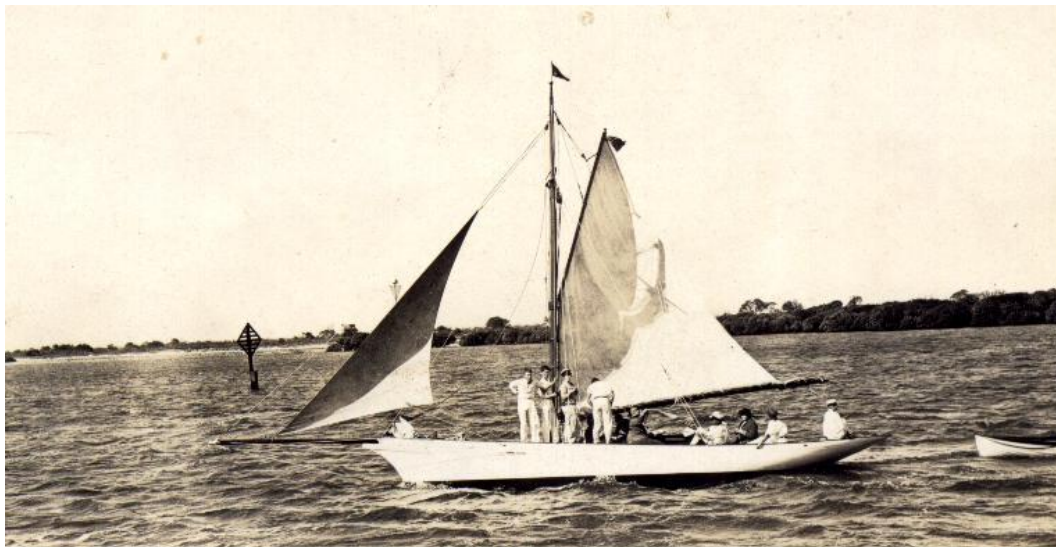


MIRANDA

PETER LAST

JANUARY 2005



Miranda, probably on an Opening Day (Don Haselgrove)

Miranda 'of 6¾ 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. He was a long-serving secretary of the annual Port Adelaide regatta, usually held on New Year's Day.

Miranda first appears in the newspaper cuttings as participating in a contest for the Brassey Cup, but unfortunately the date was not written on the cutting. In 1891 she was the first winner of the Kintore Cup, our oldest trophy still sailed. Her skipper was R Woolnough, who frequently acted as helmsman on the boats of other Members.

Miranda Musings is so named because Dr AW Hill (sometime Captain of the Port Adelaide Sailing Club and a Member of the Royal South Australian Yacht Squadron) wrote this inside the front cover, together with 'Shots between wind & water.' The volume measures 210 cm x 145 cm.

The pages from the front are written in Dr Hill's somewhat difficult hand. They seem to be cues for him to tell jokes or anecdotes. Turning the book upside down, there are cuttings from Saturday 15 October 1904 to 22 April 1905. Some of them were not included in any of the other books.

Placed inside the cover is a copy of a privately printed paper of eight pages —

THE CRUISE OF THE "MIRANDA"

A FORTNIGHT ON THE SEA

THE LOG OF THE YACHT "MIRANDA"

BALMY BREEZES AND CHEERFUL COMPANY

[BY THE CREW]

Miranda 2

A copy of this was presented by Life Member and Past Commodore KW Flint. It describes in very great detail a Christmas cruise to Port Vincent, Black Point and return and has not yet been copied.

Miranda's rating details have survived —

Date	Owner	Yacht	Length LWL	Breadth	Tonnage/ Rating
22 Dec 1891	Allen Martin	<i>Miranda</i>	27.5	1338.75 sq ft	6.14 (Rating)
22 Dec 1891	Allen Martin	<i>Miranda</i>	27.5	1242.5 sq ft Spinnaker boom not to exceed 23 ft 3 in	5.69
22 Dec 1891	Allen Martin	<i>Miranda</i>	27.5	1174.5 sq ft Jibheaded topsail & spinnaker boom not to exceed 23 ft 3 in	5.38

In 1900 *Mirada* was reported as being owned by Dr AW Hill and that he had presented a photograph of her to the Port Adelaide Sailing Club. The obituary for Mr Martin reported that Dr Hill 'shortened her spars and put an engine in her.'

On 27 January 1902 *Miranda* won a heat of the Tennyson Cup. A month or so later she was unlucky. '*Miranda's* main rigging carried away before the start, and she had to be nursed home.'

On 13 January 1904 it was reported that Dr AW Hill's *Miranda* was in collision with the steamer *Pilbarra* 'when rounding Luff Point' on Port River. [Luff Point is on the right bank (eastern side) of the River, downstream from the docks.] A Marine Board of Inquiry reported on 6 February 1904, and Dr Hill was let off with a caution.

On 29 October a yachting correspondent wrote, 'Dr AW Hill has decided to paint his *Miranda* white. The dull green colour did not suit the little vessel.'

Dr Hill was in trouble again the following year, but he was not alone.

4 November 1905

Sunday was not a nice day on which to be out yachting. As she was going to her moorings in the space allotted for the Squadron's boats, Dr Hill's *Miranda* ran into the wharf and damaged her bowsprit. Mr LW Walter's *Caprice*, while picking up her moorings, ran her bowsprit through a panel of *Valeria's* house. She had too much weigh on. The *Valeria* has been slipped for repairs by Mr B Weir.

Mr Bakewell's new petrol launch *Mimosa*, constructed by Mr B Weir, was tried on the water on Sunday. Her engine gave trouble.

Mr Powell, who has the supervision of her, had his right wrist fractured through the arm of the flywheel used to set the machine in motion flying back. This is quite a chapter of mishaps for one day.

In the programme for the Opening Demonstration of 1919 *Miranda* is listed under the ownership of Mr LG Haselgrove, but the following year she was owned by F Haselgrove. He raced her frequently over the next few years until disaster struck.

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.

From the general collection of news cuttings —

Undated

YACHTING AT LARGS BAY

THE BRASSEY CUP

No other event perhaps has created so much interest in yachting circles here as the contests for the Brassey Cup, which on Saturday last was won by Commodore Munton's *Alfreda*. More interest this season has been shown than in either of the two preceding races for the cup both by yachtsmen and by the public, who on Saturday thronged the ends of the Largs and Semaphore Piers to witness the race.

The additional interest this year is mainly attributable to the entry in the race of a new boat, which, until Saturday, had proved herself invincible. Though only a small boat compared with the winner, the *Miranda*, the new boat in question, gained second honours. Saturday's contest from start to finish was a splendid one, and provided on the first round of the course plenty of speculation amongst the onlookers as to which of the two boats would win. A fresh and bracing south-westerly wind veering occasionally to the south blew all the afternoon.

Seven yachts competed —

<i>Edith</i>	40 tons	Commodore Walcot, SA Yacht Club
<i>Enchantress</i>	25 tons	Vice-Commodore Cunningham
<i>Alfreda</i>	17 tons	Commodore Munton, Holdfast Bay Yacht Club
<i>Ethel</i>	11 tons	Mr R Honey
<i>Winfreda</i>	10 tons	Mr Luxmore
<i>Miranda</i>	6¾ tons	Mr R Woolnough
<i>Trio</i>	6 tons	Rear Commodore Browne

Detailed description given.

Course — A flying start from an imaginary line between the starter's boat and a flag on the end of the Largs Pier down to and around the red outer bar buoy near the lighthouse, round the Bell Buoy, down to and round the buoy south of Malcolm's Point, and back to starting point, twice round. In completing the first round yachts had to pass between the starter's boat and the end of Largs Pier...

The *Alfreda* will thus, having won three consecutive times, claim the valuable cup given for competition by Lord Brassey.

Undated, 1889

YACHTING AT LARGS BAY: THE BRASSEY CUP.

No other event has created so much interest in yachting circles here as the contest for the Brassey Cup, which on Saturday last was won for the third time by Commodore Munton's *Alfreda*.

More interest has been shown than in either of the two preceding races for the cup both by yachtsmen and the public, who on Saturday thronged the ends of the Largs and Semaphore Piers to witness the race...

A fresh and bracing south-westerly wind, veering occasionally to the south, blew all the afternoon. Seven yachts competed, namely — the *Edith*, 40 tons, sailed by Commodore Walcot of the SA Yacht Club; *Enchantress*, 25 tons, sailed by Vice-Commodore Cunningham; *Alfreda*, 17 tons, sailed by Commodore Munton of the Holdfast Bay Yacht Club; *Ethel*, 11 tons, sailed by Mr R Honey; *Winfreda*, 10 tons, sailed by Mr Luxmore; *Miranda*, 6¾ tons, sailed by Mr R Woolnough; and *Trio*, 6 tons, sailed by Rear Commodore Browne.

[The account is very detailed, covering the race closely from start to finish.]

Shortly after starting the wind proved too strong for the spinnaker boom of the *Enchantress*, and it snapped off in the centre.

27 January 1902

A race for the Tennyson Cup was won by Dr AW Hill's *Miranda*, sailed by the owner. The other participants were *Maggie*, *Valeria* and *Matangi*. The race was conducted under the new rating rule of 'the Yacht Squadron of Great Britain. 'The doctor is Captain of the [Port Adelaide] Sailing Club, and as he has only recently become a member of the Royals, his victory was the signal for an outburst of hearty congratulations.'

February or March 1902

Kintore Cup won by CH Angas's *Valeria*. There were five competitors, of whom only three completed the course. *Miranda*'s main rigging carried away before the start, and she had to be nursed home.

13 January 1904

Dr AW Hill's *Miranda* in collision with the steamer *Pilbarra* 'when rounding Luff Point' on Port River. Marine Board inquiry reported 6 February 1904. Dr Hill let off with a caution.

[Luff Point is on the eastern side of the Port River, downstream from the docks.]

30 January 1904

YACHTING NOTES

(By 'Topsail')

Several yachtsmen recently anchored in the fairway of the Port River, and obstructed the passage of the *Cooyeanna* into port, and now another case has come under notice, which might have resulted seriously but for the alertness of the lookout on the steamer *Pilbarra*. She was entering the harbour on Monday night, having just arrived from Melbourne, and when rounding Luff Point came upon three yachts beating up the river and standing right across her bows.

The *Pilbarra* fouled the *Miranda*, starting some of her woodwork forward and breaking the bowsprit, but the skipper of the steamer so handled his vessel that he just avoided running the other yachts down, and taking the bank of the channel himself.

These yachts were out on a pleasure excursion, and a goodly number of people were on board, so that the consequences of a collision would inevitably have been serious. To navigate the bends of the Port River at dead low water is sufficiently a work of art, without imposing on a master the penalty of having to steer clear of pleasure parties.

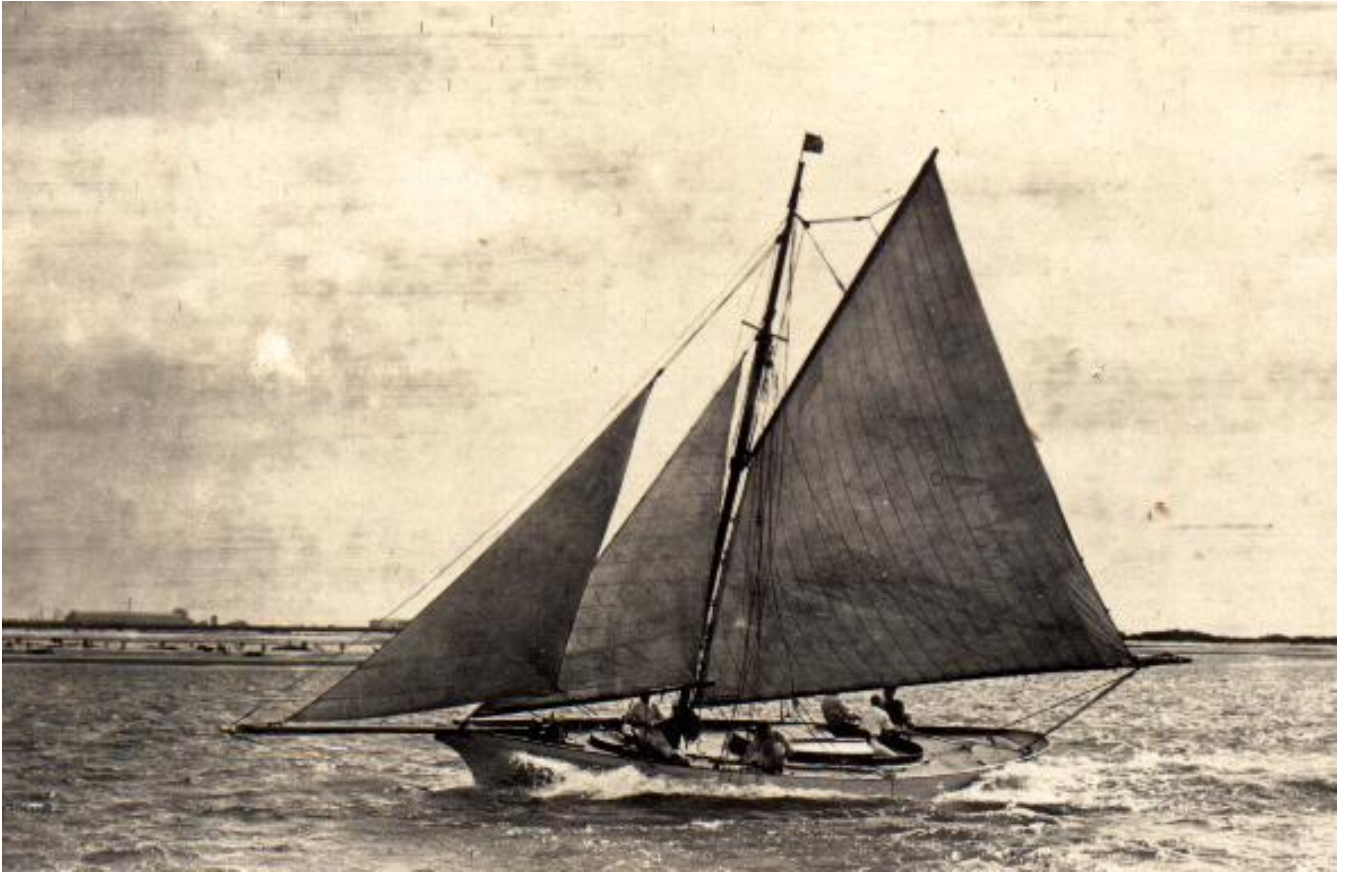
Yachtsmen should take a warning from the experiences reported during this week, and should remember that theirs are not the only craft that have a right to navigate the river. To anchor in midstream on whatever tide for angling purposes is to court a calamity, which will come suddenly some day, unless proper precautions are taken to divert it.

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Miranda racing (Don Haselgrove)