

Port Adelaide Heritage Project

FREE Issue 01
2010



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'The 'Rusty Shed' stood in front of Porter's boatyard for many generations and its iconic patina was a drawcard for many artists over the years.

©James Bateman



Welcome...

... to the inaugural edition of the
'Port Adelaide Heritage Project' Newsletter!

This project is in essence a public archaeology project conducted through the Department of Archaeology from Flinders University, along with the co-operation and assistance of some of our industry partners, as well as input from individuals concerned with issues of heritage, the Port Adelaide area, maritime history and archaeology.

Archaeology can, and does encompass a wide range of research areas and this will become evident as you read this issue and see how these different fields of research help us to understand and put into context the various histories of Port Adelaide. As this is a public archaeology project, the information is directed to you... 'the public'.

The results of research in the past have mainly been confined to University libraries and Government departments and usually end up not have an airing in the public domain. The aim of this newsletter, which will be updated on a quarterly basis, is to make you aware of some of the research that has been, and is being conducted into various aspects of Port Adelaide, past and present, with an emphasis on the involvement of maritime history and from an archaeological perspective.

But what exactly is the 'Port Adelaide Heritage Project' and what is public archaeology?

This term may sound a little quirky to some of you, as you may be used to understanding archaeology in a traditional sense, seeing the archaeological process as excavation, trenches, and "treasures" being unearthed, by very scientific looking people. The truth is that the discipline of archaeology is practised from many different angles and involves practitioners from different fields, some in the sciences and many from outside. When investigating a certain site, expertise can also be sought from geologists, architects, botanists, cartographers, structural engineers, plumbers and carpenters, just to name a few trades who can lend an experienced hand in their own field, to the understanding of some of the technical issues of a certain site or structure.

Of course, at the centre of the project is the archaeologist trying to make sense of the whole thing! 'Public Archaeology' then, can be considered as the public face of all these mysterious goings on, and will attempt to take all the complex research, questions and site information from the archaeology

side, and present this to the public in an easy to understand way.

How many of us have been enthralled by archaeology documentaries – exotic cultures, exotic imagery and fascinating stories from the past – brought to life by an excavation, delving literally into the earth to find the "secrets" of the past. Fascinating artefacts, that when interpreted, tell us something of human behaviour through time. In fact, it is the television documentary that is probably responsible for many of you being aware of archaeology in the first place. This demonstrates the power of the visual image and how it is one of the greatest proponents of promoting awareness of archaeology, who archaeologists are, and how they work.

In the twenty first century, we have the benefit and influence of the Internet and multimedia to help disseminate information and keep us informed.

The Port Adelaide Heritage Project is therefore a way to keep you informed and involved with the history and continuing research into Port Adelaide.

There will eventually be a number of publications and books covering all aspects of our research, as well

Front cover photograph:

View of the Dock 1 area, looking East, February 2010.

©James Bateman

as an opportunity for the public to be able to view some actual projects in progress. We hope to pursue a number of excavation and site investigations throughout Port Adelaide, exploring archaeology, architecture, history and maritime subjects and we ask you to help and support us by being interested, asking questions and attending public viewings and tours. Eventually a website will be created which will have an extensive collection of photographs, both current and historic, as well as art, drawings, maps and hopefully some video, as well as links to other educational and information resources.

One of my specialities is the visual art component of archaeology, where sites can be researched through their visual art history, either through photographs, paintings lithographs or drawings. These images can be sourced through different channels such as

art galleries, libraries, museums and in many cases, the general public. Apart from being able to view beautiful images, one of the keys to the investigative archaeological process is to see buildings and features that are no longer in existence in the present day.

A photograph, of course, will capture reality. Artists, when painting a location will usually include background features that a present day archaeological or historical researcher will find important – sometimes we find buildings and features that we didn't know existed!

So now hopefully you get the general idea – the 'Port Adelaide Heritage Project' (PAHP) will show you, and include you, in the investigative process of this exciting new stage of archaeology in Port Adelaide.

I had better finish with a few details about myself. I have been

a professional photographer for around thirty five years and came to study archaeology around ten years ago. Following my lifelong interest and involvement in visual art, I am able to combine the two disciplines, producing photographs of archaeological subject matter that in many cases, remain the only visual record of those subjects.

We look forward to providing you with updated information regarding projects, excavations and exhibitions.

Welcome again to the Port Adelaide Heritage Project!

James Bateman



This white rotting boat may have had its origins with the Navy. Over the years, it had been modified for different purposes, but stood in contrast to the rusty iron behind it.

©James Bateman

Flinders University news

Archaeology in Port Adelaide

Archaeologists from Flinders University have been conducting archaeological fieldwork in Port Adelaide for more than a decade now. Port Adelaide has wonderful archaeological potential, partly as a result of the land filling that took place in the second half of the nineteenth century when the land surface was raised by up to two metres through most of the Port. This makes it an interesting area for archaeologists interested in historical archaeology as many buildings from earlier part of the nineteenth century have extensive remains buried underground. Port Adelaide also has several places where ships and boats were abandoned which is of interest to maritime archaeologists.

I first took students down to Port Adelaide in 1996 to conduct archaeological fieldwork on the Garden Island Ship's Graveyard. Since then we have investigated, and sometimes excavated, sites in the Port Adelaide River and at Divett Street, Jane Street, Quebec Street and the Jenkins Street Boatyards. This has increased our knowledge and understanding of a range of activities that took place in the Port during the nineteenth century and first half of the twentieth century including domestic life for workers and the middle class in the Port, the Torpedo Station located at the North Arm of the Port Adelaide River and ship abandonment practices. Over the past fourteen years I have supervised the following two PhD theses and six Honours theses that involve archaeological research conducted in Port Adelaide and the immediate region:

Honours theses

Richards, Nathan. 1997. *The history and archaeology of the Garden Island Ship's Graveyard, North Arm of the Port Adelaide River, Port Adelaide, South Australia*. Unpublished Honours thesis. Department of Archaeology. Flinders University.

Matthews, Shirley. 1998. *The North Arm Ship's Graveyard, Port Adelaide, South Australia: Some historical perspectives of the ships and associated maritime activity and an examination of the artefact assemblage*. Unpublished Honours thesis. Department of Archaeology. Flinders University.

Briggs, Susan. 2000. *Blood in the Street: An archaeological examination of a commercial faunal assemblage from Lot 8-12 Divett Street, Port Adelaide*. Unpublished Honours thesis. Department of Archaeology. Flinders University.

Matic, Ashley. 2000. *Shop, 3 rooms and Sheds: the history and archaeology of 8 to 12 Divett Street, Port Adelaide*. Unpublished Honours thesis. Department of Archaeology. Flinders University. Published in 2007 as: *Bottles, Bones and Ballast Stones: History and Archaeology in a Commercial Lot at Port Adelaide*. Maritime Archaeology Monograph Series (MAMS) No 16. Shannon Research Press.

Jenkins, Ruth. 2004. *Fletcher's Slip: a case study in the application of Multiple Perspective Methodologies in historical archaeology*. Unpublished Honours thesis. Department of Archaeology. Flinders University.

Wimmer, Martin. 2005. *Archaeology of the Russian Scare: The Port Adelaide Torpedo Station*. Unpublished Honours thesis. Department of Archaeology. Flinders University. Published in 2008 as: *Archaeology of the Russian Scare: The Port Adelaide Torpedo Station*. Maritime Archaeology Monograph Series (MAMS) No 18. Shannon Research Press.

PhD theses

Richards, Nathan. 2002. *Deep Structures: An examination of Deliberate Watercraft Abandonment in Australia*. Unpublished PhD thesis. Department of Archaeology. Flinders University. Published in 2008 as *Ships' Graveyards: Abandoned watercraft and the Archaeological Site Formation Process*. University Press of Florida.

Briggs, Susan. 2006. *Portonian Respectability: working class attitudes to respectability in Port Adelaide through Material Culture 1840-1900*. Unpublished PhD thesis. Department of Archaeology. Flinders University.

MAMS publications can be purchased from the Department of Archaeology or downloaded as a pdf through the website at: www.flinders.edu.au/ehlt/archaeology/archaeology-digital-library/mams.cfm

Archaeology staff and students are looking forward to another decade of digging and investigating archaeological sites in Port Adelaide in association with the Port Adelaide community as well as our partners and collaborators such as the SA Maritime Museum and the Port Adelaide Visitor Centre. We hope this newsletter will provide better access to the results of our work for members of the Port Adelaide community and others interested in the history and archaeology of the greater Port Adelaide region.

Associate Professor Mark Staniforth
Maritime Archaeology Program
Department of Archaeology
Flinders University
Mark.Staniforth@flinders.edu.au

Previous research

Jenkins Street Boat Yard Excavation

In May and June 2009 staff and students of the Flinders University Department of Archaeology, excavated several shallow trenches on land formerly occupied by Bill Porters Shed adjacent to Jenkins Street. The Land Management Corporation provided access to the land which is part of the Port Adelaide Waterfront Redevelopment Project.

The archaeologists were investigating the remains of a former cottage associated with the Royal South Australian Yacht Squadron (RSAYS) and the Port Adelaide Rowing Club and possibly also mid-19th century boat building and repair yards.

Information from historical documents and interviews undertaken as part of the Port Adelaide Waterfront Redevelopment Cultural Mapping Project did not provide a clear date for the construction of the cottage and archaeologists were interested in establishing if there was a connection between the cottage and the earliest documented boat building activities on this land in the 1860s.

The excavation revealed remains of the cottage and deposits associated with its occupation. Materials used to construct the former building were recovered during the excavation and were used to provide an estimated date range for the construction of the former cottage. The results of this preliminary analysis suggest that the former cottage was probably constructed between 1890 and 1913, probably by the RSAYS who leased the site from 1896. So it wasn't associated with

the earlier 1860s activities.

As well as revealing information about the former cottage the excavation also provided a valuable opportunity for the Department of Archaeology staff to instruct students in the techniques of archaeological excavation and recording.

Adam Paterson



Flinders University students excavating at the site of the former caretakers cottage



Excavation trench at the Jenkins Street site, in May, 2009.



Flinders University students recording structures and deposits revealed by the excavation.

View from the Jenkins Street site during the May 2009 excavation, looking across the river to Hart's Mill.
©James Bateman

South Australian Maritime Museum

The South Australian Maritime Museum is located in the State's first heritage precinct and the historic centre of its maritime industries. Its Bond Store exhibition galleries, lighthouse, floating vessels, administration building, stores and workshop are spread over a number of sites. The Museum opened in 1986 as a state government project but its origins stem from over 130 years of voluntary organisations including the Port Adelaide Institute founded in the mid nineteenth century. It cares for the oldest nautical collection in Australia, a collection first started in the 1870s.

The South Australian Maritime Museum holds over 18,000 objects. The collection includes art works nautical instruments, curios and souvenirs bought by sailors, examples of sailors crafts such as whittling and scrimshaw carving, swimwear and items relating to beach culture, and objects linked to the history of the working port. The Museum holds the Gavan Bercry collection of shipwreck artefacts, an extensive collection of ship models, and several rich collections relating to South Australia's maritime trades and shipping companies.

New developments

We have recently completed redeveloping the exhibitions in the Port Adelaide lighthouse. Prefabricated in England and shipped to South Australia in pieces, it replaced the lightship *Fitzjames* which had been moored at the mouth of the Port River. Erected in 1869, the lighthouse was relocated to South Neptune Island at the head

of the Spencer Gulf in 1901. The exhibition explores the experience of living and working on remote South Neptune Island – the isolation, scarcities, dramas and diversions. The lighthouse remained in operation there, crewed by three light keepers at a time, until it was decommissioned in 1985 and resurrected on its current site on the wharf in Port Adelaide. When the lighthouse was dismantled workers discovered a time capsule including whisky bottles and a poem signed by the close knit community of carpenters, boilermakers, blacksmiths, stone masons, labourers, painters and plasterers who had erected it. These artefacts are displayed along with a Commonwealth Lighthouse Service trunk issued to employees posted to the remote island, an original signal lamp from South Neptune Island and relics from the supply vessel *Yandra*, wrecked off the island in 1959.

Projects and programs

History Week – Lost Tools and Rare Trades

For History Week 2010 (May21-30) The Institute of Backyard Studies and the SA Maritime Museum present an exhibition of *The Lost Tools of Henry Hoke*. When it was published in 2006, Henry Hoke's *Guide to the Misguided* revealed the astonishing history of Australia's greatest unrecognized inventor. Further research has brought to light more of Henry Hoke's amazing inventions, revealing the depth of his nautical background.

On a more serious note, the Museum will also host a Festival of Maritime Trades on Sunday 30 May from 11.00 am – 5.00 pm. Much of Port Adelaide's maritime

heritage has disappeared in the last decade and this event showcases the talents and increasingly rare skills of the sail makers, boat wrights, tinsmiths, model makers and marine painters who once lived and worked in the Port. South Australia's master artisans will demonstrate their skills and discuss their techniques, their tools and their philosophies.

Neptune's Wooden Angels project

The jewels of the Maritime Museum collection are sixteen carved ships' figureheads. Collected by the honorary curator of the Port Adelaide Nautical Museum, Vernon Smith, over a period of 50 years, the figurehead collection remains the largest in the Southern Hemisphere. Most of the figureheads are from 19th century sailing ships that carried cargo and passengers between Adelaide and the United Kingdom. They were crucial in provisioning the early colony of South Australia and docked in Port



Senior curator, Lindl Lawson, with one of the figureheads at the South Australian Maritime Museum.

Adelaide, close to the Bond Store where they are now displayed.

In 2009 the Museum received a Maritime Museums of Australia Project Support Scheme (MMAPSS) grant to research, photograph and develop web content on the Museum's figureheads. This collection offers tremendous potential for helping explore the history of South Australian shipping and maritime disaster, the story of Australia's first nautical collection, the stories of their creators, and the superstitions and legends attached to these specific figureheads and figureheads in general. Flinders University Masters in Archaeology student Karolyn Gauvin has taken on the project and unearthed some fascinating information including the rather humble sites (in gardens and water tanks) where these figureheads were rediscovered. The project aims to document in images and words the journey of each figurehead from the site where it was carved, to the ship it adorned, the demise of that ship, to its home until retrieved by Vernon Smith and finally to the Maritime Museum. There are several figureheads once displayed in the Port Adelaide Nautical Museum that have disappeared and this project also has inspired some detective work.

Nelcebee

Nelcebee was launched at Port Adelaide's Cruickshanks Corner in 1883. For 99 years it worked the southern coast as a tug and lighter and later as a coastal trader. In 1982 *Nelcebee* was one of the last two ketches still working South Australian waters and was the third oldest vessel on Lloyd's Register. It has had a longer association with Port Adelaide than any other vessel and *Nelcebee's* life offers a window to over a century of South Australian history. It is now the oldest ship in the State and the oldest powered ship in Australia.

The Maritime Museum's fleet manager Matt Gurn has been



Nelcebee berthed in Port Pirie (date unknown).

awarded an ISIS Institute Fellowship to study the conservation of iron ships in the United Kingdom and Ireland. Matt will meet conservators at Britain's National Maritime Museum, London's Chatham Dockyard, SV *Cutty Sark*, Bristol's SS *Great Britain*, the first iron ship, Liverpool's Merseyside Maritime Museum and the *Asgard* in Dublin. Matt will study new approaches to conservation that treat ships as archaeological artifacts and place absolute priority on retaining as much of the original fabric of a

vessel as possible. He plans to bring that conservation philosophy to *Nelcebee* to preserve the history that is evident in the patchwork of the ship's riveted iron and welded steel plates and in the changes that took it from steam to sail and diesel.

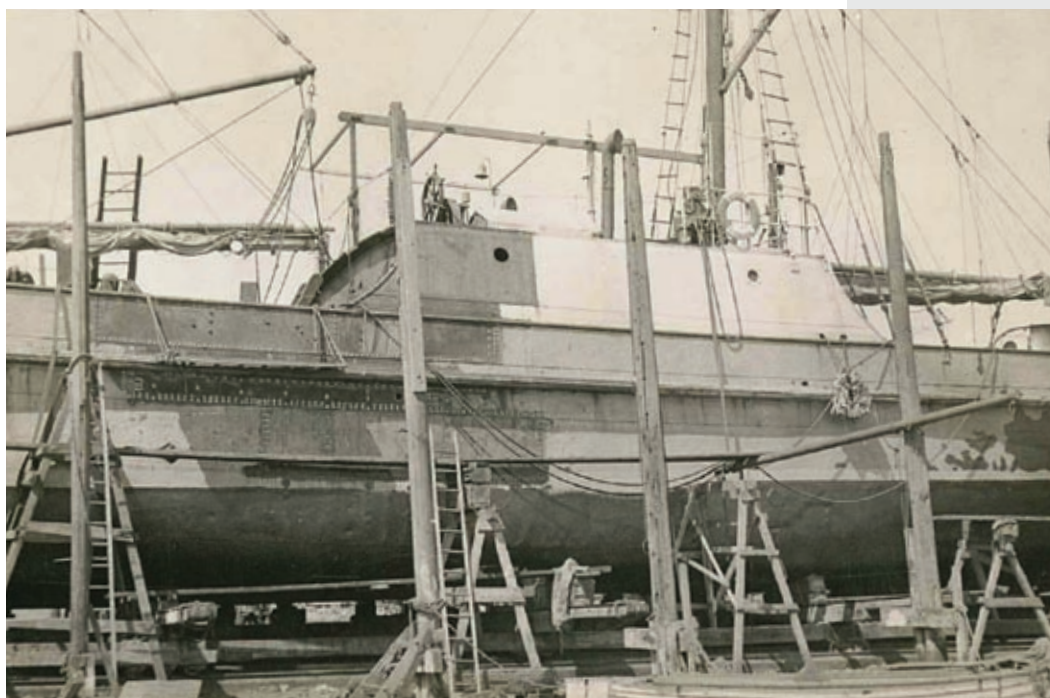
Lindl Lawton



Lipson Street,
Port Adelaide

OPEN DAILY
10 am–5 pm

Nelcebee on slip (1934).



Images of the port

Panorama of the Jenkins Street boatyards, and the Port Adelaide Sailing Club, taken from the Birkenhead Bridge in 2007.

©James Bateman





Sunset view of Cruikshanks Corner, looking west to the Birkenhead Tavern, taken through the silhouette of the *Faillie*, in 2008.

©James Bateman

From the archives

A search through some of our newspapers in the State Library can reveal some interesting facts about the early life of Port Adelaide.

Starting with a random search of some of the early editions of the *Adelaide Chronicle*, I found a number of advertisements for land at the Port, including a Vice-Regal statement and the beginnings of a weekly and daily list of what vessels were arriving and departing.

This quaintly titled 'Adelaide Shipping Intelligence' column offers some interesting information, not only about the ships that are coming and going, but about their cargo and the type of ship or vessel that they are.

From looking at these lists over a period of time, you can start to build a picture of where these ships were coming from and going to, as well as the types of goods that were moving around Australia.

James Bateman

Adelaide Shipping Intelligence

(from the *Adelaide Chronicle*, Dec. 10, 1839)

ARRIVALS.

- Dec. 4—The Brig Dorset, 80 tons, Robertson, Commander from Sydney and Port Phillip, with a cargo of sundries.
Dec. 9—The Brig Porter, from Hobart Town.
Same Day—The Ship Parhemat, from Sydney, via Port Phillip.

DEPARTURES.

- Decr. 4—The Schooner Kate, 62 tons, Captain Birkenshaw, for Sydney, in ballast and with prisoners.
Decr. 6—The ship Recovery, 483 tons, Captain Johnson, for Port Lincoln and The East Indies.
Same Day—The barque Anna Robertson, 448 tons, Captain Munroe, for India.
Same Day—The ship Lady Lilford, 595 tons Captn. Kermath, for Hobart Town, Sydney and New Zealand.
Same Day—The barque Pleisdes, 460 tons, Captn. Berg, for Java, in ballast.



Export Wharf, Port Adelaide (1870) from Lithograph.



Port Adelaide (1877)
from Lithograph.

Adelaide Chronicle

Tuesday, December 10, 1839

Land at Port Adelaide – To be Sold, the whole or portions of those valuable 80 acre sections, F and H, at the New Port. From Section F, a considerable income may be derived by the supply of shipping in the harbour with fresh water, being the only port in the immediate neighbourhood where this necessity of life can be obtained.

Section A forms part of the site designed by His Excellency the Governor, for the permanent town of Port Adelaide. The following words conclude his Excellency's address to the colonists on this subject:-

"Having convinced himself by close examination, that the situation referred to is most peculiarly marked out by nature at the Port, and that in this free and commercial country nothing can long prevent it from being established"

*For terms and further particulars, apply to
Henry Jickling Esq., Gilles Arcade, or to
Mr. Nath. Hailes, Hindley Street.*

HARBOUR FRONTAGE

A few allotments of Land, in the best part of Port Adelaide, may be had at 10s/ foot frontage, with a depth of from 4 – 5 chains, by application to:

Mr. Haines
Auctioneer and Land Agent,
Hindley Street

Current projects

Archaeology inside the South Australian Maritime Museum

In April and May 2010 archaeologists from Flinders University will excavate several small trenches in the basement of the South Australian Maritime Museum. You might be wondering - what do they expect to find inside an old building? Part of the answer is the building itself. The archaeological work will investigate and record details of the construction of the museum building and also search for material evidence (artefacts) that relate to its past function and use.

What's so important about the museum building?

The museum building was actually constructed as two separate buildings, one in 1854 and the other in 1857 and they are amongst the oldest buildings in the Port. They were used to store goods that had arrived on board ships. One building was known as the Bond Store and the other the Free Store. These names come from the former use of the buildings - bonded stores operated with special customs approval and stored goods duty free which allowed importers to delay costs associated with importing goods until a purchaser had been found. The Free Store held goods for which duty had been paid.

What else might be found during the excavation?

The land where the museum building now stands was near the edge of town in the 1850s and there is some chance that remains of former structures, deposits or objects relating to occupation before 1854 might survive at the site. A

second aim of the archaeological work is therefore to investigate if there was a structure or habitation on the site prior to the construction of the present buildings.

Why excavate now?

In May 2010 the basement of the museum building will undergo major maintenance and conservation work and the current exhibit in this area will be dismantled for several months. Archaeologists will work in the basement after the exhibit has been removed but before the building maintenance and conservation work begins.

Experience an archaeological excavation first hand

In conjunction with the dig, the Museum will host a program for the general public and school groups. Archaeologists will run tours for the public and discuss the results of the excavation as it proceeds. There will also be opportunities for members of the public to participate in the archaeological excavation.

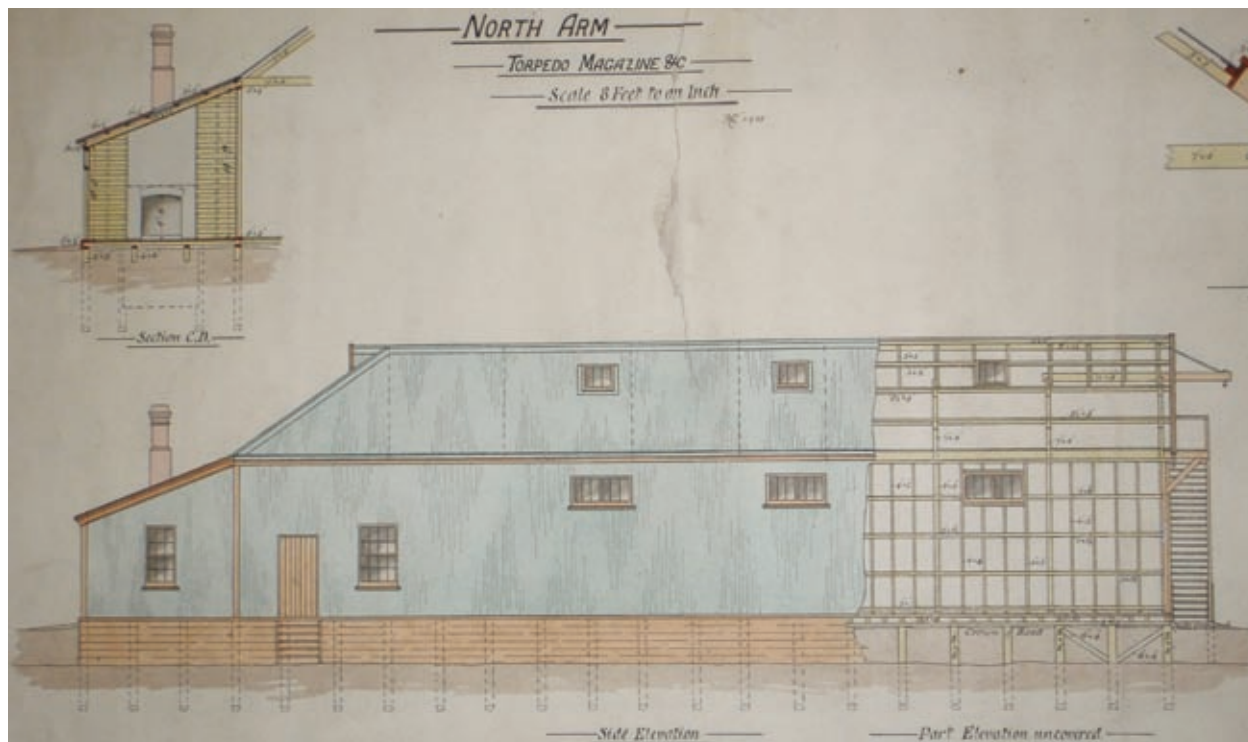
If you would like to participate in the excavation please contact Adam Paterson, Department of Archaeology, Flinders University: 8201 2575 or email adam.paterson@flinders.edu.au.

Adam Paterson

The North Arm Torpedo Station

Following the end of the Crimean War (1854-1856), colonial authorities in Australia expressed concern about foreign military designs on British territories in the South Pacific. Worry turned to alarm following the withdrawal of British troops from Australia in 1870, and subsequent rumours of Russian—and later French and German—naval deployments to the region. In response, a number of committees and commissions were established within the Australian colonies—including South Australia—to report on existing defensive measures and recommend ways of improving them. A small number of new coastal fortifications and gun emplacements were augmented by the establishment of a torpedo station on 13 acres of swampland at the confluence of the Port River and North Arm. The site's locale was strategically sound, as it was the closest defensive position to the Port River mouth on the Adelaide side of the waterway.

The facility, known officially as the North Arm Torpedo Station, was constructed during the latter half of the 1880s and comprised several structures, including a main hall and lecture room, gunner's storeroom, carpenter's and blacksmith's workshops, torpedo room, magazine, detonator shed, and caretaker's quarters. A tramway linked the station's primary buildings with a small jetty that extended into the Port River. In later years, a 6-in. EOC/Armstrong breech-loading naval gun was installed near the jetty, and a slipway and shed for a small torpedo boat were constructed on shoreline fronting the North Arm. All



1885 elevation plan of torpedo magazine at the North Arm Torpedo Station, showing wood frame and corrugated metal construction that featured prominently in the architecture of the facility's structures.

facilities that comprised the nucleus of the station were built atop a narrow strip of reclaimed land within the surrounding mangroves. Consequently, the site could only reliably be accessed via watercraft.

In 1895, Chief Petty Officer Henry Perry was appointed Caretaker of the Torpedo Station. Perry immigrated to South Australia from England in 1883 and served the South Australian Naval Force as a crewman aboard the warship HMCS Protector. Perry and his family, including wife Harriet and children Eliza, Mabel, Harry, Hilda, Edith and Mary, would live in a small wood-framed residence at the station for nearly 20 years, occasionally sharing their living space with other servicemen on short-term assignment to the torpedo station from Protector. This included Chief Stoker George Stuart, who assisted Perry with the facility's upkeep.

The North Arm Torpedo Station remained in active service until about 1916, when plans emerged for the land on which the facility was located to be transferred from Commonwealth control to the South Australian government. Although the station was operational during the First World War, and CPO Perry was listed as a "general workman" in its employ

as late as 1920, it was eventually decommissioned, dismantled, and the land upon which it was located transferred to State ownership by 1924. Since that time, the site has been covered by landfill and used primarily as waste ground; however, visible traces of the station exist in the form of barely-discernible embankments marking the locations of some of the buildings. In 1961, the Armstrong gun was discovered in the riverbank near the former jetty during land reclamation activities. Most recently, the site was the subject of an Honours archaeology thesis project conducted by Flinders University student Martin Wimmer. A synopsis of this work, entitled *Archaeology of the Russian Scare: The Port Adelaide Torpedo Station* was published in the Flinders University Maritime Archaeology Monographs Series in 2008.

James Hunter, a PhD candidate in the Maritime Archaeology Program at Flinders University, is currently making preparations to conduct limited archaeological investigations at the site as part of his doctoral thesis research. The general aims of the proposed test excavations will be to investigate the integrity and extent of archaeological deposits and structures associated

with the torpedo station site, and compare the design, composition and construction attributes of its structural features with those of other torpedo stations throughout Australasia and the United Kingdom. The excavation is expected to take place during the mid-semester break between 10-23 May 2010, and volunteers are welcome. Please register your interest by sending an email to james.hunter@flinders.edu.au.

James W. Hunter, III
PhD Candidate, Maritime
Archaeology Program
Flinders University

Close-up of map of North Arm Torpedo Station, ca. 1903, showing the arrangement of structures associated with the facility.





Yacht resting outside
Central Boatyards
(2007).

©James Bateman

Hull undergoing
restoration at
Beswicks Boatyard
(2007).

©James Bateman



What's happening

Semaphore Library History Week Photograph Exhibition May 2010

Sailing into History

Shipping played an important role in the early development of South Australia providing a means of employment, transport, trade and communication. For the month of May, Semaphore Library, located in the former Semaphore Institute building, 14 Semaphore Road, Semaphore will be displaying information and images of some of the ships which serviced South Australian ports and the story of their owners, providing a narrative of early shipping in South Australia.

Many of the ships were owned by the Adelaide Steamship Company, formed in 1875 to transport goods and passengers between Adelaide and Melbourne. From the 1930s the ASC also began shipbuilding and the shipping of bulk cargos such as salt, coal and sugar. In 1964 ASC merged with McIlwraith McEacham & Co and together they developed the world's first purpose built container ship. In 1977 ASC ceased as a ship owner and operator, but retained its interests in tug boats and their operations as well as diversifying into investment, manufacturing and property ownership.



The Nalpa next to Searle's Slip was purchased from Norway in 1921 and sold to the Australasian United Steam Navigation Co (AUSN) in 1937.



Paringa at Dock in Port Adelaide built in 1908 and sold to China in 1935 but lost at sea on her delivery voyage.

TRANSPORTED!

Flinders University Department of Archaeology and the South Australian Maritime Museum will transport you back to an 1840s saloon on a rolling ship.

Journey with us as we explore maritime foodways and the material culture of immigrant Australia. This event presents an historical and archaeological exploration of the preparation and consumption of food on long sea voyages.

The event includes sampling food from historic menus, an exhibit of artefacts associated with cooking and eating on ships, short lectures, and a performance of shanties and songs of leaving by acapella group 'Nobody's Fault but Mine'.

Cost includes Hors d'œuvres from the 1840s, 1910s and 1940s, wine/beer, and entrance to the museum.

Thursday May 20

5.45 - 8.00pm

South Australian Maritime Museum
119 Lipson Street, Port Adelaide

Tickets: \$25.00

Bookings: SA Maritime Museum
Ph: 08 8207 6255





This newsletter is a collaborative project between Flinders University Archaeology Department, the South Australian Maritime Museum and Industry partners.

We kindly thank our sponsors:



If you're interested in sponsorship of the next issue of this newsletter, please contact us.

We are looking for your thoughts, information, suggestions and contributions to this newsletter.

Please email James Bateman at jphotoarte@bigpond.com with your ideas for the next issue, or with any information you may have on the history of Port Adelaide.

We are also looking for paintings, drawings and photographs of Port Adelaide, as well as any historical items or artefacts from the area, that we can include in our newsletter.

To find out more about upcoming events and current projects, be included in our mailing list.

Please fill out your details below, cut this section out or photocopy and post to:

**PAHP
Att: James Bateman
PO Box 109, Kent Town SA 5071**

Name

Postal address

OR send an email to:

jphotoarte@bigpond.com