sao, Iolanthe, Assegai	Strong, N.E.
Feb. 4	E. S. Y. S.	Sirocco	G. W. Knox	Second	£15		
Feb. 11	E. S. Y. S.	Postponed					
Feb. 18	E. S. Y. S.	Era	A. G. Milson	First	Brassay Cup, value £50	Era, Sirocco, Sao, Iolanthe, Assegai	Light, E.S.E.
Feb. 18	E. S. Y. S.	Sao	Dr. Milford	Second	£5		
Feb. 18	P. A. Y. C.	Sao	Dr. Milford	First	Commodore's Cup, val. £20	Era, Sirocco, Sao, Iolanthe, Assegai	Light, E.S.E.
Feb. 18	P. A. Y. C.	Era	A. G. Milson	Second	£5	Ruby, Lotos, Tritonia	Squally
Feb. 25	P. A. Y. C.	Ruby	A. A. Griffith	First	£10		
Feb. 25	P. A. Y. C.	Lotos	F. Leigh	Second	£4 4s.	Mistral, Iolanthe, Assegai, Lotos, Tritonia	Fresh, S.S.E.
Feb. 25	P. A. Y. C.	Mistral	W. Buckingham	First	Com. Cup (resailed), sealed Handicap		
Feb. 10	P. A. Y. C.	Assegai	W. P. Smairi	First	A £20 sweep—£20	Assegai, Iolanthe, Sao	Light, E.S.E.
Feb. 17	P. A. Y. C.	Iolanthe	W. M. MacLardy	First		Iolanthe, Assegai	Strong, W.S.W.
Feb. 24	P. A. Y. C.	Assegai	W. P. Smairi	First		Assegai, Iolanthe, Sao	Light, mod., E.N.E.

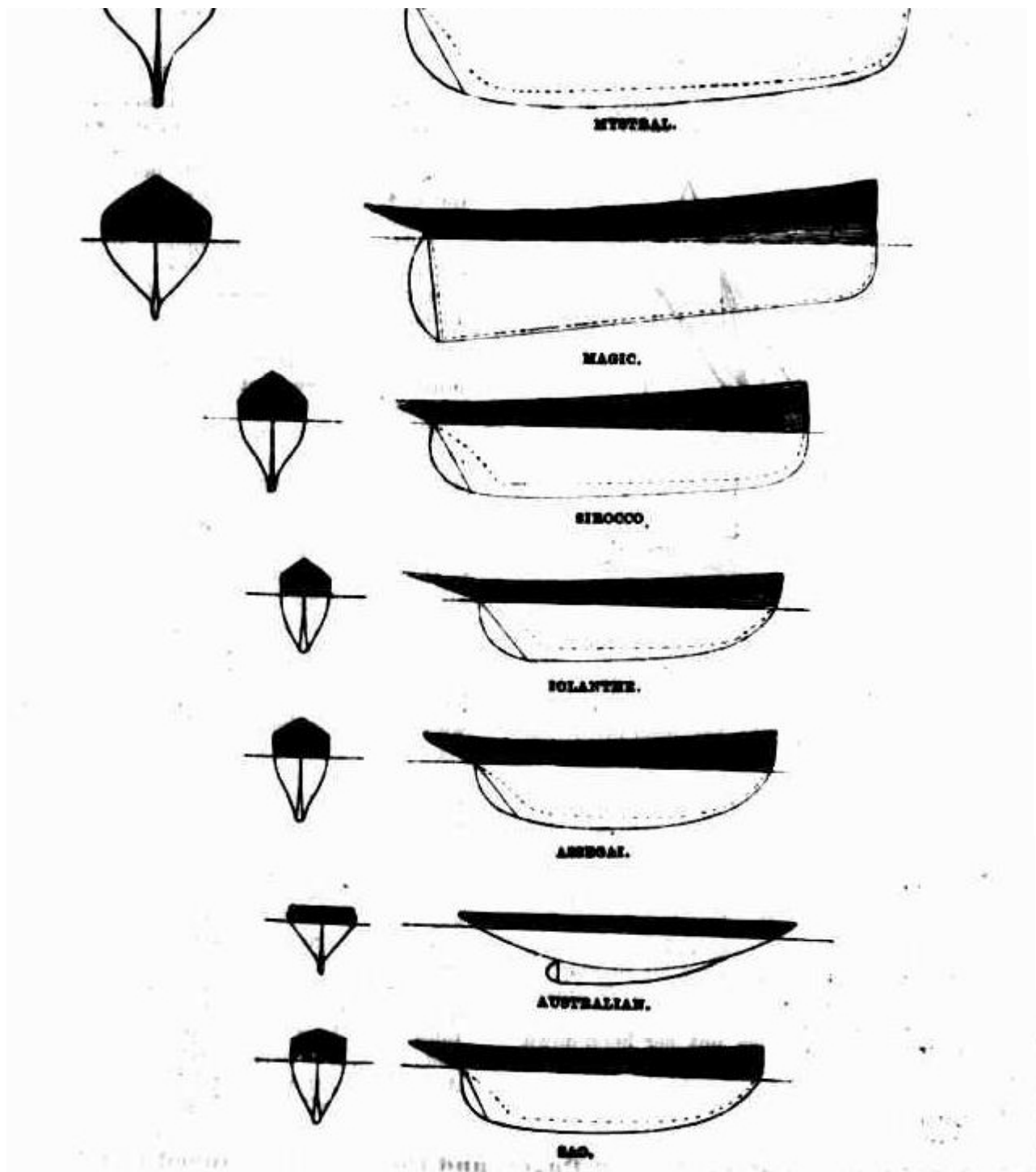


ERA.



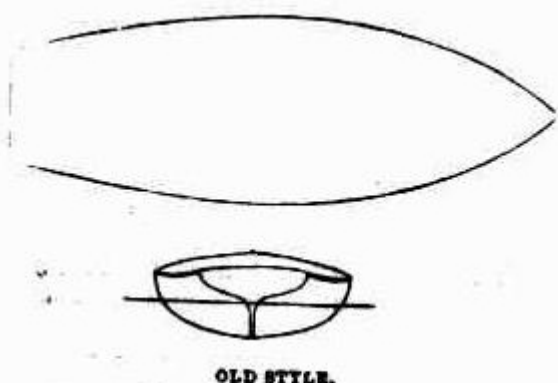
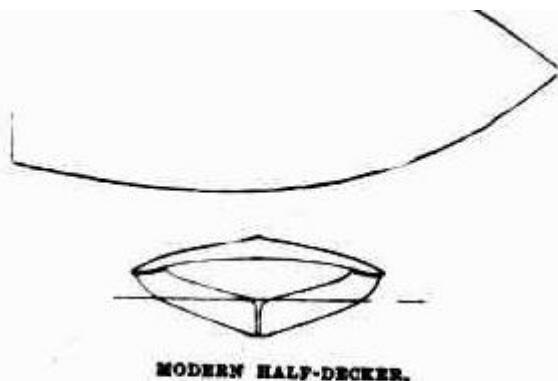
MR. RANDA.





boys do as much sailing of that kind in a month as is done in other places in a year.

The author has a vivid recollection of his first view of a dingey race in a hard breeze. In describing his sensations at the time he wrote—"The spectator sees something



coming which impresses him that a five-tonner's sails have got adrift and taken a jaunt on their own account, for as the thing approaches, naught but sails and spars are visible, but when it is abreast of him, he beholds a boat just big enough to seat and float her crew, with a boom twice as long as herself, gaff as long, bowsprit about the same, and mast as if all the other spars were added together (such is the first impression) tearing up the foam and water leaving a liquid wall a foot high above the lee gunwale and a sea off the quarters fathoms wide; it is gone, but "it passed so swift, scarce the eye could say that such a thing had been," and he breathes again, and after ascertaining that he is awake and sober, realises that it was a real boat, and that such is Sydney Amateur Canvas Dingy Sailing."

The twenty and twenty-four footers' style of sailing differs only in point of degree, but there are times even with them when a very good idea of having been born a bird can be obtained.

As in everything else changes have taken place in the form and method of building small boats of late years; perhaps the difference is less marked than in the yachts, but a great advance has been made nevertheless; the old deep inside ballasted small boat is quite a thing of the past, and centre-boards are essentially the Sydney type.

boards are essentially the Sydney type.

ABSTRACT OF MATCHES, 1887-8.

DATE.	CLUB.	WINNER FIRST PRIZE.	OWNER.	AMOUNT WON.	POSITION OF FIRST THREE AT FINISH.	WEATHER.	DESCRIPTION OF RACE.
1887							
Oct. 22	S. A. S. C.	Triton, h.d. 22ft	J. McKinlay	25	Triton, Genesta 23, Sirius 21	Various	Hurry Skurry
Oct. 29	Double Bay	Our May, h.d. 22ft	W. Stannard	27	Our May, Helix 22, Puritan 22	N E light	Double Bay boats
"	"	Triton, h.d. 22ft	J. McKinlay	29	Triton, Irene, Guinevere	"	30 to 24ft half-deckers
"	"	Pomona, o.b. 20ft	J. M. Pirth	25	Pomona, Waverley 22, no third boat	"	Open boats, 20ft and up
"	"	Hermes, h.d. 22ft	E. Clark	25	Hermes, Bessie 22, Thos. Punch 21	"	20ft half-deckers
"	"	Violet, 14ft	O. Taylor	24	Our Boys, Sophia, Our Boy 20 (14ft)	"	14ft canvas dingies
"	"	Our Boys, 14ft	G. Holmes	25	Our Boys, Sophia 21, Sunbeam	"	14ft dingies
Nov. 9	Balmoral Reg.	Genesta, h.d. 20ft	C. Cameron	25 and trophy	Genesta, Our Boys 21, Bob Boy 21	N E squally	14ft and under canvas dingies
"	"	Pearle, 14ft	J. Hayes	25	Pearle, Young Walker 24, Violet 23	"	14ft canvas dingies
"	"	Guinevere, h.d. 22ft	H. Dinham	25 and trophy	Guinevere, Cynthia 23, Irene	"	20ft and over half-deckers
"	"	Nereus, h.d. 20ft	F. Russell	210 and trophy	Nereus, Genesta 25 and trophy, Clytie	"	20ft half-deckers
"	"	Hera, 14ft	E. H. Clarke	25 and trophy	Rosetta, Planet 23	"	20ft and up open boats
"	"	Karifa, o.b. 24ft	J. Drake	Trophy value 24 10s.	Hera, Young Victor	"	14ft wooden dingies
Nov. 18	S. A. S. C.	Nereus, h.d. 20ft	H. Fickering	25	Karifa, Waverley 23, Varuna 21	S W moderate	Hurry Skurry
Nov. 19	S. A. S. C.	Thos. Punch, 14ft	F. Russell	25, Crough's trophy	Thos. Punch, Bessie, Karifa	N E moderate	20 to 24ft half-deckers
Nov. 26	S. A. S. C.	Genesta, h.d. 20ft	C. Cameron	First of a series of 3 races	Genesta, Nereus, no third boat	"	First-class boats
Dec. 3	S. B. C.	Guinevere, h.d. 22ft	J. Elliott	25	Guinevere, Cynthia 23, See Bessie 21	S S E gale	20 to 24ft half-deckers
Dec. 10	S. B. C. Reg.	Adelphi, o.b. 24ft	M. Fitzhardinge	Trophy	Guinevere, Cynthia (trophy)	South, very hard	20ft and up open boats
"	"	Our Boys, 14ft	G. Holmes	"	Adelphi, See Bessie (trophy), Moses	N E light	20ft and up half-deckers
"	"	Nereus, h.d. 20ft	F. Russell	"	Our Boys, Sophia & Our Girl (dead ht) and	"	20ft and up open boat
"	"	Violet, 14ft	O. Taylor	"	Nereus, Hercules, no third boat	"	14ft dingies
"	"	Nereus, 10ft	B. Cameron	"	Violet, Bessie (t'phy), Thos. Punch (t'phy)	"	20ft half-deckers
Dec. 17	S. A. S. C.	See Bessie, o.b. 24ft	F. Rae	25	Hera, Carina (trophy), Olga (trophy)	"	14ft canvas & wooden dingies
Dec. 21	S. A. S. C.	Pearle, 14ft	J. Hayes	25 & Dr. McIlford trophy	See Bessie, Rosetta, Karifa	N E fresh	10ft and under canvas
Dec. 21	S. B. C.	Our Boys, 14ft	G. Holmes	25	Pearle, Thos. Punch 21, Bessie	N E hard	20ft and up open boats
1888					Our Boys, Sophia 21, no third boat	"	First-class boats
Jan. 7	S. A. S. C.	Genesta, h.d. 20ft	C. Cameron	Second of series of 3 races	Genesta, Guinevere, Cynthia	N E hard	20 to 24ft half-deckers
Jan. 14	S. A. S. C.	Our Boys, 14ft	G. Holmes	220 a side, 25 added	Our Boys, Sophia	"	14ft dingies
Jan. 21	S. A. S. C.	Pearle, 14ft	J. Hayes	Gibb trophy (disputed) result between Pearle and Violet	Pearle, Violet, Chance	"	First-class boats
Jan. 27	S. A. S. C.	Rosetta, o.b. 22ft	E. H. Clarke	Trophy	Rosetta, Triton (trophy), no third boat	S S E light	20ft and up Hurry Skurry
Jan. 27	S. A. S. C.	See Bessie, o.b. 24ft	F. Rae	"	See Bessie, Irene 23, Cynthia 21	N E moderate	Hurry Skurry
Jan. 27	S. A. S. C.	Violet, 14ft	O. Taylor	Gibb Trophy	Violet, Pearle	N E moderate fore'n	First-class boats
Jan. 27	Cent. Regatta	Pearle, 14ft	J. Hayes	212	Pearle, Violet 23, Thos. Punch 21	"	14ft canvas dingies
"	"	Our Boys, 14ft	G. Holmes	215	Our Boys, Our Own 25, Sophia	"	14ft dingies
"	"	Varuna, h.d. 22ft	W. Holmes	225	Varuna, Tempest 210, Triton 25	N E fresh afternoon	20ft and up boats
"	"	Young Ethel, 10ft	E. H. Clarke	27	Young Ethel, Endeavour 23, Hera 22	"	10ft and under canvas ding.
"	"	Pisio, h.d. 22ft	M. Evans	230	Pisio, Miss Head 23, Wilfred	"	22ft and over, half-deckers
"	"	Hera, 14ft	J. Drake	210	Hera, Our Boy 23, Young Victor	"	14ft wooden dingies
"	"	Rosetta, o.b. 22ft	E. H. Clarke	Major's Prize	Rosetta, Karifa 210, Pomona 23	"	20 to 24ft open boats
"	"	Genesta, h.d. 20ft	C. Cameron	235	Genesta, Myotis 210, Irene	"	20 to 24ft half-deckers
"	"	Varuna, h.d. 22ft	W. Paul	210	Varuna, Waverley 24, Albion 22	N N E fresh	20ft and over, ocean race
Feb. 4	S. A. S. C.	Bessie, 14ft	J. Mulhall	25	Bessie, Thos. Punch	"	First-class boats
Feb. 11	S. B. C.	Iolanthe, h.d. 24ft	H. Press	Trophy	Iolanthe, Imogene	"	Press half-deckers
Feb. 18	S. A. S. C.	Cynthia, h.d. 20ft	W. Cameron	Third of a series of 3 races, scoring by points	Sophia, Young Arnold (tr), Thos. Punch (tr)	N E light	Under 20ft Hurry Skurry
"	"	Genesta, h.d. 20ft	C. Cameron	215 after 3 races	Cynthia, Velox, Guinevere	Light S E	20 to 24ft half-deckers
"	"	Violet, 14ft	O. Taylor	230	Genesta, Cynthia 23, Guinevere	"	"
Feb. 25	Woolwich's cup	Rosetta, o.b. 22ft	E. H. Clarke	Trophy	Violet, Chance	Light S E	Canvas dingies
March 3	S. A. S. C.	Buttercup, 14ft	H. Carpenter	25	Rosetta, Cynthia (trophy), Lena 21	South moderate	Hurry Skurry
March 10	S. A. S. C.	Hera, 14ft	J. Drake	220	Buttercup, See Bessie, Waverley	S E moderate	Painted Boats
March 17	S. A. S. C.	Rosetta, o.b. 22ft	E. H. Clarke	Trophy & Waterbury's watch	Hera, Our Boy	S E light	14ft wooden dingies
March 24	S. A. S. C.	Irene, h.d. 22ft	H. Press	Members's Prize list of 2 races	Irene, Myotis	W S W hard	20ft and up boats, ocean race
March 24	S. A. S. C.	Ionia, h.d. 20ft	H. Carpenter	24	Rosetta, Cynthia, Genesta	"	Press half-deckers
March 24	S. A. S. C.	Pearle, 14ft	J. Hayes	23	Pearle, Thos. Punch, 21	N E moderate	20ft and up boats
March 24	S. A. S. C.	Sophia, 14ft	W. Cameron	Trophy	Sophia	"	First-class boats
March 24	S. A. S. C.	Daisy, 14ft	W. Batchelor	23	Daisy	"	14ft dingies
April 7	S. A. S. C.	Rosetta, o.b. 22ft	E. H. Clarke	Trophy	Rosetta, See Bessie 23, Karifa 21	"	Hurry Skurry
April 7	S. A. S. C.	Alben, o.b. 24ft	F. W. Crough	Member's Prize, second of 2 races, scoring by points	Alben	N E light	20 to 24ft open boats
April 7	S. A. S. C.	Pomona, o.b. 20ft	J. Pirth	24	Pomona, Cynthia, Karifa	"	20ft and up boats
April 14	S. A. S. C.	Cynthia, h.d. 20ft	C. Saunders	215	Cynthia, Ionia 27, Pomona 23	"	"
April 14	S. A. S. C.	Regina, 14ft	T. Colebrook	Trophy	Regina, Thos. Punch	"	14ft dingies, canvas & wood
April 21	S. A. S. C.	See Bessie, o.b. 24ft	F. Rae	27	See Bessie, Ionia 23, Karifa 23	South moderate	All boats
April 21	S. A. S. C.	Elmisk, 12ft	H. Beattie	Dunn's trophy	Elmisk, Endeavour	"	10ft and under, canvas
April 21	S. B. C.	Buttercup, 14ft	J. Smith	24	Buttercup, Our Own 21, Acme	N E light	Cowslip
April 21	Woolwich's cup	Cynthia, h.d. 20ft	C. Saunders	25	Cynthia, Sylvia 21	"	All boats, Hurry Skurry

A reference to the two diagrams (page 8) illustrates better than columns of print. What may now be termed the old fashion were about three beams to length, with round bottoms and slightly tumble home top sides. Then straighter bottoms were found to give greater stability, and by throwing off the top sides greater leverage



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Commodore of the Sydney Amateur Sailing Club.

could be obtained. With this in view the tucks were also made much broader, and a modern racer therefore gets her crew out some fifteen inches further to windward than was possible three or four years ago; to-day 9 feet are not considered too much beam for a boat of 20 feet length, whereas 7 feet or 7 feet 6 inches were broad when the Contingent went to Egypt.

Contingent went to Egypt.

Taking the little fellows first—*i.e.*, the canvassers, they have, as they always do, shown great sport. It would be invidious to remark on their performances, because they are always sailed well. They must, in fact, be handled within three-quarters of an inch of perfection, because that is about all there is between sailing and a capsize.

Probably, most sport is got out of what is now known as "hurry skurry" racing; it has been no uncommon thing to see a dozen craft come to the line on the days appointed for them, and it is a noteworthy fact that one of the oldest identities, the *Sea Breeze*, has walked off with three first prizes. That old craft gets to windward now with the best of them in a hard breeze.

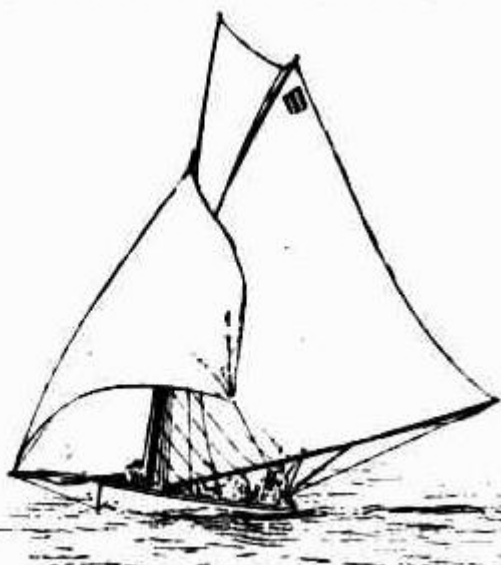
The *Rosetta* comes to the scratch taut and trim, and is never very far out. In a sea-going match not long ago, she showed some wonderful power of moving.

The *Genesta* was a success from the first, and maintains her prestige. The *Nereus* also has plucked up this season and landed three very pretty prizes. The *Cynthia*, a new boat, is well in the van of prize-winners.

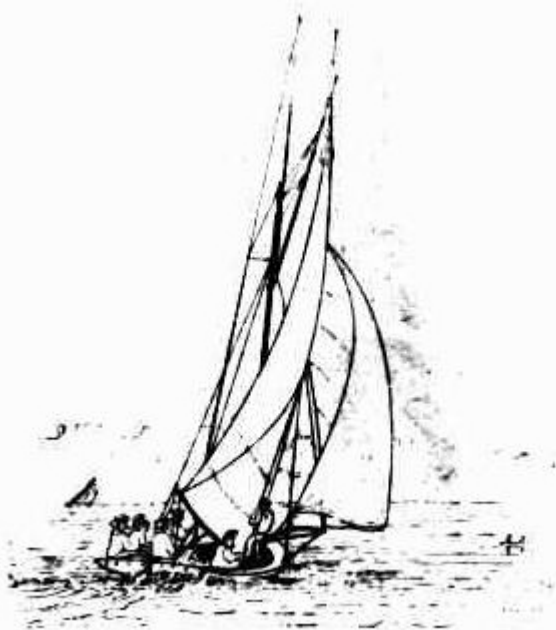
The *Itonia* is a subject of speculation. She has shown some very tall going at times, though her prize list is limited; in her present owners' hands great things may be looked for they say.

The *Triton* still holds her own.

The *Veruna*, a new 22 footer, has proved herself exceptionally able when the "stormy winds do blow," landing a fine pot



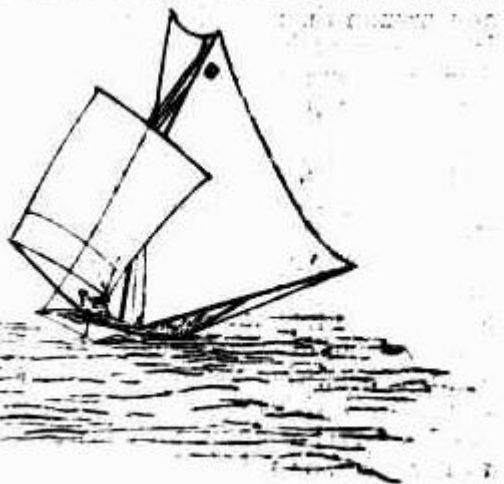
GUINEVERE AND TRITON.



GENESTA.

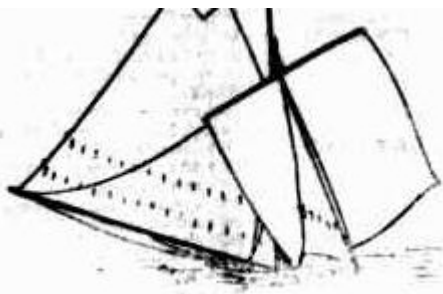
on the Centennial day, and another in an outside match. Outside sailing, by the way, should be encouraged. The crews have all the pluck necessary for it amongst our sailing men, and a little hard fighting with the elements cannot fail to produce good results.

The *Our Boys* must not be forgotten, for though a little ship, she is the only racer in the harbour with an unbroken season's



Note.—“The Illustrated Sydney News” is now Enlarged to 36 Pages, and the price is reduced to 6d.





DINGY (FROM A PHOTOGRAPH).

record ; she has won every race she entered for, and when one sees the uniformity of type in her class, it is truly a great performance.

Speaking generally, the racing amongst the sailing boats has been very even ; there have been no run-away matches, but on every occasion every boat started with a good chance for the cup, there being no less than twenty-five first prize winners on the lists this year.

Thus we find during our Centennial year no less than forty to fifty racing craft ready to "shoot the line" in their respective classes. No city in the world of equal population can boast such a fleet.

We are already abreast the times in yachting and sailing, and with the desire for improvements so deep rooted in the

hearts of our aquatic men, and with Australia's honor as our reward when we succeed, surely we shall soon lead the world, cease to speak of the American type and the English type, and have a type of our own, which other countries will look at with envious eyes, and call Australian.

