

Lot 9 Haigslea/Thagoona Road
Mt Marrow Q 4306

27 July 2001

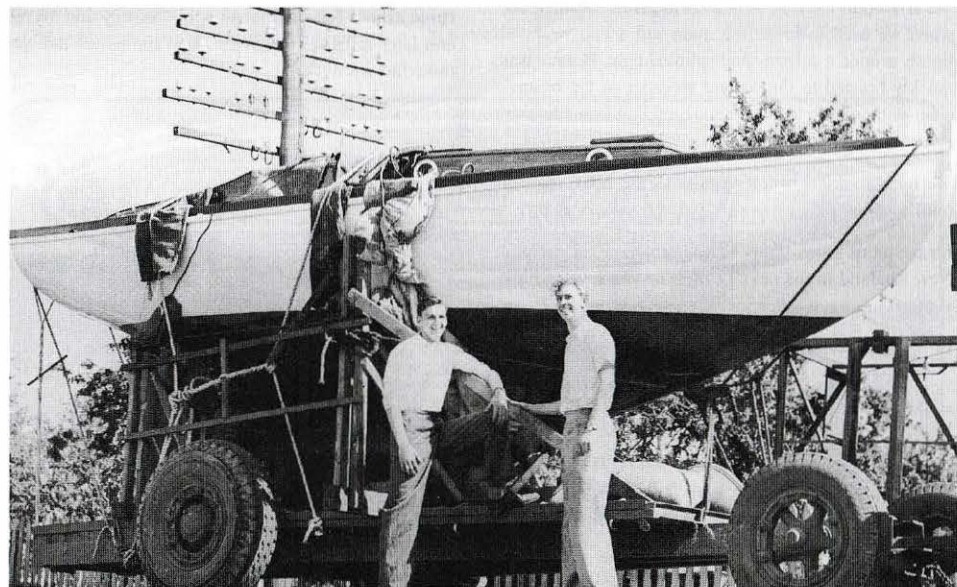
As a fifty-year Member, some of the 'older members' may be interested in what I am doing.

We have a small (30 acre) property about five miles west of Amberley Air Force Base. We breed, agist and train Appaloosa and Quarter Horses, which is my wife's hobby.

In my spare time I am a volunteer Watch Leader in the STS *South Passage*, a 30-metre aluminium gaff-rigged schooner built in 1993. We take mainly school groups from Years 11 and 12 on trips for four and five days up and down the coast. We go as far north as Lizard Island and as far south as Woolongong, and sometimes Hobart.

We carry a qualified skipper, sailing master, cook, three watch leaders and up to 24 trainees. We teach them sailing, helming, knot-tying and basic coastal navigation, the main aim of the courses being personal development and leadership. The ship works about 330 days out of the year.

Don Haselgrove



Don Haselgrove and Tom Hardy, with *Lialceta* about to leave *Seacliff* to be launched, 1946. She took three years to build, and at the time of publication was on the slip at the Squadron.

13 Adnunda Place
Beaumont

4 August, 2001

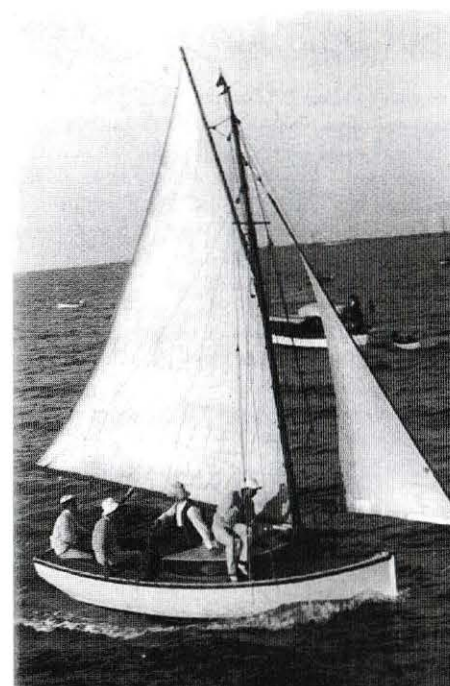
I enjoyed the article on Harold Henry Bampton by our Club historian, Dr Peter Last, in the June issue of the *Squadron Quarterly*.

It referred to a small sailing vessel named *Nirvana* (see page 9). This took my mind back to 1940 when I joined the First Holdfast Bay Sea Scouts.

As many boat owners were enlisting and seeing service overseas, quite a number of vessels came on the market. *Alexa* was one and was bought by an old friend of my father at that time and I had the experience of sailing in that wonderful old yacht.

Another yacht which became available was an 18-foot centreboard sloop named *Nirvana*. It was acquired by our Sea Scout troop, and we sailed her out of the Patawaalonga where our tin shed scout 'hall' stood. Unfortunately this was burnt down in about 1943.

On one occasion the troop planned a sea voyage to camp at Kingston Park. We set sail in the *Nirvana* while the older and bigger scouts rowed our old



Nirvana ashore at Glenelg.
(Bryan Price)

ship's lifeboat. Being one of the younger and smaller of the troop, I was assigned to the *Nirvana* as pump hand, as she leaked quite a bit. The Pat was tidal then, and the creek was only a small winding stream. *Nirvana* spent most of the time aground at all but high tide. Progress to Kingston Park was slow, and I soon tired of pumping. The water in the bilges deepened, unfortunately to the extent that most of the camping and sleeping gear became wet. Happily the expedition was cancelled off the Broadway, as the rowers also ran out of puff and we retreated to the Pat. *Nirvana* was subsequently sold, but I took a picture of her after she was blown ashore at the Broadway in a storm, probably 1947 (not the hurricane of 1948).

In those days a number of boats were moored on the south side of the Glenelg jetty, including the motor cruiser *Kelvin*, which was owned by the head of the Electricity Trust. Most eventually came to grief. The *Nirvana* was not damaged but she was later taken elsewhere and out of my ken.

Bryan Price



Nirvana competing in the Le Hunt Cup,
1909

Pied Piper II

On Passage Noumea to Vanuatu
Email: VMQ5448@sailmail.com

12 August 2001

This communique comes to you via email transmitted by radio waves. We have found the installation of an email facility on *Pied Piper II*, which operates via our HF radio, of huge benefit when cruising this year. Keeping regular family contact, given that Di's mother is in her late eighties, was the key reason for our acquisition, but keeping up with family news as often as we and they like, has been a wonderful plus. We find that friends are also interested in our activities and getting their messages has been great fun too.

Ordering replacement parts and getting comparative prices has also been very useful. Muirs Chandlery in Manly, Queensland has been very helpful in this regard.

Pied Piper II's technicalities are as follows. Radio: Icom 710 MF/HF transceiver. Aerial: 7.2metre whip