



ISSUE 1

APRIL 1997

## 'ALL HANDS ON DECK'

The Classic Yacht Association of Australia Incorporated (CYAA) has been recently formed:

- to promote and enjoy classic yacht activity in Australia
- to liaise with interested clubs and associations to develop a co-ordinated annual program of events.
- to develop a data base of information to assist with the location, restoration and preservation of classic yachts
- to assist existing special interest groups focussed on other aspects of classic boating
- to enable friends, crews and skippers to keep in touch with each other and vessels they sailed.

Col Anderson and Doug Shields from Melbourne have been working hard to put the organisational structure of the Association in place and establishing the 'co-ordinations' for each state.

Proposals which have been adopted so far are:

1. The objectives defined in the Rules of the Classic Yacht Association of Australia Incorporated (printed overleaf) have been confirmed.
2. A quarterly newsletter will be published to keep Members informed of events and Association activity. Newsletter No. 1 will be published in April 1997.
3. Positive discussions are underway with an aim to securing a major sponsor for the Association. The

sponsorship will be long term and also assist with prizes for specific annual events.

4. A burgee for the Association is being designed.

We encourage all people with an interest in classic yachts to join the CYAA and volunteer to assist the growth of the Association.

We invite and welcome input and comment.

*Extract from The Rules of The Classic Yacht Association of Australia Incorporated*

### 4. OBJECTIVES

The objectives of the Association shall be:

- (a) To promote and encourage the restoration, preservation, research, knowledge and ownership of Classic Yachts.
- (b) To organise, promote and hold events of any and all descriptions for Classic Yachts or their owners, former owners, crews or former crews and families.
- (c) To promote and increase public awareness of Classic Yachts and their history.
- (d) To do anything necessary or desirable in the opinion of the Executive Committee that may advance the interests of Classic Yachts, their owners, former owners, crews or former crews or Members of the Association.
- (e) To do all such other things as are incidental or conducive to the attainment of the above objects powers of the Association.



# ST. KILDA'S MOST FAMOUS YACHT-SAYONARA

Many yachts may vie for the title of being the most famous on the Club's register or in fact on the bay. One whose name is now overshadowed by the records of latterday yachts was for many years a legend. And even to this day she remains amongst the famous, and undoubtedly heads the list as being the most famous keel yacht in Australian yachting history.

Her name is remembered by a cup which was raced for up until the early 1960s by yachts of between 8 and 9 metres. The Sayonara Cup is currently raced for in the Dragon Class.

Sayonara, Japanese for Goodbye, was built for Mr. G. F. Garrard, then, Commodore of the R.Y.C.V. at a time when the largest yachts in Australia were to be seen on Port Phillip Bay. Designed as a fast cruising yawl with high bulwarks by Wm. Fife of Scotland, being a sister ship to his own champion Cirego, she was built by Mr. A. McFarlane of Birkinhead, Adelaide and launched November 1897. She then cruised round to Melbourne in record time.

Briefly, her principal dimensions were: L.O.A. 57' 7", L.W.L. 38' 2", B. 10' 6 1/2", Sail Area 1763 sq. ft., Disp. 18 tons. Her first major race was when sailed by Mr. A. P. Agg of the Brighton Yacht Club in the Intercolonial regatta held on Hobson's Bay, February 1898, where she defeated all opposition including the then undefeated South Australian champion Alexa to win the major prize of \$140.

In no time she proved to be invincible on Port Phillip. She was a marvel in light weather when she was able to walk away from all opposition. Then a hard blow was struck when the various clubs decided to put limitations

on the sizes of yachts entering important races and regattas. This decision only effected Sayonara and the Alexa which had remained in Victoria for several years as there was no competition for a yacht of her size in Adelaide.

July, 1898, Sayonara was sold to Messrs. C. D. & I. A. Wallace who decided to keep her at St. Kilda and season 1898/9, when able to, she raced in events of both the R.Y.C.V. and the St. Kilda Yacht Club.

In Winter 1899 her rig was altered to that of a cutter, increasing her sail area to 2079 sq. ft. Shortly afterwards she was under the sole ownership of C. D. Wallace. Then season 1900/01 she was laid up as her owner was overseas.

On being sold to Mr. Alfred Gollin sometime about 1902/03, her new owner tried to stimulate interest in N.S.W. in a Intercolonial Challenge. This at first did not meet with approval in Sydney for reason that a larger type of yacht would have to be built than was then in vogue in Sydney. Finally a challenge issued through the R.Y.C.V. was accepted by Mr. H. Binney (Royal Sydney Yacht Squadron) whose Auckland designed and built Bona had the reputation of not having been beaten. Mr. Gollin then donated a \$105 trophy for the series.

From her moorings at St. Kilda, Sayonara took 13 days to reach Sydney in light flukey conditions. The three heat series conducted during January, 1904, was a closely contested one with Sayonara winning the first and final heats, so winning the cup. Alfred Gollin then offered back the Cup as a perpetual trophy to be called the "The Sayonara Perpetual Challenge Trophy" for competition between Victoria and New South Wales.

Conditions were then drawn up for future competition on lines similar to those of the America's Cup.

Sydney yachtsmen did not take too kindly to their fastest racing yacht being beaten by a cruiser type This persuaded Mr. A. T. Pittar, an ex New Zealander living in Sydney, to commission Logan Bros. of Auckland, N.Z. to design and build him a yacht capable of beating Sayonara. Rawhiti was built and launched in 1905, and sailed on her own bottom to Sydney. Her owner, however, did not challenge for the cup and in a very short while sold her to Mr. C. T. Brockhoff, who immediately challenged.

Sayonara in the meantime had also changed hands and was





under the ownership of Messrs. Robb and Newbigin, and was taken off the St. Kilda register. A week prior to the Sayonara Cup Series 1907 there was raced for on Hobson's Bay the La Carbine Cup which was donated by Sir Rupert Clarke. It was for a three heat series open to all yachts throughout Australia. Great interest was held in both series as the Rawhiti was entered in both events, and as she was until then unbeaten in Sydney, general opinion was that she would be too good for her older opponent.

Sayonara was stripped out for the La Carbine Series, being lightened by up to almost one ton in order to improve her rating, this alteration proved unsuccessful as she sailed disappointingly and was not placed in any of the heats. The winner was Rawhiti. With only days before the Sayonara Cup Series, Sayonara was hurriedly put back into her old trim. This paid off as she scored on every point of sailing and was unquestionably the better boat in conditions that were fair to both. Deciding that Sayonara was too old to continue defending the cup, her owners approached the R.Y.C.V. stating that a new yacht should be built to uphold the honour of Victoria. Their attempts were unsuccessful. Sayonara received a hard blow when she was barred from entering in the first Bass Strait Race 1907. According to the Geelong Yacht Club, who were conducting the event, no defender of any cup was eligible. It was obvious that this ruling only applied to Sayonara, the fastest yacht of her size in Australia. The Geelong Yacht Club came under a lot of criticism. Their reply was that the race was for wholesome cruising boats, not racing machines. If racing machines wanted to race, they could get up a class and race by themselves over the same course. In the past Sayonara had proved her seaworthy qualities by sailing from Adelaide, and had cruised to both Sydney and Tasmania. In the meantime a further challenge was received for the Sayonara Cup by Mr. A. Saxton's Awanui, but owing to changes in the International Yacht Racing Rules this challenge was withdrawn. Victoria received and accepted a further challenge in 1909 in the 19 year old Thelma owned by Lloyd Jones, Royal Prince Alfred Yacht Club.

Once again Sayonara was appointed as the defender and she was again converted to her cutter rig. After three most exciting and keenly fought heats, the cup was won to remain another year in the safe keeping of the R.Y.C.V.

Shortly after Thelma's defeat Mr. A. Saxton of R.S.Y.S. issued a challenge to the R.Y.C.V. to race for the Cup in 1910 with his Awanui. This challenge was shortly afterwards revised by Mr. W. Marks who had acquired Awanui renaming her Culwalla III. (She was to become famous in latter years at St. Kilda under the name of Eun-na-mara).

Victorian yachtsmen were kept in a state of suspense until early in January, 1910, as until that time doubt existed whether Sayonara would be racing as she was

until then laying dismasted on her moorings at Williamstown.

Mr. John Dixon of the Brighton Yacht Club came forward and purchased her merely with the idea that Victoria should not concede the Cup by default to N.S.W. He then hurriedly got her ready for the series. Sayonara had to concede defeat to Culwalla III in a closely contested three-heat series and the Cup finally found its way to Sydney.

Not long afterwards Sayonara was back on the register of the St. Kilda Yacht Club where she remained until 1912 when she was sold to Sydney where, under several owners, she has remained ever since.

*J. H. (Bert) Ferris*

## RESTORATION NEWS

Western Australia - A syndicate headed by Andrew Mason is currently completing restoration of the "Aorere" am 1898 Gaff Cutter built by E. G. Phillips at St. Kilda, Victoria From N. Z. Kauri.

Her Principal Dimensions are:

L.O.A.	37' 11"
LWL	28' 2"
BEAM	7' 6"
DRAFT	5' 9"
SAIL AREA	900 sq. ft.

This project is well advanced and "Aorere" should be sailing later this year.

Victoria - Col. Anderson (Waitangi Syndicate member) is rebuilding the 1923 Gaff cutter Acrospire III (also know as Acushla in Tasmania and Waree in N.S.W.)

Acrospire III was designed by Chas Peel and built by Hayes Bros. in Sydney from N.Z. Kauri for Mr Joe White of Royal Melbourne Yacht Squadron.

Principal Dimensions are:

L.O.A.	50'
LWL	35'
BEAM	8'
DRAFT	6' 6"
SAIL AREA	1500 sq. ft.

It is hoped to have Acrospire III sailing this summer.

Two other yachts have been purchased by Victorians for future restorations. Nick Chapman of R.B.Y.C. has acquired "Eun-A-Mara" from W.A. while some of the Waitangi syndicate members have purchase the Sayonara (featured this newsletter).

Editors note - We want to include restoration news as a regular feature. Please send any information and photo graphs about yacht restorations taking place in your state to Classic Yacht Association of Australia. Thankyou.



# AUSTRALIAN REGISTER of Historic Vessels

## INTRODUCTION

With your support, the Australian National Maritime Museum is establishing an Australian Register of Historic Vessels (ARHV) to record for the first time the number, type, distribution and condition of historic vessels in Australia.

This valuable source of information will be available to boat owners and restorers, researchers and enthusiasts, clubs, historical societies and museums, in Australia and overseas.

## CONFIDENTIALITY

Names, addresses and phone numbers will not be listed in publicly accessible versions of the Register. Any requests to contact owners will be forwarded by the administrators of the Register.

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