



RIVER RAMBLINGS

NEWSLETTER

Winter 2020



Dusk on the Port River from Freedom's pushpit, PASC in the background, July 2020

PASC AGM- Tuesday 5th August 2020

PORT ADELAIDE SAILING CLUB Inc.

Founded 1897
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Any material for the Newsletter must be received by EMAIL or last mail on the 23rd day of each month prior to the next General Meeting.

Disclaimer: The views expressed in advertisements and articles published in this magazine are not necessarily those of the PORT ADELAIDE SAILING CLUB.



MERCHANDISE PRICE LIST

Ties	\$32.00
Tie Bars	\$20.00
Flag Pins	\$ 7.00
Badges	\$ 8.00
Hats & Beanies	\$15.00
Dress Shirts.....	\$35.00
Polo Shirts – Short Sleeve..	\$35.00
Polo Shirts – Long Sleeve...	\$40.00
Polar Fleece.....	\$45.00
Quilted Vests.....	\$50.00
Pennants.....	\$35.00
Racing Flags	\$25.00

2020 PASC Committee

Commodore	Kel Watson
Vice Commodore	Allan Beswick
Rear Commodore	Vacant
Treasurer	Martin Oates
Secretary	Arvin Bisbal
Racing Officer	
Committee:	Jim Armitage
Committee	Sharon Hancock
Committee	Roger Robert
Committee	Wayne Marks
(Events Manager)	Julie Dickenson

2021 PASC Committee Nominations (To be elected at the AGM)

Commodore	Kel Watson
Vice Commodore	Allan Beswick
Rear Commodore	Wayne Marks
Treasurer	Martin Oates
Secretary	Michael Herlihy
Committee:	Jim Armitage
Committee	Sharon Hancock
Committee	Roger Robert
Committee	Mark Moore
Committee	Doug Phillips
(Events Manager)	Julie Dickenson

Commodore's Report

Annual Report 2020

Commodore Kel Watson

As we all know the position of Commodore can be difficult and challenging at times and this year has been no exception. We have faced legal challenge and then the unthinkable COVID-19 restrictions. We were truly fortunate to have had a strong Management Team to navigate our way through these trying times and come out on top.

We have not completed many projects this year due to finance restraints and the dreaded COVID-19 situation. However, we have provided the necessary building and equipment maintenance as required. We have purchased a new Photo Copier and provided the Club with a substantial saving over the next five years by paying upfront and not committing to a long-term lease. We have replaced the bar furniture in the Club House foyer and this helps us to present ourselves in a better light.

We have some more improvements budgeted for in the new fiscal year. One is to upgrade the BBQ (a new modern BBQ/kitchen with a tiled base and splashback for ease of cleaning) and the area where it is located and new outdoor furniture under the verandah. Our budget is tight and has no allowance for any other Capital Expense.

Sailability -well what can we say about this group; and of course, the Grey Army. You all should be very proud of your achievements this year. Again, very well done, we are proud of you all. Sailing Whilst COVID-19 shut down the sailing season, the Sailing Committee had put an extreme amount of work into the program and the racing infrastructure. Thanks to Jim Armitage and his Team.

Bar and Catering- a special thanks to Wayne Marks for his efforts in both running the Bar and operating it on all occasions. Wayne is stepping up as Rear Commodore next year. This is a very time-consuming job and we appreciate his efforts.

I would like to thank my fellow Flag Officers for their support over this period and Management Committee for their contribution over the past season. A special thank you to Sue Kitto with her hard work in assisting with our accounting and backing up Martin Oates in the Treasurer

position. They have both done a great job and this will be made apparent in the PASC Finance Report at the meeting on Tuesday 4th August 1930 hrs.

Also, thank you to Arvin Bisbal for her hard work as Secretary and her assistance with legal matters.

Finally, thank you to our Members for the support and encouragement you have given me over the past year as Commodore and I look forward to the challenges of the new Sailing Season.

Kel Watson: Commodore

Editor's Note

I have volunteered to take on the editor's role again after a lapse. I believe the newsletter is an important part of the club and would like to see it continue, especially at this time of uncertainty in our daily lives.

Things I would like to include are:

- The minutes and agenda for general meetings
- Committee Reports
- Upcoming events
- Member Profiles
- Members Boats
- Stories from historical archives of the club
- Members stories/photos/Sponsors
- Technical information related to sailing
- Introduce a "For Sale" section

You can forward information via the Club secretary or to me at:
tbeaston@bigpond.net.au

Shane Walter has spoken to John Couper-Smartt, who wrote the book on the history of the PASC in 200 and he has kindly agreed for me to use excerpts from the book for the Newsletter in future editions. Thanks also to Shane for providing the excellent story behind the Historic Marker site being constructed next to our clubhouse.

I am open to ideas and suggestions so please feel free to contact me. I look forward to the challenge and hope that members support this initiative.

Terry Beaston (FREEDOM)
Editor PASC Newsletter

PASC Events Committee

An events committee has been recently formed to plan and organize upcoming events at our Club. Julie Dickenson is the chairperson and has done an excellent job of putting in place a strategy for implementing our upcoming events.

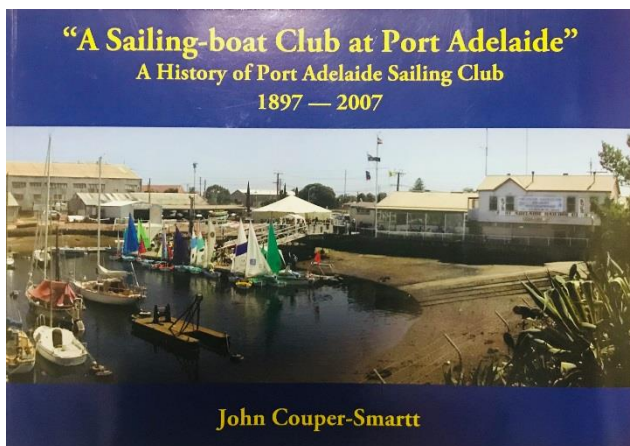
Due to the COVID-19 situation, it has been decided to focus on three important Club events, PASC Opening Day on the 10th of October. The PASC Christmas Party on the 19th of December and the end of year event of Commodores Drinks on the 1st of December.

PASC OPENING DAY

Saturday the 10th of October 2020
Save the date!



Opening Day at The PASC 2019



The excellent book on the history of the PASC by John Couper-Smartt (a longtime member of the Port Adelaide Sailing Club) is available for purchase.

The book is very well researched and contains a wealth of information on the history of the club including many historical photos and maps. Contact Shane Walter to secure a copy.

Friday Nights at The Club

Friday Nights at the Club have really taken off, thanks to our dedicated volunteers who have provided a succession of excellent meals. Bar open 5pm, dinner from 6pm. Meal cost is \$10 per person.



ON THE LIGHTER SIDE

Two, not too bright, sailors sank their boat and ended up in the life raft.

After three days (one without water, two without food and three without beer) they felt something bouncing up against the raft. When they looked, they found an oil lamp. After thinking that it probably wasn't a genie, they decided to try anyway.

Sure enough, out pops a genie with an attitude.

"I know your types, three wishes and back in the bottle. So, I will only grant you one wish and I will be gone." The genius of the two blurts out "I want all the beer we could ever drink in a lifetime." The genie replies "So be it" disappears and turns the entire ocean to beer.

The other genius slaps his buddy upside the head and says

"You idiot!"

Now we have to pee in the raft



A calm winter evening at the Pool



The PASC Armada at Browns Beach KI

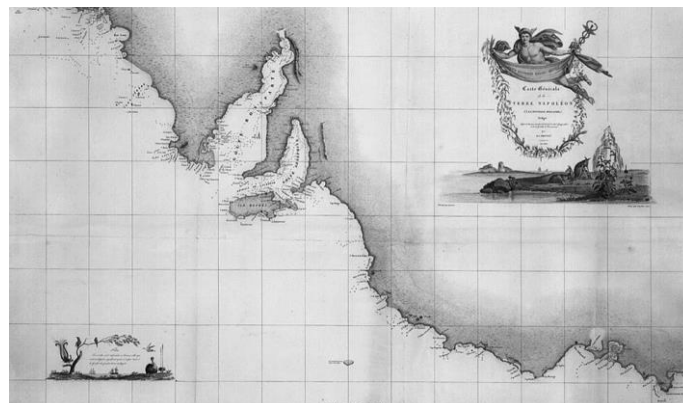
Michael Herlihy -A bit about me.

South Australian born and bred. The name Herlihy comes from the Republic of Ireland. Education includes Glenunga International High and University of South Australia (B. Business Admin) Married for Seven sweet years. Career highlights include senior forward facing roles at Allianz Insurance and the Australian Red Cross Blood Service - presently Director of our family owned Food retail business. Introduced to sailing through the Scouting movement - 15 years a Sea Scout Started off-shore sailing at Scouts age 12 with four weeks around Port Lincoln and SJB group onboard Ninkia 11m Ketch - North Haven. Bow man onboard numerous J24 one design boats for four seasons and two nationals. Raced Sheltered Waters and Semi Sheltered Waters with numerous clubs - onboard: 3 Cool Cats, Enchantress, White Knight, Emma and others. Presently floating around on our 11m Roberts design GRP Ketch 'Foxy' aka the Blue Whale.

(Michael has volunteered to take on the role of PASC Secretary)-ED

ORCHESTRAL SERIES 1

MUSIC OF THE SHIPS



When: Saturday 22 August, 6pm and 8pm

Where: Pilgrim Uniting Church, 12 Flinders Street, Adelaide

Price: Adult \$49 Concession \$39 (incl. Seniors) Students \$10

Introduction Dr Gillian Dooley

Guest Soprano Bethany Hill

The 'encounter' between Matthew Flinders and Nicolas Baudin in April 1802 is the starting point to this unique journey into the history of South Australia seen through the music of these European explorers.

Works include Peter Sculthorpe's *Sonata for Strings No. 3*, with its second movement based upon an Aboriginal chant transcribed by a member of the 1802 Baudin exploratory expedition and forming the first such music committed to Western notation.

The program will be introduced by Dr Gillian Dooley, Honorary Senior Research Fellow, Flinders University.

Program includes

Divertissement No 2 Op 100 for flute, violin and Cello – J Haydn

'Nel cor più non mi sento' for voice and string quartet – G Paisiello

Sailor's Song Hob.XXVla:31a – J Haydn

Flute Quartet in D K285 – WA Mozart

String Quartet – 'Allegro moderato' – FA Hoffmeister

Song with string quartet – Matthew Flinders

Flute Quartet – I Pleyel

Sonata for strings No 3 – Peter Sculthorp

THE LARGS NORTH MARITIME PRECINCT From INDUSTRY, 1950 to MARINA, 2007

By S.D. Walter, February 2020

The site of Marina Adelaide and the Port Adelaide Sailing Club was originally occupied by Sulphuric Acid Pty. Ltd. This industrial enterprise was formed through Adelaide Wallaroo Fertilizers Ltd.

In 1882 the Roseworthy Agricultural College was involved with the development of superphosphate, and The Adelaide Chemical Co. Ltd. was subsequently formed.

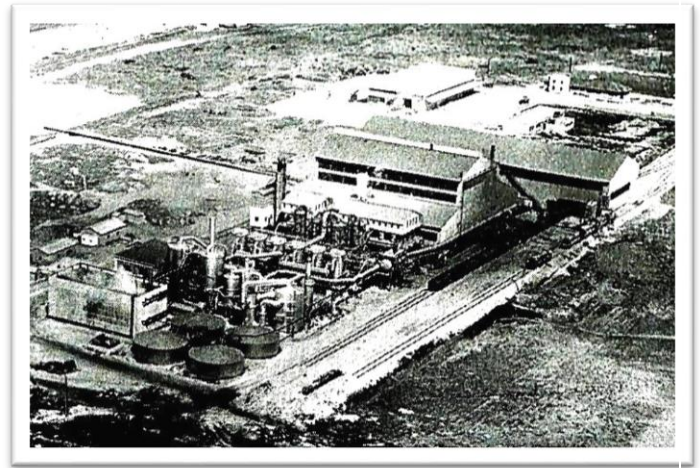
By 1899 it was realised that the need for superphosphate was in high demand for our agricultural industry. Phosphate rock was initially imported from the U.S.A. to Port Adelaide in 1900. They trademarked the name "TOP" in 1906, later taken over by Incitec Pivot Fertilisers. Guano was also supplied from the Wooltana Bat Cave Mine on the Arkaroola Station, Flinders Ranges SA.

In the early 1900's the, Tasmanian, Mount Lyell Mining & Railway Co. supplied and constructed the Birkenhead Superphosphate Plant with an annual output of 250,000 tons.

They amalgamated with the Wallaroo Phosphate Co. in 1913 to form the South Australian Phosphate Co, which later changed to the Cresco Fertiliser Co. in 1920.

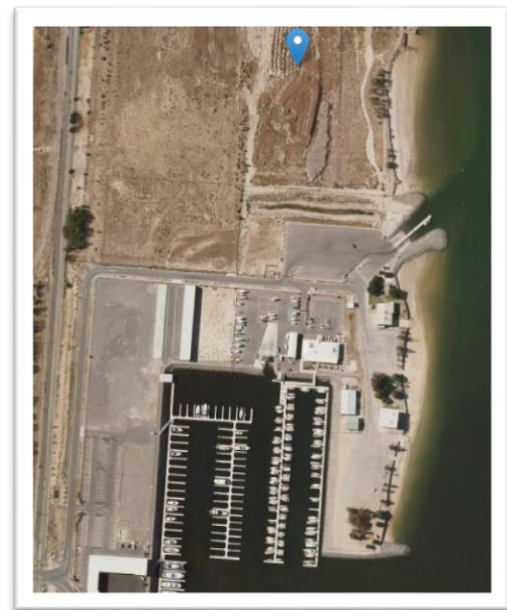
Following WWII; Nairne Pyrites Ltd. And BHP Co. Ltd. Formed Sulphuric Acid Pty. Ltd. at Largs North and to supply Pyrite rock ore from the Brukunga mine near Nairne in the Adelaide Hills to the new plant by rail.

Over 100 years some 30,000,000 tons of fertiliser had been produced by the combined companies.



**The New Acid Plant at Largs North,
C1950**

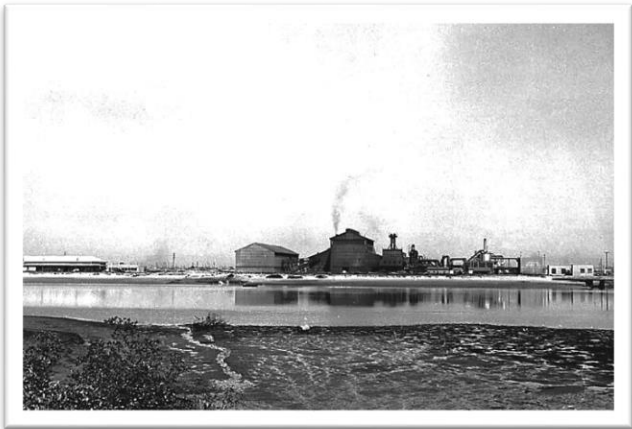
(Snowden Beach, top left) (Photo SLSA)



1968

2010

**Aerial views of the Marina Precinct
(Port Adelaide Local History Website)**



Looking West across the Port River to the Sulphuric Acid Plant at Largs North

(Photo: George Hutton.1950)

This new Acid Plant was bounded by the railway to the West, Willochra Street to the South and generally surrounded by native vegetation and estuarine dunes.

It also sported a social club and a golf course for their workers and families which occupied the area that was subsequently excavated to form the new marina. The main plant was located just north of the Marina.

Refined ore was transported from the Brukunga mine, near Nairne in the Mt. Lofty ranges, to the acid plant. At the time there were three x 27'6" diameter steel furnaces lined with refractory bricks.

These phosphate ores were heated to 950°C. Other processing facilities further processed the condensate to produce sulphuric acid for the production of super-nitrate (TOP) fertiliser for our State's agricultural production.

The Acid Plant was closed in 1979. Demolition & Remediation work was completed in 1987 and the site was left vacant.

In the mid 1980's the development of the Guide Training Ship (GTS) Dolphin was instigated on Snowden Beach by Pam Walter of the Girl Guide Association SA.

At the time the PRSC was in full swing and there was the opportunity for the development of this new facility which is still in regular use by the Guides as well as other organisations.

During construction Volunteers, their Families and other supporters rallied to salvage the refractory bricks from the Acid Plant to construct their new boat ramp.

This ramp has since been upgraded and improved in recent years.



GTS Dolphin Boat Ramp

(Photo by S. D. Walter)

In the 1990's the PASC was troubled by the development of the inner harbour, particularly with the construction of the PREXY Bridges which would restrict access to the club at Jenkin St. Birkenhead.

The PASC re-location committee was formed and after much deliberation and consultation the decision was made to relocate to a new marina to be built at the old Acid Plant site at Snowden Beach.

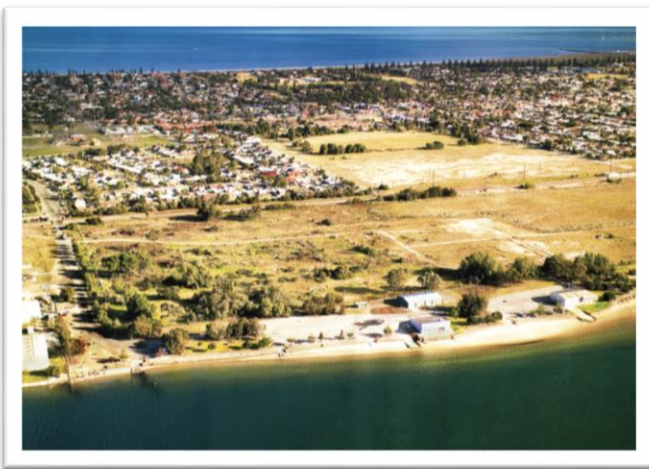
Significant funds were raised to enable this massive, significant project.

Dennis Walter, a Life Member and past Commodore of the PRSC, had joined the PASC in 1992 then became chairman of the Relocation Committee in 2000 that also included John Johnston, Jim Edwards, Allan Rice and Rob Golding.

Upon this committee fell the full burden of the intense financial and planning activity of the next five years. The Committee was determined that any move should not diminish the Club's long physical and emotional bond with Port Adelaide.

The LMC continued to insist that it could see no reason for the Club to move at all although it had rejected the Club's application to redevelop its site as a marina in 2000 and was unwilling to commit itself to the rent that might be charged once the area was redeveloped for residential purposes. It gradually became apparent that this was indeed the only site on the river that really met the needs of the Club.

By this time the Club's Sailability programme was a well-established and intrinsic aspect of the PASC's activities. Sheltered launching and retrieving facilities were essential for the success of the programme and could be best met by basing the Club in a sheltered setting.



Snowden Beach and Largs North viewed from the air in June 2006.

(Photo by Don Brice)

At the end of July 2005 Deputy Premier Kevin Foley and Minister Pat Conlon announced that Cabinet had approved the project, now to be known as the "Largs North Marina Precinct".

A total expenditure of \$21.6 million was proclaimed with about \$3.7 million of that to be spent on the infrastructure for the PASC.

Due largely to the efforts of Dennis Walter, Chairman of the Relocation Committee, the \$250,000 that the Club budgeted from its accumulated savings were augmented by grants received from the Office for Recreation and Sport (\$114,000) and Community Benefit SA (\$24,400) and by a very generous grant from the Commonwealth Department of Transport and Regional Services (\$445,900)

Our past Secretary Colin Adams also bequeathed \$40,000 for this development.

In large part this financial assistance was in recognition of the value of the Sailability programme undertaken by the Club.

Work on excavating the site finally got under way in July 2006. Over the next 12 months 400,000 cubic metres of soil were excavated to create the marina basin and its entrance channel to create the new Marina Adelaide on the site of the old Acid Plant adjacent to Snowden Beach, Largs North.

New roads were named after prominent members of the PRSC and PASC.



Excavation of the new Marina at the Acid Plant Site

(Photo by S.D. Walter.)

The following year the "wall" separating the marina from the river was breached on the 13th August 2007. The piles had already been driven and the pontoons and gangways were installed later that month.



Breaching the Wall

(Photo by S.D. Walter)

Finally; on the 7th of October 2007, a be-flagged fleet of some 50 yachts and power boats set off in convoy to sail into the totally empty Marina Adelaide at Snowden Beach.



The First Marina Residents

(Photo by S.D. Walter)

In January 2020 I was approached by members of GTS Dolphin and the Estuary Care Foundation for repurposing the Acid Works refractory bricks left over from the construction and renovations of the GTS Dolphin boat ramp.

Approval was granted to relocate the refractory bricks within the PASC area to preserve them as a historical monument close to their original factory site.

The deadline to do this was short; they had to be moved on the 1st of February 2020. Once again volunteers applied liberal amounts of “elbow grease” to further this project!

Due to the short lead time the plans for the monument were fluid (made up as we progressed)



The current monument (*under construction*) represents the original furnaces It is also laid out as a 32 point compass rose to reflect the current maritime use of the site.

(Photo by S.D. Walter)

There are also plans to etch some of the triangular bricks to mark the four main cardinal compass points.

There is also a possibility to repurpose old bollards and wharf timbers to provide bench seating too.

Any fires in the monument will require a permit; otherwise it stands alone as a new historic feature.

Referances & Credits.

“Port Adelaide, 1836 - 1986 - Mudflats to Metropolis” - SA Government publication, 1986.

“Port Adelaide. Tales from a Commodious Harbour”. - John Couper-Smartt, 2003.

“A Sailing Boat Club at Port Adelaide”. - John Couper-Smartt, 2008.

<https://estuary.org.au/>

<https://mapping.portenf.sa.gov.au/history/> & SLSA.

http://www.energymining.sa.gov.au/minerals/mining/former_mines/brukunga_mine_site

Thanks Shane for your excellent article on the history of the PASC site and we look forward to the completion of the Monument to commemorate this!

-Ed

