

When we took over publication of *Squadron Quarterly* in 1992, we inherited an obscure legal requirement for a publication to show a price, which from time immemorial was a token amount of five cents. (In Jim Green's day it was sixpence.) The figure of \$4.95 shown on our cover in future will be more realistic. Copies may be purchased from the Office at that price while stocks last.

On the matter of the Haselgrove yachting clan, we noticed in the Newspaper Cuttings book one dated 29 November 1922. 'The Port Adelaide Fire Brigade received a call from Birkenhead notifying that a yacht moored on that side of the river was on fire. The vessel was the *Miranda*, owned by Mr Frank Haselgrove, a member of the Royal South Australian Yacht Squadron. The brigade found the fire burning fiercely and the yacht had been completely gutted before the flames were extinguished. There was apparently no cause for the outbreak. Mr Haselgrove valued the *Miranda* at £300, and stated that she was not insured. He did not know of anything on board which could have caused the fire, and his opinion was that the act had been malicious. He was offering a reward for the discovery of the perpetrator. The City Coroner (Dr Ramsay Smith) has been notified. Mr James A Inkster had a similar experience in regard to his yacht *Volunteer*, which was lying on shore at Dunniker Slip on the evening of September 23 last. This craft was also gutted by fire, and damage amounting to £40 was done.'

In 1889 there was a reference to a Squadron yacht named *Miranda*, owned by Messrs Martin and Farrow. Mr R Woolnough had her in 1900, when she was said to be 6¾ tons. In the same year Dr AW Hill, Captain of the Port Adelaide Sailing Club had a vessel of that name, in which he won the Tennyson Cup in 1902 and 1903. In that year he collided with the steamer *Pilbarra* and was let off with a caution. He sold her in 1904 when he purchased *Tern*. Before parting with her, he ran into the wharf at Port Adelaide and damaged the bowsprit.

Keith Flint passed to us a tattered old publication *The Cruise of the Miranda: A Fortnight at Sea. The log of the yacht Miranda. Balmly breezes and cheerful company. By the Crew.* This was printed by JL Bonython & Co, Printers of Adelaide and describes in minute detail a Christmas cruise across the Gulf to Port Vincent and Black Point in 1907-8. From internal evidence, it looks to have been written by Dr Hill, casting doubt on the newspaper report that he sold the boat in 1904.

In the printed programme for the Opening Demonstration of the Squadron for 1919, *Miranda* was listed under the name of Mr LG Haselgrove. The following year she participated in the Kintore Cup under F Haselgrove, who was chairman of the Sailing Committee. No reference to *Miranda* has been noticed after the fire of 1922.

Frank Haselgrove was a member of the crew of LT Bennett's newly launched 21-footer *Fife* when she

went to Melbourne on the *Katoomba* in December 1924 to compete in that year's Forster Cup series. In 1924 Miss Haselgrove won the RSAYS Ladies Bracelet sailing F Haselgrove's *Weeroopa*. In the same year, it was recorded that the Squadron had on its register, *Mannara*, a new 28-ft auxiliary, built for Mr FH Haselgrove by R Searles of Largs Bay. From all accounts she is a fine comfortable and seaworthy craft, carries 500 ft of sail and is powered by a 6-8 Ailsa Craig engine.' The first volume of *Seacraft* contains two articles by Bob Godsall, describing taking *Mannara* from RSAYS to Tasmania and then to Sydney, 1,200 miles in 53 days, 22 of them at sea. It begins, 'I bought the cutter *Mannara* after she had been in the service of the Naval Auxiliary Patrol at Adelaide SA for about two years.' (*Seacraft* October 1946: 33, 41 & December 1946: 41.)

It is pleasing to report that so much material has been offered to *Squadron Quarterly* that we have been obliged to hold a lot over, and to decline an article offered by a gentleman who is not a Member, and which intrinsically was of limited

interest. This is also the first occasion when we have had two unsolicited reviews of the same book, which must obviously be good to have aroused so much interest.

When Members take the time and trouble to prepare contributions, it is our job to fit them in, subject to our Editorial policy (published in the issue of June 1995: 50). More illustrations have been asked for, which necessarily means so much less text per issue and that articles may take a number of issues to be published in full. We hope that Members will accept the necessary compromises to achieve the best outcomes when faced with competing priorities like these. We repeat an oft-expressed wish, rarely responded to, for feedback on *Squadron Quarterly*. Most people seem content to carry on as we have been going, but constructive criticisms are welcome.

We again thank David Wright for his excellent map to illustrate the further adventures of *Just Jane*. He apologises for not being able to locate Pula Wa Island on Lamen Bay.

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