

and reframed some of our old pictures, which we are returning to the walls and display boards.

We express our thanks for donations of historical materials, which will be included in our collection. Peter Dermott has given us a sounding plan of Port Vincent, dated April 1950, compiled by Rear Commodore HW Rymill and crew, drawn by RW Guy.

Peter Freeman has given us copies of logs of the yacht *Seevogel* (Wesley Harris) 9 February–3 March 1946 to Port Victoria; 30 November 1946–12 January 1947, to Tasmania for Christmas (but not that year by racing from Sydney); and 26 December 1947–18 January 1948 to Coffin Bay. There is also a letter giving directions for yachts cruising the East Coast of Tasmania. We hope to copy this when time permits for the interest of Members taking their vessels to those waters.

Peter Last has expanded the number of his historical publications, which are lodged with the Office. Each has many illustrations, some of which are used repeatedly. The list currently is —

Minutes of General Meetings of the South Australian Yacht Club and Royal South Australian Yacht Squadron, 1869–. (The series is taken to 1927, with continuing work as time permits. Those of SAYC are published, but RSAYS minutes are currently available only in electronic form.)

South Australian Yacht Club 1869–1891: Minutes, Members, Officials, and Vessels. (A very large publication)

Newspaper Cuttings 1889–1949. (A lot has been added to this since publication in 1999, so far only in electronic form. Most newly acquired cuttings are added as they appear from sundry sources, but they are not yet sorted into chronological order.)

The Rymill Gifts (Bernie Matzat is progressively scanning the Rymill photographs of A4 size and smaller.)

The Story of the Nyrocas (First Edition; the second awaits time, and there has been frustrating non-response to repeated written requests and messages asking for contact, directed to the current owner of the second *Nyroca* in Tasmania.)

Royal South Australian Yacht Squadron: A History of Seamanship and Fellowship. First three chapters,

namely *The Geographical Imperative, The Club House and High Passions*. **Very few comments have been received on this**, so it is assumed that nobody objects to proceeding in the same style.

The Dewhursts: Their Involvement in the South Australian Yacht Club and Royal South Australian Yacht Squadron 1880–1925. (First Edition; a second edition with information on the second generation of the clan awaits further transcribing of minute books, which has reached 1927.)

A Tin Shed in a Swamp: Royal South Australian Yacht Squadron at Outer Harbor (Second Edition, generously illustrated and possibly suitable for wider distribution.)

Bundey's Boats: An account of William Henry Bundey and his yachts, with a note on Sir William Milne's Hygiea. Extensively transcribed from WH Bundey's 1888 book with the brief title Yachting in Australia. (This seems to be definitive, but no doubt has limited appeal.)

The Fishers (First Edition; the second awaits a family response said to have been arranged, but no contact has yet been made.)

Captain Lindsay's log of the yacht Edith, 1871. (Very brief, but has some interesting snippets.)

Francis Villiers Sanderson: Commodore 1903–09 and 1920–22, Life Member 1911. (Second Edition, including valuable material and photographs from Mrs Hicks.)



Lesley and John Clarke flank Past Commodore Austin Gibson, with incumbent Commodore David Henshall.

Honour Roll

Cecil Frank Haselgrove (1883–1969) was described in Squadron minutes etc as F Haselgrove. He was nominated for membership on 8 September 1910 and was elected at the next meeting, held on 12 October. Minutes record him as attending many meetings, held at the Semaphore Club House, and he either proposed or seconded 17 gentlemen for membership.

2042 Lance-Corporal Cecil Frank Haselgrove enlisted in the 32nd Battalion AIF on 6 September 1915, and on 8 December 1915 he seconded TN Bagot in proposing LG Haselgrove for election to membership of the Squadron. The name (with and without initials) appears in the minutes of Monthly Meetings for years, so they obviously participated actively in Squadron activities.

Frank Haselgrove served in Palestine and France, where he was wounded, resulting in spending some time in a hospital in England. According to Army records, he returned to Australia on 8 May 1919, where he was discharged at Keswick Barracks. Thereafter he spent most of his working life running Haselgrove's Hardware store in Gouger Street in Adelaide.

He married Nita Miller in 1924, and his three children, Jean, Donald and Neil are alive in 2001.

In addition to regular attendance at meetings, Frank Haselgrove involved himself in running the Squadron. He served on the Sailing Committee every year from 1919 to 1923, but did not nominate in 1924.

Miranda of 63/4 tons was built in 1890 by Fraser of Birkenhead for Mr Allen Martin, a much-loved schoolmaster at Port Adelaide and Rear Commodore 1894–95. She won the inaugural Kintore Cup in her first year of racing, and had many other successes, both under Mr Martin and when owned by Dr AW Hill. In the program for the Opening Demonstration of 1920 she was listed under the ownership of F Haselgrove, and he raced and cruised her a lot. On 29 November 1922 *Miranda* was destroyed by a fire, which was deliberately lit. The culprit was not found.

Frank Haselgrove was active in all aspects of yachting. In February 1924 he and Bill Powell accompanied LT Bennett's *Fife* when she was shipped to Melbourne for the Forster Cup series.

On 7 November 1924 one of the papers reported that, 'The Royal Yacht Squadron and the Port Adelaide Sailing Club have each added the *Mannara*, a new 28-ft auxiliary, built for Mr CF 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.'

She would have been just in time for the official opening by Commodore AG Rymill of the new Clubshed at Outer Harbor on 15 November 1924. Frank Haselgrove took her over the Gulf for the Wheare Cup raced at Black Point in 1925.

Frank Haselgrove was involved more widely in yachting, and was Vice-Patron of Brighton and Seacliff Yacht Club when the new clubhouse was opened on 31 January 1927. His son Don said that he also once owned *Meralie*, which was registered by FV Sanderson with the South Australian Yacht Club in 1895. Her eventual fate is not known, and neither is that of *Mannara*. 50



In 1942, at the most fearful stage of the Second World War, young men below the age to enlist were determined to do what they could before being permitted to participate. This enthusiast at the bow of Beth was a member of the Naval Auxiliary Patrol (NAP) of the RAN before joining the latter. Can older Members identify him?