

HERITAGE ASSESSMENT REPORT

NAME: Jenkins Street Slips Precinct

PLACE: 26562

ADDRESS: Karna Country
Jenkins Street, New Port

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



Former Jenkins Street Slips Precinct, 7 July 2023

Source: DEW Files

ASSESSMENT OF HERITAGE SIGNIFICANCE

Statement of Heritage Significance:

Shipbuilding, which is concerned with the building, repair and maintenance of ships and boats, has played a critical role in South Australian history since the establishment of the colony. Port Adelaide was the main port for the colony and the northern bank of the Gawler Reach was the centre of shipbuilding in South Australia. The Jenkins Street Slips Precinct is one of only a few places in South Australia where archaeological deposits associated with nineteenth and early twentieth-century shipbuilding are likely to remain. These deposits are believed to be highly intact and it is anticipated that thorough archaeological investigation of the Jenkins Street Slips

Precinct will yield historical information about nineteenth and early twentieth-century shipbuilding not available through any other means.

Relevant South Australian Historical Themes

5. Developing South Australia's economies

5.8 Developing manufacturing, engineering and construction and service industries

5.11 Developing South Australia's tourism industry

6. Developing Social and Cultural Life

6.5 Participating in sport, leisure and recreation

Comparability / Rarity / Representation:

The Jenkins Street Slips Precinct is associated with shipbuilding, sporting association premises, recreational sailing, and the labour movement in South Australia. Each is considered in turn below.

Shipbuilding

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

- Former 'Randell' Dry Dock (known as William Randell's Dry Dock), 1873, Randell Street Mannum (SHP 10282, listed 1980), associated with shipbuilding, repair and maintenance on the River Murray,
- Fletcher's Slip Precinct (including the former Fletcher's and Dunnikier Slipways Sites and Associated Structures), 1851, 230-246 Semaphore Road, New Port, criteria (a) and (c) (SHP 11872, listed 2009), understood to be the longest-serving shipbuilding, repair and maintenance premises in South Australia, operational between 1851 and 1987,
- Workshop - Former Chart House (known as Former Chart House of Abraham Graham's Patent Slip and Ironworks), c.1864, Chrystal Street, Goolwa (SHP 11678, listed 4 March 1993); the patent slip itself was removed to Renmark in c.1888 and the site of the slip is now the Captain Sturt Marina and Slipway at 237 Liverpool Road, Goolwa.

A beam engine associated with the Goolwa patent slip, once mounted on a plinth at Goolwa, was previously entered in the Register (SHP 11677). After the beam engine was removed from its plinth, relocated to the Goolwa Museum and restored to working order, it was removed from the Register on 15 February 2007 as the listing was considered to be 'no longer justified'. The beam engine is now on display at the Goolwa Riverboat Centre.

Remains of a slipway at the Royal Circus and Sea Wall Historic Site (known as Royal Circus and Seawall, including remains of slipway and Chinese Memorial), Royal Circus, Robe (SHP 12547) was employed to lift vessels out of the sea and into Lake Butler, where they could shelter during the winter months. While it may have been used to

facilitate scraping and painting of hulls, it is not believed to have been used for shipbuilding or major repairs.

House - 'The Brocas', 1851, 1853 and 1873, 111 Woodville Road, St Clair (SHP 10646, listed 1982), was the home of Port Adelaide shipwright Henry Cruikshank Fletcher between 1873 and 1912. Fletcher is associated with the Fletcher's Slip Precinct (SHP 11872). The grave of the Fletcher Family, Cheltenham Cemetery, Port Road, Cheltenham, associated with Henry Fletcher is also a Local Heritage Place.

A notable unlisted place associated with South Australian shipbuilding is the Axel Stenross Maritime Museum, 97 Lincoln Highway, Port Lincoln (subject of a future assessment), a highly intact former shipyard and slipway which operated between c.1940 and 1980.



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

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



Axel Stenross Maritime Museum, c.1940, Port Lincoln (unlisted)

Source: <https://axelstenross.com.au/>

Sporting association premises

Premises associated with sporting organisations or clubs listed in the Register, and not mentioned above, include:

- Victoria Park Racecourse (North-East Precinct), from 1846, criteria (a) and (e) (SHP 26393, listed 2015),
- Sir Edwin Smith Stand, George Griffin Stand, Mostyn Evan Stand, 1882, 1889, 1929, Park Lands North Adelaide (SHP 13654, listed 1986),
- Fos Williams Grandstand, Alberton Oval, Queen Street, Alberton (LHP),
- Tennis Clubhouse, 776 Bridge Terrace, Victor Harbor (LHP),
- Croquet Club, 31 Mann Street, Mount Barker (LHP),
- Unley Park Bowling Club, 8 Northgate Street, Unley (LHP),
- Unley Oval (McKay Grandstand, Sturt Lawn Tennis Club and entrance gate, and Sturt Bowling Club and entrance gate), Trimmer Terrace, Unley (LHP),
- Toorak Bowling Club, 25 Giles Street, Toorak Gardens (LHP),
- Brighton Bowling Club Memorial Gates, 11-17 Keelara Street, Brighton (LHP).

Recreational sailing

There are no known places directly associated with recreational sailing or yachting entered in the Register. The original Brighton and Seacliff Yacht Club building, c.1920s, was listed as a Local Heritage Place in 2001 but was demolished c.2019 with approval from the City of Holdfast Bay, as the place had been substantially modified over many decades.

While not heritage listed, there are numerous sailing or yachting clubs currently operating in South Australia, including:

- Royal South Australian Yacht Squadron, 750 Victoria Road, Outer Harbor, established as the South Australian Yacht Club in 1869 at Birkenhead, relocated to Outer Harbor 1924,
- Henley Sailing Club, 1 Seaview Rd, West Beach, established 1911, clubrooms built c.1965,
- Brighton & Seacliff Yacht Club, 246 Esplanade, Seacliff, established 1919, clubrooms built c.2010s,
- Largs Bay Sailing Club, 1 The Foreshore Largs Bay, established 1926, clubrooms built in the 1920s, extended c.1965 and renovated c.2000,
- Adelaide Sailing Club, 9 Barcoo Rd, West Beach, created in 1998 through the union of the Grange Sailing Club and the Holdfast Bay Yacht Club,
- Christies Sailing Club, Esplanade, Christies Beach, established 1958,
- Meningie Sailing Club, Meningie, established 1964,
- Cruising Yacht Club of South Australia, Lady Gowrie Drive, North Haven, incorporated 1973,
- Garden Island Yacht Club, 104 Garden Island Road, Garden Island, established 1978,
- Port Lincoln Yacht Club, 110-112 Tasman Terrace, Port Lincoln, established 1931,
- Lake Bonney Yacht Club, Lakeside Drive, Barmera,
- Port MacDonnell Sailing Club, Sea Parade, Port MacDonnell,
- Glenelg Yacht Club, Patawalonga Frontage, Glenelg North, established 2019.

The Semaphore Worker's Club, 93 Semaphore Road, Semaphore (unlisted), was previously the Clubrooms of the Royal South Australian Yacht Squadron between 1890 and 1927.¹

Places associated with the labour movement in South Australia

State Heritage Places associated with the labour movement in South Australia include:

- Waterside Workers' Federation Hall, 1927, 11 Nile Street, Port Adelaide, criteria (a), (d) and (g) (SHP 14269, listed 1996),
- Waterside Worker's Federation Building, 50-52 Florence Street, Port Pirie (SHP 11540, listed 1984),
- Bald Hill (Site of 1864 Miners' Strike Meetings), 1864, Moonta-Kadina Road, Moonta, criteria (a), (b), (f) and (g) (SHP 16671, listed 1999).

Additionally, the Port Adelaide Worker's Memorial, 1921, which memorialises individuals who have made an outstanding contribution to the working-class people of Port Adelaide, stands within the Port Adelaide State Heritage Area but is not a Local or State Heritage Place. Traditionally names added to the Memorial are unveiled on May Day (1 May).

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

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

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

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

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

The Jenkins Street Slips Precinct is associated with the historic theme 'Developing South Australia's economies' and its subthemes 'Developing manufacturing, engineering and construction and service industries' and 'Supporting workers and workplaces' and the theme 'Developing Social and Cultural Life' and its subtheme 'Participating in sport, leisure and recreation.'

Repair and maintenance of ships and boats has been a critical, ongoing need since the establishment of South Australia, and the northern bank of the Port River's Gawler Reach has been associated with the shipbuilding industry since the 1840s. This area emerged as the initial nucleus of the shipbuilding industry in South Australia, and throughout the nineteenth and early twentieth centuries developed into South Australia's largest concentration of shipbuilding and repair facilities.

The subdivision of the Township of Birkenhead in 1861 allowed shipwrights to establish business premises in the Jenkins Street Boatyards Precinct. Shipbuilding, repair and maintenance remained the dominant economic activity within the Precinct's boundaries until it was cleared of most structures in the late 2000s, leaving only floor slabs, footings and some slip beds and rails remaining. As a consequence, the shipbuilding sites within the Jenkins Street Slips Precinct are considered to demonstrate very low integrity when compared with other similar places, such as the former 'Randell' Dry Dock, Mannum (SHP 10282) and the Axel Stenross Maritime Museum, Port Lincoln (subject of a future assessment). The shipbuilding sites within the Jenkins Street Slips Precinct are not considered to meet the threshold for listing for these associations at the State level.

The Jenkins Street Slips Precinct was home to the Port Adelaide Sailing Club (PASC) between 1925 and 2007. PASC was established in 1897 primarily to 'foster the pastime of boat sailing.' To some extent, PASC provided an alternative to the existing Royal South Australian Yacht Squadron (RSAYS) for smaller boat owners who were unable to afford the costly RSAYS membership fees.

PASC membership included many notable shipwrights who were based on the northern banks of Gawler Reach, as well as middle-class merchants, businessmen and community leaders. Consequently, PASC cannot be considered to be predominantly a working men's club. While some PASC members were likely working men who built and raced their own sailing boats, the inaugural PASC committee was comprised of middle-class men. These and other middle-class men played an important role in the executive functions of the club over many decades. Thus, other places are considered to have stronger and more direct associations with the subtheme 'Supporting workers and workplaces'.

Notably, the nearby Waterside Workers' Federation Hall in Nile Street, Port Adelaide (SHP 14269), built in 1927 as the headquarters of Port Adelaide Working Men's Association, established in 1872 and affiliated with the Waterside Workers' Federation of Australia in 1915 is directly associated with the subtheme 'Supporting workers and workplaces'. The Waterside Workers' Federation Hall was the site of union meetings and working men's social events over many decades. The Hall is also associated with the September 1928 waterside worker's strike. Consequently, the former PASC premises is not considered to meet the threshold for listing at the State level for its association with this theme.

PASC was not dissimilar from other South Australian sailing and yachting clubs in terms of membership and activities offered. PASC was not the first association dedicated to recreational sailing in South Australia and by the beginning of the twentieth century was only one of many such clubs to exist in South Australia.

While women participated peripherally within PASC through most of the history of the club by contributing to fundraising, social activities and catering, until the 1950s women were actively discouraged from participating in sailing as a sport or as a recreational activity, except on special occasions when women participated in novelty races under direct male supervision. This set of circumstances was not unusual for South Australian sailing and yachting clubs in the late nineteenth and early twentieth centuries and so represents a typical pattern of South Australian history rather than an important aspect of the evolution of the State's history. As such, the place is not considered to meet the threshold for these associations at the State level.

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

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

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

The place should demonstrate a way of life, social custom, industrial process or land use which is no longer practised, is in danger of being lost, or is of exceptional interest. This encompasses both places which were always rare, and places which have become scarce through subsequent loss or destruction.

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

The Jenkins Street Slips Precinct is associated with nineteenth and early twentieth century shipyards and with sporting club clubrooms. Each is considered in turn.

Sites associated with nineteenth and early twentieth century shipbuilding are rare in South Australia, with only four places in existence where physical evidence of shipbuilding is known to remain. The practice of shipbuilding, repair and maintenance on the Jenkins Street Slips Precinct occurred continuously from the early 1860s until the mid- to late-2000s, when various commercial shipwrights previously active within the Precinct vacated their premises. After this time, most of the structures associated with these activities were cleared, leaving only floor slabs, footings and some slip beds and rails remaining.

As most above-ground physical fabric associated with the Jenkins Street Slips Precinct has been removed, the place is considered to demonstrate substantially lower integrity than other, more intact places associated with the nineteenth- and early twentieth-century shipbuilding industry, such as the former 'Randell' Dry Dock, Mannum (SHP 10282) and the Axel Stenross Maritime Museum, Port Lincoln (subject of a future assessment). The latter place comprises a highly intact working shipyard (now a museum) and an associated collection comprising the tools of the shipwright's trade and related artefacts. Consequently, while the Jenkins Street Slips Precinct is rare it is not considered to meet the threshold for listing at the State level due to the loss of distinguishing characteristics.

The former Port Adelaide Sailing Club (PASC) clubhouse located within the Jenkins Street Slips Precinct, is one of many hundreds of clubrooms in South Australia associated with a sporting club and one of numerous clubrooms in South Australia dedicated to sailing or yachting specifically. Sailing or yachting for sport and recreation is a popular, ongoing practice in South Australia and new sailing or yachting clubs continue to be established. Consequently, the former PACS clubhouse is not considered to be a rare, uncommon or endangered example of sailing or yachting clubrooms in South Australia.

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

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

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

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

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

Transport is inextricably linked to the social and economic development of South Australia, with shipping playing a vital role in the nineteenth, twentieth and twenty-first centuries. In the nineteenth and early twentieth centuries, ships and boats were the mainstay of transport in South Australia, enabling people and goods to be moved around the Colony and later State, but also to other places both within Australia and overseas, with the latter playing a critical role in economic development.

Shipbuilding, which is concerned with the building, repair and maintenance of ships and boats, has played a critical role in South Australian history since the establishment of the colony, ensuring communications within the Colony and further afield were maintained. From 1840, the northern banks of Gawler Reach on the Port River developed the largest concentration of shipbuilding facilities in South Australia. Centrally located within this area, the Jenkins Street Slips Precinct was used intensively by the shipbuilding industry from the early 1860s onwards.

Shipbuilding during the nineteenth century is poorly documented in the historical record, both in Australia and internationally. While documentary and physical records provide knowledge about the vessels themselves, including archaeological investigations of shipwrecks, the focus of previous research has been on the completed product and not the processes and methods used to build them. Few detailed archaeological excavations of shipbuilding sites have taken place in Australia so far.

The ground level along the Jenkins Street Precinct waterfront has been raised over many decades, with spoil dredged from the Port River used to raise the shipyards and adjacent land above the high tide water mark. Over the decades this has resulted in a rise of 2-3 metres, completely covering the natural surface. In the process, shipbuilding and other debris and structures have likely been buried.

Consequently, it is anticipated that archaeological deposits associated with the Jenkins Street Slips Precinct will demonstrate clear stratigraphy, allowing buried structures and artefacts to be readily understood within their chronological context.

Further, minimal ground disturbance occurred when the majority of the above-ground structures in the precinct were cleared in the late 2000s. Therefore, it is expected that archaeological deposits associated with shipbuilding in the Jenkins Street Slips Precinct will also be highly intact.

The information that the Jenkins Street Slips Precinct may yield through archaeological investigation is particularly important, as Port Adelaide was the main port for the colony and the northern bank of the Gawler Reach was the centre of shipbuilding in South Australia. There are few places remaining in South Australia where archaeological deposits associated with shipbuilding in South Australia in the nineteenth and early twentieth centuries are likely to remain. The two sites most likely to yield important historical information about shipbuilding in South Australia during the nineteenth and early twentieth centuries are the Jenkins Street Slips Precinct and the adjacent Fletcher's Slip Precinct (SHP 11872). The Jenkins Street Slips Precinct is considered to meet criterion (c). By contrast, Axel Stenross Maritime Museum, Port Lincoln (subject of a separate assessment) is considered more likely than the Jenkins Street Slips Precinct to yield important historical information about shipbuilding in South Australia from the period c.1940 onward.

The former Port Adelaide Sailing Club (PASC) clubhouse is a vernacular timber-framed shed built in 1908 with a 1920s extension, demonstrating construction details typical of such structures. The western end of the clubhouse was extensively renovated during the 1970s. The clubhouse is also thoroughly documented through primary and secondary sources, including a measured survey and photographic survey conducted in April 2011 as part of the Port Adelaide Waterfront: Stage 3 cultural mapping and survey. Consequently, it is unlikely to yield information that will contribute meaningfully to the state's history that is not already known through other sources. The former PASC clubhouse is not considered to meet criterion (c).

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

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

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

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

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

The Jenkins Street Slips Precinct is associated with the class of place known as nineteenth and early twentieth century shipyards; and with the class of place known as sporting club clubrooms. Each is considered in turn.

Repair and maintenance of ships and boats has been an ongoing need since the establishment of South Australia. Shipyards are places where ships and boats are built, repaired and maintained. Principal characteristics of nineteenth and early twentieth century shipyards include a waterfront setting; a slip or multiple slips, each comprising a partially submerged, inclined bed and rails, a cradle and a winch; an engine house; workshops; sheds; drafting loft; chart room or similar; sail loft; rigging loft; derrick cranes; wharves and/or jetties; and moorings.

Most of the structures associated with shipyards within the Jenkins Street Slips Precinct were cleared during the late 2000s, leaving only slip beds and rails, building footings, remnant jetties, two cradles and two derrick cranes. As a consequence, the Jenkins Street Slips Precinct demonstrates very low integrity compared with other places of the same class and is not considered to meet the threshold for listing at the State level.

The former Port Adelaide Sailing Club (PASC) clubhouse located within the Jenkins Street Slips Precinct is a typical sailing club clubroom comprising an event space, kitchen, change facilities, meeting space, and boat and equipment storage and mooring facilities. The clubhouse began as a shed built in 1908, relocated and extended in 1925, and subsequently renovated over many decades to provide comfortable and up-to-date facilities for members. The former PASC clubhouse is one of many similar clubrooms throughout South Australia. As the place evolved in unplanned stages over time, it is not considered to be an exceptional, influential or pivotal example of the class of place.

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

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

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

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

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

The remains of structures associated with shipbuilding on the Jenkins Street Slips Precinct no longer demonstrate a high degree of technical accomplishment or aesthetic or creative merit as the structures on the site survive only as ruins. Furthermore, these structures were intended to be strictly utilitarian, with no pretensions to formal architectural design.

The former Port Adelaide Sailing Club clubhouse within the Jenkins Street Slips Precinct is a vernacular timber-framed shed built in 1908 with a 1920s extension, demonstrating construction details typical of such structures. The western end of the clubhouse was extensively renovated during the 1970s. The former clubhouse is not considered to demonstrate outstanding design characteristics or creative or technical achievement beyond the ordinary or commonplace.

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

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

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

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

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

The Jenkins Street Slips Precinct has strong associations for some members of the Port Adelaide community who value its history. However, the Jenkins Street Slips Precinct is just one of many places in Port Adelaide that some members of the Port Adelaide community may value for their history. There is no evidence to suggest this group collectively has a strong cultural or spiritual connection with the Jenkins Street Slips Precinct in particular. While the Port Adelaide community as a whole may be considered a group that resonates broadly across the State, any subset of the larger group, with such a connection, would not be considered to resonate broadly across the State as a group.

Jenkins Street Slips Precinct is also valued by the Port of Adelaide Branch of the National Trust of South Australia. However, the Jenkins Street Slips Precinct is only one of many places to which this group has an attachment. Many other historical buildings and places in the Port Adelaide area are also valued by this group in a similar manner.

Jenkins Street Slips Precinct, and in particular the former Port Adelaide Sailing Club clubhouse later known as Gallery Yampu, is also valued by the Port Adelaide Artists Forum, which used Gallery Yampu as its headquarters between 2011 and 2023. The Port Adelaide Artists Forum is a local group that has only had a short association with the clubhouse. Consequently, the group is unlikely to be considered one that would

resonate broadly across the State, while any connection to the clubhouse is not considered to be enduring.

When PASC relocated its premises to Outer Harbor, the organisation did so voluntarily. In relocating, PASC acquired modern premises and for most members, attachment once felt for the PASC's former premises has been transferred to the PASC's new premises. PASC is one of several local sailing clubs in the Port Adelaide area and only one of many sailing clubs in South Australia, so this group is unlikely to be considered one that would resonate broadly across the State.

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

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

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

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

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

The Jenkins Street Slips Precinct is associated with the Port Adelaide Sailing Club (PASC) and with numerous private shipwright businesses which once populated the waterfront within the Precinct. Each is considered in turn.

PASC, established in 1896, is one of many sailing or yachting clubs to operate in South Australia since the nineteenth century. While PASC has made an important contribution to the pastime of recreational sailing in the Port Adelaide area, it is not considered to have made a strong, notable or influential contribution towards the history of recreation and in particular sailing in South Australia. Consequently, PASC is not considered to meet criterion (g).

Numerous shipwright businesses once populated the waterfront along the northern banks of the Gawler Reach of the Port River. Collectively these businesses made a notable contribution towards the course of South Australian history by providing shipbuilding, maintenance and repair services at South Australia's main port. However, with the exception of Henry Cruikshank Fletcher's business, known as The Fletcher's Slip Precinct (SHP 11872), none of these businesses, when considered

individually are considered to have made a strong, notable or influential contribution to South Australian history. The Jenkins Street Slips Precinct has a complex history reflecting a constantly evolving pattern of use, which ended with the clearing of all above-ground structures within the Precinct during the late 2000s. Besides potential archaeological evidence, little physical evidence remains within the Jenkins Street Slips Precinct to demonstrate associations of any one shipwright business which once operated there.

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

PHYSICAL DESCRIPTION

The Jenkins Street Slips Precinct is located between Jenkins Street and the northern shore of the Gawler Reach of the Port River. The site is spread along approximately 240 metres of waterfront land. The former Port Adelaide Sailing premises is located at the eastern end of the Precinct. The remainder of the precinct comprises vacant allotments, previously associated with private shipyards, bisected by the Birkenhead Naval Yard (not considered in this assessment).

One large structure stands on the former Port Adelaide Sailing premises, namely the former Port Adelaide Sailing Club clubhouse, with a number of associated structures, a jetty, and slips. The clubhouse comprises a single-storey timber-framed shed with a timber-framed, two-storey extension, a toilet block at the western end and a verandah on the southern side.

The remaining land is sloped towards the water, with ruins of numerous slips, comprising slip beds and some rails arrayed in parallel perpendicular to the water, along with two jetties and a concrete pipeline leading to the River. The floor slabs of demolished structures associated with the slips are positioned at various points across the site. Two slip cradles remain on slips in situ at the western end of the site. Two large timber derrick cranes stand on the western side of the Precinct and are stayed to the walls of a neighbouring building, associated with the Fletcher's Slip Precinct (SHP 11872).

Elements of Significance:

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

- Archaeological surface structures associated with shipyards, including jetties, slipways and slipway rails, timber derrick cranes, floor slabs and paving, winch bases, and concrete drainage pipes,
- Large slipway cradle (artefact),
- Surface artefact scatters,
- Archaeological deposits that may exist underground, including subterranean structures and artefacts.

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

- Gallery Yampu (former Port Adelaide Sailing Club) building and associated structures, jetty and slipways,
- Small slipway cradle,
- Mesh and chain-link fencing,
- Birkenhead Naval Yard and all associated structures.

HISTORY

This history considers, in turn, the shipbuilding industry in South Australia; the Jenkins Street Slips Precinct at Port Adelaide; recreational sailing in South Australia; and the Port Adelaide Sailing Club.

The shipbuilding industry in South Australia²

Emergence

The shipbuilding industry is concerned with the construction, repair and maintenance of water-borne vessels. Repair and maintenance of ships and boats has been a critical, ongoing need since the establishment of South Australia, while shipbuilding has variously flourished or declined according to the economic circumstances of the times.³ Shipbuilding and boatbuilding is concerned with the construction of large and small vessels respectively. As considerable overlap exists between the two, for the purposes of this assessment, the terms are considered to be synonymous.

Prior to the early nineteenth century, small waterborne vessels were repaired on land by dragging them up onto shore. Larger ships were repaired in graving or dry docks – large, artificial harbor basins with lock gates across one end, which allowed water to be pumped out thus giving access to the hulls of ships below the waterline. In 1818, Scottish shipwright Thomas Morton invented the marine railway or patent slip as an economical alternative to dry-docking.⁴ The patent slip was comprised of a cradle on inclined rails extending from the shore to below the low water mark. The patent slip allowed large vessels to be floated into the cradle and then hoisted up the slipway onto dry land.

European-style shipbuilding in South Australia began prior to formal European settlement. The 35-ton schooner *Independence*, built by American sealers at what is now known as American River on Kangaroo Island, is believed to have been the first ship built by Europeans in South Australian waters.⁵

The British Parliament assented the *South Australian Colonization Act*⁶ in 1834 empowering the establishment of South Australia as a British Province and the South Australian Company was created the following year to 'expedite land sales' in the planned colony.⁷ Prior to the formal proclamation of the Province, the Company established a pre-emptive settlement at Nepean Bay on Kangaroo Island, hoping it would convince the Colonization Commissioners' appointed Surveyor-General, Colonel William Light, to accept Kangaroo Island as the site for the provincial capital.⁸

The South Australian Company dispatched machinery and components of a patent slip to Nepean Bay, along with a team of shipwrights. However, after Light selected the eastern shore of Gulf St Vincent as the site for the capital and its associated port, the shipwrights dispersed and the slip was never installed at Nepean Bay.⁹

Shipbuilding in Port Adelaide

Throughout the nineteenth and early twentieth centuries, Port Adelaide, as South Australia's major port, developed the largest concentration of shipbuilding and repair facilities. Port Adelaide also employed the largest number of shipwrights and associated trades.¹⁰ As local timber suitable for shipbuilding was not readily available, this material was typically imported. Before the establishment of industries that could produce chandlery locally, supplies of rope, cordage, pitch, tar, canvas, paint and copper nails, bolts and sheathing also had to be imported.¹¹

Daniel Simpson was the first commercial shipwright to work in Port Adelaide. Simpson was repairing ships from December 1837¹² and by 1840¹³ owned a working shipyard. At the time of his death in October 1841,¹⁴ Simpson's yard was located on the Port River, opposite Port Adelaide, at the junction of Gawler Reach and Hindmarsh Reach.¹⁵ Shipwright Robert Playfair¹⁶ acquired Simpson's business at auction early in 1842. Following a short-lived partnership with Henry Athorn in c.1847,¹⁷ Playfair's yard operated continuously as a family business into the early twentieth century¹⁸ and formed the nucleus of Port Adelaide's shipbuilding industry. A. (Alexander) McFarlane and Sons established a slip nearby in 1869,¹⁹ while Thomas Cruikshank, a shipwright active in the Port from 1850,²⁰ established the Birkenhead Slip²¹ from c.1875.²² This area later became known as Cruikshank's Corner.²³

Meanwhile, the first patent slip in South Australia was built by Henry Cruikshank Fletcher and opened in 1851, immediately west of the Jenkins Street Slips Precinct.²⁴ Fletcher was a shipwright from Orkney, Scotland. In c.1845, Fletcher purchased the South Australian Company's abandoned patent slip and later assembled it on the northern bank of Gawler Reach, on two acres of land which he leased from the South Australian Company. Afterwards, Fletcher purchased a second patent slip from the Dunnikier Foundry in Scotland, known as the Dunnikier Slip, which allowed him to slip larger vessels. The Dunnikier Slip was opened in 1867.²⁵

Fletcher also excavated a graving or dry dock in the western side of Fletcher's Slip but abandoned the project in c.1896 before the dock was completed.²⁶ Shipwright Samuel Jenkins, who opened a shipyard on the northern shore of Gawler Reach in c.1871, built another large slip on his land in 1882 (see Jenkins Street Slips Precinct, below).



Henry Simpson's Black Diamond Line colliers *Kadina* (left) on Fletcher's 1867 Dunnikier Slip and *Confest* (right) on Fletcher's 1851 Patent Slip, 1867

Source: B 41771 SLSA

By 1856 a Government Dockyard was established at Port Adelaide in the vicinity of Hawker's Creek, on the western shore of the inner harbor.²⁷ The Government Dockyard built government-owned vessels such as the steamer *Lady Diana* and later maintained a fleet of dredges and the government steamer *Governor Musgrave*. Remaining structures associated with the Government Dockyard, which operated into the late twentieth century, were cleared in c.2008 and the precinct is currently undergoing redevelopment as housing.

Meanwhile the shipyards at Cruikshank's Corner were reportedly cleared by c.1935, with some of the businesses relocating to the Jenkins Street Slips Precinct (see below), which emerged as the focus of shipbuilding in Port Adelaide. By 1968, Cruikshank's Corner was dredged by the South Australian Harbors Board to create a swinging basin as part of the Greater Port Adelaide Plan.



Cruikshank's Corner, c.1930

Source: B 29127 SLA

In the aftermath of the First World War, the Commonwealth Government advanced loans to shipbuilding companies to replace vessels lost in that conflict. Sydney company Poole and Steel won the South Australian contract and established a shipyard on the Port River at Osborne, which was completed by 1920. Of four ships contracted, only three were completed when the post-war shipping shortage quickly became a shipping surplus. The yard later built two dredges for the South Australian Government, diversified into railway work, and was finally sold in 1937.²⁸ Osborne 'B' Power Station, built directly over the site of Poole and Steel's shipyard from 1947, was in turn demolished and replaced with the new Osborne Power Station, opened in 1998.

During the twentieth century, shipbuilding also flourished elsewhere on Le Fevre Peninsula, even well inland. Richard Tuson²⁹ (Dick) Searles (see also Jenkins Street Slips Precinct, below) operated a shipyard in Waverly Street, Largs Bay by c.1909,³⁰ while Jack Murch built a ketch, the *Reginald M*, in nearby Wills Street in 1922.³¹ Since the late 1970s,³² numerous slips have been built on the North Arm of the Port River.³³ These slips are currently associated with businesses including Adelaide Ship Construction International Pty Ltd, Smart Fabrication and MG Engineering.

The Osborne Naval Shipyard was established in 1987 at Osborne on the western shore of the Port River. Six Collins-class submarines were built by the Australian Submarine Corporation (ASC) at Osborne between 1990 and 2003. In 2005, ASC (now known as ASC Pty Ltd) was also selected as preferred shipbuilder for three Hobart-class Air Warfare Destroyers, ultimately constructed between 2017 and 2020.³⁴ Between 2017 and 2020, an extension of the yard was built behind Osborne South to allow BAE Systems Australia to construct nine Hunter-class frigates from 2023. In the near future the Osborne Naval Shipyard will be expanded around Mutton Cove Conservation Park, to allow the construction of five SSN-AUKUS nuclear-powered fleet submarines for the Royal Australian Navy from the late 2020s.

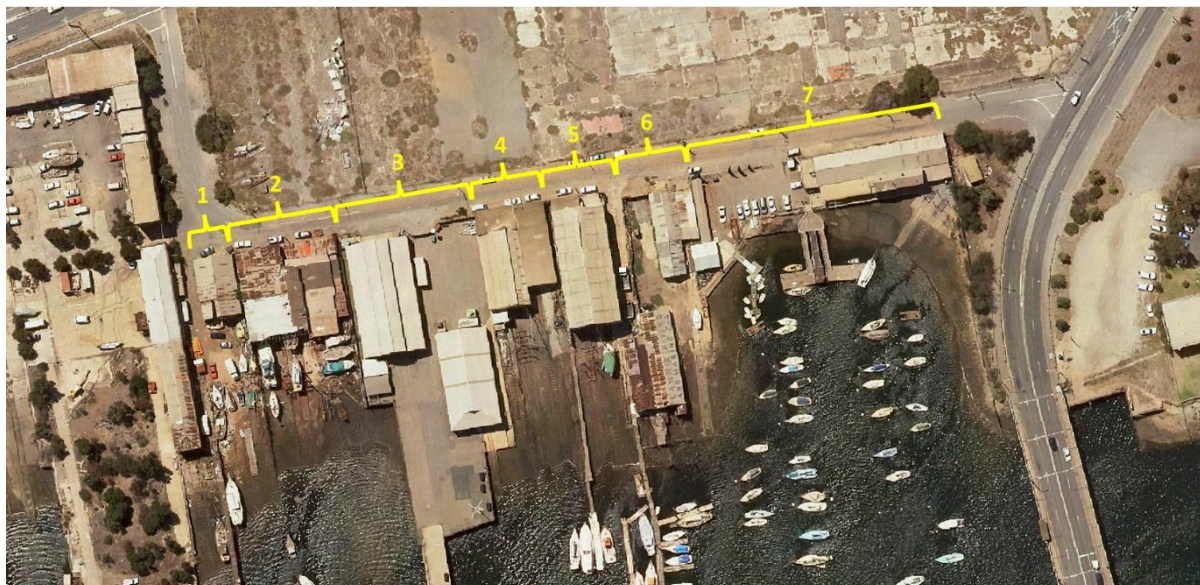
Shipbuilding elsewhere in South Australia

Spurred by the Victorian gold rush, steam navigation on the River Murray commenced in 1852³⁵ and Goolwa emerged as South Australia's first major river port. Various shipwrights operated at Goolwa from 1853 and by 1912, 60 vessels had been built there.³⁶ Vessels for the Murray trade were also built at Langhorne Creek and Port Elliot. For a time, Goolwa was the largest shipbuilding centre on the Murray after Echuca, Victoria,³⁷ but little physical evidence of this industry remains.³⁸

In November 1918, the Gulf Docking Company was established at Port Lincoln to build and operate a slip, which was open by September 1919³⁹ on the present site of the Port Lincoln Hotel at 1 Lincoln Highway. In 1928, Finnish shipwright Axel Stenross and shipmate Frank Laakso purchased the Gulf Docking Company slip and when their lease ran out in 1940, they relocated to another slip which they purchased from Port Adelaide shipwright Jack McFarlane, located some distance north. Stenross and Laakso subsequently built over 40 boats and 250 dinghies.⁴⁰ Frank Laakso died in 1975. When Axel died in 1980, local residents purchased the business and opened the Axel Stenross Maritime Museum in 1982 (subject of a separate assessment).⁴¹

In the lead-up to the Second World War the Broken Hill Proprietary Company (BHP) established a shipyard at Whyalla at its Whyalla Steelworks. During the war, the shipyard built four corvettes for the Royal Australian Navy. Afterwards BHP built its own freighters at its Whyalla shipyard. In all, the facility produced 64 ships before closing in 1978, in part due to the rising cost of labour.⁴²

Jenkins Street Slips Precinct



Jenkins Street Slips Precinct, aerial view, 2006, prior to removal of shipyard structures.

Source: ENV Maps

LEGEND

Far left: Fletcher's Slip (opened 1851).

1: Central Slipping Company (relocated here 1938), formerly Ben Weir's yard (c.1899), also R. T. Searles' yard (c.1912).

2: A. McFarlane and Sons (relocated here 1932).

3: Birkenhead Naval Yard (formerly Castle Salt Company Ltd 1890-c.1910).

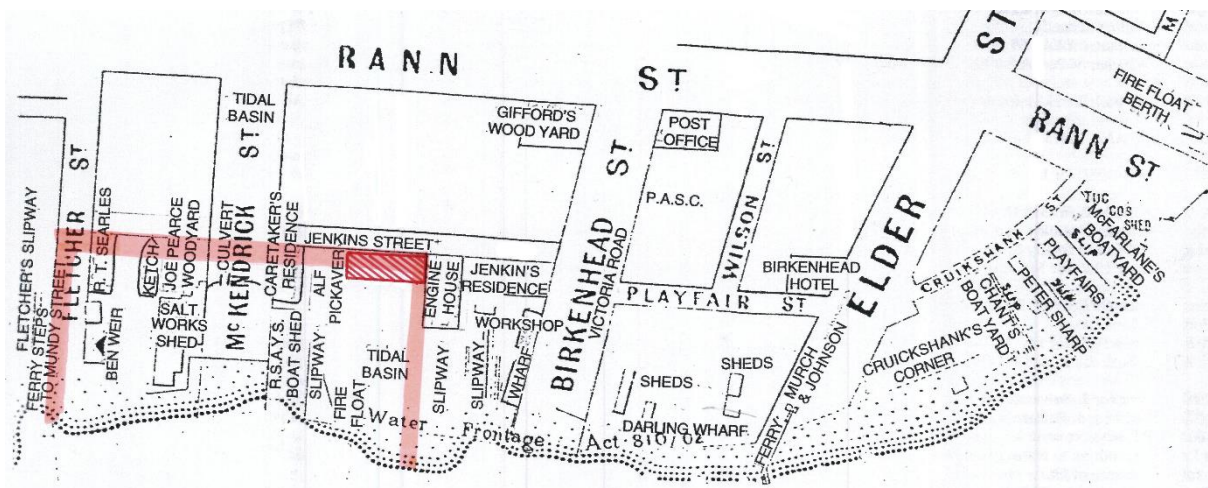
4: Searles Boat Yard (relocated here 1929), formerly McKendrick Street, later probable site of Jacobson's Wharf (1886).

5: Porter's Boat Yard (1952), formerly McKendrick Street (c.1861) then site of RSAYS caretaker's cottage (c. 1881).

6: Lawrie Diving and Marine (established 1950), formerly RSAYS boat shed (western side, c.1881) and McKendrick's yard (eastern side, c. 1875), later Alf Pickhaver's yard (eastern side, c.1905).

7: Former Port Adelaide Sailing Club premises (1925-2007), previously probable site of McKendrick's yard (c.1875), later vacant block (c.1902), later leased to Alf Pickhaver (c.1905).

Far right: Birkenhead Bridge (SHP 14348) (built 1938-1940), former site of unknown shipyard (prior to 1853), later Shipwright's Arms Hotel/Old Fairlop Oak Hotel (1853-1860), later Jenkins' Slip (c.1871), later known as the Central Slip (1924).



Northern bank of Gawler Reach, Port River in c.1915 as recollected by Ted Searles in 1995, showing present extent of the Jenkins Street Slip Precinct (thick red outline), with the current location of the former Port Adelaide Sailing Clubhouse hatched (relocated there in 1924). Note the Cruikshank's Corner precinct (on right), cleared c.1935 and dredged by 1968, between Elder and Rann Streets.

Source: *Portonian* March 1995 p. 7

The Jenkins Street Slips Precinct has a 'complex' history reflecting a 'constantly evolving pattern of use.'⁴³ Ownership and use of land within the Precinct is poorly documented prior to 1871.⁴⁴ Between then and 1909, the various allotments in the Slips Precinct gradually received Certificates of Title under the *Real Property Act 1858*.

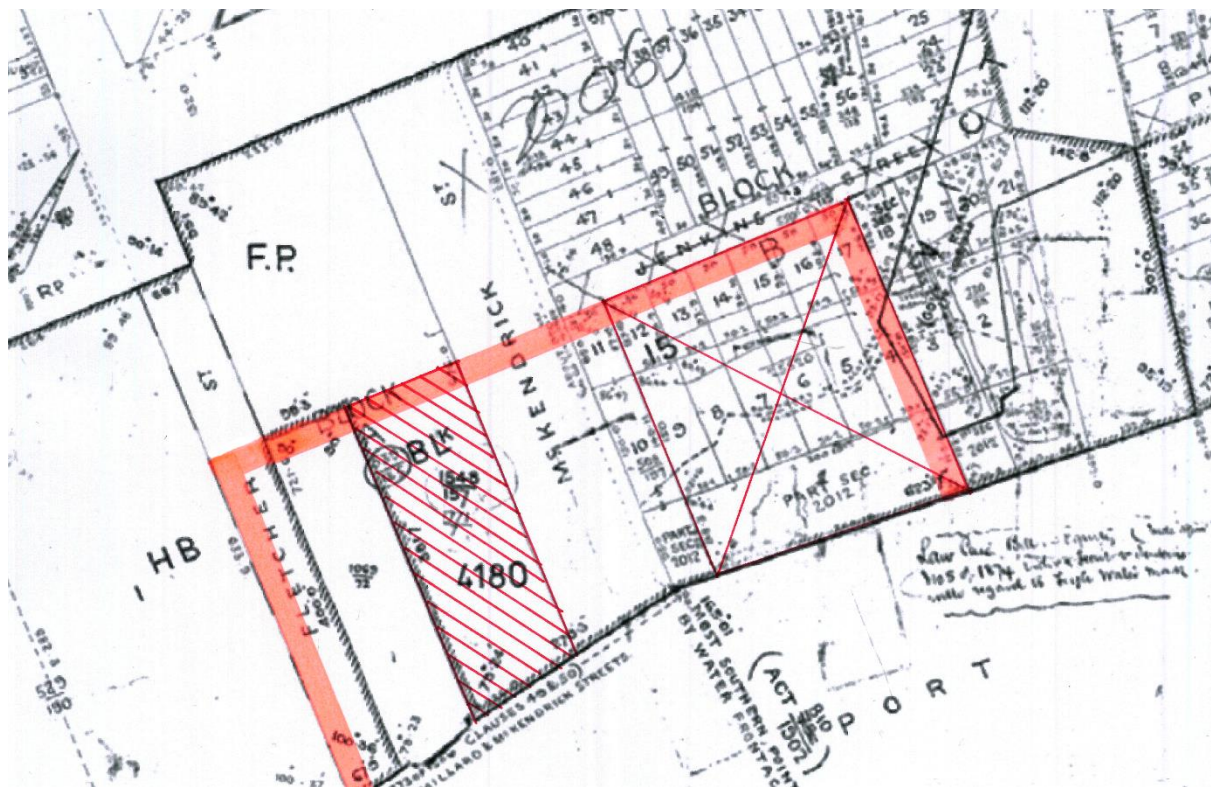
The Jenkins Street Slips Precinct is located on Le Fevre Peninsula within Section 2012, Hundred of Port Adelaide. Section 2012, bisected by the Gawler Reach of the Port Adelaide River, was originally granted to British parliamentarian John Abel Smith on 1 April 1839. Smith likely never set foot in South Australia and reportedly died 'financially ruined.'⁴⁵

Located a short distance downstream from the initial hub of shipbuilding at Port Adelaide, located at Cruikshank's Corner, the Jenkins Street Precinct is understood to have remained largely undeveloped until the early 1860s. Prior to this time, the shore was comprised of low mud flats and lined with mangroves. Over the decades, the mangroves were cleared and the banks were built up with spoil dredged from the Port River,⁴⁶ both to overcome the problem of flooding and to create an inclined waterfront suitable for slipping. The ground level over much of the Jenkins Street Precinct has been raised 2-3 metres, 'completely obscuring the natural surface.'⁴⁷

Henry Cruikshank Fletcher opened his patent slip on the northern boundary of the Jenkins Street Slips Precinct in 1851. Prior to 1853, a shipyard reportedly existed on the river frontage adjacent to the eastern end of the Slips Precinct, under the northern abutment of the present-day Birkenhead Bridge (SHP 14348).⁴⁸ Afterwards, between 1853 and 1860, this was the site of the Shipwrights Arms Hotel,⁴⁹ later known as the Old Fairlop Oak Hotel,⁵⁰ which served employees of the local shipbuilding industry. The Birkenhead Hotel, adjacent to Cruikshank's Corner, was not established until 1877.⁵¹

At the end of 1861,⁵² Block B of Section 2012 was subdivided as the Township of Birkenhead.⁵³ This subdivision created what later became known as Jenkins Street, McKendrick Street, and 21 small allotments (Lots 1-21) bounded by McKendrick Street, Jenkins Street, Birkenhead Street (later Victoria Road) and Gawler Reach. McKendrick Street, which no longer exists, was named for David McKendrick (d. 1886), a shipwright who was active on Le Fevre Peninsula by 1863.⁵⁴

Allotments in the Township of Birkenhead were sold at auction on 6 January 1862.⁵⁵ Block A of Section 2012, located between McKendrick Street and Fletcher's Slip, was not included in the subdivision.



Part of the Township of Birkenhead, subdivided in 1864, showing small allotments, with the extents of the Jenkins Street Slips Precinct indicated (thick red outline). The present location of the Birkenhead Naval Yard on part of Block A at left (hatched) and the former Port Adelaide Sailing Club on right (crossed) are also indicated.

Source: Malloway Studio et al, *Cultural mapping and survey: Port Adelaide Waterfront Stage 2*, p. 3.12, annotated by Heritage South Australia

In March that year, the stretch of river between Fletcher's Slip and Cruikshank's Corner was described in the *Register* as 'without improvement, overgrown with low scrubby vegetation, merely furnishing a deposit-heap for rubbish from vessels lying in the stream berth.'⁵⁶

The subdivision of Birkenhead allowed shipyards to become established along the river between Fletcher's Slip and Birkenhead Street (now Nelson Street and realigned to form the northern approach of the Birkenhead Bridge).⁵⁷ In 1866, the *Register* noted two shipyards between Fletcher's Slip and Cruikshank's Corner, McDonald's and Mitchelmore's, with vacant land in between used as a rubbish dump by the adjacent businesses:

...a page might be written on the fragments scattered about. There the windlass of one ship, the capstan of another, ribs and planking, boilers and spars, funnels and anchors, lie scattered abroad, in beautiful confusion...⁵⁸

Jenkins' Yard and Slip

Samuel Jenkins (b. 1840 – d. 1890) became registered proprietor of Lot 1 of Block B, Section 2012, Township of Birkenhead on 30 November 1871. Jenkins was born in England and educated in Nova Scotia, Canada. In c.1865 he travelled to South Australia and worked at Fletcher's yard for about six months, before moving to the Ballarat goldfields. In c.1871, Jenkins returned to South Australia and established shipbuilding premises at Birkenhead,⁵⁹ on a site which is now largely covered by the northern approach of the Birkenhead Bridge. In 1879, the *South Australian Register* reported that over a number of years Jenkins' yard, spread over six acres, had been 'raised and levelled' above the height of spring tides.⁶⁰

In November 1882, Jenkins opened his own slip, based on a design his son George Ley Jenkins saw in Canada, known as a 'Scotia' Marine Railway.⁶¹ By March 1909, with the exception of Lots 9 and 10, Jenkins' son George owned all of the small allotments in the Jenkins Street Slips Precinct (Lots 1-9 and 12-21).⁶² Jenkins' Slip was acquired by the South Australian Harbors Board in c.1919⁶³ and the Central Slipway Company in c.1924, after which it became known as the Central Slip. When the Birkenhead Bridge was built from 1938, the Central Slip was also relocated a short distance west⁶⁴ into the Jenkins Street Slips Precinct next to Fletcher's Slip, on land that was once Fletcher Street. This move included physical relocation of the jarrah 'Scotia' slipway and sheds.⁶⁵

McKendrick's Yard and Taylor's Yard

By March 1875,⁶⁶ shipwright David McKendrick and shipwright and naval architect William Taylor (b. c.1821 – d. 1884)⁶⁷ are documented as having established shipyards in the Jenkins Street Slips Precinct. David McKendrick was working as a shipwright while based on Le Fevre Peninsula from at least 1863,⁶⁸ but it is not known whether he had his own shipyard at that time. Meanwhile, William Taylor arrived in South Australia in 1851 and after travelling to the Victorian goldfields, settled in Port Adelaide, where he found employment at the Government Dockyard as a shipwright. After rising to the rank of superintendent, and designing ships including the government steamer *Lady Diana*,⁶⁹ he left the public service to establish a commercial shipyard. At the time of his death, Taylor was considered 'one of the best, if not the best authority on shipbuilding in Port Adelaide.'⁷⁰

McKendrick's Yard was located on Lots 10 and 11,⁷¹ next to McKendrick Street. Taylor's Yard was located between McKendrick's Yard and Jenkins' Slip, most likely on land now occupied by the former Port Adelaide Sailing Club's premises. A space between McKendrick's and Taylor's Yard was described in the *Observer* as 'a depot for boats of all classes.'⁷²

Castle Salt Company Limited

In 1890, Block A of Section 2012, owned by Sir Thomas Elder and Charles Hawkes Todd Hart, was transferred to Henry Fletcher, who in turn leased the land to the Castle Salt Company Limited. The Castle Salt Company chartered ketches to bring raw salt from 'lagoons' on the Yorke Peninsula to its works at Port Adelaide, where it was 'washed, crystallised in rotary dryers' then 'crushed [and] sieved into a variety of grades.'⁷³ The Castle Salt works had closed by 1914.⁷⁴ Neighbouring land was acquired by the Commonwealth in 1917 and leased to A. McFarlane and Sons from 1932 (see below).⁷⁵

In 1944, the former Castle Salt Company premises were also acquired by the Commonwealth of Australia and became the Birkenhead Naval Yard.⁷⁶ As these premises have remained Commonwealth-owned land since then, they are not considered further in this history.

Royal South Australian Yacht Squadron and Jacobson's Wharf

From c.1881 the South Australian Yacht Club (known as the Royal Australian Yacht Squadron or RSAYS after 1890) had an iron club shed and caretaker's cottage at Birkenhead on Lots 10 and 11,⁷⁷ previously the site of McKendrick's Yard. In 1886, W. Jacobson built a wharf next door, 'at the stream-end of McKendrick-street,' on land leased from the District Council of Birkenhead. Jacobson laid a tramway on the wharf, which he used to dispense ballast mined from sand hills on his Birkenhead property.⁷⁸ It is not clear when Jacobson's wharf was removed from the Jenkins Street Slips Precinct.

In May 1903, RSAYS leased the waterway in front of their sheds from the Marine Board at a rate of £20 per annum for ten years, on the condition that berth accommodation was 'increased and deepened.'⁷⁹ This was done in September 1903, when the Marine Board raised 1,920 yards of soft mud and clay from the river adjacent to the RSAYS shed.⁸⁰ When completed, RSAYS laid moorings in what became known as the yacht berth. In December 1906, the berth was deepened again by the Marine Board over eight days,⁸¹ and moorings re-laid.

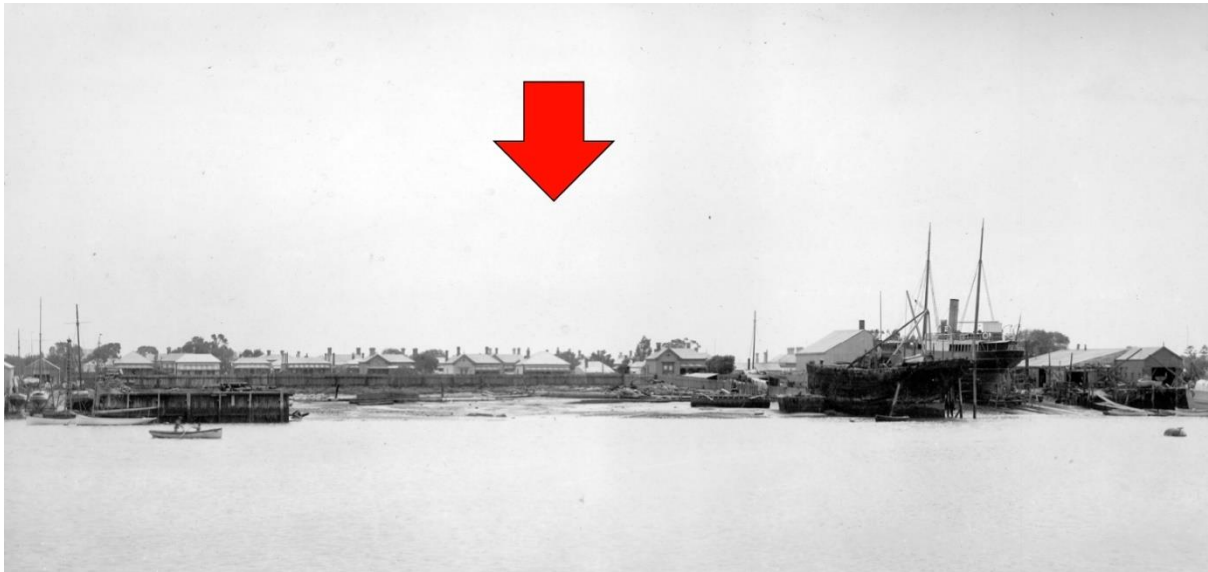
Weir's Yard and Searles' Yard

In c.1899, shipwright Ben Weir, who specialised in pleasure boats, established a shipbuilding business in a shed⁸² on part of Block A, on the eastern side of Fletcher Street. During 1912, shipwright Richard Searles (b. 1878 – d. 1974), a veteran of the Boer War, came to work with Weir while he was building the 60-foot motor yacht *Avocet* for Arthur and Ernest Rymill. The following year, Searles established his own business behind Weir's shed, trading as R. T. Searles. He built a number of vessels but when the trade 'slackened' during the First World War, he became caretaker for the RSAYS and lived in the cottage on their premises in Jenkins Street. This cottage was regularly 'flooded at extra high tide, mainly in winter.'⁸³ Afterwards R. T. Searles held other jobs before returning to business with his son Leslie Gordon (Les) (b. 1910 – d. 1985) in

Waverly Street, Largs Bay, in 1923.⁸⁴ Later, he returned to business in Jenkins Street (see below).

Pickhaver's Yard

In 1902, the land between Jenkins' Slip and Jacobson's Wharf, on which the former PASC clubhouse now stands, was used as a dump by the adjacent shipyards, with discarded masts, spars, timber, pontoons and other debris spread across the site.⁸⁵ By c.1905, Alf Pickhaver had established a shipyard on Lots 9 and 12,⁸⁶ and is understood to have subsequently leased the remaining land west of Jenkins' Slip.⁸⁷



Eastern part of Jenkins Street Slips Precinct c.1902, prior to dredging the yacht berth, showing future site of former Port Adelaide Sailing Club building (under arrow), with Central Slip on right (current site of Birkenhead Bridge) and a structure believed to be Jacobson's Wharf on the left.

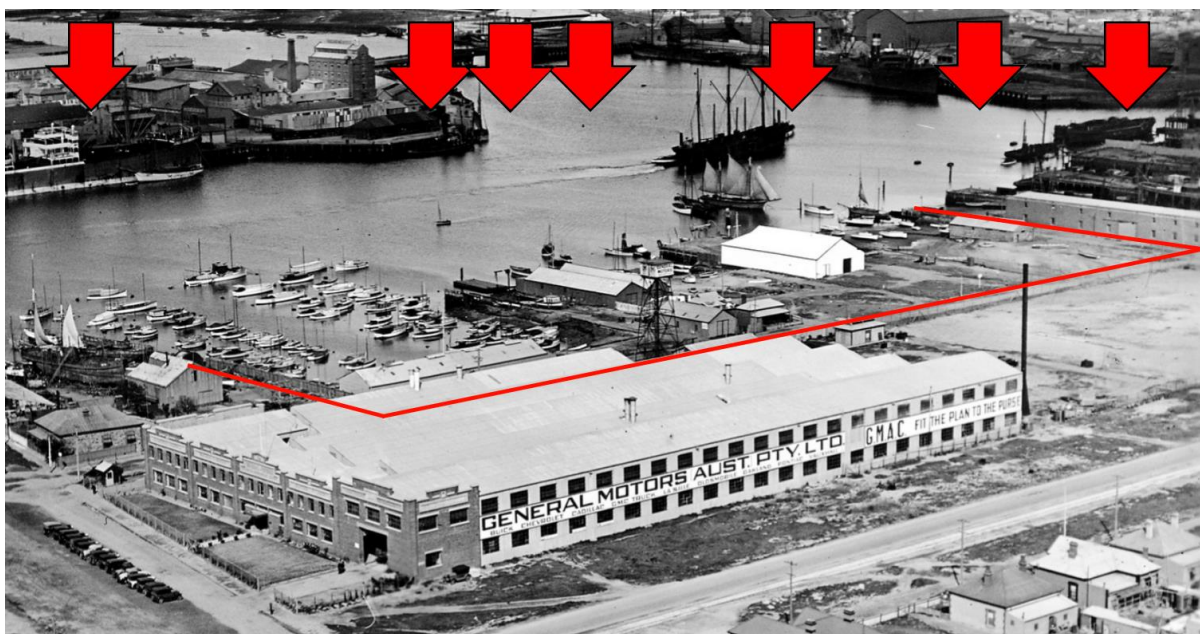
Source: PRG 280/1/4/169 SLSA

The Harbors Act 1913

In 1911, the Marine Board recommended purchasing all waterfront land in Port Adelaide's inner harbor, including the former Jenkins Street Slips Precinct.⁸⁸ Subsequently in 1913, the Crown acquired all privately-owned South Australian wharves and jetties in South Australia under the *Harbors Act 1913*, and subsequently vested exclusive control of these facilities in a South Australian Harbors Board (SAHB), newly created under the Act. Title records indicate the land comprising the former Jenkins Street Slips Precinct did not revert to the Crown until 1918.

Interwar Period

In 1921, the Government offered RSAYS a 21-year lease of Lots 10 and 11 and the following year offered to extend the lease to land that had previously been McKendrick Street. At this time, McKendrick Street ceased to exist. Around this time, RSAYS made numerous improvements to their premises, including a balcony, new lockers and a shed extension at a cost of £2,260. Then, in July 1924, RSAYS relocated to Outer Harbor and the Port Adelaide Rowing Club, established in 1877, moved into the RSAYS former premises.⁸⁹ With the yacht basin now vacant, the Port Adelaide Sailing Club relocated its shed from No. 8 Birkenhead Street onto Lots 15, 16, and 17 in September 1924 (see Port Adelaide Sailing Club below), giving members easy access to the yacht berth. Later, in 1926, the remaining land in the Jenkins Street Slips Precinct was granted to the South Australian Harbors Board.⁹⁰ In 1927, General Motors Australia Pty Ltd established a plant at Birkenhead opposite the Jenkins Street Slips Precinct.



Jenkins Street Slips Precinct c.1929, with approximate shore boundaries in red. Structures under arrows from left to right: 1. Central Slip; 2. PASC Clubhouse and yacht berth; 3. Alf Pickhaver's Slip; 4. RSAYS Sheds, later McFarlane's Slip; 5. Castle Salt Company works, now Birkenhead Naval Yard; 6. Likely Ben Weir's Shed; 7. Fletcher's Slip. General Motors Australia Pty Ltd factory in foreground.

Source: PRG 280/1/4/169 SLSA

In 1929, R. T. Searles formed a partnership with his sons Richard William (Bill) (b. 1906 – d. 1970), Edward George (Ted) (b. 1907) and Les Searles, trading as R. T. Searles and Sons. The Searles moved their workshop onto what had been McKendrick Street and built a slipway.⁹¹ During the Second World War, R. T. Searles and Sons carried out repairs and maintenance on Navy patrol vessels, minesweepers and lifeboats.⁹²

In 1932, A. McFarlane and Sons, established by Andrew McFarlane at Cruikshank's Corner in 1869, moved to part of Block A on Jenkins Street, then owned by the Commonwealth of Australia.⁹³ Subsequently they specialised in building pleasure craft

and commercial fishing boats.⁹⁴ This land was later transferred back to the South Australian Minister of Marine in 1985.

In 1938, to make way for the new Birkenhead Bridge between Port Adelaide and Birkenhead, the Central Slip (formerly Jenkins' Slip) on Lots 1-3 and 18-21 was relocated a short distance west⁹⁵ into the Jenkins Street Slips Precinct next to Fletcher's Slip, on land that had previously been Fletcher Street.⁹⁶ This move included physical relocation of the jarrah slipway and sheds.⁹⁷ At this time, the Central Slip was known as the second largest in Port Adelaide,⁹⁸ after the Port Adelaide Slip, which may have been a contemporary name for Fletcher's Dunnikier Slip. The northern approach of the Birkenhead Bridge was built over the original site of Jenkins' Slip and the Bridge itself was opened by the Governor, Sir Malcolm Barclay-Harvey, in December 1940.⁹⁹

Postwar changes

By the 1970s the Searles family had built more than 65 boats, not including dinghies and small net boats. Afterwards the family business was acquired by former apprentices Brian Mellors and Roger Knill, thereafter, trading as Searles Boat Yard.¹⁰⁰ In 1989, Kingsley Haskett bought a one-third share in the firm, and afterwards bought out Mellors and Knill when they retired.¹⁰¹

In 1950, Mac Lawrie, an x-ray technician seeking a change of career, leased what had been Pickhaver's slip on Lots 9 and 12. He entered business cleaning and painting hulls. Later he employed two shipwrights and expanded his business to repairs¹⁰² and accepted a diving job 'never having previously dived and having no knowledge of the activity.' Nevertheless, he soon developed 'one of the most prominent commercial dive businesses in the state,'¹⁰³ known as Lawrie Diving and Marine.

During the 1960s, the Port Adelaide Rowing Club vacated the former RSAYS sheds. Lawrie expanded into the eastern shed while Bill Porter (see below) took over the western shed. In the late 1970s, Lawrie rebuilt his slipway using repurposed rails from the Blue Streak Rocket Range at Woomera. Lawrie retired in 1985 and his slip passed through the hands of several occupants, the last of whom was Mark Bolt.¹⁰⁴

In 1952, Bill Porter and his son, also named Bill, took possession of a vacant block that had previously been part of McKendrick Street, which was occupied by the former RSAYS caretaker's cottage. The Porters purchased an old chicken shed, which they repurposed into a boat shed, and entered business as Porter's Boat Yard. This shed was expanded in 1962 and again in 1971-1972. During these expansions, the former RSAYS caretaker's cottage was demolished. Porter's Boat Yard also expanded into and altered the former RSAYS shed after it was vacated by the Port Adelaide Rowing Club.¹⁰⁵

By the late 1960s, A. McFarlane and Sons employed 15 shipwrights and 'numerous' painters and dockers. Andrew McFarlane, a great-grandson of Alexander McFarlane, commenced his apprenticeship during 1968 and later became a fourth-generation owner of the firm.¹⁰⁶

During the late 2000s, business within the Jenkins Street Slips Precinct vacated the area and most above-ground structures were subsequently cleared. Some structures, such as the Central Slipping Company shed, were disassembled and are currently stored by Renewal SA for possible interpretive reuse.

Archaeology of shipbuilding in Australia

Australian shipbuilding during the nineteenth century is poorly understood.¹⁰⁷ Previous archaeological investigation of shipbuilding in Australia has focussed on evidence available from the physical fabric of shipwrecks, rather than the physical fabric of sites where shipbuilding actually took place.¹⁰⁸

In 2012, archaeologist Adam Paterson reported that, to date,

...there has been little previous archaeological investigation of nineteenth century slipways and ship building yards in Australia or internationally.¹⁰⁹

Since then, little further archaeological investigation of nineteenth century shipbuilding sites has occurred in Australia or internationally.¹¹⁰

Heritage South Australia holds only one archaeological report associated with the archaeological excavation of a shipbuilding site in South Australia, namely a test excavation carried out on the site of the former RSAYS caretaker's cottage inside the Jenkins Street Slips Precinct (see *below*). In 2004, Honours candidate Ruth Jenkins, Department of Archaeology, Flinders University carried out an above-ground archaeological survey of the Fletcher's Slip Precinct (SHP 11872), without excavation.

Jenkins Street Slips Precinct Caretaker's Cottage test excavation

In 2009, staff and students of the Department of Archaeology, Flinders University undertook a test excavation on the site of the former South Australian Yacht Club and Port Adelaide Rowing Club caretaker's cottage within the Jenkins Street Slips Precinct. This excavation was directed by Adam Paterson and its purpose was to:

...identify the location and integrity of potential archaeological structures and deposits associated with the former caretaker's cottage and assess their archaeological research potential.¹¹¹

Test excavation revealed in situ remains of the cottage (built c.1870-1900) and artefacts associated with its occupation, dated to the mid-twentieth century. The mid-twentieth century artefacts uncovered during the excavation are considered to be of lesser archaeological research potential. However, archaeological evidence gained during the test excavation suggests the site has a high potential to yield archaeological deposits associated with the earlier use of the cottage and that those deposits have 'considerable research potential.'¹¹² These deposits are likely located below the level reached during text excavation. Paterson recommended that archaeological investigation of potential archaeological deposits and features associated with Pickhaver's and McKendrick's yards should be undertaken. It is

anticipated that archaeological investigation of these sites will contribute to knowledge 'regarding nineteenth century boat repair or manufacturing in Port Adelaide c1865-1890,' as 'historical details regarding this activity are few.'¹¹³

Recreational sailing in South Australia

No definitive distinction exists between recreational sailing and yachting;¹¹⁴ however, sailing boats are more likely to be smaller, open-hulled dinghies, known as sailing dinghies, while larger recreational sailing craft with closed-in cabins are usually known as yachts. As yachts are more expensive than sailing dinghies, their owners tend to be wealthier than the owners of sailing dinghies. In turn, the terms sailing and yachting tend to have different associations with social status, which has sometimes been exploited by sailing or yachting clubs in their choice of nomenclature.

During the first half of the nineteenth century, wind-driven vessels were the dominant form of water-borne transport internationally, playing a vital role in trade, communication, primary industry and defence. Recreational sailing was popular in Australia from the 1830s, with working boats becoming racing boats 'once or twice a year' and regattas, with origins as large competitions for rowing crews, came to include 'the odd sailing event.'¹¹⁵

The first formal regatta in Port Adelaide, organised by Captains Hart, Lipson and others, was held on Friday 14 September 1838 and included both sailing and rowing competitions.¹¹⁶ By 1859, the Port Adelaide Regatta was an annual event held on New Year's Day.¹¹⁷ Regattas became 'important social and sporting events'¹¹⁸ and also took place regularly in the gulfs and on the lower lakes by the 1860s.¹¹⁹

Numerous sailing and yachting clubs existed in South Australia by 1846,¹²⁰ with both working-class and wealthier individuals participating.¹²¹ Notable clubs established during the second half of the nineteenth century which have endured to the present time include the South Australian Yacht Club, established in November 1869; the Holdfast Bay Yachting and Sailing Club, later the Holdfast Bay Yacht Club and now the Adelaide Sailing Club, established in October 1883;¹²² and the Port Adelaide Sailing Club, established in 1897. The South Australian Yacht Club built a boat shed in the Jenkins Street Slips Precinct from c.1881¹²³ (see Jenkins Street Slips Precinct, below). The South Australian Yacht Club merged with a 'Semaphore Club'¹²⁴ in 1890 and with royal assent became the Royal South Australian Yacht Squadron (RSAYS) in October 1890.

Sailing and yachting remained 'fairly restricted pastimes' until the development of light fibreglass trailer-boats during the 1960s, coinciding with postwar prosperity, rising motor vehicle ownership and improved roads. These factors 'enabled more and more people to indulge in the sport'¹²⁵ and resulted in the creation of boat havens and marinas containing rentable berths for privately-owned recreational vessels. One of the first to respond to post-war demand was the Patawalonga Boat Haven, opened by the City of Glenelg in 1960.¹²⁶ Another was the North Haven Boat Harbor and Marina, the first stage of which was completed in 1980.¹²⁷

Participation of women in recreational sailing

Until the 1960s in Australia, women typically participated in organised sailing and yachting clubs peripherally, contributing to fundraising, catering and spectatorship. Women sailed occasionally as members of organised sailing events from the late nineteenth century, such as Irene Pritchard, the first woman to race a sailing boat on Sydney Harbor. Pritchard only sailed one season (1898-1899) and her early participation in recreational sailing is considered unusual because it was '...not until the 1960s [that] another woman [would] take the tiller and race in an open boat on Sydney Harbour.'¹²⁸

In the early years of the twentieth century in South Australia, the Glenelg and the Henley and Grange Sailing Clubs held frequent and possibly annual 'Ladies' Days.'¹²⁹ However, it is understood that women did not participate in sailing competitions on such days.

Sailing grew in popularity as a pastime for women from the early 1920s.¹³⁰ Organised sailing clubs occasionally allowed women to compete in sailing competitions, such as the Brighton Sailing Club, which held a race 'with ladies at the helm' in April 1922, which was considered 'novel' for the time.¹³¹ Shortly afterwards in December, Glenelg Sailing Club also held a 'ladies' race' in which 14 boats participated.¹³² By April 1924, the *Register* reported that yachting had become 'increasingly popular as a women's pastime'¹³³ and while 'yachtswomen' were 'not rare,'

their activities as a rule are confined to one day in a year, when the yachting clubs conduct women's races. Each boat has one woman, who steers. The handling of the craft [meaning sail handling] is left to the men.¹³⁴

The Royal South Australian Yacht Squadron,¹³⁵ the Port Adelaide Sailing Club and the Glenelg Sailing Club¹³⁶ held annual 'Ladies' Bracelet' Races regularly throughout the 1920s. Around this time, 31-year-old Eileen Hardy was regarded as 'one of South Australia's most successful yachtswomen,' winning the 1923 Royal South Australian Yacht Squadron's Ladies' Bracelet Race at the helm of her husband's yacht, *Weroopa*.¹³⁷ Women's sailing events fell from popularity during the Depression but were revived during the 1940s. Outside of formal competitions, women also participated in recreational sailing aboard vessels owned by fathers, brothers or husbands.¹³⁸ Women's participation in sailing increased during the post-war years, however, discrimination in organised sailing and yachting clubs is understood to have persisted into the late-1990s.¹³⁹

Port Adelaide Sailing Club

Establishment and early history

The Port Adelaide Sailing Club was not the first such organisation in Port Adelaide. In the late 1860s Port Adelaide businessman¹⁴⁰ Frederick Estcourt Bucknall opened and applied to licence the Australian Club House on St Vincent Street at Port Adelaide

(later known as the Clubhouse Hotel, demolished c.1990), to serve as club rooms for rowing and sailing clubs.¹⁴¹ A Port Adelaide United Rowing and Sailing Club also existed by December 1872, with Bucknall serving as honorary secretary.¹⁴² Bucknall also helped establish the South Australian Yacht Club,¹⁴³ later the RSAYS, with clubrooms and berths located on Gawler Reach of the Port River from 1881.¹⁴⁴

A meeting held at the Birkenhead Hotel on 15 September 1891 discussed the formation of a Port Adelaide sailing club,¹⁴⁵ however, the proposal appears to have lapsed after December that year.¹⁴⁶ No primary evidence exists to support the claim that this initial club was intended 'to cater for the sort of small craft that a working man could afford to maintain (or even build) himself.'¹⁴⁷

Six years later on 23 July 1897, 'a number of gentlemen' met at the Ship Inn, North Parade, Port Adelaide, 'with the idea of forming a little club to foster the pastime of boat-sailing.' This meeting led to the creation of the Port Adelaide Sailing Club (PASC). Notably, the 'gentlemen' who met in 1897 were a totally different group to those mentioned as gathering in 1891. By the new group's third meeting, the idea 'caught on wonderfully', 100 members were enrolled and at the club's first Annual General Meeting (AGM) in September 1898, 149 members and 49 boats were recorded as registered.¹⁴⁸

Early officers and officials of PASC included 'influential'¹⁴⁹ Port Adelaide identities. These included Charles Richard Morris,¹⁵⁰ a partner of Walter & Morris, timber merchants, and Mayor of Port Adelaide 1894-1898,¹⁵¹ who served as the Club's inaugural President (1897-1915); W. Johnstone SM, magistrate, who served as one of two inaugural Vice-Presidents;¹⁵² Edward Bradwell, public servant and Town Clerk of the Corporation of the City of Port Adelaide 1914-1946,¹⁵³ who was the Club's first Treasurer;¹⁵⁴ and Richard Bray, a carpenter, contractor, businessman and twice mayor of Semaphore,¹⁵⁵ who served on the inaugural committee.¹⁵⁶ Local maritime industry figures were also prominent early officials of PASC, such as shipwright Robert Playfair¹⁵⁷ and sailmaker Robert Quin.¹⁵⁸ Notably, PASC's initial committee were predominantly middle-class merchants, businessmen and community leaders, comprising a totally different membership to that which had proposed to establish a club along similar lines in 1891.¹⁵⁹

The Club's stated purpose was 'to promote a keener interest among the smaller boat owners,' many of whom, 'for financial reasons' were unable to join the Royal South Australian Yacht Squadron.¹⁶⁰ While working men were not able to afford RSAYS membership fees,¹⁶¹ some members of RSAYS joined PASC to support the club around the time of its establishment.¹⁶² PASC was incorporated under the *Associations Incorporation Act 1890* on 6 August 1901.¹⁶³

As well as the President and Vice-Presidents associated with the executive committee, the organisation of the early Port Adelaide Sailing Club also featured the offices of Captain and Vice-Captain, who exercised authority on the water as Flag Officers. Dr Alfred Hill, an eye specialist with his own private hospital in Parkside, was an early Captain of the Port Adelaide Sailing Club from 1899 to 1901.¹⁶⁴ The titles of Captain

and Vice-Captain were changed to the more conventional Commodore and Vice Commodore in 1922, in line with similar sailing groups. The original titles were probably chosen simply to distinguish PASC officers from RSAYS ones in shared events, rather than to connote a more 'democratic' organisation, as has been claimed.¹⁶⁵

Social events such as annual¹⁶⁶ 'Smoke Socials' were held in various large public halls in Port Adelaide such as the Working Men's Hall,¹⁶⁷ Forester's Hall¹⁶⁸ and the Oddfellow's Hall.¹⁶⁹ The PASC and the RSAYS enjoyed an amicable coexistence,¹⁷⁰ in part because the two groups catered to different classes of sailing vessels.¹⁷¹

Many of the vessels registered with the Port Adelaide Sailing Club throughout its history were built by local shipwrights. Various shipwright members of the Playfair, McFarlane, Clausen and Searles families were also members of PASC and raced their own boats.¹⁷²

The PASC Clubhouse

In September 1908, PASC purchased a small block of freehold land at 8 Birkenhead Street, Birkenhead (now the intersection of Nelson Street and Semaphore Road). A small timber-framed, corrugated iron-clad shed, measuring approximately 30 by 50 feet,¹⁷³ was built on the land and opened in October 1909.¹⁷⁴ The shed featured a pair of 'gothic style' double doors constructed by local boatbuilder and PASC committee member R. T. Searles.¹⁷⁵ The shed was predominantly a storage facility, while PASC committee meetings were held across the river at the Exchange Hotel, Port Adelaide.¹⁷⁶

In 1913, the Crown acquired all privately-owned South Australian wharves and jetties in South Australia under the *Harbors Act 1913* and vested exclusive control of these shed facilities in a South Australian Harbors Board, newly created under the Act.¹⁷⁷ As the PASC shed was considered to be an 'inconvenient' distance from the waterfront,¹⁷⁸ during the early 1920s the club negotiated to lease a block of land on the inner harbor waterfront. This land was located between Jenkins' Slip and land previously occupied by Pickhaver's shipyard and slip,¹⁷⁹ and the eastern half of the yacht berth.¹⁸⁰ In July 1923, RSAYS vacated its inner harbor premises and berth for newly created ones at Outer Harbor.¹⁸¹

In late September 1924, the PASC shed was moved intact on timber skids from 8 Birkenhead Street by contractors Matson & Moore, complete with 'much heavy boating gear, including sails and spars, which add[ed] to the weight of the building.' After moving the structure across Birkenhead Street, which was accomplished 'slowly but surely' with 'screw jacks, a horse, and blocks and tackle,'¹⁸² the shed was repositioned onto the PASC leasehold land on Jenkins Street. To allow the shed to fit onto the narrow block of land, the entire structure was reportedly skewed,¹⁸³ reducing its width by about one-and-a-half feet and causing the roof joists to be set permanently at an angle off perpendicular from the side walls. Afterwards, an extension to the west was built by PASC member¹⁸⁴ George Smith, resulting in a

building measuring 28.5 by 130 feet, and the completed structure opened, free of debt, on 7 March 1925.¹⁸⁵

The new club shed was said to be 'well lighted' by twelve skylights during the day and artificial lighting at night. The shed contained a 'fine hall with a good jarrah floor,' which the *Port Adelaide News* praised as 'the perfect dance floor.' Sixty 'commodious' lockers were provided at the eastern end of the shed, while the western end comprised dressing rooms for men and women. A shower and bath were installed in the men's dressing room but not in the women's,¹⁸⁶ suggesting an expectation that women would not need to wash and therefore did not sail regularly.

An upper-storey addition to the Port River side of the shed was completed sometime after 1935.¹⁸⁷ This addition served as a meeting room and vantage point for observing race starts and finishes, and was extended to the east by December 1950.¹⁸⁸ Hot showers for men were installed in December 1952.¹⁸⁹ In 1969-1970, plans to build a new toilet block at the western end of the shed 'evolved' into a full renovation of the western end, resulting in a 'spacious'¹⁹⁰ clubhouse, including a bar, function space with jarrah floor and suspended tile ceiling, a kitchen and a modern toilet block. This project also included recladding the clubhouse.

Numerous other additions, extensions and renovations have occurred to the former PASC clubhouse over the years, notably construction of a timber jetty (1947); installation of slips (c.1940s onwards); an extension to the south-eastern side of the clubhouse, with adjacent concrete slab (1954); replacement of flagpole (1975); replacement of original jetty (1984); construction of internal stairway (1985); new clubhouse footings, re-roofing and recladding the northern side (1987); and an all-access ramp, pontoon, crane and hoist (1998). The original 'gothic style' doors are said to remain underneath the 1980s cladding on the northern side.

Participation of women at Port Adelaide Sailing Club

As in many community organisations of the 1920s, women played an important role in raising funds, such as those that paid for construction of the club shed.¹⁹¹ Women were also responsible for catering PASC events through most of its history.¹⁹² A PASC Ladies Auxiliary organisation existed by 1952-1953, created to 'assist in social activities of the Port Adelaide Sailing Club'¹⁹³ and with its own constitution and committee. By this time the Auxiliary was considered 'a very strong subsidiary.'¹⁹⁴ PASC historian John Couper-Smartt suggests that the relationship between the Ladies Auxiliary and the main PASC committee was 'not always cordial' and that male members occasionally felt 'threatened' by the Auxiliary's activities.¹⁹⁵

While it is claimed that PASC races included yachts with women in their crews 'from the outset',¹⁹⁶ women were only allowed to become members of PASC from 1922, when they were known as 'Lady Members.'¹⁹⁷ In April 1924, PASC was said to 'head the list' of clubs with female membership, numbering between 30 and 40 individuals, however, the activities of these members were reportedly 'confined principally to the social side.'¹⁹⁸

Following the example of other clubs, the Port Adelaide Sailing Club closed the 1923-1924 sailing season with its first¹⁹⁹ 'ladies' race,²⁰⁰ sponsored by Ozone Amusements Limited. Under the rules of the race, in which 'each boat [was to] be handled by a lady member' (meaning steered), male skippers handled the boats up until the starting gun was fired.²⁰¹ Notably at this event, women served as race officials including starter, launch manager and timekeeper.²⁰²

Another Ozone Theatres Limited Bracelet Race was held on 14 February the following year,²⁰³ at a time when putting women at the helm of small 14-foot boats, as called for by the race rules, was considered 'risky.'²⁰⁴ On 26 December 1925,²⁰⁵ women were allowed to race 12-foot dinghies at a similar race due to their restricted sail area, which made them 'safe and comfortable.'²⁰⁶ After this, the PASC Ladies Bracelet Race became a regular annual event until the Depression.²⁰⁷ Later after the Second World War 'Ladies Day' races were revived as a regular annual event.²⁰⁸

While wives and daughters reportedly²⁰⁹ participated in sailing outside of organised races,²¹⁰ documentary evidence suggests that this participation was very limited. For example, when hot showers were installed for men in 1952, allowing them to wash comfortably after sailing, similar facilities for women were considered 'unwarranted,'²¹¹ suggesting that women were seldom on the water aboard club boats.

For most of PASC's history women were barred from attending or voting at General Meetings and could not own boats. At the 1971 General Meeting the PASC committee discussed 'the problem of lady boat owners' without resolution. Five years later at the 1976 General Meeting, the membership category of 'Lady Member' was renamed 'Lady Associate Member,'

to clarify the position of female club members by limiting their rights to those of Associates and thereby making it clear that only senior members [and therefore, men] could be boat-owners.²¹²

Full membership for women was granted following revisions to the PASC constitution in August 1986, which occurred in response to a complaint made to the Government of South Australia under the *Equal Opportunities Act 1985*.²¹³ As late as February 1996, an 'unwritten policy' prevented women from deploying spinnakers, as the club considered many female members too 'inexperienced'²¹⁴ to do so safely.

Later history

PASC occupied the Jenkins Street premises under a series of short-term leases from 1925. Over time the Club has catered for different classes of vessels. During 1927, for example, 122 motorboats were registered with PASC and 'during the 1950s, it was primarily a motor boat club.'²¹⁵ Sailing boat ownership is understood to have increased after the Second World War. Later, following the establishment of the Port River Sailing Club in the early 1960s, many small boat owners left PASC. After this, the Club mainly catered for larger keel boats (as opposed to smaller boats with

centreboards) and motorboats.²¹⁶ By 1995, PASC was predominantly a sailing club again.²¹⁷

The construction of the Diver Derrick and Mary MacKillop Bridges across the Port River upstream from the Club premises in the late 2000s encouraged PASC to consider relocation from Jenkins Street.²¹⁸ In July 2005, the South Australian Government announced development of a marina at Snowden's Beach which became known as Marina Adelaide. PASC voluntarily relocated to Marina Adelaide in October 2007 and 'many members felt that the loss of their lockers was the only real disadvantage of the move.'²¹⁹

Meanwhile the Port Adelaide Artists Forum (PAAF), 'a community based organisation that fosters the growth of the arts in and around the LeFevre Peninsula region,' was founded in 2005.²²⁰ The former PASC clubhouse became PAAF headquarters in 2011, shared with Dragon Boat SA, and is now known as Gallery Yampu (pronounced yam-boo) after the Kaurna word for dolphin.²²¹ PAAF reluctantly vacated Gallery Yampu in June 2023.

Chronology

Year Event

- 1803 American sealers build the 35-ton schooner *Independence* at what is now known as American River on Kangaroo Island.
- 1818 Scottish shipwright Thomas Morton invents the marine railway or patent slip.
- 1830s Recreational sailing is popular in the Australian colonies.
- 1834 British Parliament assents the South Australian Colonisation Act, empowering the establishment of South Australia as a British Province.
- 1835 The South Australian Company is created to expedite land sales in the planned province of South Australia.
- 1836 The South Australian Company dispatches machinery and components of a patent slip to South Australia and establishes a settlement at Nepean Bay on Kangaroo Island. The slip is never assembled and the shipwrights subsequently disperse.
- 1837 December, Daniel Simpson is the first commercial shipwright to work in Port Adelaide.
- 1838 14 September, first formal regatta held in Port Adelaide.
- 1839 1 April, Section 2012, Hundred of Port Adelaide is granted to British parliamentarian John Abel Smith.
- 1840 Daniel Simpson owns a working shipyard on Le Fevre Peninsula.
October, death of Daniel Simpson.
- 1842 Shipwright Robert Playfair acquires Simpson's business at auction.

- c.1845 Henry Cruikshank Fletcher purchases the South Australian Company's abandoned patent slip.
- 1846 Numerous sailing and yachting clubs exist in South Australia.
- 1850 Shipwright Thomas Cruikshank is active in Port Adelaide.
- 1851 Henry Cruikshank Fletcher opens the first patent slip in South Australia, assembled from components imported by the South Australian Company in 1836.
- William Taylor arrives in South Australia.
- 1852 Steam navigation commences on the River Murray, spurred by the Victorian gold rush. Goolwa emerges as South Australia's first river port.
- 1853 A shipyard, which reportedly existed on the river frontage adjacent to the eastern end of the Jenkins Street Slips Precinct, is replaced by the Shipwrights Arms Hotel, later known as the Old Fairlop Oak Hotel.
- Various shipwrights become established at Goolwa by this date.
- 1856 A Government Dockyard is active at Port Adelaide in the vicinity of Hawker's Creek, Glanville.
- 1859 The Port Adelaide Regatta is an annual event held on New Year's Day.
- 1860 The Old Fairlop Oak Hotel, on the eastern side of the Jenkins Street Slips Precinct, closes.
- 1861 Block B of Section 2012 is subdivided as the Township of Birkenhead, including numerous small allotments comprising part of the Jenkins Street Precinct.**
- 1862 6 January, allotments in the Township of Birkenhead are sold at auction. The stretch of the Port River between Fletcher's Slip and Cruikshank's Corner is described as 'without improvement' and is used as a rubbish dump.**
- c.1863 Shipwright David McKendrick is active on Le Fevre Peninsula.
- 1865 Samuel Jenkins arrives in South Australia.
- 1866 Two shipyards exist between Fletcher's Ship and Cruikshank's corner, namely McDonald's and Mitchelmore's.**
- 1867 Henry Fletcher opens a second patent slip, known as the Dunnikier Slip.
- 1869 A. (Alexander) McFarlane and Sons establish a slip on what later became known as Cruikshank's Corner on Le Fevre Peninsula at Gawler Reach.
- November, South Australian Yacht Club, later the Royal South Australian Yacht Squadron (RSAYS), is established.
- c.1871 Samuel Jenkins owns a shipyard on Le Fevre Peninsula at Gawler Reach.**
- 1875 March, shipwright David McKendrick and shipwright and naval architect William Taylor are recorded as having established shipyards in the Jenkins**

Street Slips Precinct. The space between is described as ‘a depot for boats of all classes.’

- c.1875 Thomas Cruikshank establishes the Birkenhead Slip.
- 1879 Jenkins’ yard has been ‘raised and levelled above the height of spring tides.’**
- c.1881 **The South Australian Yacht Club builds an iron shed and caretakers cottage within the Jenkins Street Slips Precinct on the site of McKendrick’s Yard.**
- 1882 Samuel Jenkins builds a large slip, known as the ‘Scotia’ marine railway.**
- 1886 W. Jacobson builds a wharf at the end of McKendrick Street.**
- 1890 Henry Fletcher leases land within the Jenkins Street Slips Precinct to the Castle Salt Company Limited.
- The South Australian Yacht Club becomes RSAYS.**
- 1891 15 September, a group of men meet to discuss the formation of a Port Adelaide sailing club, but the proposal apparently lapses.
- c.1896 Henry Fletcher abandons an ambitious project to build a graving dock at Port Adelaide.
- 1897 23 July, a number of Port Adelaide men meet to discuss the creation of an organisation which becomes the Port Adelaide Sailing Club (PASC).
- c.1899 **Shipwright Ben Weir establishes a shipbuilding business in a shed within the Jenkins Street Slips Precinct.**
- 1901 The Port Adelaide Sailing Club is incorporated under the *Associations Incorporation Act 1890*.
- 1902 Land between Jacobson’s Wharf and Jenkins’ Slip is used as a dump by adjacent shipyards.**
- 1903 May, RSAYS leases the waterway in front of their sheds from the Marine Board.**
- September, the Marine Board raises 1,920 yards of soft mud and clay from the river adjacent to RSAYS, to create a yacht mooring berth.**
- c.1905 **Alf Pickhaver establishes a shipyard within the Jenkins Street Slips Precinct.**
- 1906 The yacht berth is deepened by the Marine Board.**
- 1908 September, PASC purchases freehold land on Birkenhead Street.**
- c.1909 Richard Tuson Searles operates a shipyard in Waverley Street, Largs Bay.
- Samuel Jenkins’ son George Jenkins owns most small allotments within the Jenkins Street Precinct.**
- October, PASC opens its club shed at Birkenhead Street.**
- 1912 Shipwright Richard Searles comes to work with Ben Weir at Jenkins Street.**
By this date, 60 vessels have been built at Goolwa.

- 1913 Richard Searles establishes his own shipwright business in the Jenkins Street Slips Precinct.**
The Crown acquires all privately-owned wharves and jetties in South Australia under the *Harbors Act 1913*.
- 1914 Castle Salt Works has closed.**
- 1917 The Commonwealth acquires land within the Jenkins Street Slips Precinct.**
- 1918 Land within the Jenkins Street Slips Precinct reverts to the Crown.**
Gulf Docking Company established at Port Lincoln.
- 1919 Jenkins' Slip is acquired by the South Australian Harbors Board.**
- 1920 Sydney Based Poole and Steel opens shipyard at Osborne on the Port River.
- 1922 Jack Murch builds the ketch *Reginald M* in Wills Street, Largs Bay.
April, Brighton Sailing Club holds a novelty 'Ladies Race'.
- 1923 Richard Searles relocates his business to Waverly Street, Largs Bay.**
- 1924 Jenkins' former slip is acquired by the South Australian Harbors Board.**
April, sailing is reportedly popular as a women's pastime, but women's sailing races are only conducted once each year.
April, PASC closes its 1923-1924 season with its first 'ladies' race.
July, RSAYS is relocated to Outer Harbor and the Port Adelaide Rowing Club moves into the former RSAYS premises.
September, PASC relocates from Birkenhead Street into the Jenkins Street Slips Precinct.
- 1925 7 March, PASC opens its expanded clubhouse structure.**
- 1927 General Motors Australia Pty Ltd establishes a plant at Birkenhead opposite the Jenkins Street Slips Precinct.
- 1928 Axel Stenross and shipmate Frank Laakso purchase the Gulf Docking Company at Port Lincoln.
- 1929 Richard Searles forms a partnership with his sons, trading as R. T. Searles and Sons, and moves his shipyard into the Jenkins Street Slips Precinct.**
- 1930s Women's sailing races fall from popularity due to the Depression.
- 1932 A. McFarlane and Sons leases land within the Jenkins Street Slips Precinct from the Commonwealth.**
- c.1935 Shipyards at Cruikshank's Corner are cleared.
Port Lincoln shipwrights Axel Stenross and Frank Laakso relocate their business to a slip purchased by Jack McFarlane.
An upper-storey addition to the PASC clubhouse is made after this date.
- 1937 Poole and Steel shipyard is sold.
- 1938 Construction of the Birkenhead Bridge (SHP 14348) commences.**

The Central Slip is relocated into the Jenkins Street Slips Precinct.

c.1940 BHP establishes a shipyard at Whyalla.

1940s Women's sailing races are revived on a sporadic basis.

1940 December, the Birkenhead Bridge opens.

1944 The Commonwealth acquires the former Castle Salt Company premises within the Jenkins Street Slips Precinct.

1947 Osborne 'B' Power Station built over the site of former Poole and Steel shipyard.

1950 Mac Lawrie leases Pickhaver's former slip in the Jenkins Street Slips Precinct.

1952 Bill Porter and his son Bill open a boatyard within the Jenkins Street Slips Precinct.

1960s The development of fibreglass trailer-boats allows more people to participate in recreational sailing.

**c.1960s The Port Adelaide Rowing Club vacates the former RSAYS Sheds.
Former RSAYS caretaker's cottage is demolished.**

1960 Patawalonga Boat Haven opens.

1968 Cruikshank's Corner has been dredged by the South Australian Harbors Board to create a swinging basin as part of the Greater Port Adelaide Plan.

1969 PASC commences a full renovation of the western end of their Jenkins Street clubhouse.

1970s Numerous slips built on the North Arm of the Port River.

1976 PASC creates a new membership category, 'Lady Associate Member', designed to prevent women from owning boats at PASC.

1978 BHP Whyalla shipyard closes.

1980 First stage of North Haven Boat Harbor and Marina is completed.

1982 Community volunteers open the Axel Stenross Maritime Museum at Port Lincoln.

1985 Commonwealth land leased by A. McFarlane and Sons is transferred back to the South Australian Minister of Marine

1986 Women are granted full membership of PASC.

1987 Osborne Naval Shipyard established.

1990 Australian Submarine Corporation (ASC) commences building Collins-class submarines at Osborne Naval Shipyard.

1996 An 'unwritten' PASC policy preventing women from hoisting spinnakers is overturned.

- 1998 Osborne Power Station, built on the site of the demolished Osborne 'B' Power Station and in turn on the site of Poole and Steel's shipyard, is opened.
- c.2005 Construction of the Diver Derrick and Mary MacKillop bridges encourages PASC to consider relocation.
- c.2008 Former Government Dockyard at Glanville is cleared.
- 2007 PASC voluntarily relocates to Marina Adelaide at Snowden's Beach on the Port River.
- c.2009 Businesses within the Jenkins Street Slips Precinct vacate and most above-ground structures are cleared.**
- 2009 The Department of Archaeology, Flinders University undertakes a trial excavation of the former RSAYS caretaker's cottage.**
- 2011 The former PASC premises become headquarters of the Port Adelaide Artist's Forum (PAAF), shared with Dragon Boat SA.**
- 2017 ASC commences building three Hobart-class Air Warfare Destroyers at Osborne Naval Shipyard.
- 2017-2020 Osborne Naval Shipyard is extended to accommodate construction of Hunter-class frigates from 2023.
- 2023 June, PAAF reluctantly vacates Gallery Yampu.**

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GRO Plan 43/1864 via SAILIS

CT 160/196 via SAILIS

CT 508/197 via SAILIS

CT 1419/20 via SAILIS

SITE RECORD

NAME: Jenkins Street Slips Precinct **PLACE NO.:** 26562

FORMER NAME: Various names associated with private shipyards; Port Adelaide Sailing Club; Gallery Yampu

DESCRIPTION OF PLACE: Shipyard ruins

DATE OF CONSTRUCTION: c.1861-c.2000

REGISTER STATUS: Nominated 8 May 2023

CURRENT USE: Vacant
2023

PREVIOUS USE(S): Shipyard precinct
c.1861-c.2007
Port Adelaide Sailing Club premises
1925-2007

BUILDER: Various builders
Various dates

LOCAL GOVERNMENT AREA: City of Port Adelaide Enfield

LOCATION: **Street No.:**
Street Name: Jenkins Street
Town/Suburb: New Port
Post Code: 5015

LAND DESCRIPTION: **Title** CR 5835/308
Reference:
Lot No.: 7
Plan No.: D54259
Hundred: Port Adelaide

MAP REFERENCE 34°50'27.2'S 138°29'55.4'E

PHOTOS

NAME: Jenkins Street Slips Precinct

PLACE NO.: 26562

All images in this section are from DEW Files and were taken on 7 July 2023, unless otherwise indicated.



Former Port Adelaide Sailing Club premises, southern side



Former Port Adelaide Sailing Club premises, northern side

PHOTOS

NAME: Jenkins Street Slips Precinct

PLACE NO.: 26562



Former Port Adelaide Sailing Club premises, interior function space



Former Port Adelaide Sailing Club premises, interior showing storage lockers

PHOTOS

NAME: Jenkins Street Slips Precinct

PLACE NO.: 26562



Jenkins Street Slips Precinct, slips in vicinity of former Searles Boatyard



**Jenkins Street Slips Precinct, vicinity of former Central Slip, adjacent building forms a part of the
Fletchers Slip Precinct (SHP 11872)**

PHOTOS

NAME: Jenkins Street Slips Precinct

PLACE NO.: 26562



Detail of slipway showing floor slabs



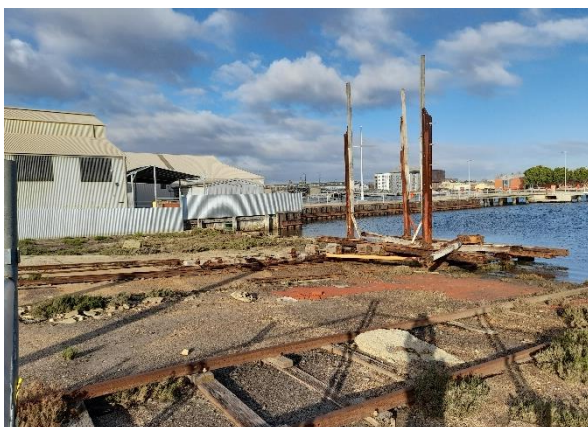
Detail of slipway



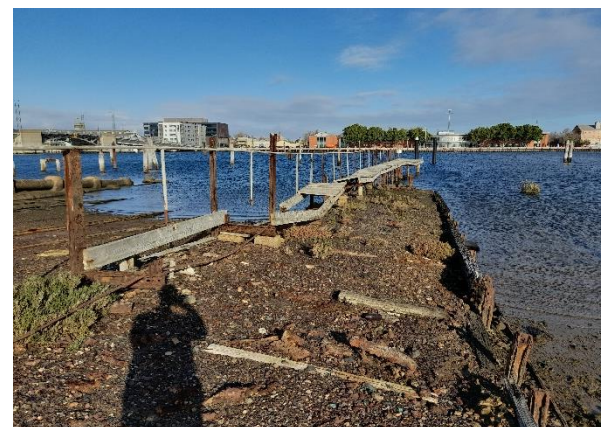
Surface scatter artefacts



Derrick crane in vicinity of former Central Slip, attached to Fletchers Slip Precinct (SHP 11872)



Large slip cradle in situ on site of former A. McFarlane & Sons Slip



Jetty structure in vicinity of former Porter's Boat Yard

SITE PLAN

NAME: Jenkins Street Slips Precinct

PLACE NO.: 26562



Jenkins Street Slips Precinct (CT 5874/511 A7 D54259 Hundred of Port Adelaide)

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




- Archaeological surface structures associated with shipyards, including jetties, slipways and slipway rails, timber derrick cranes, floor slabs and paving, winch bases, and concrete drainage pipes,
- Large slipway cradle (artefact),
- Surface artefact scatters,
- Archaeological deposits that may exist underground, including subterranean structures and artefacts.

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

- Gallery Yampu (former Port Adelaide Sailing Club) building and associated structures, jetty and slipways,
- Small slipway cradle,
- Mesh and chain-link fencing,
- Birkenhead Naval Yard and all associated structures.

N ↑

LEGEND

-  Parcel boundaries (Indicates extent of Listing) (broken line)
-  Existing State Heritage Place(s) (solid line – hatched)
-  Outline of Elements of Significance for State Heritage Place (solid line)

¹ 'Royal South Australian Yacht Squadron: A Short History' <https://www.rsays.com.au/a-short-history/>

² Considerable overlap exists between shipyards and boatyards, which cater for different sizes of vessel. For the purposes of this assessment, the term shipyards is considered to include both categories.

³ Gerald Donaghy, 'Shipping' in Wilfred Prest (ed), *The Wakefield Companion to South Australian History* (2001) Kent Town SA: Wakefield Press p. 487

⁴ R. B. Prosser, 'Morton, Thomas (1781–1832), shipbuilder and inventor of a ship-building slip' in Ritchie, Lionel Alexander (ed.). *Oxford Dictionary of National Biography* (online ed.) (2004) Oxford University Press

⁵ 'Shipbuilding in South Australia' in SA Memory <https://www.samemory.sa.gov.au/site/page.cfm?u=636>

⁶ The *South Australian Colonization Act 1834* is the short name for the Act. The long name of the Act is *An Act to empower his Majesty to erect South Australia into a British Province or Provinces and to provide for the Colonization and Government thereof*.

⁷ Susan Marsden, Paul Stark and Patricia Sumerling (eds), *Heritage of the City of Adelaide: an illustrated guide* (1990) Adelaide SA: Corporation of the City of Adelaide p.17.

⁸ Ronald Parsons, *Southern Passages: a maritime history of South Australia* (1986) Netley, South Australia: Wakefield Press

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¹¹ Ronald Parsons, *Southern Passages* p. 158

¹² Ronald Parsons, *Southern Passages* pp. 20, 157

¹³ Royal South Australian Almanack and General Directory (1840) Adelaide SA: Robert Thomas and Co., via TROVE <https://nla.gov.au/nla.obj-2879068547/>

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²⁰ Ronald Parsons, *Southern Passages* p. 158

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²³ 'Closing of Yachting and Rowing Season.' in *South Australian Advertiser* 3 May 1880 p. 6 <http://nla.gov.au/nla.news-article30801370>

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- 134 'Yachtswomen, Adelaide Has Enthusiasts' in *News* 15 April 1924 p. 2 <http://nla.gov.au/nla.news-article129834936>
- 135 Helmsman, 'Yachting.' in *Register* 25 March 1927 p. 4 <http://nla.gov.au/nla.news-article54091969>
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- 136 Helmsman, 'Yachting.' in *Register* 25 March 1927 p. 4
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- 138 'The Sports Girl, A Weekly Section for Miss Out-of-Doors, They Like to Be Afloat, Girls Who Answer Call of the Sea' in *Mail* 25 January 1930 p. 15 <http://nla.gov.au/nla.news-article63836161>
- 139 John Couper-Smartt 'A Sailing-boat Club at Port Adelaide' p. 205
- 140 Catherine Manning, 'Estcourt House' in *SA History Hub* <https://sahistoryhub.history.sa.gov.au/places/estcourt-house>
- 141 'This Day. Tuesday, March 9. Annual Licencing Meeting.' in *Express and Telegraph* 9 March 1869 p. 3 <http://nla.gov.au/nla.news-article207741063>
- 142 'Aquatics ... Port Adelaide United Rowing and Sailing Club.' in *South Australian Register* 7 December 1872 p. 1 <http://nla.gov.au/nla.news-article39267384>
- 143 Ronald Parsons, *Southern Passages* p. 355; Catherine Manning, 'Estcourt House'
- 144 'Royal South Australian Yacht Squadron: A Short History'
- 145 'Aquatics. Port Adelaide Sailing Club.' in *Express and Telegraph* 18 September 1891 p. 4 <http://nla.gov.au/nla.news-article208573512>
- 146 Bobstay, 'Yachting Notes.' in *South Australian Register* 5 December 1891 p. 7 <http://nla.gov.au/nla.news-article48254340>
- 147 This claim was first made by John Couper-Smartt in 2007, ('A Sailing Boat Club at Port Adelaide' p. 18) and subsequently repeated by the Mulloway Studio et al, 'Port Adelaide Waterfront: Stage 3' report pp. 3.80-3.81
- 148 'Port Adelaide Sailing Club.' in *Advertiser* 5 September 1898 p. 7 <http://nla.gov.au/nla.news-article29417536>
- 149 'Port Adelaide Sailing Club.' in *South Australian Register* 4 September 1897 p. 7 <http://nla.gov.au/nla.news-article54502889>
- 150 'Port Adelaide.' in *Express and Telegraph* 12 April 1899 p. 2 <http://nla.gov.au/nla.news-article209528293>
- 151 John Couper-Smartt 'A Sailing-boat Club at Port Adelaide' p. 29
- 152 'Port Adelaide Sailing Club.' in *Evening Journal* 6 November 1897 p.4 <http://nla.gov.au/nla.news-article207907332>
- 153 'Death of Mr. E. Bradwell' in *Advertiser* 1 November 1951 p. 3 <http://nla.gov.au/nla.news-article45773594>
- 154 'Port Adelaide Sailing Club.' in *Advertiser* 5 September 1898 p. 7
- 155 'Obituary.' in *Port Adelaide News* 24 July 1925 p. 9 <http://nla.gov.au/nla.news-article212959871>
- 156 John Couper-Smartt 'A Sailing-boat Club at Port Adelaide' p. 20
- 157 'Port Adelaide Sailing Club.' in *Register* 19 October 1903 p. 6 <http://nla.gov.au/nla.news-article59998936>; 'Port Adelaide Sailing Club.' in *Advertiser* 9 February 1903 p. 6 <http://nla.gov.au/nla.news-article4923222>
- 158 'Port Adelaide Days, Recollections of Mr. R. Quin' in *Advertiser* 5 December 1929 p. 23 <http://nla.gov.au/nla.news-article28995146>; 'Port Adelaide Sailing Club.' in *Express and Telegraph* 7 September 1905 p. 1 <http://nla.gov.au/nla.news-article208780617>; Quin, for example, was treasurer in 1905.
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- ¹⁵⁹ Compare 'Aquatics. Port Adelaide Sailing Club.' in *Express and Telegraph* 18 September 1891 p. 4
- ¹⁶⁰ 'Port Adelaide Sailing Club.' in *South Australian Register* 4 September 1878 p. 7 <http://nla.gov.au/nla.news-article54502889>
- ¹⁶¹ John Couper-Smartt 'A Sailing-boat Club at Port Adelaide' p. 22
- ¹⁶² John Couper-Smartt 'A Sailing-boat Club at Port Adelaide' pp. 22-23
- ¹⁶³ John Couper-Smartt 'A Sailing-boat Club at Port Adelaide' p. 28
- ¹⁶⁴ John Couper-Smartt 'A Sailing-boat Club at Port Adelaide' p. 25
- ¹⁶⁵ John Couper-Smartt 'A Sailing-boat Club at Port Adelaide' p. 21
- ¹⁶⁶ John Couper-Smartt 'A Sailing-boat Club at Port Adelaide' p. 28
- ¹⁶⁷ John Couper-Smartt 'A Sailing-boat Club at Port Adelaide' pp. 26, 28
- ¹⁶⁸ 'Port Adelaide Sailing Club. Annual Smoke Social.' in *Port Adelaide News* 4 May 1923 p. 7 <http://nla.gov.au/nla.news-article212950817>
- ¹⁶⁹ 'Port Adelaide Sailing Club. Annual Social.' in *Evening Journal* 10 May 1909 p. 3 <http://nla.gov.au/nla.news-article203435057>
- ¹⁷⁰ John Couper-Smartt 'A Sailing-boat Club at Port Adelaide' p. 26
- ¹⁷¹ John Couper-Smartt 'A Sailing-boat Club at Port Adelaide' p. 22
- ¹⁷² John Couper-Smartt 'A Sailing-boat Club at Port Adelaide'
- ¹⁷³ John Couper-Smartt 'A Sailing-boat Club at Port Adelaide' p. 30 gives the figures 9.15m x 15.25m; 'Moving a Club House, Port Sailing Club's Building' reports 40 x 60 feet, however, this measurement is understood to be an approximation; *News* 25 September 1924 p. 6 <http://nla.gov.au/nla.news-article129865319>
- ¹⁷⁴ John Couper-Smartt 'A Sailing-boat Club at Port Adelaide' p. 29; 'Port Adelaide Sailing Club. Opening Demonstration.' in *Register* 25 October 1909 p. 5 <http://nla.gov.au/nla.news-article58289154>
- ¹⁷⁵ John Couper-Smartt 'A Sailing-boat Club at Port Adelaide' p. 29
- ¹⁷⁶ John Couper-Smartt 'A Sailing-boat Club at Port Adelaide' p. 30
- ¹⁷⁷ Swanbury Penglase, Heritage Assessment Report, No. 2 Dock (2016) pp. 3-4
- ¹⁷⁸ John Couper-Smartt 'A Sailing-boat Club at Port Adelaide' p. 30
- ¹⁷⁹ While John Couper-Smartt states that the Port Adelaide Sailing Club clubhouse was located on the site of the former Pickhaver Slip ('A Sailing-boat Club at Port Adelaide' p. 33) it is understood that the clubhouse was located on land adjacent to the former slip; see Ted Searles map (Ted Searles, 'R. T. Searles and Sons pp. 6-7)
- ¹⁸⁰ 'Yachtsmen Active, Preparing for Season, New Site for Sailing Club' in *News* 26 September 1924 p. 10 <http://nla.gov.au/nla.news-article129867230>
- ¹⁸¹ 'Royal South Australian Yacht Squadron: A Short History'
- ¹⁸² 'Moving a Club House, Port Sailing Club's Building' in *News* 25 September 1924 p. 6
- ¹⁸³ John Couper-Smartt 'A Sailing-boat Club at Port Adelaide' p. 34
- ¹⁸⁴ 'Yachting. Port Adelaide Sailing Club.' in *Advertiser* 18 April 1916 p. 6 <http://nla.gov.au/nla.news-article8713595>
- ¹⁸⁵ 'Port Adelaide Sailing Club, Great Mark of Progress. Opening of Fine Yacht Shed.' in *Port Adelaide News* 13 March 1925 p. 3 <http://nla.gov.au/nla.news-article212958386>
- ¹⁸⁶ 'Port Adelaide Sailing Club, Great Mark of Progress. Opening of Fine Yacht Shed.' in *Port Adelaide News* 13 March 1925 p. 3
- ¹⁸⁷ Aerial photography indicates the upstairs section did not exist in 1935; see Port Adelaide Enfield Local History Collection Map <https://localhistory.cityofpae.sa.gov.au/>
- ¹⁸⁸ John Couper-Smartt 'A Sailing-boat Club at Port Adelaide' p. 50
- ¹⁸⁹ John Couper-Smartt 'A Sailing-boat Club at Port Adelaide' p. 53
- ¹⁹⁰ John Couper-Smartt 'A Sailing-boat Club at Port Adelaide' pp. 62-63
- ¹⁹¹ John Couper-Smartt 'A Sailing-boat Club at Port Adelaide' p. 198
- ¹⁹² John Couper-Smartt 'A Sailing-boat Club at Port Adelaide' p. 198
- ¹⁹³ John Couper-Smartt 'A Sailing-boat Club at Port Adelaide' p. 201
- ¹⁹⁴ John Couper-Smartt 'A Sailing-boat Club at Port Adelaide' p. 201
- ¹⁹⁵ John Couper-Smartt 'A Sailing-boat Club at Port Adelaide' p. 202
- ¹⁹⁶ John Couper-Smartt 'A Sailing-boat Club at Port Adelaide' p. 199
- ¹⁹⁷ John Couper-Smartt 'A Sailing-boat Club at Port Adelaide' p. 204
- ¹⁹⁸ 'Yachtswomen, Adelaide Has Enthusiasts' in *News* 15 April 1924 p. 2
- ¹⁹⁹ 'Yachtswomen, Adelaide Has Enthusiasts' in *News* 15 April 1924 p. 2
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- 200 Helm, 'Yachting' in *Mail* 12 April 1924 p. 10 <http://nla.gov.au/nla.news-article63861972>
- 201 'Yachting. Port Adelaide Sailing Club.' in *Register* 11 April 1924 p. 4
<http://nla.gov.au/nla.news-article64213681>
- 202 'A Ladies' Day. Heavy Weather in the Port River.' in *Advertiser* 14 April 1924 p. 17
<http://nla.gov.au/nla.news-article73412801>
- 203 John Couper-Smartt 'A Sailing-boat Club at Port Adelaide' p. 199; Helmsman, 'Yachting.' in *Register* 6 February 1925 p. 4 <http://nla.gov.au/nla.news-article63736615>
- 204 'Yachting Notes.' in *Port Adelaide News* 13 February 1925 p. 4 <http://nla.gov.au/nla.news-article212958104>
- 205 'Ladies Sail Dinghies, Win for Roscoe' in *Mail* 26 December 1925 p. 6
<http://nla.gov.au/nla.news-article59965518>
- 206 Bobstay, 'Yachting.' in *Advertiser* 24 December 1925 p. 22 <http://nla.gov.au/nla.news-article43894865>
- 207 For example, 'Yachting. Port Adelaide Sailing Club. All Boats Sailed by Ladies.' in *Port Adelaide News* 9 November 1928 p. 2 <http://nla.gov.au/nla.news-article212973480>
- 208 John Couper-Smartt 'A Sailing-boat Club at Port Adelaide' p. 204
- 209 John Couper-Smartt 'A Sailing-boat Club at Port Adelaide' p. 198
- 210 John Couper-Smartt 'A Sailing-boat Club at Port Adelaide' p. 198
- 211 John Couper-Smartt 'A Sailing-boat Club at Port Adelaide' p. 53
- 212 John Couper-Smartt 'A Sailing-boat Club at Port Adelaide' p. 204
- 213 John Couper-Smartt 'A Sailing-boat Club at Port Adelaide' p. 206
- 214 John Couper-Smartt 'A Sailing-boat Club at Port Adelaide' p. 205
- 215 Malloway Studio et al, 'Port Adelaide Waterfront: Stage 3' p. 3.85
- 216 John Couper-Smartt 'A Sailing-boat Club at Port Adelaide' p. 59.
- 217 Malloway Studio et al, 'Port Adelaide Waterfront: Stage 3' p. 3.85
- 218 John Couper-Smartt 'A Sailing-boat Club at Port Adelaide' p. 240
- 219 John Couper-Smartt 'A Sailing-boat Club at Port Adelaide' p. 60
- 220 'About' Port Adelaide Artists Forum <https://www.paaf.art/about>
- 221 'Gallery Yampu' Port Adelaide Artists Forum <https://www.paaf.art/gallery-yampu>