

# SA Heritage Register

## Nomination form

### South Australian HERITAGE COUNCIL

To help your nomination be successful, please fill out this form with as much information as possible.

Feel free to expand the answer fields as much as you require or append information to the form.

Please note that places which have been nominated during past three years will not be reconsidered by the South Australian Heritage Council unless you can provide significant new information not provided through the previous nomination and assessment.

*For assistance with this form you may contact:*

Your local historical society or heritage adviser may be of assistance OR you may telephone an assessment officer in Heritage South Australia on (08) 8124 4960.

## A. Nominated Place

<b>1. Name</b>					
<b>Name of Place / Object:</b>	The original Port Adelaide Sailing Club and its surrounds on Jenkins St, Birkenhead				
<b>Any other or former name(s):</b>	Gallery Yampu – currently under lease to Port Adelaide Artists Forum (PAAF) and Dragon Boats South Australia (DBSA)				
<b>Is the place already on another heritage list?</b>	No				

<b>2. Location</b>					
<b>Street Address:</b>	Jenkins Street precinct				
	Birkenhead, 5015				
<b>Local Council Name:</b>	City of Port Adelaide Enfield				
<b>Land Description:</b> (if known)	<b>Title:</b>	<b>Volume:</b>	<b>Folio:</b>	<b>Parcel Type:</b>	<b>Parcel No:</b>
	<b>Plan Type:</b>	<b>Plan No:</b>	<b>Section:</b>	<b>Hundred:</b>	
<b>GPS Location/s:</b> (If known)	<b>Longitude / Easting / X</b>			<b>Latitude / Northing / Y (Datum = )</b>	

<b>3. Ownership</b>	
<b>Name of Owner(s):</b>	
<b>Contact person:</b> (if different from owner explain relationship)	
<b>Postal Address:</b>	<b>Street Address:</b>
	<b>Suburb / Town:</b> <b>Post Code:</b>
<b>Phone Number:</b>	
<b>Ownership History:</b>	On continuous SA government lease from 1921-2007. Transitioned to SA government in 2007. Imminent handover to private developer planned for 1 July 2023.

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4. Nominator (your details)	
Your Name/s:	
Organisation/Position:	
Daytime Phone:	
Fax:	NA
Postal Address:	
Email Address:	



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## B. Description

5. Description of nominated place or object	
<b>Description of the nominated place or object and its current condition:</b>	<p>The original Port Adelaide Sailing Club and its surrounding precinct on Jenkins St, Birkenhead, is an important State of South Australia site with a history that dates to the mid-1800s. Its imminent demolition along with the razing and destruction of Jenkins St, will irreversibly remove the final heritage area able to be retained in the Inner Harbor of Port Adelaide.</p> <p>The old Port Adelaide Sailing Club is located at 1 Jenkins St Birkenhead on the Port River within the Inner Harbour. It is located west of, and next to, the Birkenhead Bridge on the northern side of the river on the sloping Birkenhead banks. It is a building of high-level visibility.</p> <p>Built on the water's edge of the Port River, its architectural typology – gable and lifted/raised section – is typical of sailing clubs.</p> <p>The precinct includes the Club building itself, jetty, multiple slips (some of which date back to the 1800s), ramps, retaining walls, and the adjacent remnant original structure/façade/and jetty of the Castle Salt Company which dates to the 1890s.</p> <p>The Port Adelaide Sailing Club site has a history that dates back to 1838, when sailing regattas were first held on the Port River, to 1869 when the South Australian Yacht Club was formed, to 1897 when the club was formed, and then to 1925 when the club shed and mooring basin, with its provision for 165 yachts, were finally officially opened on Jenkins St (detail of its history provided below).</p> <p>The current condition of the old Port Adelaide Sailing Club is good, evidenced by the fact that its owner, the State Government of South Australia, has deemed it fit for PAAF and DBSA to occupy and operate it with public access for over 10 years. Both PAAF and the DBSA have put many voluntary hours into repairing, refurbishing, and maintaining the building over that time.</p>
<b>Are you aware of any modifications or additions to the place or object?</b> Can you provide dates for these changes?	<p>As can be expected with a piece of community infrastructure such as the old Port Adelaide Sailing Club, it has been subjected to many changes, renovations, and refurbishments for well over a century. This constant change is very much part of its significance and State story, as sailing and boating industries have changed. Outlined below are some of the key modifications, additions, and a timeline of occupancy and use.</p> <p>1908-1909</p> <ul style="list-style-type: none"><li>• Erection of original club shed at 8 Birkenhead St - a single gable corrugated iron building, with an imposing 'gothic style' double door entrance designed by local wooden boat builder, Dick Searles. 9.1m x 15.25m</li><li>• The building was then relocated to Jenkins St.</li><li>• Architectural form of original construction retained when additions were built on the water in 1924-25.</li></ul>

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	<p>"MOVING A CLUB HOUSE Port Sailing Club's Building</p> <p>"Birkenhead street, Birkenhead, in the last two days has been blocked at the southern end by a large, galvanized iron structure measuring 60 ft. which is being shifted on timber skids 200 yards from its former position. It is the clubhouse of the Port Adelaide Sailing Club and is being moved to a position on the riverbank opposite the yacht harbor near Darling's Wharf. Messrs. Matson &amp; Moore, contractors, have a number of men occupied on the job which they anticipate will take more than a week to complete. Inside the clubhouse is stored much heavy boating gear, including sails and spars, which adds to the weight of the building, but screw jacks, a horse, and blocks and tackle are shifting the structure slowly but surely." <i>The News, September 24, 1924</i></p> <p>"For a long time the Port Adelaide Sailing Club has been endeavouring to obtain a lease over the waterway, but the excessive rent, demanded by the board precluded anything being done. After protracted negotiations, however, an agreement has been made with the Harbors Board for half the "boat dock," and during the coming week it is proposed to move the club's large shed, situated in an adjoining street which has done duty for about 15 years, to the riverbank." <i>The News, September 26, 1924</i></p> <p>Circa 1924-25</p> <ul style="list-style-type: none"> <li>• Construction of sheet pile retaining wall along the south side of the club shed, separating it from the rigging beach.</li> <li>• Relocation of original shed to Jenkins St (hall)</li> <li>• Construction of new structure (boat storage and lockers) by George Smith (9.1mx 40m)</li> </ul> <p>Post 1928</p> <ul style="list-style-type: none"> <li>• Erection of upstairs clubroom on posts, and installation of external stairway above the southern end of the club shed.</li> </ul> <p>1940s</p> <ul style="list-style-type: none"> <li>• Private slips Carina and Gynea installed by boat owners.</li> </ul> <p>1947</p> <ul style="list-style-type: none"> <li>• Construction of wooden jetty to the west of the Sharpie ramp (local builders, Central Slipping Company).</li> <li>• Retaining wall repaired.</li> <li>• Construction of first purpose-built slip, from adjoining business General Motors Holden (GMH had used it during WWII when the company was building naval vessels).</li> </ul> <p>1950</p> <ul style="list-style-type: none"> <li>• Extension of upstairs room which doubles upstairs capacity (unconfirmed account of Marine and Harbors craning in the demountable extension).</li> </ul> <p>Early 1950s</p> <ul style="list-style-type: none"> <li>• Carina Slip demolition.</li> </ul> <p>1952</p> <ul style="list-style-type: none"> <li>• Showers and heating installation.</li> </ul> <p>1954</p> <ul style="list-style-type: none"> <li>• Extension of shed's south-eastern side, and a concrete slab poured alongside – for extra storage as well as an area for painting and repairing dinghies.</li> </ul> <p>1957</p>
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	<ul style="list-style-type: none"> <li>• Car park construction west of the club shed.</li> <li>• Small boat ramp construction.</li> </ul>
1968	<ul style="list-style-type: none"> <li>• Conversion of former dinghy storage room into clubrooms.</li> </ul>
1967-69	<ul style="list-style-type: none"> <li>• Main slip repaired/upgraded.</li> <li>• Installation of new motor for the winch.</li> <li>• Installation of beaching cradle on the east side of the jetty to cater for boats too large for the slip.</li> </ul>
1970	<ul style="list-style-type: none"> <li>• Refurbishment, kitchen conversion and building recladding to transform to current clubhouse amenity, with number of toilets increased to meet liquor licencing requirements.</li> <li>• Car park enclosure.</li> </ul>
1971	<ul style="list-style-type: none"> <li>• Backfilling south-west yard, at the top of the dinghy ramp, for a BBQ.</li> <li>• Installation of two large steel pylons in the basin to moor cruiser <i>Lauriana</i> for owner Lance Le Cornu, who pays/equips them with external lighting (moorage security).</li> </ul>
1975	<ul style="list-style-type: none"> <li>• Original flagpole replaced – refurbished and donated to Port River Sailing Club.</li> </ul>
1978	<ul style="list-style-type: none"> <li>• Northern wall of club rebuilt with steel beams and external cladding (repair and replace due to termite damage).</li> <li>• Construction of No 2 Slip construction to cater for longer boats.</li> <li>• Repair of former Gynea Slip, (now known as No 3 Slip).</li> </ul>
1984	<ul style="list-style-type: none"> <li>• Construction of new jetty west of the old one.</li> </ul>
1985	<ul style="list-style-type: none"> <li>• Construction of internal stairway</li> </ul>
1987	<ul style="list-style-type: none"> <li>• Clubhouse footings redone and club re-roofed.</li> <li>• New pontoon and dinghy ramp installed.</li> <li>• Jenkins St double door clad over due to damage.</li> <li>• New main entry construction</li> </ul>
1998	<ul style="list-style-type: none"> <li>• Sailability program infrastructure (all-access ramp and pontoon, crane, and hoist) built and installed.</li> </ul>
2005-2007	<ul style="list-style-type: none"> <li>• In July 2005, the SA Government announces the development of a marina at Snowden's Beach. The Port Adelaide Sailing Club to be relocated to this site and allocated 112 of the 180 berths. Club moves in October 2007.</li> </ul>
2007-2009	<ul style="list-style-type: none"> <li>• PAAF commences its exhibition programs on an occasional basis at the old Port Adelaide Sailing Club.</li> </ul>
2009	<ul style="list-style-type: none"> <li>• State Heritage listing of Fletcher's Slip</li> <li>• Searles boatyard is compulsorily acquired and demolished by the SA Government to make way for the Newport Quays development (which was then cancelled in 2012 before any building occurred on</li> </ul>

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	<p>Jenkins St).</p> <ul style="list-style-type: none"> <li>• The demolition of 150 years of boatyard heritage on Jenkins St leaves just the Port Adelaide Sailing Club, the Navy building and jetty, with history dating back to 1890, and Fletcher's Slip.</li> </ul> <p>2011</p> <ul style="list-style-type: none"> <li>• PAAF and DBSA signs a lease for use of the old Port Adelaide Sailing Club, after two years of negotiations.</li> <li>• After approval from Kurna Warra Pintyandi for use of the word <i>Yampu</i>, the 1909 original construction (large main room from 1925) is named <i>Gallery Yampu</i>, the Kurna word for dolphin.</li> </ul> <p>2012</p> <ul style="list-style-type: none"> <li>• Renovations to the gallery space completed.</li> </ul> <p>2016 – 2017</p> <ul style="list-style-type: none"> <li>• Further renovations are made to the venue completed, through the voluntary work of PAAF and DBSA; community garden established by PAAF next door to PASC.</li> </ul> <p>2012– 2023</p> <ul style="list-style-type: none"> <li>• The types of renovations/refurbishments that have occurred include small renovation of the main hall for use as a gallery; creation of an office; refurbishment of the kitchen with new appliances; covering electrics on northern wall; refurbishments of toilets; regular internal wall paintings; carpentry work in the back boat storage area to make usable and safe. Some items are removed and taken to Renewal SA's heritage storage sheds, where part of the Jenkins Street boatyards also remain.</li> </ul> <p>2023</p> <ul style="list-style-type: none"> <li>• PAAF and DBSA are given notice to leave by 28 June 2023, as the SA Government to hand the old Port Adelaide Sailing Club and Jenkins St to developer [REDACTED]. The developer has stated to the SA Government that from 1 July 2023 it will demolish the building and significantly dig up/alter Jenkins St and the sloping Birkenhead banks.</li> </ul>
<p><b>Do you believe there may be historical items under the ground?</b></p> <p>Should an archaeological investigation be considered?</p>	<p>It is highly likely there are historical items on site and underground. This could include an old hulk that may have been the old landing pontoon (1957-1965), buried under the south-west yard, likely boat building industry artefacts, and artefacts from the Castle Salt Company and other boat building industry artefacts.</p>
<p><b>Date you inspected the place or object:</b></p>	<p>April 2023</p>
<p><b>Have you had any contact with the Owner?</b></p>	<p>The Port of Adelaide National Trust, other community activists, and PAAF have been in continuous conversation with the SA Government about the future of the site for the past decade. In contrast, [REDACTED] refuses to hold these discussions with any community representatives.</p> <p>Dr Susan Close MP, Deputy Premier and Member for Port Adelaide, is aware we are submitting this nomination.</p> <p>PAAF, the current lease holder, is also aware of the nomination.</p>
<p><b>Current use of the place or</b></p>	<p>Community and visual arts gallery, community events, and DBSA activities</p>



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<b>object:</b>	and storage.
<b>Original or former use(s):</b>	Port Adelaide Sailing Club – sailing, community and recreation, community gathering, significant location for South Australian sailing community. Jenkins St more broadly – boat building and maritime industry, Navy activity, salt production.
<b>Are there any current or long-term threats to the nominated place or object?</b>	YES. Both the old Port Adelaide Sailing Club, and its surrounding Jenkin St precinct, are under imminent threat requiring urgent consideration of this nomination. PAAF and DBSA are required to vacate the site by 28 June 2023. The building and site are due to be handed over to developer [REDACTED] from the [REDACTED] by the 1 July 2023, and the developer intends to demolish the building immediately on vacation of premises.
<b>Name of Builder:</b>	Originally designed by Dick Searles, the Jenkins St building was erected by club member and local builder, George Smith.
<b>Any other information:</b>	

## C. History

6. Origins and history	
<b>Years of Construction:</b>	<b>Start:</b> 1908 <b>Finish:</b> 1987 / continuous
<b>Name of Designer / Architect:</b>	Originally designed by Dick Searles, 1908-09, including the feature entrance doors. Reconstructed on the Jenkins St site by local builder, George Smith, 1924. Various renovators and builders including John Johnston, Club Commodore 1985-86, 1998-2000.
<b>History of the nominated place or object:</b>	<p>The Kaurna Nation has occupied the lands and waters we now know as Port Adelaide for many thousands of years. Kaurna People know this Country as Yerta Bulti, which roughly means 'a place of sleep'. The region comprises the western extremity of the Wirra Kaurna (northern group within the Kaurna Nation, for whom the Port River was the natural boundary separating clan lands of the Wirra – located on the eastern bank – and the Port River mob, residing on the western bank of the river). The latter's Country extended to the sea at Semaphore/Pulti and Semaphore South and north from West Lakes/Witongga to the tip of the Lefevre Peninsula/Mudlangga. Documentary evidence of occupation and co-existence abounds in early visual depictions of Port Adelaide.</p> <p>European 'settlement' in South Australia ('Proclamation Day') dates from December 27, 1836. The initial location of Adelaide's Port, was at the rivers southwest upstream bend, called 'Port Misery' after the challenging physical environment. In 1840, the port site was relocated downstream to the site we now know as Port Adelaide. The first records of organised recreational sailing on the Port River are as early as 1838, with the first Port River sailing regatta held on the second anniversary of Proclamation Day 1838. By 1859 the regatta had become one of the key sporting events on the colony's calendar, attracting over 5000 people to the Port's Inner Harbor.</p>



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In 1851, the first slip in the river was established at Birkenhead by H.C. Fletcher (Fletcher's Slip was State Heritage-listed in 2009). In 1860 Samuel Jenkins erected a slip downstream from Fletcher's soon followed by Cruickshank's, McFarlane's (1869), Playfair's, Sharp's, Chant's, Searles' (1913), and Weir's. This area of the Port remained the site of ship building, and repair work up until 2000, and houses the old Port Adelaide Sailing Club building. These once bustling boatyards were demolished in 2009, for the since cancelled New Port Quays development project – with remnants and slips still remaining on Jenkins St alongside the intact old Port Adelaide Sailing Club.

The sport of sailing small open boats can be traced back to the 18<sup>th</sup> century in Australia. The phenomenon of 'Working Men's' Sailing emerged at the close of the 1800s as boat-builders, factory labourers and tradesmen took to the water on weekends, with the resultant establishment of small clubs along the waterways to race smaller open vessels.

In 1869, the South Australian Yacht Club (later the Royal South Australian Yacht Squadron - RSAYS) was established in the Port River, laying the first recreational sailing moorings off the Birkenhead banks adjacent to the Port Adelaide Sailing Club site in 1881, and constructing boat storage on the banks. Many of the SAYC boats were more suited to gulf than river sailing, however the boatsheds were retained until they were offered to the South Australian Rowing Club.

The Port Adelaide Working Men's Association, one of Australia's first unions, and supporter of Port Adelaide Sailing Club's establishment, was founded in 1872.

The club was formed on 15 September 1891 principally 'to promote a keener interest among the smaller boat owners' and clean, manly sport. It catered for sailing craft that a working man could afford to maintain (or build) himself. At its establishment Port Adelaide Sailing Club expressed desire that 'smaller boat owners should combine for mutual assistance' and sought not competition with the 'senior' now 'royal' Yacht Squadron (having been granted its royal warrant the preceding year) whose fees were out of working men's' reach.

Bernard Sigrist, local councillor and later Mayor of Port Adelaide chaired this meeting of 14 yachtsmen and Captain C Hardy, which was hosted in the Birkenhead Hotel (established 1878 and remains licensed to this day). Cr Sigrist was the first of many elected officials to serve both the Port Adelaide Sailing Club and Port Adelaide's Government, a link that persists today.

One of those in attendance in 1891, E. Walters of Cremorne Sydney, outlined plans for a club formed on the basis of his own club, the Sydney Amateur Boat Club (based in the coal mine and processing precinct of Cremorne, Sydney 1872-). Mr Walters' presentation must have had an impact, as the newly formed club agreed to adopt rules for racing 'open boats of the smaller type' on a basis like clubs in Sydney, although these were later modified.

Lingering financial depression and compounding drought in the 1890s may account for the hiatus between this event and the first Annual Meeting held on 3 September 1897 at Ship's Inn Port Adelaide. Rather than name office holders as Commodore, Vice and Rear Commodores, the new club deliberately embraced more democratic vernacular of Captains and Vice-Captains. The SA Register reported membership of over 100 people and 32 boats, indicating the club's healthy informal functioning and growth over the six prior years. The club's first official sailing event was held in October 1897.

As with Working Men's sailing clubs on the eastern seaboard, the Port Adelaide sailing club members worked in the adjoining boatyards and businesses, with evidence of having built the

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crafted wooden vessels that they sailed.

From the outset, the RSAYS and Port Adelaide Sailing Club supported each other's development and maturity as clubs. Jan Perry, RSAYS member sailor, recalls that her grandfather Harry Junior was a Port Adelaide Sailing Club member because he couldn't afford the RSAYS fees, but this did not stop him sailing with and where it suited him across the clubs, according to the conditions. The relationship translated into fluid membership arrangements, mixed crews, joint racing and sharing of executive leadership. This characteristic also persists to present times.

Class and labour distinctions and tensions undoubtedly existed. Bill Raffan (Welsh immigrant, old Port Adelaide Sailing Club member and boat builder-hobbyist) declared he would never join the coastal sailing group "toffs who think they are better than us, yet they don't even build their own boats."

The Port Adelaide Sailing Club shed at 8 Birkenhead Street was officially opened in October 1909. The club provided facilities to boat owners otherwise not able to join the senior yacht club RSAYS. In return, they shared management responsibilities and contributed to the maintenance and development of facilities.

The shed was located at the river end of Elder Road and Birkenhead Street, more than 100 metres from the waterfront. In 1924, the club began relocating to a site closer to the water. The entire structure was relocated with its contents 'including heavy boating gear, sails and spars' securely fastened within – via timber skids 200 yards from Birkenhead Street to the new club at 1 Jenkins Street. The original shed's imposing Gothic-style entrance doors and site flagpole were also transported to the site. The double doors were clad over in 1987 when the club entrance was repositioned, while the original flagpole was refurbished and donated to the Port River Sailing Club in 1975.

The official opening of the new club shed took place on 7 March 1925. In his speech celebrating the 'ornament to the waterfront' H. Slade Esq (Mayor of Port Adelaide 1921-1924) acknowledged the booming membership of 500 and the club's women membership whose 'sacrifice' (fundraising £430) met all costs of the club's construction. Couper-Smartt documents 100 years of continuing contribution to the club's fabric and fortunes.

The list of vessels registered with the Port Adelaide Sailing Club over its 130-year history include many constructed by Port shipwrights. Local boat builders Clausen's built and raced the champion yacht *Magpie*; McFarlane's (with 150 years of history in the Port) built *Reverie*, *Cygnnet* and *Swallow*, and William Harris, the champion yacht *Weeropa*. Dick Searles' Birkenhead Boatyard built the 1951 Sydney to Hobart winner *Modified*. They also built dinghies and larger yachts raced with the RSAYS, Cruising Yacht Club of SA (CYCSA) and other clubs throughout the state. Whether the skipper or a commercial boat builder constructed the hull, building a new boat was a communal activity. Boat builder Playfair and sailmaker Quin (whose sail-making firm Quin Marine continues to the present day on St Vincent Street) were early club office holders.

The Club specialised in racing its small boats in the Port River's Inner Harbor with its skippers becoming adept at handling the shifting mudbanks and the 'street-enders' - fierce wind-gusts that blew down the waterside laneways. Today, upstream on the more open river from Snowden's Beach these persist albeit with a name change – 'bullets' – blasting between maritime industry sheds and moored vessels.

The Port Adelaide Sailing Club's boatbuilding community reflected and modelled sailing

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innovation, adapting various international designs to the specific South Australian conditions, and spread their enthusiasm for these craft across regional South Australian clubs.

In 1913 the SA Harbors Board was formed with the intention of compulsorily, publicly acquiring every privately owned wharf, dock, and related facility throughout South Australia, including the sailing club. The club was never on a stable lease. After its second tenancy arrangement, it was placed on rolling short-term leases with the SA Government, continuing right through to 2007.

From the 1930s PASC was subject to threats from proposed development from an array of lessees and development plans – the Marine and Harbors Board development plans, the 1950s Greater Port Adelaide Master Plan, development plans promulgated under the Urban Lands Trust, speculation on the Multifunction Polis, Land Management Corporation's facilitation of the failed new Port Quays development, and now Renewal SA. It currently sits in the Waterfront Development Plan of private developer Cedar Woods.

Despite these insecurities, the club expanded its premises, raised funds for its own and other community ventures, maintained and developed its racing calendar and boat class repertoire. Its members worked to keep apace of sailing technology and construction costs, boat maintenance economies, national and international competition. Its flair and strategy for this continued to 2007, when it was finally required to move to Snowden's Beach.

The club was also famously 'social' at its Birkenhead site. The early Smoke Socials transitioned relatively early into more inclusive mixed events (also called Socials). These were variously formal balls, cabarets, and parties held in and around the Port Adelaide and Semaphore areas. The Jenkins St boathouse – with its jarrah storage shed floor was also 'fine for dancing'. These events were regularly reported in Adelaide newspapers, the Register News and Advertiser. The events reflected sailing as a cultural and recreational hub for the Port communities - bringing members, families, and friends together, hosting celebrations, commemorations, and fundraisers.

Australian records dedicated specifically to women's sailing and club membership in the late 1800s and first half of the 20th century, are rare but thrilling. The general lack of information on women's sailing and achievements at PASC and other SA clubs needs to be addressed as a missing part of the arc of women's journey towards equal citizenry and leadership in their fields. This makes PASC site documentation of women's place at the club precious and significant.

It is likely that women crewed on PASC yachts from the outset, but in 1924, the first PASC 'Ladies Race' was reported publicly, with PASC and RSAYS women competitors, noting that 'none of these helmswomen can be classed as novices.' Despite their skill and competitiveness, the 'ladies' had to wait until the 1930s for their race to become a PASC fixture, and this like other racing, likely went into abeyance with the advent of the Second World War. The Ladies Day race was revived from 1945, running today with two perpetual trophies 'Queen of the River', and 'Ladies Auxiliary' for women's racing.

Jan Perry notes that while women's involvement in sailing has come in 'waves', peaking and troughing over the years, women remain the social backbone of clubs and a financial mainstay of club fortunes.

Women were entitled to Port Adelaide Sailing Club membership from 1923, but membership did not carry voting rights and women were barred from attending General Meetings. Unwritten conventions banning women from 'smoke socials' and preventing the hoisting of spinnakers, curtailed their participation in the clubs sporting realms in both brief and pervasive ways. By

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	<p>1925, 60 women enjoyed 'lady membership' status – a privilege that still did not extend to voting rights. In 1976 this was changed to 'Lady Associate Membership', providing for an increase in membership fees (and club income boost). In 1985 with the advent of the Equal Opportunity Act, gender was entirely struck from the PASC rules of association.</p> <p>In 1990, Geraldine Johnstone, wife of Commodore John Johnstone, wrote PASCs first and only attempt at Heritage status "A case for retention of the Port Adelaide Sailing Club on its present site".</p> <p>The Port Adelaide Sailing Club building is still embedded in the recreational and cultural life of the Port, despite being vacated in 2007 with the compulsory relocation of members to the new Snowden's Beach marina and facility.</p> <p>PAAF has been based there since 2011, holding at least four exhibitions a year, often focusing on Port-centric themes, alongside many other social and community events. The waterside site is celebrated with sculptures and other objects that directly respond to the site's history and significance to the local community.</p> <p>PAAF and other community groups continue with the community building 'social' traditions that date back to the mid-1800s – with music events, fundraisers, dinners, and parties. The building and site also house Dragon Boat SA's headquarters and craft, keeping recreational boating alive in the Inner Harbor.</p> <p>In its repurposing and reinvention of the old Port Adelaide Sailing Club site and building as an important cultural site, PAAF is also actively reinscribing and honouring Kaurna culture and history – strikingly absent from all the years of the club's Birkenhead story – in the building and surrounds of the Birkenhead slopes on Yerta Bulti. It is deeply ironic and sad that the first exhibition that PAAF has needed to cancel due to the loss of lease at PASC/Gallery Yampu is a work being created for that river site by a collective of Kaurna women Elders, led by Auntie Margaret Brodie.</p> <p>The building and its site should be saved and treasured, to proudly celebrate its centenary in 1925.</p>
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<p><b>Historical sources used to support your nomination:</b></p> <p>Please attach copies of pages from publications or newspaper articles as appropriate.</p>	<p>Cheater, C (2001) 'Listen mate, sailing is a working man's sport': Leisure, work and community on coastal NSW - Australian Society for the Study of Labour History</p> <p>Couper-Smartt, J (2008) A Sailing-boat Club at Port Adelaide: A History of Port Adelaide Sailing Club, 1897 to 2007</p> <p>Issu - Royal South Australian Yacht Squadron Newsletters</p> <p>Local archives - <a href="https://www.portadelaide.org/crono-list-test/">https://www.portadelaide.org/crono-list-test/</a></p> <p>Johnstone, J PASC Commodore 1985-86; 1998-2000; 2006-2007- life member PASC (personal correspondence)</p> <p>Mulloway Studios, Land Management Corporation (2012) Cultural mapping and Survey Port Waterfront</p> <p>Perry, Jan, Royal South Australian Yacht Squadron (personal correspondence 30/04/23)</p> <p>Lumbers, E (1956) Centenary History of Port Adelaide, Allen Adelaide 1956  <a href="http://images.portenf.sa.gov.au/book/LocalHistory/Histories/PortAdelaide/CentenaryHistoryofPortAdelaide18561956/20/">http://images.portenf.sa.gov.au/book/LocalHistory/Histories/PortAdelaide/CentenaryHistoryofPortAdelaide18561956/20/</a></p> <p>Trove archives 1890-1940  <a href="http://www.renewalsa.sa.gov.au/Cultural-Mapping-and-Survey-Port-Waterfront-Stage-1.pdf">www.renewalsa.sa.gov.au/Cultural-Mapping-and-Survey-Port-Waterfront-Stage-1.pdf</a></p> <p>Wahlquist, A (2018) <a href="#">Irene Pritchard, Sydney's first female Race Skipper</a> Australian National Maritime Museum accessed 29/04/23</p> <p>Williams, C; Williams T; The Boat Builders City of Port Adelaide Enfield; Port of Adelaide National Trust <a href="https://christopherwilliams.com.au/sound-installations/the-boat-builders/">https://christopherwilliams.com.au/sound-installations/the-boat-builders/</a></p>
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## D. Heritage Significance

### 7. Statement of State Significance - Why is the place or object important to South Australia?

Sited on the Jenkins St and Birkenhead Bridge river precinct, the old Port Adelaide Sailing Club and its surrounds (jetties, retaining walls, slipways, remnants of the Jenkin St boatyards, the Naval shed, yards and original jetty) must be seen in a wider historical, cultural, anthropological and archaeological context, and the First Nations, settler-colonial, class and gender histories of the Greater Port Adelaide region, and the central role of Port Adelaide in the cultural and economic development of the State since colonisation.

The structure was established as a recreational facility in an evolving/emerging colony. Jostling in and off the Birkenhead banks with maritime, mining, and agricultural industries, the Port Adelaide Sailing Club was the nucleus of SA's first aquatic leisure hub, of which the first recorded sailing activities commenced in 1838, two years after the colony's proclamation.

Its establishment – as the first working men's sailing club in South Australia – on the tidal river (unique in South Australia) and its adjacency to the boat building sector from which its membership was formed, meant that boat building, boat maintenance and sailing skills were nurtured as leisure activities within the maritime working class and as an integral part of the Port River's community identity for well over 100 years.

The construction itself has a unique story beginning with the twisting of its original (1908-09) structural grid to fit the site upon which the boatshed was relocated in 1924. Every documented extension, repair and refurbishment reflects resourcefulness and practical economies of a modest club and its volunteers. Its patchwork of often locally sourced repurposed materials distinguishes it from sailing clubs formed by more affluent boat owners in the surrounding years.

The club shed, later clubrooms, overlook the immediate vicinity's basin moorings (once juxtaposed with the RSAYS and SA Rowing Club), jetty and remnant pilings, Jenkins Street and Fletcher's Slip sites. This extends to slips and jetties to the north, including the 1890 (now clad over) Salt Company refinery façade housed in the naval yard building (first structure adjacent west); and across the river to the British Hotel (the longest continuously licensed hostelry in the Port -est, 1847 rebuilt 1877). As the crow flies it is less than 500 metres south to the Working Men's Association Hall (est. in its current location in 1927, state headquarters for the Waterside Workers Federation, now occupied by Vitalstatisix) and northwest (around Cruikshank Corner) to the Birkenhead Tavern, site of the PASC foundation meeting in September 1891.

The site represents, and is situated within, a long history of industrial, community/class, and cultural significance with the Port River's Inner Harbor. The building is the only complete structure remaining on the banks of this section of the Port River, the Birkenhead banks, to remind us of the early social and boatbuilding history of Port Adelaide and South Australia.

### 8. Significance Criteria

The South Australian *Heritage Places Act 1993* lists seven criteria by which places are assessed as 'State significant.' Please tick the criteria you feel the place demonstrates and explain your reasons.

<input checked="" type="checkbox"/> It demonstrates important aspects of the evolution or pattern of the State's history.	Port Adelaide was the principal port in South Australia and the commercial heart and hub of the State of South Australia until the advent of containerisation in the 1960s. As early as the 1850s, boat building yards and slips punctuated its northern shoreline including Jenkins St, while flour mills, wool stores and copper smelters were
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erected on the opposite bank. Henry Fletcher constructed the South Australian Company Slip in 1849. In 1860, Samuel Jenkins erected the slip downstream from Fletchers soon followed by Cruickshank's, McFarlane's (1869), Playfair's, Sharps, Chant's, Searles, and Weir's. This area of the Port remained the site of much South Australian shipbuilding and repair work up until 2000.

The Port Adelaide Sailing Club site mirrors the economic fortunes and social history of the Port of Adelaide in South Australia. It has always been characterised by the blend of recreation and industrial life that exists on the river and is now in the last transitions from its life in a busy maritime agrarian port, to a leisured and principally residential waterway.

The club's transitions from 'manly' dominance of sport and sporting institutions to an inclusive community of sailors, mirror those of wider Australian society. However, in South Australia, the Port Adelaide Sailing Club is unique in its early conscious democratisation of sailing, traditionally seen as an elite pastime, against the backdrop of proud labour organising in our area and its profound tests in the 1890 and 1931 mass strikes.

There is also the early and sustained subversion of male exclusivity on the water. Between 1909 and 1985 fiancées, spouses, siblings, daughters, and granddaughters alike progressively fed and fund-raised, crewed and skippered their way into full club membership at the site.

The consequences of our young state's boom and bust economic cycles were mixed for the sailing club. On the one hand, profound hardship caused by protracted depression (with one in three workers in Port Adelaide unemployed over the period) tested the club's subscription rate and financial viability, with no other resources to fall upon. Ambitious harbour development plans such as plans to build the Birkenhead Bridge (first mooted in 1915) always overshadowed its tenancy. Yet war and the 'bust' cycle of the 1930s also slowed progress of the long vaunted bridge construction, and the slow economic decline from the 1950's meant that the Greater Port Adelaide Masterplan (which would have hastened the site's vacancy) was delayed long enough for crucial documentation of the club's treasured identity from the mix of sporadic club record keeping and meticulous area surveys (cf McDougall-vines (1977) Couper-Smartt (2008); Mulloway Studios/LMC 2012).

The old Port Adelaide Sailing Club is an exemplary illustration of sailing and boat building histories in South Australia, the constant complexities of public and privately owned land and urban development (as it still is today!) and how social movement and change has impacted on recreation in South Australia.

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<p><input checked="" type="checkbox"/> <b>It has rare, uncommon or endangered qualities that are of cultural significance.</b></p>	<p>Please see criteria four. Unfortunately, because of the sorry history of urban development-led destruction of heritage in the Port's Inner Harbor, the Port Adelaide Sailing Club and its Jenkins St surrounds do now represent a site of cultural significance that is highly endangered. This nomination is the last chance to save this significant place which as well as having its own inherent cultural importance to the State of South Australia, also speaks to the ghosts of other sites in its surrounding location.</p> <p>This presents a rare and urgent need to secure this building and site from destruction.</p>
<p><input checked="" type="checkbox"/> <b>It may yield information that will contribute to an understanding of the State's history, including its natural history.</b></p>	<p>As noted previously in this nomination it is highly possible this could be the case. Extensive infill on the western section of the site covers the early years of the Port's sailing boat construction history.</p> <p>The working class, gender and regional identities embedded in PASC's history are interconnected but not well traversed or documented. The many stories yet to be teased into form are rich areas for further social inquiry.</p>
<p><input checked="" type="checkbox"/> <b>It is an outstanding representative of a particular class of places of cultural significance.</b></p>	<p>The first sailing regatta was held on the Port River in 1838, just two years after the colony was established. By 1850 the regatta included five support races for amateur four oared gigs, whaleboats pulling five oars, ships gigs pulling four oars, and waterman's skiffs pulling one pair of sculls. The three latter events were for pilot men, local and visiting ship crews, and local watermen. By 1859, the Port was linked to the city by rail. The regatta had become one of the key sporting events on the colony's calendar, attracting over 5000 to the Port's Inner Harbor mostly to witness but some to participate in sailing races and later novelty events such as the greasy pole competition.</p> <p>While the regatta's popularity fluctuated over the years, aquatic sports remained central to the cultural life of Port Adelaide. Its sailing, rowing, and swimming clubs and events drew from its working-class community, as well as attracting many from across the state. Local children learned to swim in one of the several swimming clubs located on the river and the annual <i>Swim through the Port</i> (then one of the State's most prestigious long-distance races) boasted champions, both female and male, drawn from that community. A rowing club (usually the province of elite schools) was also established on the Port River in 1877. Called the Port Adelaide Rowing Club (PARC), and Australia's oldest rowing club, it attracted members from the local working-class population. The PARC shed was erected just to the east of where the Birkenhead Bridge now stands but PARC later used the former RSAYS shed adjacent to the PASC. Despite the challenges of heavy maritime traffic, the club's racing boats were a familiar sight on the Port River.</p>



Historically, yacht clubs were the province of the privileged and wealthy. The Port Adelaide Sailing Club was established by and for working class people with a deep appreciation of the traditions associated with boat building. It declined the titles usually associated with its wealthier sailing counterparts, and all major decisions had to be ratified at the monthly meetings at which all members would vote. It was a style familiar to working men's associations/unions and made the Port Adelaide Sailing Club unusual amongst sailing organisations.

The old club site was established with a lack of pretension, providing simple facilities to boat owners otherwise not able to join a yacht club. In return, they shared management responsibilities and contributed to the maintenance and development of facilities. Early 'Smoke Socials' were held at the Working Men's Hall in Dale Street when trophies for each season were presented.

The club specialised in racing its small boats in the Port River's Inner Harbor with its skippers becoming adept at handling the shifting mudbanks and the and the 'street-enders' - intense wind-gusts that blew down the waterside laneways, between the loading sheds and moored vessels.

Port Adelaide was defiantly working class in its commerce, in its community organisations and in its sporting life. The South Australian union movement has its origins in the Port with the first working men's association formed here in 1872. There are reminders of that proud working-class history in the Waterside Workers Hall on Nile Street and the Worker's Memorial on Commercial Road.

The boat yards that once lined this part of the Port River and on Jenkins St, were the places that built and repaired the ketches that transported goods and produce to and from all parts of the colony. Without the fleets and the shipwrights who worked on them, the colony would have floundered. These boatyards (with clients still on their books) were demolished in 2009. Fletchers Slip remains but is difficult to decipher in its current context, with the surrounding sheds destroyed.

Many of the Port Adelaide Sailing Club's members worked in the adjoining boatyards and built the beautifully crafted wooden vessels they sailed. The list of vessels registered with the PASC over its 130-year history include many constructed by Port shipwrights. Local boat builders Clausen's built and raced the PASC champion yacht *Magpie*, McFarlane's (with 150 years of history in the Port) built *Reverie*, *Cygnnet* and *Swallow*, and William Harris built the champion yacht *Weeropa*. Club member Dick Searles built *Modified* which won the 1951 Sydney to Hobart Yacht Race. They also built finely crafted yachts that raced with the Royal SA Yacht Squadron, cruising yacht squadron and other clubs throughout the state. R.

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Playfair of Playfair's boat builders blew the whistle to start the inaugural race in 1897. Harry Perry was one of the Club's most successful members, the son of Henry Perry, caretaker of the Torpedo Station and purser on HMCS (later HMAS) vessel [Protector](#).

in 1921, the Patrick Weir Memorial Cup was gifted by club member Patrick Weir Sr – South Australia's first Harbor Master – to be raced in honour of his son, killed in action in the final days of World War I.

The Port's Inner Harbor once reverberated with the sound of caulking hammers and saws, and was alive with small craft, rowing sculls, and swimmers. That Inner Harbor is now a bridge locked tidal lake. The rich boat building traditions, shed and slips that clung to its shoreline have mostly been demolished and that rich aquatic sporting life is hard to imagine. While the sailing and rowing clubs still exist, located down river beyond the Diver Derrick Bridge, they are all but invisible to visitors to the Port.

The old Port Adelaide Sailing Club is one of the last places that directly speaks to both the history of the boat building yards and slips, and the rich cultural and recreational history of people living and working on the Port River.

The club building and site is still embedded in the recreational and cultural life of the Port, through the work of the PAAF and Dragon Boats South Australia, who keep art, culture, and the tradition of recreational boating alive in the Inner Harbor.

Heritage listing this place can honour its outstanding role and contribution to recreational and industrial/commercial boat building, sailing, and community gathering for South Australia people. The site should be saved and treasured, to proudly celebrate its centenary in 1925.

☒ **It demonstrates a high degree of creative, aesthetic or technical accomplishment or is an outstanding representative of particular construction techniques or design characteristics.**

Nearly 100 years of construction and additions to the club premises and surrounds serves to track changes to sailing in South Australia.

Scant documentation of the old club's construction origins is followed by a detailed record of practical and economical building and site improvements. This includes the re-use of the original building and its features, including relocation of the original structure, original flagpole, and entrance doors, craning in of its second storey – and also marks a unique social history in South Australia.

All express the resourcefulness and determination of the club's labouring and artisan sailing community to grow and adapt their claims to leisure on the river.



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- ☒ It has strong cultural or spiritual associations for the community or a group within it.

The Birkenhead section of the Port River and the Jenkins St precinct is 'ground zero' for the birth of South Australia's recreational sailing community and its supporters – arguably with the first regattas in the 1830's, and definitively with the formation of the South Australian Yacht Club on its waters in 1870.

Its own establishment in 1891 immediately co-located the Port Adelaide Sailing Club with others on the river – the original SA Yacht Club (later becoming the Royal SA Yacht Squadron), PARC (Australia's oldest rowing club) and river swim clubs. Together these clubs were integral to an active recreational hub on that waterway.

While the sailing and rowing clubs still exist, located down-river beyond the *Diver Derrick* Bridge and at Outer Harbour, they are all but invisible to the Port's visitors and inhabitants. Only the completely physically intact old Port Adelaide Sailing Club building and surrounds remain as physical evidence – providing an unmissable frontage seen every day as people head north over the Birkenhead Bridge.

The Port Adelaide Sailing Club was established by and for working class people with a deep appreciation of the traditions associated with boat building. It has direct connection with the working men's open boat sailing movement which emerged on the eastern seaboard in the late 1800s and was South Australia's first working men's small boat sailing club.

The club's origins are indelibly associated with the now lost boat building community of the Jenkins Street boatyards: Central Slipping Company, MacFarlane's, the Royal Australian Navy, R. T. Searles & Sons, W. G. Porter & Sons, later Lawrie Diving & Marine, and Quin's chandlery/sailmakers. These businesses were central to the tight-knit river sailing community, passionate about their craft and proud of its history and the boats and ships that they built and maintained.

At the Jenkins Street site, the club began its journey to foster small boat sailing as an evolving class across regional South Australia in Barmera, Kingscote and Port Lincoln. PASC's domination of the Sharpie Class from the 1930s-50s introduced many hundreds of young South Australians to small craft sailing competition.

It remains indelibly associated with the (still poorly documented) history of women's sailing in South Australia, and the unique sailing partnerships and relationships formed across local sailing clubs that see their female descendants sailing and competing together today.

In the late 1980's Dierdre Schahinger Associate Member (PASC/member RSAYS) and Club Commodore Kate Jenkins drove PASC's local establishment (1998) of the Adelaide arm of the international 'Sailability' disability sailing movement and the club continues to be deeply involved in its development in SA.

As it stands now, the site is deeply important to the arts community through the work of PAAF, who bring art lovers to the Port for their exhibitions and events from across South Australia.

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- ☒ It has a special association with the life or work of a person or organisation or an event of historical importance.

Sailing, along with all male sporting activities at the turn of last century, was seen as a training ground for patriotic service to the Empire, and the club's WWI and II honour rolls mirror this. Possibly the most poignant of the club's perpetual trophies, the Patrick Weir Memorial Cup trophy, was first presented in 1921 by Master Mariner and South Australia's first Harbor Master Capt. Weir and family. The trophy continues to be raced by Port Adelaide Sailing Club a century later, in honour of a Port Adelaide son and brother lost in France during World War I.

Harry Perry was one of the Club's most successful members, the son of Henry Perry, caretaker of the WWI North Arm Torpedo Station and purser on colonial naval vessel Protector. Harry Perry's wife Mary sailed in multiple Ladies Skippers' Races over the 1924-1937. Their grandchildren Chris and Jan continue sailing today with RSAYS.

Port Adelaide Sailing Club member and 1932 Commodore, John Mortlock (later knighted), was a pastoralist and major South Australian benefactor. Mortlock inaugurated the Martindale Shield trophy in that year. The race remains a premier event on the current PASC racing calendar.

Eileen Hardy was the matriarch of the Hardy winemaking dynasty and wife of club mentor and RSAYS Vice commodore TM Hardy. She won multiple races in the 1920s and 30s' competing with and against PASC boats.

In rehearsals for his later distinguished sailing career as an Olympian, Admiral and America's Cup helm Hardy's son Jim (later Sir James Hardy) built and skippered his 12' dinghies (the 'Nocroo') and heavyweight sharpies from PASC in the 1940's, as did Eric Neal, former Governor of SA.

Nocroo and Australian heavy-weight Sharpie championship winner Tintara are both restored and held by the SA Maritime Museum in Port Adelaide, capturing Hardy's history as skipper in a sailing class with special significance for South Australia.

## E. Additional Information

### 9. Images/Maps/Diagrams/Site Plans

A full range of images including maps, site plans, and photographs will help your nomination.

Please provide:

- a clear outline of the place or object being nominated within any maps or plans provided
- high quality images of the place or object (please list the total number of images being provided)
- the subject of each image
- the date each image was created
- the author of each image, and
- the copyright holder of each image (if known)

Paste images here:

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Zip file provided.

Reference list and accompanying notes.

1839	<b>Plan of intended new Port Adelaide SA</b>  Port Adelaide Historical society <a href="https://www.facebook.com/photo/?fbid=582214960603624&amp;set=pb.100064453766152.-2207520000">https://www.facebook.com/photo/?fbid=582214960603624&amp;set=pb.100064453766152.-2207520000</a> .	As designed by Gawler. Highlighted detail is of the landholding for the Fletchers' Slip (adjacent to PASC precinct)
1847	<b>Port Adelaide looking east along North Parade</b>  Artist S.T. Gill: Morgan Thomas Bequest Fund 1923 Accession number 0.657 Signature and date Signed and dated l.l.cnr. pen & brown ink "S T G/47" Media category Watercolour Collection area Australian paintings	First Nations occupation, maritime colony and harbour activity, anchored keg mooring
1861-	A meeting of the SA Yacht and Rowing Club is reported in the <i>Chronicle</i> , 16 February 1861, page 1g (supp.), <i>Express</i> , 18 September 1871, page 2g, 9 September 1872, page 3b.	Indicative of association before formal establishment
CIRC A late 1800s	<b>George Jenkins</b> Port Adelaide Historical Society	PASC member and a founding Port Adelaide shipwright, Jenkins Boatyard and Slip proprietor.
ND Circa 1880s	<b>Survey Jenkins St – details</b> Port Adelaide Historical Society  <a href="https://www.facebook.com/photo/?fbid=1985054844985843&amp;set=a.429956963828980">https://www.facebook.com/photo/?fbid=1985054844985843&amp;set=a.429956963828980</a>	Indicates later shipwright-owned parcels
1866	<b>Port Adelaide Regatta Trophy</b> History Trust of South Australia  <a href="https://collections.history.sa.gov.au/nodes/view/37492?keywords=sailing&amp;type=all&amp;highlights=WyJzYWlsaW5nIl0=&amp;lsk=2654f9f008b8ae40681fc7d482906562">https://collections.history.sa.gov.au/nodes/view/37492?keywords=sailing&amp;type=all&amp;highlights=WyJzYWlsaW5nIl0=&amp;lsk=2654f9f008b8ae40681fc7d482906562</a>	This trophy is representative of prizes awarded in rowing regattas in Adelaide and wider Australia



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		during the second half of the 19th century. Rowing and sailing were popular colonial sports and drew large crowds of spectators.
1888	<b>Port Adelaide Regatta Programme, 1888</b> History Trust of South Australia  <a href="https://collections.history.sa.gov.au/nodes/view/37557?lsk=2654f9f008b8ae40681fc7d482906562&amp;keywords=sailing&amp;type=all&amp;highlights=WYJzYWlsaW5nIl0">https://collections.history.sa.gov.au/nodes/view/37557?lsk=2654f9f008b8ae40681fc7d482906562&amp;keywords=sailing&amp;type=all&amp;highlights=WYJzYWlsaW5nIl0</a>	Port Adelaide Regatta Programme Committee three years before the first meeting of the Port Adelaide Sailing Club committee 1888 cttee Includes R, J & W Playfair; Capts. Begg & Quin, HJD Munton – all associated with the club and its establishment.
1899 ND	<b>OPENING DEMONSTRATION Port Adelaide Sailing Club</b> South Australian Register Saturday 14 October 1899 <a href="https://trove.nla.gov.au/newspaper/article/54848534">https://trove.nla.gov.au/newspaper/article/54848534</a>	
1899	<b>FIRST CLUB OPENING DAY October 1897</b> Photographer unknown – images supplied by Port Adelaide Sailing Club	Photos currently at PASC Snowden's Beach
Circa 1900	<b>Yachting on Port River</b> Postcard - [REDACTED] Collection	Shows 12 or 14' class racing -
Circa 1900	<b>Regatta – photo taken on Birkenhead Banks</b> photographer unknown – image supplied by [REDACTED]	Indicates regatta finery and significance at that part of

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		the river
ND - Circa late 1800	Survey map showing Jenkins St precinct. Reproduced from Cultural Mappin Project	
1902	Salt Co wharf, jetty and shed east of Fletchers Slip  State Library of South Australia PRG 1373/16/ 7	intact remnant (jetty façade)
1907	Souvenir programme Port Adelaide Regatta January 1, 1907  History Trust of SA digital collection  <a href="https://collections.history.sa.gov.au/nodes/view/37892?keywords=sailing&amp;type=all&amp;highlights=WYJzYWlsaW5nIl0=&amp;lsk=2654f9f008b8ae40681fc7d482906562">https://collections.history.sa.gov.au/nodes/view/37892?keywords=sailing&amp;type=all&amp;highlights=WYJzYWlsaW5nIl0=&amp;lsk=2654f9f008b8ae40681fc7d482906562</a>	This programme documents the tradition of regattas in Port Adelaide. The regatta included serious sail races and amusements such as greasy pole competitions. Thousands attended from the local community and beyond.  Note also local sailor and patron Hardy's as likely sponsors/promoter of the event
Early 20 <sup>th</sup> century	Badge – used at entry point – Port Adelaide working Men's Association member 207  History Trust of SA digital collection <a href="https://collections.history.sa.gov.au/nodes/view/38314">https://collections.history.sa.gov.au/nodes/view/38314</a>	Example of union ephemera from the 20th century associated with Port Adelaide.
1900's	Rule Book Port Adelaide Sailing Club  History Trust of SA digital collection  <a href="https://collections.history.sa.gov.au/nodes/view/37594?keywords=sailing&amp;type=all&amp;highlights=WYJzYWlsaW5nIl0=&amp;lsk=">https://collections.history.sa.gov.au/nodes/view/37594?keywords=sailing&amp;type=all&amp;highlights=WYJzYWlsaW5nIl0=&amp;lsk=</a>	



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	<a href="#">2654f9f008b8ae40681fc7d482906562#idx76308</a>	
1913	PAS Sailing North Arm SLSA PRG/1/15/995	Shows 14 footers racing alongside commercial steam vessels
1915	Patrick Weir first SA Harbors Board Harbourmaster Source unknown, likely State Library digital collection	
1916	Harbour yachting circa 1916  State Library of South Australia PRG 1/12/255	14-foot class start/spectator boat left of centre
1917	Birkenhead Wharf, Port Adelaide History Trust of SA digital collection  <a href="https://collections.history.sa.gov.au/nodes/view/29282?keywords=sailing&amp;type=all&amp;highlights=WyJ3YWl0aW5nIl0=&amp;lsk=2654f9f008b8ae40681fc7d482906562">https://collections.history.sa.gov.au/nodes/view/29282?keywords=sailing&amp;type=all&amp;highlights=WyJ3YWl0aW5nIl0=&amp;lsk=2654f9f008b8ae40681fc7d482906562</a>	The image shows horse drawn drays laden with bags of grain waiting to be loaded onto ships tied up at Birkenhead Wharf in March 1917. A brief strike by casual wheat stackers had delayed loading for several days the previous month (Register, 8 February 1917, p7).
1918	<i>Inner Harbour Map</i>  Source unknown	Shows Darling Wharf and mooring basin site
1921	PORT ADELAIDE SAILING CLUB The Register Monday 4 April 1921 Trove	Reportage of the first Patrick Weir Memorial Race and its results
1923	ROYAL SA YACHT SQUADRON – HUGE ANNUAL MEETING <a href="#">Port Adelaide News</a> <a href="https://trove.nla.gov.au/newspaper/article/212969123">https://trove.nla.gov.au/newspaper/article/212969123</a>	Supplies results of Racing ladies helm and gold watch trophy Mary Perry

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		(wife of Harry Perry Snr; also member of PASC, and women's sailing Indicative of the movement between clubs T.M. Hardy vice-commodore RSAYS)
1924	<b>MOVING A CLUBHOUSE</b> Port Sailing Club's building News 24 September 1924 Trove	Note matching construction dimensions
1924	<b>Notice of tender</b> The Register Friday 31 October 1924 Trove	Call for tender to erect the PASC building – George Smith active club member built the shed at a cost of £412
1925	<b>SAILING AT PORT NEW CLUBHOUSE OPENED</b> News Adelaide Saturday 7 March 1925, p.8  Reproduced text also provided	First course held on the inner harbour (contrary to normal down-river course) A LeLeu, sibling? of M LeLeu (see below 1928), competes in the first 14' race
1927	<b>PORT SAILING CLUB prizes to be distributed tonight</b> The Register Wed 2 June 1926	Reportage of social Reportage of race results indicating <i>Magpie</i> (locally built boat) victory, awarding of Patrick Weir trophy and Martindale

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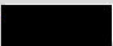
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		Shield
1927	Advertiser, Tuesday June 21, 1927 Trove	Reportage of Port Adelaide sailing club 'Social' and notable attendances in local press.
1927	Port Adelaide News Friday October 21, 1927 Trove	RSAYS Ladies Race results included in reportage Mrs H. Perry winner – note competitors for PASC membership
1927	Gold watch M Perry 1927 Photograph courtesy of [REDACTED]	Gold watch awarded Mrs H Perry 1927 ladies race winner
1928	Publication of likely starters for first PASC Ladies Race The Register, Friday November 28, 1928 Trove	Note RSAYS link - Eileen Hardy (nee Ponder) who won this race, and husband's close links with PASC
1930	<b>WOMEN SAIL DINGHIES Outer Harbor Race</b>  The Mail Saturday 29 March 1930 <a href="https://trove.nla.gov.au/newspaper/article/63839586">https://trove.nla.gov.au/newspaper/article/63839586</a>	Dinghies sailing Eileen Hardy (RSAYS) winner on Ormond. Note PASC boat <i>Maggie</i> and P Clausen probable PASC member and/or relative of H Clausen PASC office-bearer also sail in this race
1928	<b>PORT ADELAIDE SAILING CLUB</b> The Register Friday November 28 1928	Sailing at least from the date

# SA Heritage Register

Nomination form

## South Australian HERITAGE COUNCIL

		<p>of the clubs official opening in 1925 Experience gained in the last few seasons '<i>none of these helmswomen can be classed as novices</i>' Mrs WH Powell - <i>Gymea</i> Mrs TM (Eileen) Hardy - <i>Norallie</i> Mrs JP Clausen - <i>Ardale</i> Harris - <i>Boongallia</i> Miss Pat Woodrow - <i>Florence</i> Miss M Le Leu - <i>Gwen</i> Miss N Richards St <i>George II</i> / Mr W Richards (timekeeper)</p>
ND circa 1920s	<p>Ladies Race Trophy vases Photograph supplied courtesy of </p>	<p>Won by Mary Perry circa 1930's</p>
Circa 1920s	<p>Port Adelaide Sailing Club Pin Badge St George Champion Port Adelaide Sailing Club</p> <p><a href="https://collections.history.sa.gov.au/nodes/view/44443?keywords=&amp;lsk=5e30c68985a74288e557cebecff72dbf">https://collections.history.sa.gov.au/nodes/view/44443?keywords=&amp;lsk=5e30c68985a74288e557cebecff72dbf</a></p>	<p>Linked to the history of the Port Adelaide Sailing Club and reflects the significance of sporting clubs and events in fundraising, particularly during the two World wars</p>



# SA Heritage Register

Nomination form


## South Australian HERITAGE COUNCIL

		The St George was the first of the PASC 14' class to make a mark on the river and had an impressive career. The badge likely indicates commemoration of the boat's standing. Badges were produced to raise revenue, provide proof of membership and were awarded as prizes
circa early 1930's	<b>Jenkins Slip Boatyard and residence</b> Port Adelaide Historical Society <a href="https://www.facebook.com/photo/?fbid=1985054768319184&amp;set=a.429956963828980">https://www.facebook.com/photo/?fbid=1985054768319184&amp;set=a.429956963828980</a>	Note co-location of PASC with Jenkins St Boatyard and PASC moorings alongside larger slipped commercial craft on slip GMH on bottom foreground dates this from 1928
Circa 1930	Aerial photo of Port Adelaide with GMH in foreground Reproduced from Cultural Mapping Project Image source Port Adelaide Historical Society	Note co-location of PASC with Jenkins St Boatyard and other surrounding slips, sheds and buildings
1939	<b>PASC small boats</b> Unsourced image	Chain moorings detail

# SA Heritage Register

Nomination form

## South Australian HERITAGE COUNCIL

ND Circa 1940s	<b>White Wings</b> Photographer unknown - Image supplied by 	Female skipper in pose? (a related photo shows male helm) <i>White Wings</i> was also the nickname for the 12 and 14' boat sails in 1890s early 20C
1948	Painting of yachts at Port Adelaide Sailing Club artist John Giles - (painted 1950) History Trust of South Australia  <a href="https://collections.history.sa.gov.au/nodes/view/37893?keywords=sailing&amp;type=all&amp;highlights=WYJzYWlSaW5nLlIsInNhaWxpbmciXQ==&amp;lsk=2654f9f008b8ae40681fc7d482906562">Australiahttps://collections.history.sa.gov.au/nodes/view/37893?keywords=sailing&amp;type=all&amp;highlights=WYJzYWlSaW5nLlIsInNhaWxpbmciXQ==&amp;lsk=2654f9f008b8ae40681fc7d482906562</a>	The scene is on a Saturday around 1948. It depicts <i>Heather</i> , one of the first heavyweight sharpies built in South Australia, built by Harry Perry Snr, a key figure in South Australian sailing.
ND circa 1950s	<b>Tintara – heavyweight sharpie</b> History Trust of South Australia  <a href="https://collections.history.sa.gov.au/nodes/view/37518?keywords=James%20Hardy&amp;highlights=eylwlioiamFtZXMiLCxlloiaGFvZHKuliwiNyl6lmhhcmR5liwiOCi6lmdhbWVzliwiMTAiOiJqYW1lcycifQ==&amp;lsk=706c74ded389de09f853261105751e5e">https://collections.history.sa.gov.au/nodes/view/37518?keywords=James%20Hardy&amp;highlights=eylwlioiamFtZXMiLCxlloiaGFvZHKuliwiNyl6lmhhcmR5liwiOCi6lmdhbWVzliwiMTAiOiJqYW1lcycifQ==&amp;lsk=706c74ded389de09f853261105751e5e</a>	Tintara was built and raced by South Australia's premier yachtsman, Sir James Hardy. It won several Australian championships. The Maritime Museum owns four vessels made and/or raced by James Hardy. They include Nocroo (built when he was 14 years old), Noctoo, and Black Bottle.

# SA Heritage Register

Nomination form

## South Australian HERITAGE COUNCIL

1935/ 1949	<b>Aerial view of basin moorings</b>  Port Adelaide Historical Society <a href="https://www.facebook.com/photo/?fbid=1773972299427433&amp;set=a.429956963828980">https://www.facebook.com/photo/?fbid=1773972299427433&amp;set=a.429956963828980</a>	Pre-and post-Birkenhead Bridge construction shows the moorings topography
ND Circa late 50s early 60s	<b>Birkenhead Bridge and launches</b> [redacted] collection	<b>Moorings and boys swimming, sailing club basin</b>
1968	<b>1968 aerial view of basin Northwest Trove</b>	Shows basin adjacent to boatsheds, dinghy moorings off the pontoon and launches on chain moorings in the basin
Circa 1970s	Herons competing with Barry Quin-made sails site not identified – either Largs Bay Sailing club or Port River Sailing Club  Port Adelaide Historical Society <a href="https://www.facebook.com/photo/?fbid=2102637403227586&amp;set=a.429956963828980">https://www.facebook.com/photo/?fbid=2102637403227586&amp;set=a.429956963828980</a>	Barry Quin, sailmaker and Marine Chandlery business owner great grandson of Capt Hugh Quin,
2005	<b>PASC 2005 Sailability Championship</b>  Photographer – [redacted]	
Pre- 2009	PASC Clubhouse – Alison Wearing and companion Photographer – [redacted]	Shows PASC Slips in operating state
Pre- 2009	PASC basin Photographer – [redacted]	Panoramic view of club in last years at site
Pre- 2009	PASC Photographer – [redacted]	View of clubrooms and extensions, with Adelaide Brighton

# SA Heritage Register

Nomination form

## South Australian HERITAGE COUNCIL

		Cement in background
Pre-2009	PASC lockers – Photographer – [REDACTED]	Shows approx. 10 of the 60 original 'commodious lockers' installed in the original clubshed - note boat name still on locker
Pre-2009	Basin and launches Photographer unknown – supplied [REDACTED] collection	
Pre-2009	Basin and sheds Photographer – [REDACTED]	Before demolition of Searles – boatbuilders sheds, naval Yard, Fletcher's Slip and Shed 26 in background

The South Australian Heritage Council is committed to transparency in relation to the listing process and wishes to enhance public confidence in the nomination, listing and decision-making process. The Council's policy is to make nominations for State heritage listing and submissions on provisional entries publicly available via webpage or to interested parties. The Council will adhere to the Privacy Principles and your name and personal details will not be released.

We, the [REDACTED] nominate the old Port Adelaide Sailing Club 1 Jenkins Street Birkenhead and its surrounds on Jenkins St Birkenhead to be heritage listed.

The information we have provided is correct to our knowledge.

Your Signature/s:

[REDACTED]

Date: 08/05/2023



# SA Heritage Register

Nomination form

**South Australian  
HERITAGE COUNCIL**

## **Nomination Form Checklist**

### **Please check that your nomination includes:**

- ✓ A clear indication of the location of the place or object (including map/s). Where a number of features are nominated, show the location of each and/or a boundary surrounding the significant elements of the site.
- ✓ A history of the place or object explaining important aspects relevant to the nomination. This should generally help support arguments of cultural significance.
- ✓ A clear description of the nominated place or object/s.
- ✓ A statement of significance and indication on how the place or object satisfies one or more of the significance criteria.
- ✓ Have you taken the opportunity to discuss the nomination with a heritage assessment officer? It is strongly advised you to do so prior to submitting this nomination.

**Email:** [DEWHeritage@sa.gov.au](mailto:DEWHeritage@sa.gov.au)

**Post:** Executive Officer, South Australian Heritage Council

Department for Environment and Water

GPO Box 1047, Adelaide SA 5001

# PLAN OF THE INTENDED NEW PORT, ADELAIDE, SOUTH AUSTRALIA

As designed by His Excellency Col. G. Gawler, K.H., &c., &c., &c., divided into Sections of 50 and 134 acres.

The soundings are taken in feet at low water spring tides: the average rise and fall at the springs is eight feet. The packed lines in front of such sections as are separated from the water by a public road, indicate that the land between the road and those dotted lines forms a part of those sections. Those lines are marked at a parallel distance from the road of two chains, and a space two chains wide is reserved to the public between the water and the road at every interval of ten chains of water frontage.

Where roads come down perpendicularly to the waters edge reserved landing places of the same width are in front of those roads.

## REFERENCES.

G.R.—Government reserve.

P.R.—Public reserve.

## PRESENT PROPRIETORS SO FAR AS KNOWN.

Sections 2011—S. A. Company.

2012—J. A. Smith, Esq.

2013.

2014—S. A. Company.

2015—J. Morphett and O. Gilles, Esquires.

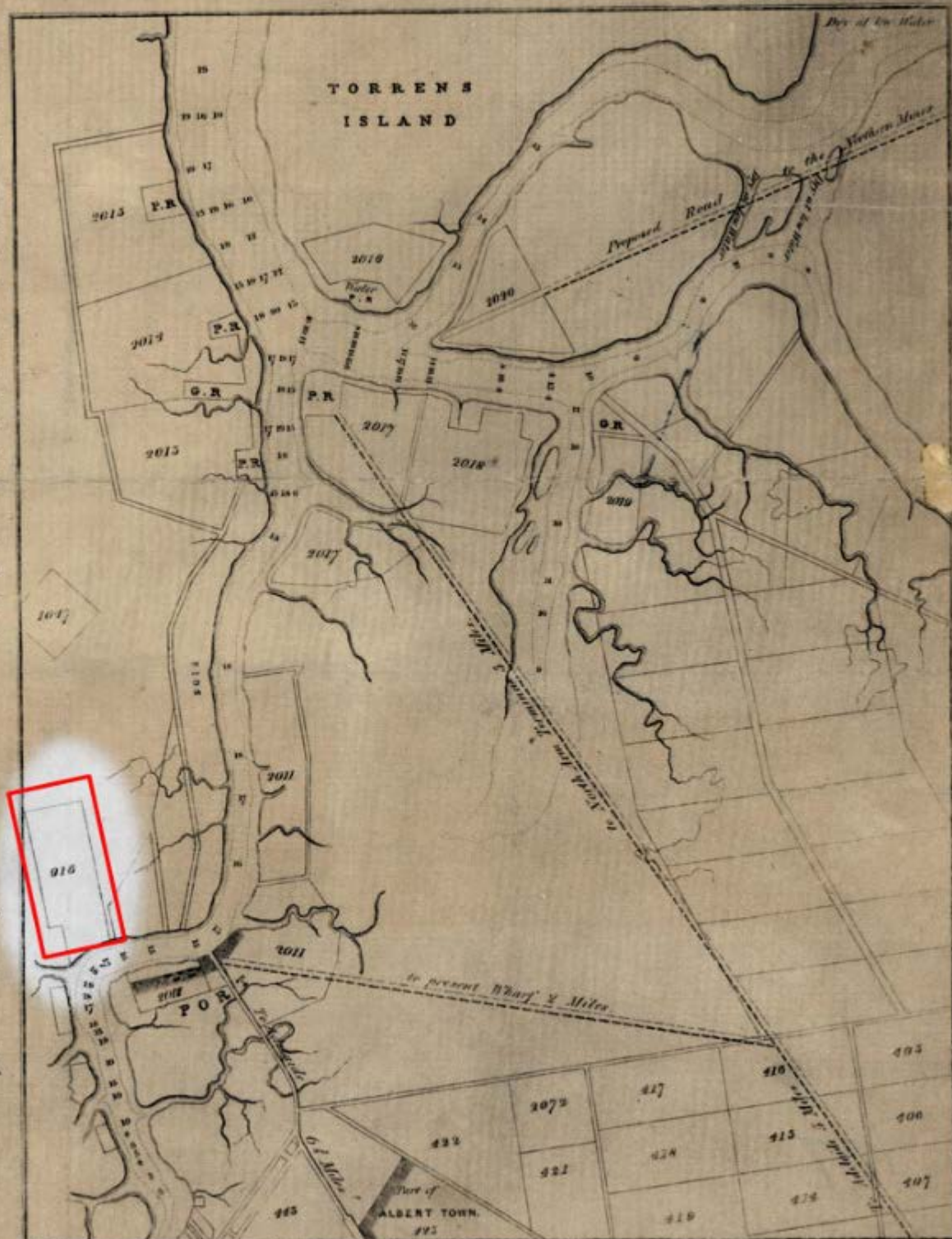
2016—John Ellis, Esq.

2017—T. B. Strangways Esq.

2018.

2019.

2020—(Part of Garden Island) S. A. Company.







S. T. Gill

Australia

21 May 1818 – 27 October 1880

**Port Adelaide looking east along North Parade**

1847

watercolour on paper

# George Jenkins





Elder and Hart (1876)

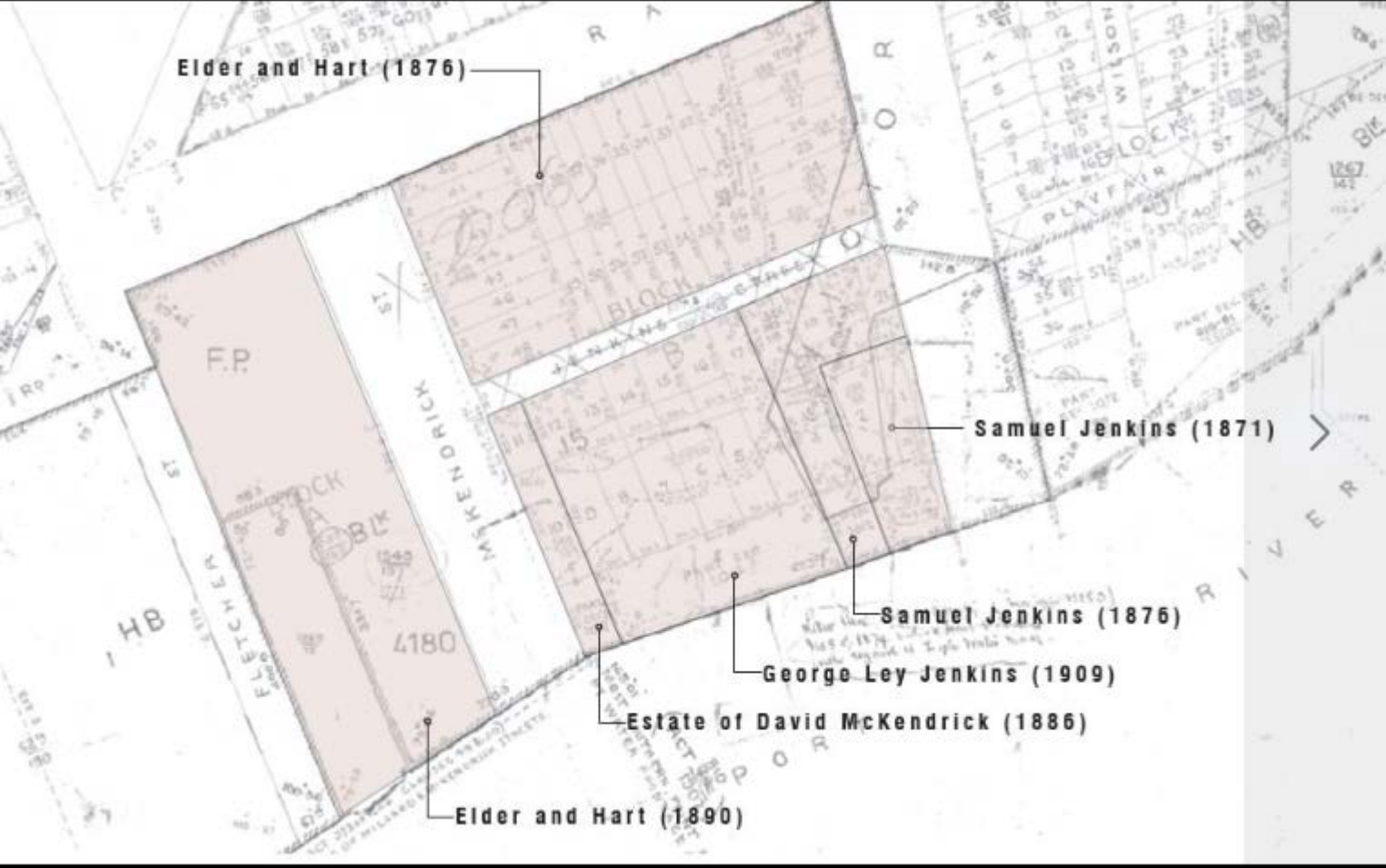
Samuel Jenkins (1871)

Samuel Jenkins (1876)

George Ley Jenkins (1909)

Estate of David McKendrick (1886)

Elder and Hart (1890)





HMCS PROTECTOR built 1884



PROTECTOR as BREAKWATER  
HERON ISLAND







**'FIRST CLUB OPENING DAY'**  
OCTOBER 1897



# **PORT ADELAIDE SAILING CLUB.**

## **OPENING DEMONSTRATION.**

This afternoon the opening demonstration of the Port Adelaide Sailing Club will be celebrated on the Port River. There is every promise of a successful function, and given fine weather the attendance of spectators should be large. The boats will be under way by 2.15, and for fifteen minutes they will cruise in the vicinity of the club shed, and will thence follow the captain's yacht *Whisperer* in procession to abreast of the kerosine store. The customary manoeuvres will be observed, and visitors will be afforded an opportunity of viewing the scene from the decks of steamers engaged for the purpose. Between forty and fifty yachts will participate. In the evening the annual social will be held at the Ship Inn.

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Yachting Port River, S. A.





*Yachting on Port River.*











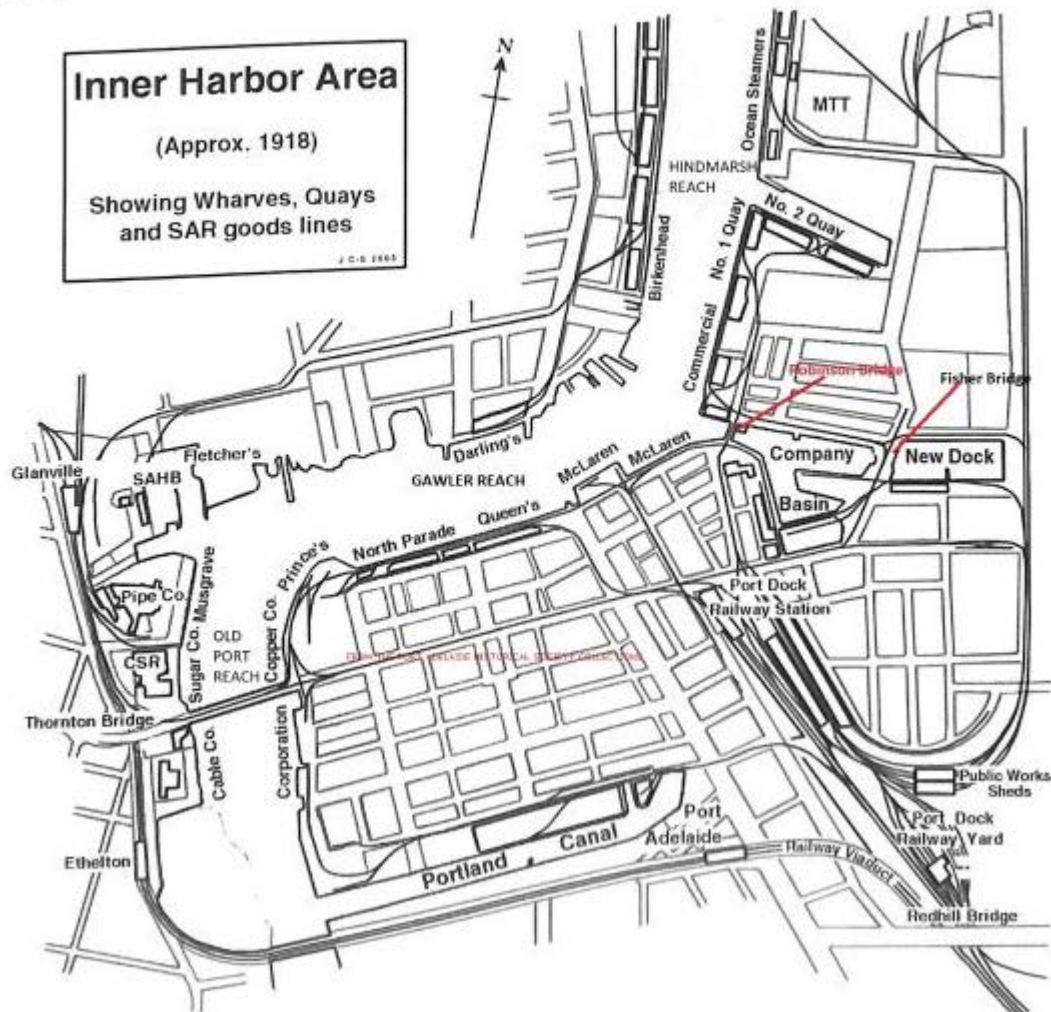
clearing, timber, etc.

## Inner Harbor Area

(Approx. 1918)

Showing Wharves, Quays  
and SAR goods lines

J. C. S. 1918











## PORT ADELAIDE SAILING CLUB.

The Port Adelaide Sailing Club completed its racing season on Saturday afternoon with an event known as the Patrick Weir Memorial Cup Race. The event, which caused much interest in yachting circles, was conducted in ideal weather. The first prize was a trophy presented by Capt. and Mrs. Weir and family in memory of their late son and brother (Pat.), who made the supreme sacrifice in France. The race, which was open to all 14-footers on the club's register, attracted four starters, namely, St. George (scr.), Winnininnie (8), Alarm (9), and Third Offence (12). Alarm and Third Offence were first to cross the line, with St. George and were first to cross the line. A south-easterly prevailed, and spinnakers were set to starboard on rounding Steamship Corner. At the North Arm St. George, when in the lead, set her ringtail and drew further ahead, while Alarm shook out a couple of rolls in her mainsail and caught up with Third Offence and Winnininnie. St. George rounded the beacon first. Third Offence and Winnininnie rounded together. Alarm, while attempting to gibe, caught a heavy puff, and lost a little time, as she had to go about before she could round the mark.

Times at Beacon:—St. George, 3.55.10; Third Offence, 3.57.30; Winnininnie, 3.57.32; Alarm, 3.58.30; Winnininnie changed her jib for a smaller one at the shipbuilding site on the return journey, as the wind freshened, and came more ahead. Alarm picked up lost ground, while Third Offence sagged behind, owing to the wind freshening. St. George, by skilful handling, cleared Cruickshank's corner, and made for the finishing line. Winnininnie also cleared the bend, and finished second. Alarm was obliged to make a board at this point, and thus lost her chance for second place. Times:—

### Finishing. Corrected.

St. George (scr.)	.. .. .	5.2.50	5.2.50
Winnininnie (8)	.. .. .	5.9.53	5.1.53
Alarm (9)	.. .. .	5.13.15	5.4.15
Third Offence (12)	.. .. .	5.24.17	5.12.7

Capt. Tabor acted as officer of the day, with Messrs. Sparsin and Wheaton as starters and timekeepers.

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## MOVING A CLUB HOUSE

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### Port Sailing Club's Building

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Birkenhead street, Birkenhead, in the last two days has been blocked at its southern end by a large galvanised iron structure measuring 60 ft. by 40 ft., which is being shifted on timber skids 200 yards from its former position.

It is the clubhouse of the Port Adelaide Sailing Club, and is being moved to a position on the river bank opposite the yacht harbor near Darling's

we should always keep in mind the matters of education that in a short time we will be gone and the responsibility of the world will be placed upon the shoulders of the children. Anyone who realises this will realise that it is more important to develop strength in children than it is to develop our own authority over them.

---

Wharf. Messrs. Matson & Moore, contractors, have a number of men occupied on the job, which they anticipate will take more than a week to complete. Inside the clubhouse is stored much heavy boating gear, including sails and spars, which adds to the weight of the building, but screw jacks, a horse, and blocks and tackle are shifting the structure slowly but surely.

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contract. Any tender not conforming to these requirements will be treated as informal.

Neither the lowest nor any Tender necessarily accepted.

H. P. BEAVER, Town Clerk.  
Town Hall, Adelaide, 29th October, 1924.  
304'S

### PORT ADELAIDE SAILING CLUB (Incorp.).

TENDERS are invited until noon on Saturday, November 8th, 1924, for the Erection of a Club Shed at Birkenhead. No tender necessarily accepted. Plan and specification at my office.  
J H. F. GREEN, Parr street, Largs.

MECHANICAL and Electrical Engineers.  
NEWTON, McLAREN, LIMITED. Largs

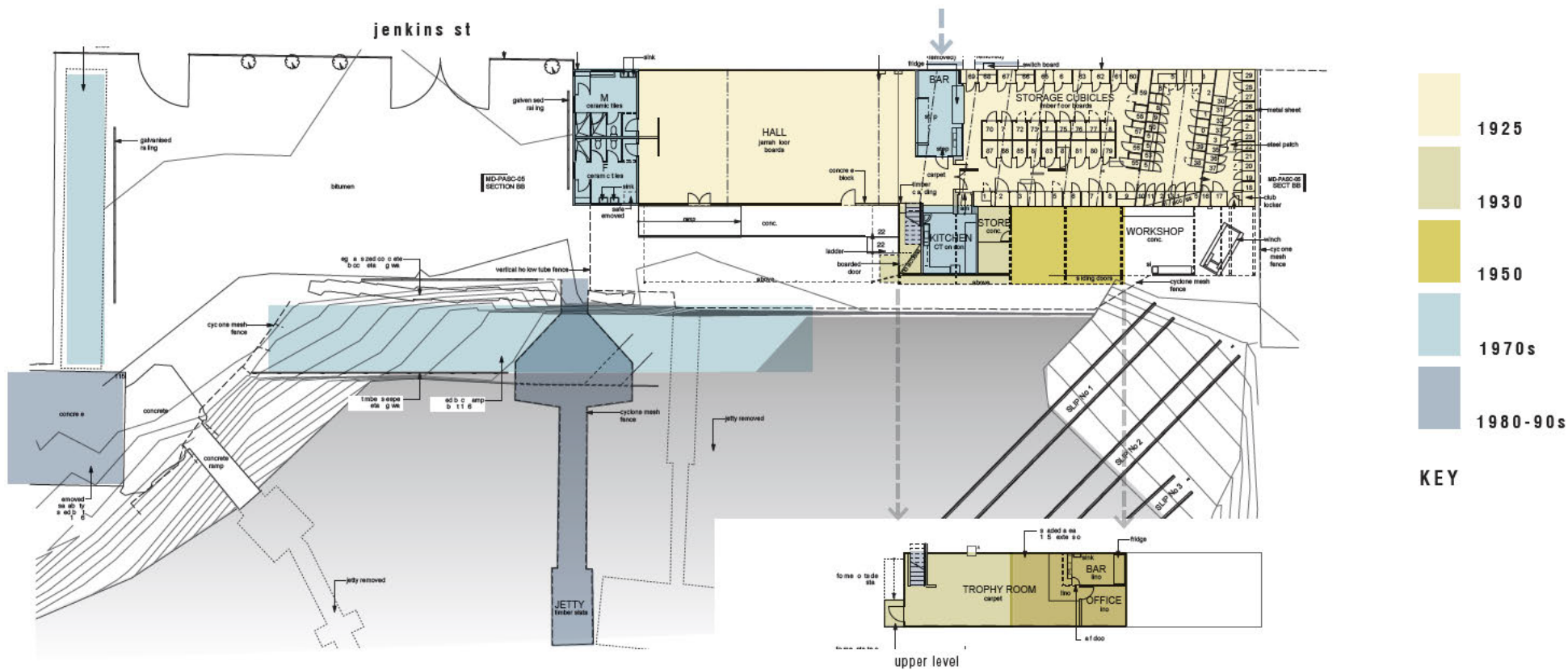
Chests, at less  
turers' cost.

Below are  
and prices, a  
is to come a  
goods.

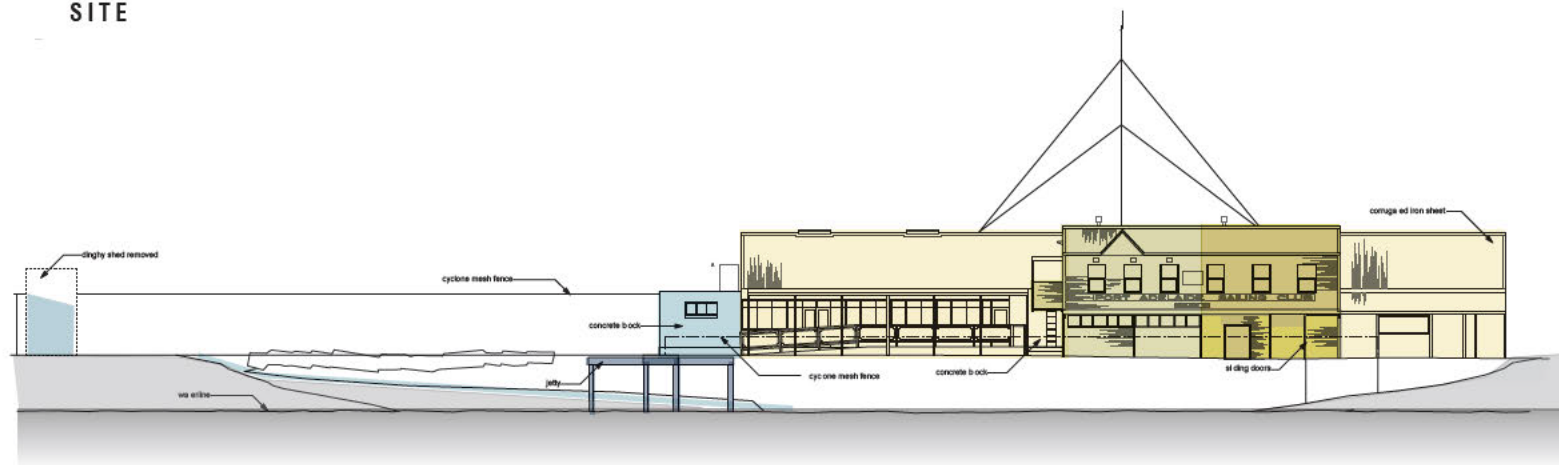
36	in.	x	3
36	in.	x	3
58	in.	x	58
60	in.	x	60



**SAILING AT PORT NEW CLUBHOUSE OPENED**Two Races Held Today Port Adelaide Sailing Club's new boathouse at Birkenhead was officially opened this afternoon by Mr. H. Slade (captain), in the presence of a large gathering. The building, which was erected chiefly by voluntary effort, is conveniently situated on the waterfront, and measures 130 ft. in length by 30 ft. in width. It is suitably equipped for yachtsmen portions being reserved for locker space, and dinghy accommodation, and the remainder for the general comfort of members. It cost £1,000 and is free of debt. Commodore H. Green introduced Mr. Slade, who, in declaring the premises open, expressed gratification at the progress the club had made. Many years ago it was formed by Capt. Hardy and a band of 14 yachtsmen. Since then it had grown and had a membership of nearly 500, including about 60 women. He paid a tribute to the assistance rendered to the committee by women, especially in raising £430 at a recent fair. The premises were an ornament to the waterfront. On the motion of Mr. A. O. R. Tapp (Mayor), seconded by Ald. W. E. C. Baudinet (president) a vote of thanks was accorded Mr. Slade. The premises were dressed with bunting for the occasion, and during the afternoon a fleet of motor launches conveyed people for trips on the inner harbor. Afternoon tea was served, and tonight a social and dance will be held in the boathouse. Two races were held this afternoon, one for 14-footers for the Patrick Weir Memorial Cup, and the other for A class boats. Commodore Green was officer of the day, Mr. B. Weir starter, and Mr. H. Anderson timekeeper. Contrary to custom the course was held over the inner harbor instead of down the river to No. 9 beacon. This was done to enable spectators to obtain a continuous view of the contest. The course, 7¾ miles, applied to both races. Fourteen-footers which participated were Messrs. W. U. Powell's St. George II. (scratch), F. Powell's St. Andrew (1 min 30 sec.); W. McKinlay's Gwen (1 hr. 30 "sec.); C. Godfrey's Pulteney (20 minutes). For the A class race the entries were Messrs. J. Robertson's Pixie (scratch), L. Cottrell's Adele (2 min.), A. LeLeu's Aurora (16 mins).



**SITE**



**LOCATION**

# PORT SAILING CLUB

---

## Prizes to be Distributed Tonight

Port Adelaide Sailing Club will hold its annual social and dance at Foresters' Hall, Port Adelaide, tonight. Mr. Roy Thomas (president) will be in the chair. Prizes won during the season will be presented by Mr. A. J. W. Lewis (mayor).

Gymea, owned by Commodore W. H. Powell, had a successful season and won the points prize for A class yachts, the Queen of the River Shield, the President's and Patron's Trophies. Points prize for 14-footers will go to Arrow (Mr. H. Clausen).

Also owned by Mr. Clausen, Magpie won the prize for 12 ft. cadet class dinghies. Its crew was also successful in the efficiency test staged for the trophy presented by Commander A. J. Loughlin-Shand (District Naval Officer).

The Patrick Weir Memorial Cup was won by St. George II. (owned by Messrs. G. Lisk and J. Shaw) and the Martindale Shield by Boongalla (Mr. R. C. Harris).

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# PORT ADELAIDE SAILING CLUB

The annual social of the Port Adelaide Sailing Club was held at the Semaphore Town Hall on Monday evening, when the trophies won during the last season were presented by the Mayor (Mr. A. O. R. Tapp). The hall was decorated with bunting and streamers and lamps in the club's colors of red, white, and blue. Mr. Moss was M.C., and the music for the dances was provided by Miss Flete's orchestra. A musical programme was contributed by Misses Doris Cunningham and D. Outram and Mr. H. Merrifield. Mr. W. R. McKinley was accompanist. The ladies of the committee were Messrs J. Powell and A. Fraser (conveners), Revan, D. Smith, H. Perry, J. Robertson, P. Clausen, H. Littleby, Misses L. Quinn and M. and F. Flett. During the evening the trophies won last season were presented. The president of the club (Alderman W. E. C. Baudinet) presented the Mayor's trophy, and then introduced the Mayor, who made the remainder of the presentations. In reply to a vote of thanks, moved by Alderman Baudinet, the Mayor congratulated the club upon their achievements and the record advance they made last season. He said the interest maintained had been wonderful. He hoped next season would be even more successful. (Applause.) The recipients of trophies were:—Patron's trophy, W. H. Powell in the Gymea; Mr. F. Juke's trophy, J. Taylor in the Highlander; Mr. W. S. Horne's trophy, W. R. McKinley in the Gwen; Mr. H. Stadel's trophy, W. H. Powell in the Gymea; Mr. C. Godfrey's trophy, J. Fraser, in the Swindler; parents' prize for cadet dinghies, H. Clausen, in the Maggie; old time skippers' race (Mr. R. J. Shaughnessy's trophy), A. Fraser, in the Swindler; second prize (Mr. J. B. Gurn's trophy), W. Falcox, in the John Savage; motor boat race (Mr. C. S. Tom's trophy), P. Knapman's Utopia; queen of the river shield (Dr. A. W. Hill's trophy), W. H. Powell, in the Gymea; ladies' bracelet race, Miss E. M. Woodrow, in the Mona; the Patrick Wain memorial cup, R. W. and F. Butler, in the Allen Fraser; president's trophy, A. Lelen, in the Aurora; Mr. O. Carrwright's trophy, R. Butler, in the Allen Fraser; Mr. D. Nicholl's trophy, W. H. Powell, in the Gymea; ladies' cadet dinghy race (Mr. W. A. Thornton's trophy), Mrs. W. McNeil, in the Maggie. The owners and crew of the St. George III have presented a silver cup for competition among the cadet dinghies during next season. It was exhibited during the evening. The social officials were Commodore W. H. Powell, and Messrs C. Outram, J. Robertson, F. Butler, J. Powell, and W. R. McKinley (secretary).



R.S.A.Y.S.  
12ft. Dinghy Race  
— 1927 —  
Reverie II  
Steered by Mrs. Perry  
Presented by  
Rear Com. T.C. Angove



Cygnets (P. Richards), 10; Mermaid (P. P. King), 7; Pippa (A. T. Wreford), 6; Helen (W. Johnstone), 2; St. George III. (W. H. Powell), 2.

The gold cups presented to the squadron by Mr. and Mrs. Horace Grose, which are held for the year by the hydroplane and sailing dinghy securing the most points for the season were won by Mr. Alan McFarlane's Silver Streak and Mr. R. Fisher's Reverie II. respectively. Great enthusiasm was shown during the year in the hydroplane class, and the principal race, the Bennett Gold Cup, was won by Baby Tortoise. The prize for the boat securing the most points during the season was won by Mr. Alan McFarlane's Silver Streak. Mr. W. H. Powell's Gynea was successful in winning the Kintore Cup for 1927, and Mr. W. T. Harris' Boongalla had a well-deserved victory in the race for the Le Hunte Cup. Entries were numerous in the sailing dinghy races. The most successful dinghy for the year was Mr. R. Fisher's Reverie II., which was capably handled by Mr. H. Perry. The two ladies' races for the season were also won by Reverie II. with Mrs. H. Perry at the helm.

Additions to the club's register during the year were:—Grelka (M. L. Mitchell), Coralie (H. S. C. Jarvis), Clare (S. Keith Raphael), Cultana (A. T. Wreford), Maie (W. H. Brewster), Lady Alice (H. E. Winterbottom), Brenda (H. J. Smith), Wylo (W. H. Birnie), Romp (J. C. Burford), Radiant (W. F. Garrett), Valerie (L. W. Walter), Eutopian (P. Knapman), and Adventuress (B. Knapman). The committee deemed it advisable to rearrange the moorings so that vessels would face north-west. This work had just been completed, and considerable room was saved thereby and the appearance of the bay much improved. The cost of the work was to be borne by the yacht owners.

### THE SEMAPHORE CLUB. HOUSE.

The report went on to deal with the trouble that arose over the attempt to



SM.  
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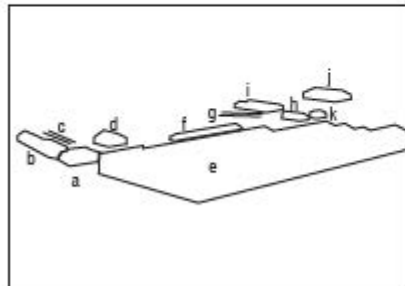
## PORT ADELAIDE SAILING CLUB.

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On Saturday next there will be a sailing race conducted by the Port Adelaide Sailing Club. for the ladies. The three trophies are presented by the Misses Haase. The boats will in each case be sailed by a lady member, and with the experience gained during the last few seasons none of these helmswomen can be classed as novices. The race on Saturday promises to be a well-contested event, the probable starters being Gymer (Mrs. W. H. Powell), Norallie (Mrs. T. M. Hardy), Ardale (Mrs. J. P. Clausen), Boongalla (Miss I. Harris), Florence (Miss Pat. Woodrow), Gwen (Miss M. Le Leu), St. George II. (Miss N. Richards). The race will start from the clubhouse at 3 p.m., and a launch will follow. Vice-Commodore Montgomery (officer of the day), Mr. M. Quinn (starter), Mr. W. Richards (timekeeper).

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**Figure 3.16** Aerial photograph of Port Adelaide with GMH Factory in the foreground. (ca.1930)  
Image source: Port Adelaide Historical Society



- a. Jenkins' house
- b. Jenkins' boat sheds
- c. Jenkins' slip
- d. Jenkins' engine house
- e. General Motors
- f. Port Adelaide Sailing Club (obscured)
- g. Pickhaver's slip
- h. Pickhaver's shed
- i. Port Adelaide Rowing Club
- j. Naval building
- k. Caretaker's cottage

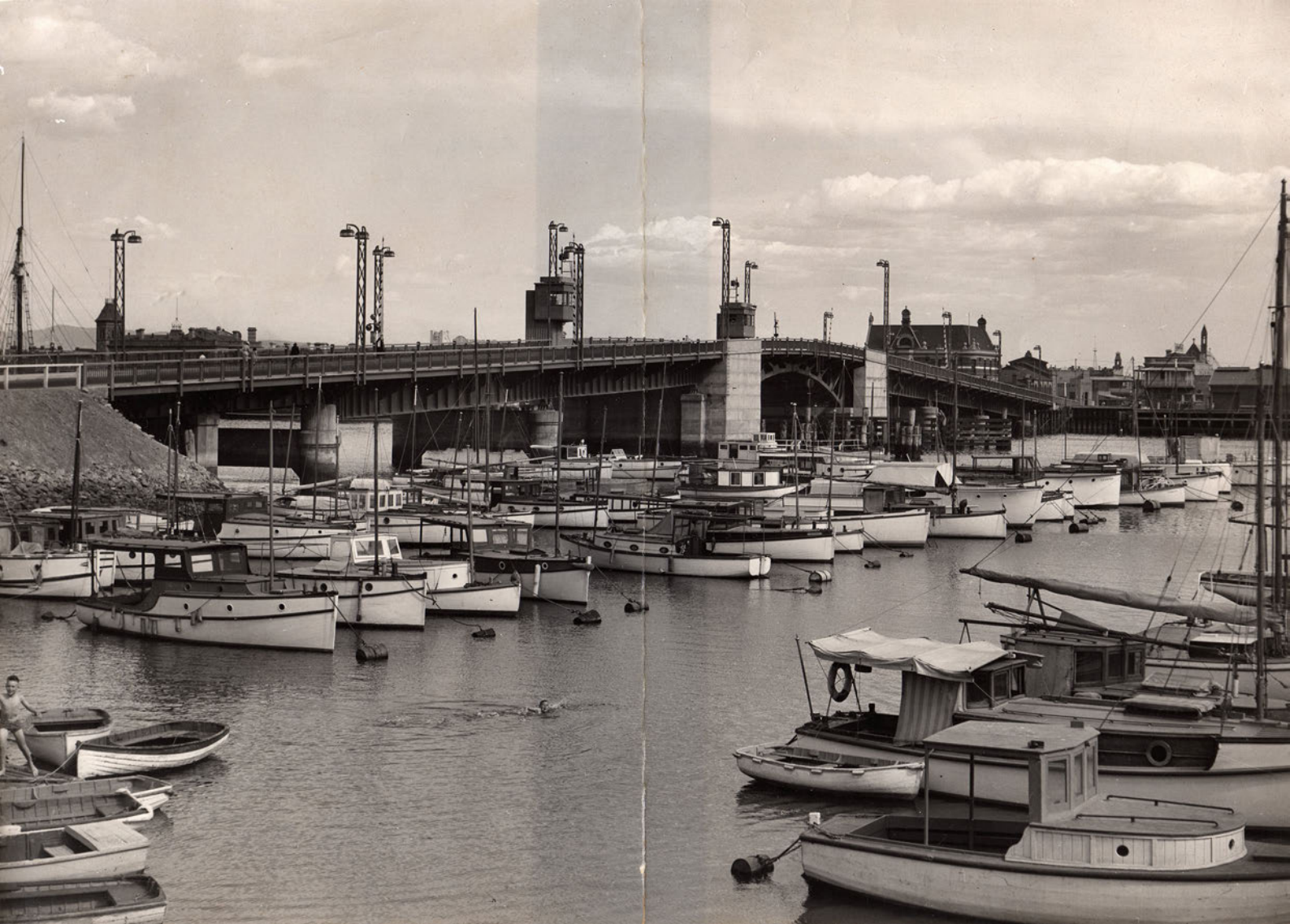














LAWRIE DIVING  
AND MARINE LTD

























NO FLAMMABLE  
LIQUIDS  
TO BE STORED  
IN LOCKERS

3  
CANADA





SEARLES  
SLIPWAY

HERITAGE NOT HIGH RISK

SEARLES  
BOAT



# NATIONAL TRUST OUR HERITAGE at RISK NOMINATION

## 1. IDENTIFICATION / LOCATION OF HERITAGE @ RISK

**Current Name of Place/Object:** Searles Boatyard ans Slips

**Other Names:** R.T. Seales and Sons

**Street Address of Place/Object:** Jenkins Street  
Birkenhead  
SA 5015

**Local Government Authority:** City of Port Adelaide Enfield

**Title Details:** Lot No: Vol: Fol:

**UTM Map Reference:** Sheet: Date:  
Eastings: Northings:

**Latitude:** Longitude:

**Type of Place/Object:** Boatyard

**Original Owner:** R. T. Searles

**Current Owner - Name:** [REDACTED]  
**Address:** [REDACTED]  
[REDACTED]  
[REDACTED]

**Current Occupant:** Searles Boatyard

**Architect/Designer:** R. T. Searles and Sons

**Builder:** R. T. Searles and Sons

**Construction Date:** 1928 **Alteration/Additions Date:** 1960

**Original Use:** Boatyard **Current Use:** Boatyard

## 2. IDENTIFICATION OF CURRENT RISK

### Statement of Risk:

Searles Boatyard sits on land, owned by the [REDACTED] that will be handed over to [REDACTED] for the construction of part of its multi-storied, residential, waterfront re-development. This will remove from the Inner Harbour one of the last remaining traditional boatyards from an area that has built wooden boats since the 1840s, removing with it the culture and skills associated with this work.



<b>Degree of Risk:</b>	Imminent risk - no solution agreed
<b>Threats/Risks:</b>	Destruction
<b>Fate/outcome if no action</b>	Stuffed (shattered or smashed – Lost, ruined or destroyed)!

### 3. STATEMENT OF SIGNIFICANCE

R. T. Searle established the boatyard on its current site in 1929. With a reputation of designing and building beautiful and practical boats such as J.T. Mortlock's "Martindale, Mr Tom Hardy's "Narida" and the boats known as the "Popeyes" that plied the Torrens Lake, this boatyard played a significant part in producing what is now considered a major part of the maritime heritage of Australia.

Aesthetic	The boatyard forms part of the visual and cultural fabric of the Inner Harbour.
Historic	With a comprehensive list of significant wooden yachts and commercial vessels having started their lives at Searles, many of which still survive and are cherished to this day, the yard offers a rare glimpse of a time when vessels that people relied on for their livelihood or for leisure were still made by hand.
Scientific	The yard developed a unique kitset boat production technique known as the Kit Sys Wooden Boat Construction System.
Social	The skills and knowledge of the designers and builders were passed through generations, with the current owners having served their time as apprentices to the Searle family. The yard was often the place of celebration when boats were launched and always had visitors observing the work being done on the 120 boats a year that would use the slips for maintenance.

### 4. CURRENT HERITAGE RECOGNITION

None



## **5. DESIRED OUTCOME / VISION**

Searles Boatyard should be protected as a working boatyard and as a unique part of the history of Port Adelaide. Along with all the other boatyards along a strip known as the Jenkins Street Boatyards in the Inner Harbour, Searles will not survive without formal protection. The Port needs a visible reminder that it was once a working Port and what better way than to have a working boatyard where future generations can watch and learn the dying skills required to build and maintain wooden boats. Anywhere else in the world and these skills with their cultural significance would be cherished and protected.

## **6. PHOTOGRAPHS / DOCUMENTATION**













**7. RISK/AMELIORATION REPORT CARD**

**Year:**

**Action:**

**Change in Status:**

**Rating:**



## PASC CLUBHOUSE (An argument for its preservation)

In 2007, although many members of PASC regretted having to move from their clubhouse at Birkenhead, the construction of the “Diver” Derrick and Mary McKillop Bridges had made the shift inevitable. However, as our Club’s convoy of small boats sailed to our new site downriver at Marina Adelaide, many of us wondered what new activity would find its home in the vacated clubhouse. Maybe the quaint building on the water’s edge would become a cafe, an art gallery, a base for Inner Harbor maritime activity?

But I don’t think any of us imagined that anyone would ever want to *demolish* the old place!

The origins of Port Adelaide Sailing Club date back to 1890 when the major yacht club in Port Adelaide, the South Australian Yacht Club, decided to seek royal patronage and remodel itself as South Australian Yacht Squadron. This allowed it to focus on larger, ocean-going yachts and to move from its base at Birkenhead to its eventual site at Outer Harbor.

An unfortunate consequence of this development was that membership of RSAYS was thereby restricted to “*British Gentlemen*” - thus excluding from membership not only those who were of foreign nationality but also those whose social status excluded them from being considered “gentlemen” or whose maritime occupation excluded them from eligibility as “amateurs”.

This was a major stimulus in the establishment of PASC as a club for those who were now either ineligible for membership of the new RSAYS, or whose finances and inclination led them to prefer sailing in small boats in Port Adelaide’s harbour and river.

Its formation was delayed by the turmoil of the Maritime strikes and poverty of the early 1890s (which exemplified the conflict that justified the need for a new club). It was finally established in 1897. Its membership rapidly grew and it could soon afford to buy a site in Birkenhead and erect its own (self-built) clubhouse.



**PASC Basin 2007**

very tricky wind gusts that members delighted in exploiting during its races. Its location was in easy reach for all who lived and worked around Port Adelaide. Although the construction of Birkenhead Bridge in 1940 improved access for Port residents, it slightly restricted the access of



**PASC Opening Day, Inner Harbor, 1972**

Unfortunately, the compulsory purchase of all dockside facilities by the newly-formed SA Harbors Board in 1914 meant that the club lost its land and clubhouse within 5 years of its occupancy. It was granted a lease of a new site alongside Jenkins Slip and next to the former RSAYS boatshed. A clubhouse was built on the site in 1924 - again, by the members’ own hands - and was significantly extended over subsequent years. It eventually housed slips, a workshop and dinghy storage, while the adjacent area of Port River formed the club’s mooring basin.

Because of its origins, PASC retained a reputation as a “workingman’s” sailing club. It was unlike almost all other sailing clubs in the world since it was situated in the midst of a very busy port. The moored ships and wharf sheds made for some



boats to Port River. However, this was not a real problem while Birkenhead Bridge opened regularly for shipping movements in Inner Harbor.

For over 80 years, PASC Clubhouse and mooring basin provided the focus for nearly all recreational boating activities in Port Adelaide. For several years it was also the home of Port Adelaide Rowing Club and, in the 1990s, it became the base for Sailability, using specially-modified dinghies that allowed even the most handicapped of sailors to race on Port River.

In the intervening years it has hosted all the various “fashions” in sailing - from the incredible “Flying Fourteen-Footers” in the early 1900s to the Sharpies and Cadet Dinghies in the years after the Great War. In the 1930s and 1940s, many of the boats in the basin were motorboats while the roar of racing “Hydroplanes” attracted thousands of spectators to the banks of Port River. In the 1960s there was a move towards small sailing “cruisers” although Holdfast Dinghies also prospered as a new generation of children learnt to sail in Inner Harbor. This led to the establishment of Port River Sailing Club as a base for dinghy sailing in the less crowded waters off Snowden’s Beach. Another “spin-off” was the establishment of Largs Bay Sailing Club for those who preferred to race their dinghies in the waters of Gulf St Vincent rather than on Port River.



***Clubhouse and No. 1 Slip 2006***

Since 1924 PASC Clubhouse has stood on the edge of the river at Birkenhead, a base for hundreds of local people to learn to sail and develop their boating skills. Many locals have fond memories of the dances on its Jarrah floor, of regattas, and Opening Day displays. And few visitors seemed able to pass over Birkenhead Bridge without stopping to photograph the Clubhouse and the boats in the Mooring Basin.

### **A Future for PASC Clubhouse**

As predicted, the opening off the Expressway and rail bridges in 2008 put an end to casual access to Inner Harbor for both commercial vessels, work boats and tall-masted sailing boats. However, as the population around Inner Harbor grows, it is inevitable that there will be an increase in the number of small recreational boatowners that would wish to use the harbour. Sailing dinghies, motor boats, kayaks and rowing skiffs etc. would be at home in its (now) uncluttered waters.

The old PASC Clubhouse is not only one of the few surviving structures that reminds us of the rich history of Port Adelaide Harbour, it is also the ideal focal point if recreational boating is to return to the Inner Harbor.

Surely, watching boats and water-based activities is the reason why most people want to move to live around the harbour? It would be a terribly tragedy if Port Adelaide was to lose the sole remaining building that could support a revival of boating in Inner Harbor.

**Local historian & former member of PASC**  
**17 July 2023**



## JOHN GILES 1885 – 1970<sup>1</sup>

*Sincerity, a strong colour sense, and an eye for the picturesque and the romantic are the chief characteristics of the oil paintings by Mr John Giles ... In his wharfside studies he has sensed the fascination of boats at anchor and in motion – not in the somnolence of ‘a painted ship upon a painted ocean’, but pulsating with life and aglow with colour.*<sup>2</sup>

John Giles was born 17 July 1885 in Ethelton, South Australia, attending Ethelton Primary School and living most of his life in Hall Street and later South Terrace, Semaphore. He had two brothers and two sisters (one of whom died as a child). As a boy, poor health caused him to miss a lot of school and he did not finish his primary education.



John Giles with portable easel and folding canvas stool, c.1930s, photograph courtesy the Giles family

Despite the lack of education he and other family members were well-read and belonged to the then Institute library in Port Adelaide. Giles always had a wonderful selection of art books and loved music. A keen conservationist, he loved walking along the seafront. His family holds a story of Giles telling his children that when they broke bottles they were not just breaking glass, they were wasting the sand dunes of places like Semaphore and Largs. He wished he could have been in the outdoors and painting all his life, yet he was to be ‘a tailor first and artist second’.<sup>3</sup>

Giles was apprenticed as a tailor in Port Adelaide, eventually taking on the business in his own right. ‘John Giles Tailor’ became a Master Tailor and employed several ‘coat

hands’. In the early 20th century, the Port was full of tailoring shops but Giles was renowned as an excellent cutter and fitter and was an extremely honest man with never a bad debt. His clients included ship’s officers and crew who would get fitted for a suit in port and pick it up when the ship returned to port again.

Painting from the age of 13, Giles was a mainly self-taught artist but undertook some training in Adelaide (with Will Ashton). As a young man he joined the Royal South Australian Society of Arts on North Terrace and first exhibited in 1909. In 1911 he was awarded the Silver Star Medal by The London Drawing Society following which he took up painting seriously. He was awarded the Royal Drawing Society medal the following year.

He soon saved enough money to go to Sydney to study under JS Watkins at his art school, where he met Lily Anderson for the first time, even though she too, had previously lived in Semaphore. They painted together around Sydney Harbour before returning to Adelaide where they were married in about 1922. Son Jack was born in 1923 and daughter Thea in 1928.

In 1924 Giles’ *Sunlight and Ships*, 1923<sup>4</sup> won the Society of Arts prize in the marine section and in 1925 *Seascape, Second Valley* [c.1924] was chosen for the seascape prize.<sup>5</sup> The same year Giles was granted a Diploma of Fellowship by the Society and in July 1926 John and Lily held a joint exhibition of paintings there.

Giles would often paint in the Port with his son Jack who, in the early 1940s was attending art school. A fellow student Jeffrey Smart would accompany them



John Giles c.1920s, photograph courtesy the Giles family

on weekend excursions.<sup>6</sup> During the War, coasts and rivers were closely guarded against the possibility of invasion or sabotage, so while Giles continued to paint, his access to the river and maritime activities was restricted. He was confined to working from sketches he had made earlier or painting in other locations away from the Port.

While still running his tailoring business, he would occasionally display one or two of his paintings in the shop window. Giles swore, ‘I won’t make old bones’ and at 60, decided to retire and sell the tailoring shop. He had a studio in the backyard of the South Terrace home, to which he relocated

his big cutting tables, where he could do some tailoring (mainly alterations) and concentrate on painting. The studio was always well organised and grandchildren Mnem and Celia would arrive during their holidays to a pile of butcher’s paper, paints and pencils for them to use. Giles would then exhibit their work on the studio walls.

Though the family did not belong to any of the local sailing clubs, John loved watching the sailing vessels and recording the movement at Snowden’s Beach and the Yacht Squadron at Outer Harbor. But now the Port was changing. Giles’ last paintings were made in the early 1960s when the trade boats he had so loved to paint had started to disappear from the Inner Harbor. John continued painting as long as he could, until the arthritis in his hands prevented him from holding the palette and marl stick. His marriage to Lily was a long and happy one. She died in 1963 after a long illness and John died on 17 June 1970.

### Susan Jenkins

Deputy Chair, Port of Adelaide Branch National Trust of SA

#### Endnotes

- <sup>1</sup> Special thanks must go to Giles family members for their assistance in compiling this biography. Thanks also to the South Australian Maritime Museum library and the National Gallery of Australia Research Library.
- <sup>2</sup> ‘Pleasing Paintings: Husband and Wife Exhibit: River and Sea Studies’, Wednesday, 14 July 1926
- <sup>3</sup> ‘Scissors and Brushes’, 1924  
A note regarding endnotes 2 and 3: The parts of this biography which outline Giles’ artistic career have been drawn chiefly from newspaper clippings between 1924 and 1926 including articles in the *Register*, *The Adelaide Advertiser* and *Gossip*. Despite our best attempts, it has not been possible within the timeframe to verify publications and dates in more detail as many clippings were without direct attribution.
- <sup>4</sup> Later acquired by the Art Gallery of South Australia
- <sup>5</sup> ‘Giles Exhibition: Sincerity in Art’, *Register*, 18 July 1926
- <sup>6</sup> Jeffrey Smart said of Giles, ‘I learnt a lot, just sitting alongside him and working. I noticed he always had his canvas prepared with a tone, a wash, of oil colour. He would talk about his student days with Elioth Gruner, about George Lambert, Streeton; it was wonderful’. He also noted, ‘I admired the way he handled the reflections in the water, thick huge swirls of colour’. Smart, Jeffrey, *Not Quite Straight: a memoir*, Heinemann, 1996, pp 52–53

*Captured on Canvas:*  
*John Giles’ Port Adelaide 1930 – 1960*  
6 February – 29 March 2009  
South Australian Maritime Museum

presented by the Port of Adelaide Branch of the National Trust of South Australia in association with the South Australian Maritime Museum and the History Trust of South Australia



#### Acknowledgements

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Especially thanks are due to the private lenders of works and archival material for the exhibition, firstly for bringing the work of John Giles to our attention, for instigating this exhibition with their response to an open letter which the National Trust published in June 2008 that drew attention to loss of the Port’s maritime heritage and for their generosity and assistance with the development of the exhibition.

Tony Kearney, Susan Jenkins, Ken Orchard, Sandra Elms and Alison Hastings are gratefully acknowledged for time and expertise given from the project’s beginnings through to its completion.

The Port of Adelaide Branch of the National Trust is hoping to raise funds for the development and publishing of a book later in 2009, about John Giles the artist and conservation of the Port’s character and maritime heritage. Your gold coin donation for this exhibition brochure will be put towards this goal. Contributions of information are very welcome and we invite you to record these in the book provided at this exhibition, or please contact the Port of Adelaide Branch of the National Trust, PO Box 63, Port Adelaide BC, SA 5015

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John GILES, *[Coorabie on Central Slip]*, c.1930, oil on canvas, 39.1 x 49.4 cm, Private Collection, Adelaide  
Work being carried out on the rubbing strake and hull of the steamer *Coorabie*, at Central Slip, Birkenhead. Central Slip was relocated in 1932 to make way for the northern run-up to Birkenhead Bridge, moving to a site adjacent to Fletcher’s Slip. Central Slip was vacated and dismantled in 2008.

Cover image: John GILES, *[Boats at end of Fletcher’s Slip]* (detail), 1930, oil on canvas, 75.9 x 101.3 cm, Private Collection, Adelaide  
View from Fletcher’s Dock looking east towards the Adelaide Hills with the tug *Surprise* and the ketch *Hawk* tied up at the end of Fletcher’s Slip.



*Captured on Canvas*  
JOHN GILES’ PORT ADELAIDE 1930 – 1960



# LOST PORT ON CANVAS

Out of the blue, late in 2008, the National Trust received a phone call from a private art collector asking if we would be interested in making use of her collection of paintings. These were by an artist who painted the working port of Adelaide in the early to mid-20th century. She had seen an open letter in the media<sup>1</sup> about conserving the maritime heritage of the Port and hoped that by using the paintings we might raise awareness of this.

I must confess that we weren't familiar with the artist John Giles. A quick web search found only a few scraps of information and one or two small images of his paintings but what we saw was enough to whet our appetites. So we called the collector and arranged a visit. And we were blown away by the beautiful, evocative and telling paintings of places and objects that we immediately recognised; the same places and character that over the last few years our branch of the National Trust has been actively working<sup>2</sup> to protect.

Together the paintings form a precious historical record of the day-to-day activities of the Port between the early 1930s and the 1960s. John Giles' paintings are about the texture, the character, the colour, (maybe even the sounds and smells?) and the honesty of the Port. They embody the Port of their time.

John Giles was born in 1885 and made a career as a tailor in Port Adelaide. But in his spare time he pursued his passion. He painted – prolifically. While he is represented in the collections of the Art Gallery of South Australia and the South Australian Maritime Museum, he has never been adequately recognised and has been under-appreciated as a painter of significance, especially if compared with his contemporaries and friends such as Sir Hans Heyesen, Jeffrey Smart and Will Ashton. The story goes that he introduced Jeffrey Smart to painting outdoors.<sup>3</sup>

On weekends Giles would pack up his paints, easel and the kids and go exploring the Port to capture the ordinary and everyday: the boatyards and sailing clubs, the workers and the players, the factories, wharfsheds, wharves and warehouses, the fishing boats, dinghies and the ketches. He would sit and observe the boats being repaired and painted, the reflections, the colours, the kids learning to sail and the ketches drying their sails in the sun. He would do concentrated on-site studies of what he saw before taking them home to his studio in Semaphore to work them up into finished paintings.

And what was he capturing? Inadvertently (or was it deliberately?) he captured what makes a port a port, the activities that even today are the heart and soul of any port. And now these paintings provocatively remind us of what we have lost.

While Giles painted sail and steam, the world of shipping was changing. The Adelaide Steamship Company bought its first three motor ships in 1925 and a bulk-handling terminal for coal was introduced at Osborne in 1928. The change was further accelerated in the decades after World War II as the world's merchant fleet was rebuilt and later, in the 1970s, a roll-on roll-off terminal and a container terminal were built at Outer Harbor. All these shifted the focus of shipping away from the Inner Harbor where the first wharves had been built in 1840, a process that, according to his granddaughter, Giles found heartbreaking.

More recently, urban regeneration has brought new change. Just in these last few years the Inner Harbor has lost the wharfsheds, the sailing club, the tugs, the fishing boats, the working tall ships, the names *Cable Wharf*, *Sugar Wharf* and *Musgrave's Wharf*, all but one of the traditional boatbuilding establishments and even the opportunity to raise a sail<sup>4</sup>

in the Inner Harbor. We have lost these activities and with it some of the Harbor's essential character. Sadly, the traditions of the Inner Harbor which are a significant part of the Port's unique sense of place and help give the Port community its distinct identity are fast disappearing.

One of Giles' paintings beautifully captures ketches moored in front of the working boatyards of Jenkins Street, an activity that at the time of the painting (1947) had been taking place on this Birkenhead stretch of the Port River for more than 100 years. Two of these boatyards were still operating here less than twelve months ago. One of them, McFarlane and Sons, carried the history of a family of five generations of shipwrights. Fletcher's Slip, is also featured. It has been at the heart of the Port's history since Henry Fletcher opened it for business in 1851. The massive slipping infrastructure he installed was essential to the success of the new colony of South Australia. Today it holds great importance as one of the Inner Harbor's few remaining sites that encapsulate the heritage of a working port. This makes it essential that a comprehensive strategy be developed to preserve its fabric and celebrate its history.

Giles' work provides a unique snapshot of the elements which comprised the Port and in particular its boats. Fortunately the last two ketches from South Australia's famous mosquito fleet still survive. These are the 125 year-old *Nelcebee* and the 90 year-old

*Falie*. The *Falie* is out of survey,<sup>5</sup> and the *Nelcebee*, which has now been removed from the water, is the oldest powered ship in Australia and the third oldest ship on Lloyd's International Register.

The National Trust believes this rich heritage, both cultural and physical, should be incorporated into a world-class redevelopment of our harbour. We expect the best that can be achieved and we need to ensure that the aspirations of our community in this regard are heard and acted upon. The Trust asks that opportunities be fully explored to ensure creative and vibrant integration of our maritime heritage and character into the Port's revitalisation, to provide a redevelopment that benefits all and is uniquely Port Adelaide.

Through his painter's brush, John Giles bore witness to the life and character of the Port. With evident joy and affection he saw and recorded those activities and places that today could and should form the basis of a vibrant tourism industry enriching the community with an authentic sense of place. I'm sure that if he were around today he would share the National Trust's goals to preserve and celebrate the remaining heritage of the Inner Harbor.

**Tony Kearney**  
Chairperson, Port of Adelaide Branch  
National Trust of SA

## Endnotes

- <sup>1</sup> Open letter published in the *Independent Weekly* and *The Adelaide Advertiser*, June 2008
- <sup>2</sup> The Port of Adelaide Branch of the National Trust advocates for the achievement of excellence in planning and urban design that recognises the area's unique heritage and character. We also believe that the sometimes adversarial relationship between development and conservation can be resolved by good management to form a complementary relationship.
- <sup>3</sup> 'He gained some instruction from John Giles, a tailor and part-time painter friend of the family who worked in Port Adelaide.' From *Jeffrey Smart Retrospective*, by Edmund Capon, with contributions by Barry Pearce and Peter Quartermaine, Sydney: Art Gallery of New South Wales, London: Thames & Hudson, 1999, p 25 and p 43.
- <sup>4</sup> 'Sailing Prohibited – Vessels under sail power alone or under engine power but with sails hoisted and unfurled are not permitted ... in any waters south of these bridges.' Department for Transport, Energy and Infrastructure Directive, *A Marine Users' Guide for the Port River*, 2008
- <sup>5</sup> A commercial vessel is in survey when it is certified as meeting all of the operational, engineering and safety requirements to operate.



John GILES, *[Fletcher's, Central and McFarlane's slipways]*, 1947, oil on canvas, 36.9 x 50.0 cm, Private Collection, Adelaide. Moored ketches, with Fletcher's Slip bond stores and the Dunnikier ferry landing at far left, Central Slip middle, and McFarlane and Sons to the right. Smoke rises from the boiler used to power the steam winch at Central Slip. Central Slip and McFarlane and Sons were removed in 2008.



John GILES, *[Birkenhead Bridge]*, about 1940s, oil on canvas, 29.0 x 39.0 cm, Private Collection, Newcastle. Looking south-east towards Birkenhead Bridge from the site of the former Port Adelaide Sailing Club basin. Launches and dinghies are moored in the basin and the Queen's Building and St Paul's Anglican Church are in the background. Port Adelaide Sailing Club was relocated out of the Inner Harbor in 2007.



John GILES, *[Sharing the River]*, about 1940s, oil on canvas, 32.0 x 39.0 cm, Private Collection, Adelaide. Looking down river from Cruickshank's Corner towards the cargo loading berths lined with freighters. Sharing the river with cargo ships are a tug, hydroplane and small sailboat.



## ADDITIONAL MATERIAL – SUPPLIED 20/07/23

Included in attached documentation unless hyperlink supplied

1889	The Port Adelaide Salt Works	Reports the establishment on Jenkins Street, machinery and workings of the premises
1923	Article ROYAL YACHT SQUADRON. The- popular lady's bracelet race resulted:  The Register Wed 17 Oct 1923 Page 14 <a href="#">TROVE NLA</a>	References to women's sailing – Ladies' Bracelet race  Lorna Begg, third to Eileen Ponder (Hardy) LB daughter of William Begg – family/descendants –author.
1924	Article YACHTING Register (Adelaide, SA : 1901 - 1929), Friday 14 November 1924, page 4	Roundup of Adelaide yachting news includes reportage of George Smith's tender, planned building construction and use, and ladies' fundraising efforts
1925	Article SAILING CLUB'S SHED News (Adelaide, SA : 1923 - 1954), Monday 23 February 1925, page 3  TROVE <a href="https://trove.nla.gov.au/newspaper/article/129828297?browse=ndp%3Abrowse%2Ftitle%2FN%2Ftitle%2F461%2F1925%2F02%2F23%2Fpage%2F11088738%2Farticle%2F129828297">https://trove.nla.gov.au/newspaper/article/129828297?browse=ndp%3Abrowse%2Ftitle%2FN%2Ftitle%2F461%2F1925%2F02%2F23%2Fpage%2F11088738%2Farticle%2F129828297</a>	Details of removal and relocation 'from an adjoining street to the edge of the water' and reportage of intended official opening Saturday week (6 March 2025)  )
1925	Article Register (Adelaide, SA : 1901 - 1929), Monday 9 March 1925, page 6  Article GREAT MARK OF PROGRESS   opening of fine yacht shed Port Adelaide News (SA :1913 - 1933), Friday 13 March 1925, page 3	Similar reportage of opening and racing calendar and officials, the Patrick Weir Memorial Cup. Description of building dimensions and the club as 'an ornament to the waterfront. Note <ul style="list-style-type: none"> <li>women's membership and role in club establishment and viability</li> <li>continuing small boat racing links with Sydney and Tasmanian clubs</li> <li>naval links/benefits of yachting and</li> <li>Port Adelaide Club small boat registry growth</li> </ul>
1925	First committee members source	Note R. Searles boatbuilder listing as shed committee member
2008	Searles' Boatyard heritage nomination	Author [REDACTED] then occupant current member RSAYS - addressing aesthetic, historic scientific and social criteria for nomination



2012	Figure 3.78 map of tenancies in 1915 according to recollections of Ted Searles (ca 1995)  image source Port Adelaide Historical Society. Reproduced from Cultural Mapping Project 2012	Note <ul style="list-style-type: none"> <li>• RT Searles boatyard</li> <li>• Salt Works Shed</li> <li>• RSAYS boatshed,</li> <li>• Jenkins residence wharf and workshop</li> <li>• Boatbuilding (later recreational sailing) slipways</li> <li>• PASC location 1909-1925)</li> </ul>

2021	Fig 3.190: Shed 18 detail	– original timber framed Salt Co structure (Fig 3.190). Evidence of original timber jetty pilings, retained angled wharf and timber ramp structure under current metal grating (fig 3.192 1939 plans for construction of slipway lines within Shed 18
2008	Open letter to Premier Mike Rann with eminent signatories	Noting heritage at risk in the Jenkins Street precinct
Circa 2009	Exhibition Catalogue ‘LOST PORT ON CANVAS’	Survey of the work of South Australian Maritime landscape artist John Giles (1895-1970) based on Mudlangga (Lefevre Peninsula) whose prolific body of work strongly featured the workings of the Port Harbour and its craft.
2023	Excerpt of full Council motion as accepted City of Port Adelaide Enfield 11 April 2023	<i>the history, culture, and character of the old Port Adelaide Sailing Club / Gallery Yampu—including the boatyards and slipways on Jenkins St—is an invaluable feature of the Inner Harbor of Port Adelaide;</i> <a href="https://www.cityofpae.sa.gov.au/council/council-meetings/meetings">https://www.cityofpae.sa.gov.au/council/council-meetings/meetings</a>
2023	Summary history/snapshot unpublished for PASC newsletter – supplied by [REDACTED] – historian and former PASC member	Noting implications of the Squadron establishment for the formation and membership structure of PASC, and its unique place in sailing history at the site.
2023	Letter of support	As above ... also noting opportunities for repurposing [REDACTED]
2023	Rowing on Port River – social media post promoting the leisure history of Port Adelaide’s River	Note that the crew includes ‘Quin’ (sailing, sporting and club origins and likely link with living descendants resident in Port Adelaide region) and ‘Lawton’ great grandfather of Birkenhead resident Lindl Lawton



2023	Notes of 070523 OPASC site meeting with current PASC membership	Member and associates' recollections of the club and precinct history.
ND	Origins of Port Adelaide Sailing Club	

The numbered images below are supplied by *Sea Witch Antiques*, Lipson Street Port Adelaide, which that business has in turn sourced from the Maritime Museum's archive. These photos (and potentially yet to be discovered documentary records) are not publicly accessible. Invariably identifying information was not supplied with these images. Even without the benefit of written documentation, the images speak to the lively residential, working cultural and sporting life based in and around the Port River, as it transformed from its agrarian and maritime roots into a site combining industry, shipping and leisure.

Time-period, function and event estimates and errors are the responsibility of PoANT

SAILING, AQUATIC AND WORKING ACTIVITIES ON PORT ADELAIDE RIVER	
106	Sailing –12 footers off Darling Wharf – decals indicate possible opening of the season or exhibition display?
118	River life and culture: Blessing of the fleet, old fisherman's wharf circa 1949s and 50s.
122	Ferryman Queens wharf – ND: River workers like these were considered 'professional sailors' thereby barred from membership of the 1809- Royal Yacht Squadron which only admitted 'amateur' sailors. This ineligibility was a factor in the drive to establish the Port Adelaide Sailing Club as a workingman's sailing club for men who worked on the river or built its craft.
244	Small motor launches note moorings circa 1940s-50s
1420	Naval? motor launches at PASC mooring basin
1430	Greasy pole competition – part of the carnival of events associated with regattas
1196	Mooring basin view
3199	Port Adelaide Regatta 1850
3404	Port Adelaide Regatta (ND)
3634	Racing downstream 1940S?
3756	Sailing race or exhibition
3769	Panorama 3756 Sailing race or exhibition
ROWING	
114	Rowing on Port River (nd)
3650	Rowing (nd – CIRCA 1910-1920)
3651	Rowing (nd – CIRCA 1910-1920)
3668	Rowing (nd – CIRCA 1910-1920)
3692	Rowing (nd)
3692	Rowing (nd)
2238	Children swimming (nd)
1688	River event (nd)
2183	14 footers racing 1930s-40s
3634	Racing downstream 1940S?



4000	Mac Lawrie Shed – formerly /South Australian Yacht Club shed (1881-90) thereafter South Australian Rowing Club shed
Squadron shed 1909	<i>The hull of AG Rymill's Avocet emerges from Ben Weir's shed beside the two Squadron sheds, 1909. (Rymill Gifts)A typical Squadron race in the Port River in 1922, not long before the move to Outer Harbor. (Birnie album) source <a href="https://www.rsays.com.au/a-short-history/">https://www.rsays.com.au/a-short-history/</a></i>
Prg-180-1-7-2	Rowing on the Port River

#### Additional material – **ROWING**

Correction application p.15: Port Adelaide Rowing Club is South Australia's longest continually operating rowing club.

- The first recorded rowing races held on the Port River occurred in last week of August 1839, when several races were held between longboats and lifeboats of immigrant sailing ships.
- The Pelican (Rowing) Club was established on the Port River with the first recorded mention of the club in 1861, (page 6f [.PORT ADELAIDE CORPORATION](#) (The Chronicle, 6 April 1861) and a meeting of the SA Yacht and Rowing Club reported in the Chronicle, 16 February 1861.
- Information on the Pelican Rowing Club Rowing matches are reported in the Register, 4 and 6 May 1861, pages 2h and 3d and information on the Pelican Rowing Club on 24 November 1865, page 2f and 7 September 1867, page 2e and 19 October 1869, page 2h. (source state library of SA).
- A history of the sport and description of long-standing River regatta - THE EIGHT-OARED CHAMPIONSHIP. The Advertiser Sat 10 May 1902  
<https://trove.nla.gov.au/newspaper/article/4865463/906988>
- links between name 'Pelican Club' and the Port Adelaide Amateur Athletic and Boating Club (acknowledged as South Australia's first).
- The Manning collection lists multiple references to the sport of rowing, not all of which were searchable  
Ref: <https://manning.collections.slsa.sa.gov.au/sa/sport/rowing.htm>
- Link to significant people <https://www.rowinghistory-aus.info/club-histories/adelaide/index.html>

William Russell, Founder of William Russell Pty Ltd was a prominent figure in the nineteenth century Port and one of the community's best-known sail-makers and ships' chandlers. Russell developed an affinity for competitive rowing and was a member of Port Adelaide's short-lived Pelican Rowing Club. He participated in several regattas during the 1860s and was awarded trophies in 1864 and 1867.

<https://sahistoryhub.history.sa.gov.au/subjects/william-russell-pty-ltd> ;  
<https://manning.collections.slsa.sa.gov.au/sa/sport/rowing.htm>

See also <https://www.rowinghistory-aus.info/club-histories/adelaide/index.html>

*Alleged class distinction in the SA Amateur Rowing Association is the subject of a letter in the Register on 22 August 1882 (supp.), page 1b:*

*[The association has passed a resolution whereby] a respectable young man who is guilty of earning his livelihood as a mechanic would be debarred from competition in a boatrace against clerks,*



*professional men, etc... It is evident to the nearest comprehension that [it is] utterly out of place in South Australia, where the dignity of labour is preached and respected...*

*This epistle prompted a reply from a citizen signing himself as "Universities" on 23 August 1882, page 7b:*

*Manual labour men, by their avocation, are naturally more used to hard work than gentlemen... Amongst gentlemen too much bodily exercise would be injurious to the brain power on which their living depends... Continual rowing with manual labour can encourage familiarity... Gentlemen would lose cast in their set if they continually associated with those below them...*

*An older citizen lost no time in responding to this exhortation on 24 August 1882, page 7a:*

*I think [his letter] is snobbishness to the extreme... (for no one but a boy, who is just feeling himself, would write such a letter unless, as Mark Twain says, "It was wrote sarcastic")....*

Source/citation <https://manning.collections.slsa.sa.gov.au/sa/sport/rowing.htm>

**SUPPORTING IMAGES (MOST UNDATED)**



## FOUNDATION and GROWTH of PORT ADELAIDE SAILING CLUB

Of the various sailing clubs that had arisen on Port River, the most prominent in 1880 was called the South Australian Yacht Club. It had been founded (with a lot of encouragement from Frederick Bucknall) in 1869. By 1880 it had acquired moorings in a shallow bay on the Birkenhead shore where they erected a large boat shed on the site. The shed would later be home to PA Rowing Club and a succession of prominent boatbuilders over the next century. It was demolished around 2000.

The SAYC mooring basin at Birkenhead was just a short ferry trip from central Port Adelaide. Apart from a few sites in the upper river and around Cruickshank's Corner, often as moorings that dried out at low tide, there were no other suitable sites for the mooring of keel boats. Those members with larger boats were particularly interested in offshore sailing and racing and the two hours sailing time from Port River Entrance was particularly irksome.

In 1890 SAYC underwent a major transformation, characterised by its receipt of permission from Queen Victoria to call itself Royal South Australian Yacht Squadron. This was not only a tremendous increase in the prestige of the club (and its members), it also made it an official training facility for the Royal Naval Reserve. Due to such privileges as being allowed to fly the blue ensign, the Squadron also had to restrict its full membership to "British Gentlemen".

It was relatively easy to define males with *British* nationality (obviously including locally-born men who were "British" by definition). At that time there was concern about maintaining the "British" nature of Australia against foreign influence, but it was also a time of anxiety about the rise in unionism, spearheaded by the local waterside workers. Although the definition of "*Gentlemen*" was more difficult to define, the 1890s was a time of increased awareness of the distinction between "amateur" and "professional" competitors. Both rowing and yachting were sports that felt the need to emphasise the distinction and working watermen were therefore considered ineligible for amateur yachting and rowing events.

At the same time (1890) the new RSAYS also merged with Semaphore Club to acquire their premises on the seafront at Semaphore. This offered a great location for starting and watching their yachts racing in Gulf St Vincent and (largely motivated by Magnus Wald) became a "Gentlemen's Club" reminiscent of those in London. Furthermore, these larger yachts were ill-suited for racing in the busy Port River and owners began seeking moorings in the lower river or offshore. Eventually, in 1924, this was formalised with the acquisition of an area of shoreline upstream of Outer Harbor that had opened in 1908. With a great deal of work this area was transformed into a basin with chain moorings similar to those at Birkenhead and became the focus of RSAYS yachting activities.

Immediately following the formation of RSAYS, moves began to create an alternative sailing club that remained in the heart of Port Adelaide and continued the focus on river sailing in smaller yachts and dinghies rather than offshore sailing. Membership would be open to men who might not meet the Squadron eligibility requirements. Many of them worked in the industries that had grown up around the Port and most lived in the immediate neighbourhood.

Unfortunately the Maritime Strikes of the early 1890s appear to have overwhelmed the initial plans and it was not until 1897 that "Port Adelaide Sailing Club" was formally established. It initially used an old boat shed on Cruickshanks Corner and held its meetings in local hotels. In 1908 the club purchased a block of land at 8 Birkenhead Road. (This later became Victoria Road and the site is now obscured by the realignment of the road as the northern approach to Birkenhead Bridge).



## FOUNDATION and GROWTH of PORT ADELAIDE SAILING CLUB

That clubhouse was self-built of corrugated iron with large wooden doors built at Richard Searle's Boatyard in Largs Bay.

Unfortunately PASC's pride in their new home was short-lived! In 1914, after barely five years, the SA Government created the South Australian Harbors Board, whose first task was to "resume" (compulsorily purchase) all the privately-owned wharves, docks and waterside facilities throughout South Australia; this included all wharves, dockyards and associated land on both sides of the river - including both PASC's brand new clubhouse and the RSAYS boat shed.

An alternative area of land across the road was made available for leasehold. It eventually included the riverbank immediately to the west of Fletchers Slip, the former Yacht Squadron shed and the adjacent mooring basin. This became the site of PASC until it relocated to Marina Adelaide in October 2007.

Popular anecdote suggests that PASC moved its entire clubhouse across Birkenhead Road on a dray and placed it on its new site. The rafters within that part of the clubhouse are set at an angle that is said to represent the need to skew the building to fit it on the site. However, physical measurements of the building do not match those of the earlier one and it seems more likely that material from the old building was carried across and used in the new construction, rather than a simple transfer of the entire structure. The grand wooden doors were also moved to the new building, on the Jenkins Road side. (It is unclear whether they are still in place beneath the later re-cladding, or whether they were removed when the northern wall was rebuilt in 1978 after termite damage was found in the wall.)

Over the years the clubhouse was steadily extended and improved. Boat ramps with trolley rails and winches were installed on the eastern side with a workshop to allow members to work on their boats. A small second storey had been added in the 1930s (reached by an outside stairway that offered a platform for starting races). It was further extended in 1950 (with the addition of an internal stairway). A large extension to the west was added in 1970, replacing the former dinghy sheds and allowing for the introduction of a bar and toilets. It boasted a solid jarrah floor that was ideal for dances.

All of this extensive work was undertaken largely by the members, using the skills (and sometimes the recycled materials) derived from local industries. The club rapidly grew in numbers, and its displays at Opening Day were a popular feature. Several prominent races were held, often with grand silverware as prizes, and events, such as the Port Line Cup, attracted national visitors. In the 1990s a totally novel form of sailing was introduced, the *Sailability* dinghies. These allowed one or two people to sail in specially-modified dinghies, despite some frequently severe physical handicaps that required the installation of hoists to lift sailors from their wheelchairs into the dinghy. Under the motto of "Never too frail to Sail", a new generation of (surprisingly competitive) sailors were discovered.

Throughout its life the Birkenhead club basin had "chain moorings"; boats were moored bow and stern via long-link chains to weights such as railway wheels, dropped to the floor of the bay. (All this material, and a lot of other debris, remains on the bottom of the former mooring basin). Moored boats were reached by dinghies (stacked on racks in shelters around the basin) and the oars and boat equipment etc. were kept in lockers inside the club house.



## FOUNDATION and GROWTH of PORT ADELAIDE SAILING CLUB

Over the years there have been “crazes” for various types of boats - such as 14-footers (during the 1920s-30s), power boats (in the 1930s) and Sharpies (in the 1940s) - but most of the club’s time has been devoted to sailing and racing small yachts within the Inner Harbor and Port River. Off-shoots of the club, to meet specific boating needs, have included the formation of Port River Sailing Club (to sail dinghies in the less-congested waters downstream at Snowden’s Beach) and Largs Bay Sailing Club (for Sharpie sailors who preferred to sail in open water).

PASC has battled many problems over the years, that would have sunk many other clubs. Flooding was an ever present risk and the building of the Holden Factory to its north in the 1920s led to a regular source of conflict over space and access. Two World Wars robbed the club of many of its most active members and the erection of Birkenhead Bridge in 1940 not only forced the re-location of many of the waterside businesses and yards but also introduced a barrier between the club and its river-racing waters. During this time the Inner Harbor became increasingly congested with ever-larger ships. Through it all, the members became adept at exploiting the gusty winds that blew between the wharf buildings and avoiding the merchant ships, tugs and tankers that were constantly using the port and the river.

In later years Inner Harbor certainly became less crowded as containerisation led to the transfer of most maritime activity to Outer Harbor. The cessation of the *Island Seaway* ferry service to Kangaroo Island in the mid-1990s meant that PASC yachts became the major reason for the opening of a bridge that was increasingly expensive to operate and maintain.

PASC was always conscious of its uncertain future, situated in the heart of a bustling hive of maritime industry and reliant on a lease for its site on Government land. The initial 21-year lease was renewed but, despite strong representation, the Government refused to extend it for more than five years. As the years passed the lease periods became shorter. In its latter years, while there was growing uncertainty about the site and nature of the Expressway and railway bridges, the Club was basically existing month by month with no formal lease at all.

Eventually, in 2007, the Club was assisted by the SA Government to relocate at a new site on Marina Adelaide. A new clubhouse was built and members could now appreciate all the benefits of not only being one hour closer to the mouth of Port River, but also, with boats now moored alongside pontoons, they had no further need for their dinghies and uncertain mooring chains.

After decades of DIY effort and ingenuity, they left behind a solid clubhouse that is ideally suited for a revival of recreational boating in the Inner Harbor area - a perfect location for the many power, rowing and sailing boats that do not require tall masts!





## PORT ADELAIDE SAILING CLUB

### GREAT MARK OF PROGRESS. OPENING OF FINE YACHT SHED.

No greater evidence of the continued advance and prosperity of the Port Adelaide Sailing Club could be given than the erection of the fine yacht shed which was opened at Birkenhead by the patron (Mr. H. Slade; on Saturday afternoon. While many yachting clubs throughout Australia have been languishing because the romance of the white wings is being rapidly displaced by motor boats, the Port Club have found the sailing craft on their register increasing to a remarkable extent, with a corresponding increase in the popularity and success the club. This increase \* can be from the fact that the boats to be moored in the club's new basin (or harbor) alone will number' 165. They are looking for a great increase in numbers from a proposal to encourage adet boats of 12 ft.,- and are seeking advice from Sydney clubs in this reard. Such boats are also racing Tasmania. Youths will thus be able to become cadet members of the and sail these small craft, graduting into larger craft at an age to e arranged. It is a proposal which committee believe will be to the dvantage of the local naval authori ies to encourage with the naval adets. Although only 12 feet the anger will not be what at first sight ay appear. Each junior yachtsman be compelled to wear a lifebelt, whether he can swim or not, and the rea of sail allowed will be strictlj efined and enforced." Races will be rranged; for- these" craft, which are stimated not to cost more than £30.

This is only one instance of the keenness of the club and the committee; another was the crection of the new club shed and the securing of the mooring basin at Birkenhead, which Is one of the finest homes for yachts in the States. A large number o guests accepted the invitation of members to be present, among whom were the Mayor and Mayoress <Mr. and Mrs. A. O. R. Tapp). THE OFFICIAL OPENING. The Patron (Mr. H. Slade), who was introduced by the Commodore (Mr. H. Green), in declaring the club shed open, said they all knew the saying that "tall oaks from little acorns grew," and the club, started many years ago with a membership 01 14, under Captain Hardy, now had a memljprship of over 500. The club had kept to its object all through the years—the promotion of clean sport. They .had banded together in the first place for the sailing of small craft, but they had extended their objects so as to embrace 21-footers. The benefit of yachting to the Empire was shown in the Great War. Yachtsmen then, from all parts of the world, took part in . many hazardous undertakings. Members of the Port Club did their duty in the war with credit to themselves and the club. (Ap-Iike the plause.) While the club, craft they encouraged, had had to face all kinds of weather, through the skilful handling of the committee ; they had reached a safe harbor. That from such a small beginning they had

rown'to their present satisfactory ondition spoke well for the manner n which their executives had handle\*! he affairs of the club. They learned uring the war what ladies could do to assist patriotic undertakings, and the club profiting by that knowledge, with characteristic forethought provided for lady members, of which there were now over 60. The ladies liac proved a great acquisition to the club, and their presence had helped to keep up the interests of their husbands ani friends in the sport. Their value to the club was established beyond all doubt by the inauguration of the fete. The self-sacrifice of the ladies brought the fete to a pinnacle of success unthought of. £430 nett was secured, thereby the new yacht shed was assured. (Cheers.) From that they were able to launch out on a building which cost £1,000, and was free of debt The noble work of the ladies, and the hazarous work of the committee" and friend's had helped them to 6ecure a building which would be of great benefit to the dub, and an ornament to the water front: (Cheers.) The Mayor (Mr. A. O. Tapp) in

>ropiosing a vote of thanks to Mr. ; Slade for opening the building, said the club should be highly honored in hkyihg sucH a remarkable history of progress. J He wished them every success during tte year and at" all times. (Applaijse.) ' In seconding the resolution, the President . (Aid. Baudinet) said he felt sure all, with the committee, appreciated the assistance Mr. Slade had given to the dub, especially during the past few years, and they would always look back upon it with gratitude. The fete was successful beyond their wildest expectations. Of all the sporting bodies he had been connected with he had never found a club where the lady members and their friends , took such an interest in its welfare, as was the case with the Port Adelaide Sailing Club. (Ap plause.) \_ The resolution was carried by ac clamation, and cheers werje given for Mr. and Mrs. Slade. After the opening ceremony the guests were distributed in the motor boats and taken down the river to see the club's race for "A Class" boats, and of the 14-footers for the Patrick Weir Memorial Cup. On returning they were entertained at afternoon tea. In the evening a social and dance was held in the club shed. THE CLUB'S NEW PROPERTY, Inclusive of the mooring basin and ground on which the new shed erected, the club's new property about 350 feet



x 400 feet, and is situated between Jenkin's Slip and the Port Adelaide Rowing Club's shed (formerly the Royal Yacht Squadron's shed). The mooring basin, which will take at least 165 of the boats on the club's register, is about 380 feet wide by 300 feet deep. The boat shed, which is neatly built of wood and iron, is lofty, and the dimensions

are 30 feet by 132 feet. It is well lighted in daytime by 12 skylights, and at night time by electricity. At one end of the shed 60 commodious lockers are provided for members, and at the opposite a neatly laid out and convenient dressing room for ladies, and a dressing room for gentlemen with shower bath installed. The portion between the lockers and dressing rooms at present constitutes a fine hall with a good jarrah floor, which was proved to be a perfect dance floor by guests who attended the invitation social and dance held in the club shed on Saturday evening. The old club shed was only about 30 feet by 50 feet, and was on a block of land at the river end of Elder Road, and some distance from the water, which was a great inconvenience to members, so that the new building will be fully appreciated. The flagstaff is about 50 feet high, and is in position, with yardarm and gaff. The new shed is valued at £1,000, and not only is it free of debt, but the club is starting in their new home with a credit balance. OFFICIALS. Officials of the club are:—Patron, Mr. H. Slade; president, Aid. W. E. C. Baudinet; commodore, Mr. H. Green; vice-commodore, Mr. W. H. Powell; rear-commodore, Mr. F. Shaw; secretary, Mr. W. R. McKinlay; treasurer, Mr. H. Groundwater; assistant secretary, Mr. T. Butler; official measurer, Mr. B. Weir; handicapper, Mr. T. Boyce; general committee, Messrs. H. Anderson, F. Brice, T. Boyce, W. Tabor, E. Bauer, and J. Robertson; shed committee, Messrs. W. Tabor, R. Searles, G. Bauer, T. Boyce, and H. Anderson; inter-club delegates, Messrs. H. Green, F. Shaw,

R. H. Butler, and F. Brice; auditors, Messrs. E. A. Nelson and H. D. Edwards; official photographer, Mr. E. V. Catford. PORT ADELAIDE CLUB. The Port Club held two races during Saturday afternoon, one for 14-footers for the Patrick Weir Memorial Cup, and one for A class. The course was in the inner harbor, from the club shed to the Sugar Works buoy round a mark off the kerosene store, three times around. The following 14-footers faced the starter:—St. George H., scr.; Gwen, 1.30; St. Andrew, 1.30; Pultney, 20 min. The wind was very light, fluky, and variable. All the boats got away to a good start. At the first buoy St. George II. was slightly in the lead of Gwen, St. Andrew and Pultney running next. On the run down Gwen took up the lead, which she maintained until the Sugar Works buoy was reached the second time. St. George II. just managed to round this mark a length ahead of Gwen.—On the run down St. Andrew surplanted the field by running into first place, but she did not hold that position for long as St. George II. soon drew ahead, and Gwen passed her at the lower buoy. Pultney was sailing well, and was always in a good position. St. George maintained her lead to the finish, Gwen coming next, followed by — \* — — The finishers:—St. George II. and Pultney. (corrected times George II., 5.30.31, 5.30.31, 2nd; Gwen 5.33.0, 5.31.10, 3rd; St. Andrew. 5-33-54,

5.32.24; Pultney, 5-48.57, 5-28.57. 1st. Thus Pultney, therefore, gained the cup, and received a great ovation, as it was her first win since the Godfrey boys took over the boat. This is their first season in a sailing boat. In the A class race only three boats faced the starter—Pixie, scr.; Adele, min.; Aurora, 16 min. The boats crossed the line together, the course being similar to the 14-footers. The Pixie soon worked into the leading position, followed by Adele and Aurora. The Pixie maintained her lead from start to finish and won comfortably. The finishing and corrected times were:—Pixie, 5-35-52, 1st; Adele, 5-49-30, 3rd; Aurora, 5-59-06, 2nd. THE SOCIAL AND DANCE. In the evening a social and dance was held in the new club shed, when there was a large attendance of yachtsmen, their wives and families and friends. An excellent programme of vocal items was interspersed with dancing, which continued until a late hour. The overture was rendered by Miss M. Hand, and songs were contributed by Miss D. Outram and

Messrs. B. Forbes and C. Lincoln. The sailor's hornpipe and Highland dances were performed by Miss Beryl McNeill, and were greatly appreciated. Among those present were Mrs. H. Slade who wore green marocain; Mrs. Flavy, in white crepe de chine trimmed with black satin; Mrs. J. Ross, pink and grey floral figured crepe de chine; Miss D. Allen, pale blue aharcain; Miss M. Mackenzie, deep apricot crepe de chine; Miss J. McArthur, cream silk knitted; Miss A. Howell, pale pink satin; Miss N. Doris (pale pink crepe de chine; Miss O. A. Howell, figured georgette; Miss M. Allen, ivory white crepe de chine; Miss E. Blown, cream crepe de chine; Miss E. Saunders, peacock blue satin; Miss B. Witt, shell pink marocain; Miss H. Hansen, flame crepe de chine, overdress gold lace. Mrs. Emery, lemon sponge voile; Miss Hansen's black and white silk; Mrs. Witt, black silk with lace overdress. Mrs. Webb, navy satin and georgette. Miss Koch, pale green silk with white facings; Miss G. Smith, white embroidered georgette; Mrs. Koch, black satin with brilliant cabouche; Mrs. G. Smith, nigger silk georgette; Mrs. Chas. Allen, navy mousseline; Mrs. C. Lincoln, cream costume; Miss M. Allen, white crepe de chine; Miss G. Allen, white crepe de chine; Mrs. U. McKinlay, putty charmeuse; Miss M. Flaud, cream costume;



Miss Jenkins, navy marocain with Oriental trim mings; Miss Perry, mole marocain; Miss I Thomas, peacock blue marocain; Miss R. Thomas, pink brocaded crepe de chine; Miss D. Commis, navy taffeta; Mrs. K. Commis, navy marocain; Mrs. Richards, black satin; Miss L. White, pink brocaded satin; Miss E Dankel, pink crepe de chine; Mrs. Fitzgerald, Shantung silk; Mrs. J.

Lowell, grey marocain; Miss S. Quinn, " crepe de cine; Miss L. Quinn, blue crepe de chine; Miss L., <\*)uinn, blue georgette; Miss Lily Quinn, pinK georgette; Mrs. Baker, black chiffon; Miss W. McNeil, green floral satin; Mrs. S. Hosking, mauve satin marocain; Miss C. Hosking, black georgette; Mrs. A. Conway, Oriental Shantung; Mrs. G. Murray, helio marocain; Miss E. K\_ Wilson, grey embroidered voile; Mrs. A. Denton, navy marocain; Miss A. Bell, white marocain; Miss. W. Bell, blue silk;' Miss M. McNeil, blue georgette; Miss J. Mc-Neil, peacock blue crepe de chine; j Miss B. McNeil, sailor dress; Mrs.' " Lawson, grey crepe de chine; Mrs. Sanders, black crepe dc chine; Mrs. Chislett, blue crepe de chine; Miss M. Inglis, blue moracain; Miss D. Ainsworth, blue marocain; Miss A. LeLeu, Miss J. Greatrex, crepe de chine; Miss O. Greatrex, brown marocain; Miss D. Greatrex, cream silk; Mrs. J. Robert-son, navy satin; Miss Walker, grey marocain; Miss D. Stokes, orange marocain; Mrs. J. Wilkins, grey .marocain; Mrs. A. Fraser, black satin with overdress beaded georgette; Mrs. R. Butler, fawn marocain; Miss I. Fraser, rose pink taffeta with silver lace; Miss D. Stokes, pink knifepleated georgette; Miss J. Ryan, powder blue georgette; Miss E. Williams, blue satin with scarf effect of blue and yellow satin with cabouchan; Miss J. Cormack, apricot marocain satin; Miss A Dodd, green marocain; Mrs. McCartney. blue costume; Mrs. j. Cain, pink marocain with gold tissue. -j Others present were Miss B. Anderson, Miss K. Lashmar, Miss M. Weir, Mrs. Tabor, Mr. and Mrs. Littlely, Mrs. J. Slater, Mr. J: Slater, Mrs. G.

Patterson, -Mr J.. Robertson, Mr. H M. Dew, Miss L Cotterell; Mrs. J. Cormack, Mrs. S. Bettswood, Mr. and Mrs. A Watson, Mr. • arid Mrs. B. Weir, Mr. and Mrs. H. Forbes, Mrs. Procter, Mr. and Mrs. C C. Davies. During the evening Mr. H. Slade (patron) presented Mr. Powell, sen., with a pipe as a token of the affection in which he was held by the members of the Port Adelaide Sailing Club. All knew of .Mr. Powell's sporting qualities. To assist the club he, with others, had permitted himself to V made a target for their bantering, and entered the ugly men's competition. That he won the competition did not mean he was the ugly man, but showed his popularity. The title of the competition did not matter. (Applause.) Although there was a curve in the stem of the pipe all would agree that that was contrary to Mr. Powell's nature—all his actions had been straight and honorable. (Applause.) He felt they would all be with him in the hope that all Mr. Powell's worries would end up as did the fragrant weed—in smoke. (Applause.) Mr-Powell briefly responded.



## PORT ADELAIDE SAILING CLUB

### GREAT MARK OF PROGRESS.

#### OPENING OF FINE YACHT SHED.

No greater evidence of the continued advance and prosperity of the Port Adelaide Sailing Club could be given than the erection of the fine yacht shed which was opened at Birkenhead by the patron (Mr. H. Slade) on Saturday afternoon. While many yachting clubs throughout Australia have been languishing because the romance of the white wings is being rapidly displaced by motor boats, the Port Club have found the sailing craft on their register increasing to a remarkable extent, with a corresponding increase in the popularity and success of the club. This increase can be gauged from the fact that the boats to be moored in the club's new basin (or harbor) alone will number 165. They are looking for a great increase in numbers from a proposal to encourage cadet boats of 12 ft., and are seeking advice from Sydney clubs in this regard. Such boats are also racing in Tasmania. Youths will thus be able to become cadet members of the club and sail these small craft, graduating into larger craft at an age to be arranged. It is a proposal which the committee believe will be to the advantage of the local naval authorities to encourage with the naval cadets. Although only 12 feet the danger will not be what at first sight may appear. Each junior yachtsman will be compelled to wear a lifebelt, whether he can swim or not, and the area of sail allowed will be strictly defined and enforced. Races will be arranged for these craft, which are estimated not to cost more than £30.

This is only one instance of the success of the club and the committee; another was the erection of the new club shed and the securing of the mooring basin at Birkenhead, which is one of the finest homes for yachts in the States. A large number of guests accepted the invitation of members to be present, among whom were the Mayor and Mayoress (Mr. and Mrs. A. O. R. Tapp).

#### THE OFFICIAL OPENING.

The Patron (Mr. H. Slade), who was introduced by the Commodore (Mr. H. Green), in declaring the club shed open, said they all knew the

(Mr. H. Green), in declaring the club shed open, said they all knew the saying that "tall oaks from little acorns grew," and the club, started many years ago with a membership of 14, under Captain Hardy, now had a membership of over 500. The club had kept to its object all through the years—the promotion of clean sport. They had banded together in the first place for the sailing of small craft, but they had extended their objects so as to embrace 21-footers. The benefit of yachting to the Empire was shown in the Great War. Yachtsmen then, from all parts of the world, took part in many hazardous undertakings. Members of the Port Club did their duty in the war with credit to themselves and the club. (Applause.) While the club, like the craft they encouraged, had had to face all kinds of weather, through the skilful handling of the committee they had reached a safe harbor. That from such a small beginning they had grown to their present satisfactory condition spoke well for the manner in which their executives had handled the affairs of the club. They learned during the war what ladies could do to assist patriotic undertakings, and the club profiting by that knowledge, with characteristic forethought provided for lady members, of which there were now over 60. The ladies had proved a great acquisition to the club, and their presence had helped to keep up the interests of their husbands and friends in the sport. Their value to the club was established beyond all doubt by the inauguration of the fete. The self-sacrifice of the ladies brought the fete to a pinnacle of success unthought of. £430 nett was secured, thereby the new yacht shed was assured. (Cheers.) From that they were able to launch out on a building which cost £1,000, and was free of debt. The noble work of the ladies, and the hazardous work of the committee and friends had helped them to secure a building which would be of great benefit to the club, and an ornament to the water front. (Cheers.)

The Mayor (Mr. A. O. Tapp) in proposing a vote of thanks to Mr. Slade for opening the building, said the club should be highly honored in having such a remarkable history of progress. He wished them every success during the year and at all times. (Applause.)

In seconding the resolution, the



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In seconding the resolution, the President (Ald. Baudinet) said he felt sure all, with the committee, appreciated the assistance Mr. Slade had given to the club, especially during the past few years, and they would always look back upon it with gratitude. The fete was successful beyond their wildest expectations. Of all the sporting bodies he had been connected with he had never found a club where the lady members and their friends took such an interest in its welfare, as was the case with the Port Adelaide Sailing Club. (Applause.)

The resolution was carried by acclamation, and cheers were given for Mr. and Mrs. Slade.

After the opening ceremony the guests were distributed in the motor boats and taken down the river to see the club's race for "A Class" boats, and of the 14-footers for the Patrick Weir Memorial Cup. On returning they were entertained at afternoon tea. In the evening a social and dance was held in the club shed.

#### THE CLUB'S NEW PROPERTY.

Inclusive of the mooring basin and ground on which the new shed is erected, the club's new property is about 350 feet x 400 feet, and is situated between Jenkin's Slip and the Port Adelaide Rowing Club's shed (formerly the Royal Yacht Squadron's shed). The mooring basin, which will take at least 165 of the boats on the club's register, is about 380 feet wide by 300 feet deep. The boat shed, which is neatly built of wood and iron, is lofty, and the dimensions

are 30 feet by 132 feet. It is well lighted in daytime by 12 skylights, and at night time by electricity. At one end of the shed 60 commodious lockers are provided for members, and at the opposite a neatly laid out and convenient dressing room for ladies, and a dressing room for gentlemen with shower bath installed. The portion between the lockers and dressing rooms at present constitutes a fine hall with a good jarrah floor, which was proved to be a perfect dance floor by guests who attended the invitation social and dance held in the club shed on Saturday evening. The old club shed was only about 30 feet by 50 feet, and was on a block of land at the river end of Elder Road, and some distance from the water, which was a great inconvenience to members, so that the new building will be fully appreciated. The flagstaff is about 50 feet high, and is in position, with yardarm and gaff. The new shed is valued at £1,000, and not only is it free of debt, but the club is starting in their new home with a credit balance.

#### OFFICIALS.

Officials of the club are:—Patron, Mr. H. Slade; president, Ald. W. E. C. Baudinet; commodore, Mr. H. Green; vice-commodore, Mr. W. H. Powell; rear-commodore, Mr. F. Shaw; secretary, Mr. W. R. McKinlay; treasurer, Mr. H. Groundwater; assistant secretary, Mr. T. Butler; official measurer, Mr. B. Weir; handicapper, Mr. T. Boyce; general committee, Messrs. H. Anderson, F. Brice, T. Boyce, W. Tabor, E. Bauer, and J. Robertson; shed committee, Messrs. W. Tabor, R. Searles, G. Bauer, T. Boyce, and H. Anderson; inter-club delegates, Messrs. H. Green, F. Shaw, E. A. Nelson, and H. D. Edwards; official photographer, Mr. E. V. Catford.

#### PORT ADELAIDE CLUB.

The Port Club held two races during Saturday afternoon, one for 14-footers for the Patrick Weir Memorial Cup, and one for A class. The course was in the inner harbor, from the club shed to the Sugar Works buoy round a mark off the kerosene store, three times around. The following 14-footers faced the starter:—St. George II., scr.; Gwen, 1.30; St. Andrew, 1.30; Pultney, 20 min. The wind was very light, fluky, and variable. All the boats got away to a good start. At the first buoy St. George II. was slightly in the lead of Gwen, St. Andrew and Pultney running next. On the run down Gwen took up the lead, which she maintained until the Sugar Works buoy was reached the second time. St. George II. just managed to round this mark a length ahead of Gwen. On the run down St. Andrew surprised the field by running into first place, but she did not hold that position for long as St. George II. soon drew ahead, and Gwen passed her at the lower buoy. Pultney was sailing well, and was always in a good position. St. George maintained her lead to the finish, Gwen coming next, followed by St. Andrew and Pultney. The finish-

are 30 feet by 132 feet. It is well lighted in daytime by 12 skylights, and at night time by electricity. At one end of the shed 60 commodious lockers are provided for members, and at the opposite a neatly laid out and convenient dressing room for ladies, and a dressing room for gentlemen with shower bath installed. The portion between the lockers and dressing rooms at present constitutes a fine hall with a good jarrah floor, which was proved to be a perfect dance floor by guests who attended the invitation social and dance held in the club shed on Saturday evening. The old club shed was only about 30 feet by 50 feet, and was on a block of land at the river end of Elder Road, and some



finish, Gwen coming next, followed by St. Andrew and Pultney. The finishing and corrected times were:—St. George II., 5.30.31, 5.30.31, 2nd; Gwen, 5.33.0, 5.31.10, 3rd; St. Andrew, 5.33.54, 5.32.24, Pultney, 5.48.57, 5.28.57, 1st. The Pultney, therefore, gained the cup, and received a great ovation, as it was her first win since the Godfrey poys took over the boat. This is their first season in a sailing boat.

In the A class race only three boats faced the starter:—Pixie, scr.; Adele, 2 min.; Aurora, 16 min. The boats crossed the line together, the course being similar to the 14-footers. The Pixie soon worked into the leading position, followed by Adele and Aurora. The Pixie maintained her lead from start to finish and won comfortably. The finishing and corrected times were:—Pixie, 5.35.52, 5.35.52, 1st; Adele, 5.51.30, 5.49.30, 3rd; Aurora, 5.59.16, 5.43.16, 2nd.

### THE SOCIAL AND DANCE.

In the evening a social and dance was held in the new club shed, when there was a large attendance of yachtsmen, their wives and families and friends. An excellent programme of vocal items was interspersed with dancing, which continued until a late hour. The overture was rendered by Miss M. Hand, and songs were contributed by Miss D. Outram and Messrs. B. Forbes and C. Lincoln. The sailor's hornpipe and Highland dances were performed by Miss Beryl McNeill, and were greatly appreciated.

Among those present were Mrs. H. Slade, who wore green marocain; Mrs. Davey, in white crepe de chine trimmed with black satin; Mrs. J. Ross, pink and grey floral figured crepe de chine; Miss D. Allen, pale blue marocain; Miss M. Mackenzie, deep apricot crepe de chine; Miss J. McArthur, cream silk knitted; Miss A. Howell, pale pink satin; Miss N. Doris, pale pink crepe de chine; Miss O. A. Howell, figured georgette; Miss M. Allen, ivory white crepe de chine; Miss E. Blown, cream crepe de chine; Miss E. Saunders, peacock blue satin; Miss B. Witt, shell pink marocain; Miss H. Hansen, flame crepe de chine, overdress gold lace; Mrs. Emery, lemon sponge voile; Miss Hansen, black and white silk; Mrs. Witt, black silk with lace overdress; Mrs. Webb, navy satin and georgette; Miss Koch, pale green silk with white facings; Miss G. Smith, white embroidered georgette; Mrs. Koch, black

brodered georgette; Mrs. Koch, black satin with brilliant cabouchan; Mrs. G. Smith, nigger silk georgette; Mrs. Chas. Allen, navy mousseline; Mrs. C. Lincoln, cream costume; Miss M. Allen, white crepe de chine; Miss G. Allen, white crepe de chine; Mrs. U. McKinlay, putty charmeuse; Miss M. Flaud, cream costume; Miss Jenkins, navy marocain with Oriental trimmings; Miss Perry, mole marocain; Miss I. Thomas, peacock blue marocain; Miss R. Thomas, pink brocaded crepe de chine; Miss D. Commis, navy taffeta; Mrs. K. Commis, navy marocain; Mrs. Richards, black satin; Miss L. White, pink brocaded satin; Miss E. Dankel, pink crepe de chine; Mrs. Fitzgerald, Shantung silk; Mrs. J.

Powell, grey marocain; Miss S. Quinn, crepe de chine; Miss L. Quinn, blue crepe de chine; Miss L. Quinn, blue georgette; Miss Lily Quinn, pink georgette; Mrs. Baker, black chiffon; Miss W. McNeil, green floral satin; Mrs. S. Hosking, mauve satin marocain; Miss C. Hosking, black georgette; Mrs. A. Conway, Oriental Shantung; Mrs. G. Murray, helio marocain; Miss E. K. Wilson, grey embroidered voile; Mrs. A. Denton, navy marocain; Miss A. Bell, white marocain; Miss W. Bell, blue silk; Miss M. McNeil, blue georgette; Miss J. McNeil, peacock blue crepe de chine; Miss B. McNeil, sailor dress; Mrs. Lawson, grey crepe de chine; Mrs. Sanders, black crepe de chine; Mrs. Chislett, blue crepe de chine; Miss M. Inglis, blue moracain; Miss D. Ainsworth, blue marocain; Miss A. LeLeu, Miss J. Greatrex, crepe de chine; Miss O. Greatrex, brown marocain; Miss D. Greatrex, cream silk; Mrs. J. Robertson, navy satin; Miss Walker, grey marocain; Miss D. Stokes, orange marocain; Mrs. J. Wilkins, grey marocain; Mrs. A. Fraser, black satin with overdress beaded georgette; Mrs. R. Butler, fawn marocain; Miss I. Fraser, rose pink taffeta with silver lace; Miss D. Stokes, pink knife-pleated georgette; Miss J. Ryan, powder blue georgette; Miss E. Williams, blue satin with scarf effect of blue and yellow satin with cabouchan; Miss J. Cormack, apricot marocain satin; Miss A. Dodd, green marocain; Mrs. McCartney, blue costume; Mrs. J. Cain, pink marocain with gold tissue.



with gold tissue.

Others present were Miss B. Anderson, Miss K. Lashmar, Miss M. Weir, Mrs. Tabor, Mr. and Mrs. Littlely, Mrs. J. Slater, Mr. J. Slater, Mrs. G. Patterson, Mr. J. Robertson, Mr. H. M. Dew, Miss L. Cotterell, Mrs. J. Cormack, Mrs. S. Bettswood, Mr. and Mrs. A. Watson, Mr. and Mrs. B. Weir, Mr. and Mrs. H. Forbes, Mrs. Procter, Mr. and Mrs. C. C. Davies.

During the evening Mr. H. Slade (patron) presented Mr. Powell, sen., with a pipe as a token of the affection in which he was held by the members of the Port Adelaide Sailing Club. All knew of Mr. Powell's sporting qualities. To assist the club he, with others, had permitted himself to be made a target for their bantering, and entered the ugly men's competition. That he won the competition did not mean he was the ugly man, but showed his popularity. The title of the competition did not matter. (Applause.) Although there was a curve in the stem of the pipe all would agree that that was contrary to Mr. Powell's nature—all his actions had been straight and honorable. (Applause.) He felt they would all be with him in the hope that all Mr. Powell's worries would end up as did the fragrant weed—in smoke. (Applause.) Mr. Powell briefly responded.

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PORT ADELAIDE SAILING CLUB. OPENING OF YACHT SHED, Evidence of the continued progress of the Port Adelaide Bailing Club has been forthcoming by the erection of the new line yacht shed at Birkenhead, which was opened by the Patron (Mr. H. Slade) on Saturday afternoon. While many yachting clubs in Australia have been languishing because the romance of the white wings has been displaced by motor boats the Port Club\* has found the Sailing craft on their register increasing to a remarkable extent. The boats to be moored in the new basin (or harbour) will alone number 163. The executive is also looking for further advancement from a proposal to encourage cadet boats of 10 ft., and are seeking advice from Sydney clubs in that regard. Such boats are also racing in Tasmania. It is a proposal which the committee believe to be to the advantage of the local naval authorities to encourage among its cadets. Each junior yachtsman will be compelled to wear a lifebelt, whether he can swim or not, and the area of sail allowed will be strictly defined. Races will be arranged for these craft, which are estimated not to cost more than £30 apiece. Another example of the keenness of the management is the erection of the new club shed and securing the mooring basin at Birkenhead, which is one of the finest homes for yachts in the States. A large number of guests accepted the invitation to be present, and among them were the Mayor and Mayoress of Port Adelaide (Mr. and Mrs. A. O. R. Tapp). . . The Official Opening. The Patron (Mr. H. Slade), who was introduced by the Commodore (Mr. H. Green), in declaring the club shed open.

said the club was started many years ago, with a membership of 14, under Capt. Hardy, and it now had a roll of over 500. It had kept to its object of promoting clean sport. They had banded together in the first place for the Bailing Of small craft, but they had extended their objects in as to embrace 21-footers. He emphasised the benefits of yachting. Members of the Port Adelaide and other clubs did their duty in the Great War. That from such a small beginning the body had grown to its present satisfactory condition spoke well for the manner in which the executives had handled its affairs. There were now more than 100 lady members, and they had proved a great acquisition, and had done valuable work in the fleet. The £430 secured from that undertaking had made the erection of the new yacht shed assured. The building cost £1,000, and was free of debt. The work of the ladies and the committee and friends had helped in securing a building which would be of much benefit to the club and an ornament to the waterfront. (Applause.) The Mayor, (Mr. A. O. R. Tapp) proposed, and the President (Ald. Baudinet) seconded, a vote of thanks to Mr. Slade, who emphasised the progress made. The motion was carried by acclamation, Cheers were given for Mr. and Mrs. Slade. After the opening ceremony the guests boarded motor boats, and were taken down river to see the club's race for 'A Class' boats, and of the 14-footers for the 'Patrick Weir Memorial Cup.' On returning, they were entertained at afternoon

tea. In the evening a social dance took place in the shed. Miss M. Hand contributed the 'overture. Mesdames B. Forbes and C. Lincoln and Miss P. Outram sang, highland and other dancing was performed by Miss Beryl McKie, and Mr. V. Brice with M.C. The New Prospects; Inclusive of the mooring basin - and ground on which the new shed is erected, the club's new property is about 330 ft. x 400 ft., and is situated between Jenkin's Slip and the Port Adelaide Rowing Club's shed (formerly the Royal Yacht Squadron's shed). The basin, which will take at least 165 of the boats on the club's register, is about 390 ft. long and 300 ft. wide. The boat shed, which is neatly built of wood and iron, is lofty, and measures 30 ft. x 132 ft. It is well lighted in daytime by 12 skylights; and at nighttime by electricity. At one end of the shed 60 commodious lockers are provided, and at the opposite end there are dressing rooms. The area between the lockers and dressing rooms at present constitutes a fine hall, and has a good jarrah floor. The old shed was only about 30 ft. x 50 ft., and was on a block of land at the river end of Eider road, and at a short distance from the water. The flag staff is about 50 ft. high, and has yardarm and gaff. The officials of the club are:— Patron, Mr. H. Slade; President, Ald. W. E. C. Baudinet; Commodore, Mr. H. Greco; Vice-Commodore, Mr. W. H. Powell; Rear-Commodore, Mr. F. Shaw; Secretary, Mr. W. B. McKinlay; Treasurer, Mr. H. Groundwater; Assistant Secretary, Mr. T. Butler; Official Measurer, Mr. B. Weir;

Handicapper, Mr. T. Boyce; General Committee, Messrs. H. Anderson, F. Brice, T. Boyce, W. Tabor, E. Bawer, and T. Robertson; Shed Committee, Messrs. W. Tabor; R. Searles, G. Bawer, T. Boyce, and H. Anderson; Inter-club Delegates, Messrs. H. Green, F. Shaw, H. H. Butler, and F. Brice; Auditors, Messrs. E. A. Kelson and H. D. Edward; Official Photographer Mr. E. V. Oatford.



YACHTING.

%' By Helmsman.

Secretaries of yachting and boating clubs possessing .Information that they - desire should appear in the Yachting Notes of the Sporting Edition of The Register, on Fridays are requested to forward it to 'Helmsman,' this office. S.A. Royal Yacht Squadron. ,

The opening demonstration of the South Australian' Royal Yacht Squadron on Saturday promises to be a successful fixture. /With suitable weather conditions there should be a good turnout of both motor, and sailing boats, and the race/ for baby hydroplanes will provide some thrills. This^will be the first occasion on which' ,th,e. patrons of the .club;,-wrill:be able 'to view fhe evolutions from the shore. Accommodation ^wfl be provided for a- large immber\_ on the balcony of the new yacht shed, aid. . there ? will . alsoV be accommodation on-the. wharf; Afternoon tea will be

Mr. J. M. THOMSON'S TEENCEE, ONE OF THE BABIES.

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provided in the clubhouse. Manoeuvres will begin at 2.45, and the boats will sail up -the river towards ' Sennapper Point, return to opposite the Squadron Basin, and there salute the Commodore (Mr. A. G. Symill), whose fine motor boat Avocet wfl be anchored in the stream. On the completion of the official opening the. race for the restricted class hydroplanes will be held. The entries are Mr. J. Kinnear's Kinchic, Messrs. Rymill Bros.'s Baby Tortoise, Messrs. H. & C. S. Clutterbuck's Manilla, Mr. H. H. Holland's Gadabout, Messrs.. Angove & Martin's Wizzbang, Mr. J. M. Thomson's Teeflee, and Capt. C. It. Duncan's Xenia. The course will be— starting from a mark at the entrance to the Squadron Bay (post on the sand spit) up to and around No. 5 green beacon, back to and around mark\* at the starting point, five times -around. The finishing gun will be fired as the\* boats pass the starting mark heading, to sea. After the fifth round all marks will be rounded on the starboard hand, and' the distance is approximately 13 miles. The officers for the day will be:— Vice-Commodore, T. M. Hardy; Judge, Bear-Commodore E. A. Johnstone; Starter, Mr. C. 8.' Inkster; Timekeepers, Messrs. P. H. Jameson and C. F. Fricker; Mark Official, Mf.'J. L. Stephens. In the evening an impromptu dance will be held in the clubhouse, and it is hoped that many who make the trip to the opening will' either stay at . the Harbour until evening, or return for the dance. An orchestra has been engaged. The Tortoises. Tortoise II. is now in good running order. Mr. E. 8. Eymill has installed a Bmall Gray engine in Tortoise I, and is using her for a runabout and fishing boat. With her small power the old tody is

covering the ground at about 134 miles an hour. Baby Tortoise is in fair nick, but the engine is not revving to her full capacity yet. Port Adelaide Sailing Club. . The next .events for the Sailing Club will be a contest for 14 footers, and another for the A class boats. The former will race for a trophy 'to be presented by Mr. C. A. Worries. Several tenders were received for building the new shed for the club, and one from Mr. G. Smith, a former secretary, was by far the lowest, and accepted. The work will be put in hand as soon as permission to occupy the land can be obtained from the Harbours Board. It will face the new boat bifs in at Birkenhead.and besides housing racing and other dinghies, the main hall will be used for social functions and entertainments. Included in the new portion are splendid appointments in the way of baths, dressing rooms, and conveniences for both ladies and men. The shed should be finished soon, and there will be an official opening. The building of the structure was made posfble by the receipts from a nautical fair, held at Port Adelaide on October 3 and 4, the proceeds of which imouuted to about £430. The raising of

such a large -amount was made possible by the efforts of the' lady members of the club, and their friends. Glenelg Sailing Club. In all probability.. ' ;the Glenelg Sailing Club will not indulge.in active club racing this season. They have obtained permission from the corporation to erect their new shed .on thglbeach in the vicinity of the Adelaide road. This will be rather a handsome structure, and quite an acquisition to the' :.t\_own. At soon as the shed is. an accomplished fact several members of the club' have intimated that they intend to build 'boats. Two 13-ft. punts are in course of construction at Glenelg. These are. a new class of craft to South Australia, but are very popular in Sydney. .They are fast for their size, and a very handy little boat. It is hoped that a class will



be formed of these boats next season, as they are very suitable for boys to handle. Brighton Club. The opening demonstration of the Brighton and Seacliff Yacht Club will take place on Saturday afternoon, November 22, off the Brighton Jetty. The Commodore (Mr. T. M. Hardy) will take the salute from the flagship 'Norallie,' at 3.30 p.m. The launch 'Florrie' has been chartered to accommodate the members and their friends. ;. Yachting is quickly becoming popular at Brighton, and the club will be represented by the full quota of three at all the forthcoming inter-club 14-foot dinghy championships this year. They will be ? Mahriara, ? Kestrel, and St. Kilda. Other boats that will be racing are:— Unity, Fife, Minoru, Weeona, Panope, Glenfilitn, Kangaroo, Waterwich, and Dunda.



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provided in the clubhouse. Manoeuvres will begin at 2.45, and the boats will sail up the river towards Schnapper Point, return to opposite the Squadron Basin, and there salute the Commodore (Mr. A. G. Rymill), whose fine motor boat Avocet will be anchored in the stream. On the completion of the official opening the race for the restricted class hydroplanes will be held. The entries are Mr. J. Kinnear's Kinchie, Messrs. Rymill Bros.'s Baby Tortoise, Messrs. H. & C. S. Clutterbuck's Maralla, Mr. H. H. Holland's Gadabout, Messrs. Angove & Martin's Wizzbang,

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such a large amount was made possible by the efforts of the lady members of the club, and their friends.

#### **Glenelg Sailing Club.**

In all probability the Glenelg Sailing Club will not indulge in active club racing this season. They have obtained permission from the corporation to erect their new shed on the beach in the vicinity of the Adelaide road. This will be rather a handsome structure, and quite an acquisition to the town. As soon as the shed is an accomplished fact several members of the club have intimated that they intend to build boats. Two 13-ft. punts are in course of construction at Glenelg. These are a new class of craft to South Australia, but are very popular in Sydney. They are fast for their size, and a very handy little boat. It is hoped that a class will be formed of these boats next season, as they are very suitable for boys to handle.

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## Naval Training Yard

The Naval Yard houses a cadet training facility and the Navy Dive Team 9. This site was originally developed by the Castle Salt Company under a lease from Fletcher from 1890 until 1914. They built a series of buildings on the site, including building up the ground level and constructing the projecting wharf. The Navy leased this site from 1924 from the Harbors Board, and acquired the site in 1943. The area to the North West where Shed 17 is located was once occupied by a woodyard.

The current site has a number of structures including 2 large sheds named 'Shed 17 and 18', a smaller shed 'Shed 20' and some transportable buildings and shipping storage containers as well as a number of pontoons, a slip and a wharf. On the Jenkins St side a memorial navy gun and shipping anchor clearly announces the current naval use of the site. The gun originates from the *HMS Protector*, the first South Australian colonial navy boat.

The earliest buildings known to have been on this site were those of the Castle Salt Company. The Salt Company leased this site from Fletcher from 1890-1914, however they had ceased operating here some time around 1904.

The wharf and the timber framed Shed 18 date from the original Salt Company structures on the site. The steel framed Shed 17 closest to Jenkins St was constructed in the 1940s, after the Navy acquired the site.



**Figure 3.185** View of TS Adelaide site from the River with its characteristic angle fronted wharf. Shed 18 is to the right of image, and the tall Shed 17 to the rear left of image. Image: Malloway Studio



**Shed 17**, the western shed is a steel framed structure with corrugated iron cladding. The shed dates from around the 1940s and was reclad in around 1982. The shed has 9 bays and the external dimensions measure approximately 18.67 x 34.48m. It has a raised clerestorey section to the central section running north-south. 2 levels of rooms have been inserted in the main space along the western side, which include dormitories, class rooms, a board room and storage rooms. To the eastern side are some office areas with private sleeping areas, a canteen and mess area, toilet facilities and other miscellaneous rooms. Various boats are stored within the large open central space, with large doors open to the north and south facades. Steel gantry beams have been removed to the central area to accommodate head clearance along the balcony access to the upper mezzanine rooms. Alterations to the toilet facilities reflects the inclusion of both female and male cadets and personnel in recent years.

Various naval and shipping memorabilia are located throughout. Additional ablution facilities are located in a transportable building attached to the eastern side of Shed 19.

The ground floor is concrete finish, with various raised floor heights to the east and west perimeters. The central floor is bitumen, with concrete infill floors to each side. A number of over-ceiling spaces are being used for storage.

The upper floor to the west houses four classroom spaces accessed from a shared open walkway. Infill walls are lined studwork, with a carpet to the floors and has a low raked ceiling. Hatch type doors lead from the central classrooms to an external fire exit stair to the west.

The shed is currently utilised by the *TS Adelaide* Navy Cadets, who have occupied this building since the *HMAS Encounter/Torrens* vacated this facility. The building was used by the *HMAS Encounter/Torrens* as a maintenance workshop. The upper gantry rails indicating its former use as a workshop capable of both lifting and moving heavy equipment associated with large boats.

The majority of alterations within the building appear to have been to accommodate the change in use from a workshop to a cadet training facility. The shed overall is in reasonable condition.



**Figure 3.186** Interior of Shed 17 looking west. Dormitory rooms have been built to the side of the main open space with classrooms above, accessed from an internal balcony. Image: Mulloway Studio



**Figure 3.188** Interior of Shed 17 looking north. Image: Mulloway Studio



**Figure 3.187** Eastern interior view of the tall Shed 17 with infill rooms to the sides. Cut-off gantry beams can be seen at each end of the shed. Image: Mulloway Studio



**Shed 18**, the eastern shed which sits closer to the river is a timber framed structure with timber trusses and corrugated iron cladding. The shed is much older than the external appearance suggests, having been reclad.

The shed has 7 bays and the external dimensions measure 22.86 x 15.24m (75 x 50'). Historical naval records show that structure was part of the Castle Salt Co buildings, with recladding work to the roof and some walls required before the Navy leased this building in 1923 for use as a boatshed for the naval trainees.

The naval records indicate that the shed was still unlined and had an earth floor until at least 1931.

The timber trusses have vertical steel bolted rods. These are supported on large timber posts which have been reinforced at the base with a secondary post in places. One of the eastern trusses has been replaced with a gangnail truss, apparently due to a previous fire.

The current floor is concrete infill, with rail tracks running north-south within the central space. Evidence of a previous winch mount can be seen at the northern end of the rail tracks. A locally ramped floor at the southern river end leads to large opening doors. The ramp continues outside down to the river. Plans dated 1939 were drawn for the construction of these rail lines within the shed and the adjacent slip leading out to the river. The openings to the south appear to be the same width as those shown on the 1939 drawings, however the doors have since been replaced.

To each side of the main space are various offices and storage facilities to accommodate the needs of the diving team. Apart from the office areas, walls are unlined. Most of the side floors are raised. This is likely to be due to problems with water levels, with the main floor level being lower than the higher river king tides. There is some evidence of termite damage to the structural timber. The shed overall has been maintained and is in fair condition.



**Figure 3.189** Timber roof structure of Shed 17 looking north. Some crane pulleys have been installed in the central shed area. Image: Mulloway Studio



**Figure 3.190** Western interior view of the timber framed Shed 18 with raised areas and storage to the side. Image: Mulloway Studio



**Figure 3.191** Interior of Shed 18 looking north. Note the rail lines in the concrete floor to the right of the image. Image: Mulloway Studio



### Navy site- Other wharf structures...

There are a variety of other wharf structures on the site, with the characteristic angle fronted wharf being recognisable from early historic images dating from the Salt Company use of the site. The wharf is currently faced with steel sheet piling, however the earlier iteration as a timber faced wharf is evident in the waterline to the east of the site.

A small slipway runs steeply from the water's edge up to the doorway of Shed 18. The base structure is timber and is likely to date from around 1939, when the Navy prepared drawings for a slip complete with cradle leading into the Shed 18 boatshed. The slip surface has been modified somewhat, and has a metal grated surface. An older timber substructure is visible below the metal grating.



**Figure 3.192** The slipway leading up to Shed 18. A timber ramp structure is visible below the metal grating. Image: Mulloway Studio



**Figure 3.194** Pontoon structure lead back to the main angled wharf front. A tall flagpole sits to the side of the parade area. Image: Mulloway Studio



**Figure 3.193** A timber structure is visible to the outside face of the existing steel sheet piling on the former salt company wharf. Photograph: James Bateman

Additionally there are various landing and mooring pontoons, complete with services.

The whole of the site area, apart from small areas to the sides of the sheds are hard surfaced. Traces of any earlier rail lines or underground tanks which may remain are therefore not visible.

A tall flagpole is located in the large open area to the south of Shed 18. The slip is in a very basic condition, however the wharf and pontoons have been maintained in a good usable condition. Changes in surface of the bitumen may indicate where a fuel tank lies beneath the surface (the tank is indicated on plan drawings sighted- but may have since been removed).

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# AN OPEN LETTER TO PREMIER MIKE RANN

16 June 2008

**Dear Premier Mike Rann,**

Along with the majority of the Port community, we applaud the development of the Port waterfront as a much-needed regional revitalisation. However, we see a challenge in Port Adelaide and call upon you, as Premier, to meet it.

The challenge is to ensure that the redevelopment honours the importance of the birthplace of South Australia and its history and contributes to regional economic growth to maximum extent, by building on national and international examples of the successful incorporation of maritime industry and heritage. These include Helsinki, Cape Town, Boston, London, Oslo, Seattle, Wellington, Vancouver, Sydney and Copenhagen.

In Port Adelaide, the maritime character of its waterfront is being stripped away, with one of the last remaining opportunities to retain some of this irreplaceable character about to be lost for good.

In other port cities around the world where best practice urban design is applied, this same character is being embraced to enrich the revitalisation of their waterfront zones, but in Port Adelaide it all stands to be lost.

In 2001, the Land Management Corporation (LMC) called for registrations of interest for a "Port Adelaide Waterfront Redevelopment Opportunity". It produced a vision for the Port, with paramount objectives for the redevelopment that included achieving "excellence in planning and urban design, which recognises Port Adelaide's maritime use, character and heritage" and its "rich heritage and unique waterfront character".

Responding to the LMC's vision and aims, the Newport Quays Consortium and their architects talked of their plans for a development that would have a unifying theme consistent with the maritime and

heritage nature of the existing environment. Heritage was an integral component of the consortium's proposal to ensure that the cultural, social and historical significance of the Port was retained and enhanced, and that Burra Charter principles were applied to comprehensively assess this heritage. As recently as 2004, the LMC stated in its prospectus that it would "continue to ensure that the redevelopment appropriately accounts for the maritime history and culture of the area".

What has happened to this vision that is allowing the character and heritage to be eroded and why haven't Burra Charter principles been applied in order that a comprehensive heritage assessment be carried out?

The vision has been lost through incremental erosion. The "maritime use" has been curtailed by opening bridges that will open twice a day, forcing the sailing club, tugs, fishing boats and active tall ships out of the Inner Harbour. The "maritime heritage" will be represented in the 53 hectare waterfront redevelopment by only one item, Fletchers Slip (while Sydney Harbour has 137 items) with all other items deemed, at this stage, to have no formal heritage value and therefore in line for demolition. We are losing the majority of our precious maritime character in direct contradiction to the desired vision for the redevelopment.

We are concerned that the three remaining historic working boatyards at Jenkins Street, Birkenhead, are required by the LMC to close at the end of this month and are scheduled to be demolished soon after. They have long histories, one of them is a five-generation business. If they are removed from the Inner Harbour then we have missed a significant opportunity to enrich and diversify the

revitalisation of Port Adelaide. The boatyards are rich in character and culture. If they close their doors on 30 June, they will be lost for good, with the irreplaceable infrastructure and assets contained within being dissipated through auctions and rubbish skips, to say nothing of the loss of the culture of boatbuilding that has taken place using the same tools and skills in the same place for the last 170 years.

Every LMC initiated community consultation since 2001 has consistently, and in our view rightly, identified the boatyards and related maritime heritage as tangible and integral elements of the character that defines the sense of place of Port Adelaide and the Lefevre Peninsula and contributes to the thriving tourism economy of the region.

We would like to revisit the intent of both the LMC's "Port Adelaide Waterfront Redevelopment Opportunity" and the development Consortium's earlier vision for a multifaceted development that respects Port Adelaide's unique maritime character. We call on you to intervene to ensure that opportunities are fully explored to integrate the Port's maritime heritage and character into the new development in a creative, enlightened and vibrant way, one which is enriched and guided by the vision that was espoused on day one, providing a development that benefits all and is uniquely Port Adelaide.

We ask that the boatyards be given another year of operation so that adequate time is provided for a thorough Burra Charter assessment of their significance to be undertaken, and that from this, design concepts be developed where the boatyards and other maritime items and character might be incorporated into the masterplan for the redevelopment.

Yours sincerely,

**Anita Aspinall** President, National Trust of South Australia

**Professor Philip Cox AO** Director, Cox Architects and Planners, Sydney

**Bryan Dawe** ABC-TV political satirist, writer and former Birkenhead boy

**Professor Mads Gaardboe** Head of School, Louis Laybourne Smith School of Architecture and Design, UniSA

**Steve Grieve** Chairperson, Country Arts SA

**Sir James Hardy KBE OBE** Yachtsman, businessman and community leader

**Elizabeth Ho** Executive Director, the Hawke Centre

**Dan Houston** Editor, Classic Boat Magazine, UK

**Emeritus Professor Alison MacKinnon** President, History Council of South Australia

**Jack Mundy AO** Union leader and instigator of heritage protection through "Green Bans"

**Professor Nancy Pollock-Ellwand** Head of School, School of Architecture, Landscape Architecture and Urban Design, Adelaide University

**Mary-Louise Williams** Director, Australian National Maritime Museum, Sydney







































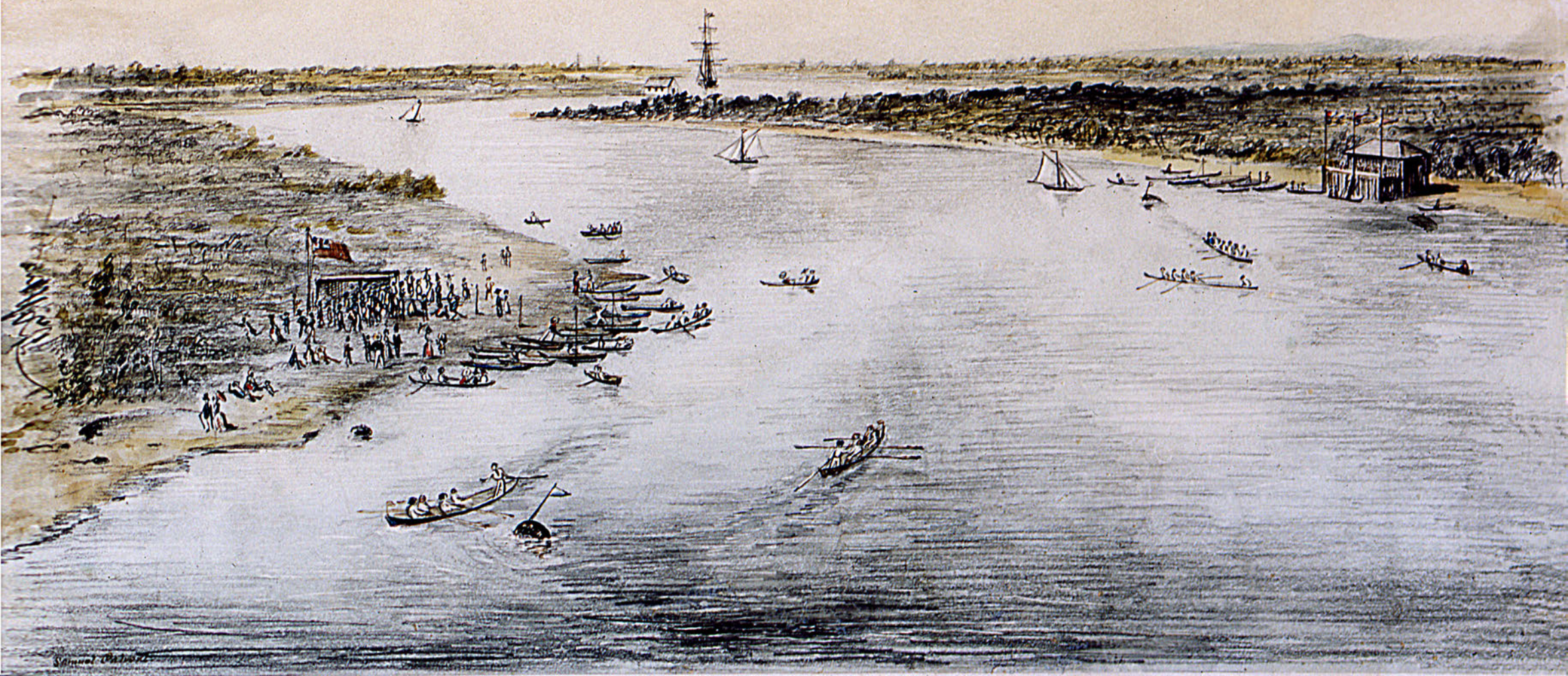












VIEW OF PORT ADELAIDE REGATTA AND THE NORTH ARM -  
- taken from the mizzen top of barque "Nestor" alongside the wharf -  
DECEMBER 24<sup>th</sup> 1850

















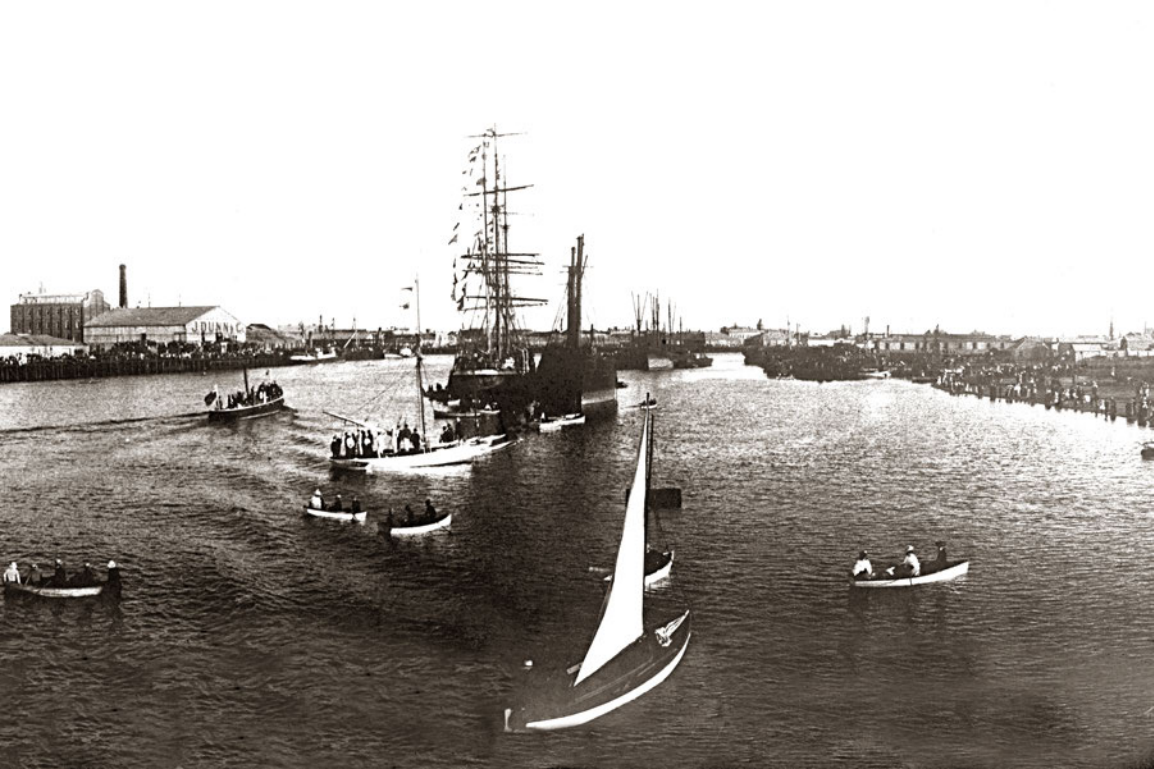




















MacLawrie's old shed by the Port Sailing Club Port Adelaide