

Letters to the Editor

3 Rockford Place
Marino SA 5049
2 September, 1997

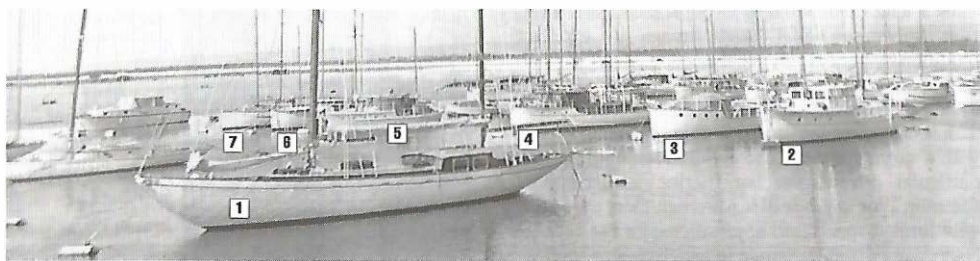
Dear Jamie,
With regard to comments and correspondence in the September *Squadron Quarterly* on the question of opening up Squadron events to members and boats of other clubs, and with particular regard to the *Nerida* trophy cited as an example, I would like to put forward the following observations.

It has for some years saddened me that the Neptune Island race (the only race in South Australia that can with any degree of truth be described as 'offshore') has been in abeyance owing to lack of interest. I, and others of the family, have from time to time considered taking a boat round the course at the programmed time, claiming the trophy in the name of the donor's family and removing it from the Squadron. So far sloth has prevented this action.

Therefore, any proposal which would perhaps revive interest in the racing of yachts for more than a twenty-four hour period would receive my whole-hearted support.

I believe I can also have a pretty good guess at the opinion the donor would have had on this question, expletives deleted. I would suggest something like, 'If they're not good enough to win it, they don't deserve it, but these ... don't even race for it!' Therefore, I am in complete agreement with the concept of opening all the Squadron's races to entry by boats and crews who are members of any recognised yacht club in the world.

Bob Haselgrove



PS I think the two yachts in the foreground and left middle of the photo on page 29 are *Suzelle* (later *Ilena*) and *Norallie*, while the cruiser directly aft of *Suzelle* looks like *Grelka* or *Avocet*, probably circa 1950.

Nerida, designed by A Milne and built by Searles, a big boat of the day at 45 ft overall, was launched in 1932 by Tom Maitland Hardy (for whom our Library is named, sometime Vice Commodore). After his death in the *Kyeema* tragedy on 26 October, 1938, she was bought by BW Bagenell, for whom George Eimer (of the Eimer trophy) was described in the logs as 'Sailing Master, cook, etc'. Len Wigan was a member of the crew for many years. She passed to Colin Haselgrove OBE, also sometime Vice Commodore, who re-rigged her in 1947 from the original cutter rig to a Benneudan yawl. She is one of the two Squadron vessels to have won the Sydney-Hobart race (1950), the other being JS Taylor's *Ingrid*. In due course *Nerida* was taken to Sydney, returned to her original rig and was used as a promotional vehicle for Hardy's Wines, under the jurisdiction of Sir James Hardy OBE, youngest son of the original owner.

Colin Haselgrove donated the *Nerida* trophy for the winner of the Neptune Island race. The family of Len Wigan donated the Wigan trophy (a painting of South Neptune Island by David Dridan), for the winner of the RORC (or subsequent international) handicap, not the Squadron arbitrary handicap.

There have been some notable incidents in various Neptune Island races, which would justify an article in their own right. Ed.

P.O. Box 12, Burnside SA 5066
5 September, 1997

The photograph of the Squadron pool would have been taken at least forty years ago, and possibly closer to fifty. I have endeavoured to identify the boats in the photograph, together with the owners' names.

I spent many a memorable weekend at the Squadron as a youngster, together with my parents and brother.

1 *Suzelle*

McGregor family (wool brokers and pastoralists). [She was built about 1948 by Clausens in a shed extended for the purpose and still used for boatbuilding on Fletcher Road, and I heard that she was made exactly 59 ft 10 in long, because a vessel 60 ft or more would require a pilot. She was renamed *Ilena* when owned by Rupert Murdoch, who put her in at least one Sydney-Hobart race. I don't know her fate after that. — Ed.]

2 *Avocet*

Sir Arthur ('Lum') Rymill, solicitor, Lord Mayor of Adelaide, hydroplane champion (*Tortoise*) and Commodore 1923-31.

3 *Pedare*

Mr Ern Stuckey, Stuckey smallgoods & meat stores, later owned by Jack Walker. I spotted this boat at Goolwa early in 1997, during the Goolwa to Milang yacht race.

4 *Para*

Holstein family, milliners, Rundle Street [Subsequently owned by Percy Puckridge]

of Port Lincoln and later by Harold MacDonald the pastoralist. Not long before his death she was sold out of the pool. She has since been lovingly restored, and was a fine sight on Opening Day — Ed.]

5 *Beth*

Mr Keith Smoker, founder of Light Motors and Champion Motors. [Pre-war she went to and from New Zealand, and was owned by Reg Webb. Subsequently she passed to Henry Rymill CBE, Commodore 1950-54 and 1957-59. I believe that Lance Le Cornu owned her at one time. — Ed.]

6. *Glen Mona* (later *Carinya*)

Mr Harvey Thompson of Thompson & Harvey, glaziers and hardware merchants, then Dr Max Cooling, Commodore 1974-76. [Now lying at CYCSA — Ed.]

7 Not known to me

Mr LWR Hutton, Hutton's leather store, Rundle Street. [Which closed its doors permanently, sad to say, in 1997 — Ed.]

Roger K Dunn

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