The Marina Hindmarsh Island introduces you to the history behind your Street names & Lagoon names
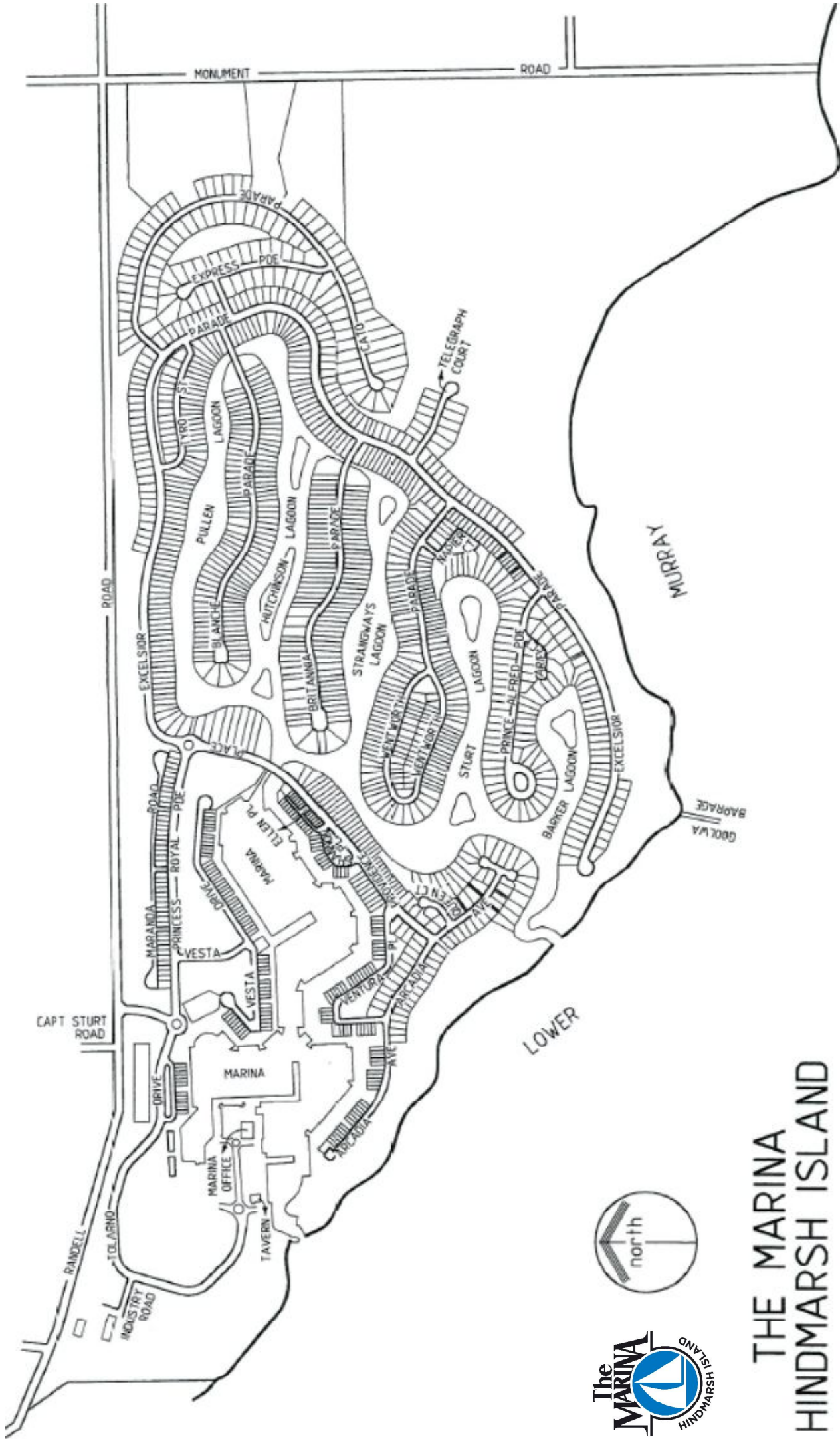
The
MARINA
HINDMARSH ISLAND
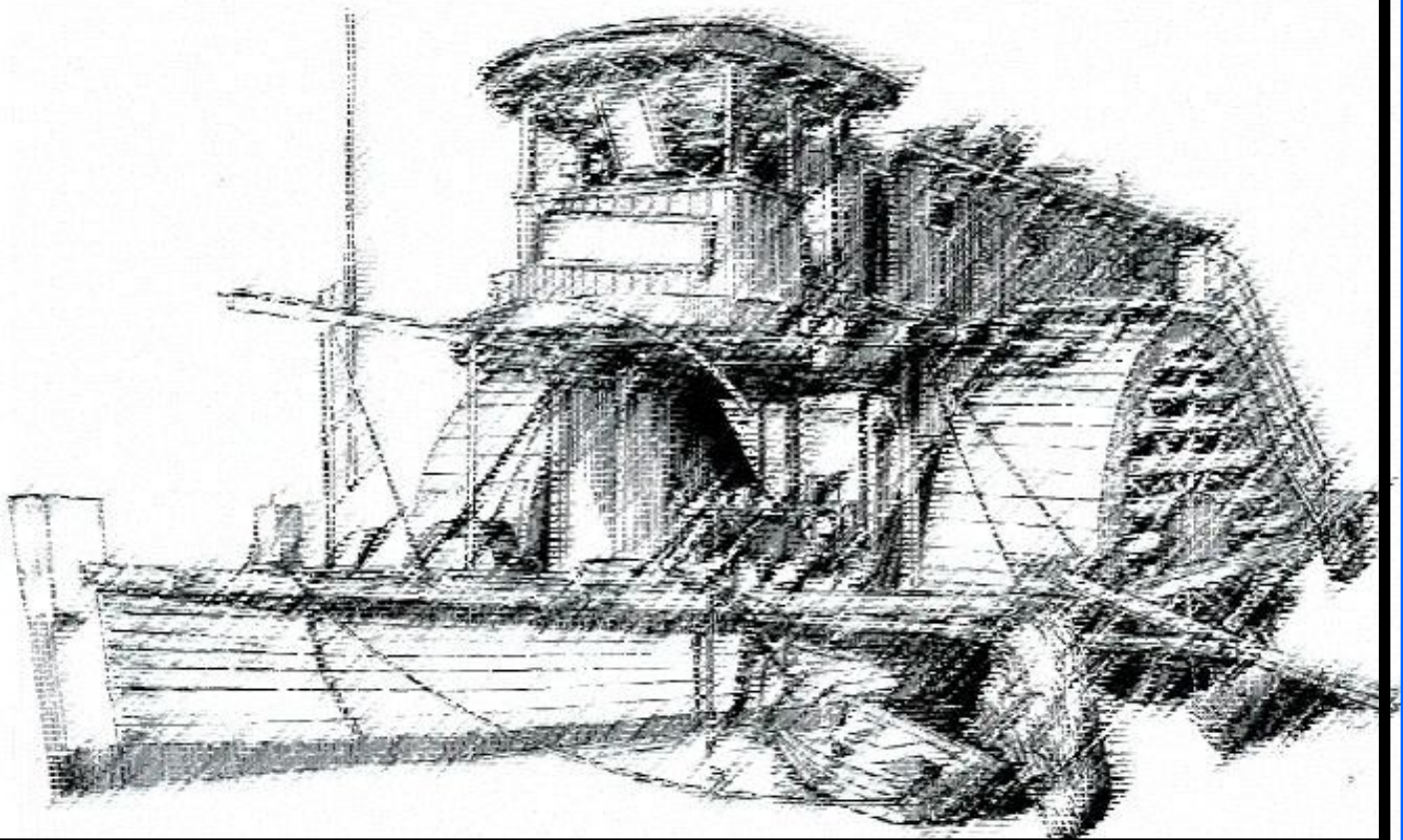
Dedication

*This book is dedicated the early explorers and the
men & women who lived and worked on
paddle steamers along the waters
of the mighty Murray River and to those
shipwrights who toiled in the shipyards not far from the wharf at
Goolwa, bringing our region to life
in the 1800's.*

*The contents of this booklet have
been printed with the express permission
of Mr Ronald Parsons, to whom we give thanks for his
dedication in collating the concise history of
Australia's paddle steamers.
Information about each paddle steamer has been
directly referenced from his book -
"Ships of the inland rivers" 1987*

*Many photos have been sourced from the
State Library of South Australia.*

THE MARINA
HINDMARSH ISLAND

Contents

Introduction

The naming of the streets and lagoons at The Marina Hindmarsh Island represents a wealth of local history. Each street is named after a paddle steamer constructed at the Port of Goolwa between 1853 –1914, and the lagoons are named after the early explorers who discovered and surveyed the region.

This booklet provides you with a brief summary of both the exploration of Goolwa and the vessels built here and the river trade they encouraged, which were responsible for bringing our region to life.

How It All Began.

CAPTAIN CHARLES STURT.

The settlement history of Goolwa and Hindmarsh Island dates back to 1830, when Captain Charles **Sturt** sailed down the Murray River and discovered the location of the mouth. Although the waters of the mouth were dangerous, he recognised the potential to establish a river port to transport goods to and from inland areas of the colonies. In 1831 Captain Collet **Barker** was sent to survey the area. On reaching the mouth he ventured into the sand dunes of the Coorong and did not return.
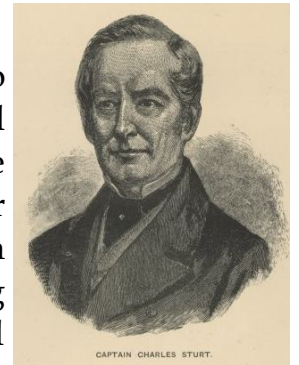
Many documents record discussions about subsequent expeditions to ascertain the suitability of the mouth for passage from the river to the sea, but it was not until late in 1837 that an expedition under **Hutchinson** and **Strangways** was dispatched to survey the area from Lake Alexandrina to the Murray Mouth. This expedition visited and named Currency Creek and Hindmarsh Island, however resulted once again in loss of life when two locals, who had joined the party drowned while attempting to gain passage through the mouth.

W.J.S Pullen

In 1840 Captain W.J.S. **Pullen** sailed through the mouth and went to survey the harbour within it, which was named in his honour as Port Pullen. Around this time pastoralists, who did not own the land, began to graze sheep and cattle in the region and police were stationed here to support order as work began on the port and railway facilities.

By 1852 a small wharf had been constructed at Goolwa and in 1853 the first paddle steamers departed, transporting cargo and stimulating inland settlement which in turn fuelled the demand for more river trade. With the river opened and the railway and wharf established, the volume of trade increased enormously. Paddle steamers towed barges carrying supplies upriver to pastoralists and newly-established towns returning laden with wool. Extensions to the Goolwa wharf were soon necessary. Despite the dangers, a few determined captains ran vessels directly through the Murray Mouth, with regular direct services between Goolwa and Port Adelaide which started in 1857. Port Goolwa was proclaimed in 1857, and was made a customs point and a survey centre.

The wharf became a bustling centre for trade and prospered. Industries developed and the population expanded at a rapid rate. Goolwa became the home of a Patent Slip and

Introduction

Iron Works, which was established in 1864 and by the 1870s employed between 30-40 people. Goolwa was the first Australian River Port to establish both shipbuilding and repair facilities with **thirty seven paddle steamers** and **twenty three barges** built at its wharf precinct by 1913. In later years more ships were constructed in Goolwa, however after the establishment of a Port at Morgan, river trade slowed and the construction industry faltered.

Goolwa Wharf 1904—SLSA:B 11619, ca. 1904
Image courtesy of the State Library of South Australia.

Map of Lakes Alexandrina and Albert showing Murray Mouth—SLSA:PRG 1258/2/505, 1910
Image courtesy of the State Library of South Australia.
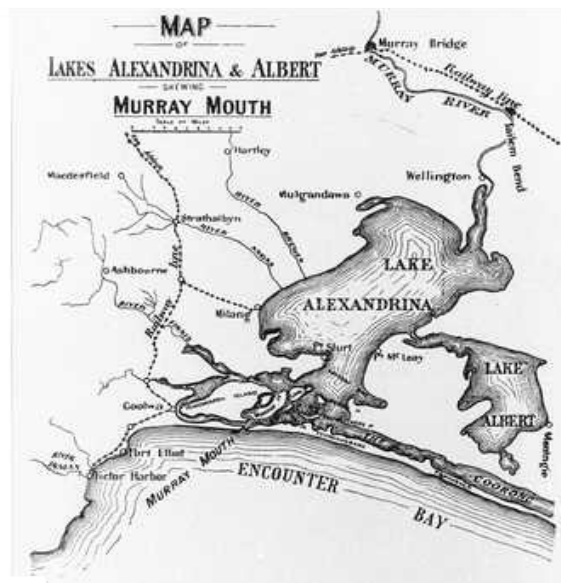
Princess Royal at Goolwa—SLSA:PRG 1258/1/3046, 1875
Image courtesy of the State Library of South Australia.

Arcadia Avenue

P.S. ARCADIA Official Number 117424
Composite construction - metal frames with wooden planking motor paddle wheel vessel, 33gross tons 14nets tons, 50.0x12.0x4.0, in 1911 it was refitted with a steam engine.
YEAR BUILT: 1903 T. Henley & Sons, Goolwa.
ENGINE: Oil Motor, 1 cylinder 10" dia, 17bhp Crossley & Sons, UK, rated 6 knots.
Lengthened and re-engined 1911, changed to a 58gross tons, 26nett tons 85.6x12.0x3.7.
Non-condensing, horizontal geared 2 cylinder steam engine, 10nhp, Marshall & Sons, UK 1897.

Owners: WM Adolph Ludwig Wolter, Goolwa, registered in Pt Adelaide; 1921 L.A. Stoeckel; 1925 W.KL. Dyer, Renmark.

Register closed October 1938, vessel broken up.
H Godson reports, that the remains are on Goat Island, Murray River, near Renmark.

Arcadia — SLSA:PRG
1258/1/115, ca. 1925
Image courtesy of the
State Library of South
Australia.

P.S. ARIEL (Sometimes shown as AERIAL) Official Number 55596
Composite construction - metal frames with wooden planking paddle steamer, 60 gross
tons 55 nett tons, 1876 changed to a 83 gross tons, 55 nett tons, 92.7x15.4x5.2
YEAR BUILT: 1867 A Graham, Goolwa
ENGINE: Steam engine. 14hp.

**Owners:** W.R. Randell, registered in Pt Adelaide; June 1876 Hardman & Lester; November
1879 E.H. Randell; June 1883 W. R. Randell.

Register closed in 1912 with 'broken up.' Capt H McLean states that the ship was sunk at
the dock, Mannum, for some years, then raised and taken to Goolwa and rebuilt as
P.S. KELVIN.

Ariel—SLSA:PRG
1258/1/136, ca. 19005
Image courtesy of the
State Library of South
Australia.

Blanche Parade
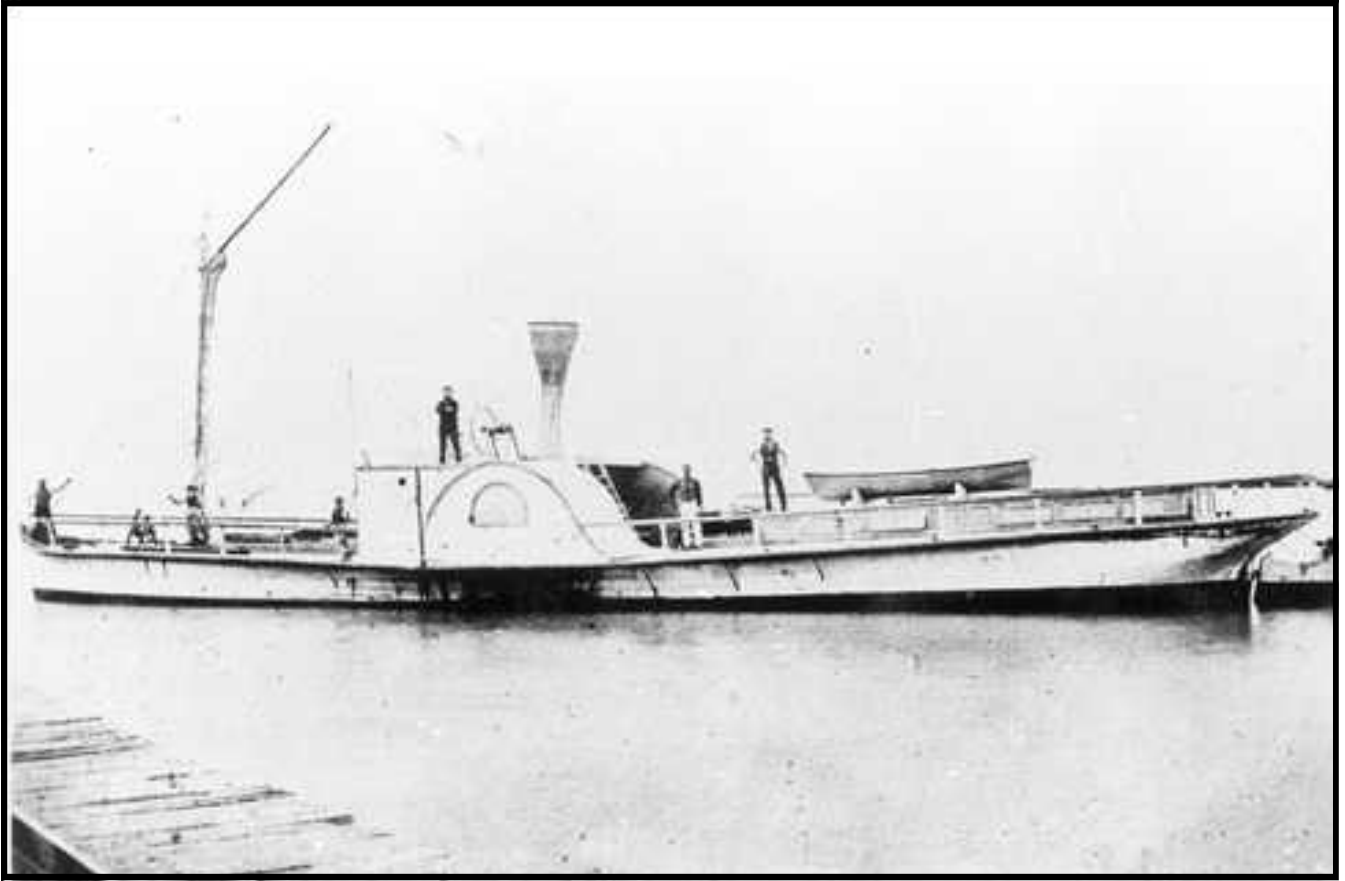
P.S. BLANCHE   OFFICIAL NUMBER 55603
Wooden paddle steamer, 48 gross tons 36 nett tons, 94.1x13.3x5.1
YEAR BUILT: 1869 Gordon & Wallace, Goolwa.
ENGINE: Steam engine 20hp. Goolwa Foundry, Goolwa.

Owners: Jeffrey Wallace & Swanell (trading as Lake Alexandrina S.N.Co.) registered at
Pt Adelaide; circa 1873 Wm. Crick, Wentworth, NSW; 1876 E. Geyer & W Crick; 1877
Whyte & Counsell; 1883 J. Whyte; year unknown changed to a Bowring & Co.
Wentworth; 1888 P. McLaren, Mildura.

Register closed 1909 when customs advised vessel broken up.

Blanche—SLSA:PRG
1258/1/259, ca. 1873
Image courtesy of the
State Library of South
Australia.

Britannia Parade

P.S.BRITANNIA OFFICIAL NUMBER 79349
Composite construction - metal frames with wooden planking Paddle Steamer, 186 gross tons 102 nett tons, 122.4x24.5x5.4. As a barge 1255 tons.
YEAR BUILT: 1883 A. Graham, Goolwa.
ENGINE: First year as a barge, engine added 1884 changed to a Portable, geared 3 to 1, 2 cylinder 25hp 1876 Hooker, Forwood & Downs, Adelaide.

Owners: B.M. Fuller, Tonkin & Martin, registered at Pt Adelaide.

At about 5am, 23rd July 1888 at Craigie Creek, 150 miles above Morgan, near Bookpurnong Station, she took fire and eventually sank. Within 8 minutes it was all over, (*Observer* 28th July). The paper said that the vessel had only been recently overhauled at a cost of £4,000. She was on her way to Wentworth with 20 passengers and 180 tons of general cargo. She was built for the hawking trade between Goolwa and Wentworth and was fitted with a shop 19' x 22' on deck before the engine room. The boiler and machinery were formerly in the **P.S. QUEEN.**

Britannia—SLSA:PRG 1258/1/276, ca. 1885 Image courtesy of the State Library of South Australia.

Cato Parade

P.S. CATO OFFICIAL NUMBER 79346
Composite construction - metal frames with wooden planking Paddle Steamer, iron frames, wooden planking (some records say iron hull) 72.5x15.0x4.8
YEAR BUILT: 1883 A. Graham, Goolwa
ENGINE: High Pressure, horizontal steam engine geared 2 to 1, cylinder 10-1/2" dia. by 22" stroke, 15hp, A Graham.

**Owners:** Jos. Nash & G.F. Curzon, registered in Pt Adelaide; August 1890 A.B Herrigan; September 1893 E. Rich; May 1899 E. Rich & Co. Ltd (Bourke) ;May 1907 Permewan, Wright & Co Ltd.

Converted into a barge and register closed May 1907. In 1886 reached Luscombe's Hotel on the Culgoa – the highest point ever achieved on that river.

Cato—SLSA:PRG
1258/1/500, ca. 1885
Image courtesy of the
State Library of South
Australia.

Ellen Street
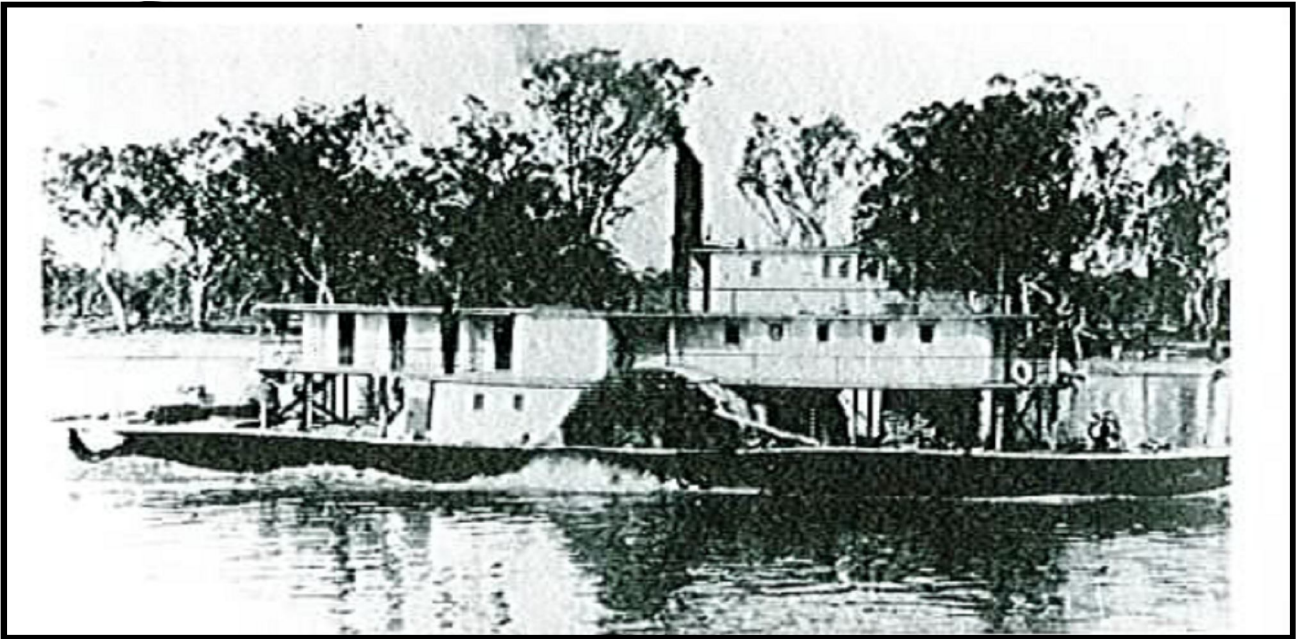
P.S. ELLEN   OFFICAL NUMBER 71780
YEAR BUILT: 1876 Shetliffe & Sons, Goolwa
ENGINE: Compound non-condensing DA tandem 2 cyl (18"x42"), Roberts & Sons Sandhurst, Vic
OWNERS: Sam Shettliffe Snr & Jnr & Jos Shetliffe, registered in Pt Adelaide; August 1887 Joseph Johnson & partners; October 1888 J. Shetliffe & others; October 1888 G. Chaffey , Mildura; November 1891 River Murray Navigation Co. Ltd; July 1910 L.H. Landseer & B.Chaffey; June 1915 Gem Navigation Co. Ltd; July 1919 Murray Shipping Co. Ltd.

Destroyed by fire at Morgan, 22 January 1930 while laid up. Believed to be lit by vandals. The variations in tonnage arose from alterations to the accommodation. In November 1877 she was chartered by Wm McCulloch & Co. At the time of launch was one of the largest vessels on the rivers.

Ellen—SLSA:B39969, ca. 1910
Image courtesy of the State Library of South Australia.

Excelsior Parade

P.S. EXCELSIOR OFFICIAL NUMBER 64215
Iron Paddle Steamer (Iron according to *The Register newspaper (Adelaide)* but actually composite), 98 gross tons 76 nett tons; 1876 changed to a 142 gross tons 120 net tons; 117.6x16.9x6.3; she was remeasured 1910 and changed to a 146g 12-m. 117.8x17.0x5.5
YEAR BUILT : 1873 A Graham, Goolwa.
ENGINE: 2 cylinder steam engine 44hp. New engine 1881 changed to a 2 cylinder horizontal 28hp, Scott & Young, Melbourne. New boiler 1908 changed to a loco type, 120psi.

Owners: Thos Brackenridge, registered in Pt Adelaide; November 1876 W Broome; November 1891 G Pybus; June 1892 G. White; September 1893 E. Rich, Bourke; May 1899 E. Rich & Co. Ltd; May 1907 Permewan, Wright & Co. Ltd; November 1908 W. Bowring; 1914 Gem Navigation Co; 1919 Murray Shipping Ltd; 1931 WM. Collins.

The Press said that the boiler and engine were built by the Goolwa Foundry , which at the time was known as Graham's Iron Works and shipyard. Shipwrights were White, Lawrence and Buchan, of Port Adelaide.

She was launched on 12th March by Miss Baird, niece of Mr A Graham. It was reported that the floor frames were 5"x5" gum, side frames were 2-1/2"x2 1/2" angle iron, with planking of 3" red and blue gum to a depth of 3' with the topsides 2" kauri pine. The deck was strengthened with 10 keelsons running fore and aft. She made her first trip 11 April 1873 and was estimated to have cost £3,000 and could accommodate 51 passengers. In August 1873 the press reported that she was owned by "The Copper Combination" and used to bring copper from the Cobar mines that was carried to the Darling in drays.

In around 1948 the engine and wheels were removed and she was made into a house boat owned by William Stone. In March 1961 she sank at moorings in Mildura.

Capt. Collins operated the vessel with his sons William and Norman, the last trip being made from Mannum to Mildura in 1947.
The wheels went into the **P.S. COONAWARRA.**

Excelsior and barge—SLSA:PRG 1258/1/1116, ca. 1878
Image courtesy of the State Library

Express Parade

PICTURE UNAVAILABLE

P.S. EXPRESS OFFICIAL NUMBER 55599
Wood Paddle Steamer, 17 gross tons 13 nett tons, 70.9x7.5x3.9
YEAR BUILT :1868 (Press: Dowland & Co.) Goolwa.
ENGINE: Steam engine 8hp.

Owners: T. Dowland, registered at Pt Adelaide; October 1870 Hy Parker & Hilton; (press September 1873 purchased by Nancarrow & Oligvie, Bourke (*Ogilvie perhaps*); E. Dutton, Goolwa.

Register closed July 1910 'No trace', however the vessel was burnt on 16th November 1878. The *Register Newspaper (Adelaide)* said:
…operating on the Murray- Darling river caught fire while anchored on the evening of 16th   November about 3 miles from Euston. The flames rapidly destroyed the boat and cargo, some being kerosene which made it impossible to save anything. At the time the crew were ashore for the night. It is thought that the furnace door was left open and the wind blew sparks among the cargo stacked nearby.
 She was launched 19 September 1868 and was designed to carry 30 tons, on a draught of 10".

P.S. INDUSTRY NO OFFICIAL NUMBER
Composite construction - metal frames with wooden planking paddle steamer, 112.0 (108'3" plus rudder) x 19.3 (over boxes 34'8")x6.6, 4' draught.
YEAR BUILT: 1911 G.B. Wilson, Goolwa
ENGINE: 2 cylinder non-condensing steam engine 30hp A. Roberts & Sons, Bendigo. Loco type boiler, 120 pounds per square inch pressure within the boilers, Martin & Co. Gawler. Auxiliaries, steam turbine for 110v lighting, 32v motor for cabin lights, steam winch on fore deck. Launched 6 August.

Owners: South Australian Government. Later the River Murray Commission. Used for snagging, lock repairs and dredging. Designed by A.J. Inches and has iron topsides and kauri hull.

A new boiler was installed and the vessel extensively refitted in 1933. The new boiler was one of the large type built by Perry Engineering Co. to use in lock construction. It had to be shortened by 12" to allow clearance of the bulkhead and a new set of tubes were installed. Retired in October 1969 the vessel was presented to the town of Renmark in 1970 and in 1973 a basin to hold her was constructed downstream from the Renmark Irrigation Trust's pumping station. She was opened as a museum in August 1975 however has now been restored and is in use again at Renmark.

Industry II—
SLSA:PRG1258/1/1415, ca. 1915
Image courtesy of the State Library
of South Australia.

Maranoa Place

P.S. MARANOA (Marinoa) OFFICAL NUMBER 43141
Wooden construction with the paddle wheel , at the stern, the engine would be midship. 50 gross tons, 58 nett tons, 91.6 x 15.6 x 5.5. In 1868 lengthened and converted to side wheels 89 gross tons 69 nett tons 117.6 x 15.6 x 5.5.
YEAR BUILT: 1864 Goolwa (the press reported in November 1862 that this barge was building, and in July 1864 said the Paddle Steamer Albury brought an
engine and boiler from Port Adelaide for the MARANOA which is being converted into a stern wheeler at Goolwa).
ENGINE: 2 cylinder steam engine 30hp.

Owners: Johnson & Murphy, registered at Port Adelaide; circa 1879 Geo. Johnson & Kirkpatrick; circa 1897 A.A. Scott & T. Goode.

Register closed February 1904 'Broken up'. In January 1865 reported undergoing thorough overhaul at Goolwa and that her original Oregon planking was now being covered with 3" gum. *The Register Newspaper (Adelaide)* 29th June 1868 noted the vessel was being lengthened and converted to side wheels and said "It was unusual to lengthen (or add to the length) of a ship by extending at the stern (length), this operation was usually accomplished by inserting amidship (width).

Maranoa —
SLSA:PRG1258/1/2046, ca. 1875
Image courtesy of the State Library of South Australia.

Napier Court

PICTURE UNAVAILABLE

NAPIER OFFICIAL NUMBER 71753
composite construction - metal frames with wooden planking twin screw, 132 gross tons, 98 nett tons, 120.6x17.0x8.6
YEAR BUILT: 1874 A Graham Goolwa.
ENGINE: Steeple engine 25hp, T Wingate & Co., Glasgow.

Owners: Abraham Graham, Goolwa, registered in Pt Adelaide; February 1876 C Johnstone; February 1876 to Melbourne and wrecked at Port Campbell, 6 September 1878.

The *Register newspaper (Adelaide)* 14th September 1874 says that "the vessel is for use outside the river, and is the biggest yet built in South Australia and was launched on the 12th by Miss Baird, niece of Mr Graham. The shipwrights were White, Lawrence & Buchan, and she is rigged as a fore & aft schooner. The engine has 20" cylinder and could work up to 40hp. Propelled by two screws working in cast iron tubes with bearings and stuffing boxes, and it is estimated she can carry 160 tons on a 6' draught."

In March 1875 it was stated she was to be placed on a regular run across St Vincent's Gulf but the *Register Newspaper (Adelaide)* 21st June said she was to be taken to Goolwa and converted to a paddle steamer for the Darling river trade. However this was not done and on 6th February 1876 she left Port Victor for Melbourne.

Prince Alfred Parade

P.S. PRINCE ALFRED OFFICIAL NUMBER 55591
Wood Paddle Steamer, 43 gross tons 34 nett tons, 86,4x12.6x4.0
YEAR BUILT: 1867 Oliver & Walker Goolwa (Officially, but the press state the shipwrights were Nutchey, Gordon, Wallace & Merrit)
ENGINE: Steam engine, 10hp.

Owners: Charles Oliver & Edward Walker, registered at Pt Adelaide; c.1875 John Egge, Wentworth; c.1879 John Gordon; c,1882 John Egge; 1886 G.S. Fowler; c.1891 M.J.S. Bergman; c.1897 F Disrchs & Co. and W Bowring.

Customs entry closed with "Burnt and destroyed at Mildura 19 December 1903." The machinery for the vessel came from the **P.S. WARREGO** which was used as a barge by the **P.S. PRINCE ALFRED .**

Launched 10 August 1867 and trials were run on the 29th. She was reported to have 3" gum planking.
Frequently claimed to have been the first hawking steamer on the rivers to have her store fitted like a shop, but this has proved impossible to confirm.

Prince Alfred with a crowd of passengers at Mildura Wharf—
SLSA:PRG 1258/1/3043, ca. 1900
Image courtesy of the State Library of South Australia.

Princess Royal Parade
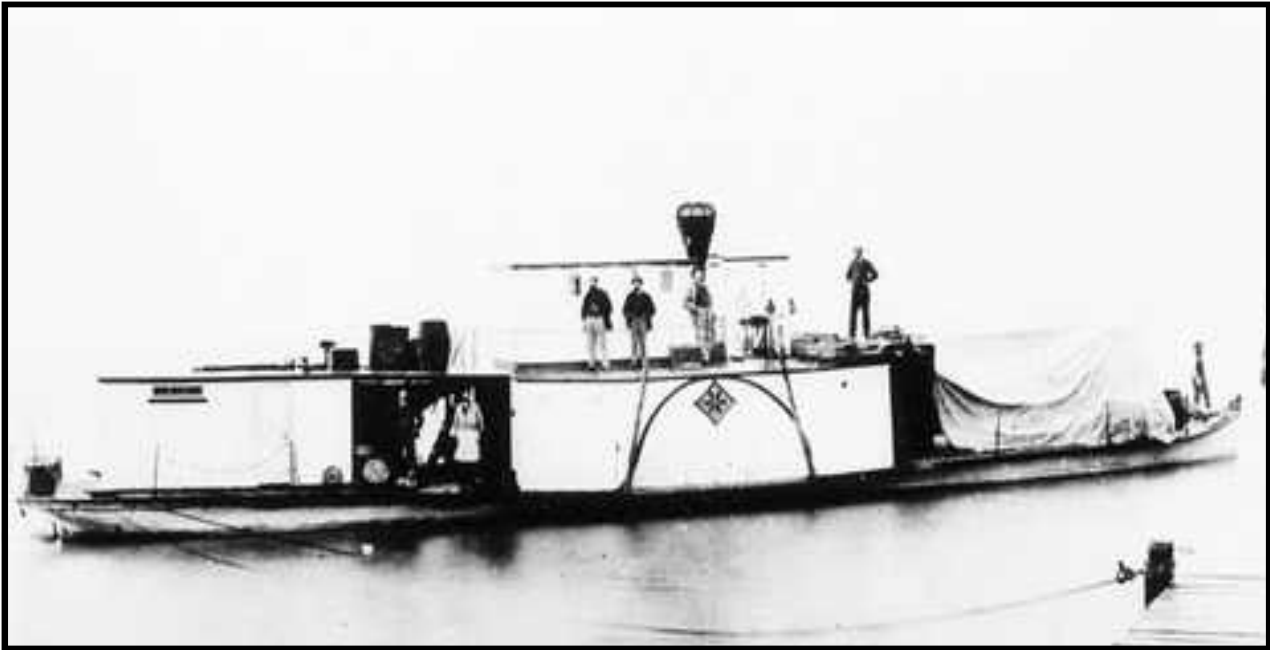
P.S. PRINCESS ROYAL OFFICIAL NUMBER 64196
Composite construction - metal frames with wooden planking Paddle Steamer, 43 gross
tons 34 nett tons, 1877 changed to a 60 gross tons 49 nett tons, 88.9x12.5x4.9
**YEAR BUILT:** 1870 A. Graham, Goolwa Ironworks, Goolwa.
ENGINE: Steam engine, 14hp, built by the shipbuilder. New engine 1878 changed to a
horizontal 2 cylinder (10"x 24" stroke) non-condensing geared 2 to 1, by Marshall,
England in 1876; in 1891 boiler was portable loco type 100 pounds per square inch
pressure within the boilers.

Owners: WM Gunn, The Queen Line, Wentworth, registered at Pt Adelaide; November
1871 Patrick Green; May 1877 A. Tewsley; July 1879 J. Counsell; July 1879 H. Bell and E.
& R. Green; May 1885 A. Tonkin & partners; May 1885 W. Howard; April 1892 H. King
& partners; 1897 M. Patterson; July 1910 L.H. Landseer & B. Chaffey; June 1915 Gem
Navigation Co. Ltd; July 1919 Murray Shipping Ltd; February 1925 D.E. Treacy and
renamed **P.S. MONADA.**

Launched 24 June 1870 and was reportedly designed by Mr R Playfair of Port Adelaide,
who was under contract to produce a vessel with a draught not exceeding 16". She was
to replace the **P.S. TEVIOT** and her construction was supervised by her future
commander, Capt. Hugh King. *The Register Newspaper (Adelaide)* 12th July 1870 reported
her trial and said she achieved 10 knots. *The Advertiser* 7th December 1872 reported that
while on her way to Goolwa and towing a barge with between 400 and 500 bales of
Albemarle wool aboard, the barge stove in a paddle wheel and the steamer being
disabled was grounded to save the cargo. She was in a collision with the **P.S. QUEEN**
at an awkward bend near Book Penong in August 1885.

Photograph:
PS Princess Royal 1875
Mortlock Library

Providence Place

PICTURE UNAVAILABLE
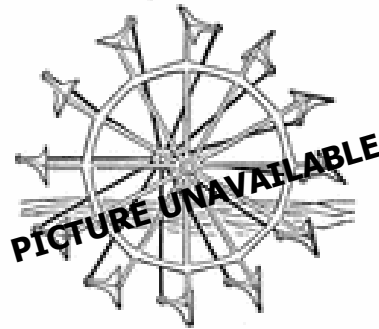
P.S. PROVIDENCE   OFFICIAL NUMBER 43149
Wooden paddle steamer, 78 gross tons 62 nett tons, 78.5x16.7x6.5
YEAR BUILT :1865 (reportedly at Myrick's Mill, Currency Creek) Goolwa.
ENGINE: 2 cylinder steam engine, 30hp Owners: D.C. Myrick, registered at Pt Adelaide; c.1870 John White.

T*he Register Newspaper (Adelaide)* 18th January 1867 reported from Milang the steamer **P.S. PROVIDENCE** arrived from Goolwa yesterday and is now loading for the upper rivers. An interesting trial of speed on the lake took place this morning. The **PROVIDENCE** having to return to Goolwa had moved her deck cargo into her barge, and made all clear to start with the **P.S. TELEGRAPH.** When the **P.S. TELEGRAPH** had loaded the mails and passengers both left the wharf but the **PROVIDENCE**, having to turn, lost a little time, but when reaching the beacon off Pt Macleay, and the courses of the boats diverged, the **P.S. TELEGRAPH** was well ahead. The **P.S. PROVIDENCE** considered the fastest of the Goolwa fleet had, on this occasion, met a little more than her match.

The *Register Newspaper (Adelaide)* 31 August 1867:
Capt. Barber of the **P.S. PROVIDENCE** was stuck-up by three bushrangers while working on the Darling. He had moored his vessel and was proceeding to a nearby station at the time. The captain and the bushrangers returned to the steamer where Capt Barber talked the bushrangers out of taking his money.
The *Register Newspaper (Adelaide)* 21 March 1872, under the dateline Bourke 5th March reported the **P.S. PROVIDENCE** was due to leave Wilcannia for Bourke on the 6th noted that:

…Capt. Barber has installed a novelty in his cabin. It is a fan or Punkah, which works by a small cord affixed to the main axle of the ship and revolves according to the speed of the vessel. Is it not worthy of imitation on other steamers?

She was totally destroyed by a boiler explosion about 1-1/2 miles above Kinchega Station near Menindie, Darling River, 9 November 1872. 5 lives lost . The Adelaide papers, reporting the destruction of the vessel described it as the worst accident on the rivers and the 'vessel was blown to pieces'. A large piece of the boiler was found deeply embedded in the bank 100 yards away. Articles were found on each side of the river for about 250 yards. An anvil and a heavy hammer were found a long way off and a bag of flour was found in some scrub over a hill from the river. There was only one survivor, Henry Trevorah, a miner from Wilcannia on his way to visit his family in Adelaide. Included among the dead was Capt John Davis, engineer Edward Sparks, a fireman and the cook.
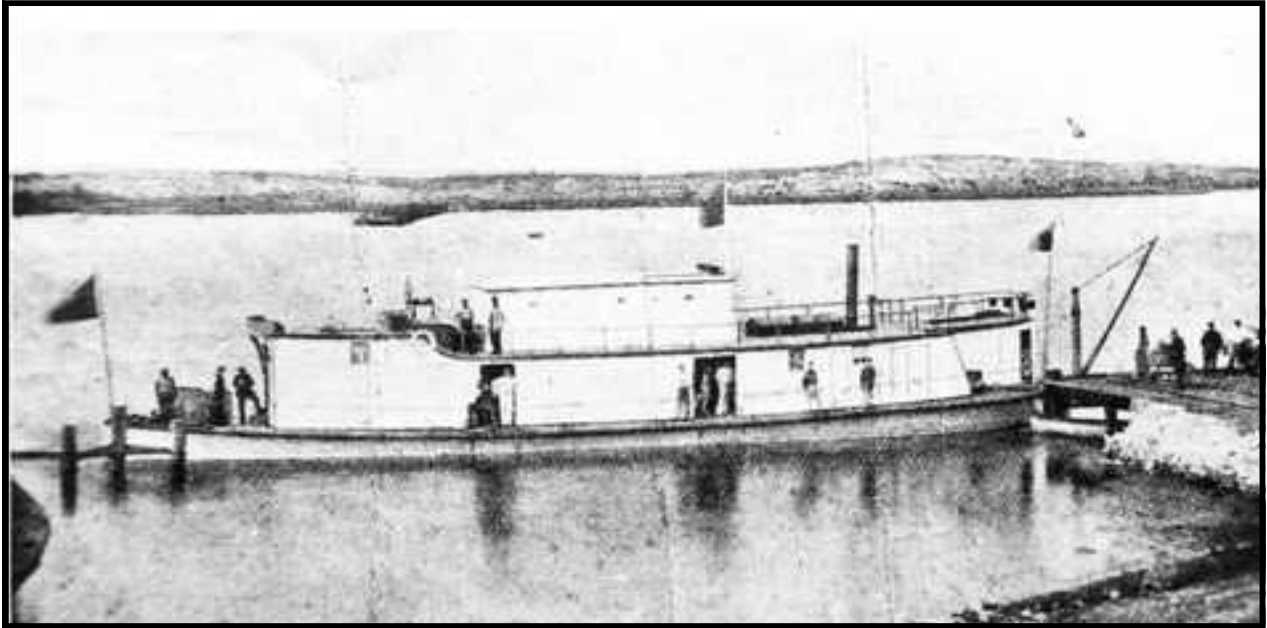
P.S. QUEEN OFFICIAL NUMBER 43154

Composite construction - metal frames with wooden planking, paddle at the stern, 103g 75n, 81.0x18.3x4.2, July 1872, 127g 99n 106.5x18.5x5.4, 1880 changed to a 128g.92n, 103.4x18.6x5.8,1922 changed to a 165g 91n.

YEAR BUILT: 1865 Carson & Hooker, under the superintendence of Mr S. Shetliffe (the *Register newspaper (Adelaide)* 7th October Goolwa and was converted to side paddle wheels in 1872.

ENGINE: 2 cylinder steam engine, 20hp. Original engine built by the shipbuilder. New Engine 1872 (ex PROVIDENCE) 22hp, New Engine 1883 non-condensing 16hp DA 2 cylinder (11" dia by 36" stroke) 16hp, Richard, Goolwa.

Owners: William Barber, Goolwa, registered at Pt Adelaide; October 1866 William Gunn & A Jones, Wentworth; September 1868 Wm Gunn & Chas Oliver; circa.1875 Chas Oliver; May 1920 R.H. Taylor; July 1921 W.H. Bruce & Co Ltd.

Destroyed by fire and sunk at Mypolonga, SA, 13 September 1928. The *Register Newspaper (Adelaide)* 7 October 1865: "She has a stern wheel to work under the hull…" This unusual arrangement was obviously unsuccessful although a note in the Mortlock Library Archives says "…had a portable engine connected to the stern wheel by cog gear. Converted to side wheels when the main shaft broke and she had to be towed to Goolwa for repairs"

She spent much of her career as a floating shop but in July 1867 was placed at the disposal of the Governor of South Australia to enable him to see the Lakes and the river. On Sunday 18th January 1874, while in charge of Capt. Felgate, she took fire when she was a short distance from Ned's Corner and was scuttled. She was in collision with the **P.S. JANE ELIZA** about 20 miles above Mannum on 29th July 1876 and partly sank. She was badly damaged and was only raised a fortnight later. Her whistle, which went to the Loxton cannery after her loss, was described by some river residents as more like a siren. They claimed you could hear her a week away. It has been said that this vessel conveyed the Duke of Edinburgh across the lakes in the 1860's when he visited South Australia.

Sternwheeler S.W. Queen at Goolwa wharf —
SLSA:PRG 1258/1/3095, ca. 1870
Image courtesy of the State Library of South

Shannon Place

P.S. SHANNON OFFICIAL NUMBER 74788

Composite construction - metal frames with wooden planking, paddle steamer, 122g 94n, 109.4x18.3x6.3

YEAR BUILT: September 1877 Goolwa Ironworks (Mr T. Curzon, mgr) Goolwa.

ENGINE: Horizontal 2 cylinder steam engine 21hp. Original engine built by the ship-builder.

Owners: H.A. Gelston, registered at Pt Adelaide; March 1880 S.R. Heseltine & Reid; January 1894 T.H. Freeman & Bowden; October 1904 G. Clemens & K Ritchie.

She was wrecked on 9th September 1906 when put ashore to save life on Yellow Rock Beach, on the west coast of King Island, Bass Strait. She was launched 1st September 1877 and named by Miss Graham, daughter of the proprietor of the ironworks. In 1881 another deck was added to the accommodation. On 17th October 1885 she took fire at Morgan and was sunk to prevent total destruction. Towing the NONPAREIL, she snagged near Polia, on 27th December 1895, slightly damaging 150 bales of wool. c.1894/5 she was re-engined with machinery from the tug STANLEY giving her 32hp and it is reported that the boiler proved unsatisfactory and was replaced with a larger one. Snagged again on 28th June 1901 at McFarlane's Reef, not far from Mildura and sank in ten minutes. The 20 passengers aboard were landed and spent an uncomfortable night on the NSW side of the river before being taken into Mildura the next day. She had recently undergone a refit for the Swan Hill – Mildura trade. She was raised and taken to Echuca and repaired and tried to make a living from excursion work but by 1904 she had been sold for work on the Tamar River, northern Tasmania. After a lengthy crossing she was refitted for the trade but within 18 months was displaced by a vessel with more modern or more suitable tonnage and was sold for use as a silt pump barge to Victorian interests and was on her delivery voyage when wrecked.

Shannon with group of passengers at river bank near Mildura—SLSA:PRG 1258/1/3350, ca. 1900. Image courtesy of the State Library of South Australia.

Telegraph Court
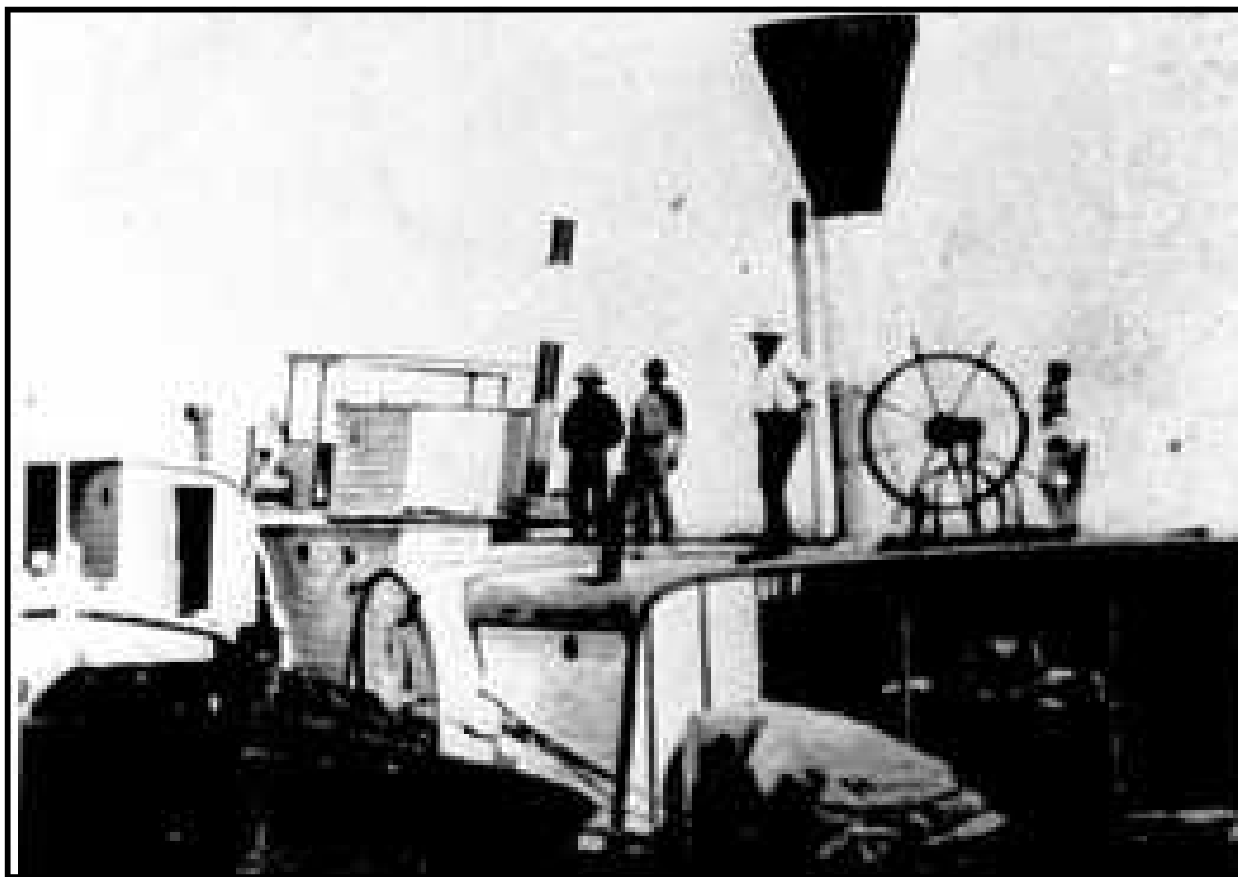
P.S. TELEGRAPH OFFICIAL NUMBER 64197
Wooden paddle steamer, 62 gross tons, 47 nett tons, 1875 58t, 87.1x17.5x4.9
YEAR BUILT: 1866 Gordon & Smythe, Goolwa
ENGINE: 2 cylinder steam engine. 30hp, Horwood & Ellis, Adelaide.

Owners: Lake Alexandrina S.N.Co. registered at Pt Adelaide; April 1874 James Tinks.

Engine removed and made into a barge in 1875. Register was closed in 1904 when the vessel was broken up, although a Marine Board report said that she had been sunk on 10th January 1884. *The Register Newspaper (Adelaide)* 27th November 1866 said she was launched 20th November and was flat bottomed. The engine was to be installed at Milang. The same paper in January 1867 reported that she had proved popular upon excursions, having made her trial trip on 25th December 1866. Mr Albert H. Landseer was chairman of directors of the S.N.Co. *The Register Newspaper (Adelaide)* 27th August 1871 said that James Tinks had chartered the vessel for 6 months.

She was built for an express service across the lakes to Meningie, but this was not a financial success. In 1875 it was announced that her engine was to be placed in the **P.S. WILCANNIA. (**ANZ 76-80 shows a barge of this name built at Milang in 1866 and owned by Tinks. It would seem from the details listed that the barge and steamer are identical).

P.S. Telegraph at Milang Jetty — SLSA:PRG
1258/12/1092, ca. 1870. Image courtesy of the
State Library of South Australia.

Tolarno Drive

P.S. TOLARNO   OFFICIAL NUMBER 79318
Composite construction - metal frames with wooden planking, paddle steamer, 63g 39n, 1881 change to a 79g 47n 1884 change to a 85g 44n, 90.5x16.5x6.3
YEAR BUILT: October 1879 Andrew Willcock, Goolwa
ENGINE: 2 cylinder steam engine 16hp. New Engine 1884 changed to a non-condensing horizontal 2 cylinder (9.25″ x 14″ stroke) 18hp Robey & Co London; by 1910 engine changed to a non-condensing 2 cylinder (10.5″ x 15.5″) 20hp, Ruston & Proctor, England, boiler 100 psi.

Owners: Oliver & Andrew Willcock (32/64), and M. Richards & William Rogers (32/64) , registered in Pt Adelaide, February 1893 J. Whyte; October 1902 Donaldson, Coburn & Knox Ltd; February 1914 Knox & Downs Ltd, Wilcannia; September 1919 Murray Shipping Ltd.

Register closed in December 1961 as she was 'Broken up at Morgan', actually sold for scrap in 1939. Originally launched on 9th October 1879. *The Register Newspaper (Adelaide)* 19th May 1880 said she arrived at Morgan on 27th May from Bourke in eight days, including stoppages, making the trip of nearly 2,000 miles in the fastest time yet.

Tolarno at river bank —SLSA:PRG 1258/1/3499, ca. 1920. Image courtesy of the State Library of South Australia.
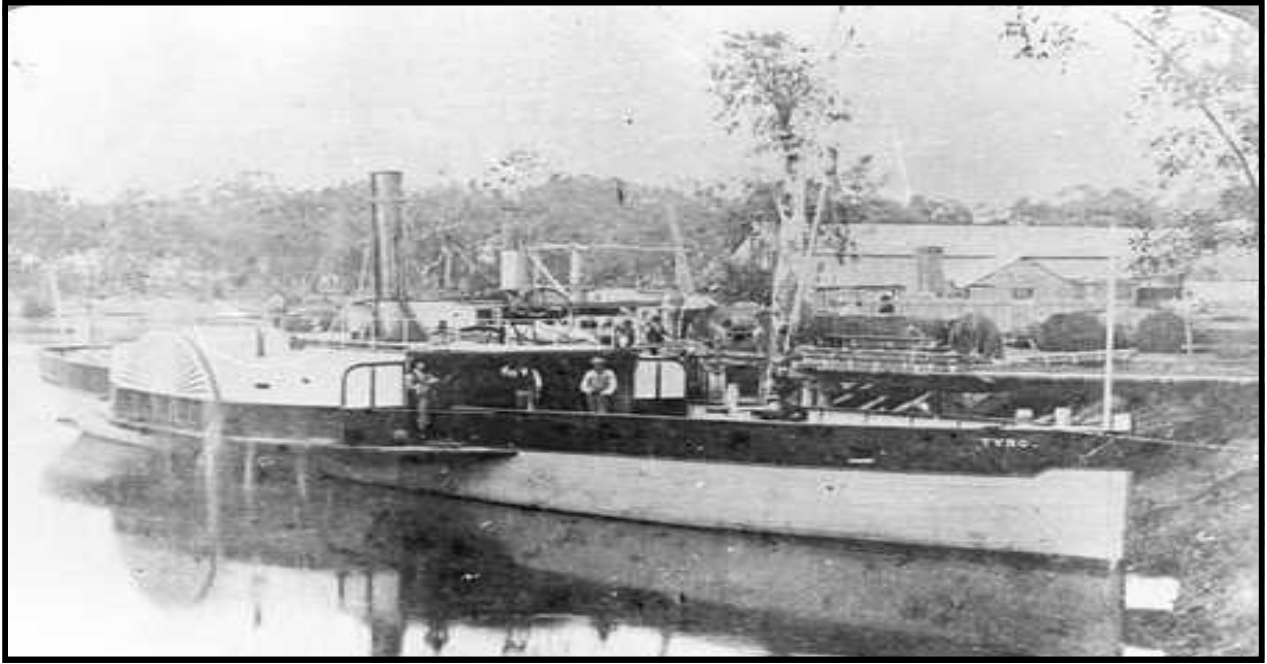
P.S TYRO OFFICIAL NUMBER 64210
Composite construction - metal frames with wooden planking, paddle steamer, 72g 52n, 1885 changed to 92g 58n, 106.8x15.1x5.6
YEAR BUILT:1872 S Shetliffe & Sons, Goolwa.
**ENGINE:** 2 cylinder (23″ dia x 30″ stroke) DA steam engine 30hp, J.H. Whitfield, Hindley St, Adelaide.

Owners: S Shetliffe & Sons, registered at Pt Adelaide; January 1881 Shetliffe Bros; March 1885 King & Colley; September 1885 W R Randell, R.M. Randell & R. Anderson; November 1892 R. M. Randell (& others?).

Press in 1926 said the vessel was owned by Potter Bros, but this was never officially recorded. She was put out of commission by 1919 and burnt at Murray Bridge 23rd June 1926 and not repaired. In 1944 what was left of her hull was reported to be in the willows near Mypolonga Wharf. Badly damaged on 20th November 1897 when her boiler exploded at Hanckel's Landing, a few miles from Mannum. At the time she was conducting the Murray Bridge to Mannum mail service and she had four passengers, although there were no reports of casualties. An enquiry could find nothing to blame anyone for, although it did recommend an improved safety valve. The vessel was rebuilt at Mannum.

The *Register Newspaper (Adelaide)* 24th February 1872 said that the vessel was designed to carry 70-80 tons on a four foot draught. After launching, the hull was taken to Milang to have the machinery installed and on 24th June 1872 she performed a trial trip from Milang to Goolwa and return that occupied 3 hours 45 minutes. There were 150 passengers aboard. While this vessel spent most of her time on the lower river she made some trips further a field and the *Register Newspaper (Adelaide)* 18th October 1888 noted that she had lately gone to Albury, the first steamer to visit that place in two years and crowds went to see her.

**Tyro tied up at wharf possible on
Murrumbidgee**—SLSA:PRG 1258/1/3534,
ca. 1875. Image courtesy of the State Library

Ventura Place
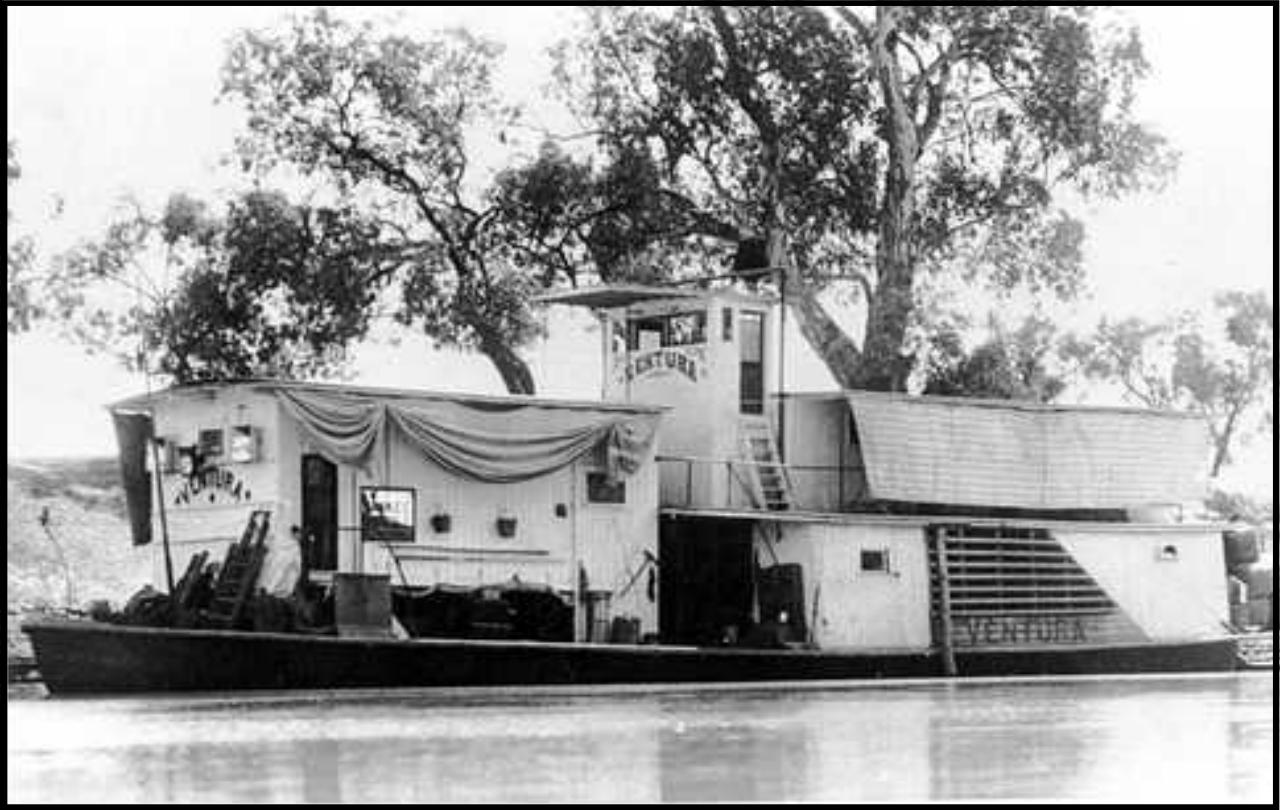
P.S. VENTURA OFFICIAL NUMBER 64226
Composite construction - metal frames with wooden planking, paddle steamer.
117 gross tons 87 nett tons, 85.3x16.2x4.3
YEAR BUILT: 1867 Goolwa, at a time unknown.
ENGINE: Engine present upon survey in 1890 described as 2 cylinder non-condensing geared,   horizontal 10hp, semi-portable boiler, 75psi, Robinson & Sons, England.

Owners: Not officially recorded but was presumed to have been the property of The Dodd family.

Broken up 1910. The above official number was issued by the Port Adelaide customs to a barge built in 1867 and named J. & M. This entry was closed in 1910 "Broken up" however the Marine Board of SA in 1890 inspected the engine of the VENTURA and noted the vessel's Official Number as 64226. Presumably the Dodd family converted the barge into a steamer but failed to notify the authorities.

P.S. Ventura tied to bank with weather covers or shades fitted—
SLSA:PRG 1258/1/3875, ca. 1909.
Image courtesy of the State Library of South Australia.

Vesta Drive

PICTURE UNAVAILABLE
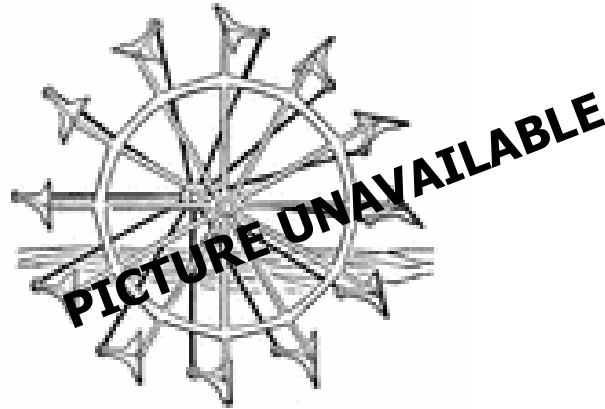
P.S. VESTA OFFICIAL NUMBER 55595
Wooden paddle steamer, 29 gross tons 22 nett tons , 72.4x11.0x4.2
YEAR BUILT: 1867 S Shetliffe & Sons, Goolwa.
ENGINE: Steam engine 8hp, adapted by Mark Richards, Goolwa, for marine work,
(the *Register Newspaper Adelaide* 13th February 1868)

Owners: S. Shettlife & Sons & P.C.Greager, registered in Pt Adelaide; August 1871
T. Brakenridge, Milang; 1873 WM Barber, Goolwa; 1874 James Counsell; 1876 Henry
Williams, Wentworth.

Sunk in the Murray near Overland Corner, 8th July 1882 and does not appear to have
been repaired although the register was not closed until November 1909 with
"Believed broken up". The *Register Newspaper (Adelaide)* 17th December 1869
reported that Capt. Shetliffe had taken a party in the **P.S. VESTA** to test the
practicability of navigating the Coorong.

Wentworth Parade

WENTWORTH OFFICAL NUMBER 43140
Wooden paddle steamer, 108 gross tons 70 nett tons, 1876 changed to a 123 gross tons, 85 nett tons, 100.0x19.6x7.6.
YEAR BUILT: 1864 Nutchey & Gordon, Goolwa.
ENGINE: 2 cylinder steam engine, 70hp Horwood & Sons, Hindley St, Adelaide

Owners: Robert Varcoe, registered at Pt Adelaide; 1869 W.W. Tuxford (Luxford?); August 1870 Geo. Johnston & Murphy; 1874 Geo. Johnston & A. Kirkpatrick; 1883 A.A. Scott & Kirkpatrick; 1884 A Kirkpatrick; 1888 J.P. Tripp & G. S. Read. Made into a barge in 1892 and renamed **P.S HILDA.**

The Register Newspaper (Adelaide) 1st January 1864 said the vessel was for the river and coastal trades. *The Advertiser* 6th September 1864: …made a trial trip to Milang today and there were 200 persons aboard. They subscribed to a suit of bunting and presented it to Capt. Smythe. A large banquet was enjoyed by all to celebrate the commissioning. *The Register Newspaper (Adelaide)* 4th November 1867 carried an announcement that the ship will be running excursions from Pt Adelaide to the anchorage to view **HMS Galatea.**

P.S. Wentworth and barge MacIntyre at Goolwa—SLSA:PRG 1258/1/1940, ca. 1888. Image courtesy of the State Library

Hindmarsh Island

Sir John Hindmarsh -
SLSA:B 7009
Image courtesy of the
State Library of South
Australia.

Sir John Hindmarsh May 22, 1975 - 1860

Born in Kent on May 22, 1785. He was first inducted to service at age 14 on the HMS Bellerophon under his father John Hindmarsh's watch. He went on to serve in the West Indies, at the battle of the Glorious First of June 1794, at the retreat of Cornwallis in June 1795 and as a midshipman in the Mediterranean Fleet he was present at most affairs off Cadiz in 1797.   In August 1798 at the Battle of Nile whilst briefly the only officer on deck he became engaged with L'Orient (Captain Casbabianca) he showed great resource in freeing his ship but later lost sight of an eye as a result. He was promoted to lieutenant April 1803 whilst still under 20 and then again in 1814 to commander.

After failing in an attempt to become commander of the Pascha's Fleet he refused to work under the Frenchman who was given the position and was back in Portsmouth by May 27, 1835. Having learnt of Napier's resignation from the governorship of the new South Australian colony he rushed to London and won influential support and was promised the position by Lord Glenelg.

Barker Lagoon

Collet Barker (1784—1831)

Born on December 31, 1784 in Middlesex, England he first assigned to the service in January 1806. In 1809 he was promoted to lieutenant and then to captain in 1825. Later after being stationed in Ireland he sailed for Australia in 1828. Barker was appointed commandant of the settlement at Fort Wellington on Raffles Bay where he practised cultivating vegetables and fruit and won the confidence of the Aboriginals. After leaving Raffles Bay in 1829 to take command of the settlement at King George Sound. In March 1831 the station was closed and Barker sailed with the convicts in the *Isobella.* On the voyage to Sydney he was asked to determine the outlet of the River Murray. He examined the eastern shore of Gulf ST Vincent from Cape Jervis northward, climbed Mount Lofty, found Adelaide's future port and named the near-by Sturt River. From Yankalilla bay he went overland with a party to Encounter Bay where alone he swam the Murray Mouth in April 29, 1831. The next day at this sight Barker was said to be speared to death by Aboriginals on April 30, 1831. His journal of this exploration was not completed and accounts of it by his lieutenants were later to cause much confusion when South Australia was settled.

His death was recognized as a great loss and to this day two memorials bear his name, one Mount Barker, and the other St James's Church in Sydney.

Hutchinson Lagoon

Young Bingham Hutchinson (1806 - 1870)
Hutchinson was born on August 14, 1806 at Richmond Surrey. He joined the Navy in and served as a lieutenant on the *Dom Joas* then in 1836 he sailed on the HMS *Buffalo* to South Australia.

He attended the first land sales in Adelaide and bought several town lots and also country sections in the Encounter Bay district. One of the colony's first Justice of the peace. Hutchinson held a post as the Emigration Agent from September 1837 to February 1838 following the dismissal of John Brown who was the first emigration agent in South Australia.

Hutchinson left the colony for England in November 1838 where he stayed for about 20years marrying in 1852 and having five children.

On return to South Australia, he and his family lived on a property at Hindmarsh Valley near Victor Harbor. Bingham died August 3, 1870 at Hindmarsh Valley.

Pullen Lagoon

William J S Pullen (1818 – 1887)

Born on December 4, 1818 Pullen, the oldest in a Navy family joined the Royal Navy before his fifteenth birthday.   He was emphatically one of the pioneers in founding South Australia, and arrived in this province as second mate of the surveying brig Rapid, commanded by Colonel Light, the first surveyor-General and founder of Adelaide.

Light dispatched Pullen and a crew of two from Port Lincoln in a hatch boat for Rapid Bay. There they were met by B.T.Finniss. The exploring staff were then sent out to discover a more suitable centre of settlement. Mr Pullen took a prominent part in that expedition. The party discovered the Port River, Holdfast Bay, and other ports well known since to colonists and the ultimate result of the inspection was that Port Adelaide was selected to be the principal shipping place for the new colony. Pullen is claimed the honour of being the first to enter the new port, into which he sailed on September 28 1836.

He was engaged later to make surveys of the Murray-mouth, and it is stated that whilst fitting in Encounter Bay to survey Lake Alexandrina he was burnt out, and what money he had, with all else he possessed, was destroyed, even to his instruments. To replenish his stock he was compelled to walk the whole way to Adelaide – over 80 miles. In connection with this survey, he surveyed Port Elliot and other places along our coasts. He sounded the Coorong and Lakes Alexandrina and Albert, and from the beginning of his connection with these works he was a most enthusiastic believer in the future development of the Murray trade to the immense benefit of South Australia.

Pullen took charge of a crazy cutter called the Waterwitch, and accomplished the passage through the sea mouth of the River Murray, taking the craft up the river as far as Moorundee, when she went down. Pullen then in a whaleboat undertook to survey the mouth of the Murray and succeeded in laying down buoys to mark the channel. In doing this service he nearly lost his life, being swept overboard by a roller, but he kept his hold of the steer oar, and so was rescued from a watery grave. He was an accomplished nautical surveyor, and a very sure and quick observer with the sextant. This he turned to good account in his subsequent career in the Royal Navy, when he formed one in the expeditions to the North Pole. He captained the one of five ships which returned from the Arctic fruitless expedition in a search for Sir John Franklin and his party.

The port which is now called Goolwa, was first known as Port Pullen.

Sources: South Australian Register 23.1.1883 Letter to Editor "Admiral Pullen" from B.T.Finnis
South Australian Register 14.1.1887 Obituary: Death of Admiral Pullen.

Sturt Lagoon

Captain Charles Sturt—http://
www.southaustralianhistory.com.au/sturt.htm

Captain Charles Sturt April 28, 1795 — June 16, 1969
The eldest of eight sons and one of thirteen children, Charles Sturt was born in India on April 28, 1795. Sent at age five to England to continue his education, he later joined the British Army and served in Spain, Ireland, Canada, and France.

In 1827 Sturt sailed for New South Wales to escort a shipment of convicts for Sydney. He remained there for several years developing a keen interest in exploring uncharted areas. In 1828 he discovered the Darling River named after governor who approved his expedition. In January 1830 he then discovered the Murray River, which he followed right up until he met present day Goolwa.

With the assistance of local Aboriginals, Sturt and his party were able to reach the Murray Mouth however were unable to get the boat out to sea. Sturt instead was able to see the river flowing into the sea by walking across the dunes. It was Sturt's report of good land that later influenced the decision in England to establish the colony of South Australia.

Sturt later lead a two year exploration to the centre of Australia in search of the debated inland sea. During this trip in 1845 he and John McDouall Stuart discovered the Desert Pea near a creek which he named Cooper Creek, after South Australia's Chief Justice Sir Charles Cooper.

On June 16, 1969 Sturt died in England. He has been honoured in South Australia by the Sturt Stony Desert. Sturt River and the Desert Pea. New South Wales honoured him with the Charles Sturt University and the Northern Territory with the Strut Desert Rose.

Strangways Lagoon

Prominent South Australians: TB Strangways—B 11286/3/6 Courtesy of the State Library of South Australia.

Thomas Bewes Strangways (1809 - 1859)
TB Strangways born in 1809 was an early colonial settler of the province.

Though little is recorded specifically of Strangways he was one of the party that traced The Torrens to its source and later discovered Gawler. Strangways was also a member of Hutchinson's party that surveyed the area of Encounter Bay in 1837.

The prominent early South Australian, Thomas Bewes Strangways died in 1859.

Conversions:
Feet to metres—multiply by 0.3048
Horsepower to kilowatts—multiply by 0.46

Tonnage: The measurement of tons is believed to have originated from the term *tun,* which was name of a large wine cask. Vessels bringing wine into England had to pay tax on each tun. Over the years 'tun' was corrupted and became 'ton' which was eventually calculated as 40 cubic feet.

Official Number: The British began to allocate Official Numbers to British vessels in 1855 and until the 1970s every vessel registered in Australia was British but owned in Australia. The Official Number was used to identify vessels for the purpose of registration, and other things such as insurance.

Port of Registration: Registration was and is a privilege, not a right, and it important to ensure travel in foreign waters, make custom house work easier and permits insurance and is proof of identity if required for other purposes. To arrive in a port without custom clearance, which in the colonies could mean arriving in NSW from SA, meant your ship could be confiscated as a pirate because it had no legal identity.

Horsepower: The original term horsepower referred to the calculation of a well known formula based on the dimensions of the cylinder and measured the internal combustion of engines. It was not however really relevant to the maximum capacity of the engine. Until metres and gauges were introduced, which showed the indicated horsepower (ihp) the actual figures recorded were often well below the actual capacity of the engine.

Ownership: Registered vessels within the British Colonies were often owned by more than one group or person. Each vessel was said to comprise of 64 shares and sometimes the ratio of ownership was indicated in the register as a fraction over 64.

Abbreviations:
g—gross tons, cubic capacity of all enclosed areas weight of ship and cargo
n—nett tons, the remaining cubic capacity available to earn an income after statutory deductions have been taken from the gross tonnage for engine room and crew accommodation area.
aux—auxiliary
dr—draft
H.P—high pressure
hp—horsepower...well known formula on the dimensions of the cylinder(s) and the stroke, or length of the piston which in internal combustion engines is sometimes described as BHP or brake horsepower.
ihp—indicated horsepower
nhp—nominal horsepower
psi—pounds per square inch of steam in a boiler
c– circa
DA—Double acting.

Paddle Steamers Constructed in Goolwa

1853 –1914

Albury 1855
*Arcadia 1903
*Ariel 1867
*Blanche 1869
Bogan 1859
*Britannia 1883
Cadell 1876
Canberra 1912
*Cato 1883
*Ellen 1876
*Excelsior 1873
*Express 1868
Gertrude 1873
Goolwa 1866
Gundagai 1855
*Industry 1911
Jolly Miller 1866
Kelvin 1912
Kennedy 1857
*Maranoa 1864
Mundoo 1875

*Napier 1874
Pilot 1883
*Prince Alfred 1867
*Princess Royal 1865
*Queen 1865
Renmark 1912
*Shannon 1877
*Telegraph 1866
*Tolarno 1879
*Tyro 1872
*Ventura 1867
*Vesta 1867
Victor 1877
Victoria 1865
Victoria 1884
*Wentworth 1864

* Indicates names used for streets at
The Marina Hindmarsh Island.

Barges Built in Goolwa

1853 –1914

Albermarle 1884
Avoca 1858
Barwon 1859
Cobar 1882
Crowie 1911
Darling 1855
Duck 1876
Eureka 1853
Goolwa 1857
Hume 1858
J. and M. 1867
Laurel 1877

Loxton 1912
Main of the Murray 1866
Menindie 1866
Mitta Mitta 1857
Miriam 1865
Monarch 1879
Moorabin 1910
Murrumbidgee 1855
Satellite 1869
Union 1874
Wakool 1855

Other Paddle Steamers and ships were built in Goolwa after 1914.

References:
Marine Board Register of Surveys Goolwa—Murray Bridge
1896 –1926
Ships of the Inland Rivers—Mr R Parsons 1987
Files of the Southern Argus
Project 86 files
South Coast Story J. Tolley 1968

This list was compiled by Mr Frank Tuckwell., Research Office
Signal Point 12.04.88