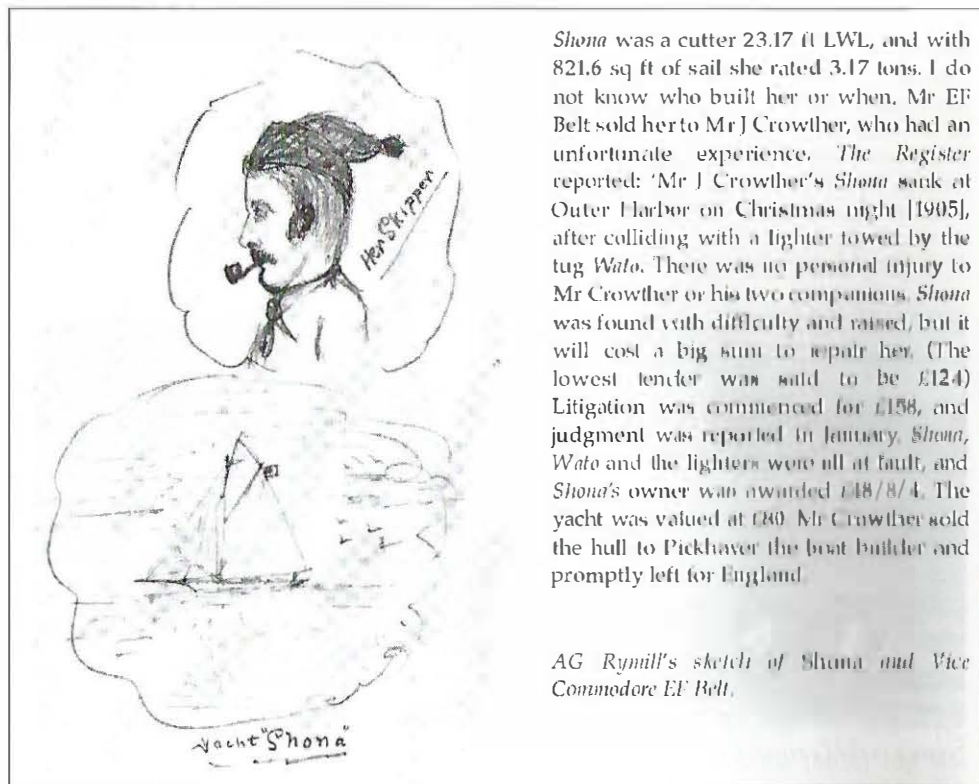




Shona was a cutter 23.17 ft LWL, and with 821.6 sq ft of sail she rated 3.17 tons. I do not know who built her or when. Mr EF Belt sold her to Mr J Crowther, who had an unfortunate experience. *The Register* reported: 'Mr J Crowther's *Shona* sank at Outer Harbor on Christmas night [1905], after colliding with a lighter towed by the tug *Wato*. There was no personal injury to Mr Crowther or his two companions. *Shona* was found with difficulty and raised, but it will cost a big sum to repair her. (The lowest tender was said to be £124) Litigation was commenced for £158, and judgment was reported in January. *Shona*, *Wato* and the lighters were all at fault, and *Shona*'s owner was awarded £18/8/4. The yacht was valued at £80. Mr Crowther sold the hull to Pickhaver the boat builder and promptly left for England.

AG Rymill's sketch of *Shona* and Vice Commodore EF Belt.

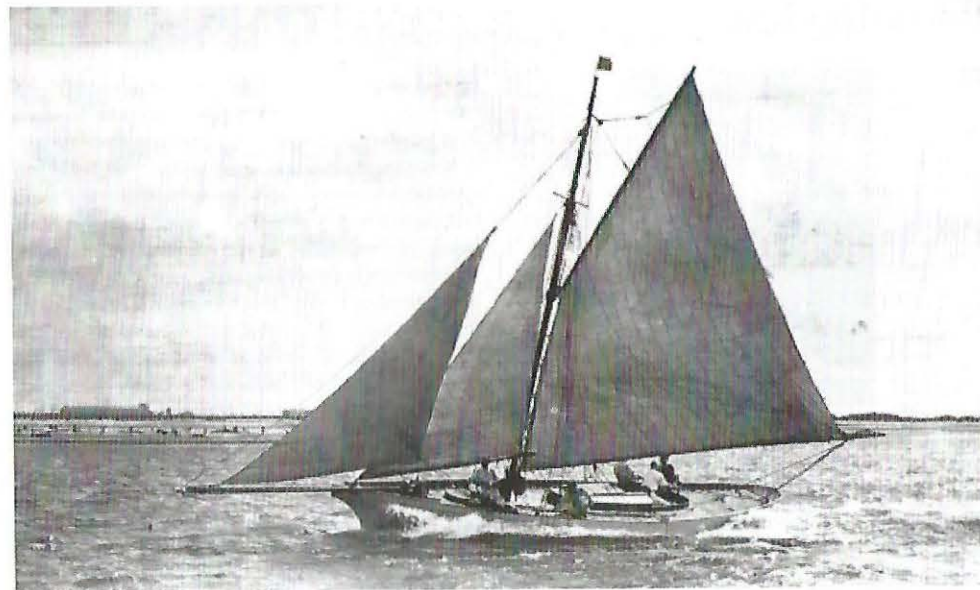
The newly launched racing yacht *Miranda* won both the inaugural races for the Kintore and MLA cups. She was owned by Mr Allen Martin and Mr Edward Farrow. They sold her to Dr AW Hill, Captain of the Port Adelaide Sailing Club, who in turn sold her to Frank Haselgrove. In November 1922 she was maliciously set on fire and was totally destroyed. She was not insured.

I do not know how Mr Martin and Mr Farrow sorted out who should have the MLA Cup, and I know nothing more of Mr Farrow beyond that in 1891 he briefly succeeded William Russell as measurer and he was elected to the committee.

Allen Martin had an interesting career. He was born at Bosham near Chichester in Sussex in 1844, the son of a master mariner engaged in the English coastal trade. He received his preliminary education at a local church school, after which he entered the Royal Navy School,

Greenwich, where he became a pupil teacher, and obtained a teacher's certificate at the age of 17. He then decided to go to sea, and, after shipping as an apprentice, rose to the position of mate of the *Dartmouth*, which he left in Sydney in 1867, after six years at sea. After failing to find gold at Gympie, he worked his way round to Port Adelaide in the Government vessel *Hinders*, a brigantine, where he arrived on 12 August 1869. (The South Australian Yacht Club was founded on 5 November in that year.)

Work was hard to find, even 'with a mate's certificate in one pocket and a teacher's certificate in the other.' Having been unsuccessful in obtaining an entry into the milling trade, on 12 April 1870, Mr Martin opened the Port Adelaide Grammar School. It was an immediate success, and within 12 months attendance was averaging 80 per day. The school was taken over by the Government in 1876, and Mr Martin continued as headmaster until he was appointed an



Miranda racing, taken after Dr Hill shortened the spars and installed an engine. She was built by Fraser of Birkenhead in 1890 for Mr Allen Martin and Mr Edward Farrow and rated 6¾ tons. The only dimensions recorded were LWL, 27.5 ft and sail areas of 1338.75 sq ft, 1242.5 sq ft and 1174.5 sq ft, the last being qualified, 'Jibheaded topsail & spinnaker boom not to exceed 23 ft 3 in.' She had a very successful racing career, and seems to have been cock-of-the-walk until *Alexa* was launched in 1892, being a much larger and more powerful vessel. (Don Haselgrove)



Rear Commodore Allen Martin.

inspector of schools in 1900. By then there were 1,500 scholars on the roll with 22 assistant teachers. In 1882 he established what was probably Adelaide's first technical school, with woodturning and printing, but the government surrendered to union pressure and it was closed. He retired in 1915 and died in 1924, leaving his widow, five sons and seven daughters. Perhaps one of their descendants has disposed of the old trophy.

The vendor currently values the MLA cup at \$5,250. The question is whether the Squadron should have a whip-around to buy it. If we did, what will we do with it beyond adding it to a lot of similar old trophies, when no persuasion has succeeded in having successive committees arrange to have them competed for?

PS There are good prospects of obtaining a second trophy cabinet in the Dining Room, to allow better display of our trophies and perhaps our valuable old books.