

Lot 9 Haigslea/Thagoona Road
Mt Marrow Q 4306

27 July 2001

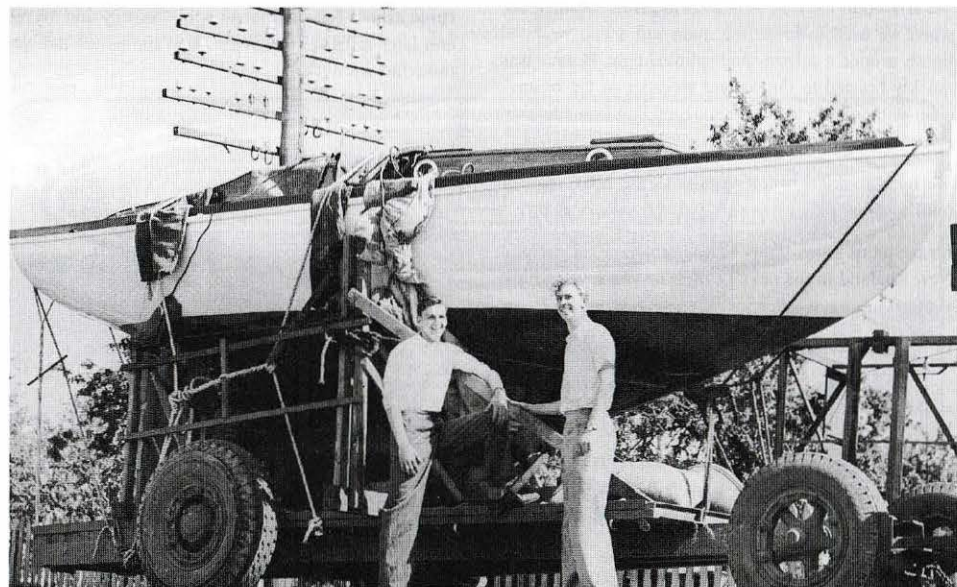
As a fifty-year Member, some of the 'older members' may be interested in what I am doing.

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

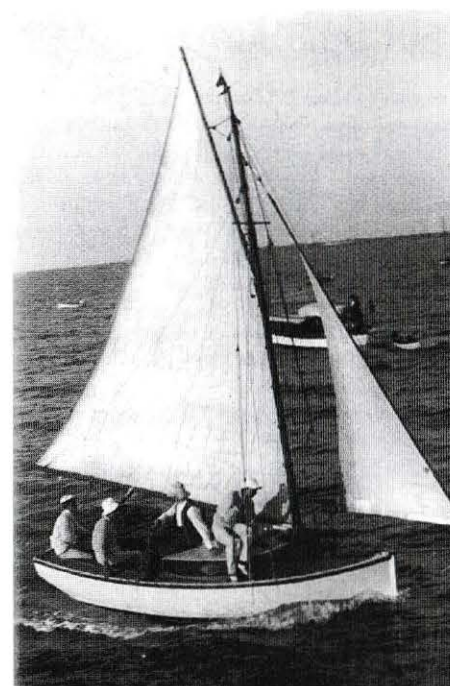
I enjoyed the article on Harold Henry Bampton by our Club historian, Dr Peter Last, in the June issue of the *Squadron Quarterly*.

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 Patawalonga 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

mounted on the transom. Tuner: mounted near base of aerial. Modem: SCS Pactor-IIe. Computer: Macintosh Powerbook G3. Software: Airmail version 2.16. Server: Sailmail — a voluntary yachting's server based in the US. They use Penta Comstat's transmission station in NSW and another (new) in Brunei. This means coverage in the Pacific and Indian Oceans. Access: 10 minutes average per day (heaps); text only, no attachments, no pictures.

Cost: It cost us \$2000, which included the modem, a band narrower, Mac cables, Airmail software, \$400 for a year's service from Sailmail, the fitting and getting us up and running, as well as setting us up for (separate) weather fax.

Supplier: Marc Robinson from Philip Collins and Associates in Sydney supplied and fitted the modem, weather fax etc to our existing radio and computer. We were not confident in doing it ourselves (though many an amateur computer or radio boffin has) and we needed cables made up that were Mac compatible. We took him the radio, and he did the rest.

The Bonus: Great service and fellow Mac users and lovers! (PC's are, of course, just fine for Airmail.)

The email address is allocated by Sailmail from the ship's call sign. Ours is VMQ5448@sailmail.com. The ship's name ('PiedPiper2' in our case) needs to be put in the subject line when people send a message. Our family and friends seem to be notoriously difficult to train to do this, but the emails still seem to get through to us OK.

We received the June issue of *SQ* just a few days ago and have (again) read it with great interest and enjoyment. We were particularly taken with Les Harper having windsurfing lessons at 83! When Ian went up themast this morning for linearisation (!) of the wind instrument, his grizzles were met with a reminder of Les's courageous effort!

Happy sailing,

Di and Ian Moncrieff

FV Sanderson and his Kintore Cup trophy warming dish



Commodore FV Sanderson

In 1993 Mr PR Sanderson presented to the Squadron what we call the Sanderson tray. This was presented to his grandfather, Francis Villiers Sanderson, on 12 April 1911 by the Members of the day, 'in appreciation of his services as Commodore 1903 to 1910.' He did much more for the Squadron than merely holding office, and well deserved the Life Membership conferred on him on 10 May 1911. Robin Sanderson's cousin, Mrs Cecily Hicks, has now given us the personal trophy marking FV Sanderson's victory in the Kintore Cup of 1901 in *Matangi*. Her half-model in the Clubhouse shows her to have been a classical 'skimming dish', typical of classical racing machines of a century ago.

We call it a warming dish, because it doesn't quite meet the dictionary definition of a chafing dish, but we won't quibble over details of terminology. Whatever we call it, there is no doubt that it is a truly elegant object, which is well placed at present in the Rymill Cabinet at the turn of the stairs. Its arrival has provoked production of a second and larger edition of an occasional publication concerning Commodore Sanderson.

Like his father, his son and his grandson, he was a Member of the Squadron, to which he was elected on 2 September 1886. It is interesting that he undertook his articles to become a solicitor under WH Bunday, and likewise he soon became involved in conducting its affairs. He was elected to the Committee in 1887, and in our first keenly contested election, two years

later he became Treasurer. He proposed the motion to change the name of the South Australian Yacht Club to Royal South Australian Yacht Squadron and subsequently settled the proper definition of our burgee with its cross patée.

In 1895 FV Sanderson became Rear Commodore, and with the departure of Captain Creswell in 1900 he advanced to being Vice Commodore under Commodore William Fisher, whom he succeeded in 1903. After stepping down from our highest office, Mr Sanderson returned to the Sailing Committee, and in 1913 produced the regulations for racing motor boats which probably still apply. In 1920 he returned as Commodore, to be succeeded by AG Rymill in 1923. As Commodore he unveiled the Honour Roll on Wednesday 12 January 1921. He was also between unknown dates our Honorary Solicitor, and minutes record him as attending most Monthly Meetings for many years.

FV Sanderson's first yacht was a cutter called *Nautilus*, one of three contemporary vessels of that name which cannot now be sorted out. In 1895 he registered the 'lugger' racing yacht *Meralte*, which had a LWL of 20 ft 9 in and a sail area of 247.25 sq ft. No other dimensions were required to give her a rating of 0.85. He commissioned *Matangi* and took her to Melbourne for the inaugural Northcote Cup, before commissioning the motor launch *Daralie*, which he cruised and raced. There is a half-model of *Matangi* in the Clubhouse. After she passed from Mr Sanderson, she became a total loss when driven ashore against the Glenelg Baths on 4 April 1922.

FV Sanderson died in 1938, at the age of 76. SD



The Sanderson warming (or chafing) dish.

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