

The Traverse Board

Newsletter of the Friends Of The Paul McGuire Maritime Library Inc

March 2011

Proudly Supporting the Paul McGuire Collection of The State Library of South Australia.

News From The Friends



The *Queen Mary 2* looms out of the haze as it passes through Backstairs Passage at 4:15 pm on 20th February 2011. Cape Jervis township can be seen on the left in the background. The photo was taken from North Terrace, Penneshaw. Photo: Neil Waller

Keith Flint

Keith Flint, a long standing member, patron and supporter, died at the age of 89 on 19th February 2011 at the Philip Kennedy Hospice after a long illness.

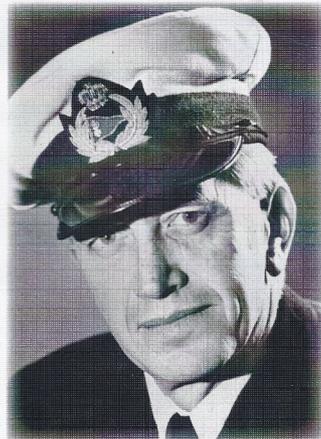
Keith regularly attended meetings until his increasing frailness got the better of him.

His funeral service was conducted at the Royal South Australian Yacht Squadron on Friday 25th February at 3:00pm.

It was attended by several hundred of Keith's family and friends.

A wake at the Squadron followed.

Our sympathy goes out to his family, including his many grandchildren and great-grandchildren.



Keith Flint

Next Meeting

The March Meeting will feature member and maritime historian Bob Sexton speaking on his recent overseas trip.

Date: Monday **March 28th 2010**

Time: **8:00 pm**

Venue: **Railway Hotel, Port Adelaide.**

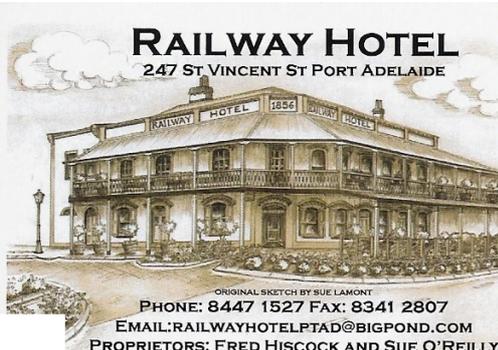
Cost: **Donation**

Bound For South Australia

The History Trust have set up a website called *Bound For South Australia* celebrating the 175th birthday of South Australia.

It has information of the ships that brought the initial settlers to South Australia as well as the history of the initial settlement of the state.

The web address is <http://boundforsouthaustralia.net.au>.



The Traverse Board

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The Lifeboat *City Of Adelaide* – by Bob Sexton

The remains of an unidentifiable small craft regularly receiving and discharging a cargo of seawater each day was for many years a prominent landmark in Porter Bay, Port Lincoln. On inquiry it might have been learnt that this was the *City of Adelaide*, and perhaps even that it had been a lifeboat.

In the early days, the lack of communications and a long coastline remote from observers ashore meant that those suffering shipwreck generally had to rely on their own efforts to survive. Once the alarm had been raised a vessel, often one belonging to the government, could be sent to bring back survivors. In 1838, the brig *Rapid* had for instance gone to the aid of the *Parsee*, lost on Troubridge Shoal, and in 1853 the schooner *Yatala* was sent to the wrecked *Osmanli* at D'Estrees Bay.

In 1859, construction of a jetty and moorings for pilot boats at the Semaphore led to the building of heavier craft including one fitted as a lifeboat by the addition of watertight air cases under the thwarts. This boat was carried to the wreck of the *Admella* to assist in the rescue, and a result of this tragedy was the acquisition of a lifeboat from Sydney and a further two from Britain for stations spread along the coast. Other pulling and sailing lifeboats were constructed in Port Adelaide over the years including the still-existing *Lady Daly* of 1867. Any false sense of security developing as time went on was dispelled by the loss of the *Star of Greece* at Port Willunga in 1888.



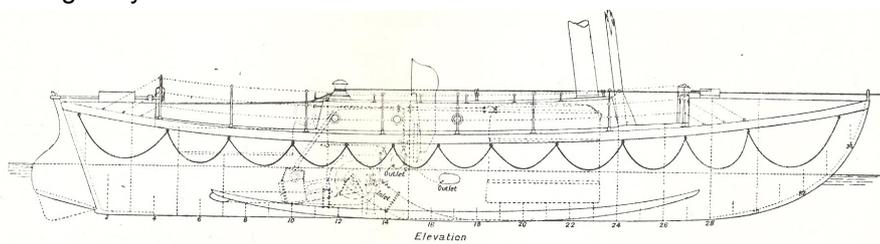
As it is today – photos
Jamie O'Neill



As Delivered

Following discussion with Captain Creswell about the insufficient means then available here for preserving life in case of shipwreck, Robert Barr Smith offered to purchase a steam-driven lifeboat on the condition that the government maintained her ready for service. The Chief Engineer of HMCS *Protector*, William Clarkson, was sent to Britain to superintend construction of a new vessel, but after being favourably impressed by the *City of Glasgow* he was able to purchase an identical boat, the *President van Heel*. This had been built for the Dutch authorities in 1893 by Messrs Green of Blackwall to the design of G.L. Watson, naval architect to the Royal National Lifeboat Institution, but was finally deemed unsuitable for their purposes.

Shipped out to Port Adelaide, the 'Barr Smith lifeboat' had the name *City of Adelaide* bestowed on her at the handing-over ceremony at Largs Bay in March 1896.



When the idea of applying steam power to lifeboats was actively pursued it was at first considered that water-jet propulsion should be employed as it would avoid use of either paddles or screw which were susceptible to damage in the turbulent conditions around a shipwreck. Messrs Penn of Greenwich provided a pair of centrifugal pumps driven by a compound engine and the steam was raised in a water-tube boiler. This plant enabled water to be brought in through ducts in the vessel's flat bottom and, by means of valves, be discharged through outlets on each side of the craft directed forwards, aft, or even sideways when it was necessary to stand off alongside a wreck, making it extremely manoeuvrable. The *City of Adelaide* was 53 feet long, with a beam of 16 feet and depth of 5.5 feet, and during her trials reached 8.2 knots. The hull was built of galvanized steel an eighth of an inch thick, with good sheer, gracefully flaring topsides, and fitted with Watson's 'Dora' bow, previously only seen on yachts.

The lifeboat was stationed at Beachport, convenient to the dangerous length of coast along which so much of the inter-colonial traffic passed, but never attended a shipwreck although at times called on to stand by and offer assistance. In 1908, the steam plant was replaced by an internal combustion engine and three years later the jet propulsion system was abandoned and a screw fitted. When the Beachport lifeboat station was closed in 1930 the *City of Adelaide* was sold and led a varied life as fishing boat and later to service the islands off Port Lincoln.

Long since stripped of anything of the slightest value, the hull was dumped at Porter Bay by Axel Stenross in the 1950s, and has now been transferred to the museum at Happy Valley bearing his name. Long neglected, the *City of Adelaide* was the third vessel of the type to be built, and is the only one of the six to survive.

PRESIDENT'S ANNUAL REPORT

MARCH 2011



Another year in the life of the Friends, and we carry on, doing what we have done for many years now, but still with only a small group of members. The last year has seen a mixture of events, some good, some not so.

The March meeting was addressed by Dr. Evelyn Wallace-Carter, her topic being the South Australian fishing industry, its history and some of the characters involved in it. She also has published a book on the subject.

Our good friend and loyal member Tony Arbon died on April 18th, thus ending many years of interest in the maritime history of this state, his legacy being a massive collection of ship photographs, housed in the State Library. His funeral was well attended, showing the esteem in which he was held in the community.

April also saw the departure of Jessica Francis aboard the "One and All", the third student sponsored by the Friends for a voyage on the ship. She came to our May meeting to share her impressions and memories from the voyage, a bonus being the attendance of Rose Logan, who sailed out the year before; both girls say the venture has changed their lives, showing that it is a worthwhile for us to do.

In July our meeting was held on a Sunday, and after a pleasant lunch at the Railway Hotel, Kevin Jones welcomed us to free viewing of the exhibition of the inventions of Henry Hoke, something completely different! A feature of this was that people who don't care to venture out at night were able to join us, which was a good thing.

We visited another Library in September, also on a Sunday afternoon, this time the one that is part of the Maritime Museum, located in the Henry Weman sail loft, also in Lipson Street. This is a great collection, which is in the process of being put into proper order.

Our annual dinner did not occur until November, due some folk being out of town till then. We met at the Flying Knife restaurant, Semaphore, as usual we were treated to excellent food and wine, and enjoyed a very pleasant evening, which also served as our November meeting .•

Thank you all for keeping the Friends together for another year, and to Neil Waller for his on-going efforts as Treasurer, Secretary and Editor. Here's to yet another year, 2011.

Regards, Julian.



German Cruise Ship *Aidaluna* in Montreal, Quebec, September 2010

The Axel Stenross Museum, Port Lincoln



Photos Jamie O'Neill

Axel Stenross made boats and the museum celebrates him, his life and the rich maritime history of Port Lincoln. The museum is an historic house but it is not the grand home of a rich landowner. Finnish-born Axel lived humbly in his corrugated iron complex, as can be seen by some of the walls which are made from tea chests. Axel's home is simple but the museum is 21st century in other ways. For example, touch screens provide access to information on the many vessels which came to Port Lincoln.

Axel Stenross Maritime Museum Inc
97 Lincoln Highway
Port Lincoln SA 5606

Telephone:
08 8682 3624

One of South Australia's most distinctive museums, it is also an operating slip-yard where small craft are cleaned and painted in among a number of historic vessels now at their final home.



Captain John's Harbour Boat Restaurant is a noted restaurant and banquet hall in Toronto, Ontario, Canada. It is located in the MS *Jadran* a former Adriatic passenger ship now permanently docked at Yonge Street and Queen's Quay on Toronto's waterfront. The restaurant is open each day of the year, including all major holidays such as Christmas and New Years Day.

The restaurant is owned and operated by John Letnik who came to Canada as a refugee from Yugoslavia in 1957. He opened the restaurant aboard the MS *Normac* in 1970. The *Normac* had served several years with the Detroit Fire Department and then as a ferry that travelled between Tobermory and Manitoulin Island. In 1975 Letnik bought the larger *Jadran* from the Yugoslav government. The *Jadran* was one of three luxury cruise ships built in Split for the Jadranska Linijska Plovidba company. For several years it operated as a luxury cruise ship in the Adriatic and Aegean. Letnik purchased the ship in 1975 for a million dollars, and it became a second location for his restaurant.

In 1981 the *Normac* was struck by Metro operated ferry *Trillium* and sunk. No one was hurt, but the restaurant was destroyed. This set off a long legal battle between Letnik and the city. Letnik was eventually awarded damages, but reportedly not enough to compensate for the destruction. The *Normac* was raised and refurbished and served as a floating restaurant in other communities with the *Jadran* being the sole home of Captain John's since then.

Despite poor reviews by local papers, the restaurant boasts signs that proclaim to eat at Captain John's is to eat "the best seafood in town!" Reviews by patrons are decidedly mixed. The restaurant's clientele is primarily tourists and many bus tours stop at Captain John's.

Tour Guides like to tell the story of the City of Toronto wanting to collect years of unpaid rates from the restaurant, but its owner resists claiming that, since it is a ship, it is not a permanent fixture. The ship, however, lacks a motor, and is not going to go anywhere without assistance.

In September 2010 the City of Toronto may finally have had its little victory after its food inspectors found many irregularities in the handling of food, and its owners were fined.

Upcoming Meetings

All meetings are at 8:00pm in the Railway Hotel, Port Adelaide.
Members and guests are invited to join the committee for dinner from 7:00pm.
If you do join us for dinner, please book with the hotel on 8447 1527.

March 28th Bob Sexton His recent overseas travel.

May 23rd Special Presentation on Youth Development Voyages.

Our 2011 Trainee will address us and we will see a 45 minute film of a Youth Development Voyage to the South Pacific by S.A.L.T.S. (Sail and Life Training Society) of Victoria, British Columbia.

Venue to be advised.

July 24th Dorothy Heinrich on the *Duke Of York* and its Captain Morgan.

This talk is to mark the 175th anniversary of the arrival of the first official settlers to South Australia on the 27th July 1836. Dorothy has researched the life of the *Duke of York* ship, and Captain Morgan its captain.

We will be joined by members of the Kangaroo Island Pioneers Association Inc for this Sunday Afternoon Meeting.

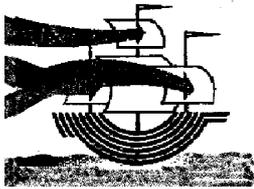
September 26th TBA

October 26th Annual Dinner.

November 28th TBA

Pay your subs on line

Subs can now be paid online. Simply visit our website <http://www.fpmml.org.au> and click the *Membership* menu item on the left or visit <http://www.trybooking.com/Booking/BookingEventSummary.aspx?eid=8097> directly. You will need a credit card.



The Friends Of The Paul McGuire Maritime Library Inc

Membership Renewal

Ordinary Memberships are all due for renewal in January each year. Please send your \$20 to

The Treasurer,
The Friends Of The Paul McGuire Maritime Library Inc
PO Box 680
Mitcham Shopping Centre 5062

Name _____

Address _____

_____ Postcode _____

Contact phone: _____ Alternative Phone: _____

We can send *Traverse Board* via email. Email Address: _____

Every member: if your contact details have changed please fill in the new details above and send the form to the Treasurer.

A Red Dot indicates your Subs are due.