

HERITAGE ASSESSMENT REPORT

NAME: Former A. A. Stenross & Company
Boatyard

PLACE: 26525

ADDRESS: Barnjala Country
97 Lincoln Highway, Port Lincoln

This heritage assessment considers that the place meets criteria (b) and (d). Refer to Summary of State Heritage Place for final approved wording, including criteria statements.



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

Source: DEW Files, 4 February 2025

ASSESSMENT OF HERITAGE SIGNIFICANCE

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 South Australian Historical Themes

5. Developing South Australia's economies

5.8 Developing manufacturing, engineering and construction and service industries

Comparative Analysis:

The Former A. A. Stenross & Company Boatyard is associated with boatbuilding in South Australia. Shipbuilding and boatbuilding are concerned with the construction of large and small vessels respectively. As considerable overlap exists between the two, for the purposes of this assessment, the terms are considered to be synonymous.

Shipyards and boatyards differ predominantly in terms of scale and extent, with boatyards typically being smaller complexes with fewer specialised facilities. Principal characteristics of boatyards include a waterfront setting; a slip or multiple slips, each comprising a partially submerged, inclined bed and rails and a cradle; a winch and an engine; workshops; sheds; an office; wharves and/or jetties; and moorings.

The following State Heritage Places are associated with shipbuilding or boatbuilding in South Australia:

- Former 'Randell' Dry Dock (known as William Randell's Dry Dock), 1873, Randell Street Mannum (SHP 10282, listed 1980), associated with shipbuilding, repair and maintenance on the River Murray,
- Fletcher's Slip Precinct (including the former Fletcher's and Dunnikier Slipways Sites and Associated Structures), 1851, 230-246 Semaphore Road, New Port, criteria (a) and (c) (SHP 11872, listed 2009), understood to be the longest-serving shipbuilding, repair and maintenance premises in South Australia, operational between 1851 and 1987,
- Workshop - Former Chart House (known as Former Chart House of Abraham Graham's Patent Slip and Ironworks), c.1864, Chrystal Street, Goolwa (SHP 11678, listed 4 March 1993); the patent slip itself was removed to Renmark in c.1888 and the site of the slip is now the Captain Sturt Marina and Slipway at 237 Liverpool Road, Goolwa,
- Former Jenkins Street Slips Precinct, c.1861 – c.2000, Jenkins Street, New Port, criterion (c) (SHP 26569, listed 2023), a hub of South Australian shipbuilding and boatbuilding from the 1860s onwards, and one of only a few places in South Australia where archaeological deposits associated with nineteenth and early twentieth-century shipbuilding and boatbuilding are likely to remain,
- A beam engine associated with the Goolwa patent slip, once mounted on a plinth at Goolwa, was previously entered in the Register (SHP 11677). After the beam engine was removed from its plinth, relocated to the Goolwa Museum and restored to working order, it was removed from the Register on 15 February 2007 as the listing was considered to be 'no longer justified'. The beam engine is now on display at the Goolwa Riverboat Centre,

- Remains of a slipway at the Royal Circus and Seawall Historic Site, Royal Circus, Robe (SHP 12547) was employed to lift vessels out of the sea and into Lake Butler, where they could shelter during the winter months. While it may have been used to facilitate scraping and painting of hulls, it is not believed to have been used for shipbuilding or major repairs,
- House - 'The Brocas', 1851, 1853 and 1873, 111 Woodville Road, St Clair (SHP 10646, listed 1982), was the home of Port Adelaide shipwright Henry Cruikshank Fletcher between 1873 and 1912. Fletcher is associated with the Fletcher's Slip Precinct (SHP 11872). The grave of the Fletcher Family, Cheltenham Cemetery, Port Road, Cheltenham, associated with Henry Fletcher is also a Local Heritage Place,
- A notable unlisted place associated with South Australian boatbuilding is the Former A. A. Stenross & Company Boatyard, 97 Lincoln Highway, Port Lincoln (subject of this assessment), a highly intact former boatbuilding facility which operated between c.1930 and 1980.



**Former 'Randell' Dry Dock, 1873, Mannum
(SHP 10282)**

Source: <https://www.weekendnotes.com/>



**Jenkins Street Slips Precinct, Port Adelaide
(SHP 25669)**

Source: DEW Files

**Assessment against Criteria under Section 16 of the *Heritage Places Act 1993*.
All Criteria have been assessed using the 2020 Guidelines.**

(a) it demonstrates important aspects of the evolution or pattern of the State's history.

Criterion arguments have considered the *Guidelines for State Heritage Places*:

The place should be closely associated with events, developments or cultural phases which have played a significant part in South Australian history. Ideally it should demonstrate those associations in its fabric.

Places will not normally be considered under this criterion if they are of a class of things that are commonplace, or frequently replicated across the State, places associated with events of interest only to a small number of people, places associated with developments of little significance, or places only reputed to have been the scene of an event which has left no trace or which lacks substantial evidence.

The Former A. A. Stenross & Company Boatyard is associated with the historic theme Developing South Australia's economies and its subtheme Developing manufacturing, engineering and construction and service industries.

The construction, repair and maintenance of ships and boats has been a critical and ongoing need since the establishment of South Australia. The northern bank of the Port River's Gawler Reach emerged as the initial nucleus of the shipbuilding industry in South Australia, and throughout the nineteenth and early twentieth centuries developed into South Australia's largest concentration of shipbuilding and repair facilities. Local shipbuilding and boatbuilding facilities also developed elsewhere in South Australia, including at Port Lincoln.

Established by Alexander McFarlane in 1930 and acquired by A. A. Stenross & Company in 1940, the Former A. A. Stenross & Company Boatyard is one of many local boatyards to have flourished during the twentieth century. Unlike many boatyards after the Second World War that adopted new manufacturing techniques and processes and modern materials, A. A. Stenross & Company largely employed vernacular boatbuilding techniques into the 1970s. While the place played an important role serving shipping in geographically isolated Spencer Gulf, it was Port Adelaide and places such as the Fletcher's Slip Precinct (SHP 11872) that became the focus of South Australian shipbuilding and boatbuilding. Consequently, the Former A. A. Stenross & Company Boatyard is not considered to represent the historic theme at the State Level.

It is recommended that the nominated place **does not fulfil** criterion (a).

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

Criterion arguments have considered the *Guidelines for State Heritage Places*:

The place should demonstrate a way of life, social custom, industrial process or land use which is no longer practised, is in danger of being lost, or is of exceptional interest. This encompasses

both places which were always rare, and places which have become scarce through subsequent loss or destruction.

Places will not normally be considered under this criterion if their rarity is merely local, or if they appear rare only because research has not been done elsewhere, or if their distinguishing characteristics have been degraded or compromised, or if they are at present common and simply believed to be in danger of becoming rare in the future.

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, and ferrocement. As a result, the tradition of wooden hull construction and hand-held power tools which in turn replaced hand tools 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, much 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.

It is recommended that the nominated place **fulfils** criterion (b).

(c) it may yield information that will contribute to an understanding of the State's history, including its natural history.

Criterion arguments have considered the *Guidelines for State Heritage Places*:

The place should provide, or demonstrate a likelihood of providing, information that will contribute significantly to our knowledge of the past. The information should be inherent in the fabric of the place. The place may be a standing structure, an archaeological deposit or a geological site.

Places will not normally be considered under this criterion simply because they are believed to contain archaeological or palaeontological deposits. There must be good reasons to suppose the site is of value for research, and that useful information will emerge. A place that will yield the same information as many other places, or information that could be obtained as readily from documentary sources, may not be eligible.

Shipbuilding, which is concerned with the building, repair and maintenance of ships and boats, has played a critical role in South Australian history since the establishment of the colony, supporting communication, primary industry, transport and defence. While shipbuilding during the early twentieth century is considered to be poorly documented, the two sites considered most likely to yield important historical information about shipbuilding in South Australia during the twentieth century are the Jenkins Street Slips Precinct (SHP 25662) and the adjacent Fletcher's Slip Precinct (SHP 11872).

The physical fabric of the Former A. A. Stenross & Company Boatyard is well-documented in a variety of primary and secondary sources, including photographs, newspaper articles, and archival business records held by the Axel Stenross Maritime Museum Inc. There is no evidence (documentary, oral history or physical) to suggest that the place may yield information that will contribute meaningfully to an understanding of the State's history beyond what is readily available.

It is recommended that the nominated place **does not fulfil** criterion (c).

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

Criterion arguments have considered the *Guidelines for State Heritage Places*:

The place should be capable of providing understanding of the category of places which it represents. It should be typical of a wider range of such places, and in a good state of integrity, that is, still faithfully presenting its historical message.

Places will not be considered simply because they are members of a class, they must be both notable examples and well-preserved. Places will be excluded if their characteristics do not clearly typify the class, or if they were very like many other places, or if their representative qualities had been degraded or lost. However, places will not be excluded from the Register merely because other similar places are included.

The Former A. A. Stenross & Company Boatyard is associated with the class of place known as vernacular boatyards.

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. Compared to other places such as the Jenkins Street Slips Precinct (SHP 26569), which demonstrates very low integrity, 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.

It is recommended that the nominated place **fulfils** criterion (d).

(e) it demonstrates a high degree of creative, aesthetic or technical accomplishment or is an outstanding representative of particular construction techniques or design characteristics.

Criterion arguments have considered the *Guidelines for State Heritage Places*:

The place should show qualities of innovation or departure, beauty or formal design, or represent a new achievement of its times. Breakthroughs in technology or new developments in design would qualify, if the place clearly shows them. A high standard of design skill and originality is expected.

Places would not normally be considered under this criterion if their degree of achievement could not be demonstrated, or where their integrity was diminished so that the achievement, while documented, was no longer apparent in the place, or simply because they were the work of a designer who demonstrated innovation elsewhere.

The structures at the Former A. A. Stenross & Company Boatyard are utilitarian in design and employ building techniques typical of twentieth-century light industrial buildings. In comparison to many similar buildings, they are considered to be commonplace, rather than outstanding. The Former A. A. Stenross & Company Boatyard is not considered to be an outstanding representative of any particular construction techniques or design characteristics.

It is recommended that the nominated place **does not fulfil** criterion (e).

(f) it has strong cultural or spiritual association for the community or a group within it.

Criterion arguments have considered the *Guidelines for State Heritage Places*:

The place should be one which the community or a significant cultural group have held in high regard for an extended period. This must be much stronger than people's normal attachment to their surroundings. The association may in some instances be in folklore rather than in reality.

Places will not be considered if their associations are commonplace by nature, or of recent origin, or recognised by a small number of people, or not held very strongly, or held by a group not widely recognised, or cannot be demonstrated satisfactorily to others.

The Former A. A. Stenross & Company Boatyard has strong associations for some members of the Port Lincoln community, in particular those dedicated to preserving Port Lincoln's history. However, the Former A. A. Stenross & Company Boatyard is just one of many places in Port Lincoln that some members of the Port Lincoln community may value for its history. There is no evidence to suggest this group collectively has a strong cultural or spiritual connection with the A. A. Stenross & Company Boatyard in particular. While the Port Lincoln community as a whole may be considered a group that resonates broadly across the State, any subset of the larger group, with such a connection, such as the Axel Stenross Maritime Museum Inc., would not be considered to resonate broadly across the State as a group.

It is recommended that the nominated place **does not fulfil** criterion (f).

(g) it has a special association with the life or work of a person or organisation or an event of historical importance.

Criterion arguments have considered the *Guidelines for State Heritage Places*:

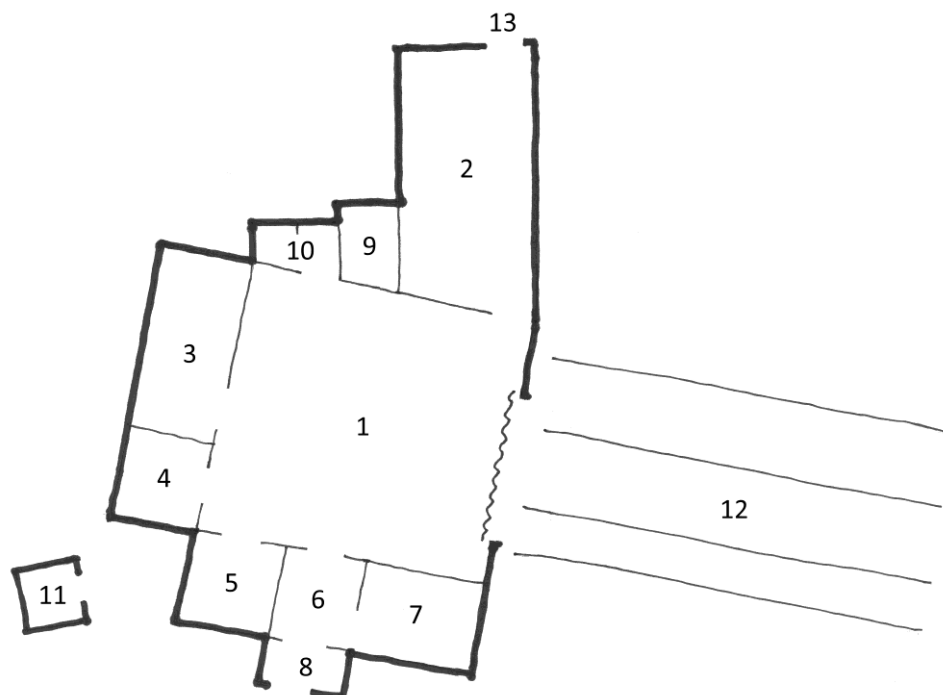
The place must have a close association with a person or group which played a significant part in past events, and that association should be demonstrated in the fabric of the place. The product of a creative person, or the workplace of a person whose contribution was in industry, would be more closely associated with the person's work than would his or her home. Most people are associated with many places in their lifetime, and it must be demonstrated why one place is more significant than others.

Places will not generally be considered under this criterion if they have only brief, incidental or distant association, or if they are associated with persons or groups of little significance, or if they are associated with an event which has left no trace, or if a similar association could be claimed for many places, or if the association cannot be demonstrated. Generally the home or the grave of a notable person will not be entered in the Register unless it has some distinctive attribute, or there is no other physical evidence of the person's life or career in existence.

The Former A. A. Stenross & Company Boatyard is associated with Port Lincoln-based boatbuilders, A. A. Stenross & Company, and its founders, Axel Stenross and Frank Laakso. Stenross and Laakso operated their business at the place after they acquired the premises in 1940. While A. A. Stenross & Company played an important role in the local boatbuilding industry at Port Lincoln during the middle of the twentieth century, and while Stenross was a well-known local identity, the company is not considered to have made a strong, notable or influential contribution more broadly to the course of South Australian history.

It is recommended that the nominated place **does not fulfil** criterion (g).

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 | 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,
- 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:

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,

- Collection of objects associated with A. A. Stenross & Company (subject of a future assessment).

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

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

HISTORY

Shipbuilding and boatbuilding in South Australia¹

The shipbuilding and boatbuilding industry is concerned with the construction, repair and maintenance of water-borne vessels. Repair and maintenance of ships and boats has been a critical, ongoing need since the establishment of South Australia, while shipbuilding has variously flourished or declined according to the economic circumstances of the times.²

Prior to the early nineteenth century, small waterborne vessels were repaired on land by dragging them up onto shore. Larger ships were repaired in graving or dry docks – large, artificial harbor basins with lock gates across one end, which allowed water to be pumped out thus giving access to the hulls of ships below the waterline. In 1818, Scottish shipwright Thomas Morton invented the marine railway or patent slip as an economical alternative to dry-docking.³ The patent slip was comprised of a cradle on inclined rails extending from the shore to below the low water mark. The patent slip allowed large vessels to be floated into the cradle and then hoisted up the slipway onto dry land.

Throughout the nineteenth and early twentieth centuries, Port Adelaide, as South Australia's major port, developed the largest concentration of shipbuilding and repair facilities. Port Adelaide also employed the largest number of shipwrights and associated trades.⁴ As local timber suitable for shipbuilding was not readily available, this material was typically imported. Before the establishment of industries that could produce chandlery locally, supplies of rope, cordage, pitch, tar, canvas, paint and copper nails, bolts and sheathing also had to be imported.⁵

Daniel Simpson (d. 1841) was the first commercial shipwright to work in Port Adelaide. Simpson was repairing ships from December 1837,⁶ and by 1840⁷ he owned a working shipyard. Simpson's yard was located on the Port River, opposite Port Adelaide, at the junction of Gawler Reach and Hindmarsh Reach,⁸ an area later known as Birkenhead. Shipwright Robert Playfair⁹ (d. 1926) acquired Simpson's business at auction early in 1842. Playfair's yard operated continuously as a family business into the early twentieth century¹⁰ and formed the nucleus of Port Adelaide's shipbuilding industry. Shipwright Alexander McFarlane (b. 1841 – d. 1917) established a workshop and slip nearby in 1869,¹¹ while Thomas Cruikshank (d. c. 1885), a shipwright active in the Port from 1850,¹² established the Birkenhead Slip¹³ from c.1875.¹⁴ This area later became known as Cruikshank's Corner.¹⁵ By the early twentieth century, A. McFarlane and Sons were established shipwrights, known nationwide for their specialty in yacht-building.¹⁶

The first patent slip in South Australia was built by Henry Cruikshank Fletcher (b. 1820 – d. 1912) and opened in 1851. By 1856 a Government Dockyard was established at Port Adelaide in the vicinity of Hawker's Creek, on the western shore of the inner harbor.¹⁷ The Government Dockyard built government-owned vessels such as the steamer *Lady Diana* and later maintained a fleet of dredges and the government steamer *Governor Musgrave*.

Spurred by the Victorian gold rush, steam navigation on the River Murray commenced in 1852¹⁸ and Goolwa emerged as South Australia's first major river port. Various shipwrights operated at Goolwa from 1853 and by 1912, 60 vessels had been built there.¹⁹ Vessels for the Murray trade were also built at Langhorne Creek and Port Elliot. For a time, Goolwa was the largest shipbuilding centre on the Murray after Echuca, Victoria,²⁰ but little physical evidence of this industry remains.²¹

Small shipbuilding and boatbuilding premises were established elsewhere throughout the state by the early twentieth century to serve local shipping, including at Port Lincoln. 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.²² The slip, located on the beachfront adjacent to the present site of the Port Lincoln Hotel at 1 Lincoln Highway, was operating by September 1919.²³

The shipyards at Cruikshank's Corner were reportedly cleared by c.1935, with some of the businesses relocating to the Jenkins Street Slips Precinct (SHP 26569) at Birkenhead (now part of New Port),²⁴ which emerged as the focus of shipbuilding in Port Adelaide.



Cruikshank's Corner, c.1930

Source: B 29127 SLSA

In the lead-up to the Second World War the Broken Hill Proprietary Company (BHP) established a shipyard at Whyalla at its Whyalla Steelworks. During the war, the shipyard built four corvettes for the Royal Australian Navy. Afterwards BHP built its own freighters at its Whyalla shipyard. In all, the facility produced 64 ships before closing in 1978, in part due to the rising cost of labour.²⁵

Shipbuilding and boatbuilding were 'revolutionised' after the Second World War through the introduction of new materials, processes and technologies, especially those which emerged from wartime research and development.²⁶ In boatbuilding, water-resistant marine plywood, glass reinforced polyester resins (GRS or fibreglass), and ferrocement together supplanted traditional wooden hull construction;²⁷ epoxy resins replaced traditional glues and varnishes; spray guns replaced traditional

paintbrushes; stainless steel fittings replaced those manufactured from brass, bronze and mild steel; synthetic fibres largely replaced traditional sail and rigging materials; and hand-held power tools replaced hand tools for a range of woodworking processes. In the twenty-first century, laser cutting, computer numerical control (CNC) machining, and computer-aided design (CAD) have further transformed approaches to boatbuilding. While wooden boats are still built commercially in South Australia in small numbers, few, if any are hand-built using wholly traditional methods.

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,²⁸ Stenross worked in the Åland Islands for several years. Afterwards, he found employment aboard sailing vessels based in the Baltic Sea.²⁹

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.³⁰ 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.³¹ Many of the tools were hand-made,³² and some had previously belonged to Stenross' grandfather.³³

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)³⁴ joined the crew of the *Olivebank* at Liverpool on 28 September 1925. Laakso, who was born in Nagu, Finland on 5 January,³⁵ spoke limited English and little is known of his early life.



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

Source: SLSA PRG 1373/39/9

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,³⁶ 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 c.1927, the Gulf Docking Company entered voluntary administration³⁷ 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).³⁸ Murch relocated to Port Lincoln to begin operating the slip as a boatbuilder and shipwright,³⁹ retaining the business name, Gulf Docking Company.⁴⁰ 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 1927.⁴¹

Stenross and Laakso paid £218 for the slip in monthly instalments, following an initial deposit of £50 made on 6 January 1928.⁴² Despite the sale, Murch continued to advertise his association with the Gulf Docking Company until 26 July 1928,⁴³ two months after Stenross and Laakso began paying fees to the South Australian Harbors Board associated with their lease of the site.⁴⁴



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 commenced business at Port Lincoln in early 1928, including dingy, boat and yacht building, general small ship and boat repairs and salvage work.⁴⁵ The pair's first new dinghy was sold on 28 May 1929 and their first large vessel, the 35-foot *Albatross*, was launched in 1930.⁴⁶ 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.⁴⁷

In April 1930, Birkenhead shipwright Alexander McFarlane's grandson Alexander Jack McFarlane (Jack) (b. 1903 – d. 1951) established his own shipwright business on 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,⁴⁸ 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,⁴⁹ settling a 'longstanding debt.'⁵⁰ Rosewarne was not a boatbuilder and so sought qualified expertise to continue the business but was unable to find anyone willing to do so.⁵¹ 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,⁵² would not be renewed. Stenross entered into an agreement with Rosewarne to acquire the lease 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,⁵³ 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,⁵⁴ floated over from the previous site. Around this time, the workshop was enlarged so that bigger boats could be built.⁵⁵ 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.⁵⁶ In 1956, the roof trusses of the original McFarlane workshop were modified and raised to accommodate the construction of larger vessels.⁵⁷

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.⁵⁸



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.⁵⁹ 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.⁶⁰ 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 1969.⁶¹

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 1980.⁶² The name Gulf Docking remained associated with the slip and workshop until the closure of the business upon Stenross' death.⁶³

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.⁶⁴

The Axel Stenross Maritime Museum opened on 22 January 1983.⁶⁵ 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.⁶⁶

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.



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

Source: Axel Stenross Maritime Museum Inc.

Chronology

- | Year | Event |
|-------------|--|
| 1818 | Scottish shipwright Thomas Morton invents the marine railway or patent slip. |
| 1836 | The South Australian Company dispatches machinery and components of a patent slip to South Australia and establishes a settlement at Nepean Bay on Kangaroo Island. The slip is never assembled and the shipwrights subsequently disperse. |
| 1837 | December, Daniel Simpson is the first commercial shipwright to work in Port Adelaide. |
| 1840 | Daniel Simpson owns a working shipyard on Le Fevre Peninsula. |
| 1842 | Shipwright Robert Playfair acquires Simpson's business at auction. |
| c.1845 | Henry Cruikshank Fletcher purchases the South Australian Company's abandoned patent slip. |
| 1850 | Shipwright Thomas Cruikshank is active in Port Adelaide. |
| 1851 | Henry Cruikshank Fletcher opens the first patent slip in South Australia, assembled from components imported by the South Australian Company in 1836. |
| 1856 | A Government Dockyard is active at Port Adelaide in the vicinity of Hawker's Creek, Glanville. |
| c.1863 | Shipwright David McKendrick is active on Le Fevre Peninsula. |
| 1865 | Samuel Jenkins arrives in South Australia. |
| 1867 | Henry Fletcher opens a second patent slip, known as the Dunnikier Slip. |
| 1869 | Alexander McFarlane establishes a slip on what later became known as Cruikshank's Corner on Le Fevre Peninsula at Gawler Reach. |
| 1871 | Samuel Jenkins owns a shipyard on Le Fevre Peninsula at Birkenhead. |
| c.1875 | Thomas Cruikshank establishes the Birkenhead Slip. |
| 1882 | Samuel Jenkins builds a large slip, known as the 'Scotia' marine railway, at Birkenhead. |
| 1895 | 23 September, Alfred Axel Stenross is born in the village of Finby, Finland. |
| c.1896 | Henry Fletcher abandons an ambitious project to build a graving dock at Port Adelaide. |
| 1900 | 5 January, Frank Laakso is born in Nagu, Finland. |
| c.1905 | Alf Pickhaver establishes a shipyard within the Jenkins Street Slips Precinct. |
| c.1909 | Richard Tuson Searles operates a shipyard in Waverley Street, Largs Bay. |
| 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 *Olivebank* as ship's carpenter.
12 November, *Olivebank* clears Cardiff bound for South Australia.
- 1925 21 February 1935, *Olivebank* calls at Port Lincoln.
18 April, *Olivebank* departs Port Victoria with a load of grain, bound for Britain.
28 September, Frank Laakso joins the crew of the *Olivebank* 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, *Olivebank* returns to Port Lincoln in ballast.
28 March, Stenross and Laakso discharge from *Olivebank* 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 *Albatross*, 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.
- c.1935 Shipyards at Cruikshank's Corner are cleared.
- 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.**
- c.2009 Businesses within the Jenkins Street Slips Precinct vacate and most above-ground structures are cleared.

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SITE RECORD

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

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

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

MAP REFERENCE -34.704786, 135.854359

PHOTOS

NAME: Former A. A. Stenross & Company Boatyard **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

PHOTOS

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

All subsequent images in this section are from DEW Files and were taken on 4 February 2024.



Workshop sheds with top of slipway on right.



Rear view of workshop sheds.

PHOTOS

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



Slipways with workshop sheds in right background.



Axel Stenross' workbench in workshop shed.

PHOTOS

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



Overall view of workshop.



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

PHOTOS

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



Paint shop.



Furnace and boiler feeding steam box.



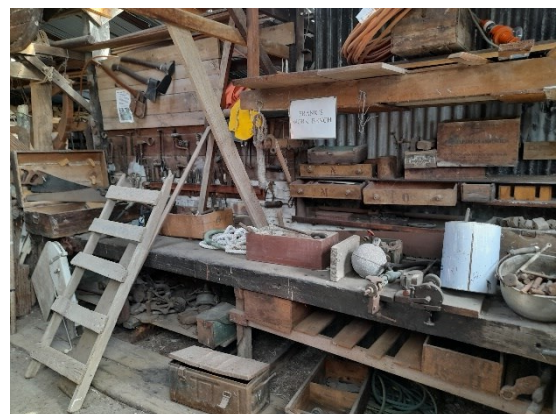
Winch and engine.



Stenross' workbench.



Shadow boards with tools in blacksmith's shop.



Laakso's workbench

PHOTOS

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



View of kitchen looking into workshop.



View of living room.



Axel and Norma Stenross' bedroom.



Frank Laakso's bedroom.



Bathroom.



Toilet.

SITE PLAN

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



Former A. A. Stenross & Company Boatyard (CR 5768/501 Section 1232 Hundred of 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,
- Carparking,
- Revetments,
- Sheds and shelters built after 1980,
- Stocks supporting vessels,
- Trees, lawns, landscaping and other vegetation.

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.



\ SITE PLAN

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



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

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.

N ↑

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- ¹ Considerable overlap exists between shipyards and boatyards, which cater for different sizes of vessel. In terms of wooden vessel construction, the technologies of shipbuilding and boatbuilding are similar, differing mainly in terms of scale.
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- ⁴ Heritage South Australia, 'Jenkins Street Boatyards Precinct Assessment Report' (11 June 2008)
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- ¹³ Classified advertising in *Express and Telegraph* 11 January 1878 p. 1 <http://nla.gov.au/nla.news-article207642910>
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- ¹⁸ Malcolm H. Thompson, *Rails and the river: a history of the Southern Railway System and the River Murray shipping, 1854-1885* (2004) Goolwa SA: Alexandrina Council p. 31; Edwin L. Noack, Susan Marsden and John C. Dallwitz, 'Port Elliot and Goolwa Heritage Survey' (May 1981) p. 3
- ¹⁹ Edwin L. Noack, Susan Marsden and John C. Dallwitz, 'Port Elliot and Goolwa Heritage Survey' p. 8
- ²⁰ Heritage South Australia, 'Jenkins Street Boatyards Precinct Assessment Report' (11 June 2008) p. 8
- ²¹ Edwin L. Noack, Susan Marsden and John C. Dallwitz, 'Port Elliot and Goolwa Heritage Survey' p. 8
- ²² 'Old Slip to be Removed' in *Port Lincoln Times* 9 May 1940 p. 6 <http://nla.gov.au/nla.news-article96745511>
- ²³ 'Casualties. The Ketch Ariel.' in *Register* 5 September 1919 p. 8 <http://nla.gov.au/nla.news-article62399820>
- ²⁴ In May 1945, the small subdivisions of North Birkenhead, Bridgewater, Bridgetown, Birkenhead West and New Birkenhead were consolidated into one suburb known as Birkenhead; in 2007, part of Birkenhead was incorporated into the new suburb of New Port; 'Re-naming Port Subdivisions, 59 Township Names Eliminated' in *Advertiser* 14 May 1945 p. 3 <http://nla.gov.au/nla.news-article43492856>

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- ²⁵ Shipbuilding in South Australia: Twentieth Century, SA Memory <https://www.samemory.sa.gov.au/site/page.cfm?u=523>
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- ²⁸ Ron Parsons, 'Finnish Sailors and a Port Lincoln Museum' in *Australasian Shipping Record* (Jul/Aug 1986) p. 223
- ²⁹ C. E. Holland, *A Man of Tall Ships and Wooden Boats* (1985) Port Lincoln SA: C. E. Holland
- ³⁰ Shipping Company Gustaf Erikson Archives, Provincial Archives of Åland <https://www.arkivet.ax/en/our-collections/shipping-company-gustaf-erikson-archives/introduction>
- ³¹ C. E. Holland, *A Man of Tall Ships and Wooden Boats*
- ³² C. E. Holland, *A Man of Tall Ships and Wooden Boats*
- ³³ Ron Parsons, 'Finnish Sailors and a Port Lincoln Museum' in *Australasian Shipping Record* (Sept/Oct 1986) p. 255
- ³⁴ Laakso spoke little English and so few details are known of his early life.
- ³⁵ Ron Parsons, 'Finnish Sailors and a Port Lincoln Museum' (Jul/Aug 1986) p. 223
- ³⁶ Windjammers & Finnish Connection, Axel Stenross Maritime Museum Inc <https://axelstenross.com.au/axel-stenross-exhibits/windjammers-finnish-connection/>
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- ³⁸ 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>
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- ⁴⁰ Murch advertised his activities regularly in the *West Coast Recorder* between 21 July 1927 and 26 July 1928.
- ⁴¹ C. E. Holland, *A Man of Tall Ships and Wooden Boats*
- ⁴² C. E. Holland, *A Man of Tall Ships and Wooden Boats*
- ⁴³ 'Business Announcements, Gulf Docking Slip.' in *West Coast Recorder* 26 July 1928 p. 9 <http://nla.gov.au/nla.news-article262068689>
- ⁴⁴ C. E. Holland, *A Man of Tall Ships and Wooden Boats*
- ⁴⁵ Ron Parsons, 'Finnish Sailors and a Port Lincoln Museum' (Jul/Aug 1986) p. 224
- ⁴⁶ C. E. Holland, *A Man of Tall Ships and Wooden Boats*
- ⁴⁷ Ron Parsons, 'Finnish Sailors and a Port Lincoln Museum' (Jul/Aug 1986) p. 224
- ⁴⁸ '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>
- ⁴⁹ 'Excitement among historians' in *Port Lincoln Times* 4 April 1986 p. 37 <http://nla.gov.au/nla.news-article276722877>
- ⁵⁰ Michael Roberts, Pers. Comm. 18 February 2021
- ⁵¹ 'Excitement among historians' in *Port Lincoln Times*
- ⁵² C. E. Holland, *A Man of Tall Ships and Wooden Boats*
- ⁵³ C. E. Holland, *A Man of Tall Ships and Wooden Boats*
- ⁵⁴ Ron Parsons, 'Finnish Sailors and a Port Lincoln Museum' (Sept/Oct 1986) p. 255
- ⁵⁵ Ron Parsons, 'Finnish Sailors and a Port Lincoln Museum' (Jul/Aug 1986) p. 224
- ⁵⁶ Ron Parsons, 'Finnish Sailors and a Port Lincoln Museum' (Sept/Oct 1986) p. 255
- ⁵⁷ Michael Roberts, Pers. Comm. 18 February 2021
- ⁵⁸ Ron Parsons, 'Finnish Sailors and a Port Lincoln Museum' (Sept/Oct 1986) p. 255
- ⁵⁹ C. E. Holland, *A Man of Tall Ships and Wooden Boats*
- ⁶⁰ 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
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<https://axelstenross.com.au/axel-stenross-exhibits/axels-wooden-boat-building-workshops/>

⁶¹ Chris Phillis, Pers. Comm. 5 February 2025

⁶² Ron Parsons, 'Finnish Sailors and a Port Lincoln Museum' (Sept/Oct 1986) p. 255

⁶³ C. E. Holland, *A Man of Tall Ships and Wooden Boats*

⁶⁴ '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>

⁶⁵ 'Stenross Maritime Museum to open' in *Port Lincoln Times* 12 January 1983 p. 5

<http://nla.gov.au/nla.news-article276052821>

⁶⁶ Michael Roberts, Pers. Comm. 18 February 2021