

SUMMARY OF STATE HERITAGE PLACE

Entry in the South Australian Heritage Register in accordance with s14(1)(a) of the *Heritage Places Act 1993*

NAME: Former A. A. Stenross & Company Boatyard **PLACE NO.:** 26525

ADDRESS: Barngala Country
97 Lincoln Highway, Port Lincoln 5606
CR 5768/501 Section 1232 Hundred of Lincoln

STATEMENT OF HERITAGE SIGNIFICANCE

Serving as a commercial enterprise between 1930 and 1980 and maintained as a museum, the Former A. A. Stenross & Company Boatyard is the only known substantially intact vernacular boatyard remaining in South Australia, demonstrating the process of wooden boatbuilding. The practice of boatbuilding changed radically after the Second World War and while wooden boats are still built commercially in South Australia in small numbers, few, if any are wholly hand-made using the vernacular materials, processes and technologies demonstrated by the Former A. A. Stenross & Company Boatyard.

RELEVANT CRITERIA (under section 16 of the Heritage Places Act 1993)

(b) *it has rare, uncommon or endangered qualities that are of cultural significance*

The Former A. A. Stenross & Company Boatyard is associated with shipbuilding and boatbuilding during the twentieth century. Shipbuilding and boatbuilding is concerned with the building, repair and maintenance of ships and boats, which has been a critical, ongoing need since the establishment of South Australia, supporting communication, transport, primary production and defence.

The practice of boatbuilding changed radically after the Second World War through the introduction of new materials, processes and technologies, most notably, water-resistant marine plywood, fibreglass, ferrocement, and hand-held power tool use. As a result, the tradition of wooden hull construction and manual tool use for a wide range of woodworking processes was supplanted. While wooden boats are still made commercially in South Australia in small numbers,

few, if any, are wholly hand-made using traditional materials, processes and technologies.

A. A. Stenross & Company built and repaired boats using European vernacular techniques up until the closure of the business in 1980, resisting the adoption of new materials, processes and technologies such as marine ply and fibreglass. They also maintained physical facilities to support aspects of vernacular wooden boat construction, such as storing and ripping sawn timber; steam bending; and blacksmithing, as well as a comprehensive suite of boatbuilding tools, jigs, and equipment, some of which was also handmade at the boatyard.

The Former A. A. Stenross & Company Boatyard remains organised substantially as it was at the time of its closure as a commercial enterprise in 1980. The Former A. A. Stenross & Company Boatyard is the only known substantially intact vernacular boatyard remaining in South Australia, demonstrating boatbuilding construction techniques that are no longer widely practiced. As such, it is considered to demonstrate rare qualities of cultural significance to South Australia.

(d) it is an outstanding representative of a particular class of place of cultural significance

Repair and maintenance of ships and boats has been an ongoing need since the establishment of South Australia. Shipyards and boatyards are places where ships and boats are respectively built, repaired and maintained. Shipyards and boatyards typically demonstrate similar principal characteristics and are culturally significant to South Australia for similar reasons. Shipyards and boatyards differ predominantly in terms of scale and extent, with boatyards typically being smaller complexes with fewer specialised facilities.

The Former A. A. Stenross & Company Boatyard demonstrates most principal characteristics of boatyards, include a waterfront setting; multiple slips, each comprising a partially submerged, inclined bed and rails, a winch and an engine; workshops including carpentry, blacksmithing, and paint shops; sheds; and an office. The Former A. A. Stenross & Company Boatyard is an exceptional example of the class of place, vernacular boatyard, demonstrating a range of characteristics of the class at a much higher level of intactness than is typical for the class in South Australia.

SITE PLAN, PHYSICAL DESCRIPTION & ELEMENTS OF SIGNIFICANCE

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Former A. A. Stenross & Company Boatyard

PLACE NO.: 26525

97 Lincoln Highway, Port Lincoln

Elements of heritage significance include (but are not necessarily limited to):

- Slipways,
- Workshop building and additions,
- Blacksmith's shop,
- Fixed interior features associated with boatbuilding.

Elements not considered to contribute to significance of place include (but are not necessarily limited to):

- Display hall,
- Addition to office built after 1980,
- Carparking,
- Revetments,
- Sheds and shelters built after 1980,
- Stocks supporting vessels,
- Trees, lawns, landscaping and other vegetation.



**Former A. A. Stenross & Company Boatyard
(CR 5768/501 Section 1232 Hundred of Lincoln)***

N ↑

LEGEND

-  Parcel boundaries (Indicates extent of Listing)
-  Outline of Elements of Significance for State Heritage Place

*Red outline is indicative of elements of significance, noting imperfect alignment of aerial imagery with parcel cadastre.

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OFFICIAL



Former A. A. Stenross & Company Boatyard (detail)*

N ↑

LEGEND

 Parcel boundaries (Indicates extent of Listing)

 Outline of Elements of Significance for State Heritage Place

*Red outline is indicative of elements of significance, noting imperfect alignment of aerial imagery with parcel cadastre.

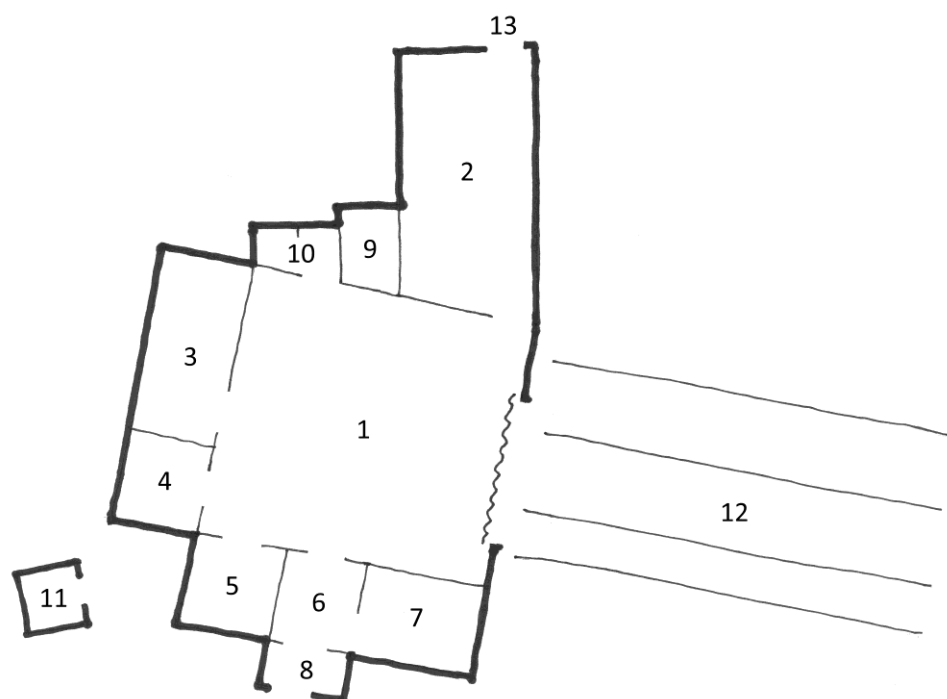
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Physical Description



Former A. A. Stenross & Company Boatyard indicative plan

- | | |
|-------------------------------------|-------------------------------------|
| 1. Boatbuilding workshop | 8. Porch |
| 2. Blacksmith's shop | 9. Steam bending furnace and boiler |
| 3. Office (Archive Room) | 10. Toilet and bathroom |
| 4. Frank Laakso's bedroom | 11. Chicken shed |
| 5. Axel and Norma Stenross' bedroom | 12. Slipways |
| 6. Kitchen | 13. Access to museum display hall |
| 7. Lounge room | |

The Former A. A. Stenross & Company Boatyard comprises a complex of utilitarian structures located on the Boston Bay waterfront, north of the Port Lincoln township. All original landside structures associated with the Boatyard are timber-framed and corrugated steel-clad. Key original site features include:

- two slipways with associated cradles (cradles not original fabric),
- a gable-roofed workshop,
- a lean-to addition on the workshop's western side, comprising a bedroom and office, with a contiguous post-1980 extension to the north (extension not significant fabric),
- a small gable-roofed building adjoining the workshop's southern side, comprising a bedroom,
- lean-to addition on the workshop's southern side, with a small skillion-roofed outshut, comprising a kitchen and living room,

- a gable-roofed blacksmith's shop adjoining the northern side of the workshop shed,
- small gable-roofed addition to the northern side of the workshop, comprising rudimentary bathroom and toilet,
- a gable-roofed chicken shed, adjacent to the southwest corner of the workshop complex.

Key internal features of the workshops include:

- dirt floor to part of workshop,
- timber floor to part of workshop,
- loose-paved floors to part of workshop and blacksmith's shop (not significant fabric),
- partial lining with recycled tea chests, boards and plywood,
- workbenches, shelving, and brackets,
- recycled matchboard and sawn timber shadow boards,
- paint shop alcove, with timber shelving and mezzanine roof,
- cast-iron winch and winch engine,
- steam box and associated brick furnace and boiler,
- circular ripping saw on timber table,
- grindstone and associated pulley system,
- forge exhaust hood,
- workshop signage.

Key internal features of living quarters include:

- bedrooms, kitchen and toilet opening directly into workshop,
- matchboard ceiling and upper lining to Stenross bedroom,
- recycled tea chest lining to kitchen,
- stove, range hood and sink in kitchen,
- cast-iron tub in bathroom,
- timber toilet bench.

Structures post-dating the Boatyard include:

- a large, steel-framed, monitor-roofed display hall, clad in corrugated galvanised steel,
- four additional sheds/shelters,
- rock revetments to the north and south of the slipways, retaining the display hall, display space and carparks,
- numerous vessels mounted on stocks (objects), including wooden ketch *Hecla*, wooden motor launch *Rio Rita*, wooden fishing boat *Edna Felice*, iron lifeboat *City of Adelaide*, and wooden motor tug *Nabilla*.

Elements of Significance:

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Elements not considered to contribute to significance of place include (but are not necessarily limited to):

- Display hall,
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- Carparking,
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- Trees, lawns, landscaping and other vegetation.

HISTORY, CHRONOLOGY, SITE DETAILS & PHOTOGRAPHS

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History of the Place

Please refer to the Assessment Report for the full history.

Axel Stenross and Frank Laakso

Axel Alfred Stenross (b. 1895 – d. 1980), the youngest son of boatbuilder Johan Nicholas Stenroos, was born Axel Alfred Stenroos on 23 September in the village of Finby, Finland. After apprenticing in his father's boatyard and elsewhere,¹ Stenross worked in the Åland Islands for several years. Afterwards, he found employment aboard sailing vessels based in the Baltic Sea.²

Stenross joined the crew of the four-masted barque *Olivebank* at Mariehamn, Åland on 23 October 1924 as the ship's carpenter. *Olivebank* formed part of Gustaf Erikson's fleet of ocean-going square-rigged sailing ships known as windjammers, the largest and last such fleet in the world at that time, employed mainly on the grain trade between Australia and Europe.³ Stenross signed on with most of the tools of his trade in duplicate, so that if one were lost overboard, broken or damaged, he would have a spare to replace it.⁴ Many of the tools were hand-made,⁵ and some had previously belonged to Stenross' grandfather.⁶



Port Lincoln c.1929. The second sailing vessel from left is *Olivebank*.

Source: SLSA PRG 1373/39/9

Olivebank cleared Cardiff in Wales on 12 November 1924 bound for South Australia and called at Port Lincoln on 21 February 1925, however, Stenross did not come ashore at this time. On 18 April 1925, *Olivebank* departed Port Victoria with a load of wheat, bound for Falmouth, UK via Cape Horn. Sailmaker Frank Laakso (b. c.1900 – d. 1975)⁷ joined the crew of the *Olivebank* at Liverpool on 28 September 1925. Laakso,

who was born in Nagu, Finland on 5 January,⁸ spoke limited English and little is known of his early life.

Following another voyage calling again at Port Lincoln, Port Phillip, Port Chalmers NZ and Auckland NZ, *Olivebank* returned to Port Lincoln in ballast, arriving on 24 February 1927. Port Lincoln was home to a large Finnish community, numerous due to Erikson's ships regularly calling there,⁹ which encouraged Stenross and Laakso to discharge from *Olivebank* together on 28 March 1927, with an intention of settling in Port Lincoln. They found work in town before purchasing the Gulf Docking Company later that year.

The Gulf Docking Company and A. A. Stenross & Company

In November 1918, a group of Port Lincoln fishers and businessmen established the Gulf Docking Company at Port Lincoln, for the purpose of building and operating a slip to serve geographically isolated Spencer Gulf shipping.¹⁰ The slip, located on the beachfront adjacent to the present site of the Port Lincoln Hotel at 1 Lincoln Highway, was operating by September 1919.¹¹

In c.1927, the Gulf Docking Company entered voluntary administration¹² and its assets were acquired by Largs Bay-based shipwright John William Murch (b. 1878) in partnership with local financiers Captain William Kerrison (b. 1856 – d. 1927) and Edward Daniel Swaffer (b. c.1850 – d. 1930).¹³ Murch relocated to Port Lincoln to begin operating the slip as a boatbuilder and shipwright,¹⁴ retaining the business name, Gulf Docking Company.¹⁵ Shortly afterwards, Stenross and Laakso formed the partnership A. A. Stenross & Company and acquired the Gulf Docking Company slip from John Murch and his financiers in an agreement dated 25 July 1927.¹⁶



The Gulf Docking Company slip, adjacent to Tasman Terrace, while owned by A. A. Stenross & Co, with two vessels on the slip, c.1930

Source: SLSA B 71790/57

Stenross and Laakso paid £218 for the slip in monthly instalments, following an initial deposit of £50 made on 6 January 1928.¹⁷ Despite the sale, Murch continued to advertise his association with the Gulf Docking Company until 26 July 1928,¹⁸ two months after Stenross and Laakso began paying fees to the South Australian Harbors Board associated with their lease of the site.¹⁹

Stenross and Laakso commenced business at Port Lincoln in early 1928, including dingy, boat and yacht building, general small ship and boat repairs and salvage work.²⁰ The pair's first new dinghy was sold on 28 May 1929 and their first large vessel, the 35-foot *Albatross*, was launched in 1930.²¹ Between 1931 and 1934 Stenross rented a cottage on Tasman Terrace. Later, when rent became too expensive, Stenross is understood to have lived at the boatyard with Laakso.²²

In April 1930, Birkenhead shipwright Alexander Jack McFarlane (Jack) (b. 1903 – d. 1951) established his own shipwright business at Boston Bay in an area then known as Happy Valley, north of the Port Lincoln township, on seafront land leased from the Port Lincoln Town Council. McFarlane built a 20- by 40-foot wood and iron workshop on the land, with an associated slip on the shoreline,²³ using railway line recycled from the old Port Lincoln jetty.



A. J. McFarlane's Boatyard (slip largely covered by high tide) at Happy Valley, north of Port Lincoln, c.1935

Source: Axel Stenross Maritime Museum Inc.

In December 1939, Jack McFarlane decided to re-establish his business at Birkenhead, and his premises at Port Lincoln were acquired by local publican Ron Rosewarne,²⁴ settling a 'longstanding debt.'²⁵ Rosewarne was not a boatbuilder and so sought qualified expertise to continue the business but was unable to find anyone willing to do so.²⁶ In January 1940, the Port Lincoln Town Council advised Stenross that his lease of the former Gulf Docking Company slip, due to expire on 31 May,²⁷ would not be renewed. Stenross entered into an agreement with Rosewarne to acquire the lease

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on Jack McFarlane's slip for £100 paid in five instalments. Over the following months A. A. Stenross & Company relocated to Happy Valley, an 'amphibious operation' which involved moving much of the company's equipment, including buildings, by raft,²⁸ in turn towed by Axel's personal motor launch *Rio Rita*.

Stenross and Laakso built living quarters on site comprising a kitchen, lined with recycled three-ply tea chests, and a bedroom alongside, converted from an existing shack,²⁹ floated over from the previous site. Around this time, the workshop was enlarged so that bigger boats could be built.³⁰ In 1942, a bedroom was added for Laakso and an adjoining area became a business office for Stenross. Later that year, a blacksmith's shop became the last new structure added to the premises by Stenross and Laakso.³¹ In 1956, the roof trusses of the original McFarlane workshop were modified and raised to accommodate the construction of larger vessels.³²

In 1958, Stenross married Kathleen Norma Hassell (Norma) (b. c.1909 – d. 1975), his long-term housekeeper. Norma also lived with Stenross and Laakso on the premises. Around this time, the storeroom was emptied, lined and transformed into a sitting room and a bedroom was also lined.³³



A. A. Stenross & Company Boatyard, note original gable-roof workshop built by A. J. McFarlane (right of centre), with numerous extensions, c.1960

Source: Axel Stenross Maritime Museum Inc.

Even after the Second World War, A. A. Stenross & Company continued to build and repair boats in a largely traditional way, eschewing new materials, processes and technologies such as fibreglass.³⁴ Between 1928 and 1980, A. A. Stenross & Company built at least 44 boats or small ships ranging between 20 and 45 feet in length, and over 250 small boats or dinghies up to 20 feet long.³⁵ Stenross attached an oval-shaped maker's plate to each vessel built by the yard, reading 'Gulf Docking Slip, Builders A. A. Stenross & Company, Port Lincoln S. A.' One of the last vessels built by A. A. Stenross & Company was *Edna Felice*, completed in 1969.³⁶

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Until the end, A. A. Stenross & Company maintained physical facilities to support traditional aspects of wooden boat construction, such as storing, ripping and shaping sawn timber; steam bending; and blacksmithing, the latter playing an important role in making and repairing wooden boatbuilding tools as well as iron and steel fixtures and fittings. They also maintained a comprehensive suite of tools, jigs, and other equipment associated with wooden boatbuilding, much of which was itself hand-made at the boatyard.

Frank Laakso and Norma Stenross both died in 1975. Axel Stenross continued slipping boats, but at a reduced capacity due to age and illness. A prominent local identity due to his ebullient personality, Stenross died on 25 February 1980.³⁷ The name Gulf Docking remained associated with the slip and workshop until the closure of the business upon Stenross' death.³⁸



A. A. Stenross & Company Boatyard, c.1970

Source: Axel Stenross Maritime Museum Inc.

After Stenross' death, his executors planned to auction his assets. In response a group of concerned local Port Lincoln residents, led by Sam Gaskell and Geoff Parkes, established the Axel Stenross Maritime Museum Inc with the objective of preserving 'a unique piece of local history' while also retaining slipping capability, thus continuing an important local service. The Museum successfully purchased the estate's interest in the Gulf Docking Slip site and most of Stenross' tools and possessions. Once achieved, the Museum negotiated with the City of Port Lincoln for the continued use of the site and commenced the 'mammoth' task of cataloguing objects kept at the slip.³⁹

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The Axel Stenross Maritime Museum opened on 22 January 1983.⁴⁰ In 1984, an extension to accommodate storage was added to Stenross' former office, and in 1994, an extension to accommodate display space was added to the end of the blacksmith's shop. Sometime prior to 2000 a carpark and outdoor display area on the southern side of the slipways, retained by a rock revetment, was reclaimed from the seafront. In 2000, a covered display space was built adjacent to the slipways on the southern side. In 2006, a large new display hall, large carpark and new boat ramp, also retained by a rock revetment, was built immediately to the north of the original slips, linked to the original blacksmith shop.⁴¹

The workshops remain organised substantially as they were at the time of Stenross' death in 1980. To augment income from museum admission, the Axel Stenross Maritime Museum Inc. still offers a slipping service, using the original slipways, however with new cradles.



Former A. A. Stenross & Company Boatyard, showing front of workshop building.

Source: DEW Files, 4 February 2025

Chronology

Year	Event
1918	November, a group of Port Lincoln fishers and businessmen establish the Gulf Docking Company to build a slip at Port Lincoln.
1919	By September, the Gulf Docking Company is operating.
1924	23 October, Axel Stenross joins the crew of the Erikson line four-masted barque <i>Olivebank</i> as ship's carpenter. 12 November, <i>Olivebank</i> clears Cardiff bound for South Australia.
1925	21 February 1935, <i>Olivebank</i> calls at Port Lincoln. 18 April, <i>Olivebank</i> departs Port Victoria with a load of grain, bound for Britain. 28 September, Frank Laakso joins the crew of the <i>Olivebank</i> at Liverpool.
1927	The Gulf Docking Company enters voluntary administration and its assets are acquired by Largs Bay shipwright John William Murch and others. 24 February, <i>Olivebank</i> returns to Port Lincoln in ballast. 28 March, Stenross and Laakso discharge from <i>Olivebank</i> together, with the intention of settling in Port Lincoln. 25 July, Stenross and Laakso acquire the Gulf Docking Company Slip from John Murch and others.
1928	6 January Stenross and Laakso pay an initial deposit of £50 on the Gulf Docking Company slip. Stenross and Laakso commence business trading as A. A. Stenross & Co. Stenross employs Kathleen Norma Hassel (Norma) as housekeeper.
1929	28 May, A. A. Stenross & Co's first new dinghy is sold.
1930	A. A. Stenross & Co's first large vessel, the 35-foot <i>Albatross</i>, is launched. April, Alexander Jack McFarlane (Jack) establishes his own shipwright business at Happy Valley, north of Port Lincoln.
1931	Stenross rents a cottage on Tasman Terrace.
1934	Stenross begins living at the boatyard premises with Laakso.
1939	December, Jack McFarlane decides to re-establish at Birkenhead, and his Port Lincoln premises are acquired by publican Ron Rosewarne.
1940	January, the Port Lincoln Town Council advise Axel Stenross that his lease of the former Gulf Docking Company slip will not be renewed. Stenross enters into an agreement with Rosewarne to acquire the lease on Jack McFarlane's slip for £100 paid in five instalments.

A. A. Stenross & Company relocate to the former McFarlane premises at Happy Valley and make numerous additions to the premises.

31 May, A. A. Stenross & Co's lease over the former Gulf Docking Company's slip expires.

- 1942 A bedroom for Laakso and a blacksmith's shop is added to the A. A. Stenross & Company premises.**
- 1956 Roof trusses of the original McFarlane workshop are modified and raised to accommodate the construction of larger vessels.**
- 1958 Stenross marries Norma Hassell.
- 1975 Frank Laakso dies.**
Norma Stenross dies.
- 1980 25 February, Axel Stenross dies.**
The Axel Stenross Maritime Museum Inc. is formed and subsequently acquires the Stenross estate's interest in the Former A. A. Stenross & Company premises, and most of Stenross' tools, equipment, and possessions.
- 1983 22 January, Axel Stenross Maritime Museum opens.**
- 1984 An extension to accommodate storage is added to Stenross' former office.**
- 1994 An extension to accommodate display space is added to the end of the blacksmith's shop.**
- c.2000 A carpark and outdoor display area is reclaimed on the southern side of the slipways, retained by a rock revetment.**
- 2000 Covered display space is built adjacent to the slipways on the southern side.**
- 2006 A large new display hall, large carpark and new boat ramp, also retained by a rock revetment, is built immediately to the north of the original slips.**

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SITE DETAILS

Former A. A. Stenross & Company Boatyard

PLACE NO.: 26525

97 Lincoln Highway, Port Lincoln

FORMER NAME:	A. J. McFarlane Boat Builder Workshops and Slipway
DESCRIPTION OF PLACE:	Boatbuilding workshops, living quarters and slipways
DATE OF CONSTRUCTION:	1930 – 1956
REGISTER STATUS:	Nominated 19 February 2021 Provisionally entered 10 April 2025 Confirmed 14 August 2025
LOCAL HERITAGE STATUS:	N/A
CURRENT USE:	Museum 1983 – present
PREVIOUS USE(S):	Boatyard 1930 – 1980
BUILDER:	A. J. McFarlane, 1930 – 1939 A. A. Stenross & Co, 1940 – 1956
LOCAL GOVERNMENT AREA:	City of Port Lincoln
LOCATION:	Street No.: 97 Street Name: Lincoln Highway Town/Suburb: Port Lincoln Post Code: 5606
LAND DESCRIPTION:	Title CR 5768/501 Reference: Section: 1232 Hundred: Port Lincoln

PHOTOS

Former A. A. Stenross & Company Boatyard
97 Lincoln Highway, Port Lincoln

PLACE NO.: 26525



The Gulf Docking Company slip, adjacent to Tasman Terrace, while owned by the Gulf Docking Company, 1926.

Source: SLSA B 78464



35-foot cutter *Jennifer*, the second and largest vessel built by A. A. Stenross & Company at the Gulf Docking Company slip, under construction c.1929. Axel Stenross (standing) and Frank Laakso (sitting) are fourth and fifth from left, respectively.

Source: SLSA B 78464

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Former A. A. Stenross & Company Boatyard
97 Lincoln Highway, Port Lincoln

PLACE NO.: 26525

All subsequent images in this section are from DEW Files and were taken on 5 February 2024.



Workshop sheds with top of slipway on right.



Rear view of workshop sheds.

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Slipways with workshop sheds in right background.



Axel Stenross' workbench in workshop shed.



Overall view of workshop.



Overall view of blacksmith's shop, showing grindstone on left.



Paint shop.



Furnace and boiler feeding steam box.



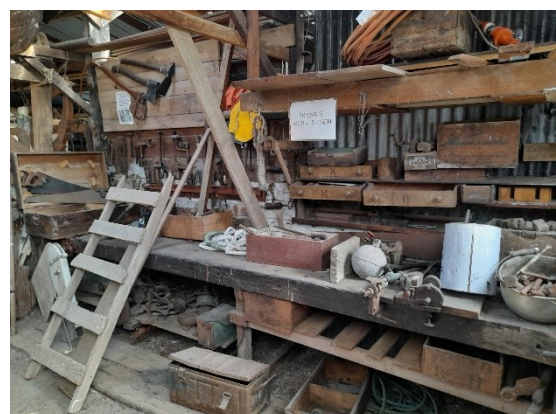
Winch and engine.



Stenross' workbench.



Shadow boards with tools in blacksmith's shop.



Laakso's workbench.



View of kitchen looking into workshop.



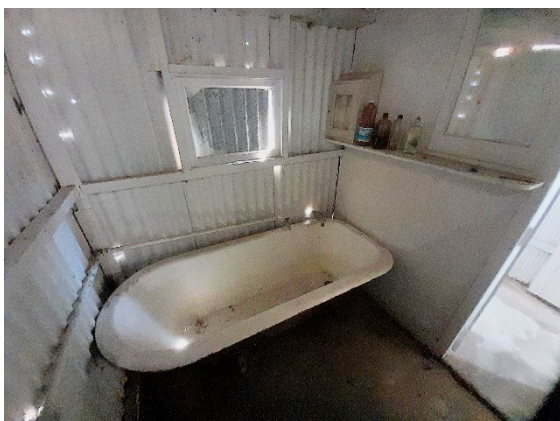
View of living room.



Axel and Norma Stenross' bedroom.



Frank Laakso's bedroom.



Bathroom.



Toilet.

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- ¹ Ron Parsons, 'Finnish Sailors and a Port Lincoln Museum' in *Australasian Shipping Record* (Jul/Aug 1986) p. 223
- ² C. E. Holland, *A Man of Tall Ships and Wooden Boats* (1985) Port Lincoln SA: C. E. Holland
- ³ Shipping Company Gustaf Erikson Archives, Provincial Archives of Åland
<https://www.arkivet.ax/en/our-collections/shipping-company-gustaf-erikson-archives/introduction>
- ⁴ C. E. Holland, *A Man of Tall Ships and Wooden Boats*
- ⁵ C. E. Holland, *A Man of Tall Ships and Wooden Boats*
- ⁶ Ron Parsons, 'Finnish Sailors and a Port Lincoln Museum' in *Australasian Shipping Record* (Sept/Oct 1986) p. 255
- ⁷ Laakso spoke little English and so few details are known of his early life.
- ⁸ Ron Parsons, 'Finnish Sailors and a Port Lincoln Museum' (Jul/Aug 1986) p. 223
- ⁹ Windjammers & Finnish Connection, Axel Stenross Maritime Museum Inc
<https://axelstenross.com.au/axel-stenross-exhibits/windjammers-finnish-connection/>
- ¹⁰ 'Old Slip to be Removed' in *Port Lincoln Times* 9 May 1940 p. 6 <http://nla.gov.au/nla.news-article96745511>
- ¹¹ 'Casualties. The Ketch Ariel.' in *Register* 5 September 1919 p. 8 <http://nla.gov.au/nla.news-article62399820>
- ¹² 'Old Slip to be Removed' in *Port Lincoln Times* 9 May 1940 p. 6 <http://nla.gov.au/nla.news-article96745511>
- ¹³ C. E. Holland, *A Man of Tall Ships and Wooden Boats*; 'The Late Capt. Kerrison' in *People's Weekly* (Moonta) 15 October 1927 p. 2 <http://nla.gov.au/nla.news-article276100786>; Swaffer was a notable resident of Port Lincoln, known as the first European to be born on Eyre Peninsula; 'Mr. E. D. Swaffer' in *Chronicle* 13 November 1930 p. 22 <http://nla.gov.au/nla.news-article90467414>
- ¹⁴ 'Business Announcements, Gulf Docking Slip.' in *West Coast Recorder* 26 January 1928 p. 6 <http://nla.gov.au/nla.news-article262066753>; 'Boat Building.' in *West Coast Recorder* 29 September 1927 p. 7 <http://nla.gov.au/nla.news-article262060446>
- ¹⁵ Murch advertised his activities regularly in the *West Coast Recorder* between 21 July 1927 and 26 July 1928.
- ¹⁶ C. E. Holland, *A Man of Tall Ships and Wooden Boats*
- ¹⁷ C. E. Holland, *A Man of Tall Ships and Wooden Boats*
- ¹⁸ 'Business Announcements, Gulf Docking Slip.' in *West Coast Recorder* 26 July 1928 p. 9 <http://nla.gov.au/nla.news-article262068689>
- ¹⁹ C. E. Holland, *A Man of Tall Ships and Wooden Boats*
- ²⁰ Ron Parsons, 'Finnish Sailors and a Port Lincoln Museum' (Jul/Aug 1986) p. 224
- ²¹ C. E. Holland, *A Man of Tall Ships and Wooden Boats*
- ²² Ron Parsons, 'Finnish Sailors and a Port Lincoln Museum' (Jul/Aug 1986) p. 224
- ²³ 'Boatbuilding Business, Slip at Happy Valley, Council Grants Lease' in *Port Lincoln Times* 21 February 1930 p. 7 <http://nla.gov.au/nla.news-article96603779>; Murch was previously based in Wills Street, Largs Bay; 'The Long Arm of the Law. Tools Removed After Eleven Months' in *Port Adelaide News* 14 September 1923 p. 5 <http://nla.gov.au/nla.news-article212952582>
- ²⁴ 'Excitement among historians' in *Port Lincoln Times* 4 April 1986 p. 37 <http://nla.gov.au/nla.news-article276722877>
- ²⁵ Michael Roberts, Pers. Comm. 18 February 2021
- ²⁶ 'Excitement among historians' in *Port Lincoln Times*
- ²⁷ C. E. Holland, *A Man of Tall Ships and Wooden Boats*
- ²⁸ C. E. Holland, *A Man of Tall Ships and Wooden Boats*
- ²⁹ Ron Parsons, 'Finnish Sailors and a Port Lincoln Museum' (Sept/Oct 1986) p. 255
- ³⁰ Ron Parsons, 'Finnish Sailors and a Port Lincoln Museum' (Jul/Aug 1986) p. 224
- ³¹ Ron Parsons, 'Finnish Sailors and a Port Lincoln Museum' (Sept/Oct 1986) p. 255
- ³² Michael Roberts, Pers. Comm. 18 February 2021
- ³³ Ron Parsons, 'Finnish Sailors and a Port Lincoln Museum' (Sept/Oct 1986) p. 255

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- ³⁴ C. E. Holland, *A Man of Tall Ships and Wooden Boats*
- ³⁵ Ron Parsons, 'Finnish Sailors and a Port Lincoln Museum' (Sept/Oct 1986) p. 255; Axel's Wooden Boat Building Workshops & Slipway, Axel Stenross Maritime Museum <https://axelstenross.com.au/axel-stenross-exhibits/axels-wooden-boat-building-workshops/>
- ³⁶ Chris Phillis, Pers. Comm. 5 February 2025
- ³⁷ Ron Parsons, 'Finnish Sailors and a Port Lincoln Museum' (Sept/Oct 1986) p. 255
- ³⁸ C. E. Holland, *A Man of Tall Ships and Wooden Boats*
- ³⁹ 'Meeting will learn of Axel Stenross Museum progress' in *Port Lincoln Times* 29 July 1981 p. 2 <http://nla.gov.au/nla.news-article270110156>; 'Museum Plan for Stenross Slipway Site' in *Port Lincoln Times* 13 March 1980 p. 2 <http://nla.gov.au/nla.news-article271941176>
- ⁴⁰ 'Stenross Maritime Museum to open' in *Port Lincoln Times* 12 January 1983 p. 5 <http://nla.gov.au/nla.news-article276052821>
- ⁴¹ Michael Roberts, Pers. Comm. 18 February 2021