

THE
MARVELLOUS
DANCING PALAIS
AT
PORT GERMIEIN

A PLACE, A TIME
AND SOME SAILING SHIPS

Written and compiled by

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NÉE MCEVOY

In loving memory of my parents^{Text}, Norman and Diana McEvoy,
and of my dear brother, Jonathan McEvoy.
Like the Palaïs, all gone too soon.

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For more about Port Germein, please consult:
<http://www.portgermeinhistory.com/>
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Your recollections about life and shipping in Port Germein and about the Palais are most welcome.  
 I will include them in new editions of this book, together with references in the index.  
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# Hello Sailors

In 2008 two primary school friends I hadn't seen for 30 years visited me in Adelaide. We had last met at the 1978 Centenary Celebrations of Port Germein.

Alyson, Virginia and I talked about our young lives at Port Germein and how much we had longed to return there, with a deep yearning which probably everyone feels for their childhood place, especially after leaving it at a young age, as we all did.

I had been researching my family history, and was amazed at how little I knew, even about my own parents. With both of them sadly gone, it was too late to ask.

It seemed like a good idea, therefore, to record my childhood memories of Port Germein and not assume that someone else would do it. Since I already had my own website I made a web page, and kept on adding to it as I collected more information.

Family research revealed that we are more closely connected with Port Germein than we knew when we lived there. Grandfather Fred McEvoy was born at Wirrabara, family members had land at Booleroo Centre and my great grandparents were pioneer farmers at Hammond near Quorn for twenty years. Grandfather McEvoy had travelled extensively in the whole area, trading and treating horses.

More importantly, one of the first landholders in the Baroota district was a Richard Tapley, a cousin, I believe, via my grandmother's mother who came from an amazing family of sailors. He bought Baroota Sections 94, 95 and later 134 and part of 113, 891 acres in all. Hopefully he did not get into too much trouble with the police, but the Tapley name has been associated with smuggling in Kent, England, so maybe crime ran in the family.

## PORT GERMEIN, March 28.

Richard and John Tapley, of Baroota, were fined to-day, with costs, for depasturing without licence eighty head of great cattle, in all amounting to £7 6s.

Above: From the S. Australian Register, 29 March, 1882

I have been helped enormously in my researches by Norma Baker and Noel Smith who have sent me information and photos. Norma arranged a visit to the town Museum and allowed me to copy her own photo collection.

The 1936 'Historical Souvenir, Port Germein and District' by Roy Parkes and its updated version, 'Historical Souvenir of Port Germein and District 1936-1961' by Joyce Webb were wonderful resources for the web site and for this work too.

Virginia Ryan and Merilyn Wright contributed photos as did Robert Shaw, while a few people rang and emailed when I put a request for information in the 'Can You Help' column of the 'Sunday Mail.'

Noel Smith illuminated the fascinating shipping history of Pt. Germein, which was over before we moved there, apart from a few fishing boats that sat on the sand when the tide went out.

The sad story of the Danish sail training ship, København, was particularly moving because my husband is Danish and we had previously visited the Danish Maritime Museum at Helsingør. In 2010 we went there again, and were given copies of diaries cadets on the ship had written while at Port Germein.

On retirement, I wanted to produce a book of some kind about Pt. Germein, so decided to find out more about the loved Palais of my childhood. A history covering only 38 years seemed do-able.

It now amazes me that when we lived in Port Germein I never asked any questions about the origins of the Palais, never queried the shape of the building, how it came to be there or how it got its name.

I've ended up with a personal memoir, some research on the town and many newspaper stories about the jetty and ships from November 1926 onwards, when the Palais was built. I wanted to include these stories as they are so well written and interesting.

To avoid what would be too many inverted commas and/or too much italicising I have not used conventional punctuation in this text. Old newspapers did not put inverted commas around ship names so neither have I, nor around the names of newspapers. I've not indented the start of new paragraphs or left a line space between paragraphs in the ship news stories, after years of correcting that mistake in student essays, because it saved space and hence money, and looks neater (which is what students thought too, no doubt).

*Louise Nordestgaard née McEvoy, Nov, 2014*



Above: Merilyn Wright née Webb, Alyson Jeynes née Vernott, Louise Nordestgaard née McEvoy, Virginia Ryan née Ottaway and Elaine Harmer née Ramsey at the 1978 Centenary Celebration at Port Germein School

# Part 1: Pasties and Pop



Above: The Palais, picture probably 1950s Port Germein

Photo courtesy Robert Shaw

Standing on the sand on the sea side of the Esplanade at Port Germein, next to the railway shed and near the start of the jetty, was a magical place where I spent memorable days as a child. It was called the Palais, and my father had the lease during the late 1950s.

## How did we get there?

My mother, Diana Kermode, was born and raised in Adelaide. Her mother had died when Mum was four years old and her father, clever, self educated but harsh and mean with money, then married a strong minded former parlour maid.

After teacher training at Adelaide University and Adelaide Teachers' College, where she was a hockey player, in the musical theatre group and loved to visit the cinema when lectures permitted, Mum was sent to a one-teacher school at Courela on the West Coast of South Australia. It was a hot, dry and isolated small school standing alone in the bush and after riding there on her horse, she had to teach students from grades one to seven.

It was 1940 and she was 19 years old and on her own with no support from parents who'd done their bit, as they saw it. Home became a lean-to on the back of a farm house where she boarded, and rabbit stew was frequently on the menu. A bath each day was considered an extravagant eccentricity. It must have been a stunning culture shock.

Little wonder then, that she soon took an interest in young Norman McEvoy, from Cungena, about 35 kilometres away. My uncle said Dad had seen her walking along the

road when she first arrived on the West Coast and declared that she was the girl he was going to marry.

The oldest boy and fifth of ten children of a farming family, Dad had not finished grade seven, since he was needed to help on the farm. When Mum met him he was a shearer, wheat lumper and carter, a hard worker and keen to do well. Unfortunately, he was also a Catholic, which outraged my mother's father. The couple were told never to darken the family door if they married, and it was hoped that the boat, 'Minnipa,' carrying them back to Streaky Bay from a peace making visit to Adelaide, would sink, but they went ahead and got married in May, 1941 anyway, at Cungena Hall, not Cungena Catholic Church, because Mum wasn't a Catholic.

Like all women at that time, mum had to resign from teaching on marriage, so she no longer had a job. They lived and worked at Cungena, had one son, Christopher, and then dad went off to war. Mum lived with her parents, with whom she had become reconciled, in Adelaide, while Dad was in the army. She worked in a dry cleaning shop part time and was always very good at ironing ever after. They returned to Cungena after Dad left the army.

Mum loved country life and was very resourceful, as were most women then, cooking, knitting and sewing nearly everything for herself and the rest of the family. Eventually they bought the general store and post office at Yaninee, about 70 kms from Cungena (1952, 1953). Now with three children, they would probably have remained there except that my mother contracted polio in one of the last epidemics before vaccination.



Above: Diana and Norman McEvoy on their wedding day, 1941

While dad remained at the shop, Mum, terribly sick, was cared for most tenderly by our Nana, her now widowed stepmother, at home in Adelaide, where the accepted treatment was to lie on her back in bed for a year during which time her hair could not be properly washed and she couldn't even have a bath or shower. She did receive physiotherapy treatment.



Above: Norman and Louise, Yaninee c 1952

Dad stayed at Yaninee with my two brothers and was helped by aunties and cousins, but I went to live with two aunties, Auntie Joan Patterson and Auntie Ellie Little and their families at Telowie. Dad would drive all the way to Adelaide, enduring dirt roads from Yaninee to Pt Augusta, to see Mum as frequently as he could.

Mum needed further physiotherapy treatment and later an operation so they sold the Yaninee business and leased a shop at Prospect in Adelaide because they still had to make a living. The operation was performed by Dr Betts whom Mum much admired, and was to tie the tendons in her right foot, which had been most badly affected by polio, so that it did not drop down but stayed in a fixed position and she would therefore not need to wear calipers on her leg. It was a big decision because it meant that the damage was permanent and if someone came up with a "cure" for the wasted muscles caused by polio, it would be of no use to her.

After Prospect we all moved to a share farm at Urania, Yorke Peninsula, where Dad was not treated very well and then to the Booleroo Centre Hotel (1953) which Mum and

Dad helped run with Dad's sister, Auntie Nora Holland and her husband, our loved Uncle Pat, before moving again to Port Germein to help manage the hotel with two more of Dad's sisters, Auntie Joan Patterson and Auntie Ellie Little. In fact, Dad's family was everything to him and there were so many of them-it was a strong network of friends and supporters.

## Trifles and Travelling Salesmen

My parents had had quite a lot of experience doing business in small towns by then, and wanted to settle in one place in the country where we three children could have primary and secondary schooling, so Port Germein was a sensible choice, being so close to Pt Pirie with its secondary schools.



Above: Pt Germein Hotel, 1950s. Photo courtesy Robert Shaw

Mum worked her way back to health, sliding around on her bottom cleaning the floors at the hotel and bumping up the stairs the same way, her legs supported by irons at first. She didn't enjoy all the hotel cooking but did it very well and was an expert at bread and butter puddings, trifles, fruit salad, stews and roasts among other things. It was always important to have good meals available for the commercial travellers.

We kids loved living at the pub, sliding down the banisters, of course, and seeing the many interesting people who came there, but I don't remember much: the record, "I don't want her you can have her, she's too fat for me," ("Too Fat Polka" recorded in 1947, -thanks Google); the big laundry with the huge mangle for sheets which fascinated me; deciding to make a cake by myself-it was flat with a strong egg flavour-I didn't know about recipes at the time. I also hid in the laundry once and ate a whole packet of sultana biscuits - haven't been able to look at a sultana biscuit since. There is a memory of a gigantic spider, bigger than my hand, in the outside toilet and there was a death adder caught in the bamboo which used to grow along the side fence. I would take pieces of the bamboo to school and we used it on the high jump practising for sports day. It was light and knocked off easily if you hit it. One year we had a huge pine tree up to the roof in the back two storey porch area of the pub at Christmas time. Auntie Ellie made very realistic snow from Lux soap flakes and it was magical.

Eventually we left the pub and moved to the harbour master's house on the beach front at Port Germein. It was a lovely old stone house with a Harbour Master's tower in the back yard. It was a huge wooden pole with a small platform on the top and a flagpole on top of that.



Above: Auntie Ellie Little and two employees from the hotel next to the Xmas tree, c.1956

It had 4 thick metal cables securing it to 4 low, wide wooden posts at the corners of the yard. A 'rope' ladder of wooden steps and metal cable ran up the pole to the platform which provided a wonderful position for my brothers to spit on me if I ran across to the 'dunny' during the day. I was never brave enough to climb more than half way up the ladder on the pole.

When a position became available at Port Germein Primary School and I had started school, my mother was able to go back to her teaching career, in May 1956.

During and after World War two, when there was a great shortage of teachers, it was grudgingly decided that married women who had been teachers but had been forced to resign on marriage, could be employed as "temporary teachers" so that the Education Department could get competent staff.

It was not until 1972, when I started teaching, that married women were able to retain their permanent status and its ancillary bonuses like superannuation and long service leave, on marriage. In the early 1950s the Education Department began employing many married women on this temporary basis but I cannot find the change of policy officially documented. It is commented on in newspaper stories, however.

Mum was delighted to go back to her interrupted career. She got her driving licence with the help of the local policeman, Bruce Stevens, in a brand new and fairly rare automatic Vanguard car which she was able to drive despite her bad leg, as she didn't need to use a clutch.

## Honey, Chocolate and Rainbow

In 1958, Dad secured the lease of the beach kiosk, the Palais, from his sister, Ellie Little, and her husband. Auntie Ellie and Uncle Jock were struggling, I've been told, often too kind to people by letting them run up bills which they would then be unable to pay. The town was so small that it was always a battle to make enough money at the Palais to survive. Robert Shaw, still in Port Germein, remembers driving a Chevrolet utility, which had trouble with the petrol choke, into Pt Pirie to collect the ice cream and cool drinks for Uncle Jock and Auntie Ellie when they had the Palais.

At the time of taking over the Palais, we had an old buckboard truck and Mum's Vanguard. Dad bought a Morris Minor utility, and used that to get supplies from the warehouses in Port Pirie to the shop. My older brother got his licence and was also able to drive the ute for collections when necessary. As far as I can remember there were no delivery trucks coming to us.



Above: The Vanguard and Morris utility on the beach behind the Palais c.1958

Dad would buy ice cream from the Golden North factory or depot in Pirie. The metal cans were packed in large dark green canvas padded bags, topped with dry ice and then the padded top of the canvas bag was tied down so that the ice cream didn't melt. There were single bags and doubles, for large cans and we often had a couple of bags. When we got them to the shop the cans fitted nicely into the deep refrigerator openings designed to hold them. Solid rubber-edged covers on top of the openings kept in the cold. It was great fun creating 'smoke' with the dry ice left over. Mostly we had Golden North vanilla, chocolate, strawberry and rainbow ice cream but honey was also popular and occasionally we had flavours like pineapple too. Ice cream cones were baby, single and double size and were kept in a metal dispenser on the wall.

We had quite a good supply of incidental groceries that people might need at the beach like suntan lotion, cigarettes and matches, as well as cans of food and toiletries. They

were stacked on wooden shelves behind the counter against the back wall.

The counter ran right across one side of the 8 sided building, at the back and closest to the beach. An opening in the counter led to the back door. The kitchen was on the left side behind wooden mesh and there was a storage area on the right.

When we sold groceries we looked up the cost in a grocers' manual and had to add profit to the price shown, but I can't remember how much we were supposed to add to the recommended retail price. I don't know why the goods didn't have price labels on them but it was not the general practice in those days and probably Dad did not expect that we kids would be selling anything other than lollies, ice creams and milk shakes when he wasn't there.

## Carter Browns

There was a table in front of the counter on the right hand side of the shop holding second hand books and magazines, mainly pulp fiction in the form of westerns and Carter Browns, and some quite racy magazines like "Post" and "Man." They were always handy for a quiet read when business was slow.

My brother, Jonathan, was 3 years older than me, tall and well developed, a keen reader of comics and pulp fiction and sometimes we looked after the shop together when Dad had to go into Pirie or had other business to do. Jonathan was probably not supposed to leave me alone, but, with



Above: A Ritter General Electric Milkshake Maker.

Western in hand, he'd make long trips to the lavatories which were primitive long drops (not cans, I think) in a rusty corrugated iron toilet block located nearby behind the goods shed, at the start of the jetty. There were no toilets in the Palais, worse luck. I hated those 'conveniences' so much because a lot of people would 'go' on the ground inside the toilet and not use the seat provided. Maybe they

were scared of spiders or they found the long drops overwhelming. In the heat, the buzzing flies were hard to take, but the smell was worse.

Once, when I was alone in the shop and Jonathan was at those toilets, a group of young people (probably in their twenties) came in. I served them with ice creams and then they asked about the cost of the second hand magazines. I said the cost depended on what shape the magazines were in. One young man leered at me and said that I was in pretty good shape myself, something I never told my parents since I was only eleven at the time, though obviously very well developed!

We sold lots of milkshakes in metal milk shake containers, mixed up cold and delicious, often with added malt, my personal favourite. The photo shows a similar mixer but ours had a silver base. The milk was kept in an empty ice cream can in the ice cream refrigerator and scooped out with a metal cup on a handle which hung over the edge. The flavourings of chocolate, strawberry, lime, caramel, pineapple and passionfruit were in large Cotties bottles.

Spiders were popular too. They were made from soft drink with a scoop of vanilla ice cream and served in long glasses with a spoon. Moyles' raspberry spiders were particularly nice. We also made nut sundaes and banana splits, all presented in the appropriate glass dishes.

One of our most popular items was hot tea, served in metal teapots on a metal tray with cups, saucers, sugar pot and milk jug. Customers would take the trays away onto the beach and bring them back when finished. I don't think we even took their names. There were no disposable cups, and no tea bags either.



Above: The original threepenny ice cream scoop from the Palais which I still have. Note the ratchet handle

On hot summer days when there were lots of people on the beach it was so busy there was often hardly time to change the rinse water for the ice cream scoops. They were strong metal scoops, much better than modern ones, with a metal arm at the back of the scoop that loosened the ice cream. The small one was for baby ice creams which cost threepence and the larger scoop for single ice creams costing sixpence. A double ice cream with 2 scoops cost a shilling. Often people got the doubles and it was hot and sweaty work wrestling the hard ice cream out from deep in the can at the bottom of the fridge. Usually there was a

second can underneath to lift the top one but sometimes I had to just about crawl down into the fridge. A scoop was just that-what fitted firmly into the scoop with the surface flattened out.



Above: Front ramp of Palais, 1952. Photo courtesy Malcolm Davis, at far right

We had a shallow lolly counter with a glass lid that you raised to count out lollies into white paper bags from the boxes on display. Many of the lollies are still around, but you rarely see people counting out eight individual licorice bullets to the penny, four licorice blocks per penny, cobs at two a penny, raspberries at four a penny, mint leaves at four a penny, gob stoppers, bananas, choc balls, sweethearts, chocolate swirls, freckles and the like. You could spend a very long time counting out two shillings worth of lollies and the lid got very heavy.

There were Columbines in their fascinating square tubes with open fronts which showed the individual caramels wrapped in magenta or blue foil and Minties, Milkshakes, Jaffas and Fantales in packets. I always remember Auntie Ellie having packets of lollies similar to Minties but much nicer-not as strong and sharp. I loved them.

Among the loose lollies were large cone shaped suckers coated in sugar on sticks, called umbrellas, Mickey Mouse whiz fizzes and Freddo frogs in a delightful range of flavours that you don't get now such as banana, peanut and raspberry. Then there were lifesavers in a variety of flavours, orange, raspberry, five flavours, lime, and the new fizzy. Lifesavers were very popular then because they were so affordable and they were presented in neat stands with six different kinds on display. Chewing gum was Juicy Fruit, PK and recently arrived spearmint, also on the multi level stand and you got lolly balls with chewing gum centres too. Straps of licorice were a favourite. You could get a yard of licorice or smaller pieces in flat, round or rope style. We kids could always eat whatever we liked and that is probably where I developed my lifelong love of lollies, which were not so common or easy to obtain in those days.

We served sandwiches and rolls with fillings and Mum's home made pasties. She and dad would spend hours mincing up the mutton and root vegetables to make each pastry individually. The hand mincer was screwed onto the side of the table at home and the meat put through, dad turning the handle. It was their idea to mince the vegetables too rather than chop them up because it was faster and it worked well.

They used onion, carrot, potato, turnip, swede, parsnip and potato with the minced meat. The secret was to have meat with a bit of fat and plenty of water to make the mixture loose. We always used Auntie Nora's short crust pastry recipe and a saucer was used to cut the pastry shape. Mum made them Cornish style with the pleat on top and glazed the pastry with a beaten egg. The fat from the meat infused the pastry which tasted beautiful. You never saw a pastry with flaky pastry then. They were cooked in the wood oven at our home and taken to the Palais where they were heated up as needed. They made as many as twelve dozen pasties on some occasions like New Year's Day when there were crowds but also had commercial pies and pasties as well, I think.

In those days, before air conditioners, on New Year's Day there would be row upon row of cars parked abreast on the hard sand of the beach, as far as the eye could see, between the Esplanade and the start of the water which was about a kilometre out during the day. Hundreds of people would drive out from Port Pirie and farming communities nearby to enjoy the cooling breezes at the seafront and also to be part of the exciting crush. It was always our best day of the year for selling.

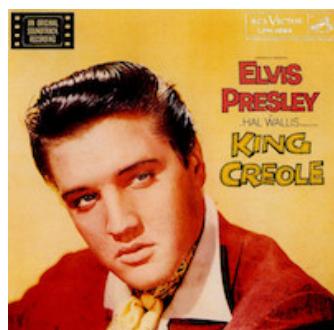
On the floor of the Palais, which was huge, we had a small billiard table, a full sized table tennis table and one or two soccer machines. People could play the machines when they inserted one or two shillings and get the table tennis bats from behind the counter for a very modest fee. The games were always very popular. I think Dad was the first to introduce the soccer machines and billiard table.

We didn't have café tables but people could sit on the benches all around the walls. It was a bit like a youth club, really, and teenagers and kids loved the place. There was never any bad behaviour that I heard of as Dad was in firm control.

The floor was of wooden planks but in our day was no longer polished, just swept and washed, a long and tiring task which dad performed uncomplainingly. The wood was very pale and worn but a little bit of sawdust did the trick for dancing.

## Rock and Roll and King Creole

Against the left hand wall looking out from the counter, was our piano and a radiogram, with the latest LP records underneath. You could put a few records on at a time and the LPs would drop down and play. It was the era of Elvis, and his music was playing all the time.



The song I most associate with the time is 'King Creole.' It was wild, exciting and I can still 'hear' it pounding away on hot summer nights and jumping over the scratches. 'King Creole' was Elvis Presley's fourth movie, released by Paramount Pictures on July 2, 1958, and it was big in Port Germein in the summer

of 1958. Other singers who come to mind are Fabian, Brian Hyland, Paul Anka, and Connie Francis. Their music, suntan cream, the whine of mosquitoes and hot, hot nights are forever summer to me. The pale, shrill Beatles seemed very weak after my early and exciting introduction to rock and roll.



Above: Our radiogram looked something like this 1950s Garrard RC60/D16. It had a top that folded back and was rounded, art deco style. The records were stored below and you could have a whole pile on ready to play one after another.

At the same time as Elvis Presley was popular, bodgies and widgies were on the scene, with their black stove pipe trousers, black shirts and fluorescent pink, orange or green socks. Ripple soled, suede black desert boots completed the ensembles. You could see them at the Palais when they came on motor bikes from Port Pirie.

Some musicians from Port Pirie negotiated with Dad to play at the Palais and I remember at least two dances that were sensational. It was all rock and roll dancing. There were actually cars crowding the esplanade at night at Port Germein. I heard that some people complained as they didn't want their peace disturbed, but it was probably mostly to do with the lack of toilets and fire hazards. Dad couldn't get permits from the council which ruled the roost over there in Melrose, and people were very scared to 'just do it.' The council didn't openly discuss what the problem was.

Fashions were gorgeous, with girls wearing layered rope petticoats or stiff net petticoats under tiered floral skirts. My rope petticoat was more like a skirt. It had an elasticised waist, was pink, in three tiers, with a small frill at the bottom of each tier enclosing cord (rope) to hold out the skirt. Belts of linked plastic pink or green daisies accentuated slender waists, poppa beads were all the rage and little scarves were cute around the necks. Pedal pushers and boleros were also popular.

The walls of the Palais were made of corrugated iron with the ripples running horizontally. It was a smaller corrugation than we see today. Outside, the sides were

painted a variety of colours like dark green, red and yellow, as was the roof. Early pictures show the Palais painted a very dark colour, sitting on the ground, but when we had it, it was on low stilts, to avoid tidal flooding. You could crawl under it, among the sand and seaweed, but we rarely did as it was an ideal hiding place for death adders or snakes.

One thing I remember when we first got the Palais from Auntie Ellie and Uncle Jock was cerise and blue finely pleated tinsel twisted and hung on the roof above the counter. It was very symmetrical and looked most decorative, forming a sort of canopy.

There weren't windows as such but in the top half of the walls, all the way around, was painted diagonal wooden trellis with fine flywire outside to keep out the insects. It worked well and we had a ceiling fan to reduce the heat. You didn't really want light because in summer it was so hot but it could also be pretty miserable in winter.

At the front door was a two sided concrete ramp going up and down with a flat part at the door. It was fronted by flat iron making a fence to lean on and was a popular place to hang around.

At the left hand side of the counter, next to the ice cream fridge was the kitchen, which was partitioned off from the rest of the Palais. It went quite a long way around the side to a door and there was a sofa to lie on near the end of the area. In the kitchen there was a big stove, fridges, small sink and shelves but the area was very narrow.

A painted, corrugated iron fence about two feet (60 cms) high and supported by tall posts to the ceiling ran to the right of the front door (looking from the counter) and around to the right side door. I think it was also on the left but can't remember how far it went. This was originally a promenade around the dance floor. Wooden benches were attached around the wall and on the 'fence' in this area-probably for the dancers to sit on.

## Watermelons and Fireworks

Jonathan and I often sat on the back steps of the Palais when there were no customers and burnt our names into some new wooden steps using a magnifying glass.



Above: Jonathan, Norman and Christopher McEvoy, 1960, when Chris joined the army.

Sometimes farmers would come down with a load of water-melons and they would sell them behind the Palais off the back of the truck. They were the round, dark green watermelons and tasted heavenly,



Above: Norman, Louise and Jonathan, 1960, Ballarat, when we could finally have a holiday after the shop

especially since fresh fruit and vegetables were not as common in Port Germein as they should have been considering we lived so near to farms.

There were several wonderful Guy Fawkes nights behind the Palais with sky rockets, Catherine wheels, sparklers, not to mention big bangers and all the little crackers joined together that you threw at people's feet. You could buy crackers anywhere then. The ones I best remember were the penny bombs some of the boys would let off under jam tins while we were waiting for the bus in my first year at high school. Health and safety hadn't been invented then.

There was a two storey shop on the Esplanade immediately opposite us run by the Jarvis family, selling almost the same products as we did so they were our competition although we didn't know them. I used to buy chocolate milk ice blocks there before we had the Palais. They were a square, home-made ice block that fitted exactly into a square, flat bottomed ice block cone, and they were heavenly. I tried for years to find the recipe. You could buy ice block mix at the shops, but it never tasted as good as those.

## Growing Up and Away

Our time owning the Palais was no doubt extremely hard work for my parents and often not very rewarding because of the small customer base in a tiny country town, but for me it was the most exciting and vivid part of my life. Not only was Port Germein an idyllic place to live with the jetty, the sea, the creek, the glorious sunsets and the closeness to nature but for what seemed a long time to me,

it had the thrill of bikies, rock and roll and sex, dimly understood but interesting all the same, thrown in.

Eventually Mum and Dad, like most shop owners, became tired of the every day burden of owning their own business, and they did not renew the lease. As a newcomer to the town, anxious to make things happen and improve trade, along with a few other go-ahead people, Dad fought a losing battle. There was a strong force opposed to change, as in many small towns, possibly coming from the council but supported by the inaction of others.

It was sad to see the Palais go but life was busy and I was growing up. Dad worked for the railways and did quite well but we moved to Adelaide at the end of 1962. My parents wanted to go to Kingoonya where Dad would continue with the railways and Mum would probably have been able to teach but I couldn't stand the idea of going to boarding school.

I was miserable in the city and missed Port Germein so much. Seven years spent next to the sea with the sound of lapping water through my bedroom window every night, the sand and shells, swimming lessons at the creek, the jetty, swinging and singing and watching the sea at sunset - it was a glorious childhood.

Travelling north on a holiday trip about two years later, we were appalled to find the Palais gone when we called in to the town.



Above: Louise, backyard of house, Pt Germein, 1962. Note the wire from the pole crossing in front of electricity wires, large tobacco plants and tamarisks on the fence.



Above: School netball team, 1960:

Front: Carol Dansie, Maria Taglarini, Virginia Ottaway, Louise McEvoy, Betty Lampre, Gail Beyer.  
Back: Elaine Ramsey, Clarice Hillier, Merilyn Webb, Alyson Vernott, Daphne Clarke, unknown



Photos Above: Left: Our only photo of the Palais-Jonathan leaning on the back steps with the shadows of Mum and the car. Mum was notorious for taking bad photos because, of course, she had poor balance-we weren't very understanding. Right: Our border collie cross, Tammy, on the beach. She once had puppies under the drainage pipe on the Esplanade and a group of little aborigine kids climbed in and got them for us. You have never seen anything cuter than those dear little kids carrying 12 fat black, tan and white puppies. Tammy was a daughter of Bouncer Franklin, Mr and Mrs Franklin's dog.

## Part 2: Milkshakes and Memories



Above: The Palais after it had been raised onto pilings. Note existing railway shed and old sheds on the left.

Photo courtesy Fiona Nagel née Tee

My Father and his many siblings were raised in Port Germein and I have a photo of the Palais that you may be interested in. My Mum said she can remember as a child on a trip to Whyalla the school bus broke down at Port Germein and they went to the Palais and played table tennis in there. She said it had a restaurant in there as well.

Dad and his family were the Tees. There were quite a lot of them that lived in Port Germein. Dad said he remembers his Mum telling him about going to the Palais for dances and while they were in dancing the tide would come in and they would have to wade through water when they came out.

*Fiona Nagel née Tee*

I remember on New Year's night at the dance in the Palais, my parents made beds for my younger siblings behind the seats while they danced the night away. During the intervals of the dancing, we older children loved sliding on the dance floor. Claude Carnell and his band from Port Pirie often played for dances in the Palais. I think the first people I remember having the Palais were named Laver but remember Colin and Clarice Mitchell. They made the first ice cream, churning it themselves. It was magic. Then of course, there were Moyles drinks and ice blocks.

*Brenda Leitch*

### A Box of Lollies

Joan French's (nee Mitchell) parents, Colin Fife and Clarice Mitchell née Richens had the Palais from before she was 5 until she was 14, so for at least 10 years and that makes it approximately 1932 to 1942. She remembers this because

her sister was born at home in Port Germein in their house which was one street back from the main street and it was the time of the high tide in 1934. She was put in the front room and to keep her occupied was given a box of lollies that had been rescued from the Palais because of the tide, while her sister was being born, and she was 5 at the time. Before the high tide the Palais was not on stilts but after the flood it was put up on the stilts.

In 1942 they sold up and went to Adelaide and bought a shop at Glynde.

They were very busy at the Palais when sailing ships came in and there was always a dance for local people and the sailors on the ships. Joan remembers the Palais being painted red with advertising all over it. During the day there were tables in the centre of the floor and people could sit there and get sandwiches and drinks, ice creams and milkshakes. When the dances were on, the tables were put into the promenade. (Inside the fence around the dance floor.)

The power was supplied by a generator in a shed attached at the back and their father would have to start that up. The shop wasn't open all day but for part of the day. She sometimes had to pick up the papers at the Palais and open up.

New Year's day was a huge day. Music was supplied by a pianola. She remembers pumping away on the pianola. Sometimes there was a band. They got supplies from Port Pirie. Ice cream and drinks were delivered on the mail run.

They had an old car but did not go in and get the supplies themselves.



Above: Claude Carnell, famous Port Pirie bandmaster

## Eskimo Pies and Wafers

The big freezer was put in by her father. One compartment was for loose ice creams like Eskimo Pies and wafers, two were for cans of ice cream and one was for home made ice blocks that her mother made. She was up until 1 pm some nights. She would make ice blocks using cordials and water or milk. There were raspberry, fruit salad, coconut. They were about one and a half inches square and fitted into square cones. They were made in ice block containers and put in the square part of the big fridge. It was hard to keep up, especially on New Year's Day. She can remember leaning over one compartment and being hit in the eye by the lid to another.

Sailors off the ships came to dances at the Palais but not in huge numbers. Groups of 12 or so would wander around but there wasn't anything for them to do. There were only 4 or 5 girls aged 19 or 20 who mixed with the sailors but no pregnancies that they heard of. There were no big mobs as the sailors were kept on the ships mainly.

*Phone interview with Joan French née Mitchell, 2009*

Bill Mitchell remembers the dances. The floor boards were not polished by their time, but to shine them up for a dance they would scrape candlewax onto the floor and the kids would then polish it with hessian bags to make it slippery. He never remembers polished boards just the white worn sort of floor boards. Their father had his own plant for lighting and refrigeration. He would sometimes freeze apricots and sell them frozen in the shop for a penny. Ice blocks were made and frozen using bags.

People would come to the dances from out of town. The thing he and the other kids liked most were the fights.

There was a fight almost every time there was a dance-no knives or anything, just bare fists. All the people and kids would gather round. Sometimes it was between sailors and locals and sometimes between sailors from different ships. Everyone would cheer them on. The sailors wore casual dress and didn't have a uniform because it was the merchant navy, but the captains would proudly wear uniform and caps with braid.

The police didn't hang around the Palais. There was respect for the teacher and the police and they were friends with the Mitchells. Sometimes Mr Mitchell would help the policeman round up sailors who had deserted. Two or three might jump ship. They would go right up to the gorge and watch the ships depart before they came back again. Occasionally there were suitcases hidden behind the wheat stacks and Mr Mitchell and even the police man let them go. They were often good friends with the ship captains and had them at their house. The sailors were at times too frightened to go back on board the ships after fights with officers.

*Bill Mitchell interviewed by phone, 2009, 2013*

Robert Shaw's father had the Palais in the 1940s. All the kids used to hang out there. Kevin Mitchell also had it for years. Mitchells had occasional dances because they had their own band, "12th Streeters". They often also had dances at the institute.

*Robert Shaw*



Robert Shaw and Chris McEvoy at Pt Germein, 1950s

One man rang from Port Pirie. He had not been to the Palais, but had an auntie and uncle who would say, "Remember the Palais?" and a special look would always come over their faces.

I loved that place. It was because of the ice cream and cool drinks but also the ramp at the front. I had never seen a ramp like that.

*Sandy Hawke née Lewis, then of Wirrabara*

# Apprentice Sailor, Female, on L'Avenir 1934



Above: Annette Brock Davis, at right, in daring swimwear, an apprentice sailor aboard L'Avenir, on Port Germein beach in 1934, photo courtesy Noel Smith

In "My Year Before the Mast" Annette Brock Davis, who was the only female apprentice sailor aboard the ship "L'Avenir" at Pt Germein from January 12th to February 2nd 1934, devotes a whole Chapter to Port Germein. She is surprised that this part of Australia is not desert and charmed by the rose tinged Flinders Ranges tinted with purple shadows in the distance. The town itself, with its corrugated iron roofs and fences, "looks like a wild west show."

## A Big Bleak Shack

She says crews from the Winterhude, Mozart and L'Avenir, all at the jetty at the time, were drawn to "*a big bleak shack painted in peeling white. It was round, with large letters encircling it, announcing with all the comic dignity of a kookaburra bird, that it was the 'Palais de Danse.'* As we approached, a pianola could be heard through the ramshackle boards, reeling out 'Ten More Months and Eleven More Days.' How absurd, I thought in this vast panorama of sea and desert. Inside we found a few couples shuffling desultorily around the floor, as the pianola began its other tune, 'Looo wheees aiana,' while others sucked soft drinks at tables."

On the night she describes, some German sailors pushed in through the front door of the Palais, acting as if they owned the place, as they always did, according to one of the sailors with Annette. The Germans sang and shouted

very loudly, taking to the piano to accompany their more sentimental songs.

Meanwhile Annette was told the sad saga of the Danish doctor from her ship, who was drunk and maudlin. He appeared to be sucking lemonade through a straw but it was heavily laced with whiskey from a bottle hidden in his pocket. While the policeman nearby appeared not to notice, Annette suggests that he probably knew more than they thought because he was an Englishman who had himself deserted his ship in Australia many years before. Many drunken sailors reeled back to their ships along the jetty at the end of the night.

L'Avenir was in Port Germein for three weeks on this occasion, taking on wheat and discharging its famous passengers, Percy Grainger and his wife. They were conveyed up the jetty on a truck loaded with crates of historical musical instruments which they had brought with them to found a museum in Australia.

The walk up and back the jetty was a long one, two and a half miles. Sometimes the sailors climbed aboard the small railway cars that had been left beside the boat after unloading at the end of the jetty and rolled towards the shore, holding out their clothes to act as sails in the wind.

On another night at the Palais, a polite Australian she calls Balleroo chatted with her about his desire to sail on a deep sea vessel. He was warned against stowing away by the other sailors but they also teased Annette about her suitor.

"Jackie" as the sailors called her, spent some of the time polishing the ship's brass which was on display for a farewell dance held on board ship. Finnish waltzes were played by some of the sailors from the Winterhude who had come across for the occasion. Practically the whole town was on the wharf to see the ship leave next day.

The Palais was surely built with the aim of attracting these many sailors who were coming to the town on ships involved in the grain races. No alcohol was allowed but it was a relaxed and friendly place just at the start of the jetty where they could enjoy food and the company of other sailors and of the townspeople, especially at dances.

# Part 3: Moving in Slow Motions

## The Archives

At the State Archives I examined the minutes of the Port Germein District Council from 1926 to 1964, the period in which the Palais existed, though the minutes are available from the time of the Council's inception.

I found myself surprisingly engaged by the long and tedious processes involved in doing anything via the Council and by the thought and effort that went into every piece of work undertaken, when money was always scarce. People applied to council for permission to run raffles or trading tables or to make and sell ice blocks in their shops. The council seems to have had an amazing amount of control over a small country town.

The language used in the minutes was precise and charming, expressing complex processes with elegant style. I have included information about a few other topics which arose, apart from the Palais, such as beach improvements and the caravan park, when they seemed relevant.

## Port Germein Council

The district council of Port Germein was inaugurated on February 4th, 1888 at the North Star Hotel, Melrose. The district was divided into 5 wards, Wongyarra, Booleroo, Telowie, Baroota and Appila. It was decided that the Port Germein Council offices would be at Melrose, though no reason is given. Perhaps they felt that the wealth would come from the grain on their side of the hills, so they would have head office too.

Port Germein was in Telowie Ward, and Baroota Ward adjoined to the north, both separated from their council office by the Flinders Ranges. The councillors for Telowie were not usually Port Germein townspeople, but well-to-do farmers living nearby.

During the existence of the Palais, representatives for the Telowie Ward were:

|                      |                     |
|----------------------|---------------------|
| J. H. Holman         | July 1925-June 1936 |
| S. McHugh            | July 1936-July 1940 |
| W. A. Williams       | 1940-1946           |
| M. H. Holman         | 1946-1947           |
| W. J. S. Holman      | 1947-1966           |
| And for Baroota Ward |                     |
| S. G. Stone          | July 1917-1946      |
| J. M. Hillam         | 1946-1970           |

*Council information from 'Quite Remarkable' The History of the formation of the District Council of Mount Remarkable, by Bronwyn Griffiths.*

## 1920s

Council meetings were held monthly and as most business was managed via correspondence, it was often a slow process getting things done. A letter was received and then possibly responded to but could not be discussed fully until the next month. The meetings occupied a whole day with lunch usually at the North Star Hotel, Melrose.



Above: The North Star Hotel, Melrose, in 2014

Each year the councillors spent several days touring the district to check on the state of the roads and other issues in the council area. At meetings there was discussion about a number of matters in the district, correspondence was read and reports given on action from previous meetings. Port Germein received its share of mention, if not always of action.

Mr Laver was the proprietor of the Pier Hotel on the Esplanade and at the council meeting on August 22nd, 1926, he received permission to build a verandah over the footpath at the Pier Hotel. The council also voted at that meeting to attend to repairs to the road from the Pier Hotel to the Post Office.



Above: Pier Hotel with verandah, Port Germein and below, the Pier Hotel bar. Photos courtesy Gai Betts Laver



It seems that there was interest and enthusiasm for development of the foreshore area for recreation and entertainment at this time and that Mr Laver, an astute businessman, was anxious to capitalise on this.

On October 18, 1926, the District Council of Port Germein received a letter from him asking permission to erect a kiosk and Palais de Danse on the foreshore at Pt Germein.

## Lease Approved

At the meeting it was proposed: "that a lease of site for kiosk as per terms of his letter be granted Mr Laver, subject to the approval of plans and specifications by Beach Committee and Harbours' Board, the lease to date from completion of building" and also: "that the option of a lease of a further site of 100 feet square for the erection of a Palais de Danse at a rental of £10 per year for 10 years to date from completion of building be granted Mr Laver provided that the building be started within 3 months, the plans and specifications be subject to the approval of the Harbours' Board and Vigilance Committee, and at expiration of lease the building become the property of the council."



Above: Pier Hotel showing outside staircase

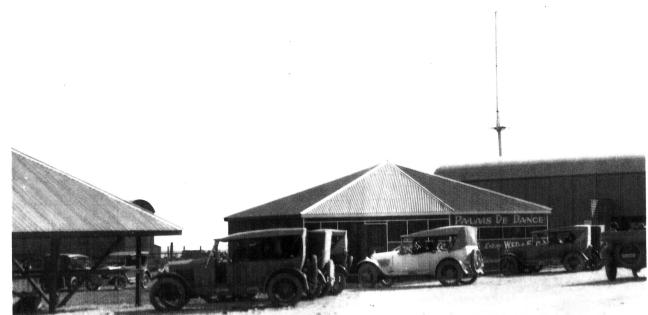
The demand for beach improvement probably explains why the council wanted the building to be erected so quickly but it is not clear why they would want to take over its lease at the expiration of the 10 years. The Palais would be on council land, namely the beach, formerly owned by the Harbours' Board, so perhaps they thought they needed to be in control for that reason. It also sounds as though they were expecting the kiosk and dancing Palais to be separate buildings, not all in one.

In fact, it was an absurd place to build a dance hall and kiosk, right next to the sea where it would constantly be subject to flooding at high tide, where salt from the water would rust the corrugated iron and sand laden wind would sandpaper the paintwork. On the other hand, sailors from boats tied up at the jetty would have somewhere to go before they even reached the main street!

At the same meeting there was a letter from the secretary of the Port Germein Vigilance Committee asking that the council be given control of the foreshore at Port Germein, other than the part controlled and required by the Board for the use of their tramway.

At the next council meeting on 15 November, 1926, Councillor Stone reported on Laver's lease on the foreshore at Pt Germein. The clerk was asked to read the lease he had drafted and it was decided "that the council approve of the

lease as drafted and that the rent of the site be fixed at £10 per year."

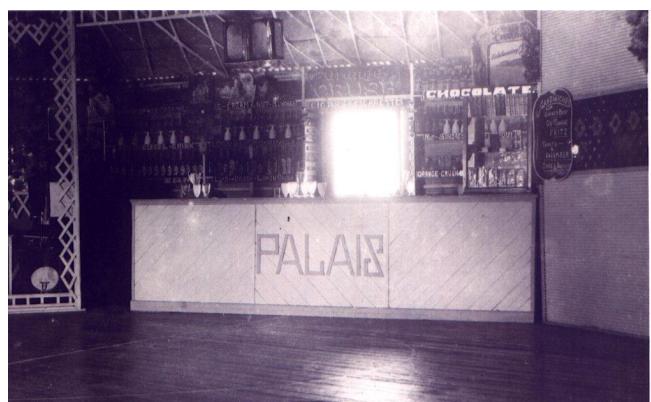


Above: The Palais, railway sheds, shelter and harbour master's lookout, later relocated to the harbour master's house. Photo supplied by Merilyn Wright née Webb

On December 13, 1926 a letter from the Harbours Board about the control of the foreshore was received. The "matter had gone to crown law for the necessary proclamation." The Laver lease of the foreshore site was signed. An application had been received from H.S. Heithersay, Rose Park, for a 2 week lease of a site for a side show at Pt Germein beach, which was granted. Councillor Stone asked that railings be put around shelter sheds at Pt Germein Beach to prevent cars being parked in them. A good deal of council time was obviously being devoted to the beach area.

The chairman asked "that the clerk obtain the council's solicitor's advice with respect to Laver's lease of (the) foreshore site at Port Germein" at the first meeting for 1927, on January 13. A letter was received from the Harbours Board, informing the council they now had control of the foreshore at Port Germein, the proclamation appearing in the Government Gazette of 16 December, 1926.

In February the council clerk was asked to interview Mr Laver with the object of getting him to comply with the insurance clause as embodied in his lease of the foreshore." This must have been resolved as no further mention is made of it in council minutes.



The Palais counter with refrigerators and back door behind



The band stand and exit



Above: Palais interiors. Photos supplied by Virginia Ryan née Ottaway

On March 29th 1927, The 'South Australian Register' newspaper mentioned the building of the Palais and described it briefly:

*PORT GERMEIN, March 23.- Mr. J. Laver (proprietor of the Pier Hotel) has established a Palais de danse on the foreshore. The building, which is octagonal in shape, is more than 50 ft. in diameter, the outer portions serving as a promenade. A lattice enclosure serves as a reserve for the orchestra, with a refreshment buffet adjoining. The lights have been softened by means of shades. The ceiling is suitably draped. Dances are held every Wednesday and Saturday nights. Travellers have praised the Palais and the floor."*

A deputation from the Pt Germein vigilance committee consisting of Messrs E. L. Alford, T. Miller, J. Hackett, J. Laver and C. Mitchell attended the council meeting of September 1927 to request the council undertake further improvements on the Pt. Germein beach and it was proposed "that the councillors for Telowie and Baroota wards, together with the overseer and any other councillors who cared to be present inspect the beach and report at the next meeting."

In April 1928 Mr Laver applied to erect a marquee on the foreshore at the rear of his kiosk. Permission was granted. The Vigilance Committee requested that additional street lights be installed at Port Germein and that a pipe culvert be made accessible across the street near the Pier Hotel.

## 1930s

No reference is made to the Palais again in council minutes until 1931 by which time Mr Laver was no longer licensee of the Pier Hotel and Mr. J. Ward had the Palais. The

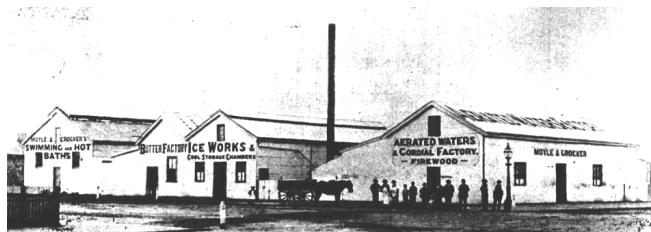
Sands and McDougall Guides show Mr Laver as licensee of the Pier from 1926 to 1928 and as lessee/owner of the Palais from 1927 to 1930 but the guides were not always correct and how they collected information is by no means clear. Certainly the ten year lease of the Palais by Mr Laver was null and void and problems were beginning to occur. No mention is made of Mr Laver in council minutes or in newspapers of the time.



On 29 June, 1931, at the council meeting, Councillor Stone asked to be informed how the insurance on the Palais was provided for or whether it was actually covered. The clerk advised that to provide for this, the rental of the Palais had been increased from £10 to £12 on Messrs Moyle taking up the lease but on the 30th of June, Messrs Moyle would become 6 months in arrears with the rent of the Palais and for the moment it appeared that they would forfeit the lease by that breach of the agreement. It was decided to seek a solicitor's opinion.

It took until July 1932 of the monthly council meetings for the council to agree "that Messrs Moyle's lease of the building be cancelled as from 1 August 1932 because of want of observance of the conditions of the lease and that Moyle be asked to place the building in sufficient repair by painting the exterior or, in lieu of painting, leave the present movable furniture in the building, and that proportion of rental due to date of cancellation be collected from Moyle."

Whether the Palais was closed all this time is not clear and neither is who was actually running the shop. Messrs Moyle refers to the large company in Port Pirie which had cordial and aerated waters and butter factories, but Mr W. H. Moyle, the founder, died in 1908. By 1932 three members of the Condon family were in senior positions in the firm.



Above: Moyle's Factory, Pt Pirie, 1899

In September it was decided that the chairman and clerk would get in touch with Mr Condon of Messrs Moyle with a view to finalising cancellation of Moyle's lease and to relet the Palais. In October the Chairman proposed that Messrs Moyle be given notice to paint the exterior of the

Palais within one month from the date of notice or the work would be done by council and the cost recovered



by them but the next month a letter from W. H. Moyle said the firm did not intend to paint the exterior of the beach Palais as requested when the lease was lately cancelled, the letter contending that the building was in a sufficient state of repair at the time of cancellation of the lease.

It was proposed that the clerk take steps to get the exterior painted and then endeavour to recover the cost of painting from Messrs Moyle. In December a letter was received from Messrs Moyle, Pt Pirie, with regard to their obligation to re-paint the Palais stating that the firm had now put work in hand.



Above: Palais, photo courtesy Merilyn Wright

In November, 1933 C.F. Mitchell requested that he be supplied with 72 feet of half inch water piping to connect the Beach Palais with the Baroota water service and also that the street stormwaters be so diverted that they would not lie about the Palais. It was left to the overseer to organise. It is apparent that Mr. Mitchell was now the lessee of the Palais though no comment on this happening appears in the minutes.

A huge tidal flood occurred in Spencer Gulf on August 14, 1934. The jetty was severely damaged with 1500 sleepers needing to be replaced and much of the town was flooded.

*"The Palais de Dance was lifted from its blocks and moved about three feet out of its place, and the floor being considerably buckled,"*  
('Chronicle' 30-8-1934.)

At the next council meeting Councillor Holman proposed, "That the question of whether the Palais be pulled down and re-built or be jacked up and reinstated as a whole be

left with the overseer and the councillor for the ward for disposal."

Quotes for pulling down and rebuilding or for jacking up and reinstating were received from C. H. Bowley and from H. M. Havers, both of Port Germein, but Mr Havers' price of twenty nine pounds ten shillings for reinstating and jacking up was lower than the thirty three pounds ten shillings quoted by Mr Bowley, and was accepted by the Council. Mr Holman offered timber from his land for piles for the building.

Thus the Palais was raised off the ground and made less vulnerable to flooding. No longer would those going to the Palais for dances have to wade through water when they came out because while they were dancing the tide would come in.

A double sided ramp at the front door of the Palais together with steps at the two side doors and ladder steps at the back door were constructed in October, 1934. Handrails were added to the back steps in 1935.

The next reference to the Palais in council minutes isn't until October 1937 when C.F. Mitchell applies for repairs to the "Palladium Dance Hall" on the beach at Port Germein. The Palladium had been inspected and was in the hands of the overseer for attention. The Council minutes had apparently got the name wrong as there is no record of a name change from Palais to Palladium.

In August 1938 the council gave consideration to painting the Palais.

A letter was received at the September 1939 meeting, advising of the formation of the Port Germein Vigilance Committee and requesting:

1. That a number of street lights be erected in Port Germein streets and old ones be reinstated
2. That the streets of the town be properly formed to secure efficient drainage
3. Flood damaged roads be repaired
4. That the committee be given advice of the annual visit to the district of the councillors
5. That steps be taken to deal with refuse and a day man be employed



Above: Beachfront with Palais and Pier Hotel, photo courtesy Gai Betts Laver

Council agreed that old lights be replaced, road repairs were under discussion, they would advise of inspections and couldn't afford a day man. The citizens of Port Germein were sounding testy and feeling that the town was neglected, but of course, this was the era of the depression and the Second World War so times were tough.

## 1940s

On 10 August, 1942 an application was received from Mrs V. Grantham at Port Germein to lease the Beach Palais for 12 months commencing November first, 1942 for £10. The previous lessee, Mr C. F. Mitchell, had now left Port Germein and the price of the lease would be negotiated with Mrs Grantham. At the meeting of 7 September, 1942, Mrs Grantham was given the lease of the Palais for £15.

The meeting of January, 1943 discussed the painting of the Palais once more, but it is then not in the spotlight again until 5 August 1946 when an enquiry is made about the cost of rental and when the current rental would end.

On September 30, 1946 a cheque of £15-10-0 was received from Mrs V. Grantham for one year's rental of the beach Palais for the year ending 31 October 1947 and 10/- for a licence for manufacturing ice blocks. The cheque would be held pending the decision of the council as to whether the Palais would be leased to Mrs Grantham as hitherto. Councillor Holman proposed that a further lease of the Palais be offered Mrs Grantham at £20, and in the event of her not accepting, offers for the lease be invited.

In October it was decided that the Palais would be painted and an approach made to various wholesale firms to ask if any of them would paint the roof in return for permission to advertise on it. A letter was received from Messrs W. H. Moyle re the painting in December but the matter was held over to the next meeting.



By the 14th April 1947, Moyles had still not got a quote for the painting. Councillor Hillam said that the Palais was in need of repair, particularly the doors and floor. The fly wire needed renewing on the southern side and two windows installed in that area as well. The front ramp also required attention. Though Moyles would be approached again re advertising, it was decided to contact Mr Marsh of Booleroo Centre to do repairs.

In May a letter from Mr Marsh gave his quote for repairs to the Palais and constructing lavatories at the oval but the quote was not accepted. The saga continued in June when Moyles said they were making enquiries about having the painting done and would inform the council.

Mr Warne of Port Pirie had been consulted and offered to paint the Palais inside for £15 and to do exterior repairs and painting for £30 if Moyles didn't agree to do it, at the July 1947 meeting. In September a letter from Moyles said that they'd had an estimate of £75 for painting the exterior and that they thought the cost was out of proportion to any benefit they might gain from the advertising. It was then proposed that Mr Warne be given the job of repairing and painting the exterior of the Palais for £30.

At the November meeting of 1947 a letter was received from G. C. Julian, of Pt Germein, applying for lease of the Palais and enclosing a cheque of £20-10-0 for the first year's rental and for a licence to manufacture ice blocks. A lease for 11 months at £20 p.a. was offered.

It had been arranged that painting and repairs be done only to the exterior of the Palais not to both interior and exterior as first considered. This is because of an altered quote by Mr Warne who said it would be about £65 for the exterior instead of £45 for the interior and exterior as first quoted. This was to go ahead but the overseer would inspect the work before Mr Warne was paid.

The beach committee in January of 1948 had tentatively decided to establish a tourist camp site, a bathing pool, children's play ground and up to date sanitary conveniences. The decisions of the committee would be further made known to the council at a later date. Complaints were also being made once again of cows straying in the main street.

The meeting of 5 July, 1948 decided that a tender for lease of the Palais on expiration of the present lease be invited and the present lessee advised accordingly. The option was for a one or 3 year lease. An advertisement was approved. At the same meeting Councillor Hillam tendered a sketch plan prepared by Pt Germein Beach Committee with respect to the projected beach and tourist development.

Mr O.R. Stringer won the lease of the Palais for 3 years at £23 per annum from 1 November 1948.

The council was approached at the meeting of 25 October 1948 to build a protective embankment at the foreshore to prevent tidewater being driven into the town by winds. The men's lavatory had been washed away and the swings and see saws on the beach overturned.

This was not touched on again until 6 June, 1949 when Engineer Siedler was said to be favorably disposed towards erecting an earth retaining wall east of the jetty. The Ottawa Brothers might be engaged to do the work. At the same meeting Councillor Hillam mentioned that the lessee had offered to paint the interior of the Palais if the council supplied the paint. This had not been resolved by September and the Palais now required repairs to railings and a door as well. In October it was decided that Ottaways might repair the railing with a mobile welding plant and Councillor Holman was to organise.



Photo Above: A dilapidated shop from the jetty side

In November 1949 Councillor Hillam said that wood and iron building material recovered from the old Port Germein racecourse (located out of town on the Port Augusta road) had been used for erection of the lavatory on the beach. (Not only are these not septic tanks but you would have to wonder about the state of the aged building material!)



Photo Above: Local girls, courtesy Robert Shaw

## 1950s

The council meeting of 16 January, 1950 carried the motion "That allotments numbers 223 and 224 at Pt Germein be filled and levelled in preparation of establishment of a caravan and camp area." This was put in the hands of Councillors Hillam, Baroota Ward, and Holman, Telowie Ward.

There was also discussion about the removal of train lines from the main street and the intention of the Harbours' Board with respect to the Goods Shed. It was proposed that post and rails be constructed on either side of the beach Palais to prevent cars and motor cycles being driven recklessly from the Esplanade out onto the beach, a danger to children and others around the outside of the Palais. There was also a request for an embankment on the foreshore to guard against flooding, nothing seeming to have come of the October 1948 suggestion to get this done.

It was decided to erect the post and rail fence across the space between the Palais and jetty's edge at the March 13, 1950 meeting and it was pointed out that the goods shed lease was about to expire and the council wondered if they could take over the lease.

The current lease of the Palais expired on 31-10-1951 and the offer from Mrs D. A. White of £44 for 11 months ending 30-9-52 was accepted provided she undertook to keep the premises open for business during the approaching months of November, December, January, February, March and April. Councillor Holman asked that an allowance of £5 be made to O. R. Stringer for the painting of the beach Palais at the termination of his 3 years lease on 31 October, 1951. Mr Stringer should send in an account for the painting.

On January 14th, 1952 a letter was to be sent to Mrs D. A. White to get her to confirm in writing that she no longer required the lease of the Palais. She had telephoned, but it wasn't until July 1952 that further mention is made that a letter had been received with the keys returned. Councillor Hillam proposed that offers be invited for lease of the beach Palais for 1-5 years, offers submitted to the council for consideration.

**District Council Of  
Port Germein**

**TENDERS FOR LEASE  
OF PALAIS**

Sealed tenders, endorsed "Tender for Lease of Beach Palais," will be received by the District Council of Port Germein for the lease of the Palais, situated on the beach at Port Germein. The term of the lease may be for any period from one to five years from October 1, 1952, therefore, tenders must state the period of lease required and the rental to be paid per annum.

Tenders must be lodged at the District Office, Melrose, not later than 12 o'clock noon on Monday, September 22, 1952.

Any further particulars required may be had on application to District Office, Melrose.

No tender will be necessarily accepted.

By order of the council,  
E. FOOT, District Clerk.

By the meeting of August 25th, no applications had been received so the time was extended to 22 September, 1952. At that same meeting the Assistant Clerk read out a message from a Commonwealth Employment Officer who asked if the council would consider the use of the Palais as a dormitory for itinerant pea pickers. Councillor Holman proposed that the request be not entertained.

At the next council meeting of 22 September, 1952 Councillor Holman reported on a recent inspection of the Palais with the people who had been granted the lease. It was proposed that up to £30 of paint and material for renovation be given and in October a letter to D. P. Watson and F. M. Blackwell of Port Germein advised that their tender of £30 p.a. as rental for a 5 year lease was accepted. The appearance of the Palais was greatly improved following painting by lessees.

Councillor Hillam remarked on the matter of the beach Palais being used as a place of public entertainment on 9 February, 1953. The place had to be licensed to such a purpose. Would the committee bring it into conformity with

licensing requirements? The Clerk thought that the building might not meet requirements. In November an enquiry was made about the current lease but no details were given.

By the meeting of 11 January, 1954, the caravan park was almost finished and a caretaker was needed. In March, 1954 a letter was received from Mrs D. P. Watson applying to sublet the Palais to Mrs R. Mathews of Port Germein. Approval was given for the subletting, subject to the existing conditions. At the May meeting Mrs D. Mathews of Port Germein accepted the lease conditions and asked for paint and brushes to paint the exterior and some of the interior parts. Paint was supplied on 28 June, 1954.

On 15 November, 1954 a budget allowance of £4000 was made for building an earthworks embankment to guard against ingress of tidal floods. This had been sought since 1950 according to the council minutes but actually from at least 1948.

A letter received from Mrs D. Mathews at the meeting of 2 May, 1955 asked to transfer her lease of the Palais to E. K. and M. I. Mitchell of Port Germein. The clerk said that annual rental of the Palais was £30 and on 22 September 1952 it had been leased to Mesdames Blackwell and Watson for 5 years from 1 October 1952 and approval for the sublease to Mrs Mathews was given from 1 October 1954. Also received from M. I. Mitchell was a letter asking for the lease of the Palais. It was decided that this be left with Councillors Holman and Hillam.

A letter giving wish to terminate the Palais lease from Mrs Mathews and a letter from Mr Mitchell seeking sub lease was discussed at the meeting of 27 June, 1955. It was decided that Mesdames Watson and Blackwell be asked if they wanted to continue the lease and then a fresh lease could be negotiated.

Councillor Holman said he thought the council should not enter into the question of raising funds for the repair of the jetty. They had already spent a considerable amount of money on beach improvements. The council was not interested in financially supporting retention of the structure. This comment made 2 years after the jetty had been severely damaged in the storm of 1953 must have enraged the townsfolk who were fighting long and hard to keep the jetty.

In August, 1955, Mesdames Watson and Blackwell wrote that they did not want to retain the lease of the Palais which



Above: Mitchell family at jetty, 1950s

In August, 1955, Mesdames Watson and Blackwell wrote that they did not want to retain the lease of the Palais which

would expire on 30 September, 1957 and it was decided that tenders be called for from 1 October, 1955.

In September 1955 the council had been advised by the Harbors Board that they no longer needed the Goods Shed. They asked if the council wanted it for a bathers' shed. In response to the advertisement in the "Recorder" a telephone call and telegram had been received from Messrs M. I. Mitchell and Co for lease of the Palais. The tender for 3 years lease of the Beach Palais at £30 per annum was accepted and at the expiration of the lease they would have the right of further lease. The lease and its conditions were accepted.

At the meeting of 3 April, 1956 Mrs M. I. Mitchell lessee, requested permission to hold dances at the Palais offering to pay any fee necessary under the places of public entertainment act. It was proposed that the clerk take up with the minister of appropriate authorities on public entertainment, the licence to hold dances. At the next meeting on April 30, the council had received a letter saying that the Palais did not comply with the requirements of the building act as a place of public entertainment. The authorities could not recommend a licence.

In August there was a request for 7 gallons of paint for further painting at the Palais including free labour by lessees without cost to the council. The Clerk advised that the previous lessee had received 14 gallons of paint costing £50 and 5 brushes costing £6, a total cost of £56-supplied at the end of 1952. It was agreed that 5 gallons of paint and 1 brush be supplied but this had not been done by the September meeting when it was resolved that the clerk would ascertain colours and have it supplied.

The next request for a lease change occurred at the meeting of 4 March, 1957, when Mrs M.I. Mitchell asked that the balance of her term of lease be transferred to W. A. and E. P. Little as from 1 April 1957. The copy and conditions of the lease for 3 years from 1 October, 1955, rental at £30, were enclosed. Approval was granted.

An internal combustion perpetual cooker had been installed in the Palais by the lessees, W. A. and E. P. Little, as recorded in the minutes of 30 September, 1957. The Council decided to advise the insurance company and seemed taken aback that this should have been done.

At the meeting of 28 October, 1957 a letter had been received enquiring when the Palais lease would expire (on 30 September, 1958) and asking if the building could be purchased. No more is heard of this.

On 14 April, 1958 Councillor Holman said that corrugated iron from the roof of the Pt Germein wheat stacks was being sold. He moved that council purchase 100 sheets of suitable length for reroofing the Palais.

W. A. and E. P. Little, Port Germein, wrote to the meeting of 12 May, 1958, seeking approval for the transfer to N. F. McEvoy the lease of the council's Beach Palais at Pt Germein and N. F. McEvoy also sought council's approval for him to take over the balance of their lease. Councillor Holman proposed that if he wished to take the Palais, Mr

McEvoy be advised he might have the sublease to 30 September 1958 and that until Mrs Mitchell advised whether she was further interested in it, consideration of the leases be deferred.

At the June meeting a letter advised that a sublease to 30 September 1958 was of no benefit to Mr. N. F. McEvoy and he asked that the council consider granting him a 3 year lease from 1 October, 1958. Councillor Holman proposed that Mr McEvoy be given the balance of lease to 30 September 1958 with the right of renewal at that date at such rental as agreed.

On 29 September, 1958 a cheque in settlement was received from N. F. McEvoy for the year ending 30 September 1959. He asked if the council would supply him with sufficient paint to redecorate the interior of the Palais, some timber and windolite to renew frames on the side of the building and he would do the necessary work at his own cost. He also asked permission to hold dances in the Palais, the proceeds of which, above expenses, he would donate to the caravan park.

Councillor Hillam proposed that paint to the value of £10 be supplied Mr McEvoy to redecorate the interior of the Palais. It was left to the chairman and Councillor Hillam to go further into the matter of the request for timber and windolite and report thereon next meeting. They were also to investigate what electric lighting was required at the Beach Palais and at the ablution block in the caravan park.

In October, 1958 lighting required for the Palais included 7 interior lights, 1 outside light and 4 power points. It had now been decided not to erect windowlite on the Palais. The Council would invite tenders to install 240 volt electric wiring at the caravan park buildings and at the Beach Palais.

4 tenders for electric wiring of the Palais and caravan park had been received by November. Councillor Hillam and the clerk were to investigate what was required and arrange acceptance of a tender. By December C.L. Bottrall's tender to install wiring in the caravan park and Palais had been accepted. The Palais wiring was completed and now in use at a cost of £73-5-6 and the cost was £235-14-0 for the caravan park.

A request from N. F. McEvoy to conduct dances at the Palais was again received at the meeting of 16 February, 1959 but again no comment was made. In July the council received a cheque for £3-3-0 from caravan park fees from N. F. McEvoy and at the August 31 meeting Councillor Fuller proposed that the clerk write to Mr McEvoy at the Palais advising him that the council would give further consideration to his lease at the next meeting. Still no mention was made of the dances.

At the meeting of 28 September, 1959 the Chairman referred to a recent Beach Improvement Committee meeting at Port Germein. That meeting decided that it would not recommend the disposal of the Beach Palais. There was also a reply from N. F. McEvoy with regard to the lease. He claimed that he had the right of renewal for 3 years from 1-7-58 and enclosed a cheque in settlement of

rent for the year ending 30 September, 1960. The Clerk read the reply made, stating that as previously advised, the matter of the lease would have the attention of council and the cheque would be held. Councillor Hillam proposed that Mr McEvoy be advised that the lease would be extended a further 2 years as from 1-10-59 at an annual rental of £50.

N.F. McEvoy replied re tenure of his lease and the projected increase in rental on 26 October. £10 per annum seemed reasonable in view of the fact he was 'mulcted' [meaning defrauded] in annual standing charge of £28 for connection of electricity. (N. F. McEvoy, my Dad, a fiery red head, could be pretty cutting when his dander was up). The matter of the lease was left with the Chairman and Councillor Hillam and at the next meeting in November, approval was given to the lease drafted by the Clerk.

## 1960s

During 1960 work was done on Port Germein Oval including relocation of an old galvanised iron lavatory with urinal attached from the institute to the oval, purchased at a cost of £16-13-2.

The 6 January meeting, 1961, brought a letter from Mrs C.M. Dansie tendering her resignation as caretaker of the caravan park. On 13 March, 1961 a letter from the Department of Lands concerning a Government Gazette proclamation of 16 February 1961, informed the Council that Pt Germein was no longer a harbour. The boundaries of the foreshore were under control of the Council and some more foreshore had been added.

On 31 July, 1961 it was proposed that tenders be invited for lease of the Palais for a term of 3 years as from 1 October 1961, tenders due before 25 August 1961. At the next meeting, however, on 28 August, Councillor Hillam proposed that re-advertisement be made for lease of the Palais, so no tenders had been forthcoming. By 25 September, 3 tenders had been received: K. L. Dansie £40 for 1 year, Mrs R. D. B. McVicar, Pt Germein, £40 p.a. for 3 years, L. Ahlan, Tennant Creek £40, £44, £48 for 3 years.

Messrs K and L Dansie's tender for one year's lease was accepted though no reason was given for the choice. In October L. and K. Dansie requested that the lease be extended to 3 years and Councillors Holman and Hillam were to discuss the painting of the Palais. In November it was decided to call for tenders for the painting and in December, 1961, of 3 tenders, F.G. Havers £53, K. Richter £87 and V.R. Elliott £115, that of F.G. Havers was accepted for £60 including supply of paint and a few minor repairs.

On 23 September 1963, K. and L. Dansie, Pt Germein, advised the council that although their lease did not expire until 30-9-1964, they wished to terminate it on 30-9-63, as it had not been a payable proposition. Their letter was received and the lease of the Palais cancelled as from 30 September, 1963.

## The End

The clerk said that after referring to the letter, the councillors for the Telowie and Baroota wards and the chairman had decided to invite tenders for the purchase of the building. The site could not be sold. This had been done and there were tenders for consideration that very day: From N. J. Hudson Solomontown £50 for removal of Beach Palais from Mrs M. I. Mitchell, Port Germein, £30 to remain on present site at site rental of £5 p.a.

Councillor Holman proposed and Councillor Hillam seconded "that neither N. J. Hudson's nor that from Mrs Mitchell be accepted and that the tenderers be advised that council would accept the sum of £150 for the Palais building."

On 18 October, 1963 there was an offer of £100 for the Beach Palais from D. K. Beimke of Port Germein and it was left with Councillors Hillam and Holman to deal further with the matter of disposal or letting of the Palais. Nothing had been done by them in this regard by December.

At the Council meeting of 10 February 1964 it was proposed "that Mrs Mitchell be offered the Palais building for the sum of £150, payable in 3 annual instalments over a 3 year period plus site rental of £5 p.a. during such time as the building" remained on its current site. Councillor Holman said lights were required in recently erected dressing shelters. He wanted a ratepayers meeting in Pt Germein Institute in early April to discuss general affairs of the ward. Councillor Hillam said he also wanted a meeting and it was decided to have a joint meeting for Telowie and Baroota wards.

Finally, on 6 April 1964 Councillor Holman proposed and Councillor Hillam seconded "that approval be given the arrangements for sale of Port Germein Beach Palais to A. G. H. Schwarze for £150 for demolition." This motion was carried. The Clerk said Mr Schwartz had accepted the offer and would attend at his office that day to make payment. The funds from the sale were to go to Telowie and Baroota wards. Councillor Holman commented on a recent ratepayers' meeting but there is no mention in the minutes of any discussion about the fate of the Palais.

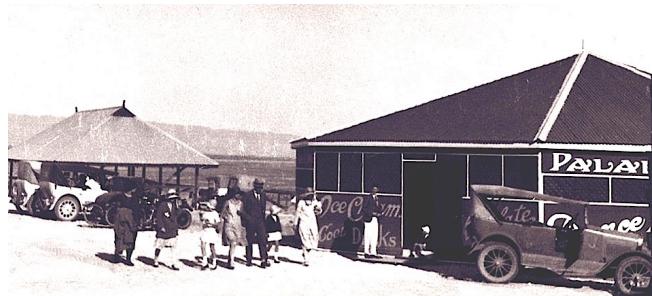
Thus it was over. Without the slightest reference to local and personal history or to the fact that yet another shop would be gone, the Palais was sold for its corrugated iron and the council were obviously pleased to see it go.

The councillors did not live in the town and did not lose any amenity by its removal. They seemed to believe their main duty to ratepayers was to spend council money carefully and wisely. The Council did not necessarily care about what was best for the town itself as can be seen by the attitude to the removal of the jetty after the storm of 1953.

The council minutes make it abundantly clear that from its inception to its final removal, the Palais was a source of anxiety. There were problems with the painting, the letting and the general maintenance and from the point of view of

the Council it was a problem to be got rid of rather than a tourist gem to be conserved.

Certainly they made little or no profit from the place. They did try to do what they could to lease the Palais, but when it came to allowing dances and improving it to meet safety requirements, no money was forthcoming. You have to wonder what spark of excitement caught their fancy in the first place that they wanted ownership of the Palais. It was an unusual acquisition and no other similar properties are mentioned in the minutes.



If only someone had had the money or the foresight to move the building somewhere like a farm and even if they used it as a pea pickers' dormitory, at least preserve it. Mrs Mitchell apparently could not afford £150 for the building and times were tough. The 1960s were a very sad time in South Australian history at least, when so many buildings were destroyed in a huge wave of enthusiasm for all things new.

It can be seen from the constant change of lease that running the Palais was difficult. On good days it did well but for more than half the year there were few customers and it was hard to survive under those conditions if you had no other source of income. Life as a shopkeeper in Port Germein was a battle, especially if there wasn't support from locals and nearby farmers. More and more people had cars and travelled to Port Pirie to shop.

And there were no boats tying up at the jetty.



Above: An early picture of the Palais courtesy of Kevin Zwar, whose relatives visited Port Germein from Wirrabara. Some relatives are seen on the beach probably in the 1930s.

## Part 4: Noble Lessees of the Palace



**1926-1930:** Mr John Laver, licensee of the Pier Hotel from 1926-1928, built the Palais at a lease of £10 p.a. for 10 years when it would be handed back to the council, but the lease was surrendered after just over 3 years.

Born in Chickerell, Dorset England on 29th July, 1882, John Laver, usually known as Jack, emigrated to Australia sometime after his 19th birthday, between 1901 and 1909. He was the father of a son born in Adelaide in 1909 and eventually took custody of the boy and renamed him Robert John Laver.

Jack Laver (above) enlisted in the army from Wallaroo on October 22, 1917 at age 36 years, citing Edith May Laver as his wife. He worked as a shunter, according to information on enlistment, serving as a sapper in the 2nd Australian Light Railway Operating Company in England and France from 9th Nov 1917 to 1st January 1919 when he was discharged as medically unfit. Apparently his lungs were affected by gas and he spent several months in Keswick hospital. He was advised to live in the country.

Newspapers show John Laver as the licensed publican of the Eden Valley Hotel, Eden Valley, from 1921 to 1922, of the Stuart Arms Hotel, Stuart Town, Alice Springs (pictured below) from 1924 and of the Pier Hotel, allotment 218 Esplanade, Port Germein from 1926 to 1928. John and May Laver apparently took over the Pier Hotel, Port Germein, from June 1925 and were there until February 1928. During their time there, Robert John Laver was involved in a number of running races in the district and is mentioned in a number of newspaper articles.

Jack Laver was a keen photographer and took many photos of central Australia while the family lived there. It is likely that he continued to take photos in Pt Germein. He and May obviously had some vision and improved the Pier Hotel in Port Germein a great deal:

*"At 12.15 p.m. we pulled up at the Pier Hotel; it faces the sea and the jetty, which is 5,500 ft. long. What a marvellous transformation! Last time I was there this house was in a dilapidated state. To-day it is an up-to-date hotel. Everything is spic and span, both outside and in. The district council have done good work in forming a lovely esplanade and shelter shed between the hotel and high water mark; and Host Lavers is erecting a wooden pavilion just above high water mark for dancing purposes. We thoroughly enjoyed a splendid meal and music from Adelaide over the wireless.*

("A Ride About out West, The Register, 14 Dec 1926)

According to the "Laura Standard and Crystal Brook Courier" of 29-10-1926,

"Mr. J. Laver, Pier Hotel, Port Germein, made application for a site on the beach to build an up-to-date kiosk, in front of the Pier Hotel, about 30 ft. from the jetty, 50 ft. or 60 ft. square; offering £10 a year rental for site for a period of ten years; the building to be erected thereon to become the property of the council at the expiration of the lease. It was resolved that the application be granted, subject to plans and specifications of the proposed kiosk being approved by Harbours Board and the Port Germein Vigilance Committee. Mr. Laver also outlined in his letter a proposal for the erection of a Palais de Danse."

Jack Laver had the Palais built in late 1926 and is listed as the proprietor until 1930 in Sands and MacDougall. The couple disappeared from Pt Germein and there is no mention in news stories to explain what happened. Perhaps they lost money or made enough to leave or perhaps Jack's health was poor.

After the Lavers left Port Germein, Edith M. Laver is shown as publican of the Royal Oak Hotel, Main St, Clarendon from 30-11-1931 to 11-9-1932 and of the Buckingham Arms from 5-10-1932 to 29-11-1932.

John Laver died November 9, 1940 aged 59 years and it seems that Edith May (Maisie), in her grief or anger, burnt many wonderful photos and was just restrained by her stepson, Robert, from burning a historic selection from Central Australia. Though ladylike in demeanour, she was apparently tough and unsentimental and later remarried.

**1930 to 1931:** J. Ward for Messrs Moyle. W.H. Moyle and Co. had extensive holdings in Pt Pirie including aerated waters, a butter factory and baths. It is not clear who was actually running the Palais at this time.

**1932 to 1942:** Mr Colin and Mrs Clarice Mitchell made many improvements to the Palais. Colin Fife Mitchell was born in Broken Hill, NSW in 1903, died Adelaide 1969 and his wife Clarice Thelma Mitchell nee Richens was born at Port Germein in 1905, died 1989. They were married at the Methodist Manse, Port Pirie in 1923. He was a wheat agent and shopkeeper and participated fully in town life. As a J.P., he frequently presided at local court sittings at the police station. On July 15<sup>th</sup>, 1942, Mounted Constable Stokes, the local policeman, reported in his police journal that he attended a farewell dance for the Mitchells at the Institute that evening. I spoke to two of their children who gave me their memories of the Palais.

**1-11-1942 to 30-6-1943:** Mrs V. Grantham. On 11-10-1943, Mrs Grantham was still the agent for booking seats on Royal Mail bus services. Mr S. Grantham only, appears in Sands and McDougall from 1942 to 1947. Mrs Violet Grantham appears to have been the lessee of the Palais and they had 3 children, Albert, Robert and Dorothy.

**ROYAL MAIL SERVICE**

**PORT PIRIE TO  
PORT GERMEIN**

**VIA NELSHABY AND TELOWIE**

Departure from Port Pirie Post Office,  
Monday to Saturday . . . 1.20 p.m.

Departure Port Germein Post Office  
Monday to Friday . . . 4 p.m.  
Saturday . . . 3.45 p.m.

FARES: Single, 3/; Return, 5/

PASSENGERS ARE REQUESTED TO BOOK SEATS

GENERAL FREIGHT CATERED FOR AND HANDLED  
WITH GREATEST CARE AND PROMPTITUDE

BOOKING OFFICES:

**WEST COAST MOTOR SERVICES LTD.**  
ELLEN STREET, PORT PIRIE. TELEPHONE 566

**V. GRANTHAM, Port Germein Palais**

**WEST COAST MOTOR SERVICES LTD.**  
ELLEN STREET, PORT PIRIE.  
PHONE 566.

**31-10-46 to 31-10-47:** Mrs. V. Grantham at £15 annual rental

**24-11-1947 to 31-10-1948:** G. C. Julian, Pt Germein, 1 year lease at £20-10-0.

**1-11-48 to 1-11-1951:** Mr Oliver Robert Stringer, sole tenderer, for £23 p.a. for 3 years. Kath Stringer was Jack Ryan's sister and Mr Stringer was Robert Shaw's step grandfather. The Stringers later owned the hotel.

**30-10-51 to 30-9-52:** Mrs D. A. White, £44 for 11 months, not continued and lease advertised

**1-10-52 to 1-10-54:** Mesdames D. P. Watson and F. M. Blackwell of Port Germein for £30 p.a. for a 5 year lease.

**1-10-54 to 1-10-55:** Mrs Dolly Matthews (Reg and Dolly) sublet the Palais from Mrs D. P. Watson and J. M. Blackwell. For clarification the clerk said that annual rental of the Palais is £30

**1-10-55 to 1-4-1957:** E. K. and M. I. Mitchell of Port Germein, 3 years lease of the beach Palais at £30 per annum. The Mitchells, Kevin and Morvyn, had their own band, 12<sup>th</sup> Streeters, and often played for dances at the Institute. The Mitchells were friends and keen to see Port Germein progress. He was secretary of the committee to save the jetty after the huge storm. Kevin Mitchell was Post Master at Port Germein for many years. They had 3 children, Kerry, Susan and Christopher.

**1-4-57 to 6-1958:** Jock (W.A.) and Ellie (E. P.) Little (transferred from Mr and Mrs Mitchell). Auntie Ellie was a fabulous and trained dressmaker. Uncle Jock had served overseas in the war and suffered as a result of injuries.



Above: Reg Matthews painting the Palais 1954 or 1955  
Photo courtesy Jean Hillam via Facebook 4-6-2016

**6-1958 to 1960:** Norman Frederick McEvoy, leased the Palais for 3 years. An experienced businessman, energetic and very capable, he could fix anything, but hated all the red tape involved in doing anything at the Palais. He was keen for Port Germein to go ahead and to have tourist attractions available.



Above: Chop picnic at the creek, 1950s. Dad, Lesley Stevens, Louise, Graham Stevens, Mrs Bev Stevens and Mum

**30-9-1961 to 30-9-1963:** Messrs Keith and Les Dansie. Chrissy and Grace looked after the Palais and George Morgan's dad used to bring their supplies out. Long time residents of Port Germein with children at Port Germein Primary School.

## Part 5: Good Times Assured, 1926 to 1954

The existence of the Palais is first confirmed in a classified advertisement in the Port Pirie 'Recorder' on 29 December, 1926:

*THURSDAY Night. Palais Dance. Port Germein, 1/- return. Leaves Prests' Corner 7.30 p.m. Seats vacant.*

The "Recorder" of Wednesday, January 5th 1927, though descending into fanciful and flowery language as the long article on New Year's Day neared its end, praised new developments on the Port Germein beach:

*The Beach Improvement Committee has worked hard to make the foreshore more attractive, and are to be congratulated upon their efforts, which have resulted in the formation of a nice esplanade extending along the seafront. A fine large kiosk where refreshments are obtainable and which is also used as a dancing palais, two shelter sheds and other conveniences have been created. Private enterprise has also opened tea rooms where are sold sweets, fruit etc. close to the beach.*

People flocked to Port Germein from Port Pirie and surrounding areas on this New Year's Day, and for the first time there was a brass band. A steamer plied back and forth bringing passengers from Pt Pirie. New Year's Day was then, and continued to be, the biggest day on the calendar for the Palais.

There is no record of an official opening of the Palais de Danse and the only news story about the actual building is a short piece in the 'South Australian Register' newspaper on 29th March, 1927, by which time the Palais had been operating for three months.

Advertising painted on one of the eight sides of the Palais de Dance in its early days states dances happen every Wednesday and Saturday from 8 pm to 12 pm at a cost of two shillings for gents and one shilling for ladies.



Buses regularly left Pt Pirie for dances at Pt Germein, both for those held at the institute and also for the Palais when that came into being:

*RELIANCE BUS TRIPS-THURSDAY Night -Palais Dance Port Germein, 1/- return.  
Leaves Prests' Corner 7.30 pm. Seats vacant. Book E. Hodge, phone 363.  
(The 'Recorder' 29-12-1926)*

From January 1927 to the end of December, 1927 there were 10 advertisements in the 'Recorder' about dances at the Palais, but of these, only 5 were direct advertisements

by the Palais. The others were combined Palais and bus service ads. The advertisements covered dances during February, March, August, October and December.

Transport from Pt Pirie was via Reliance Bus Service (Hodge's bus) or Pickering's Reo Bus. Cost was from one shilling return to four shillings return and if you booked, sometimes the bus would pick you up. Otherwise you had to meet the bus at Prests' corner at 7.30 pm

Cost of entrance to the dances varied but it was usually two shillings for men and one shilling for women. Some ads mention the splendid floor and music and there are often speciality evenings with novelty events and prizes. If you were to follow the crowd a good time was assured. Below one Palais ad, Telfer's Studios, Ellen Street, Port Pirie invited Kodakers to bring their films to them that day and get the prints the following day. Not bad for 1927!

There would have been other forms of advertisement for dances such as posters, signs, handbills and announcements at the current dances in Port Germein and possibly at other country dances. Word travelled quickly around country towns and people would travel a long way for a good dance.

In 1928 there were 20 advertisements. Gents were asked to pay 2/4- and ladies 1/2- and some of the dances were extended to 1 am. Buses were now leaving from the Royal Exchange corner in Port Pirie. The floor and music was good, first class and excellent and the ads quite catchy: *Enjoy the ozone at the Palais.*

Dances were held in January, February, March, April and May and then the ads skip to November and December. On some occasions the prices varied-everyone paid 1/2- or 2/4- or it was 2/- and 1/6- perhaps depending on the number of males or females expected to attend. At the end of 1928, Jack Hoffman's Dance Band played at several dances.

The minutes of the Risdon Park Tennis Club, in the paper twice during February 1928 mention a gathering to be held at Port Germein on Saturday, February 25th, the programme to include a surfing competition, palais dancing and novelties, high tea, tennis, a concert and sports. In October the annual picnic was to be held at Telowie Gorge. All day tennis matches and various games were organised and on their completion, the Risdon party would adjourn to the Port Germein dancing Palais. Whether or not the dance took place we don't know, as on 3 October, 1928, at Port Germein during the morning the sea came up and inundated the Palais. The tide was higher than it had been for years and left great banks of seaweed. Huge waves hit the jetty and fishing boats were damaged.

In 1929 there were approximately 18 advertisements for the Palais dances. The Palais was called up to date and popular, the floor and music excellent and the prices had settled back to 2/4- for men and 1/2- for ladies. In June there was Dancing by the Sea and in October the dancing season commenced again at last! Programmes included novelty,

Monte Carlo, balloon, old and new style dances, and circular waltz competitions.

Once again Risdon Park Tennis Club's notes reported that on October 9 (Labor Day), a team had been selected to journey to Port Augusta. Another team was being picked to visit Telowie Gorge, which for the past couple of seasons has been recognised as Risdon Park's annual picnic sojourn. At the completion of the day's fixtures, both groups would meet at the Port Germein Palais for a dance.

If you were missing friends you would be likely to see them at the Palais on 25 January, 1930 and again on the following holiday Monday. Dances would include jazz, fox trot and one step. Prices were 1/9- for gentlemen and 1/2- for ladies, including tax.

Then, on 21 February, comes the announcement in the 'Recorder' that the Palais is under new management:  
*Pt. Germein Palaise (sic) de Dance.*

*A GRAND BALL will be held in the Port Germein Palais de Dance TO NIGHT (Saturday)*

*Under new management. Dancing from 8 till 12. Good music will be supplied by the Port Pirie Dance Orchestra (Trombone, Mr Alf Bond; piano, Mr F. Pammerter; saxophone, Mr E. Chivell; violin, Mr J. Malycha; drums, Mr F. Carter; cornet, Mr A. Hogg).*

*Admission: Ladies, 1/-; gents, 2/- (plus tax)*

This must be when Mr Laver and family disappeared from the scene. He had planned to have the Palais for 10 years and it is not clear what went wrong, but health problems as a result of gas exposure during WW1 could have become an issue for the hotelier.

The nine 1930 advertisements for the Palais are dated January, February, May, September, October, November and December. Entry cost for dances has gone down to 2/- for men and 1/- for ladies (plus tax) and the ads are utilitarian rather than catchy.

A letter to the Possum pages of the 'Mail' on 24 March, 1934, tells of a trip to Port Germein by Melrose Girl Guides. After arrival, the girls went paddling and looking for shells until dinner time. They visited one of the stores and were weighed and then had ice creams at the Palais de Danse on the beach before walking up the jetty where they climbed to the top of the lighthouse.

In great detail, the 'Adelaide Chronicle' of 30 August, 1934, reported that:

*During the recent storm at Port Germein the home of the harbourmaster (Mr. L. McPhee) was exposed to a gale, and high tide. Waves broke over the house, and the iron fence around it was torn from its timbering. Water inside the house rose as high as the keyboard on the piano. Mr. McPhee and his wife, who were alone at home, had no possible chance of getting away. They expected at any moment to see their house smashed in. All their furniture and effects were either damaged or destroyed.*

*The Pier Flats also suffered, and its occupants had a very anxious time. The local police officer, in attempting to take his wife and child from the police station in his car was over his waist in water before he reached the back gate. In*

*some parts of the post office yard, there is a coating of seaweed 2 1/2 feet deep.*

*The Palais de Dance was lifted from its blocks and moved about three feet out of its place, and the floor being considerably buckled. The Port Germein jetty, which is about a mile and a quarter long, was damaged severely, and it is estimated that it will take 1,500 sleepers to replace those wrenched from their positions by the force of water; the guard rail was also considerably damaged. The postmistress (Miss Bryden) remained at her post although she was alone in the post office with water beating under the flooring. Mr. J. Bowley and his family were isolated, and no assistance could be given them at first. Mr. J. Hutchinson and his wife and family had to be carried one by one from their home to another house. Mr. G. Mullighan's store had about three feet of water in it, and considerable damage was done to his stock.*

At the next council meeting, as mentioned in the minutes, the councillors had to decide whether the Palais should be pulled down and re-built or be jacked up and reinstated as a whole. In the end Mr Havers reinstated and jacked up the Palais using timber from Mr Holman's land for piles for the building.

New Year's Day celebrations, 1935, according to 'The Advertiser,' were the poorest attended for many years on account of half an inch of rain falling during the morning. Only about 120 cars were present. In the afternoon fine weather prevailed, and a cricket match was played against a team from Willowie. No tennis was played as the courts were wet. The Salvation Army band from Port Pirie played selections and a dance was held in the Palais, music supplied by an orchestra from Port Pirie

In 1935 a new entity publicises the Palais dances in the 'Recorder' again. The St Andrew's Hockey Club, also known as St. A. H. C, and S. A. H. C, a lively sounding hockey team associated with the St Andrew's Presbyterian Church in Port Pirie, holds a number of dances at the Palais from 24 October, 1935. There are 6 ads in the 'Recorder' during 1935. The pianist is L. Branford. Tickets are procurable from club members and buses leave the Presbyterian Church for Port Germein at 7 pm. On some occasions club members have a picnic on the beach before attending the usual evening dance.

E. McKinnon is mentioned in the ads as the secretary of St Andrews. She was Evelyn McKinnon, the founder of the St Andrew's Hockey Club whose married name became Tavener. The tiny Scottish woman, most fondly remembered as Tavie, would pick up kids on her push bike and donkey them to the grounds one by one until all her team was there to play, and you were foolish if you threatened any of her 'geerls' in any way, including boyfriends and some times even police men who copped her tongue lashing. Many years on she was awarded an O. A. M. for her work in hockey. (Information courtesy Beverley Jacobs, Port Pirie)

On 19 February, 1935, 'The Advertiser' reported that loading of wheat had started on the Pommern, a four-masted sailing vessel, at the jetty. The Killoran had sailed with 36,000 bags. She bumped the end of the jetty as she

was being towed away, but only broke a few pieces of timber. The Archibald Russell was lying at anchor ready to load wheat as soon as the Pommern was finished. These three ships would take all the wheat from Port Germein that season.

With three sailing ships in port, there were, no doubt, many sailors attending the regular and special dances held at the palais at this time and over the many years ships were at the jetty. Little mention is made of them but it seems that when a ship was in port, dances were held.

New Year's Day, 1936 saw a large crowd assembled at Port Germein Beach to participate in various sporting events. Children, both local and from many miles away, took keen interest in a treasure hunt. Other events included rooster races and a greasy pig competition which created much amusement. The pig was caught by about six persons and as the judges could not separate the winners, the race was re-run. Mrs. W.H. Clark, of Pier Flats, lent a room to the ambulance officers. And in the evening a dance was held in the Palais de Danse conducted by St. Andrew's Hockey Club, of Pirie. About 6 p.m. the motorship Moonta arrived to discharge cargo. Nearly 300 people visited the vessel. A number of the passengers on the Moonta went on board the sailing vessel, Ponape.

February, 1936, saw four sailing vessels in Port Germein loading wheat, the Ponape which finishing loading, Winterhude, C. B. Pedersen and the Killoran. The St. Andrew's Hockey Club dance, which was held in the Palais on Saturday night, was attended by a large crowd of merrymakers, according to the 'Recorder' of February 5th.

A dance was held in the Palais in aid of Queens of Sport and more than £3 was taken in early April while ANZAC Day at Port Germein would long be remembered by those who attended the service at the Soldiers' Memorial Gardens and the display of military sports given by the Ninth Light Horse. At 2 p.m. a large crowd assembled at the oval. The items were single horse over hurdles, section tent pegging, rescue race, pair of horses over hurdles, apple bobbing, troop in action, Lloyd Lindsay assault course, flag race, and Balaklava melee. In the evening a military ball was held in the Palais.

1936 was a busy year for the Palais and Port Germein in general, as it was the year of the town's Centenary celebrations. The Port Pirie 'Recorder' was published every day except Sunday and there were 30 advertisements for the Palais, most of them inserted by the busy St Andrew's Club. Often there were 2 ads for the same dance, one the day before and one on the day of the dance, and Miss L. Branford continued to be the pianist at the dances. The bus now left from Symonds' Brothers corner rather than from the church. The notice on 17 October, the first since March, announced that the dancing season had opened again, after a winter break (Hockey in winter, dancing in summer?)

At two Palais events in October, music was supplied by Les Murphy's Dance band of six players. Miss L. Branford on piano for the hockey club dance of 21 November was joined by Mr R. Murray on the violin and D. Smith on drums, a good time assured.

Also advertised in the 'Recorder' were :  
PORT GERMEIN CENTENARY CELEBRATIONS  
THURSDAY, NOVEMBER 28

11 a.m.: Unveiling of photo of Capt. J. Germein by Mr. S. Germein (at the Port Germein School).  
1.30 p.m.: Procession.  
2 pm.: Children's display at the oval  
4 p.m.: Combined schools' exhibition, to be opened by Hon. A. P. Blesing (Minister of Agriculture).  
8 p.m.: Schools' concert.

A social evening arranged by Port Germein Centenary Cycle Club was held in the Palais for the purpose of presenting trophies won at the Centenary Cup carnival on November 28. Musical items were rendered, and a dance completed the evening's enjoyment. Mr. C. W. Hoskin provided the music, and Mr. Seymour was M.C. (The 'Recorder' 8-12-1936)

On December 5, a St A. H. C. grand dance was held at the Port Germein Institute, music supplied by Miss L. Branford and Messrs. R. Murray and W. Bonner. Strawberries and icecream were available, it being the strawberry fete season, and the bus left Symonds' at 7.15 pm. Whether this dance was connected with the centenary celebrations, it doesn't say, but it is likely, given the change of venue from the Palais to the Institute.

December was filled with activity like the St. A.H.C. Picnic on Monday 28, at Port Germein. The bus left Symonds' Corner 9 a.m. arriving back at 7 p.m. 1/ return. It is followed by the St. A.H.C. Dance, Port Germein Palais, Monday Night for which Pickering's Bus left Symonds' Corner at 7.15. Presumably many people stayed on from the picnic and attended the dance!

The 'Recorder' of 30-12-1936 reports that at the holiday dance held at Port Germein Palais on Monday evening about 100 were present. Music was supplied by Mr. J. Roseberg and Mr. R. Richards was master of ceremonies. Proceeds of the dance went to St. Andrew's Hockey Club.

All was not perfect at the Palais dances, of course. At the Port Germein Magistrate's Court before Mr. W. J. Seymour a complaint was made about insulting words used at the Palais de Danse in January, 1937, and there were often issues of public drunkenness, typical of most country towns.

Bill Mitchell remembers that when his parents had the Palais there were often fights after and during dances, particularly involving sailors. He and the other children loved these fights. Sometimes it would be between sailors from different ships or between sailors and town youths. It was usually a clean fight outside the palais, with a few punches thrown but no knives used, although the sailors carried knives.

During 1937, at least 29 advertisements for dancing at the Palais appeared in the 'Recorder'. While most of the events were organised by the hockey club, a new organisation appeared in five ads, the exotic sounding Blue Grotto Dance Club. In June there was a Bike Ball at the Palais,

featuring Claude Carnell's Band and miniature bike races. A bus ran at one shilling return from Port Pirie.



Above: Bandstand at the Palais

Miss L. Banford on piano and Mr R. Murray on violin continued to play at S.A.H.C dances, including special carnival occasions featuring novelty dances, streamers and confetti. You could dance the blues away where there was good time, good music, everything good.

In March of 1937, the following advertisement appeared in the 'Recorder':

*MEN WANTED-40 for railway work at Port Germein. Bus will leave with intending employees from shed opposite Solomontown Station at 2 p.m. Monday for camp. Farley and Lewers.*

The railway was being built from Port Augusta to Port Pirie and had reached Port Germein and there would have been a number of workers who may have attended dances during this construction.

The 'Chronicle' of 22-4-1937 revealed that The Finnish barque Winterhude, of Mariehamn had arrived at Port Germein from Auckland, N.Z., to pick up a cargo of wheat. Loading was expected to be completed in a fortnight.

In June 'The Advertiser' reported that the Methodist Girls' Physical Culture Club had held a social afternoon in the Port Germein Palais to raise funds for a new piano to be installed in the church hall and also that a successful evening arranged by the local members of the Port Pirie branch of the Country Women's Association was held in the Port Germein Palais while in September a social afternoon was held in the Port Germein Palais in aid of the piano fund for the Port Germein Kindergarten Hall. It is pleasing to see the Palais being included as a venue for community events, even one related to the church!

*In the Christmas holidays, 1937, campers made full use of the beach and shelter sheds, and many people drove over for the holiday on January 3. A dance was held in the institute and Mr. C. Carnell's band, from Port Pirie, supplied the music. A dance was also held at the Palais. ('The Advertiser' 13-1-1938)*

For 1938, nine ads were found for February, all dances at the Palais organised by the St. A.H.C. Other dances took place too. In March, Port Germein Tennis Club held a

dance in the Palais, an enjoyable evening with a large gathering and music supplied by Miss B. Bowley and Mr. R. Sutton. (The 'Recorder' 23-3-1938)

One dance advertised was not at the Palais but at the end of the nearby jetty, on the sailing ship Admiral Karpfanger: *DANCE WILL BE HELD AT PORT GERMEIN on board the training ship Admiral Karpfanger (by kind permission of the commander) on Saturday, January 22, at 8 p.m. Admission, 1/-.*

What a wonderful opportunity it was for locals and out-of-towners alike to go aboard the German sailing ship of the Hamburg-Amerika Line, with its distinctive Nazi flag, while it was moored at the end of the jetty, particularly as the ship was known to the citizens from previous visits sailing as L'Avenir.

In November the annual St Clement's Church of England Strawberry Fete was held in the Institute and December saw the Holiday Ball featuring Claude Carnell's Band, a Sun-Tanned Ballet, balloon race, trumpets and confetti but no ads appear for the Palais. For the first time, the business opposite the Palais kiosk, the Pier Flats, announced itself in the 'Recorder' for New Year's Day, offering ice cream drinks and food.

In 1939 The Bangor Tennis Club announced a dance at the Palais for Saturday February 18, adding that sailing ships were in port. This is the only the second mention in an advertisement for dances of these magnificent attractions at Port Germein. Shipping was coming and going regularly but this was not reflected in classified advertising.

Sadly, the association between St Andrew's Hockey Club dances and the Palais seems to have ended by the start of 1939. By September, World War 2 had begun and soon petrol rationing would end unnecessary trips for entertainment purposes, though on New Year's Day, 1940 the usual large crowd was expected at Port Germein where Pirie Salvation Army Band would play during the afternoon and evening, reported The 'Recorder'.

Mr. Claude Carnell organised several dances to celebrate the arrival of the New Year. At Port Germein Les Oaklands' Orchestra played at a dance where takings would be donated to the local Red Cross fund. Whether this dance was at the Institute or the Palais is not stated in the Social Notes of 3-1-1940.

Other events are advertised at the Institute for 1939, 1940, 1941 but I have found no further ads for dances at the Palais. They were certainly held during the time Clarice and Colin Mitchell leased the Palais, from 1932 to 1942, but after this they seem to have been less common and gradually disappeared. There were dances at the Palais in the time of Kevin and Morvyn Mitchell and also during our lease, but they were not regular events and not necessarily advertised in 'The Recorder,' particularly in view of the dubious status of the Palais for holding public events.

Sometimes events other than dances were occurring at the Palais and were noted in various "Social Notes" columns in

The 'Recorder' including a birthday party and a games evenings.

In a letter to Auntie Dorothy in the 'Adelaide Chronicle' of 21-3-1946, Ida Pitman talks of a birthday trip to Port Germein and having ice cream and cool drinks at the Palais, while several fund raising events were also mentioned in 'Recorder' Social Notes of 1946.

The final events to be mentioned in the 'Recorder' as occurring at the Palais were birthday parties in 1948 and 1949: the third birthday of Philip Newton (3-11-1948) and the coming of age party for Miss Olive Warner (13-4-1949)

Thus ended the Palais in social news and advertising in the 'Recorder' or other newspapers up until 1954 and beyond.

To Mr James Darling  
Port Germein

Port Germein  
5<sup>th</sup> January 1886

Sir,  
I desire most respectfully to call your attention to the fact that several complaints have been made about your bathing from the beach to the exclusion of the ladies of the township, now as the jetty is appropriated by male bathers it is but fair and right that the beach or the part of the beach nearest the houses should be left to female bathers and as that is the custom which obtains at nearly all ports I beg that you will conform to it and refrain from bathing on the beach unless at a proper and decent distance from an imaginary line drawn straight to seaward from the last house on either side of the jetty. Trusting you will not fail to recognise the propriety of my request.

I have the honour to be  
Your Obedient Servant  
William Gammell HM



Port Germein Primary School, Grades 5, 6, 7 about 1960

Back: Donald Lampre, Peter Bergin, Ray Webb, Terry Olsen, Ken Burge, Mr Cyril Franklin, Headmaster  
Middle: Susan Mitchell, Clarice Hillier, Kerry Mitchell, Darryl Richter, Desmond Wauchope, Sidney Hillier, Burkhardt Ruff, Michael Wickham, David Burge, Virginia Ottaway, Gaye Barton  
Seated: Betty Lampre, Elaine Ramsey, Alyson Vernott, Daphne Clarke, Merilyn Webb, Gail Beyer, Louise McEvoy, Maxine Doherty

## Part 6: Come Along and Dance the Night Away

Advertisements and stories are taken from the Port Pirie 'Recorder' unless otherwise marked. Sometimes more than one advertisement appeared for the same event.

THURSDAY Night-Palais Dance.  
Port Germein, 1/- return.  
Leaves Prests' Corner 7.30 p.m.  
Seats vacant.  
Book E. HODGE. Phone 363.

C. K. BASSETT'S Lorry going Port Germein,  
Saturday, January 1, Fares 3/-.  
Apply 33, York Road. 'Phone 465.  
29-12-1926

**RELIANCE BUS TRIPS**  
Saturday Evening (weather permitting)  
Port Germein Palais de Danse.  
Leaves Prests' Corner 7.45, 4/- return.  
Sunday-Port Germein 2 p.m., 4/- return.  
Book seats and bus will call for you.  
E. Hodge, phone 363.  
Bus always open for private hire.  
25-2-1927

**RELIANCE BUS TRIP**  
Trip to Port Germein Palais de Danse  
TONIGHT (SATURDAY)  
Leaves Prests' Corner 7.15. Fares-1/- return  
Book seats, E. Hodge, phone 363.

**KODAKERS!**  
Bring Your Films to us today and get your prints tomorrow  
- Telfer's Studios, Ellen street,  
Port Pirie  
26-2-1927

**POR GERMEIN.**  
**PALAIS DE DANCE.**  
Open each Wednesday and Saturday Night.  
Dancing-8 till 12. Gents 2/-; Ladies 1/-.  
Splendid Floor and Music.  
2-3-1927

**POR GERMEIN. PALAIS DE DANCE.**  
Open each Wednesday and Saturday Night,  
Dancing-8 till 12. Gents 2/-; Ladies 1/-.  
Splendid Floor and Music.  
3-3-1927

A Dance will-be held in the Port Germein Palais  
TOMORROW (Thursday) Night, under the auspices of  
the Single Men's Cricket Club.

RELIANCE Bus leaves Prests' corner 7.30. Fares, 3/-  
return. Goodtime assured.  
9-3-1927

### DANCING.

A Dance will be held in the Port Germein Palais TONIGHT  
(Thursday), under the auspices of the Single Men's Cricket  
Club.

RELIANCE Bus leaves Prests' corner 7.30.  
Fares, 3/6 return. Good time assured.  
10-3-1927

**DON'T MISS THIS!**  
**GRAND NOVELTY EVENING**  
**AT**  
**PORT GERMEIN PALAIS TONIGHT.**  
All Novelties Free.  
GENTS 2/-; LADIES 1/-.  
13-8-1927

**FOLLOW THE CROWD TO**  
**PORT GERMEIN PALAIS TONIGHT.**  
Gents, 2/-; Ladies, 1/-.  
20-8-1927

**GOOD time at**  
**Port Germein Palais Ball**  
tonight assured. Reo Bus leaves Orange shop, Ellen street,  
7.30 p.m. 4/- return.

PUSCH and Pickering's Reobus going Port Germein, Palais  
Ball tonight leaving Orange Drink shop, Ellen street at  
7.30: 4/- return.  
5-10-1927

The courts were in good form, and are beautifully situated  
right at the foot of the hills. The Risdonites, after the day's  
play, journeyed to Port Germein, and relaxed their energies  
at the Palais, and spent a most delightful time in dancing.  
14-10-1927

**FOLLOW the crowd tonight to Port**  
**Germein Palais; grand novel evening.**  
Dancing from 8 till 1 a.m.  
Prices as usual.  
27-12-1927

**TONIGHT.**  
**PT. GERMEIN PALAIS.**  
**DANCING- 8 to 12.**  
Gents 2/4, Ladies 1/2.

**MONDAY, NIGHT.**  
**DON'T MISS THIS!**  
Grand Novelty Evening. Good Prizes.  
All novelties free. Dancing-8 p.m. to 1 a.m.  
Gents 2/4, Ladies 1/2

**PORT GERMEIN, MONDAY**  
If sufficient bookings. Hodge's Bus will run to Port  
Germein on Monday, leaving at 10 o'clock. 4/-  
return. Book Arcadia or E. Hodge, Phone 363.

MOTOR Bus going to Port Germein Monday,  
leaving Royal Exchange corner 9.30:  
fares 3/. Book seats, A. E. W. Novice. Phone 141.  
28-1-1928

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TONIGHT, PORT GERMEIN PALAIS  
Grand Novelty Evening.  
All novelties Free, Good Prizes.  
Dancing 8 p.m. to 1 a.m.  
Gents 2/4, Ladies 1/2.  
30-1-1928

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AMUSEMENTS.  
SPECIAL DANCE TONIGHT  
Port Germein Palais  
Enjoy The Ozone at the Palais  
Gents and Ladies, 1/2  
1-2-1928

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PORT GERMEIN PALAIS  
Dance Tonight  
Good Floor - Good Music  
Ladies and Gents 2/4  
4-2-1928

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PORT GERMEIN PALAIS  
TONIGHT.  
Grand Novelty Evening. Real good time assured.  
Gents 2/4, Ladies 1/2. (All novelties Free).  
11-2-1928

The Club intends to have an afternoon off, and is therefore arranging for a social gathering to be held at Port Germein on Saturday, February 25. The programme will probably include surfing competition, palais dancing and novelties, high tea, tennis, concert, sports, etc.  
To assure the success of this outing and to go into the matter thoroughly, a special committee has been appointed, comprising Messrs. A. Pelham, T. Pryor, F. White, C. Hooper and K. Stevens. Members and friends are anticipating a most enjoyable, time but are asked to assist by handing in their names before Saturday to the committee who will be pleased to give any necessary information re the trip.  
14-2-1928

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PORT GERMEIN PALAIS.  
DANCING TONIGHT.  
Good Floor. Good Music.  
One Price-1/2.  
15-2-1928

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PORT GERMEIN PALAIS DANCING TONIGHT  
Good Floor-First- Class Music  
Gents 2/4, Ladies; 1/2  
18-2-1928

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RISDON PARK RECREATION CLUB  
Arrangements have been finalised by the Committee to hold a social gathering at Port Germein today.  
Conveyances will leave Ellen street sharp at two o'clock and proceed along The Terrace to Balmoral and Three Chain Roads to pick up passengers.

On arrival at their destination, members and their friends will indulge in tennis, bathing and general sports. After tea at the Pier Hotel, an adjournment will be made to the Palais, where the management have promised to assist in the evening's entertainment.

As several cars will be making the trip in the evening the Risdon club anticipate their outing to prove most enjoyable.  
25-2-1928

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DON'T FORGET, TONIGHT  
PORT GERMEIN PALAIS DANCE.  
Good Floor and Music. Gents 2/4; Ladies 1/2.  
Sat 10-3-1928

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POR-T GERMEIN PALAIS.  
Tonight ----- Tonight  
Good floor and music. Gents, 2/4; Ladies 1/2.  
Wed 21-3-1928

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DANCE TONIGHT  
PORT GERMEIN PALAIS.  
Good Floor, Excellent Music.  
Gents 3/4, Ladies 1 /2.  
24-3-1928

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DANCE TONIGHT.  
Port Germein Palais.  
Good floor, excellent music.  
Gents 2/4; Ladies 1/2.  
Wed  
11-4-1928

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DANCE TONIGHT.  
PORT GERMEIN PALAIS.  
Good floor, excellent music,  
Gents 2/4, Ladies 1/2.  
Sat 14-4-1928

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DANCE AND CONCERT.  
PORT GERMEIN PALAIS  
THURSDAY, APRIL 19.  
In aid of Queen of Thistle (Miss Milnes).  
Gents, 2/6, Ladies 1/6.  
ALL ROLL UP.  
18-4-1928

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DANCE AND CONCERT,  
PORT GERMEIN PALAIS.  
TONIGHT, Thursday, April 19.  
In aid of Queen of Thistle (Miss Milnes).  
Gents, 2/6, Ladies 1/6.  
ALL ROLL UP.  
19-4-1928

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DANCE TONIGHT.  
PORT GERMEIN PALAIS.  
Good floor, excellent music.  
Gents 2/4, Ladies 1/2.  
28-4-1928

DOWN BY THE SEA!  
DANCERS-BE AT  
Port Germein Palais.  
TONIGHT. TONIGHT.  
GRAND LEAP YEAR BALL.  
The Ball of the Year. Great Night Assured.  
MOONLIGHT! MOONLIGHT.  
USUAL PRICES.  
8-5-1928

At Port Germein during the morning the sea came up and inundated the dancing palais. It is many years since the tide has reached such a high level, and when it receded it left banks of seaweed high and dry.

From the open gulf huge waves dashed against the jetty, sending showers of spray high into the air. The sight of the tumbling waters was unusual and spectacular. Fences and sheds also suffered heavily at Germein and two fishing boats were damaged.

3-10-1928



On Labor Day Risdon Park journeyed to Telowie Gorge and spent a most enjoyable outing. The day was ideal for tennis, and after many keen and well-contested games, the visitors proved victorious.

After the termination of tennis, the Risdon party motored to the Port Germein Palais.

15-10-1928

DANCING by the Sea.  
Port Germein Palais, Tonight  
Good floor, good music. Gents 2/4, Ladies 1/2.  
Good time assured.  
24-11-1928

PORT GERMEIN PALAIS.  
Dancing every Wednesday and Saturday.  
Jack Hoffman's Dance Band. Ladies 1/6, Gents 2/.  
4-12-1928

*Sometimes, on a clear night, you'd hear the sailors going back along the jetty singing, and some of them could really sing.*

Jack Blieschke  
29-11-2014

CONCERT.  
By Pupils of Miss Rita Haines, L. L. C. M.  
PORT GERMEIN INSTITUTE.  
WEDNESDAY, DECEMBER 12, at 8 o'clock.  
In aid of Port Germein Beach Improvement Fund.  
Adults, 2/ (plus tax); Children, half price.  
7-12-1928

## PALAIS DE DANCE, PORT GERMEIN.

**TONIGHT — 8 to 12.**  
Dance at this most up-to-date and  
Popular Palais. Admission—Ladies  
1/2, Gents 2/4.

THE ADELAIDE STEAMSHIP  
COMPANY LIMITED.

The Commodious Passenger Steamer PARINGA sails from Port Adelaide (circumstances permitting) SATURDAY, 2 p.m. for PORTS LINCOLN, GERMEIN, (fortnightly) PIRIE, and AUGUSTA. Leaves PORT PIRIE for PORT ADELAIDE via PORT AUGUSTA EVERY MONDAY.  
11-12-1928

DANCING TONIGHT.  
PORT GERMEIN PALAIS.  
Jack Hoffman's Dance Band.  
Ladies 1/6; Gents, 2/.  
12-12-1928

Jack Hoffman's Dance Band.  
Ladies 1/6; Gents, 2/.  
12-12-1928

DANCING tonight.  
Port Germein Palais, at 8.15 o'clock.  
Jack Hoffman's Dance Band in attendance.  
22-12-1928

PORT GERMEIN PALAIS.  
DANCE TONIGHT.  
Admission--Gents 2/4, Ladies 1/2.  
5-1-1929

DANCE.  
Dance to be held at Port Germein Palais on MONDAY  
NIGHT, in aid of  
"Most Popular Girl Competition"  
for St. Mark's Tennis Club.  
11-1-1929

Dance to be held at Port Germein Palais  
TONIGHT (Monday), in aid of  
Most Popular Girl Competition for St Mark's Tennis Club  
14-1-1929

PALAIS DE DANCE,  
PORT GERMEIN.  
TONIGHT - 8 to 12.  
Dance at this most up-to-date and Popular Palais.  
Admission—Ladies 1/2, Gents 2/4.  
19-1-1929

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PALAIS DE DANCE.  
PORT GERMEIN.  
TONIGHT, 8 o'clock to 12.  
Admission; Ladies 1/2, Gents 2/4  
23-1-1929

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PALAIS DE DANCE,  
PORT GERMEIN.  
TONIGHT - 8 to 12,  
Dance at this most up-to-date and Popular Palais.  
Admission-Ladies 1/2, Gents 2/4.  
16-2-1929

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PALAIS DE DANCE,  
PORT GERMEIN. TONIGHT - 8 to 12.  
Dance at this most up-to-date and Popular Palais.  
Admission-Ladies  
1/2, Gents 2/4.  
2-3-1929

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PALAIS DE DANCE,  
PORT GERMEIN.  
TONIGHT - 8 to 12.  
Dance at this most up-to-date and Popular Palais.  
Admission-Ladies 1/2, Gents 2/4.  
9-3-1929

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PALAIS DE DANCE.  
PORT GERMEIN.  
TONIGHT, 8 o'clock to 12.  
Admission; Ladies 1/2, Gents 2/4.  
13-3-1929

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PALAIS DE DANCE,  
PORT GERMEIN. TONIGHT - 8 to 12.  
Dance at this most up-to-date and Popular Palais.  
Admission-Ladies 1/2, Gents 2/4.  
13-4-1929 , 27-4-1929

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DANCING BY THE SEA.  
PORT GERMEIN PALAIS.  
TONIGHT. TONIGHT.  
Popular Prices-Excellent floor and Music.  
1-6-1929

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THEADELAIDE STEAMSHIP CO. LTD.  
The M.V. "MULCRA" leaves PORT Adelaide on  
SATURDAYS (circumstances permitting) at NOON, for  
PORTS GERMEIN, (fortnightly), PIRIE, AUGUSTA, and  
HUGHES.  
Cargo Only.  
27-7-1929

AT LAST!  
Commencement of  
DANCING SEASON.  
PORT GERMEIN PALAIS  
TONIGHT.  
Good-Floor-Good Music.  
26-10-1929

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DANCERS! DON'T MISS GRAND NOVELTY BALL  
PORT GERMEIN PALAIS.  
TONIGHT! TONIGHT!  
2-11-1929

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PORT GERMEIN PALAIS.  
NOVELTY NIGHT TONIGHT.  
All Dancers Welcome. GREAT TIME ASSURED.  
9-11-1929

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PORT GERMEIN PALAIS.  
Monte Carlo, Novelty, New and Ye Old Styles Dances.  
Prizes and Novelties Free.  
Ladies 1/6; Gents 2/. (plus tax).  
16-11-1929

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PORT GERMEIN PALAIS.  
DANCE - TONIGHT - DANCE  
Prices as Usual.  
Good Floor and Music; Cool breezes.  
23-11-1929

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TONIGHT! TONIGHT!  
PORT GERMEIN PALAIS. NOVELTY BALL.  
Monte Carlo and Balloon Dances.  
Circular Waltz Competition. Good Prizes.  
Gents 2/-, Ladies 1/6.  
30-11-1929

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MISSING FRIENDS.  
See you at the Port Germein Palais, Tonight and Monday  
Holiday Night (long night).  
JAZZ, FOX TROT, ONE STEP.  
Gents, 1/9; Ladies, 1/2 (including tax).  
Enjoyed every minute last Saturday night.  
25-1-1930

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Pt Germein Palaise de Dance.  
A GRAND BALL will be held in the  
Port Germein Palais de Dance  
TOMORROW (Saturday) Evening.  
Under new management. Dancing from 8 till 12.  
Good music will be supplied by the Port Pirie Dance  
Orchestra (Trombone, Mr Alf Bond, piano, Mr F.  
Pammerter; saxophone, Mr E. Chivell; violin, Mr J.  
Malycha; drums, Mr F. Carter; cornet, Mr A. Hogg).  
Admission: Ladies, 1/-; gents, 2/- (plus tax).  
21-2-1930

*THIS IS OBVIOUSLY WHEN MR LAVER  
LEFT THE PALAIS.*

## Pt. Germein Palaise de Dance.

A GRAND BALL will be held in the Port Germein Palais de Dance TONIGHT (Saturday).

Under new management. Dancing from 8 till 12. Good music will be supplied by the Port Pirie Dance Orchestra (Trombone, Mr Alf Bond; piano, Mr F. Pammeter; saxophone, Mr E. Chivell; violin, Mr J. Malycha; drums, Mr F. Carter; cornet, Mr A. Hogg).

Admission: Ladies, 1/-; gents, 2/- (plus tax).

22-2-1930

DANCE.

Palais Port Germein, Saturday night, May 3.

Good music. Good Floor.

Prices: Ladies and Gents -1/- (plus tax)

2-5-1930

Palais Port Germein, Saturday night, May 3.

Good music. Good. Floor.

Prices: Ladies and Gents 1/- (plus tax).

3-5-1930

A DANCE will be held in the

Palais de Danse, Port Germein,

on Saturday night, September 27.

Admission: Gents 2/-; Ladies 1/- (plus tax).

26-9-1930

A DANCE will be held in THE PALAIS,

PORT GERMEIN, on SATURDAY NIGHT, October 18,

1930.

Admission: Ladies and Gents, 1/2 each.

17-10-1930

DANCE. PORT GERMEIN PALAIS.

Saturday Night, November 29.

Admission: Gents, 1/2; Ladies, Free.

29-11-1930

LONG NIGHT DANCE

PORT GERMEIN PALAIS

NEW YEAR'S NIGHT.

Music by Port Pirie Dance Orchestra.

31-12-1930

THE NEW MOTOR PASSENGER LINER

MOON TA

Leaves PORT ADELAIDE regularly 7 p.m. SATURDAY.

Leaves PORT PIRIE regularly 5 pm. MONDAY.

Sails PORT LINCOLN (Inward and outward voyages)

PORTS AUGUSTA and HUGHES, (weekly); PORT

GERMEIN (fortnightly), arriving back at Port Adelaide,

7 a.m. Fridays.

Tourists will experience new thrills on this luxurious liner.

Main and upper deck cabins in single, two, three and four berths.

SPECIAL ROUND TRIP FARES

Inspection invited. All particulars from  
THE ADELAIDE STEAMSHIP CO. LTD., PORT PIRIE  
Phone 13  
15-4-1932

DANCE Palais, PORT GERMEIN,  
EASTER MONDAY. Proceeds in aid  
of Tennis Association Pt. Germein  
Orchestra. Admis.: 1/6 (plus tax).

15-4-1933

The Melrose Guides. On Saturday, December 16, all the Girl Guides of Melrose went for a trip to Port Germein, which is the nearest beach to Melrose. We started at five minutes past eight. On our way we sang songs, and arrived at Port Germein in time for morning lunch. Having finished our lunch, we went paddling and shell hunting until we were called for dinner. After dinner we went down to one of the stores and got weighed. We then went into the Palais de Dance, which is situated on the beach, and had some lovely ice creams. We then went up the Jetty, which is a mile and a quarter long. Some of the girls went a-fishing but did not get a bite. We also went up to the top of the lighthouse.....

Mary Glucas, Melrose—

24-3-1934 The 'Mail'

During the recent storm at Port Germein the home of the harbormaster (Mr. L. McPhee) was exposed to a gale, and high tide. Waves broke over the house, and the iron fence around it was torn from its timbering. Water inside the house rose as high as the keyboard on the piano. Mr. McPhee and his wife, who were alone at home, had no possible chance of getting away. They expected at any moment to see their house smashed in. All their furniture and effects were either damaged or destroyed. The Pier Flats also suffered, and its occupants had a very anxious time. The local police officer, in attempting to take his wife and child from the police station in his car was over his waist in water before he reached the back gate. In some parts of the post office yard, there is a coating of seaweed 2 1/2 feet deep. The Palais de Dance was lifted from its blocks and moved about three feet out of its place, and the floor being considerably buckled. The Port Germein jetty, which is about a mile and a quarter long, was damaged severely, and it is estimated that it will take 1,500 sleepers to replace those wrenched from their positions by the force of water; the guard rail was also considerably damaged. The postmistress (Miss Bryden) remained at her post although she was alone in the post office with water beating under the flooring. Mr. J. Bowley and his family were isolated, and no assistance could be given them at first. Mr. J. Hutchinson and his wife and family had to be carried one by one from their home to another house. Mr. G. Mulligan's store had about three feet of water in it, and considerable damage was done to his stock.

30-8-1934 'Chronicle'

*One night her captain threw a party for the shore people of Port Germein. Five crewmen were stationed at her gangway to stop the Winterhude's crew from getting on board. But they didn't dare stop us, as they knew we would get them in town, the next time we were all ashore.*

*Nick Brink, taken from 'Windjammers, The Final Story' by Robert Carter, page 176, referring to a party aboard the L'Avenir in 1934*

**PORT GERMEIN** New Year's Day celebrations were the poorest attended for many years on account of half an inch of rain falling during the morning. Only about 120 cars were present. In the afternoon fine weather prevailed, and a cricket match was played against a team from Willowie. The chief scores were:—For Willowie—W. Foulis. 35 retired; J. Mountford. 45; T. Mountford. 23; E. C. Foulis. 21; retired: H. Bartlett, 20 retired; total. 198. Bowling—E. C. Foulis. three for 13; J. Mountford three for 20; Bell, two for 9. For Port Germein—N. Williams. 36; Chas. Bowley. 19. Bowling—J. Flanagan, three for 25: J. Krieg, two for 14. No tennis was played as the courts were wet. The Salvation Army band from Port Pirie played selections. A dance was held in the Palais, and the music supplied by an orchestra from Port Pirie.

5-1-1935

#### **GRAND BALL**

Old and New Style, 8-2

**Port Germein Town Hall**

**MONDAY NEXT (28<sup>th</sup>)**

Proceeds in aid of local cricket club. Home-made supper. Admission: 2/ and 1/6 (plus tax). Music supplied by New Port Germein Orchestra. Excellent floor.

BLIESCHKE'S lorry going to Port Germein on Monday. Leaving 9 a.m. Ring 462.

26-1-1935

#### **TONIGHT**

CARNELL'S ORCHESTRA AT

BEACH PALAIS

(PORT GERMEIN)

Novelties, Monte Carlo.

Lorry Leaving 7.30

HOODED lorry going—Port Germein dance, leaving Federal 7.30 sharp, calling Institute, Forgan's. Book seats early. J. Anderson

28-1-1935

#### **AMUSEMENTS**

FOR THE 28th JAN. HOLIDAY

Port Germein Palais

PRESENT A

NOVELTY BALL

With Claude Carnell's Orchestra

Everybody 1/9

Anderson's lorry leaving 7.30

15-1-1935

The tennis club held a dance at the Palais recently to raise funds for the club. Mrs. W. McMurtle was pianist.

19-2-1935 'Advertiser'

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St. Andrew's Hockey Club: Dance and Picnic at Port Germein Palais, Saturday. Subscription.

L. Branford, pianist. Bus leaves 2 o'clock.

24-10-1935

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St. Andrew's Hockey Club Dance,

Saturday, Nov. 23, at Port Germein Palais.

L. Branford, pianist. Tickets procurable from club members.

16-11-1935

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St. Andrew's Hockey Club: Dance, Tonight, Port Germein Palais.

L. Branford, pianist. Buses leaving Presbyterian Church at 7 o'clock.

23-11-1935

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St. Andrew's Hockey Club: Dance and Picnic at Port Germein Palais, Saturday. -Subscription.

L. Branford, pianist. Bus leaves 2 o'clock.

24-10-1935

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St. Andrew's Hockey Club Dance, Saturday, Dec. 7, at Port Germein Palais. L. Branford, pianist. Tickets procurable from club members.

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30-11-1935

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St. Andrew's, Hockey Club Dance, Tonight, at Port Germein Palais. L. Branford, pianist. Tickets procurable from club members.

7-12-1935

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S.A.H.C. Dance, Port Germein Palais, Tonight. Proceeds for Miss D. Fiddaman

(B.H.A.S. Pop. Girl Comp.).

Buses leave Presbyterian Church, 7.

21-12-1935

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S.A.H.C. Leap Year Dance at Port Germein Palais. Bus leaves Presbyterian Church, 7 o'clock. Miss L. Branford, pianist.

E. McKinnon, Hon. Sec.

4-1-1936

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St. A.H.C. DANCE-PORT GERMEIN PALAIS TONIGHT. Bus leaves Symonds' Corner.

Miss L. Branford, pianist. E. McKinnon, Hon. Sec.

18-1-1936

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St. A.H.C-Picnic and Dance Port Germein Palais, TODAY, Bus leaving Symonds at 9 a.m. for Picnic and returning at 7 p.m. for Dance.

27-1-1936

### Five Cases for Ambulance Men

At Port Germein Beach a large crowd assembled to participate in various sporting events. Keen interest was taken by the children in a treasure hunt. Children from many miles distant were present, to enjoy the fun.

Ambulance Officer W. A. Harrison and Pte. W. H. Cousins, of the Pirie branch of St. John Ambulance Brigade were present and did good work for those requiring attention. The cases treated were a child's hand scalded, a lad's heel injured, two injuries caused by splinters, and a laceration of a right forefinger.

### Winners of Contests

Winners of events were:-Rooster Races: R. Shaw, Quorn; Alf Hollitt. Wirrabara; S. Tee and Stan Arm- strong (2), Port Germein: D. Turner. Bangor; and W. Harrison, Pirie. Greasy pig: J. Hayes.

At 3 p.m. children under the age of 12, after having thanked Messrs. A. H. L. Goode and C. K. Fairey for gifts of toys, marched in single file round the arena, where the toys were buried. At the word "go" the children were soon digging to find treasures. Those who assisted were Messrs. P. A. Grow, T. Miller, S. Tee, W. Richens, and W. J. Seymour. Mr. D. Turner, of Bangor, was in charge of the rooster races.

The chief feature of the day was the greasy pig chase, which created much amusement. The pig was caught, by about six persons, and as the judges could not separate the winners, the race was re-run. Signs of rough handling were visible on the clothing of many competitors. The pig was eventually caught by J. Hayes, who later sold it. for 10/-.

Mrs. W.H. Clark, of Pier Flats, lent a room to the ambulance officers.

In the evening a dance was held in the Palais de Danse conducted by St. Andrew's Hockey Club, of Pirie. A crowd was present.

About 6 p.m. the motorship Moonta arrived to discharge cargo. Nearly 300 people visited the vessel. A number of the passengers on the Moonta went on board the sailing vessel Ponape.

30-1-1936

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St. A.H.C.: Dance, Port Germein Palais, Saturday, February 1. Bus leaving Symonds. L. Branford, pianist. E. McKinnon, secretary.

31-1-1936

### Hockey Club Dance

St. Andrew's Hockey Club dance, which was held in the Palais on Saturday night, was attended by a large crowd of merrymakers.

5-2-1936

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### HOCKEY CLUB DANCE

Port Germein Palais, Saturday, February 15.

E. McKINNON, Hon. Sec.

8-2-1936

Usual Hockey Club Dance, Port Germein Palais. Bus leaving Symonds' corner, 7 o'clock. L. Branford, pianist. E. McKinnon, Hon. Sec.

Church of England, Port Germein

Port Germein -Institute Hall

LEAP YEAR BALL

WEDNESDAY EVENING NEXT

(February 19, 1936)

Orchestra. Good supper.

Ladies and Gents, 1/9 each (including supper).

15-2-1936

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Usual Hockey Club Dance, Saturday, Port Germein Palais.

L. Branford, pianist.

E. McKINNON, Sec.

21-2-1936

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Usual Hockey Club Dance, Tonight, Port Germein Palais.

Bus leaves Symonds' corner at 7 p.m.

L. Branford, pianist.-E. McKinnon, Sec.

22-2-1936

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Dance, Port Germein Palais, Tonight. Bus leaves Symonds' corner at 7 p.m. J. Roseberg, pianist.

E. McKinnon Hon. Sec.

29-2-1936

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Hockey Dance, Port Germein Palais, Tonight.

Bus leaves Symonds' corner at 7 p.m.

L. Branford, pianist. E. McKinnon, Secretary.

7-3-1936

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Usual Hockey Dance, Port Germein Palais, tonight. Bus leaving Symonds Bros.' corner 7 p.m.

Miss L. Branford pianist. E. McKinnon, secretary.

14-3-1936

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Hockey Dance, Pt. Germein Palais, March 28.

Bus leaving Symonds Bros', corner 7 p.m.

Miss L. Branford, pianist. E. McKinnon, Hon. Sec.

21-3-1936

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Hockey Dance, Pt. Germein Palais, Tonight.

Bus leaving Symonds Bros' corner 7 p.m.

Miss L. Branford, pianist. E. McKinnon, Hon. Sec.

28-3-1936

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PART GERMEIN CELEBRATES ANZAC SERVICE.  
MILITARY SPORTS, AND BALL MONEY WILL GO  
TO ANGORICHINA HOSTEL

ANZAC Day at Port Germein this year will long be remembered by those who attended the service at Soldiers' Memorial Gardens and the display of military sports given by the Ninth Light Horse.

Manchester Unity Lodge, school children, and members of Port Germein sub-branch of Returned Sailors and Soldiers' Imperial League assembled at the institute for a procession to the gardens.

Juvenile Lodge members Herbert Bessen and Jack Ryan were leaders, and others assembled in the following order:- Juvenile Lodge members, school children, members of the adult lodge, returned soldiers, and members of Ninth Light

Horse. All marched to the gardens, where there was a large crowd.

The Light Horse formed line at the entrance to the gardens and four of the members took positions at each corner of the monument and stood with reversed arms during the service.

Prayers were led by Rev. F. Greig, who also read the first lesson. Rev. G. W. Scholefield read the second lesson and delivered an address, taking as his text:-"Greater love hath no man than this, that a man lay down his life for his friends."

After the address wreaths were placed on the memorial by Mr. A. B. Erickson for the returned soldiers, Mr. A. E. Blieschke for St. Clement's Church, of England, Mrs. S. J. Baker, and Messrs. H. A. and W. Goode.

#### CROWD WATCHES SPORTS

At 2 p.m. a large crowd assembled at the oval for military sports. The items were single horse over hurdles, section tent pegging, rescue race, pair of horses over hurdles, apple bobbing, troop in action, Lloyd Lindsay assault course, flag race, and Balaklava melee.

Children's sports were also conducted on the grounds and were in charge of Messrs. D. Turner, H. M. Havers, and A. B. Erickson. Sweets and fruit were given to the children.

Gatekeepers were Messrs. A. S. Henderson (secretary). E.G. Blieschke. F. Greig, W.J. Seymour, and E. G. Alford. Mr. R. A. Virgo (president) with Messrs. A. Bresolin, T. King, and E. R. Bessen assisted with the mounted events.

In the evening a military ball was held in the Palais. Mr. Virgo was master of ceremonies, and Messrs. W. and L. Hoskins supplied most of the music. Messrs Blieschke and Seymour assisted at the door.

All the proceeds will be forwarded to the committee of Angorichina Hostel.

27-4-1936

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ST. ANDREW'S HOCKEY CLUB  
OPENING DANCE TONIGHT  
PORT GERMEIN PALAIS  
GOOD MUSIC AND GOOD TIME ASSURED.  
ALL LATEST DANCES.

Bus Leaves Symonds Bros, at 7 o'clock.  
17-10-1936

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DANCE  
PORT GERMEIN PALAIS  
SATURDAY, October 24  
Les Murphy's Dance Band of Six Players  
21-10-1936

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DANCE  
PORT GERMEIN PALAIS  
TONIGHT  
Les Murphy's Dance Band of Six Players  
ST. ANDREW'S HOCKEY CLUB DANCE  
PORT GERMEIN PALAIS,  
SATURDAY, OCTOBER 31  
NOVELTIES, GOOD MUSIC.  
Miss L. Branford, pianist.  
Mr. R. Murray, violinist.  
Mr. A. Seyfang, M.C.  
Sat 24-10-1936

ST. A.H.C. DANCE, Port Germein Palais,  
Saturday Night, good music, good time.  
Bus leaves Symonds' at 7 o'clock.  
30-10-1936

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DANCE  
ST. ANDREW'S HOCKEY CLUB  
PORT GERMEIN PALAIS, TONIGHT.  
Miss L. Branford, piano; Mr. R. Murray, violin.  
Bus leaves Symonds' at 7.15 p.m.  
31-10-1936

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St. A.H.C. DANCE, PORT GERMEIN PALAIS, Saturday,  
Nov. 7. Pickering's bus leaves Symonds' corner 7.15. Good  
music. Good time assured.  
5-11-1936

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DANCE  
ST. ANDREW'S HOCKEY CLUB  
PORT GERMEIN PALAIS, TONIGHT.  
GOOD MUSIC. GOOD TIME ASSURED.  
Bus leaves Symonds' at 7.15 p.m.

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ANNUAL CHURCH OF ENGLAND  
STRAWBERRY FETE AND DANCE  
SATURDAY NEXT, NOVEMBER 14  
PORT GERMEIN  
Bus Leaves Rectory 7 p.m.  
7-11-1936

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DANCE  
PORT GERMEIN PALAIS  
SATURDAY, NOVEMBER 21.  
Good music. Good time assured.  
18-11-1936

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DANCE  
PORT GERMEIN PALAIS  
SATURDAY, NOVEMBER 21..  
Good music. Good time assured.  
20-11-1936

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PORT GERMEIN CENTENARY  
CELEBRATIONS  
THURSDAY, NOVEMBER 28  
11 a.m.: Unveiling of photo of Capt. J. Germein by Mr. S. Germein (at the Port Germein School).  
1.30 p.m.: Procession.  
2 pm.: Children's display at the oval  
4 p.m.: Combined schools' exhibition, to be opened by Hon. A. P. Blesing (Minister of Agriculture).  
8 p.m.: Schools' concert.

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ST. ANDREW'S H.C. DANCE  
PORT GERMEIN PALAIS  
TONIGHT  
Good music, novelty dances.  
L. Branford pianist, R. Murray violin,  
D. Smith drums.  
Bus Leaves Symonds' 7.15.  
21-11-1936

## DANCE PORT GERMEIN PALAIS

SATURDAY, NOVEMBER 21.

Good music. Good time assured.

20-11-1936

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LAUBMAN & PANK, (Certified Opticians),

62 and 62A Gawler Place, Adelaide

Will be SIGHT-TESTING as under:

PORT GERMEIN (Pier Hotel):

Saturday, Dec. 5, 2.30 to 6.0

21-11-1936

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## St. A.H.C. DANCE

Port Germein Institute

DECEMBER 5.

Good music. Good time assured.

28-11-1936

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## GRAND DANCE ST. A.H.C.

TONIGHT AT 8 Germein Institute.

Music Miss L. Branford, Messrs. R. Murray, and W. Bonner.

Strawberries and icecream.

Bus leaves Symonds' 7.15.

5-12-1936

*When 3 ships were at the jetty, the sailors ended up at the hotel...it wasn't long before the bar walls were getting splatted with blood. Local chap Constable Pearce couldn't quell the fight so got out of it and ran home to ring the Pirie Police. Anyway, before they got out, Pearce went back with cuffs in pocket and tried to handcuff the Swedes....Away went the Swedes around the pub with Pearce after them. About four times around the Swedes caught up with Pearce, picked him up and took him to the clink. They took the keys out of his pocket and put him in the cell and locked the door. Mrs Pearce rang the Pirie Police and another bloke came out with a duplicate key to let Constable Pearce out of his own cell. By the time the first two Police had arrived all sailors were up the jetty and on the ship....What could two policemen do among forty sailors? The keys were never found.*

Owen Broadbear from 'A Life's Memories' pub. 1985

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## CENTENARY CUP PRESENTATION

Cycle Club Function At Port Germein

A social evening arranged by Port Germein Centenary Cycle Club was held in the Palais for the purpose of presenting trophies won at the Centenary Cup carnival on November 28.

Mr. W. J. Seymour (president of the club), was in the chair. Prominent positions at the tables were occupied by local competitors in the cup race, and with the placed men in the "interstate" race they were the guests of the evening.

The Centenary Cup was presented to Mr. Jack Wauchope, Mr. C. K. Fairey's trophy went to Mr. Don Richter (second), and Mr. C. F. Mitchell's trophy to Mr. C. J. Bowley (third).

Presentations were also made by the chairman to Messrs. R. Brine (first) and W. Roberts (second) in connection with the "interstate" event.

Mr. Seymour thanked all who had assisted the club with trophies, and all helpers generally. Several supporters, he

said, had offered to donate prizes for future competition, including Mr. A. H. L. Goode, who had placed a cup to be competed for on Saturday next.

Musical items were rendered, and a dance completed the evening's enjoyment. Mr. C. W. Hoskin provided the music, and Mr. Seymour was M.C.

## INSTITUTE FETE

There was a large attendance on Saturday night at the annual strawberry fete arranged by Port Germein Institute Committee. Good business was done throughout the evening.

Stallholders were:- Strawberries and cream: Mesdames C. H. and C. J. Bowley, and H. M. Harris: ice cream: Mrs. J. Bowley; cool drinks: Mr. O. L. Broadbear. Mr. H. M. Havers was doorkeeper.

Competition prizes were won by Mr. C. F. Mitchell and Mr. Howard Jeffrey. A dance followed the fete. Music was supplied by Miss L. Branford, Messrs. R. Murray and W. Bonner, and the dance was conducted by St. Andrew's Hockey Club.

8-12-1936

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## ST. A. H. C. DANCE

Port Germein Palais tomorrow night.

Bus leaves Symonds' Corner 7.15.

Good music; Good time assured.

18-12-1936

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## DANCE

St. A. H. Club

PORT GERMEIN PALAIS TONIGHT AT 8

Music by Miss L. Branford, Mr. R. Murray, Mr. R. Parsons  
Bus leaves Symonds' 7.15 p.m. sharp.

19-12-1936

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St. A.H.C. Picnic, Monday, at Port Germein. Bus leaves Symonds' Corner 9 a.m. Calling Prests, Foundry. Arriving back 7 p.m. 1/ return.

St. A.H.C. Dance, Port Germein

Palais, Monday Night. Pickering's Bus leaves Symonds' Corner 7.15. Good music.

24-12-1936

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DON'T FORGET St. A.H.C. Dance, Port Germein Palais, Monday next, at 8. Bus leaves Symonds' Corner 7.15, calling usual places. Good music.

St. A.H.C. PICNIC, Port Germein, Monday. Bus Symonds' 9 a.m., calling usual places., arriving back 7 p.m. 1/ Return.  
26-12-1936

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## DANCE (St. A.H.C.)

PORT GERMEN PALAIS TONIGHT

Good music by Jim Roseberg and R. Murray.

Good time assured.

Bus Leaves Symonds' 7.15.

## St. A.H.C. PICNIC

Port Germein, leaving- 9, returning 6. 1/ return. Bus leaves Symonds' Corner and usual places.

28-12-1936

AT the holiday dance held at Port Germein Palais on Monday evening about 100 were present. Music was supplied by Mr. J. Roseberg and Mr. R. Richards was master of ceremonies. Proceeds of the dance went to St. Andrew's Hockey Club.

30-12-1936

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St. A.H.C. Dance, Port Germein Palais,  
Next Saturday Night.  
Good music. Good time assured.  
Bus running as usual.  
31-12-1936

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DON'T FORGET St. A.H.C. DANCE,  
Port Germein Palais,  
TOMORROW NIGHT. Bus as usual.  
GOOD MUSIC.  
1-1-1937

---

BLUE GROTTO DANCE CLUB  
PORT GERMEIN PALAIS  
SATURDAY, JANUARY 9  
7-1-1937

---

DANCE  
St. A.H. CLUB  
PORT GERMEIN PALAIS  
Saturday, January 16  
Good Music, Good Time Assured  
15-1-1937

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DANCE  
Port Germein Palais  
TONIGHT  
L. Branford, pianist; R. Murray, violinist.  
Bus leaves Symonds' 7.15 sharp.  
16-1-1937

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In Port Germein Magistrate's Court before Mr. W. J. Seymour, Jack Williams denied a complaint of R. J. Richens that he had used insulting words in Palais de Danse. Evidence was tendered by the complainant. Defendant made a statement in which he said that words used were not directed at complainant but to his friends. Defendant was fined £2 10/, with £1 costs, in default 14 days in Gladstone Gaol.

20-1-1937

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Dance will be held at Port Germein Palais  
Blue Grotto Dance Club  
SATURDAY NIGHT  
22-1-1937

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Dance will be held at Port Germein Palais  
Blue Grotto Dance Club  
TONIGHT

---

DON'T FORGET St. A.H.C. DANCE  
PORT GERMEIN PALAIS,  
MONDAY, FEBRUARY 1  
Good music; good time assured.  
23-1-1937

DANCE - St. A.H.C.

PORT GERMEIN PALAIS TONIGHT

Bus leaves Symonds' Corner at 7.15, calling usual places.  
Good time, good music.

Everything good.

24-7-1937

---

DANCE  
(St. A.H.C.)  
PORT GERMEIN PALAIS  
MONDAY, FEB 1, 8 P.M.  
Miss L. Branford, pianist. Mr. R. Murray, violinist.  
30-1-1937

DANCE  
St. A.H.C.  
PORT GERMEIN PALAIS  
TONIGHT AT 8 O'CLOCK  
Miss L. Branford, pianist;  
Mr. R. Murray, violinist.  
Bus leave Symonds' at 7.15 p.m.  
1-2-1937

---

DANCE  
(St. A.H.C.)  
PORT GERMEIN PALAIS,  
SATURDAY, FEBRUARY 13  
In aid of Popular C. Competition.  
Tim Scanlon. Novelty Dances. Miss L. Branford, pianist;  
Mr. R. Murray, violinist.  
12-2-1937

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St. A.H. CLUB  
Port Germein Palais  
TONIGHT  
Pianist, Miss L. Branford; Violinist, Mr. R. Murray. Bus  
leaves Symonds' at 7.15 p.m.  
27-2-1937

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CARNIVAL DANCE  
ST. A. H. C.  
PORT GERMEIN PALAIS,  
TOMORROW  
in aid of Miss D. Fiddaman (B.B.C.)  
Novelty Dances, Streamers, Confetti  
5-3-1937

---

CARNIVAL DANCE  
PORT GERMEIN PALAIS, TONIGHT  
Miss L. Branford. pianist; Mr. R. Murray, violin.  
Bus leaves Symonds' 7.15 sharp.  
Streamers, Confetti, Novelty Dances.  
6-3-1937

---

DANCE  
St. A.H.C.  
PORT GERMEIN PALAIS  
SATURDAY, MARCH 13  
Good Music. Good Time.  
12-3-1937

DANCE

St. A.H.C.

PORT GERMEIN PALAIS TONIGHT

Miss L. Branford, pianist; Mr. R. Murray, violin.

Bus Leaves Symonds' 7.15.

13-3-1937

---

BLUE GROTTO DANCE CLUB

PORT GERMEIN PALAIS,

SATURDAY, MARCH 20

19-3-1937

---

BLUE GROTTO DANCE CLUB

PORT GERMEIN PALAIS, POSTPONED

20-3-1937

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SITUATIONS

MEN WANTED-40 for railway work at Port Germein. Bus will leave with intending employees from shed opposite Solomontown Station at 2 p.m. Monday for camp -Farley and Lewers.

27-3-1937

---

DANCE

PORT GERMEIN PALAIS

TONIGHT

Miss L. Branford, pianist; R. Murray, violin. Bus leaves Symonds' 7.15. Novelty Dance.  
Good time assured.

DANCE

PORT GERMEIN PALAIS,

MONDAY NIGHT.

Good music, good time assured.

27-3-1937

---

TENNIS DANCE

St. A.H.C.

PORT GERMEIN PALAIS TONIGHT.

Good music. Novelty Dances. Bus leaves Symonds' at 7.15.

29-3-1937

---

ST. A.H.C. DANCE

PORT GERMEIN PALAIS

TOMORROW NIGHT

(Saturday, April 24)

Come along and dance the blues away.

Bus as usual from Symonds' at 7.15.

9-4-1937

---

PORT GERMEIN PALAIS

TONIGHT

Miss L. Branford, pianist; Mr. R. Murray, violin. Bus as usual from Symonds' at 7.15.

10-4-1937

*The cruise ship Moonta would call twice a week. It stayed for about half a day and the people would come up the jetty and into the town.*

*Jack Blieschke*

Under the auspices of the Methodist Girls' Physical Culture Club, a social afternoon was held in the Port Germein Palais to raise funds for a new piano to be installed in the church hall. Items were given by Mrs. T. Glasson. Miss B. Bowley and Miss N. Bowley. Various gifts of farm produce were sold on the produce stall. Community singing was conducted by Mrs. J. McTier. The proceeds were £2 5/-.

11-6-1937 Advertiser

A successful evening arranged by the local members of the Port Pirie branch of the Country Women's Association was held in the Port Germein Palais. Mr. Morgan Harvey was M.C. and music for the dancing was supplied by Mrs. McMutrie and Miss Harvey. Non dancers engaged in card playing. Supper was served by members of the C.W. A. Mrs. E. C. Alford was president. The proceeds, amounting to just over £5, were in aid of the C.W. A. Handicrafts Exhibition, to be held in the Port Pirie Town Hall.

3-6-1937 Advertiser

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DANCE St A.H.C.

PORT GERMEIN PALAIS TONIGHT

Bus leaves Symonds' Corner at 7.15, calling usual places.

Good time, good music. Everything good.

17-4-1937

---

ST. A.H.C. DANCE

PORT GERMEIN PALAIS

TOMORROW NIGHT

(Saturday, April 24)

Come along and dance the blues away.

Bus as usual from Symonds' at 7.15.

23-4-1937

---

DANCE - St. A.H.C.

PORT GERMEIN PALAIS

TONIGHT

Bus leaves Symonds' Corner at

7.15, calling usual places. Good time, good music.

Everything good.

24-4-1937

---

DANCE at PORT GERMEIN

PALAIS, TONIGHT. Bus leaves Symonds' at 7.30. Music

by Miss L. Branford.

Good time assured.

15-5-1937

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DANCE, St. A.H.C., Port Germein Palais, TONIGHT.

Bus leaves Symonds 7.30, calling at usual places. Miss L.

Branford, pianist.

22-5-1937

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BUS leaving for Port Germein Palais,

C.W.A. Social and Dance, at 7.30

Saturday, Symonds' corner.

28-5-1937

PORT GERMEIN  
Palais Introduce  
CLAUDE CARNELL'S BAND  
at the  
BIKE BALL  
Featuring  
MINIATURE BIKE RACES  
NEXT SATURDAY  
Bus Running 1/ Return.  
16-6-1937

The Motor Passenger Vessel  
MO O N T A  
(Circumstances Permitting)  
Leaves PORT ADELAIDE regularly at 7 p.m. on  
SATURDAYS.  
Leaves PORT PIRIE regularly p.m. MONDAYS for Port  
Augusta.  
Calls Port LINCOLN (inward and outward voyages),  
PORTS AUGUSTA and HUGHES (weekly), PORT  
GERMEIN (fortnightly), arriving back at Port Adelaide a.m.  
FRIDAYS.  
THE GULF TRIP Round Trip Fare £6  
LUXURIOUS PASSENGER  
ACCOMMODATION  
Inspection invited. All particulars  
from:—  
The Adelaide Steamship Company, Limited,  
Port Pirie  
(PHONE 13) AFTER HOURS:—  
Phone Manager, Pirie 1.  
28-8-1937

A social afternoon held in the Port Germein Palais proved a success. The afternoon was arranged in aid of the piano fund for the Port Germein Kindergarten Hall. Items were given by Miss Lorna Hoskins and Mrs. J. McTier who sang a duet, and Miss Shirley Carson gave a recitation. Competitions, community singing and afternoon tea filled in an enjoyable afternoon. The proceeds amounted to £2.  
24-9-1937

ST. CLEMENT'S CHURCH OF ENGLAND  
Annual Strawberry Fete  
SATURDAY NEXT, NOV. 13  
AFTERNOON and EVENING  
Port Germein institute  
Followed by dancing, good music.  
Bus leaves St. Paul's Rectory, 6.45 p.m.  
6-11-1937

5 BIG NIGHTS OF DANCING.....  
AND FINALLY: MOND. JAN, 3  
(NEW YEAR'S DAY HOLIDAY)  
PT, GERMEIN Town Hall NOVELTY BALL  
With a tremendous range of novelties, trumpets, noise  
makers, funny hats, confetti, balloons, etc., also  
MR. AND MRS. MILLS (South Australia's  
Dancing Champion) in a glorious demonstration of The  
Swing and The Rumba.  
Dancing 8 until 2—Everybody 1/9,  
6-12-1937



1-1-1938

Dance! Dance!  
St. A.H.C.  
PORT GERMEIN PALAIS  
TONIGHT  
Pickering's bus leaving Symonds' 7.15.  
L. Branford, pianist.  
Good time assured.  
8-1-1938

During the holidays the campers made full use of the beach and shelter sheds, and many people motored over for the holiday on January 3. A dance was held in the institute and Mr. C. Carnell's band, from Port Pirie, supplied the music. A dance was also held at the Palais  
13-1-1938 The Advertiser

DANCE  
WILL BE HELD AT PORT GERMEIN  
on board the training ship Admiral Karpfanger (by kind  
permission of the commander) on SATURDAY,  
JANUARY 22, at 8 p.m. Admission, 1/-.  
15-1-1938

Dance! Dance!  
St. A.H.C.  
PORT GERMEIN PALAIS  
TONIGHT  
Pickering's bus leaving Symonds' 7.15.  
L. Branford, pianist.  
Good time assured.  
15-1-1938

DANCE DANCE  
St. A.H.C.  
PORT GERMEIN PALAIS TONIGHT  
Pickering's bus leaving Symonds' 7.15.  
L. Branford, pianist.  
Good time assured.  
22-1-1938

DANCE  
PORT GERMEIN PALAIS  
TONIGHT  
Pickering's bus leaving Symonds'  
7-15. L. Branford, pianist.  
31-1-1938

Dance! Dance!  
St. A.H.C.  
PORT GERMEIN PALAIS  
TOMORROW NIGHT  
Miss L. Branford, pianist.  
Pickering's Bus as Usual.  
4-2-1938

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Dance Dance  
St. A.H.C.  
PORT GERMEIN PALAIS  
TONIGHT  
Bus leaves Symonds' at 7.15.  
L. Branford, pianist.

THE CHURCH OF ENGLAND  
(PORT GERMEIN)  
CONCERT— DANCE  
WEDNESDAY EVENING NEXT  
Bus leaves St. Paul's Rectory, 10 Goode road, 7 p.m., via  
Balmoral road, Foundry, 1/ return. Good music.  
5-2-1938

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St. A.H.C. DANCE, Port Germein Palais, TOMORROW.  
Bus leaves Symonds' as usual. L. Branford pianist.  
18-2-1938

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Dance Dance  
St. A.H.C.  
PORT GERMEIN PALAIS  
TONIGHT  
Bus leaves Symonds' at 7.15.  
L. Branford, pianist.  
19-2-1938

During the holidays the campers made full use of the beach and shelter sheds, and many people motored over for the holiday on January 3. A dance was held in the institute and Mr. C. Carnell's band, from Port Pirie, supplied the music. A dance was also held at the Palais.

PORT Germein Tennis Club held a dance in the Palais last week. An enjoyable evening was spent by a large gathering. Music was supplied by Miss B. Bowley and Mr. R. Sutton.  
23-3-1938

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St. Clement's Church of England  
(Port Germein)  
Annual Strawberry Fete  
Institute Hall, Saturday, November 12.  
To be opened by Mrs. M. M. Middleton at 1 p.m.  
4-11-1938

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Port Germein  
Town Hall Annual  
HOLIDAY BALL  
Claude Carnell's Band Sun-Tanned Ballet Balloon Race  
Trumpets and Confetti  
TONIGHT  
Gunter's Bus Running- 1/ Return Leaves 7.30, calling  
Stenness, School, Federal, Carnell's,  
Forgan's.  
28-12-1938

Pier Flats, Port Germein, for Your Requirements. Cool drinks, smallgoods, sandwiches, sweets, beach trays, hot rainwater, icecream, two-in one, wafers. Everything kept in Refrigerator. Pay us a call on New Year's Day for a good cold luncheon.

31-12-1938

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## Bangor Tennis Club DANCE

**PORT GERMEIN PALAIS  
SATURDAY, FEBRUARY 18  
SAILING SHIPS IN PORT**

17-2-1939

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OLD AND NEW STYLE  
DANCE TONIGHT  
PORT GERMEIN PALAIS  
Good music. Bus leaving Sandery's Corner and Forgan's,  
7.15. 1/6 Return  
14-3-1939

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PERSONAL  
Mr. R. F. W. Parkes (head teacher at Port Germein School) has been appointed to a similar position at Stansbury. Mr. F. E. Page has received an appointment to Port Germein.  
29-8-1939

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Eight Big Nights of Dancing  
Monday—Port Germein  
7. NEW YEAR'S DAY BALL  
Oaklands' Band. Novelties.  
Carnell's Band will appear.  
19-12-1939

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TRIP TO PORT GERMEIN.  
New Year's Day. 2/ return. Leave Army Hall, 9 a.m. Book early. —Mrs. Gray, Florence street  
30-12-1939

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PORT GERMEIN  
Red Cross Ball  
Les Oaklands' Band. NEXT MONDAY  
Gunter's bus leaves 7.30—1/.  
27-1-1940

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LEAP YEAR BALL  
PORT GERMEIN INSTITUTE  
WEDNESDAY NEXT, APRIL 3.  
Cool Change Expected.  
Admission 2/, including supper.  
Bus leaves Moyle's 7.15, stops Foundry, 1/.  
30-3-1940

What an Ideal Night for  
LEAP YEAR BALL,  
Port Germein, Tonight.  
Bus, 1/, leaves  
Moyle's 7.15, via Foundry.  
3-4-1940

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A BIRTHDAY party was given by Mrs. R. Sutton at the Palais, Port Germein, on Monday, in honor of her niece, Valma Mitchell, on her sixth birthday. Those present were Grace Hutchesson, Heather Bessen, Rhonda Bowley, Margaret Bessen, Audrey and Joan McMurtrie, Clair Stokes, Patricia Eddy, Joan Mitchell, James Mitchell, Doug and Ron Miller. The table was prettily decorated with vases of sweetpeas, carnations, colored balloons, and serviettes. The guest of honor lit and extinguished the candles of her birthday cake.

11-9-1940

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A EUCHRE evening arranged by Mesdames H. McKenzie and F. Page in aid of Rosemary McKenzie (Queen of Navy) was held in the Palais at Port Germein on Saturday evening. Prizes given by Mesdames S. Eddy and F. Page were won by Messrs. R. Bessen, C. Tee, H. Havers, and Mrs. W. McMurtrie.

11-12-1940

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A GAMES evening convened by members of the Country Women's Association to raise funds in aid of an R.A.A.F. training plane was held in Port Germein Palais, which was lent by Mr. C. Mitchell. Prizes presented by Mrs. E. B. Alford were won by Mrs. S. Holman and Mr. M. Harvey. A musical competition was won by Miss F. Archer. Music was supplied by Misses B. Bowley, P. Alford, and S. Williams, of Telowie. Takings amounted to £2-3/-.

30-4-1941

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#### CONCERT AND DANCE.

Port Germein, Tomorrow Night. Aid of training plane. Bus leaves shed at 6.30 p.m. Usual route.  
Mrs. N. Brown.

16-6-1941 Location not specified.

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CHURCH OF ENGLAND PORT GERMEIN ANNUAL  
STRAWBERRY FETE  
Saturday Evening Next,  
FOLLOWED BY DANCE  
10-11-1941

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MESDAMES W. J. Stokes and S. Eddy were the conveners of a social and games evening held in the Palais to support Mr. Eddy as representative of commerce in an ugly man competition. Trophies presented by Mrs. Eddy for competition were won by Miss Z. Hutchison and Mr. R. Mitchell. A trophy presented by Mrs. J. Hutchison was won by Mrs. Slade. After games Mr. H. Hoskin supplied music for dancing.

11-2-1942

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ROYAL MAIL SERVICE PORT PIRIE TO PORT  
GERMEIN via NELSHABY AND TELOWIE  
Departure from Port Pirie Post Office  
Monday to Saturday 1.20 p.m.

Departure Port Germein Post Office  
Monday to Friday 4 p.m. Saturday 3.45 pm  
FARES: Single, 3/; Return, 5/  
PASSENGERS ARE REQUESTED TO BOOK SEATS  
GENERAL FREIGHT CATERED FOR AND HANDLED  
WITH GREATEST CARE AND PROMPTITUDE  
BOOKING OFFICES: WEST COAST MOTOR  
SERVICES LTD.  
ELLEN STREET, PORT PIRIE.  
TELEPHONE 586 1  
V. GRANTHAM, Port Germein Palais  
WEST COAST MOTOR SERVICES LTD.  
ELLEN STREET, PORT PIRIE.  
PHONE 566.  
11-10-1943

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Dear Aunt Dorothy — I was very pleased to see my first letter in print. I was eight years old last Sunday, and dad took us to Port Germein for the day. We had dinner in the Gorge, and then went up to the mangroves and had a bathe. We had a lovely time. After that, we went down to the Palais on the beach and had icecream and cool drinks. We came home after tea. For my birthday I got two dresses, a petticoat, a pair of bloomers, a cake of soap, a face washer, a handkerchief and seven pence. My doll's name is Mary. We have a dog; our other dog died. I have a playhouse. Once we played 'hotel,' and I went hotelkeeper. When I go back to school I will be in Grade 111. My brother, Keith, is starting school after the holidays. IDA PITMAN.

21-3-1946 'Chronicle'

---

AN afternoon to raise funds for Rubella pre-oral school was held in the Palais recently. Organisers were Mesdames S. Shaw and W. J. C. Kunst, assisted by Mrs. N. Ryan and Misses I. Clarke and M. Commons. Afternoon tea was served. An amount of £4 was realized.

1-5-1946

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From a social evening held in the Port Germein Palais to raise funds for Queen of Railways, little Dawn Calliss, £3 was raised. Music for dancing was supplied by Miss Bryce Bowley and Mr. L. G. Hoskin. Supper was served.

30-10-1946

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*On New Years night at the dance in the Palais, my parents made beds for my younger siblings behind the seats while they danced the night away. During the intervals of the dancing, we older children loved sliding on the dance floor. Claude Carnell and his band from Port Pirie often played for dances in the Palais. He owned the Music Store in Port Pirie, I think it was in Alexander Street at the time. The dances were usually Canadian Barn Dance, Military Two Step, Pride of Erin, Waltz, Tango, Two Step, Valeta etc.*

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*For years my grandmother, Agnes Glasson, played the piano at the institute for all the balls and dances in the 20's and early 30's. Mr. Billy Hoskin played the button accordion.*

Brenda Leitch

## PUBLIC NOTICE

District Council of Port Germein

### TENDERS FOR LEASE OF BEACH PALAIS

The above Council invites Tenders for either a one or three-year lease of the building situated on Port Germein Foreshore and known as "Port Germein Beach Palais." In either case the commencing date of lease is from OCTOBER 1, 1948.

A lease, will embody the Palais building with shop fittings, such as counters, shelves, wall seats, etc., but does not include electric light plant, refrigerator, or fittings being part of the plant.

Tenders will be received at the District Office until 12 o'clock noon on MONDAY, AUGUST 30, 1948.

Further particulars may be had on application at the District Office, Melrose.

By Order of the Council

E. FOOT, District Clerk. District Office, Melrose.

21-7-1948

A PARTY was held in the Palais, Port Germein, to celebrate the third birthday of Philip Newton. Each little guest received a paper cap and a bag of homemade sweets. Those present were Shirley Newton, Jennifer Callory, Gloria Tucker, Thelma Bessen, Carol Ottaway, Margaret Bessen, Beverly Bessen, Beverly Commons, John Tucker, Peter Ottaway, Phillip Giffen, Ray Bessen, Ken Bessen, Ross Miller, Barrie Newton, Robert Shaw, and Rodney Newton.

3-11-1948

### Coming-Of-Age Party For Miss O. Warner

PORT Germein Palais was beautifully decorated for the coming of age party of Miss Olive Warner, organised by Misses Moira Commons and Pearl Tee. Mr. W. Gribble presented Miss Warner with a crystal tray, a powder bowl, and a vase from friends of the district, little Carol Ottaway handed her a posy, and Mr. G. Teague presented a brush and comb set from her parents. At supper a cake made and decorated by Mrs. J. Lukeman was cut. Miss Warner wore a maroon jacket suit with a shoulder spray of roses and Mrs. Warner a red and black taffeta frock. Dancing was enjoyed to music by Messrs. L. G. Hoskin and Warhurst. Misses Commons and Tee were also presented with posies.

13-4-1949



Above: Detail of a rowboat from a painting by Robert Carter in 'Windjammers, The Final Story' by Robert Carter

### District Council Of Port Germein

### TENDERS FOR LEASE OF PALAIS

Sealed tenders endorsed "Tender for Lease of Beach Palais" will be received by the District Council of Port Germein for the lease of the Palais situated on the beach at Port Germein. The term of the lease may be for any period from one to five years from October 1, 1952, therefore tenders must state the period of lease required and the rental to be paid per annum.

Tenders must be lodged at the District Office, Melrose, not later than noon on Monday, August 25, 1952. (Also Monday September 22, 1952)

Any further particulars may be had from the District Office, Melrose.

No tender will be necessarily accepted.

By Order of the Council—

E. FOOT, District Clerk.

8-8-1952, 5-9-1952

*In the DVD 'The Last Cape Horners' produced by Garry Kerr, Allison Gibson (née Edwardes) of Port Victoria talks about the dances at Port Victoria which were attended by the sailors from the grain race ships. She said the sailors would come in on boats to the town. They would gather in the doorway of the hall and when the music began would walk in a group down the centre of the hall, turn and bow to the girls. There were wonderful suppers which the sailors enjoyed tremendously. All the townspeople liked having them there and the sailors would return as often as possible for the dances.*

*Another captain on the DVD said that they enjoyed doing the Lambeth Walk at the dances and then walking with the girls on Saturday and Sunday too, but it was a problem when the girls would say, "Look, it's Mum or Dad" so they had to keep walking until the coast was clear.*

*Mel Thomas, whom I interviewed at his home in Cumberland Park, was 17 when he helped load the Passat in 1948 at Port Victoria. He lived on board ship to do this, in one of the first class cabins which were intended for passengers. He did not attend the dances but many of the sailors did.*

*He said a group of about 30 sailors, dressed in their best outfits, set out smartly from the Passat in a small rowboat with a rusty red sail to a dance. They went in the wrong direction and headed straight into a seaweed spit. The captain let them stay there all night and they were a bedraggled bunch when they came back in the morning.*

## Part 7: Port Germein Childhood, 1954 to 1962

Life in Port Germein when I lived there in the 1950s and early 1960s revolved around the school, churches, sporting clubs and organisations like the C.W.A. (Country Women's Association) and the Buffalo Lodge (the Royal Antediluvian Order of Buffaloes known as the *Buffs*), a mysterious group which met in the institute. Social life was to be found at the shops, pub, the Palais and the beach café.



Above: Dolling Group CWA holiday cottages in Port Germein about 1954. Photo courtesy Norma Baker.

Although small in pupil numbers, Port Germein Primary School, which was the focus of my young life, was modern and well equipped and had up-to-date technology like a loud speaker system for school assemblies. We would march smartly around the basketball court in time to the music, peeling off in different directions to meet again in the middle before marching to class.

**R.A.O.B.,  
G.A.B.**

**STANLEY LODGE,  
No. 214**

extends a cordial invitation to all  
members of the Buffalo Order to  
witness the

**ELEVATION  
OF  
BROS.**

**N. J. RYAN  
J. V. RYAN  
E. K. MITCHELL**

**TOMORROW NIGHT  
AT PORT GERMEIN**

REGISTRATION AT 7.30.  
CEREMONY AT 8.

School assemblies included saluting the flag along with a solemn loyal oath and appropriate gestures:

I am an Australian  
I love my country  
I salute her flag  
I honour her Queen  
I promise to obey her laws.

At left: Advertisement for the Buffs in *The Recorder* of March 16, 1953

On Friday afternoons the whole school would come together in the stone classroom to watch films which were mailed to us in round metal containers and shown on the school movie projector. They were interesting documentaries with subjects like Tom Kruse and his outback mail run.

My earliest memory of school is of making roses from tying knots in pretty plastic cord and setting them in plaster

of Paris to make a bouquet, with Mrs Hender. We had a class library and I particularly liked the Epaminondas stories which featured his mother saying,

"Epaminondas, you ain't got the sense you was born with!" Other books I liked at school were Thomas the Tank Engine, the Milly Molly Mandy series, Famous Five adventures and Cherry Ames books of which I developed a good collection at home.



Above: The main stone building at Port Germein Primary School in 2008. It celebrated its centenary in 1981 and sadly, closed at the end of 2013.

In junior school I also remember using a tracing book and a pastel book with black pages interleaved with tissue. We had a broadcast book each for our weekly music lessons via ABC radio, and we enjoyed learning the new songs. In later years at school I liked getting the little magazines called *Children's Hour*. I would cut out the poems, paste them in a scrap book and read them over and over again.



In Grades 1 and 2 exercise books had guards or folded card covers but in later years you covered them with pretty paper or plastic. People had wooden pencil cases with sliding lids or fabric pencil cases with individual partitions for each pencil and a bigger section to put your set square and compass. You rolled them up and tied the bundle with an attached cord. They were very efficient but I haven't seen anything like them for about 50 years!

Free milk for children under 12 was provided by the government for city schools from September, 1951 but took longer to arrange for country schools. I think it only started at PGPS when I was already a student there in 1955. It would be delivered in the morning and on hot days would smell fairly badly. The half pint glass bottles had a metal cap and came with a firm small, thin straw which was pushed through the top, for drinking. About then someone invented flavoured straws and kids could suck the milk through chocolate or strawberry flavouring. I never drank milk as it always made me feel queasy.



Above: My brother Jonathan and me, in front of the classroom library in the junior school

Another health initiative at this time was the Oslo lunch. We learnt about it in Social Studies, I suppose, and it was probably the subject of one of the Friday movie documentaries and of posters for the wall. Food in those days was very much meat and three veg and the only salad we knew was Mum's lettuce salad with iceberg lettuce, tomatoes, hard boiled eggs and mayonnaise. It is ironic that in our Mediterranean climate where almost anything can grow, we were taking advice on salad lunches from Oslo!

## Strong and Brave

My mother was my teacher in part of Grade 2, and in Grades 3 and 4. I walked to school by myself and addressed her as Mrs in the classroom. No one teased me as far as I can remember and I don't think I got special help at home, probably because I didn't need it. I do remember Mum helping Jonathan with a composition when he went to high school and being annoyed when he got 12/20 and a very condescending comment to go with it.

Though not at all religious, Mum was ferociously moral, a republican and a feminist. She once had a huge row with one of the headmasters, a Mr Cain, who was an older, single man. I don't know what the row was about but I can remember her slamming doors and telling him that he could stick his job up his a\_\_\_. She did not swear often but knew all the good words when she did. He respected her enough to make up after the row and even admired her command of language.

Mum was strong, brave and determined in going back to work despite the disability of a severe limp from polio which made walking and most physical activity difficult

for her, mainly because she had no flexibility in her right foot which used to swell up enormously in the heat. She said that she could fall over on a match, though she rarely did fall, making careful use of her wooden walking stick to balance. The toilets were quite a long walk away and no concessions were made, but she coped.

My mother hated people mentioning her limp or asking questions and never told anyone how much she suffered or even why she had a limp. She simply wanted to get on with life and not brood about it, and she never did. Sometimes on the weekends she just went to bed and slept from exhaustion, and she took 2 aspirin every morning to cope with the pain of her ankle.



Above: My mother, Diana McEvoy, with her mixed Grade 3 and 4 class about 1960, Port Germein

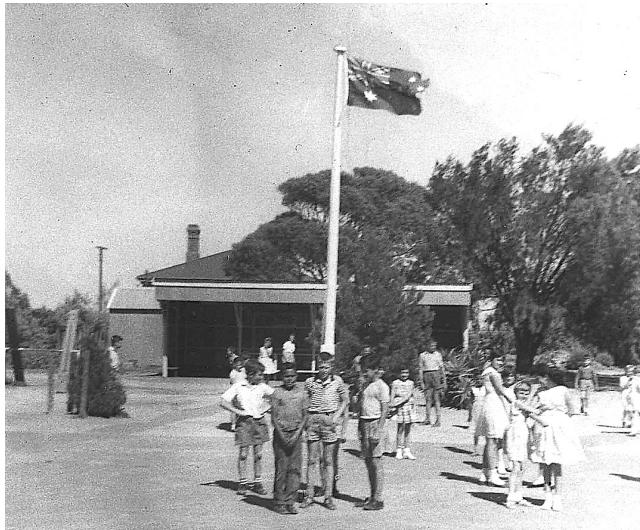


Above: Diana Kermode, August 1939 at Teachers' College

Despite her disability Mum still liked teaching PE and managed it well, and she was always energetic and hard working.

Intelligent and interested in news and current events and a proud Australian, she fought hard to get the Australian rather than the British flag flown in the schoolyard, when schools were informed that Australian flags were available.

Farming technology was one of her interests, and she always taught students about contour ploughing in an effort to reduce the problems of erosion which were huge in the Port Germein area. Sometimes the dust storms were so severe that you could hardly see. During one which I remember, we were at home with all the windows and doors closed and Mum was ironing. When it was over, the thick red dust had to be shaken out of the clothes on the ironing board.



Above: The flag and pupils in the schoolyard, 1962

Each year the school would have an end of year concert in the institute, for which my mother very much enjoyed producing a musical. Those I recall are "Cinderella" and "Little Gypsy Gay."

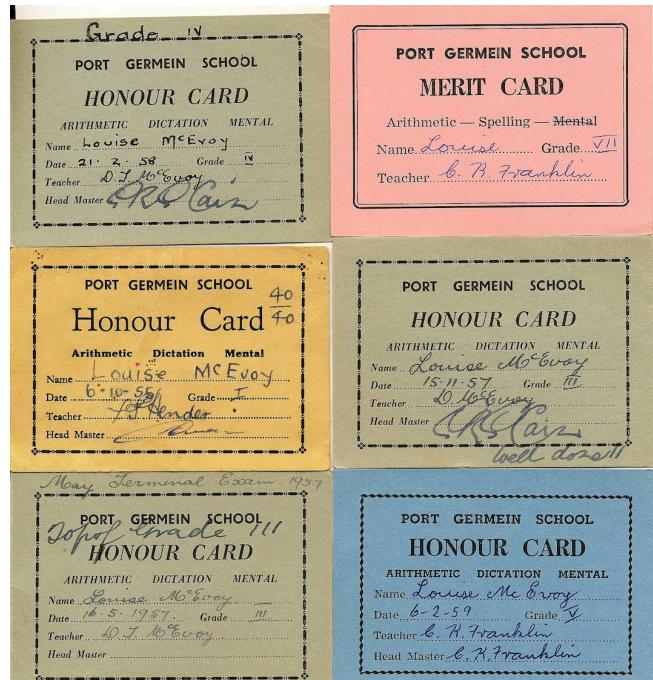
## Honour Cards

I did well at school and often came top of my class, although Gaye Barton, another student, was very close or even better on some occasions. At school assemblies, academic achievement in weekly tests including spelling, dictation and mental, was rewarded with honour cards and in later years merit cards. The cards show I was first girl in Grade 1 and 2, but whether that was first person too, I am not sure. It was just plain top in Grade 3.

The honour cards are not so informative after that and there are no school reports from Primary School. Mum may have thrown them away as she was very unsentimental and hated clutter. In Grade 7, doing the PC, I again came top, according to one of the blue honour cards, but because I was a girl, the opportunity to address a big meeting being held in the institute was given to the top boy in the class. Mum was absolutely furious once again, but I didn't know about it at the time as she only told me many years later.

At Port Germein the education we received was solid and well rounded. We did Geography, Social Studies, Arithmetic, Mental, History, English and learnt to write neatly using pen and ink. Mr Franklin worked particularly hard at teaching us grammar in Grade 7. Parsing sentences and adjectival and adverbial clauses were important, but I never got noun clauses. Mr Franklin knew that my particular weakness was spelling 'valley,' and always put it in spelling tests. I still have to think hard about whether

there is an 'e' before the final 'y' meaning the plural is 'valleys.'



Above: A selection of honour and merit cards

Physical Education lessons were good fun. In early years we did PT exercises and learnt folk dancing including the German Clap Dance and Circassian Circle. Mum also taught us the Maypole dance which we performed at various functions.

Art was one of my mother's favourite subjects too, and she loved making things in papier maché with her classes. There were no lockers for our books so we usually had a bag next to our desk hanging from two cup hooks in which to store books, or we covered a cardboard box in cut out pictures and varnished it to store text books, as one of the first art activities for the year, rudimentary découpage. One of my mother's students would always eat the glue she made from flour and water so it had to be laced with lots of salt.

Whenever we visited Adelaide we would go to Rigby's where Mum would look at educational books and sometimes buy art supplies. She also subscribed to a British magazine called 'Pictorial Education' which had excellent posters and ideas for activities.

## Lunch and Recess

We had good fun at school during breaks. At first it was chasey on the basketball court and hide and seek. Oranges and Lemons, the Farmer in the Dell, All over Red Rover, What's the Time Mr Wolf and other games like that were popular. We had small and long skipping ropes where we would do "Across the bridge" using 2 big ropes. One year hoops were the in thing and then came yo-yos with various experts coming to the school to demonstrate their skills. Hopscotch and marbles enjoyed occasional popularity.

In senior years we played basketball, and tennis on the courts at the far end of the school yard next to the Church

of England, but what I remember is endless rounders. We played that at recess and lunch for what seemed like years. The teams were quickly picked, the 3 bases marked out with scuffs in the dirt and possibly a rock or someone's jumper. Sometimes the ball was bowled or we just bounced it, hit and ran. Mum asked for us to get a proper bat and eventually a strangely shaped bat with a heavy oval base arrived and it worked well.

One afternoon a week we had craft classes, at least in Grade 6 and 7, I think. The boys had woodwork, taken by Mr. Franklin and the girls had sewing, taken by Mrs Darby. I truly loved those afternoons. We would sit and sew and gossip quietly the whole time, learning to hem, backstitch and cross stitch. Elaine was wonderful at retelling stories of movies she had seen. I made a blue and white checked apron with cross stitch decoration. Learning woodwork would also have been good. It's a pity Mum didn't kick up a fuss about that too.

At school we also had religious instruction once a week. As one of a small group of Catholics and with absolutely no religious background at all, it filled me with fear and dread. The catechism was taught by young priests who would come out from Port Pirie. They were kind to us and I loved the beautiful holy cards we would occasionally be given. Father Caney was my favourite priest.

For years I wore a scapula around my neck and was too scared to ever take it off. It was a brown cord with a cloth holy picture on two ends but I have no idea what it was supposed to do. Even two of my religious cousins aren't quite sure of its purpose.

As Catholics, we didn't participate in all of the great social life enjoyed by the big population of Methodists in the town. They seemed to have more dances and social events than you might expect, given their religious backgrounds. My husband told me the old joke,

'Why don't Methodists approve of sex?'

'Because it might lead to dancing.'

They were obviously not proper Methodists at Port Germein, because they loved a dance!

One year we had a wonderful Back to School, a big fete with decorated bikes, costumes and all sorts of events and stalls. Mum made me a beautiful gypsy outfit in cotton seersucker with a neon yellow headscarf, black skirt and bright pink blouse. She also made a similar outfit for my doll. As usual, there are no pictures.

## Sports Days

A wonderful event at primary school was Sports Day. The whole school would decamp to Weeroona Island, halfway to Port Pirie. There, parents would dig two holes in the sandy soil, put a temporary wooden seat up, hammer in some posts around them and hang up hessian to create male and female conveniences. The mothers' club would organize a wonderful picnic lunch spread out on huge tarpaulins. There would be races along the sand in front of the mangroves including running races, egg and spoon, three legged and sack races, high jump, hop, step and jump and ball games like tunnel ball and circle ball. Prizes for

races would be one shilling for a first, six pence for second and three pence for third. Every child also received a bag of lollies and a blood orange. It was always a glorious day. Sadly, in Grade 7, we just had sports day at the local oval.



Above: Schoolyard during centenary, 1978

Lunch at school was probably a sandwich from home when I was young, but later I remember running, with a group of others, across the vacant blocks diagonally opposite school to the 4-square shop in the main street each day, to be served by Joan or Val. There was a big pepper tree on the way and the ground was uneven with dips and mounds of red earth, making the run quite exciting. Some kids went home to eat, but not many. We mostly ate our food in the shelter shed at the back of the school yard.



Above: 4 Square store in the main street, 1950s. Photo courtesy Robert Shaw.

## Catholics

When we first arrived in Port Germein, there were no Catholic services but my aunties and others worked successfully to have masses conducted in the institute. The priests would come out from Port Pirie each Sunday at about 9 am and we would have the service in the main body of the hall at first, later in the supper room. Dad would take us in the early days. Dad winked at a toddler he knew, who was playing up during the service one day, and the kid shouted out, "You bloody bastard." His parents turned pink but we all laughed.

Before masses began, Auntie Joan Patterson and Auntie Ellie, no doubt feeling responsible for my eternal soul, took me in to Port Pirie to get me a church outfit. It was a

lovely coat and matching felt hat in dark red, looking much like something Princess Anne might wear.

I made my first holy communion at the Institute on December 9<sup>th</sup>, 1956, together with my brother, Jonathan, Patty Burge and a couple of other children from Port Pirie. Mum bought a lovely white nylon dress for me from John Martins by mail order, and the nuns brought us out white veils to wear. Afterwards there was a delicious spread in the supper room, cooked by all the mothers and relatives. One special thing that impressed me was a cake decorated to look like a mushroom.

At that time the mass was in Latin and in the early days I think the priest would bring someone with him to say the responses, but after a while we learnt them from the prayer book ourselves and became quite confident. I'm still able to remember much of it.



Above: First Holy Communion at the Institute, 1956

Dad got a bit tired of getting up for Sunday morning church so we three kids would go by ourselves and sometimes my eldest brother, who was six years older, would drive us in the Morris ute via backstreets to the hall, even before he had a driver's licence. We were good friends with the policeman, Bruce Stevens, but Chris would have been in trouble if he'd been caught, I suppose. Not to mention that driving to church without a licence, while it was a crime, was probably also a sin! Otherwise it was a long walk from the sea front to the institute.

One thing I hated was having to go to confession. This took place on the institute stage with the big curtain closed. There was a confessional made by draping a pink bedspread or blanket over a clothes horse which formed a screen on two sides. Inside this were 2 chairs facing in opposite directions. You had to go in, kneel at the chair and say,

"Bless me father for I have sinned. It is one week or two weeks etc since my last confession and I accuse myself of..." You then had to list your sins. I was never sure about what I was supposed to confess. I didn't even grasp the concept of sin as I was lucky enough to be brought up in a loving and kind family home and didn't have occasion or reason for sinning! I could say that I had been rude to my parents or had sworn but even swearing was something I didn't do. But you had to go to confession before you could go to holy communion.

Even there, sticking my tongue out and waiting for the host to be put on it was nerve wracking, as you didn't know how far out the tongue should go. Fasting for communion was difficult. I passed out dramatically one Sunday morning but just came to and got up again. No one made a fuss.

Eating no meat on a Friday was another problem. Sure, we lived next to the sea, but you could never buy fish in Port Germein and there were no fish and chip shops. Frozen food didn't exist in our neck of the woods at that stage either. Tinned sardines on toast were a frequent choice, and not too bad.

## Methodists

The Methodist Church was very active in the town. They conducted Sunday school where they seemed to do interesting activities and have lovely pictures to colour and paint. There were often Sunday School picnics and concerts, and an annual strawberry fete and dance was held by the church.

Marilyn Wright nee Webb told me that her mother (Joyce) got into strife for allowing strawberries for one of these fetes to be stored in the large refrigerators at the hotel. Other Methodist ladies were scandalized at the idea of the food being tainted by contact with the demon drink.



Above: An early view of the Institute built 1892. Photo courtesy Norma Baker.



Above: Port Germein Institute 2008

Occasional film evenings were held in the corrugated church hall at the Methodist church. My parents didn't

attend, either there or anywhere, really, that I can remember, but I think my brother, Jonathan, was expected to keep an eye out for me.

The smaller children would sit at the front on wooden benches while the adults and older children had chairs. The projector would have to be stopped when the reels needed changing and there would be loud laughter and talking, always great fun. There were drinks and ice creams or supper available. I saw 'Tammy' with Debbie Reynolds and thought it was unbelievably romantic.

Events like concerts, dances and fetes were held at the institute and often a fete would be followed by a dance. Harold Raymond concerts happened at least once a year. He was a blind violinist and one of his specialities was cowbells.

In 1960 we Catholics had a Renewal Mission. They were fiery preachers and the hall rang with the promise of death and damnation if we didn't repent of our evil ways.



Above: Former Methodist Church with hall in background.

## Reading and Romance

At the back of the Institute was the supper room, a late addition to the building, and for many years that was the institute library. In those days decorative dust covers were quickly whipped off the hard backed books and they were lined up symmetrically on shelves according to colour and height. That was where I first discovered brown Mills and Boone romances, about the time I saw the Tammy movie. Instead of reading improving literature, I was filling my head with romance, but no one steered me in the 'right' direction. Also available were the gorgeous Georgette Heyer novels, the original regency romances which are still best sellers.

On weekends I would receive pocket money of two shillings and would walk over to the shop on Saturday to

fritter it away on lollies, icecream and comics. Nothing's changed. You could get quite a few lollies for sixpence, and a single icecream in a cone also cost sixpence while a comic was one shilling.

I had a subscription to the English story magazine 'School Friend' and later 'Princess'. In younger days there was a Rupert Bear magazine too. The boys got 'Eagle' or something like that. I was always lined up at the shop next to the hotel when they were due.

Margot Fonteyn, the ballerina, seemed to feature often in the English magazines, and I liked to draw ballerinas. Archie comics had paper Betty or Veronica dolls. I would create my own paper dolls using Betty and Veronica as guides and draw and cut out lots of clothes for them, using ideas from the 'Australian Women's Weekly,' which we got every week.

On trips to Adelaide, we would go to the Red Cross shop in Gawler Place and Mum would let me buy some second hand books. There weren't many places where you could buy new books that I knew of. I loved the smell of those books and the whole shop. One book which particularly appealed was 'King Cophetua and the Beggar Maid.' It had beautiful coloured picture plates. My cousin always says she was jealous of my Little Golden books collection which may have come from Coles in Port Pirie.

## Out of Towners

Each year pea picking families would come to the town. One family were called McKinnon, and they had a huge caravan and seemed quite glamorous. During the season, the number of pupils at the school would rise by up to ten students, and it was always an interesting time. There wasn't much bullying or racism that I remember, but must admit to feeling ashamed now at how we felt about some of the young male pea pickers who were Italian migrants. They didn't know, but we laughed ourselves silly at their outrageous clothes - skin tight pants, winkle picker shoes and greased hair slicked back and into a duck tail behind. Actually, they were in the height of fashion and we were the hayseeds!

We would also make fun of the older farmers who would come to town in their big, old, black cars and drive majestically down the street as though they owned the place and we were the peasants, which I guess we were, or labourers, at least.

Students from Baroota and environs were bussed into school each day but were not town kids. Those who actually lived in town and were part of my childhood were Virginia Ottaway (at the service station), Daphne Clark, Kerry and Sue Mitchell (post office), Alyson Vernott, Michael Ryan, Ken and David Burge, Betty Lampre, Lesley Stevens (at the police station), Bessens and the Pattersons, my cousins. People came and went, of course, during this time. I was most friendly with the Mitchells because they lived along the beachfront at the Post Office on the other side of the main street, though still a fair walk away. Virginia Ottaway was my first friend because she lived opposite the hotel when we lived there. In later years I

was closest to Alyson Vernott in town, and Elaine Ramsey and Merilyn Webb from Baroota, but friendships came and went, of course, among children, and I was friendly with everyone at school and in town. Gail Beyer, one year ahead of me, was very pretty and daring. Just like Marilyn Monroe, she wore her new orlon cardigan with buttons turned to the back, to show off her well developed and much admired bust.

Much of my time was spent alone but the beach was a wonderful playground. There was a shelter shed with a corrugated iron roof (originally a brush roof) nearby which I would sometimes climb onto, and swings near our house where I would swing and sing for hours, looking out at the sea, the jetty, the sunset and lights coming on in Port Pirie in the early evening. There were interesting shells to collect and sometimes driftwood. I often walked along the single railing fence around the block next to the Esplanade café and the huge green wooden seesaw and swings on the beach down from the caravan park were favourites too. Having seen someone jump off one of the swings, I swung up very high and leapt off when there were a lot of people around one day, and landed badly on my ankle. I have big problems with my left ankle still, so who knows?



Above: Our house behind tamarisk trees, 1962

## Rowing My Boat

One glorious day, I found a small rowing boat knocking against the six or so old barnacle covered piles that stood in the water near the shelter shed by our place. (The piles were probably the remnants of a small jetty or landing place but once again I never even thought about it.) I got straight into the boat which must have had oars or an oar, and quietly rowed myself about in the shallow water. This happened on a number of occasions so I must have pulled the boat up a bit when I landed, but eventually it was gone. Can you imagine that today? My parents didn't even know about the boat. In fact, parents didn't seem to know or care where we were from morning to night.

We often took advantage of the shell grit near our houses at the beachfront for digging purposes. I built a great dugout just outside our back gate, covered it with a piece of corrugated iron and spread dirt on top to hide it. I was allowed to take things to furnish it including a small metho

heater for boiling water. Meanwhile, on an empty block down next to the Mitchells at the Post Office, they dug tunnels right under the ground and we had a wonderful time crawling through them – incredibly dangerous when you think of how loose the ground was.

## Paddy Melon Fights

For high school, students were bussed into Port Pirie, and that was another story. Jonathan and Chris attended longer than me, but in my one year at Port Pirie High I felt the teachers didn't have much time for those of us from Port Germein. We were often late because the bus would constantly break down or we had to stop because the dust was so bad it wasn't safe to drive. I annoyed my Year 8 teacher by always wanting to order lunch when I arrived at school too. Mum didn't cut our lunches and we certainly never thought of cutting our own. But we had truly wonderful times on that bus. We would play odds and evens for pennies and sing "My Bonnie Lies Over the Ocean" every day, several times. Once when the bus broke down during paddy melon season, we had an enormous paddy melon fight.

## Cherry and the Bike

Our home was on the foreshore to the right of the jetty facing the sea, and was the old Harbour Master's house. We moved there after the hotel. We also owned several blocks behind the house where we used to graze our nice Jersey cow called Cherry, who was kept in a pen next to the shed at the back of the yard. There were a few hens as well but they weren't looked after properly and we hardly ever ate the eggs. They were fed and watered but not managed.

My brother Chris was mainly responsible for Cherry and used to put her out to graze, something which he resents as child labour to this day. He was the oldest, as I've pointed out to him, so I would have struggled to do it. He had left Port Germein to join the army several years before we left. I'm not sure when we got rid of Cherry, but we didn't have her any more when we moved.

One Christmas day, Chris was riding the new bike he had just received as a present, and left it on the dirt track while he was collecting Cherry. His good friend, Andy Fraser, saw him in the distance and drove across, straight over the new bike. That was when my parents, after years of new bikes for both boys and endless tyre repairs because of three corner jacks and other disasters, vowed never to buy any more bikes, a decision which was very unfair to me though I didn't understand that at the time. My mother, in particular, should have realised how much that would disadvantage me in the transportation stakes. I didn't even think about it, as usual.

## Cream

In the early years we had a milk separator at home, and that was a miracle to watch. It took ages to put all the metal parts together, but then you simply poured the fresh milk into the big bowl on the top, turned the handle smoothly and milk would come out of one spout and cream from the other, into the buckets below. It was a big job to wash and sterilize all the separator parts but it was worth it.

Mum would make butter by beating the cream with salt added, until the butter milk came out and what was left turned bright yellow and firm. She had carved wooden butter pats and would pat the block of butter into shape with them.



Above: Milk separator similar to ours

Sometimes the unseparated milk was put in a big pan on the wood stove and left to boil very slowly. The cream would rise to the top and be sort of crisp and bubbly. We would scrape it off and it would be part solid and part milky liquid. It would go into the fridge to be used on bread with jam. It was the most delicious thing I have ever tasted.

## Bath Time

The house was a nice stone dwelling but not luxurious. On the back was a corrugated iron lean to with the boys' bedroom, a porch and a rough small bathroom. Dad hated painting so it was painted once in a shiny cream, and that was it. I think the whole room was probably lined with asbestos - certainly around the bath heater. The enamelled metal bath stood on a cement floor and at one end, against the back wall, was a chip bath heater, a fearsome but clever appliance.

Crumpled and torn newspapers and wood chips were pushed loosely inside the metal barrel through an opening at the top, and set alight. The chips and paper were kept in a basket next to the heater. Water came out of the tap into a funnel on top of the heater and then percolated around the inside perimeter, finally coming out of a spout into the bath. You had to adjust the amount of air in the flue to get air circulating and the fire would make a choof choof sound when it really got going. The water spurted out scalding hot, so you had to be careful.

The bath heaters we had must have been of the galvanised kind, because they did not last that long and had to be replaced at least a couple of times. The flue balanced on top

of the heater over a small lip and went up through a hole in the ceiling. When the heater wore out it was just a rusted mess inside. I loved the smell of the fire and spent a lot of time chopping wood chips for it at the wood heap. I don't remember ever being lectured about the dangers of axes and loved the feel of a piece of wood when you hit the right spot and pieces went flying.

# MALLEYS CHIP BATH HEATER

The **ORIGINAL** Chip Heater  
now readily available.

Gallons of hot water without the uncertainty of other systems.

Costs nothing to operate.

With or without shower.

Obtainable in three types —galvanised; copper, chrome-plated; and copper, chrome-plated, with shower.

Above: Advertisement from the Chronicle , 1952

## Dunny Delights

In the yard, about 15 metres from the back door, stood the crumbling stone toilet. It was up three steps and had a cement floor. The toilet seat was a smooth wooden bench across the back wall with a wooden front. The toilet pan was an old 4 or 5 gallon petrol can with the top cut out and it was emptied when it got full. It was pretty primitive but we didn't seem to worry. Toilet paper was newspaper and I don't think we even bothered to cut it up nicely or hang it from a hook. Soft white toilet paper was a lovely invention when that came along later and we got a holder for that. There wasn't even creeper to soften the outside appearance, or provide a screen, but we had no neighbours in any direction.

Mum was a very fussy housekeeper so when I think about it, I am surprised that the lavatory wasn't kept better, but it was probably just one thing she couldn't cope with very well—it involved walking and climbing stairs so it must have been hard for her. I don't know why they didn't do something about it but it was probably the usual lack of money. As I got older I tried to keep it more bearable and clean. In hot weather the can would heave with maggots but we'd just chuck in dustpans full of dirt or ashes to overcome the smell and the sight. Dad and the boys had the privilege

of digging a hole in the back yard in a plot next to the shed, and they'd empty the can there and cover the contents with earth. Still, there was nothing as nice as sitting in that great old backyard dunny with the door open, looking out over the sea to the lights of Port Pirie across the water, and the sea breeze was wonderful.



Above: Louise, the vanguard, lavatory and wood heap in the back yard about 1960

One time, my cousin, Jenny Henny (I was Louey Pooey), two years younger but more daring than me, was playing with me at our place. We were great friends and she often used to laugh so much she would wet her pants. There was a male visitor who went out to use the toilet. Very quietly, we opened the door at the back of the seat where you put in and took out the can, and Jenny tickled his bottom with a peacock feather before we ran away, laughing ourselves into hysterics as usual.

## Power and Glory

Electricity was only available at Port Germein at Christmas time, 1958. Unlike many people in the town, we always had an 'engine' down in the shed, to supply power, probably because dad knew all about such things from being a farmer. It always needed diesel and things went wrong quite often, involving tinkering and lots of cursing from Dad. The generator made a lot of noise but you got used to it. Dad didn't usually start the engine in the morning. The wood stove would be lit and we would use kerosene lamps or even candles for light. On the stove there was a fountain, a big metal urn, that provided a steady supply of boiling water for tea and washing up. We had a very efficient kerosene fridge and Mum used an iron with removable bases which were heated on the stove for ironing. When electricity arrived she was happy to get a wonderful new electric stove and other mod cons like a mix

master but I fondly remember evenings in the kitchen warmed by the old wood stove, listening to serials on the radio while mum ironed or folded clothes. Dad spent a lot of time at the Palais and there was always paperwork to do and bills to pay.

We got TV when it came along but it was mostly snow. The only time the picture came clear was during a thunderstorm. We managed to see '77 Sunset Strip' and 'Bandstand.'



Above: Kerosene lamps, used before electric lights

Down on Port Germein beach was a wonderful jetty, the longest in the Southern Hemisphere, we were told, that someone had obviously built to give us children easy and interesting access to the water. The tide came in each day, often bringing heaps of ugly seaweed, but mostly the water was right out at the end of the jetty, dark and green and lapping deliciously around the barnacle encrusted piles. So inviting was it on a hot day, that even if we hadn't brought our bathers, we would just leap off the jetty into the water in our shorts and tops. By the time we had had several years of January Learn to Swim lessons at the creek, I could manage lovely dives and it was a glorious feeling to fly through the air and down into that deep, beautiful water.



Above: The old shed in 2006. The generator was in the shed on the right and the chook and cow shed was on the left. Dunny contents were buried to the right of the shed in a small fenced area.

## Part 8: The Early Days of Pt. Germein by Roy Parkes

*In 1936, the centenary of white settlement in South Australia, the idea of a town survey was adopted by the Education Department. School children and their teachers at about 25 South Australian schools compiled information about their towns in the form of maps, charts and compositions.*

*Mr. Roy Frederick Walter Parkes, principal of Port Germein Primary School for 12 years, from 1928 to 1939, produced a well written and thoroughly researched souvenir for the district of Port Germein and more of his material and that of his students was eventually published in "Please Sir, Let's Do History," compiled by Rita Purvis in 1978.*

*Mr Parkes was born in Western Australia in 1905 but was sent to SA to live with his Uncle and Auntie in Gawler when his mother died just one year later.*

*After attending Teachers' College he was an assistant at Port Wakefield, and head teacher at Yaninee, Port Germein, Bute and Waikerie, that we know of.*

*He was transferred to Stansbury from Port Germein and he and his wife were given a send off dance at the Institute and gifts from students and townspeople in September, 1939. He died on July 21, 1977 at Riverton.*

In 1851 the first white squatters arrived on the western side of the Flinders Ranges. They mainly ran sheep, and the wool produced was shipped out from Port Wakefield by 1856 and Port Augusta by 1859.

The Hundreds of Baroota and Telowie were under pastoral lease by 1867 but farming around Port Germein really dated from May 22, 1877, when land in Telowie was sold at rather high prices to pioneer farmers who struggled mightily because of low rainfall and rust in the wheat. The farmers experimented to produce a rust proof wheat, the first of which was Ward's Prolific by Mr J. Ward of Nelshaby. Mr W.T. Carmichael (Eclipse) and Mr H. J. Gluyas (Gluyas Early) of Telowie followed with rust resistant strains for low rainfall areas.

Port Germein became a town in 1879. The Port Germein Hotel was built and Mr Samuel Miller constructed the Pier Hotel, without a staircase to the second floor, so the story goes, meaning that the staircase had to be put on the outside of the building. Messrs Dowdy and Laffan established a store at Pt Germein and several wheat agents set up office.

"In the early days of Port Germein, the goods required were brought from Port Pirie in a 15-ton cutter by a Mr. Munyard. Since no jetty existed, the goods were placed on a staging to the east of the present jetty. At low water the goods were conveyed to the shore by wagon. Likewise the wheat for export was stacked near the high water mark; flat bottomed barges came in as far as the tide permitted, and when the tide receded the wheat was carted to them by wagons. At high tide the barges lightered the wheat to the sailing ships lying at the anchorage. It was no uncommon sight, so old residents tell, to observe twelve to fourteen sailing ships riding at anchor in the bay."

Postal facilities and the police station, Constable Le Lievre in charge, were set up in 1879. Local residents had petitioned enthusiastically for a jetty which was finally started in 1880, built by Mr Wishart for £12,000. He worked from both ends, using jarrah on the sea end and timber from the other side of the Flinders Ranges on the town end. The jetty was opened on July 17, 1881. From this time, bags of wheat could be hauled down the jetty by horse drawn trucks and loaded directly onto vessels moored at the jetty, for sale within the state and overseas. Port Germein School also opened in 1881 with Mr T. O'Connell as the first teacher.

The jetty was handed over to the Marine Board in March, 1882, but it was not long enough so an extension of 400 feet, 30 feet wide, was added by Mr Wishart and completed by March 1883 at a further cost of £5000. The final length of the jetty was then 5,459 feet.

A small steam train was acquired in September, 1884 and this replaced horses to cart the truck loads of wheat and other produce up and down the jetty. In the same year Port Germein became a port of export and import. Previously all the wheat being loaded at the jetty was being credited to Port Pirie.

Dredging of berths next to the jetty occurred in 1886, 1887 and 1890, allowing larger ships to be accommodated.

"The barquette Frey, of 450 tons, was the first sailing vessel to berth alongside the jetty to load a cargo of wheat. This was on March 12, 1884. January 1888, saw the first ship of over 1,000 tons, the Ravola, berth at the jetty. This was a particularly busy year, for nineteen ships were loaded and despatched; among these were the Airlie (1,500 tons); the Argus (1,543 tons); the Ravola (1,493 tons); the Cape Wrack (1,198 tons), and the City of Lucknow (1,493 tons) the rest being under 1,000 tons, with one of 261 tons being the smallest."

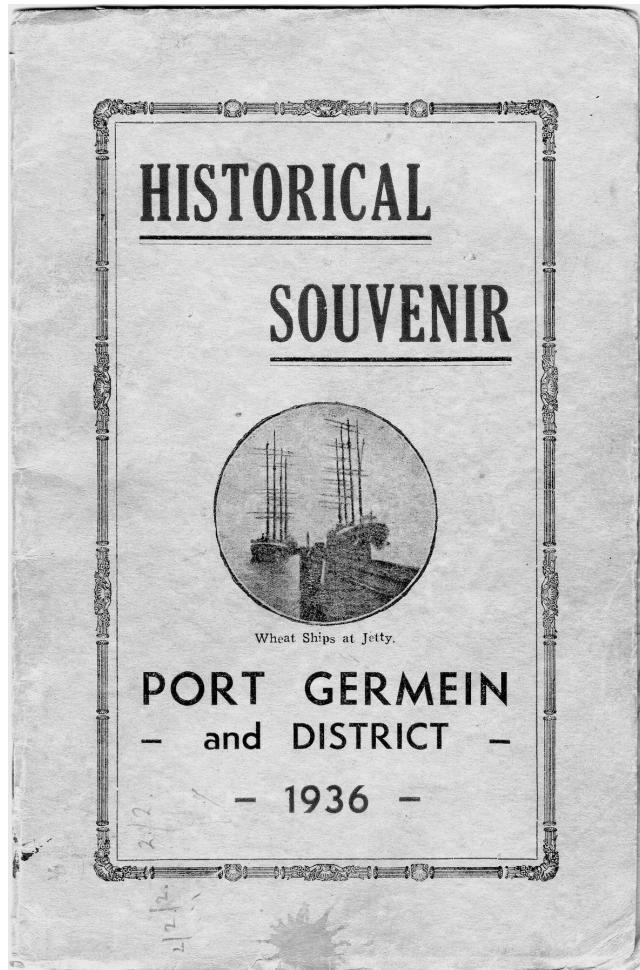
"February 18, 1891, was a memorable day, for four ships were at the jetty. These were the Sutlej (1672 tons), the Firth of Forth (830 tons), the Kananeera [Almost certainly Karawera-problems with reading the newspaper text again] (1,630 tons), and the Investigator (345 tons)."

"In 1893, after the jetty had been dredged the previous year, the Ellora (1,589 tons) completed loading to a depth of 22 feet 3 inches. The Earl of Dunmore (2,205 tons) was the first four-masted barque to load here, to be followed in 1899 by the Alajone [Alayone] and in 1900 by the Dunfermline of 2,902 tons. This fine ship loaded a cargo of 36,997 bags (4 bushel bags), approximately 158,084 bushels of wheat, and when fully loaded left on a draught of 22 feet 8 inches."

"In the early days, excursions were run from Port Pirie to Port Germein on holidays, and in this respect Foundation Day, 1902, was unique, for approximately 3,000 excursionists were landed by three small steamers, the Investigator making three trips, the Adelaide two, and the Nelcebee one trip."

"March 10, 1902, was another busy day, when the *Teresa* (1,300 tons), the *Verajean* (1824 tons) [*Tenesa* and *Verajran* are the incorrect names given in the historic souvenir, either mistakes in printing or because of hard to read print in the newspaper], and the *Hiawatha* (1,496 tons) lay alongside the jetty, while the *Investigator* was also alongside discharging the tugboat *Adelaide*."

"Now the excursions run no more, and, apart from the periodic appearances of the "tea and sugar" boat, the *Moonta*, the jetty presents a deserted appearance for most of the year. And how eagerly the coming of the wheat fleet is anticipated! For then for a few brief months *Germein* revives some of her faded glory."



"New Year's Day, 1924, saw the world's largest "windjammer" enter the bay. This was the *Kobenhaven*, [København] since lost at sea. A visitor to the ship described her thus: "In front was a beautiful figurehead which represented the first Christian bishop of Copenhagen, Absalon. He was depicted with an axe, and the hands were particularly well modelled. On the end of the bowsprit was affixed a shark's tail to bring fair winds. In the saloon, with its radiator, piano, gramophone, etc., it was difficult to realize that one was on a ship. There were 36 cadets on board. The ship itself was 393 feet in length, and could carry 58,000 bags of wheat. One hundred sails, including spares, were on board, and when fully rigged out, there were forty sails aloft on her five masts. In addition, a diesel engine of 640 horsepower was installed, so that adverse winds would not unduly retard her progress."

"Of late years, the *Favell* (now broken up), the *Winterhude*, the *L'Avenir*, the *Pommern*, the *Mozart*, the *Killoran*, the *C.B. Pedersen*, the *Olivebank*, the *Ponape*, and the *Archibald Russell* have called to lift the golden grain."

*(Adapted and part quoted in full from "Historical Souvenir, Port Germein and District 1936" by Roy F. W. Parkes, Principal of Port Germein Public School)*



CAPTAIN JOHN GERMEIN.

## Part 9: The Ships and the Jetty, the Early Days

Though Roy Parkes claimed Frey (1884) was the first sailing ship to call at the jetty for wheat, many boats with sails were berthing at the jetty from its inception, the Alert, the first mentioned, being a ketch. The smaller vessels of the South Australian fleet were probably not considered ships. Certainly many sailing ships took on cargoes at Port Germein before this, but the wheat was lightered out to them, as continued to happen at Port Victoria.

In his 1972 thesis, *South Australian Coastal Shipping Industry 1836-1972*, Kerron Gillen found reference to 330 vessels used in the SA coastal trade. 277 of them were sailing vessels of various kinds. The most common were ketches (96), schooners (85) and cutters (67). There were

also barges, brigs, sloops and a barque. These were busy little vessels which would go where there was work.

I have concentrated mainly on maritime traffic during the 38 year existence of the Beach Palais, from the end of 1926 to 1964, but for interest include below the arrivals of ships documented in Port Germein shipping registers which are sadly only available for 1882, 1883, 1884, 1903, 1914, 1915, 1916 and part of 1917.

They provide us with an historical snapshot of the ship traffic as listed by the harbour master at the time, but they are not complete.

| 1882<br>136 arrivals Mar-Dec | 1883<br>78 arrivals Jan-Dec  | 1884<br>50 arrivals Jan-Apr 7 |
|------------------------------|------------------------------|-------------------------------|
| Alert 2                      | Aikshaw 1                    | Abbey Holme 1                 |
| Bronzewing 3                 | Aldergrove 1                 | Albert Victor 1               |
| Broughton 1                  | Alert 1                      | Andreas Wilhelmina 1          |
| Capella 1                    | Australia 1                  | Annie Lisle 1                 |
| Cecilia 1                    | Bellona 1                    | Argyleshire 1                 |
| Elizabeth Annie 5            | Camelot 1                    | Bengal 1                      |
| Emu 68                       | Claud Hamilton 3             | Border Chief 1                |
| Frances 3                    | Eden Holme 1                 | Chitoor 1                     |
| Franklin 3                   | Eliza 2                      | Darra 1                       |
| Italy 1                      | Emu 17                       | Day Dawn 1                    |
| Lady Daly 3                  | Flinders 1                   | Dianella 1                    |
| Lillie May 3                 | Helen Marquis 1              | Doris 1                       |
| Lotus 1                      | Hermann 1                    | Dumfriesshire 1               |
| Lurline 2                    | Investigator (from April 13) | Earl of Zetland 1             |
| Maid of Australia 2          | Lady Daly 1                  | Emily Chaplin 2               |
| Mercury 1                    | Lass of Gawler 1             | E.V. Almquist 1               |
| Nimble 3                     | Loch Doon 1                  | Firth of Tay 1                |
| Normanville 7                | Lotus 1                      | Frey 1                        |
| Parara 8                     | Lubra 2                      | Glandinorwig 1                |
| Portonian 1                  | Maid of Australia 1          | Hermann 1                     |
| Sarah 1                      | Margaret 1                   | Investigator 15               |
| SS Glenelg 1                 | Mary Webster 1               | Jessie 1                      |
| Star of Hope 6               | Mona 1                       | Kebroya 1                     |
| Stormbird 1                  | Nelcebee 3                   | Lady Penrhyn 1                |
| Vivid 1                      | Nimble 1                     | Maraval 1                     |
| Wilpena 5                    | Normandie 1                  | Mary Webster 1                |
| Wodonga 1                    | Normanville 2                | Rising Star 1                 |
|                              | Polynesian 1                 | Sedwell Jane 2                |
|                              | Royal Shepherd 13            | Selene 1                      |
|                              | Silver Stream 2              | Sierra Bianca 1               |
|                              | Wilpena 1                    | Valparaiso 1                  |
|                              |                              | Van Diemen 1                  |
|                              |                              | Villalta 1 [Valletta]         |
|                              |                              | Wodonga 1                     |

| 1903<br>36 arrivals Mar June                                                                                                                                           | 1914<br>20 arrivals Jul -Dec                                                                   | 1915<br>66 arrivals Jan-Dec                                                                                                       | 1916<br>42 arrivals Jan-Dec                                                                    |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------|
| Adelaide 2<br>Albany 12<br>Decoy 2<br>Defender 2<br>Dilkera 1<br>Florrie 7<br>Investigator 5<br>Mary Webster 1<br>Mermaid 1<br>Napperby 1<br>Tam O'Shanter 1<br>Time 1 | Bullarra 1<br>Capple 1<br>Defender 5<br>Grace Darling 1<br>Investigator 10<br>Jessie Darling 2 | Capella 1<br>Defender 12<br>Grace Darling 21<br>Investigator 7<br>Napperby 3<br>John Lewis 1<br>Paringa 12<br>Quorna 7<br>Vivid 2 | Excelsior 2<br>Ferret 2<br>Grace Darling 2<br>Investigator 17<br>Jessie Darling 15<br>Quorna 4 |

In 1882, 136 ship arrivals are recorded of which 68 were the Emu, calling every 2 days on occasion. The Emu is usually listed as having general cargo while most of the rest are taking on wheat.

There are 78 arrivals in 1883, 17 of them being by the Emu, which ceases to appear after April 5, 1883. The general cargo then seems to be carried mainly by the Royal Shepherd until in mid August the Investigator takes over.

In 1884, the number of arrivals are down to 50 but some of the ships are bigger and the cargoes of wheat are bigger too. This is when the above mentioned Frey appears.

"Reports were received as to berths silting up at Port Germein," according to a Marine Board in *The Advertiser* of January 19, 1900, though on January 12, 1901 it was reported that "During January, 1900, Port Germein dispatched a cargo of wheat in the four masted ship Dunfermline, consisting of 36,997 bags, which was claimed to be the largest wheat cargo shipped from any wharf in South Australia per sailing vessel. The Dunfermline's draught of water leaving Port Germein jetty with her complete cargo was 22 ft. 8 inches" and also that:

"Today, Germein has again created a record by dispatching the steamer Hendrika, 3, 653 tons, from the jetty with a cargo consisting of 41,686 bags of wheat, containing 177,428 bushels. The draught of the steamer when leaving the jetty was 22 ft. This is claimed to be the largest wheat cargo dispatched from any port in the State." The steamer Hendrika had a slightly smaller draught than the 4 masted sailing ship, Dunfermline.

A railway at Booleroo was under discussion in 1901 and it was feared that grain might no longer be sent by wagon to Port Germein to the jetty on which the government had spent so much money.

1903 brought only 36 smaller ships and many of these were repeat visits with general cargo and for excursions. Florrie was used for 3 excursions, Albany 3 and Adelaide 2. Wheat was picked up by 6 ships.

The locomotive needed repairs in 1906 as did the jetty water pipes and the berths were silting up. A locomotive was returned by the Marine Board ship, Governor Musgrave, to Port Germein on Saturday 2 March, 1907 and

the re-laying and repair of rails left the main street in a mess.

In 1908 several extra trucks were supplied to help with wheat shipping, landed from the Governor Musgrave. *The Register* of 8-12-1909 reports that in 1908 "eight overseas vessels of 12,098 tons, and four interstate steamers of 7,476 tons, in addition to a large number of coasting steamers and sailers, called with general cargo. Exports included 161,116 bags wheat, 2243 bales wool, 320 tons chaff."

Wednesday 27 April, 1910 saw the official opening of the Booleroo Centre Railway, after 30 years of agitation for a service in the area, running north of Laura to Booleroo Centre via Wirrabara  
(*The Register* 28-4-1910)

One year later the engine driver at Port Germein was dismissed, despite protestations from locals. One of the reasons given was that revenue at the port had fallen since the construction of the Booleroo Centre Railway.  
(*The Register* 22-5-1911)

The diminution of trade at Port Germein because of the railway is again mentioned during 1913 as being obvious. "The following figures supplied by the Marine Board show how trade at Port Germein has fallen off since the construction of the Laura to Booleroo Centre Railway:—Imports (general). 1907-8-9. respectively, 5,687, 6,081, and 6,823 tons. After the opening of the Booleroo line—1909-10-11 respectively, 1,901, 1,472, and 1,320 tons. Exports— Wheat in the three first mentioned years, respectively, 196,174, 129,484, and 159,923 bags; in the three years after the opening of the Booleroo line, 112,632, 107,810, and 48,142 bags. Wool-1907-9. 1,827, 2,212, and 1,605 bales respectively; 1910-12, 1,210, 847, and 720 bales respectively."  
(*The Register* 25-9-1913)

By 1914, the number of arrivals were down to 20 and all but 4 were general cargo. The other 4 ships were picking up chaff. No wheat is recorded. That year also saw the beginning of World War One.

*The Advertiser* of Wednesday, November 11, 1914 reports that "Port Germein's trade, compared with its former proportions, is diminishing nearly to vanishing point.

Exports have been transferred almost entirely to Port Pirie through the operation of the Booleroo Centre railway line. Its principal exports last year comprised 44,025 bags wheat and 761 bales wool."



Above: The jetty and goods shed, courtesy Norma Baker.

At the start of World War 1, to ensure that Australian wheat, wool and meat reached Britain and helped the war effort there, the Australian government passed a law giving it the power to compulsorily acquire the whole wheat and wool harvests. This was able to be done under the War Precautions Act.

(<http://www.anzacday.org.au/history/ww1/homefront/economy.html>)

"In 1915 the Commonwealth Government set up a wheat pooling scheme to assist wheat growers and to ensure appropriate management of this vital foodstuff during World War I. It was administered by an Australian Wheat Board, comprising the Prime Minister and a Minister from each wheat growing state. Under the scheme, returns from each season's wheat crop were pooled (over time and across markets) and shared fairly among all growers for the duration of the World War I.

After the first Australian Wheat Board ceased operations in 1921, regional wheat pools continued, often managed by farmer cooperatives.

At the beginning of World War II, the Australian Wheat Board was established as a statutory authority under National Security (Wheat Acquisition) Regulations to handle all matters connected with wheat disposal during World War II."

(<http://www.abs.gov.au/ausstats/abs@.nsf/previousproducts/1301.0/feature%20article212006>)



Photo above: Jetty and Loco shed, courtesy Robert Shaw

66 ships are recorded for 1915, many of them general supply ships, but 17 were collecting wheat and 9 chaff.

There were 42 ships in 1916 and once again the cargo was mostly general with mainly wheat being collected in November. *The Advertiser* of 19-7-1916 reported that: "The Commissioner of Crown Lands informed Mr. Nicholls that the total quantity of wheat shipped to oversea ports during the past 10 years from the following ports was:-Port Augusta, 2,337,636 bags; Port Germein, 95,400; Port Broughton, 970,000; Port Lincoln, 506,000; Port Wakefield, 1,031,000."

On January 13, 1917 the *Port Pirie Recorder and North Western Mail* reports that a meeting was held in Port Germein about "the matter of shipping wheat direct from Port Germein instead of following the present method of lightering the wheat to Port Pirie, Adelaide, and elsewhere, thus saving to the farmers throughout the district the transport charges of 1d per bushel." The Commissioner of Crown Lands "recognised the justice of their request, and assured them that sailing vessels would be sent to load all the new season's wheat at Port Germein for the South African ports." It is evident from this that few sailing ships were picking up grain from Pt Germein by this time.

## Memories from the 20s and 30s

"I was born on a farm just north of Port Germein in 1925, and lived there until the early forties. I have treasured memories that include long walks along the jetty and paddling in the water left by the tide underneath; the beautiful sailing ships that came from so many different countries; the scene of two sailing ships loading at the jetty, one at anchorage and another coming in at near sunset with all its sails billowing; going on to one of the sailing ships, the Winterhude, with my father and meeting the captain; the busy little engine pulling loads of wheat up the jetty, high stacks of wheat along the main street; so many men, heavy sacks on their backs, loading the wheat on to the trucks, the whole town a hive of activity.

On New Years Day the beach was packed with cars and people, horses and buggies tied up wherever. There would be a lovely picnic lunch - cold turkey and cold plum pudding all shared with lots of family. I loved the smell of seaweed and rolling around in it.

Colin and Clarice Mitchel made the first ice cream, themselves in a small wooden churn, packed with ice around the churn part. I don't remember any other flavor except vanilla which was very creamy, almost pale yellow. It tasted great.

Strawberry Fêtes were the highlight of the year. I remember the first present I received from Father Christmas at one, a string of blue beads.

My father helped organize the RSL concerts in the thirties. They included Buster Noble, the clown, and his small daughter Patsy Ann and other artists from the city.

On Anzac Day there would be a huge crowd at the monument with men dressed in uniform and my Dad giving the orders."

*Brenda Leitch*

## Part 10: Golden Grain



Above: At the wheat agent, W. R. Cave and Co., Pt Germein



Above: Wheat stacks next to the train shed, Port Germein



Above: Unloading wheat into a shed, Port Germein, 1892



Above: Wheat in the main street, Port Germein  
All four photos courtesy Robert Shaw.

## Wheat Agents and Their Work

"Wheat agents began operation at Port Germein about 1879 when a Mr Alexander began to buy wheat. Dunn and Co, Cave and Co., The Milling Co. and J. Darling and Son were among the early day firms who had agencies here. At the present day four agencies – the S. A. Farmers' Union (Mr A. Miller), John Darling and Son (Mr C. Mitchell), Bunge and Co. Pty Ltd (Mr S. Blieschke) and Louis Dreyfus and Co. Ltd (Mr W. A. Clark) contend for the farmers' wheat.

Now let us examine the work of a wheat agent. A wheat agent may be defined as a man employed by a firm to receive wheat from the farmers on behalf of his firm and to stack it until such time as the firm requires its removal.

The wheat is usually stacked at a railway station, siding or seaport, sometimes remaining there for several months. If the stacks are to remain for any length of time they must be covered to protect them from the rain, so that the wheat will not ferment. The sides too are often covered with hessian to keep away the birds since these often do considerable damage.

The agent is paid a commission for handling the wheat, and he has to engage and pay lumpers to convey the wheat from the motor lorries to the stacks. As the stacks grow, either an elevator or a rope on pulley blocks is brought into operation, to facilitate the hauling of the bags to the top of the stack. All wheat is handled twice, once on going into the stack, and again when the stack is being disposed of. As the wheat comes in it has to be weighed and the weight marked on the bag. It is also sampled and if not up to standard the farmer is docked accordingly. Each day the agent has to compile returns showing the amount of wheat stored and the amount bought.

When the wheat is being sent away it is a very busy period for the agent since all the wheat has to be tallied once again, placed on the trucks, and, in the case of a seaport, tallied again as it goes on board ship. The sailing vessels that call here usually take from forty to fifty thousand bags.

Stacks at sidings or stations have to be enclosed by a mouse-proof fence to resist the onslaught of these destructive rodents. Most stacks are built from twenty-one to twenty-two bags high, being very carefully built at the corners, otherwise they are likely to collapse.

In some places the old wheat is still in the stacks when that of the new season "comes in." In some years the mice prove very destructive and one year all the wheat had to be cleaned and rebagged. The agent must also be on the watch for weevil and rats.

Every wheat season samples of wheat are sent away to the firms and from these the fair average quality (F.A.Q.) of the wheat is obtained. Wheat below this quality does not receive the full price.

A lumper's life is very arduous, being on the run from 7.30 a.m. till 5 p.m., with of course the lunch periods and the "smoke ohs" deducted; but the wages are "good" so compensate for the strenuousness of the toil."

*John Clark, Grade V11, 27-6-1935 Pages 174 to 176 from the "Town Survey of Port Germein" by the Students and Teachers of Port Germein Primary School.*

## How the Wheat is Shipped

"The golden grain pours in to the stacks at Port Germein from the surrounding districts of Telowie and Baroota, also coming in by motor lorry from the inland towns east of the Flinders Range, the Gorge road in the wheat carting season being one long line of vehicles coming laden to Port Germein and returning for yet more wheat. In the olden days often 100 or more wagons a day passed through the Gorge to deliver the harvest, and lined up from the stacks down to the bridge awaiting their turn to be unloaded.

In good seasons from 180,000 to 200,000 bags of wheat are stacked and despatched from this port although last year the total was only about 120,000 bags. This influx of wheat provides much work for local men.

When a ship calls here to be loaded the wheat is taken from the stacks to the trucks which hold approximately 65 bags each. When a rake of seven trucks are loaded the engine hauls them to the sea end of the jetty to the ship side.

Here the wheat is put into the slings, nine or ten bags in each sling, which are then by means of a donkey engine and pulley hauled on board and at a signal lowered into the holds. When the ship is nearly loaded the men arrange planks and slide the wheat down, one man standing at the hatch to steady it. When fully loaded the hatches are battened down by the sailors, the ship is passed by the harbour master, and after the customs formalities have been complied with, away she sails with her precious cargo on the long eventful route around Cape Horn to England where the wheat is resold."

*Crawford Richter, Grade VI, 19-6-1935 Pages 177, 178 from the "Town Survey of Port Germein" by the Students and Teachers of Port Germein Primary School.*

## Part 11: København



Above: Sailing ship København and next page, København crew list for Port Germein trip,  
courtesy Thorbjørn Thaarup, Danish Maritime Museum, Helsingør, Denmark

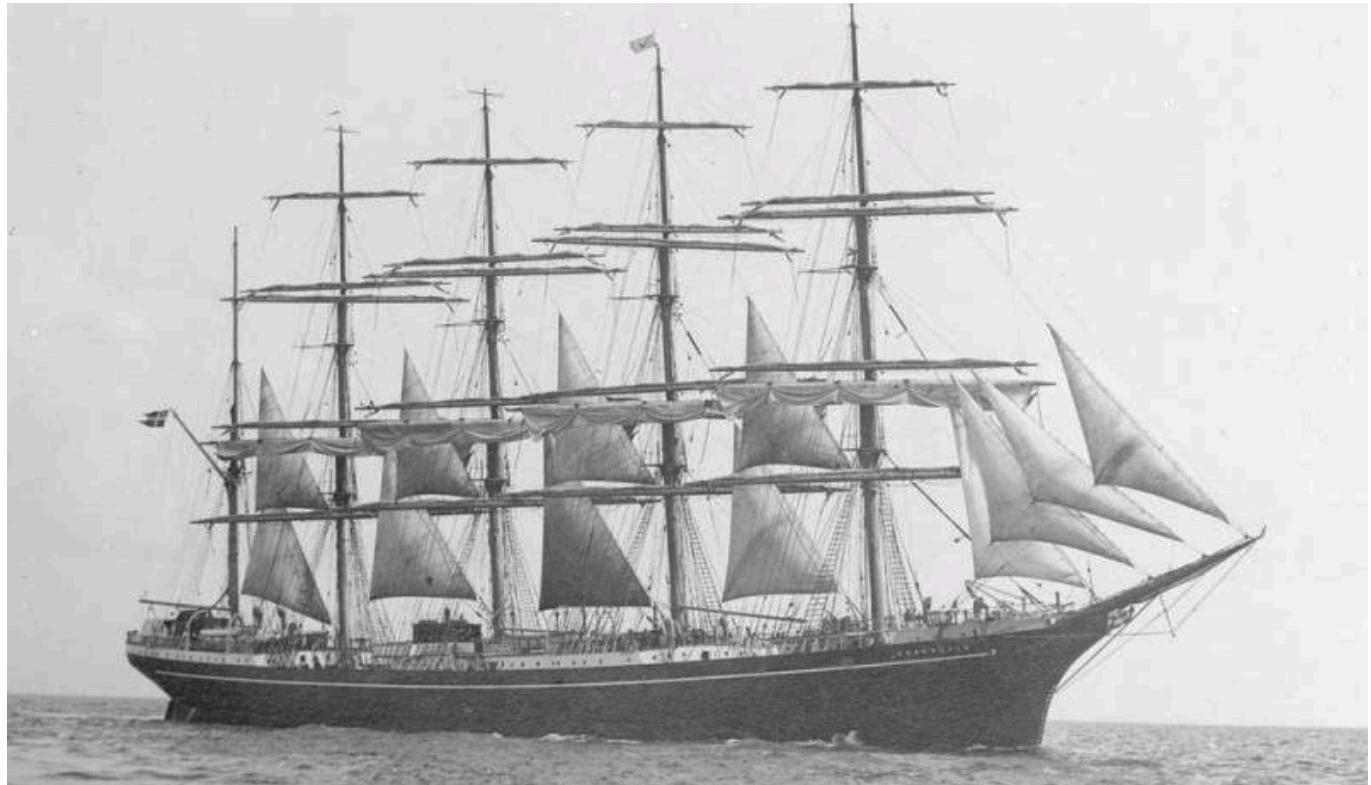
N. Pacific - Australia

Besætning paa 3<sup>1</sup> Rejse.

|                          |                                                   |                   |
|--------------------------|---------------------------------------------------|-------------------|
| Kaptajn                  | Mortensen                                         | Kr. 866,67 pr Md. |
| 1 <sup>1</sup> Styrmand  | J. Carstens                                       | 515,-             |
| 2 <sup>1</sup> "         | J. March Jacobsen                                 | 375               |
| 3 <sup>1</sup> "         | V. Lynge Petersen                                 | 280               |
| 4 <sup>1</sup> & Telegr. | C.P. Nielsen                                      | 210               |
| Læger                    | S. Ramlaa-Hansen                                  | 210               |
| 1 <sup>1</sup> Mester    | G. Jensen                                         | 585               |
| 2 <sup>1</sup> "         | A. Jensen                                         | 400               |
| 3 <sup>1</sup> "         | P. Bornich                                        | 200               |
| Hovmester                | J. Petersen                                       | 335               |
| Kok                      | C. Bruun                                          | 265               |
| Bager                    | G.A. Hansen                                       | 210               |
| Koksmaat                 | A.M. Jensen-Langfred                              | 45                |
| Baadsmand                | S.B. Petersen                                     | 195               |
| Tømmermand               | P.C. Jørgensen                                    | 195               |
| Sejlmager                | C.A. Jensen                                       | 195               |
| Matros                   | C.E.K. Jensen                                     | 170               |
| "                        | V.C. Iversen                                      | 170               |
| "                        | H.N. Hansen                                       | 170               |
| "                        | J. R. Funder                                      | 170               |
| "                        | J.C. Nyholm                                       | 170               |
| Letmatros                | R.P.M. Endal                                      | 85                |
| "                        | C.C.P.M. Christensen                              | 85                |
| "                        | C.F.S.V. Konow                                    | 85                |
|                          | R.J.D. Geisler                                    | 80                |
|                          | F.R.I.E. Jensen                                   | 85                |
| Ungmand                  | Holm V.H. S. G. <i>Joint Træs. 19/5-23</i>        | 25                |
| Ungmand                  | C.H. Michaelsen                                   | 75                |
| Ungmand                  | Adam Holtke, <i>Joint Træs. 21/5-23</i>           | 65                |
| Ungmand                  | Axel Hayby                                        | 65                |
| Ungmand                  | Johannes Petersen <i>Joint Træs. 19/5-23</i>      | 65                |
| Ungmand                  | Anders Christensen                                | 65                |
| Ungmand                  | Knud Poulsen <i>Joint Træs. 19/5-23</i>           | 65                |
| Ungmand                  | Orla Lund                                         | 50                |
| Ungmand                  | Aage Simonsen <i>Joint Træs. 19/5-23</i>          | 65                |
| Elev                     | Hogens Hecksher                                   | 35                |
| Elev                     | Carl Johan Larsen <i>Joint Træs. 19/5-23</i>      | 35                |
| Elev                     | C.A. Læg.                                         | 35                |
| Elev                     | G. Andres <i>Joint Træs. 19/5-23</i>              | 25                |
| Elev                     | S. Panduro Petersen                               | 25                |
| Elev                     | A. Ramshøj Christensen <i>Joint Træs. 23/5-23</i> | 35                |
| Elev                     | C. Hassager Christiansen                          | 35                |
| Elev                     | P. Dyrhauge Hansen                                | 25                |
| Elev                     | K. Speerschneider                                 | 25                |
| Elev                     | S.B. Stahlhut <i>Joint Træs. 19/5-23</i>          | 25                |
| Elever                   | O. Steen Jørgensen                                | 10                |
| Elever                   | C.F. Treschow                                     | 10                |
| Elever                   | P. Wedselstoft <i>Joint Træs. 19/5-23</i>         | 10                |
| Elever                   | M. Sjolte Jørgensen                               | 10                |
| Elever                   | O.H. Christoffersen                               | 10                |
| Elever                   | P.C. Petersen                                     | 10                |
| Elever                   | V.E. Dyrborg                                      | 10                |
| Elever                   | F.C. Nielsen <i>Joint Træs. 19/5-23</i>           | 10                |
| Elever                   | H. Qvist                                          | 10                |
| Elever                   | E. Petersen                                       | 10                |
| Elever                   | F.L. Andersen                                     | 10                |
| Elever                   | E.H. Henriksen                                    | 10                |
| Elever                   | J.V.W. Haunstrup                                  | 10                |
| Elever                   | H. Berg Sonne                                     | 10                |
| Elever                   | P.H. Thiesen                                      | 10                |
| Elever                   | E. Handberg                                       | 10                |
| Kahytsdreng              | Gunnar Jensen                                     | 20                |
| Messedreng               | Erik Christen Svartem                             | 20                |

63 Mand 15 dage K. Holste paa 600000000

Kr. 7361,67



Above: København, from <http://g.dien.lt/03/47/8240f3.jpeg>

## A Special Visitor

The beautiful five-masted, sail training ship (skoleskibet) København arrived at Port Germein on New Year's Day, 1924, to load wheat, and remained until January 15<sup>th</sup>, 1924.

Many of the crew of 63 were cadets from wealthy or noble families in Denmark since learning about the sea on a sailing ship was compulsory for ships' officers in the merchant marine.

København was surveyed afloat on January 3<sup>rd</sup>, 1924, while in Port Germein by the harbour master, Mr Lachlan McPhee, for the Marine Underwriters' Association of South Australia, Limited. Noel Smith kept the record of the survey.

The ship was owned by the Danish East Asiatic Company, one of the biggest companies in Denmark at the time, and had come from Sydney. Its agents were Gibbs, Bright and Co. of Sydney and its destination was the United Kingdom or to order. It was under the command of Captain Jens Mortensen.

The vessel had been built in Leith, Scotland in 1921 by Ramage and Ferguson. The project to build such a big ship began in 1913 but was interrupted by World War 1. On completion, it was the largest sailing ship in the world.

Made of steel, she carried 100 sails, 56,000 square feet of canvas, but also had a modern diesel engine of 640 horsepower and a wireless transmitter for emergencies. 430 feet overall in length, she weighed 3,965 GRT. According to the survey, København, class Lloyd 100, A1, had last docked on 19-5-1923.

In Port Germein some of the cadets were entertained on farms and a ball was held on board during the ship's stay. The cadets wrote daily diaries but the entries at Port Above:

Germein reveal little about the town and no personal impressions are recorded.

Sadly the ship was lost on a journey which began in Buenos Aires on December 14<sup>th</sup>, 1928. The ship was headed for Melbourne. København's last radio message stating that all was well was received eight days later on December 22nd.



Above: Bishop Absalom, the figurehead

When it disappeared the Australian interstate steamer, Junee, not much bigger than a Manly ferry, was fitted with auxiliary sails and sent on a prolonged search for the København. No trace was found and Junee was lucky to survive. Without the sails she would have been in serious trouble. The Danish tanker, Mexico, searched, funded largely by relatives of the missing men. SS Deucalion, tanker Panama and SS Beltana also participated in the hunt.

#### GIANT WINDJAMMER

#### LARGEST IN WORLD

#### København at Port Germein

Flying the Danish flag, the giant five-master training ship, København, the largest sailing vessel in the world, arrived at Port Germein today to load wheat for Europe.

Owned by the East Asiatic Company, she is 554 ft. long, 49 ft. in beam, with a 28 ft. 7 in. moulded depth, 5,000 tons deadweight capacity, and carrying in all a spread of sail amounting to 56,000 square ft. From keel to truck her highest steel masts rise to 185 ft., while her lower yards, also of steel, are 90 ft. in length.

Intended primarily as a training ship for officers of the company's fleet of motor-driven vessels, the København is equipped with large holds for the carriage of cargo, and motor winches for the handling of freight. Her owners hope also to make her a commercial success.

The København may be regarded as the ideal modern development of the great clipper ships of past days, but with up-to-date differences of vital importance. Her sails and spars are handled mainly by machinery, and she has in reserve for use in calms and in navigating narrow or difficult waters, a 600-horsepower motor, driving a two-bladed feathering propeller, which is housed when not required, and does not therefore affect the navigation of the vessel under sail.

For comfort the København has equipment equal to that of a modern steamer. The old-time foc'sle has been abolished, and the crew of 45 are housed in accordance with modern seagoing arrangements in more comfortable quarters in a bridge house amidships. Electric light is fitted throughout.

Square-rigged on four masts and fore-and-aft rigged on the mizzen-mast, the København, outwardly, has all the appearance of an old-time sailing ship, even to the figurehead finishing off the beautiful clipper bow, and taking the form of a mail-clad Viking warrior, with sword and shield, while the counter aft carries a rich ornamental scroll embodying the name of the vessel, and recalling the fashion of the great sailing ship days.

In appearance the København inspires the feeling that there still exists a little of the romance of those days when sailing ships predominated. Her career as a sailing ship with a mission beyond mere commercialism will be watched with interest by all who maintain that it is only in sailing ships that real training can be acquired.

The København is in command of Capt. Baron Juel Brockdorff, of the Danish Royal Navy. After loading 2,000 tons of wheat at Port Germein, the vessel will go to Port Victoria to lift an additional 2,500 tons, on account of L. Dreyfus & Co.

(News (Adelaide) Friday December 28, 1923)

*In fact, Captain Jens Mortensen was in command of the ship*

#### MISSED HIS SHIP

#### Prince of Denmark

#### NO VISIT TO ADELAIDE

Although the motor ship on which he was an officer raced back to Denmark, it did not arrive in time for the King's son to be transferred to the auxiliary five-masted barque København, on which he was to proceed to Australia. Had he caught the boat he would probably have been visiting Adelaide at present.

Of 3,901 tons gross, the København, which is now loading wheat at Port Germein, is the largest sailing ship afloat. The crew is made up of handsome young flaxen-haired blue-eyed boys, the flower of Denmark's aristocracy. The København is used as a training ship for future officers of the Danish mercantile marine. Carrying wireless and Diesel engines as auxiliary power, the København has most



The København berthed at Port Adelaide.

elaborate accommodation, the officers' quarters being equal to those on the modern mail steamers. A superb suite is occupied by the captain, whose bedroom is fitted with telephone and electric lights, and the floor is heavily carpeted. His lounge room loses the atmosphere of a ship, its walls being covered with pictures and exquisite wood panelling.

After loading 2,000 tons of wheat at Port Germein the København will go to Port Victoria to take in an additional 2,800 tons for Europe. L. Dreyfus & Co. is loading the vessel.

(News, Jan 8, 1924)

#### EXPORTS.

**København (from Port Germein), for U.K.—**  
**18,67 bags (1,654 tons) wheat, shipped by L.**  
**Dreyfus & Co.**

(News, 24-1-1924)

# Captain Gustav Erikson of Mariehamn



Capt Gustav Erikson of MARIEHAMN ALAND  
1873-1947 owner of the last Great Fleet of  
Deepwater S/V Donor Mr M A Marsh  
from Sea Dogs of today by Basil Lubbock

Above: Portrait of Captain Gustav Erikson at the  
Port Victoria Maritime Museum



The Åland Maritime Museum features the ship, Pommern

Most shipping companies switched to steam engines in the early 1900s, and the days of sailing ships were considered to be truly over by the end of World War One, but Captain Gustaf Erikson (1872-1947) from Mariehamn, in the Åland Islands, Finland, saw an opportunity to use the windjammers for the Australian wheat trade. This was one area where they could compete with steamers. He bought up old sailing ships cheaply and operated them with minimal crew, keeping costs down.



On the following pages are major ships recorded as being at Port Germein, most of them from Captain Erikson's windjammer fleet, in the time of the existence of the Palais, together with a few smaller vessels to give some context, from November, 1926, onwards.

With up to a month spent in the port, the crew, particularly the captains and officers of the ships, would have attended dances at the Palais and participated to some extent in the life of the town. Dances and card parties were frequently held aboard ships in port, and events were held in Port Germein for the visitors too.

*For more information on sailing ships go to the wonderful Finnish website (thank you Google Translate)  
<http://www.kolumbus.fi/jamikko/Suuret%20purjelaivat.htm>  
by former ship captain, Jukka Mikkola*

## Part 12: Loading Wheat and Dancing by the Sea



**Ship Name, Arrival Date in Port Germein, Departure Date , Ship Captain and News Stories,**

**FAVELL**

**Arrived 20-11-1926 - Departed 21-1-1927: Captain Karl Strömsten**

Favell, bq., Mauritius. Semaphore Anchorage. (For orders.)  
(*News 8-11-1926*)

The barque Favell, which has been anchored off Semaphore since October 24, should sail for Port Germein tomorrow to load wheat for over seas.  
(*News 19-11-1926*)

Favell (Finland) Sailing ship loading wheat  
(*Recorder, News 1-12-1926 to 21-1-1927*)

Favell Finland from Port Germein- 26855 bags.  
(*Recorder 10-2-1927*)

Photo: 'Favell' from the magazine 'Suomen Laivanpäälysliitto' 1924, courtesy retired captain, Jukka Mikkola

## EURO

The Adelaide Steam Tug Co. has arranged marine excursions to Port Germein on Monday (Foundation Day) and Pirie people will take advantage of a pleasant holiday trip across the Gulf. The steam tug Euro will leave Queens Wharf at 9.30 a.m., 2.30 p.m., and 7.30 p.m. The Euro will leave Port Germein on return trips at 11 a.m., 4 p.m., and 9.30 p.m.  
(*Recorder* 29-1-1927)

## PARINGA

S.S. Paringa Thurs Dec 2, 3 pm 1926-Ports Germein, Pirie, Augusta  
S.S. Paringa Tues Dec 14, 5 pm 1926-Ports Germein, Pirie, Augusta  
(*The Register Advertising* )

The commodious passenger steamer Paringa sails from Port Adelaide (circumstances permitting), Saturday for Ports Lincoln, Germein (fortnightly), Pirie and Augusta.  
(*Recorder* 26-2-1927)

After four weeks' overhaul the Adelaide Steamship Company's Gulf steamer Paringa resumed her running last week-end, arriving at Port Lincoln on Sunday morning. She left later the same morning for Ports Germein, Pirie, and Augusta.  
(*Pt Lincoln Times* 23-9-1927)

The Paringa (1,336 grt - information varies, 230 ft. long) was built in 1908. She was sold in 1935 but sank soon afterwards.

## MULCRA

MULCRA RECOMMISSIONED After having been tied up in the Basin since Saturday, March 29, the motor ship Mulcra, a unit of the coastal fleet of Adelaide Steamship Company Limited, was re-commissioned this week. With between 500 and 700 tons of general cargo it will leave on Saturday for Ports Lincoln, Germein, Pirie, Augusta, and Hughes.  
(*News* 30-4-1930)

Dredging operations were carried out at Port Germein in 1931 when a petition complained that no work had been done to the harbor for 20 years.  
(*Advertiser and Register* 10-9-1931)



## MOONTA

The Moonta will leave Port Adelaide each Saturday, commencing November 28, 1931, calling at Port Lincoln, Port Pirie, Port Germein, Port Augusta, Port Hughes, Port Lincoln and back to Port Adelaide. Round trip takes six days: fare £6 for all berths, including single berth cabins.

(*The Daily News, Perth 7-11-1931*)

Photo: Moonta Advertisement-

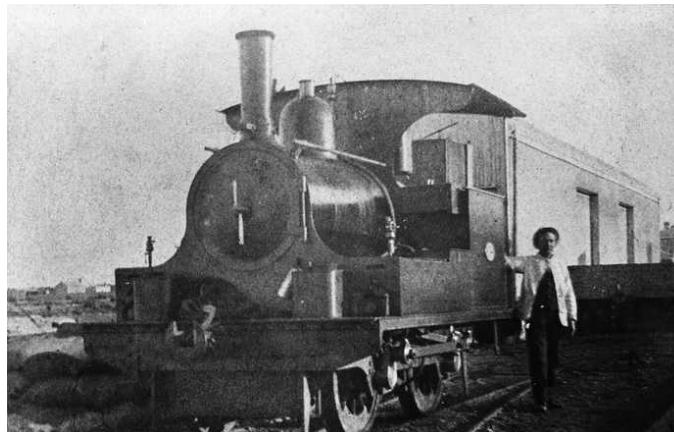
<http://cruiselinehistory.com/australian-coastal-cruises-aboard-the-mv-moonta.../>

## POMMERN

**Arrived 11-1-1932 - Departed 21-2-1932: Captain Carl V. Granith**

**POMMERN FOR PORT GERMEIN** The Finnish four-masted barque Pommern, which was lying off Boston Island, near Port Lincoln, last week, will proceed to Port Germein to load 4,000 tons of wheat on account of John Darling & Son.

(*News 11-1-1932*)



Captain Granith, of the barque Pommern, which is loading wheat at Port Germein, has been staying at the Oriental Hotel. He left Adelaide yesterday to rejoin his ship.

(*The Advertiser 27-1-1932*)

The Finnish four-masted barque Pommern, which is loading at Port Germein, will finish toward the end of the week.

(*News 16-2-1932*)

The only passenger on the Pamir, one of the sailing ships at Port Victoria, was Mr. A. E. Graves, retired bank agent, who has spent most of his life in India and Japan. When he landed today he met an old friend in Capt. Granith, of the Ponape. In 1932 Mr. Graves, who is an inveterate traveller, made the trip from Port Germein to England on the Pommern, which was commanded by the genial captain. The 1932 trip took 139 days, and before the voyage had ended the ship ran short of food.

(*News 8-1-1934*)

## THANKS

The Captain and Officers of the sailing ship Pommern, lying at Port Germein, wish to THANK all friends at Port Germein and Port Pirie for all kindness, friendship, and hospitality that has been given to them during their stay at Port Germein.

**CAPTAIN C. V. GRANITH.**

(*Recorder 20-2-1932*)

## Farewell Ball at Port Germein

Prior to their departure from Port Germein, the officers and crew of the sailing ship Pommern, which was due to sail last week-end with wheat for overseas, were tendered a farewell ball at the local institute hall. Mr. J. Kinch, on behalf of the citizens of Port Germein, welcomed the guests, and Captain Granith responded, thanking local people for their kindness and hospitality during the visit of the Pommern to that port.

(*Recorder 22-2-1932*)

They would carry away with them happy memories of their stay in Port Germein. Smith's orchestra supplied the dance music, and Mr. Ron Richens was M.C.

(*The Advertiser 25-2-1932*)

The barque Pommern with 47,760 bags wheat sailed from Port Germein on Sunday.

(*Recorder 23-2-1932*)

Captain C. Granith and the officers of the sailing ship Pommern, which is loading wheat at the Jetty, invited 100 guests to a card and dance evening, on board the ship. Collins's orchestra provided the dance music, and Mr. W. Seymour was M.C.  
(*The Adelaide Chronicle* 25-2-1932)

#### WINDJAMMER OVERDUE

Pommern 127 Days Out From Port Germein

LONDON, July 6: The windjammer Pommern, which left Port Germein, South Australia, on February 21, and is officially reckoned as being 127 days out, is regarded as overdue. The reinsurance rate is quoted at £5 5/- per cent.

[Like the windjammers Hougmont and Melbourne, sailing ships which made their last voyages this year, the Pommern belongs to Captain Gustaf Erikson of Finland. Two other sailors of his fleet of 11, the Ponape and Lawhill, have also been damaged this year.]

(*Advertiser* 7-7-1932)

**MYSTERY MAN** Down at heel and poorly clad, Tenton was the mystery man of Port Germein for several days before the Pommern sailed on its long trip around the Horn. He was one of several men who went to the outport while the Pommern was loading in an attempt to obtain employment. Accommodation on the vessel was limited, and the captain asked the police to keep a watch for men who might attempt to stow away. Three men from other vessels of the windjammer fleet had been forced on the captain, and his cabin accommodation was so limited that he had to have a cabin built for an English passenger. When the prospects of employment were not bright the majority of the job seekers left the town, but Tenton remained behind. He was often seen in the town, but when attempts were made to speak to him he hid himself. His luggage consisted of only a very small swag. Four days before the vessel left port Tenton was missing. It was thought that he had stowed away, but when a search was made by the ship's officers and the police no trace of him could be found. For nearly three weeks the Pommern was delayed by contrary winds in the gulf.

(*News* 8-7-1932)

**STOWAWAY HIDES FOR 18 DAYS.** Tricked S.A. Police: Reaches Ireland 137 DAYS AT SEA LONDON, July 7. OUTWITTING police, harbor officials and the crew, Thomas Tenton, aged 19, crept aboard the windjammer Pommern at Port Germein, South Australia, and after hiding in a damp, dark compartment in the bows of the ship for 18 days, emerged. Now he has reached Ireland after 137 days at sea, during which the Pommern weathered near the Horn the roughest weather the captain had ever experienced. Laden with wheat, the windjammer reached Queenstown, Ireland, today. Tenton was allowed to sign on and work his passage. Capt. Granith said the voyage was the longest he had ever made from Australia. After the Horn the barque met light winds and calms. She would have arrived 11 days earlier but for the lack of wind off the Irish coast. The Pommern, which, like the Hougmont and Melbourne, is one of Erikson's famous wheat fleet, left Port Germein on February 21. Tenton, who said he left Australia because he was sick of being out of work, has a grandmother in England to go to.

(*News* 8-7-1932)

Overdue Windjammer Traced LONDON, July 7.

The windjammer Pommern a unit of Captain Erikson's famous wheat fleet, which was regarded yesterday as overdue, was spoken today 212 miles west of Scilly, a fishing village, near Kinsale on the south coast of Ireland. The Pommern left Port Germein, South Australia, on February 21, and was officially reckoned as being 127 days out.

(*The Advertiser* 8-7-1932)

Photos: Scene at the end of the Pt Germein Jetty; Steam engine Kitson with driver; Pommern at Mariehamn in Finland in 2005



**OLIVEBANK****Arrived 9-3-1932 - Departed 13-4-1932: Capt. J. M. Mattson**

After a voyage of 126 days from Mariehamn (Finland), the barque Olivebank arrived at Port Lincoln yesterday. South Australian Farmers' Co-operative Union will load the vessel with wheat at Port Germein.  
(*News 23-2-1932*)

The Olivebank, which is at Port Germein, has not started loading yet, but operations will start shortly.  
(*News Mon 7-3-1932*)

Among the vessels that will sail soon are the Olivebank from Port Germein.  
(*News 14-3-1932*)

PORT GERMEIN Captain G. M. Mattsson, of the barque Olivebank, entertained local residents at a dance in the institute. The hall was decorated with the ship's flags. Smith's Orchestra supplied the music, and Mr. R. Richens was M.C. — Before they left with a cargo of wheat for Europe, the captain, officers, and crew of the Olivebank were entertained at a farewell ball in the institute. Mr. R. Richens was M.C, and the music was supplied by Smith's Orchestra.  
(*Chronicle 21-4-1932*)

Nothing has been heard since May 2 of the four-masted barque Olivebank (2,427 tons), which left Port Germein on April 13.  
(*News Sat 9-7-1932*)

**ROMANTIC SHIPPING FIGURE.**

Finn Who Owns 21 Windjammers.

Of the 10 sailors to take part in the wheat race 13 belong to Captain Gustaf Erikson, of Mariehamn, Finland, one of the most romantic figures in the shipping world to-day.

He owns the largest fleet of windjammers in the world-21 vessels-and he intends to keep the tall ships on the sea until he dies.



He bought the L'Avenir from the French, and the Passat from the Germans to fill the gaps caused by the loss of the Melbourne and the Hougmont.

He once said, "I love the tall ships. I have spent my life in them and for them, and I will keep on. When I go they go; but while I stay they stay. I may be forced to sell or give up some of my ships, but I shall keep all those I can while I live."

Captain Erikson makes a small profit on each voyage his ships make by running his fleet on a set plan, which contains the following main factors:-

**TRAIN IN SAIL.**

He sails them on a capital which represents almost their scrap value, and therefore there is no depreciation. They are uninsured. They are manned almost exclusively by boys, a number of whom pay for the privilege of sailing in them. The reason for this is

that several European countries still demand that boys who wish to become officers in the merchant marine service must qualify in square-rigged sail. There are not enough training ships to go around, so boys of all nationalities seek berths in Captain Erikson's ships.

In the Herzogin Cecilie Captain Erikson possesses the most famous wind-jammer of the present era of sail. A sturdy ship with magnificent lines, she has won six of the wheat races she has competed in. Her master (Captain Svend Erikson) says she is going to win the contest this year.

Before she was bought by her present owner, the Herzogin Cecilie was a German training ship. She did a number of smart passages for the Germans, but she has given her best to the Finns.

All her record trips have been made since she has been owned by Captain Gustaf Erikson, and he has no trouble in getting a crew for her. It is an honor to serve in such a grand old ship.

The Olivebank, another of Captain Erikson's ships, has had a strange career.

#### BLOWN BACK AND FORTH.

Since passing from the Norwegian to the Finnish flag in 1924 she has spent the greater portion of her time hunting around the world in ballast, arriving almost invariably too late for the charters which were arranged for her, and failing to find others.

Last season she escaped the "hoodoo" that had been following her, and made the best passage of her career. She reached England 108 days out from Australia, her time comparing very favorably with that of the leaders, the winner-the Pamir-doing the voyage in only five days less.

On one occasion the Olivebank was more than six weeks on a passage from Cardiff to the Baltic. She passed the Baltic Light on no fewer than 13 occasions, on every one of which she was re-ported. She was becoming almost as well known at that particular spot as the light, when, at last a fair wind wafted her on.

(*The Advocate, Tasmania, 12-1-1933*)

Photo Above: Olivebank, State Library of Victoria - Malcolm Brodie shipping collection.

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#### POMMERN

**Arrived 1-9-1932 - Departed 21-9-1932: Capt. Carl Granith**

**POMMERN FOR PORT GERMEIN** The Finnish four-masted barque Pommern, which was lying off Boston Island, near Port Lincoln last week, will proceed to Port Germein to load 4,000 tons of wheat on account of John Darling & Son.  
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(*News 16-Feb 1932*)

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(*Adelaide Chronicle 25-2-1932*)

The barque Pommern has sailed from Port Germein.  
(*News 23-2-1932*)

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#### FAVELL

**Arrived 21-12-1932 - Departed 26-1-1933: Capt Sten Lille**

The Favell, under Capt. S. Lille will leave for Port Germein as soon as the winds permit. Neither ship will take on any more hands. Helemar Segersven, the second mate of the Favell, said the ship already had more than enough to sail it. Capt. Lille has been ashore, and the cook, Uljas Abila, gave him a list of good things to bring back for Christmas dinner, which will probably be celebrated at sea, because the Favell hopes to be on its way to Port Germein then.

**CAPTAIN'S CHEST** And in the captain's quarters there is a huge locked sea chest. There has been much speculation as to what it contains. Inside are presents for the cadets, which their parents left with the captain when the ship sailed from home many months ago. Nobody minds what the presents are. "They are from home—that is the main thing," said Goestav Bengelsdorf, who speaks most English of all the cadets. Bengelsdorf admitted with a twinkle in his bright blue eyes that he learnt it from an Australian girl he was going ashore to see.

(*News 20-12-1932*)

## SHIPPING MOVEMENTS, FAVELL LEAVES SEMAPHORE

The three-masted Finnish training barque Favell, which had been at the Semaphore anchorage since Saturday awaiting orders, left for Port Germein today. At the outport the barque will load 2,000 tons of wheat for United Kingdom or Continent. Capt. S. Lille. master of the vessel, said today that he hoped to get away with his wheat cargo on or about January 9.  
(News 21-12-1932)



Photo Above: Two ships and wheat on the Port Germein jetty, courtesy Robert Shaw.



Photo: At Port Victoria: Captains Mattson, Pamir; Eriksson, L'Avenir; Sjögren, Passat; Granith, Ponape; Broman, Pommern; Karlsson, Parma; Björkfelt, Killoran; M. Sjögren, Archibald Russell.

Photo from the Maritime Museum, Port Victoria taken by Ian Edwardes, probably January, 1934.

## C.B. PEDERSEN

Arrived 13-2-1933 - Departed 4-3-1933: Captain H. J. Dahlstrom

### SEVENTEEN SHIPS COMPETE IN DASH ACROSS THE WORLD

A BIG sun-tanned sea-captain called on Mr. J. G. Sweeney (vice-consul for Sweden) in Port Pirie yesterday. The visitor had come from Port Germein, where his white-winged sailing ship, C. B. Pedersen, is getting ready for the annual race of the windjammers from South Australian ports to Queenstown, on the coast of Ireland.

He is Capt. H. J. Dahlstrom, a broad-shouldered, clear-eyed Swedish sailor-and he has the distinction of having won the race last year in his speedy craft.

Capt. Dahlstrom, like most of his race, is a modest man, but he has reason to be proud of the fact that his ship was too fast for any of the other competitors in last year's dash across the world.

A representative of "The Recorder" had an interesting chat with Capt. Dahlstrom before he left Pirie for Port Germein yesterday.

The competitors in the race last year, said the captain, were:

Lawhill, Melbourne, Mozart, Viking, Parma, Herzogin Cecile, Pommern, Olivebank, Pamir, C. B. Pedersen, and Archibald Russell. All these ships with the exception of the C. B. Pedersen, are Finnish craft.

### WON BY TWO DAYS

The C. B. Pedersen, which occupied 101 days in the voyage to Queenstown, won the race by two days, with the Pamir and the Parma taking 103 days for the trip.

Capt. Dahlstrom said there are 17 windjammers in the race this year.

### SAILING TONIGHT

Capt. Dahlstrom said his ship would be ready to leave Port Germein tonight. She will have 2,960 tons of wheat in her holds. This is equivalent to 36,000 bags.

The C. B. Pedersen is a small ship compared with some of the other sailors in the race, but she has proved on many occasions that she has pace when all out, and Capt. Dahlstrom, although a modest skipper, has hopes of winning again this year.

The C. B. Pedersen has made 12 voyages to Australia with Capt. Dahlstrom in command.

Discussing the route which he proposes to take on the trip to Queenstown, Capt. Dahlstrom said that between New Zealand and Cape Horn he had often seen large icebergs. On one trip his ship had passed an ice barrier 50 miles long and between 30 and 40 ft high.

### HUGE ICE BARRIER

"We were about seven miles from it," he said. "We reached the first end of it at 10 a.m. and passed the last end at 3 p.m."

Capt. Dahlstrom does not anticipate rough weather round Cape Horn on the home voyage. He said it is not often rough on the trip from Australia to Britain, and sometimes it is quite a calm voyage.

After sailing vessels passed Cape Horn, added the sun-tanned skipper, there was always a lurking danger because of the iceberg menace round the Falklands.

"Do you think that sailing ships will ever regain a measure of their former popularity on the seas of the world?" he was asked.

## MAY COME BACK

"Well," replied Capt. Dahlstrom, "there are no more sailing ships being built, but I think that the time may arrive when they will come back, at least partly into their own again. One of my reasons for thinking that is because marine fuel is getting dearer and, after all, this is the age of economy."

(*Recorder* 28-2-1933)

C. B. Pedersen Reaches Cork From Pt. Germein: LONDON. June 20: The sailing ship. C. B. Pedersen, which left Port Germein, South Australia, on March 4 with a cargo of wheat, arrived at Cork (Ireland) today. The voyage, which took 106 days, was uneventful.

(*The Advertiser* 22-6-1933)

**MOONTA**

**August 1933**

The Moonta is bringing about 2,500 bales of wool from Port Augusta, Port Germein and Whyalla.

(*The Advertiser* 18-8-1933)

**MOZART**

**Arrived 30-1-1934 - Departed 13-3-1934: Captain Alfons Eriksson**

## BARQUE MOZART REFLOATED

THE Finnish barquentine Mozart went ashore near Port Germein jetty yesterday morning but was successfully refloated at high tide at 8 a.m. today. No damage was done. When the Mozart grounded it was moving in from the ballast ground to Port Germein jetty. The L'Avenir and Winterhude were already berthed alongside the jetty. To clear their anchor lines Capt. Erickson [possible misspelling] tried to take the Mozart past them before dropping anchor. While attempting this the Mozart ran on to the soft mud. The barque was practically cleared from the bank at high tide last night, but a south wind prevented it from moving off. An easterly wind enabled it to be freed from the mud this morning, but shortly afterwards the wind changed to the south again, and the Mozart is still lying only a few yards from where it grounded. It is expected that the vessel will be berthed without difficulty today. The beach at Port Germein is very shallow, and a jetty a mile long is needed to get into deep water for vessels to come alongside. At low tide the water recedes nearly a mile from the high-water mark. It was fortunate that Capt. Erickson brought the Mozart in at low tide, otherwise it might have got so high on the bank that it could not have been cleared. Residents of the town had the thrill of their lives when they saw the barque coming straight for the shore under sail. Pilot Hurrell, from Port Pirie, went aboard the vessel this morning, and will see it safely berthed. There was no pilot on board when it grounded.

(*News* 31-1-1934)

MOZART REFLOATED AT PORT GERMEIN: The Finnish barquentine Mozart, which went aground on Tuesday morning on a sandbank near the Port Germein Jetty, was refloated by a high tide the same night, but a southerly wind prevented her from moving far. No damage was done. The vessel was coming in to the jetty to berth, but her speed was overestimated. The sailing ships Winterhude and L'Avenir are already berthed at the jetty.

(*Advertiser* 1-2-1934)

Capt. Eriksson, of the sailing vessel Mozart, arrived in Pirie from Port Germein on Saturday. He is staying at Royal Exchange Hotel.

(*Recorder* 12-2-1934)

Mozart 39,985 bags of wheat

(*Recorder* 20-4-1934)

Above: Mozart at Port Germein jetty, photo courtesy Noel Smith.



A Finnish barque, L'Avenir sailed from Copenhagen in September 1933. During the 98 days voyage, 2 of the passengers aboard fell in love, though both were apparently 'betrothed' at home. She was Miss Barbara Strachey, a 21 year old Oxford graduate (born 17-7-1912), niece of Lytton Strachey, famous biographer, and moved in eminent social and intellectual circles. He was Olav Hultin, 23 (born 1910), said in newspaper stories to be the son of the Professor of Classics at the University of Helsinki. Mr Hultin senior was actually a librarian at the University of Helsinki and a published literary historian. Olav Hultin had travelled to Australia 2 years previously as a crew member in the sailing ship Ponape.



When the ship arrived off Port Victoria, the couple decided to marry, despite alarmed cables from Barbara's mother in England. They chose the tiny Church of England church, St Clements, at Port Germein, right next to the primary school, as the venue for their wedding. From Port Victoria they motored to Adelaide and then, making good use of the convenient and comfortable maritime transport available, travelled via the Minnipa to Port Lincoln to meet Mr Hultin's friend, Alan Payze, and thence to Port Germein for the ceremony via the steamer, Moonta.

The marriage achieved publicity in just about every newspaper in Australia and in the 'Australian Women's Weekly' with the wedding described in minute and breathless detail, including the fact that one of the groomsmen wore sandshoes. The story had everything - a beautiful sailing ship, famous and illustrious participants, exotic locations, scandalous behaviour (Barbara had acquired a liking for smoking cigars and Olav's wardrobe was colourful in the extreme) and a quaint little town for the ceremony. Fox movies even came to Port Germein and filmed the occasion for the movie news. Barbara dressed at the Port Germein Hotel assisted by her bridesmaid, Annette Brock, herself a minor celebrity because of her unusual position as the only female apprentice sailor aboard L'Avenir and one of only very few female sailors at the time. Miss Brock was a fill-in bridesmaid in place of a Miss Konig, another passenger, who had fallen when stepping into a dinghy at Port Victoria and hurt her leg quite badly, ending up in hospital in Port Pirie.

Also on board the ship were the famous pianist Percy Grainger and his Swedish painter wife who were unable to stay for the



wedding.

L'Avenir, on which Mr. Percy Grainger, the noted pianist and composer, and his wife are travelling, is expected to leave for Port Germein in the next day or two.

(*News 9-1-1934*)

#### L'Avenir Still at Port Germein Jetty Yesterday

There were no fresh developments at Port Germein yesterday in the wheat loading position. It is understood that the sailing vessel L'Avenir, which was to have completed loading wheat at Port Germein jetty yesterday morning, will not leave the jetty until today.

(*Recorder 3-2-1934*)

L'Avenir also arrived, having taken 138 days from Port Germein, carrying a young Australian stowaway, who was discovered on the fifth day out. Capt. Eriksen said that as the lad was a decent sort he was permitted to work his passage, and had given every satisfaction. "We have two women passengers," said the captain, "also a wonderful apprentice in Miss Annie Brock, of Montreal, Canada, who is a born sailor, seeking a master's ticket. She can climb the rigging no matter how stormy the weather."

(*News 27-6-1934*)

42,341 bags of wheat

(*Recorder 20-4-1934*)



Photos Above: L'Avenir, State Library of Victoria, Malcolm Brodie shipping collection; Barabara Strachey and Olav Hultin, passengers on board L'Avenir, married at Port Germein 1934. Photo courtesy Mariehamn Maritime Museum, sent to them by Mr Allan Payze of Port Lincoln, groomsman at the wedding; L'Avenir and Moonta at Port Germein jetty, courtesy Robert Shaw.

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#### WINTERHUIDE

**Arrived 26-1-1934 - Departed 22-2-1934: Captain Uno Mörn**

The usually quiet port, which is rarely visited by overseas vessels, has three windjammers there at once now, and while there is plenty of grain, there are facilities for loading only one vessel at a time. The yawning hatches and impatient skippers cannot be satisfied by the obsolete running equipment at Port Germein. There are 21 trucks and a locomotive, all of which have seen their best days. There is one deep-water berth at the jetty, and one directly opposite where part loading can be done. The vessels are L'Avenir, Winterhude, and Mozart.

(*News 2-2-1934*)

38,771 bags of wheat

(*Recorder 20-4-1934*)

**FAVELL****Arrived 27-3-1934 - Departed 16-4-1934: Captain Sten Lille**

Port Germein a Busy Shipping Centre

ANOTHER ship, the Favell, sailed up the gulf this week and anchored in the roads preparatory to berthing at Port Germein jetty to lift wheat.

This makes the fourth sailer which has visited Germein this season to pick up wheat, probably the biggest shipping list that port has experienced since the Booleroo Centre line was opened about 23 years ago.

It will be remembered that "The Recorder" just before Christmas published a complaint by Mayor Beerworth, of Port Augusta, to the effect that some of the northern port's wheat trade was being diverted to Pirie. As it was pointed out at the time, only in very isolated instances has wheat which should naturally have gone to Port Augusta been diverted here.

Now, perhaps, we shall have an opportunity to put forward complaints about Port Germein stealing portion of our wheat traffic and getting Mayor Threadgold to take a public stand on the matter.

Probably the retort would be that Port Germein-toward which port in the old days rolled down through the Gorge ceaseless processions of wheat laden waggons-is merely getting a bit of its own back, and is at long last regaining possession of the benefits due by reason of her geographical position.

(*Recorder* 24-3-1934)

26,135 bags of wheat

(*Recorder* 20-4-1934)



Photo: Wheat at the end of the jetty. A copy of signage at Port Germein

**KILLORAN****Arrived 18-1-1935 - Departed 8-2-1935: Captain Viktor V. Björkfelt**

The Killoran yesterday received orders to proceed to Port Germein, and sailed this morning.

(*Advertiser* 11-1-1935)

The barque Killoran went alongside Port Germein jetty on Friday. In the high stage of refraction yesterday she could be seen

from truck to water line.

(*Recorder* 21-1-1935)

The first ship for the wheat season, the Killoran, is loading at the jetty at Port Germein. It is expected that about 38,000 bags will be put on board. About 3,000 a day are being loaded. Two boats are listed to arrive shortly to load wheat also, as large stacks are in the yards awaiting shipment.

(*Chronicle* 7-2-1935)

There are two sailing vessels at Port Germein at present. The barque Killoran has been at the jetty loading wheat for about a fortnight, and the four-masted barque Pommern arrived there this week. Capt. P. C. C. Hurrell piloted her to an anchorage near the jetty, where she will be until the Killoran is a full ship. There is only one berth at Port Germein jetty which can be occupied by a large ship.

(*Recorder* 2-2-1935)

The Killoran has sailed with 36,000 bags. She bumped the end of the jetty as she was being towed away, but only broke a few pieces of timber... A Port Germein record was established recently in loading the Killoran when 3,900 odd bags of wheat were trucked from John Darling & Son's shed and trained out the one and a quarter miles of jetty and lodged in the holds of the Killoran in one day.

(*Advertiser* 19-2-1935)

36,286 bags wheat

(*Recorder* 19-3-1935)

Photo: Barque 'Killoran' from the Malcolm Brodie shipping collection, State Library of Victoria

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**POMMERN**

**Arrived 28-1-1935 - Departed 4-3-1935: Captain Karl Broman**

After a passage of 84 days, the Finnish four-masted barque Pommern arrived at Victoria this week. The Pommern is a unit of the Erikson fleet, and is commanded by Captain Carl Broman, the youngest of the wheat ship masters. The Pommern has been chartered by the S.A. Farmers' Union, but her port of loading has not yet been decided. It is believed that she will load wheat at either Port Germein or Port Victoria.

(*Chronicle* 3-1-1935)

Loading of wheat has been started on the Pommern, a four-masted sailing vessel, at the jetty.

(*The Advertiser* 19-2-1935)

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**ARCHIBALD RUSSELL**

**Arrived 11-2-1935 - Departed 31-3-1935: Captain Mikael Sjögren**

The Archibald Russell is lying at anchor, and will be ready to load wheat as soon as the Pommern is finished.

(*Advertiser* 19-2-1935)

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**PONAPE**

**Arrived 19-1-1936 - Departed 14-2-1936: Captain Carl Granith**

Mr. C. F. Mitchell (Port Germein agent for John Darling & Son) has received advice from head office that the sailing ship Ponape, after calling at Port Lincoln for orders, is proceeding to Port Germein to load a cargo of wheat, and has been sighted off the ballast grounds.

Capt. C. V. Granith is master of the vessel. In 1932 he was skipper on the Pommern, which loaded a cargo of grain for the same company.

(*Recorder* 11-1-1936)

Ponape at Jetty : The sailing vessel Ponape was berthed at the jetty on Sunday morning. Captain Granith is the master. More than 100 visitors and local residents availed themselves of the opportunity to see a ship berthed and many cameras were focused on the ship as she was being swung. Welcomes were waved to Captain Granith as he stood on the poop.

The crowd received a thrill when one of the crew went down a head line, hand over hand, and seated himself on the jetty to await orders from the chief officer. Loading the vessel has been commenced.

(*Recorder* 23-1-1936)

A pleasant evening was spent on board the sailing vessel Ponape on Saturday night, when the crew held a public dance. Music was supplied by members of the crew.

(*Recorder* 28-1-1936)

The sailing vessel Ponape, which loaded 40,150 bags for John Darling and Son, departed yesterday morning for overseas.

(*Recorder* 14-2-1936)



"För svällande segel".

Photo from: [http://www.kolumbus.fi/jamikko/Purjelaivat\\_Ponape.htm](http://www.kolumbus.fi/jamikko/Purjelaivat_Ponape.htm)

**WINTERHUDE**

**Arrived 30-1-1936 - Departed 6-3-1936: Captain Uno Mörn**

Four Sailing Vessels For Wheat

The barque Winterhude, which is at present anchored about a mile west of the jetty, will take a cargo of wheat for South Australian Farmers' Union so soon as the Ponape completes loading.

(*Recorder* 5-2-1936)

The Winterhude went alongside the jetty early yesterday afternoon to receive about 37,000 bags for South Australian Farmers Co-operative Union.

(*Recorder* 14-2-1936)

Three More Wheat Ships Reach  
England LONDON. June 10.-Three  
more wheat-laden windjammers  
from South Australian ports have  
arrived at Falmouth. They are the  
barque Ponape, which left Port  
Germein on February 14...  
(*News* 11-6-1936)

Photo at left: Ponape

Mr. Sid. Blieschke, agent for Bunge (Australia) Proprietary, Limited, has received advice that the sailing ship C. B. Pedersen will arrive at Port Germein next month to load wheat. The vessel loaded a cargo of wheat for South Australian Farmers Cooperative Union in 1933.

*(Recorder 28-1-1936)*

The C. B. Pedersen has gone to the ballast ground, and after the Winterhude's holds have been filled will take her berth at the jelly and will load for Bunge (Aust.), Ltd.

*(Recorder 5-2-1936)*

The C. B. Pedersen is lying about a mile off the jetty. She is to load about 35,000 bags for Bunge (Australia) Proprietary Limited.

*(Recorder 14-2-1936)*

#### SHIP'S CAPTAIN FINED £5 ADMITS BREACH OF QUARANTINE ACT

Case Believed First Of Kind in Pirie

CAPT. H. Bruce, master of the sailing vessel C. B. Pedersen, which is now at Port Germein, was fined £5 in Pirie Police Court yesterday for an offence under the Quarantine Act. The case is believed to be the first of its kind heard in Pirie.

The charge was that defendant had quitted the vessel, which was subject to quarantine, before an inspection had been made by the quarantine officer and pratique had been given. A plea of guilty was entered...

The department did not ask for a heavy penalty, but it thought that one should be inflicted to act as a deterrent. There were no extenuating circumstances. There was a wireless on board, and communication should have been made with the authorities.

Defendant had candidly admitted that he had broken the law...

Mr. Leaker said that, although no harm had been done in this instance, there might have been serious consequences. Shipmasters must realise the danger; the Legislature evidently did by prescribing a heavy penalty. He could not view the matter lightly. There would be a fine of £5, with £1 costs, in default seven days' imprisonment.

*(Recorder 26-2-1936)*

Fast work is being executed in the loading of the C. B. Pedersen, which is at present loading wheat for Bunge (Aust.) Ltd. The vessel will also take the wheat stacked here for Dalgety & Co.

On account of elevators being used many local truckers have been put out of work.

*(Recorder 12-3-1936)*

The four-masted barque, C. B. Pedersen, is well known to South Australians as one of the fleet of sailing vessels which annually carry the wheat crop of this State to Europe. She was built in Italy in 1891, but has never distinguished herself for speed, and has come to be regarded as a slow but useful cargo carrier. Last year she took no less than 198 days to make the voyage between Sweden and Melbourne, but this year she has fairly excelled herself, having completed the run from Gothenburg to Port Germein in 72 days 15 hours 15 minutes, a passage equal to those of the famous racing clippers of the wool fleet. Mr. E. B. Bell, the popular Melbourne ship lover who received details of the passage from the master of the vessel, Captain H. Bruce, considers the passage a record between Sweden and this State. Fair weather was encountered throughout the voyage.

*(Chronicle 19-3-1936)*

The C. B. Pedersen has almost completed loading at Port Germein, and may get away tonight. In that case the Killoran will go alongside the jetty tomorrow. The Killoran will be the last of the windjammers to load at Port Germein this



State Library of Queensland  
John Oxley Library

season. Both ships will carry about 3,000 tons of wheat.

(*Recorder* 25-3-1936)

The C. B. Pedersen has completed her load of over 40,000 bags of wheat and left the Jetty.

(*Advertiser* 2-4-1936)

Photo Above: C.B. Pedersen,

[http://commons.wikimedia.org/wiki/File:StateLibQld\\_1\\_126707\\_C.\\_B.\\_Pedersen\\_\(ship\).jpg](http://commons.wikimedia.org/wiki/File:StateLibQld_1_126707_C._B._Pedersen_(ship).jpg)

**KILLORAN**

**Arrived 26-3-1936 - Departed 8-4-1936: Captain V. Björkfelt**

PORT VICTORIA. January 30: The Finnish three-masted barque Killoran arrived here yesterday after an excellent but uneventful voyage of 82 days. This passage is the best made so far this year. Captain V. Bjorkfelt reports a splendid trip, with very fair winds all the way. The ship, which is chartered by Louis Dreyfus & Co., will go to Port Germein to load.

(*Advertiser* 31-1-1936)

Mr. W. A. Clark, agent for Louis Dreyfus & Co., has been advised that the Killoran, after having taken stiffening at Port Broughton, will complete her loading here.

(*Recorder* 5-2-1936)

APART from the Finnish barque Killoran, now loading wheat at Port Germein, the whole of the windjammer grain fleet is on its way to Europe, in waters somewhere in the "roaring forties." All but one are shaping a course for Cape Horn. The exception is the cadet ship Abraham Rydberg, which is going west-about by way of Cape of Good Hope. She was first to sail, having left Wallaroo on New Year's Day.

The game fight being put up by Capt Gustav Erikson and other sailing ship owners against falling freight rates, steamer and motor ship competition has captured the fancy of maritime people throughout the world. Because the tall masted ships belong



to an age that is past, the last survivors in sail have an interested public. Commercially, the old windjammers are looked upon as floating granaries, and prove their value with three months' storage included in the low freight rate. During that time the cargoes are sold again and again. .... Although the sailors will take upwards of 40 days to reach the Channel, the quality of their cargoes is known in London, samples having gone ahead by mailboat. Since the war more than 70 large square rigged ships have gone to their doom in various parts of the world, including 10 well known here. The vanished fleet included 19 simply posted as "missing." Seven were burned, six dismasted and condemned, and a like number abandoned at sea. There were 36 sailors listed for loading in 1921, but by 1932 the number had dwindled to 21. In that year the Hougoumont, on its way to Port Lincoln to load, was dismasted in a five minute squall in the Bight, and was eventually scuttled. The Melbourne was sunk with loss of life off the Irish coast. Another name removed from the register in 1932 was that of the graceful Beatrice,

which went to the ship breakers. She was followed there last year by the Grace Harwar and Mozart, race competitors until 1935 season. And so the number dwindle until in about 10 years' time none will be left.

(*News 7-4-1936*)

**Killoran Leaves Germein With Man Short:** A member of the crew of the Finnish sailing ship Killoran, which sailed from Port Germein on Thursday after having loaded wheat there, did not go away with the vessel.

The missing man is Laurie Tarvainen, a 33-year-old Finn. He left the vessel last Saturday, and has not been seen since. Tarvainen, who speaks fluent English, is about 5 ft. 8 in. tall. He is described as fair and having an oval face. He was wearing a blue herringbone suit when he left the ship.

The Killoran's next port of call will be Queenstown, Ireland. No one was taken on in place of Tarvainen.

Geo. Wills & Co. are the ship's agents. Under Commonwealth Customs' regulations they are liable to forfeit £100 if the missing man is not found.

(*Recorder 11-4-1936*)

Photo: Killoran off Durban, 17-9-1939, by H.J. Buckingham

## **C. B. PEDERSEN**

**Arrived 29-12-1936 - Departed 21-1-1937: Captain Harold Bruce**

The sailing vessel C. B. Pedersen with Capt. Bruce as master, has completed stiffening at Port Germein. The vessel is receiving her wheat cargo from Messrs. John Darling & Son, for whom Mr. C. F. Mitchell is agent. About 36,000 bags of wheat will be required.

The Christmas and New Year holidays again attracted large numbers of visitors to the seaport, and on account of a shortage of furnished cottages many parties pitched tents. New Year's Day was busy with cars and trucks fully laden with passengers and more than 500 vehicles were parked on the beach.

The C. B. Pedersen was thronged. Mr. J. J. Madigan (superintendent of St. John Ambulance Brigade at Pirie) arranged for two of his men to be present in case of emergency, but no accident was reported. Visitors from townships east of the Flinders Range were represented in large numbers, also from Pirie and Port Augusta.

(*Recorder 6-1-1937*)

### **C. B. PEDERSEN SAILS FIVE SHORT**

**PORT GERMEIN, Friday:** When the Swedish barque C. B. Pedersen left Port Germein jetty last night five of the crew were missing. All were Swedish apprentices, their ages ranging from 16 to 19 years.

As they are prohibited immigrants the owner of the vessel is liable to forfeit £500 unless they are found. Under the Commonwealth immigration regulations a shipowner is liable for £100 for every prohibited immigrant who makes a successful entry into the country.

Before the departure of the ship the crew was paraded before Mr. R. A. Moffat (of Pirie Customs staff) and the five youths were absent. Capt. H. Bruce (master) stated that they were on board the night before sailing.

The missing apprentices were: Jarl Urban Hjarme (17), Karl Ingvar Wallen (18), Ingemar Hagelin (17), Sven Rydberg (19), Axel Gerhard Caspar Schonbeck (16)

### **KNOWLEDGE OF ENGLISH**

News of their absence was reported to Constable Grow. All have some knowledge of English.

The C. B. Pedersen, which had loaded a full cargo of wheat on account of John Darling & Son, cleared the jetty at 11 p.m. She was in tow of the steam tug Yacka and Capt. J. Maitland Thomson was the pilot.

The ship has passed the usual anchorage and Capt. Bruce intends to leave for Europe as soon as possible.

Queenstown, Falmouth, and Plymouth have been named as optional ports of destination. The C. B. Pedersen, which is of 3,142 tons, is fitted with wireless. Mr. E. Pedersen, of Gothenburg (Sweden) is the owner.

On her outward voyage she carried a complement of 32, including 24 apprentices. The apprentices, most of whom pay a premium for their passage, are in training for posts as officers at sea.

(*Recorder 23-1-1937*)

### **C. B. PEDERSEN'S DESERTERS**

**Arrested Between Port Germein and Murraytown**

Mounted Constables Grow and Menz lost no time in searching for the five apprentices who deserted from the C. B. Pedersen at Port Germein. They were found near Murraytown and have been placed on board the ship.

Information elicited during enquiries led the two police officers to visit Port Germein Gorge. They found three of the deserters there, resting after an harassing night, and arrested them.

It was stated that the two others had been taken in a car toward Murraytown. That was found to be incorrect, and after more searching the fugitives were found on the road.

The apprentices said that they had lived on biscuits and peaches. They had been unable to sleep at night because of the prevalence of snakes, and seemed glad that their sojourn ashore was at an end.

A radio message was sent to the C. B. Pedersen, which had sailed, and the vessel returned to Port Germein anchorage. The five apprentices were then escorted back to the ship, which resumed her voyage to Falmouth.

(*Recorder 27-1-1937*)

## THE C. B. PEDERSEN.

Returns for Deserters.

ADELAIDE. January 27. Some hours after sailing from Port Germein on Saturday, the windjammer C.B. Pedersen returned to pick up five Swedish apprentices who had deserted from the ship. The master, Captain Harold Bruce, turned back on the receipt of wireless orders from the owners not to leave Australian waters without the deserters. Heading towards Adelaide the five youths, who had taken a short cut through rough hill country behind Baroota Reservoir, were arrested 16 miles from Port Germein on the Wirrabara road by two mounted constables on Saturday. Good humored about their capture, one of the five (who spoke broken English) remarked, "It's the end of a good picnic." Usually a reward of £5 per head is paid by the authorities for the arrest of a prohibited immigrant.

(*Townsville Daily Bulletin* 28-1-1937)

## WRECK OF SWEDISH BARQUE

Had Loaded at Port Germein

The Swedish four-masted barque C. B. Pedersen, which was lost off the Azores when she collided with the Glasgow steamer Chagres, was on the way from Port Germein with wheat to Falmouth, where she was to receive orders. All hands were saved.

The barque was the first to load at Germein this season. She took a full cargo for John Darling & Son.

Capt. Harold Bruce (master) and many of the ship's complement were known in Pirie. They were at Germein during the Christmas holidays. According to advice received in Pirie yesterday the C. B. Pedersen is a total wreck.

(*Recorder* 28-4-1937)

## PENANG

Arrived 29-1-1937 - Departed 17-2-1937: Captain Karl Karlsson

### Penang Begins Loading

The Finnish barque Penang, which moved in to the jetty yesterday, began loading wheat at 10 o'clock this morning. She is taking grain on account of South Australian Farmers' Co-operative Union. The Penang is the second sailing ship to load at Port Germein this season. The four masted Swedish barque, C. B. Pedersen, sailed last month.

(*Recorder* 4-2-1937)



## TWO MEN DROWNED AT PORT GERMEIN

TWO seamen from the barque Penang were drowned at Port Germein early this morning.

Ten others had a fortunate escape from a similar fate when a boat in which they were returning to the ship capsized.

The 12 men had been ashore on Monday night, and left the jetty at Port Germein today about 2 a.m. to go on board the Penang which was anchored a short distance away. When near that vessel the boat they were using capsized in a strong sea.

Calls for help attracted the notice of Capt. Karl Karlsson (master of the Penang) and the second mate, who hurried on deck. They could see forms struggling in the water, so the second mate jumped into a motor boat, which was made fast astern, and went to the rescue.

He picked up 10 of the men, but could see no trace of the others. B. Wallenius, one of the rescued men, was unconscious and apparently dead. He was hoisted to the deck of the Penang, where efforts at resuscitation were successful.

The second mate and some of the crew continued to patrol in the vicinity of the barque, but could not find the missing men, who were:

AXEL HARRY LINDQUIST (21), ship's carpenter, of Lenland, Finland.

LARS RASMUSSEN (21), of Borup, Denmark, able seaman.

The pilot launch with Capt. Thompson in charge joined in the futile search and at daylight it was assumed that Lindquist and Rasmussen had been drowned.

Members of the crew searched the beach at Port Germein today, but could not find the body of either man. Residents of Port Germein and Mounted Constable Grow helped in the search. The Penang's boat was found, capsized, about one mile west of the jetty.

(*Recorder* 3-2-1937)



Following the recovery of the body of Lars Rasmussen, 21, able seaman, at Port Germein on Friday, the body of the other victim of last Tuesday's drowning tragedy, Axel Harry Lindquist 21, ships carpenter, was washed ashore yesterday. Both men were members of the crew of the Finnish barque Penang and they were returning to the ship about 2.15 a.m. on February 2 with 10 others from a dance when their 12 foot dinghy capsized in the rough sea. Their companions were all rescued. About 12.30 p.m. on Friday watchers saw a shark about 15 feet long suddenly rise out of the water with a fully clothed corpse in its mouth. After shaking the body viciously, the shark disappeared. Some minutes later it reappeared with the body still in its mouth. The flesh of the left leg had been torn. Captain Karl Victor Karlsson immediately went to the spot in a rowing boat, and when about 150 yards from the jetty fired several revolver shots at the shark, which was not seen again.

However, the body was recovered. About 10 a.m. yesterday, while walking two

miles from the jetty, Mr. George Mulligan, a local resident, found Lindquist's body washed ashore, and reported the matter to the police. Rasmussen was buried on Saturday. Captain Karlsson gave a short address in Finnish. Lindquist was buried yesterday. Reports were submitted by Constables P. A. Grow and J. A. Menz to the Coroner (Mr. W. J. Seymour), who deemed an inquest unnecessary.

(*Recorder* 8-2-1937)



Nicolai Saharoff, the sail maker who was missed from the Penang nearly a fortnight ago, had not been located when the vessel set sail. He has been posted as a prohibited immigrant, and unless he is found the ship's owner is liable to a fine of £100.

Saharoff can speak English, German, French, Finnish, Swedish, Norwegian, and Russian fluently. Although domiciled in Finland, he is a subject of the League of Nations Commission for Refugees, as he is a refugee from Soviet Russia. He was seen in Pirie on Friday, February 5.

(*Recorder* 19-2-1937)

Photos: Drowned sailor Harry Lindquist, and the graves, taken some time later, courtesy of Maritime Museum, Mariehamn.

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#### ARCHIBALD RUSSELL

**Arrived 17-2-1937 - Departed 2-3-1937: Captain Mikael Sjögren**

**PORT GERMEIN** New Year's Day was celebrated by the attendance of a record crowd on the local beach. Motor cars from surrounding districts lined the foreshore. The Port Pirie Salvation Army Band played selections throughout the day. The four-masted barque, C. B. Pedersen attracted many visitors, as the vessel was berthed at the jetty. Local business people enjoyed one of the busiest times for many years...

Ships loading wheat at Port Germein are:— C.B. Pedersen, L'Avenir, Archibald Russell. The quantity to be shipped is 100,000 tons

(*Advertiser* 11-1-1937)

**Seaman Sent to Gaol** : In Port Germein Magistrates' Court, before Mr. W. J. Seymour, Verion Olavi Huotari a member of the crew of the sailing ship Archibald Russell, was charged on the complaint of Constable P. A. Grow with having assaulted Roy Edward Rogers, of Port Germein, garage proprietor. Capt. Scherlund (master of the vessel) was present and acted as interpreter.

Defendant pleaded guilty. He was sentenced to imprisonment until the vessel was ready to sail. Rogers said that defendant struck him a blow between the neck and shoulder when he was seeking to release his dog, of which defendant had taken possession.

(*Recorder* 23-2-1937)

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#### WINTERHUDE

**Arrived 10-4-1937 - Departed 28-4-1937: Captain Gustav Holm**

The Finnish barque Winterhude, of Mariehamn, has arrived at Port Germein from Auckland, N.Z., to pick up a cargo of wheat. Loading is expected to be completed in a fortnight.

(*Chronicle* 22-4-1937)

Now loading to take a cargo of wheat from **Louis Dreyfus & Co.**

Les Allan, a young Melbourne man, has proved his fondness for the sea by hitch-hiking from north of Brisbane to make a voyage to the United Kingdom as an apprentice in the Finnish sailing ship Winterhude. He will be the only Australian aboard the Winterhude, last of the season's grain ships, which is now completing loading at Port Germein.

(*News* 20 April 1937)

**ADMIRAL KARPFANGER****Arrived 5-1-1938 - Departed 9-2-1938: Captain Reinhold Walker**

The German barque Admiral Karpfanger went alongside Port Germein Jetty last evening. During the day Capt. Walker, master of the Hamburg-Amerika training ship, visited Pirie.  
(Recorder 7-1-1938)

Don't forget the DANCE aboard the ADMIRAL KARPFANGER, Port Germain [sic], on SATURDAY NIGHT.  
(Recorder 18-1-1938)

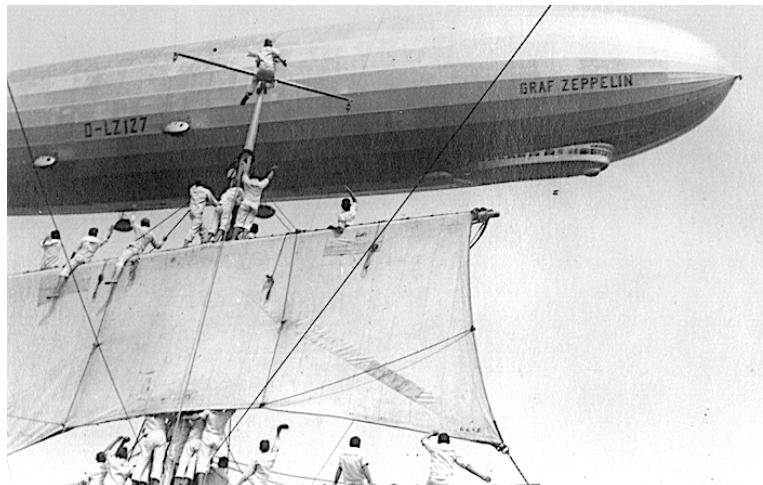
German training ship Admiral Karpfanger at Port Germein  
(News 24-1-1938)

**Wheat Ships Busy At Port Germein**

The four-masted barque Admiral Karpfanger which has been moored at the Port Germein jetty since January 6 moved to the anchorage on Sunday. Already 34,419 bags have been loaded for Bunge & Co. and Dalgety, and the remainder of the cargo, 7,800 bags, will be lightered and loaded at the anchorage. The Admiral Karpfanger, with Captain Reinhold Walker in command, was formerly known as L'Avenir, and originally belonged to the Belgian Government. It was built by them at Bremerhaven in 1909 and is now owned by the Hamburg-Amerika Line. This company owns the largest line of steamers now trading between Australia and London. Her net registered tonnage is 2,371 tons,

and gross tonnage 2,853 tons. The Admiral Karpfanger is now used as a training ship and carries a crew of 60, including the master, four officers, a navigation instructor, a doctor, and 44 cadets. Strict discipline is maintained at all times on the ship, which presents a spick and span appearance even while loading operations are in progress. Hanging in the dining room used by the cadets is a large photograph of Herr Hitler, autographed by him. The townspeople have been greatly impressed by the gentlemanly behavior of the cadets while ashore. Mr. H. Collins, the representative of the Bunge (Australia) Proprietary Co. Adelaide office is at present at Port Germein on official business, and expects to leave for Adelaide on Friday.

(Recorder 1-2-1938 and The Advertiser 2-2-1938)

**SIX-INCH CENTIPEDE IN CLOTHING**

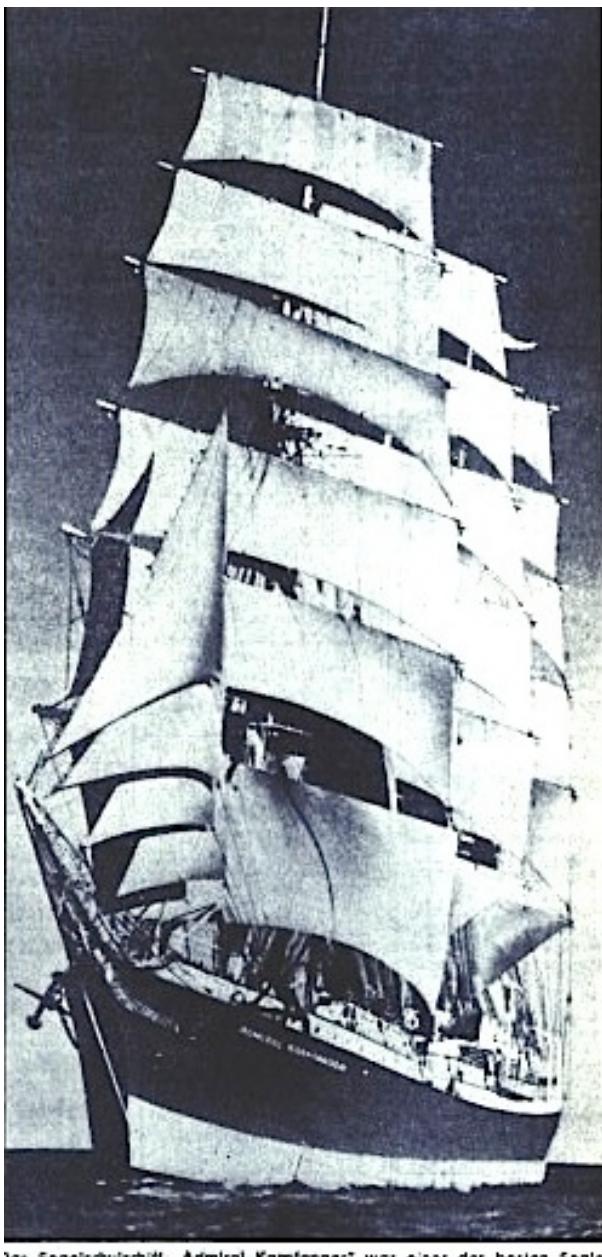
Germein Harbormaster Bitten

While driving an engine drawing trucks of wheat for the barque Admiral Karpfanger, which is lying alongside Port Germein Jetty, Mr. L. McPhee (harbormaster) was bitten several times by a centipede. At first he thought that an ant was the cause, but later, when he felt sick, he partially disrobed and found a 6-in. centipede in his clothing.

Although ordered to bed by a Pirie doctor with whom he communicated he carried on with his duties to prevent delay in loading, suffering severe pain and spasms of sickness. He was treated by the medical officer of the Admiral Karpfanger, who, although centipede bites were something new in his experience, succeeded in alleviating the pain. Later he was examined by a Pirie doctor, who declared him to have recovered from the worst effects of the bites.

(Recorder 27-1-1938)

*Interestingly, my family lived in the harbormaster's house, 20 years later. At the back door was a wooden step down to the concrete path, just a solid block of wood which sat there unless otherwise moved. As I got older I liked to sweep the back path and moved that block of wood several times. Underneath, at least twice, was a scary, writhing six inch centipede. LN*



*Das Segelschulschiff „Admiral Karpfanger“ war einer der besten Segler seiner Zeit.*

with precision and eclat. This was possibly their first chance at handling the oars in such circumstances during the outward voyage. Arriving on deck, they lined up and gave greetings, and then went on with the dance. And didn't the South Australian women aboard enjoy it all? In between dances the young Germans sang part songs, Mr. Aldag taking the role of conductor. They played deck games, too. When the time came for them to say 'Auf wiedersehen' they lined up again with the same ceremonious dignity. 'What a wonderful night' declared the people on the Moonta when it was all over.

(Advertiser 7-2-1938)

Lightering of wheat to the German barque Admiral Karpfanger, which is anchored off Port Germein, is expected to finish today. The vessel will get away so soon as there is a favorable slant of wind.

(Recorder 7-2-1938)

Just as a party comprising Mr. H. Collins, representative of Bunge (Australia) Pty. Ltd., Mr. L. McPhee (harbormaster), and Rev. J. McTier, of Port Germein, was preparing to embark on a motor launch to pay a visit to the Admiral Karpfanger at the anchorage, a 10-ft. grey shark was observed within a few feet of the jetty. When first noticed it was swimming in about 3 ft. of water. Just before it was sighted boys whose ages varied from nine to 13 years of age had been bathing at that spot. Fortunately all of them were on the jetty attending to fishing lines and crab nets when the visitor arrived.

(Recorder 4-2-1938)

The ketch Waimana, with Captain Walter Peterson in command, arrived at Port Germein but was ordered back to Cowell to pick up 2,150 bags of wheat which will be lightered to the Admiral Karpfanger lying off Port Germein.—The Waimana has been commissioned by Bunge (Aus) Propty. Ltd. The ketches Yalite and Hawke have also been commissioned by the same company for lightering work at Port Germein.

(Advertiser 5-2-1938)

#### Great Doings On The Moonta

PASSENGERS doing the gulf trip in the Moonta last week had an unexpected thrill. I heard all about it on Saturday. At Port Germein, the German training ship Admiral Karpfanger was at anchor, after having loaded with wheat. The Moonta dropped anchor, and Mr. T. E. Barr Smith, who was aboard with a party, suggested paying the captain a courtesy call. With him went Sir Robert Dalton, Mr. H. Aldag, a director of the Hamburg-Amerika Line, visiting South Australia, Mr. J. H. Gosse, Mr. Lionel Wills (of the London office of George Wills & Co.), Mr. A. D. Hill (secretary of the Adelaide Steamship Company), Mr. T. E. Barr Smith, Jun. Mr. Rudi Buring, and Mr. Frank Wood. The visitors were impressed by the splendid way the Karpfanger had been adapted for a training ship. More than 30 cadets have comfortable, airy cabins and sleep in hammocks. In the evening the cadets and several officers accepted an invitation to a dance on the Moonta. Passengers told me that it was a great sight to see the trainees, in the ship's boats, approach the Moonta, rowing



## WAIMANA DAMAGED

Rigging Lost at Port Germein

The schooner Waimana had an accident at Port Germein yesterday. She was going alongside the Admiral Karpfanger at the anchorage when the main rigging fouled an obstruction and was carried away. The Waimana was brought to Pirie to obtain new standing rigging.

(*Recorder* 8-2-1938)

Having completed loading 3,447 tons of wheat at Port Germein the barque Admiral Karpfanger sailed early yesterday morning.

(*Recorder* 10-2-1938)

The Hamburg-Amerika barque Admiral Karpfanger was fully loaded at Port

Germein and left drawing 23 ft 8 in of water. Capt. Walker expressed satisfaction with the manner in which the loading had been done. Messrs. Collins and Knight, representatives of Bunge (Australia) Pty., Ltd., having completed the loading of the Admiral Karpfanger, will return to Adelaide.

(*Recorder* 11-2-1938)



## SEARCH FOR MISSING SHIP

Still No News Of Admiral Karpfanger

Acting on orders cabled from Germany, the Hamburg-Amerika steamer Leuna, will leave Port Adelaide on Saturday for Europe, via Cape Horn, instead of through the Suez Canal, to search for the company's sail training ship, Admiral Karpfanger, which is 154 days out from Port Germein. The sailor is weeks overdue, and grave concern is felt for the safety of the ship and officers and 60 cadets on board. It is expected that the Leuna will follow as near as possible the track which was taken by the Admiral Karpfanger. The sailor was reported in the South Pacific a few weeks after she left South Australia, and no word of her has been received since. The ship left Port Germein in February with her wireless equipment out of action because of a defect in the diesel engine driving the generator. It is feared that the Admiral Karpfanger may

have struck an iceberg. Reports from shipping using the southern tracks in the Indian Ocean on the Pacific during the past few months have stated that big icebergs have been sighted unusually far north.

(*Chronicle* 14-7-1938)

Photos: Captain Reinhold Walker and a letter to his daughter posted at Port Germein in 1938; Capt. Walker's boat Schulschiff Deutschland, meets the Graf Zeppelin in the Baltic in 1930; Admiral Karpfanger in a German newspaper: a cadet from the ship. Photos courtesy Dr. Martin Schärfe, grandson of Capt. Walker; Paraguayan stamp with painting by Hans Bohrdt of the Admiral Karpfanger; New street names adopted in Port Germein in 2013, celebrating the grain race ships

## WINTERHUDE

Arrived 12-1-1938 - Departed 5-3-1938: Captain Gustav Holm

The Finnish barque Winterhude, of Mariehamm, which has been lying at the anchorage, Port Germein, for the past fortnight, berthed on Monday afternoon. Captain Holm is in command. She is expected to load 39,000 bags of wheat for the South Australian Farmers' Union.

(*Recorder* 1-2-1938)

The barque Winterhude arrived off Port Germein from Port Victoria yesterday, and is now at the anchorage. She is the second sailing ship at the outport, the German training barque Admiral Karpfanger being alongside the jetty. The Winterhude, which is to load for South Australian Farmers' Union, will berth when the Admiral Karpfanger has completed her freight.

(*Recorder* 13-1-1938)

WINTERHUDE IN COLLISION PORT GERMEIN. Tuesday.-After being towed to the anchorage, the Finnish barque Winterhude, with a full cargo of wheat aboard, was slightly damaged in a collision with the tug Yacka yesterday. It is believed that a plate in the windjammer was strained, and to ascertain the damage portion of the cargo will have to be taken on deck. The Winterhude has not returned to the jetty but Capt. A. J. Elms, a surveyor, of Port Pirie is aboard. On account of the South Australian Farmers' Co-operative Union Ltd., the Winterhude loaded about 38,600 bags of wheat at the jetty, and the tug Yacka arrived from Port Pirie and towed the sailer into the bay yesterday to await a favorable wind for its departure. Capt. G. Holm has charge of the Winterhude, a steel three-masted barque of 1,980 tons and the second smallest windjammer to call at South Australia this season. It has been a regular caller at Spencer's Gulf for many years, but in October 1931, when it went to

Sydney, it stole a march on the tugs by sailing through Sydney Heads under its own canvas. Built In 1898, the Winterhude has sailed under three names, but this is the second occasion on which Winterhude has been painted across the stern. It is not a particularly fast ship and in 1933 took 144 days to sail from Wallaroo to the Channel. There are about 23 apprentices on board the Winterhude but it is not carrying passengers.

(*News 22-2-1938*)

**BARQUE WINTERHUDE** Repaired after having come into collision with the tug Yacka at Port Germein on February 25, the Finnish barque Winterhude will leave the Port Germein anchorage probably tomorrow. Portion of the Winterhude's frame was bent and some rivets loosened. All damage was above the waterline. The Winterhude, which is taking a full cargo of wheat to the United Kingdom was built in 1898. The barque is not particularly fast and in 1933 took 144 days to sail from Wallaroo to the English Channel. The Winterhude is carrying 23 apprentices but no passengers.

(*News 1-3-1938*)

#### Damage to Winterhude

The Finnish barque Winterhude (Capt. Gustav Holm) left Port Germein on Friday night for Falmouth, fully loaded with 38,683 bags of wheat and drawing 22 ft. 2 in. of water. She was towed to Eastern Shoal. When the tug was going astern to release the towing hawser it collided with the barque, damaging two plates on the latter and the vessel's launch. Capt. Holm had to travel in the damaged launch 12 miles to report the mishap at Port Germein.

(*Recorder 24-2-1938*)

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## KILLORAN

**Arrived 1-2-1938 - Departed 5-3-1938: Captain Allan Fallstrom**

The sailing ship Killoran, a three-masted barque, owned by Captain Gustav Erickson is expected shortly at Port Germein. She will load approximately 39,000 bags of wheat for John Darling & Co.

The Killoran's tonnage is 1,523 net and 1,817 gross. She loaded here in 1935-6. Captain Cliff Rodgers, who is in charge of No. 3 dredger now at work deepening the eastern and western berths and the channel, expects to be engaged in this work at Port Germein for at least three months. Mr. L. McPhee, Harbor master and driver of the Harbors' Board engine, who was severely bitten by a centipede last week, is being relieved on the engine by Mr. A. Bollin. Mr McPhee is still carrying on with his duties as harbormaster.

(*Advertiser 2-2-1938*)

The barque Killoran, which had been lying at the anchorage, was towed to her berth on the eastern side of Port Germein jetty by Dredger No. 3. Owing to heavy weather five hours and a half was taken before she was safely berthed. While dropping anchor a splinter flew off the chain and lodged in the eye of a member of the crew. A doctor from Pirie informed of the accident made a trip out and took the injured boy to Pirie Hospital, where he is receiving treatment. Capt. Allan Fallstrom is in command of the Killoran, which will load 34,000 bags of wheat for Darling & Son.

(*Recorder 24-2-1938*)

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## POMMERN

**Arrived 8-3-1938 - Departed 26-3-1938: Captain Karl Broman**

#### Pommern For Wheat

The Finnish barque Pommern, now lying at the ballast ground, Port Germein, discharging ballast, will move to the berth on the eastern side of Port Germein Jetty this morning when loading will be commenced at once. The Pommern already has on board 650 bags of wheat lightered at Port Broughton and will lift approximately 41,000 at Port Germein.

The Pommern is one of Capt. Gustav Erikson's Mariehamn fleet and previously visited Port Germein in February, 1935. She has a net tonnage of 2,114 and gross of 2,396. Capt. Carl Broman is in command. When fully loaded she will proceed to the United Kingdom for orders, and is chartered by Louis Dreyfus and Co.

(*Recorder 9-3-1938*)

#### Departure of Pommern

The four-masted steel barque Pommern, of Mariehamn, one of the Gustav Ericson Line, has loaded wheat at Port Germein for Dreyfus & Co. She left the port at night carrying 48,472 bags. She was towed to Eastern Shoal by the Yacka.

When fully loaded the Pommern was drawing 22 ft. 7 in. Capt. Broman is in command. He is the youngest master in the Ericson fleet. After he had served as first officer for three years on the Pommern he was given command of the ship at 29 years of age and has held the position for four years.

The Pommern is one of the fastest ships in the Ericson Line and tied in the wheat race last year. Three passengers were taken on board at Port Germein.

(*Recorder 26-3-1938*)

Captain Erikson's four-masted barque Pommern, with a cargo of South Australian wheat, reached Falmouth on July 26. Her passage occupied 122 days from Port Germein.

This is her slowest voyage since she took 129 days in 1932. Her passages since then have been 98, 110, 95, 94, and 94 days. She won the grain race outright in 1930 and dead heated with Passat, this year's almost certain winner, in last year's race.

(*The Sydney Morning Herald 29-7-1938*)



Photo Above : Ships at Port Germein, courtesy Norma Baker

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**ARCHIBALD RUSSELL****Arrived 29-4-1938 - Departed 10-5-1938: Captain M. W. Sjögren**

The four-masted Finnish barque Archibald Russell arrived at Port Lincoln yesterday for orders, after a voyage from Lourenco Marques, where it discharged a cargo of Baltic timber. On account of John Darling & Son, the windjammer will load 3,550 tons of wheat at Port Broughton and Port Germein.

(*News 30-3-1938*)

The Gustav Erikson sailing ship Archibald Russell was towed from the eastern berth at Port Germein Jetty on Tuesday afternoon by the tug Yacka to Eastern Shoal.

The Archibald Russell, with Capt. M. W. Sjögren in command, was built at Greenock in 1905, and is believed to be the last of the windjammers to be built in the British Isles.

(*Recorder 12-5-1938*)

The sailing ship Archibald Russell was towed from the eastern berth at the Port Germein jetty on Tuesday afternoon by the Adelaide Tug Company's Yacka (Captain Herman Thompson in command) to the Eastern Shoal. She left Port Germein fully loaded carrying 47,977 bags of wheat weighing 3880 tons. Two days out from Port Lincoln on the inward trip the foretopmast crashed to the deck but no one was injured. A new foretop was made by the ship's carpenter and shipped on board by the crew without a crane. Two members of the crew deserted the ship while she was at Port Germein. Two boys were signed on at Port Germein to take their places, and the Archibald Russell left with a full crew.

(*Advertiser 13-5-1938*)

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**ABRAHAM RYDBERG****Arrived 1-2-1939 - Departed 18-2-1939: Captain Oscar Malmberg**

FIRST of the sailing ships to be chartered this year is the Swedish training ship Abraham Rydberg, which will load 38,000 bags of wheat at Port Germein. The barque anchored off Wallaroo on December 10. It will proceed to Port Germein immediately, discharge its ballast, and begin loading next week.

John Darling & Son, who have chartered the Abraham Rydberg at a freight rate of £1 5/6 a ton, have ample stocks of wheat at Port Germein. Ketches which have been prepared during the off season and are now idle at Port Adelaide will not be required to lighter grain.

The Abraham Rydberg will take about a fortnight to load its cargo, and then sail for the English Channel by way of the Cape of Good Hope. As has been the case for many years, it was the first windjammer to arrive, and will probably be the first to depart.

(*Recorder 19-1-1939*)

The Abraham Rydberg, formerly known as the Star of Greenland and still earlier as the Hawaiian Isles, is an all-steel four-masted barque and was built in 1892 at Messrs. C. Connell & Co.'s shipyard, Glasgow. Her length from stem to stern is 260 ft. 9 in., beam 43 ft. 2 in., and depth 23 ft. 6 in. Her moulded depth, that is from the top of the hatch coamings to the keel, is 25 ft. 3 in. The registered tonnage is 1,984 and gross 2,354.

Owned by the Redere A/B Sunan Company, the vessel is registered at Stockholm and is manned by cadets whose ages run from 16 to 21 years. Fully loaded the Abraham Rydberg has a draught of 22 ft. 2 in. For the past seven years she has loaded wheat at Wallaroo and this is her first visit to Port Germein.

Mr. Harrald Holt (chief officer) was formerly the chief officer of the C. B. Pedersen and was on board that vessel when she foundered off the Azores two years ago, homeward bound with a cargo of wheat from Port Germein.

The Abraham Rydberg is expected to arrive at Port Germein this evening, and work will start tomorrow. The vessel is to take grain for Messrs. John Darling & Son.

(*Recorder* 30-1-1939)

Loading has been proceeding steadily on the Abraham Rydberg. Mr. J. Bevan, of Spencer Gulf Stevedoring Company, is in charge of the operations. He has loaded ships at Port Germein for approximately 30 years.

(*Recorder* 18-2-1939)

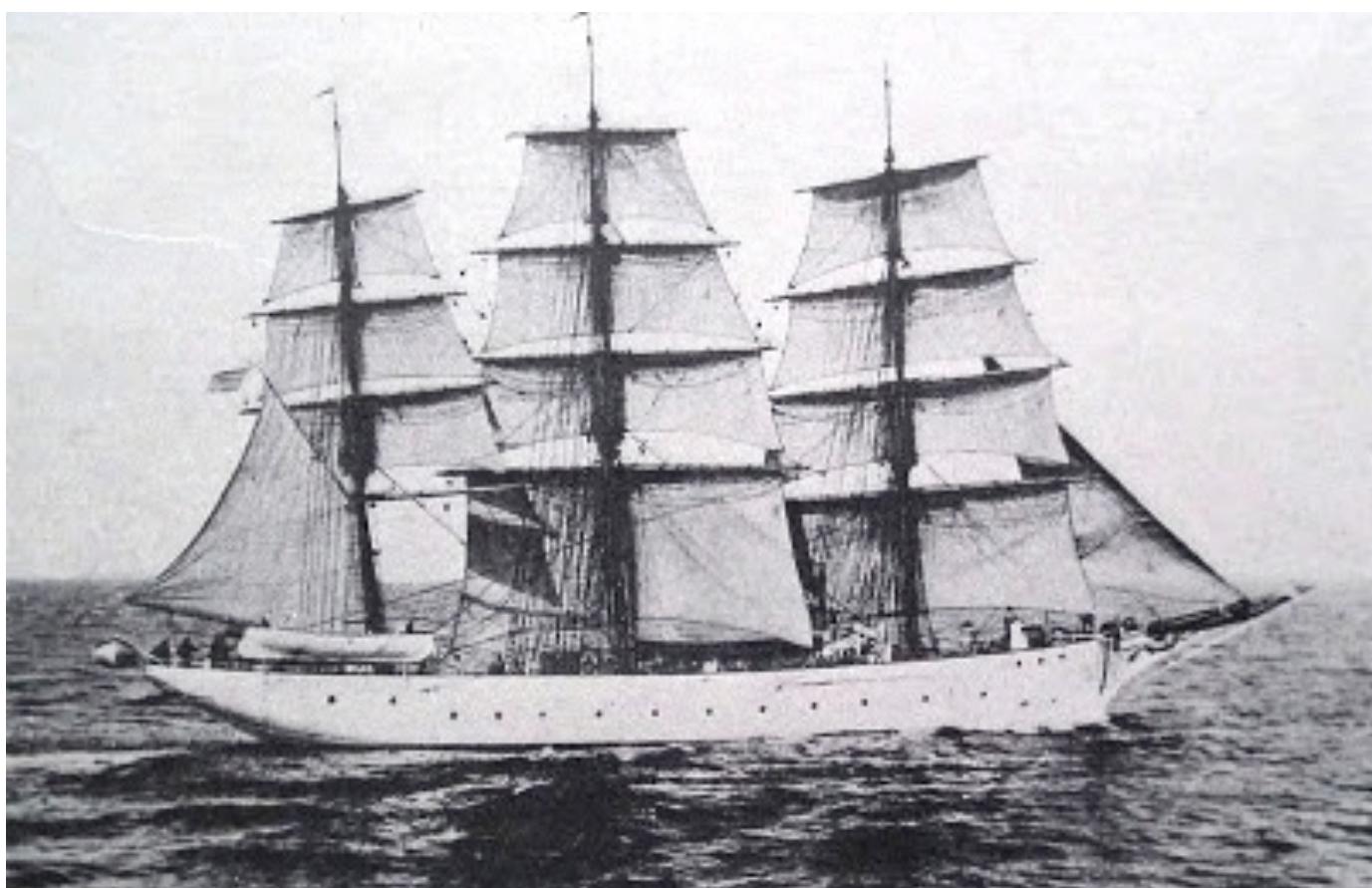
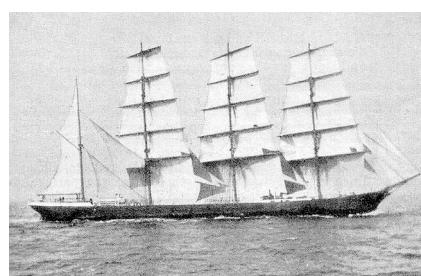


Photo Above: The Abraham Rydberg in sail

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#### POMMERN

**Arrived 11-2-1939 - Departed 1-3-1939: Captain Karl Broman**



The barque Pommern, which has also been awaiting a charter for several weeks, has now been chartered by Louis Dreyfus & Co. to part load here and continue to Port Germein. She will start loading early next week..

(*Advertiser* 24-1-1939)

The Pommern is shortly to load for Dreyfus & Co. Capt. Karl Broman is in command. Capt. Broman visited Port Germein last year as master of the Pommern and his ship took away 40,752 bags of wheat.

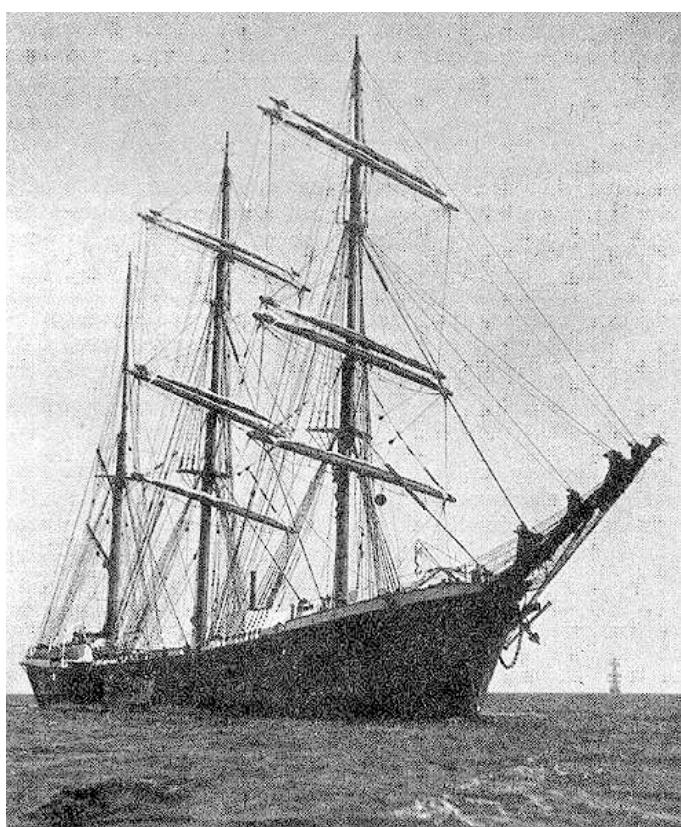
(*Recorder* 30-1-1939)

Photo: Pommern, *Sea Breezes* No. 118, Vol. XII. September, 1929. W. McGregor

## WINTERHUDE

Arrived 14-2-1939 - Departed 17-3-1939: Captain Gustav Holm

The Finnish barque Winterhude is at the anchorage. Capt. Gustav Holm is in command. The Winterhude is a steel barque built at Rickmers, Germany in 1898. Her first port of call was Port Broughton where she took in 7,500 bags of wheat. She will complete her cargo at Port Germein on account of Bunge (Australasia) Proprietary Limited. This is the third successive year that Captain Holm has visited Port Germein. Last year he left this port on February 18 with 3,152 tons of wheat.  
(*Recorder* 18-2-1939)



ship proprietor Gustaf Erikson.

(*Recorder* 18-3-1939)

The barque Winterhude, with Capt. Gustav Holm in command, left Port Germein Jetty with 26,682 bags of wheat, weighing 2,223 tons, loaded there. She had earlier loaded 9,182 bags at Port Broughton. Pilot Williamson, of Pirie, was in charge. The vessel will sail for the United Kingdom for orders.

(*Recorder* 20-3-1939)

Residents of Port Germein were treated to the picturesque sight of wind-filled canvas yesterday when the Finnish barque, Winterhude, moved from the inner anchorage to beyond Eastern Shoal. She is waiting at anchor about 20 miles from Pirie for a northerly wind, which will send her down Spencer Gulf on the first stage of the long grain race to the United Kingdom.

Capt. J. Williamson, of the Harbors Board service, piloted the Winterhude from the inner anchorage to her present position. The missing chief officer and seaman of the Winterhude had not been found.

(*Recorder* 23-3-1939)

Photo Above: Winterhude at Port Germein from 'Sea Breezes' No. 180, Vol. XVIII. November, 1934. J.C. Burnie.

### CHIEF OFFICER DISAPPEARS: Two Men Missing From Winterhude

When the Finnish barque Winterhude sailed away from Port Germein anchorage early yesterday morning the chief officer was not to be found. He had been missing since midday Thursday. He and a seaman who was last seen about a fortnight ago have been posted as supposed deserters from the ship.

The Winterhude is waiting about four miles off the shore for two British sea men to arrive from Port Adelaide today and fill the vacancies left in the crew.

The second officer of the Archibald Russell, another sailing vessel now at Port Germein is to be transferred to the Winterhude and will take over the duties of chief officer. The third officer of the Winterhude will be appointed to the Archibald Russell to do exchange duty as second officer on that vessel.

The missing men are:—

Hans Melin (31), chief officer, Onni Erichsen (26), sailor. Both are Finns.

Mr. Melin was seen in Port Germein at 11 a.m. on Thursday. When a search was made for him an hour later he could not be found. He has visited Australia previously, having made a trip in the Abraham Rydberg.

The Winterhude, which loaded a cargo of wheat at Port Germein and Port Broughton for Bunge (Australia) Proprietary Limited, is owned by the famous Finnish sailing

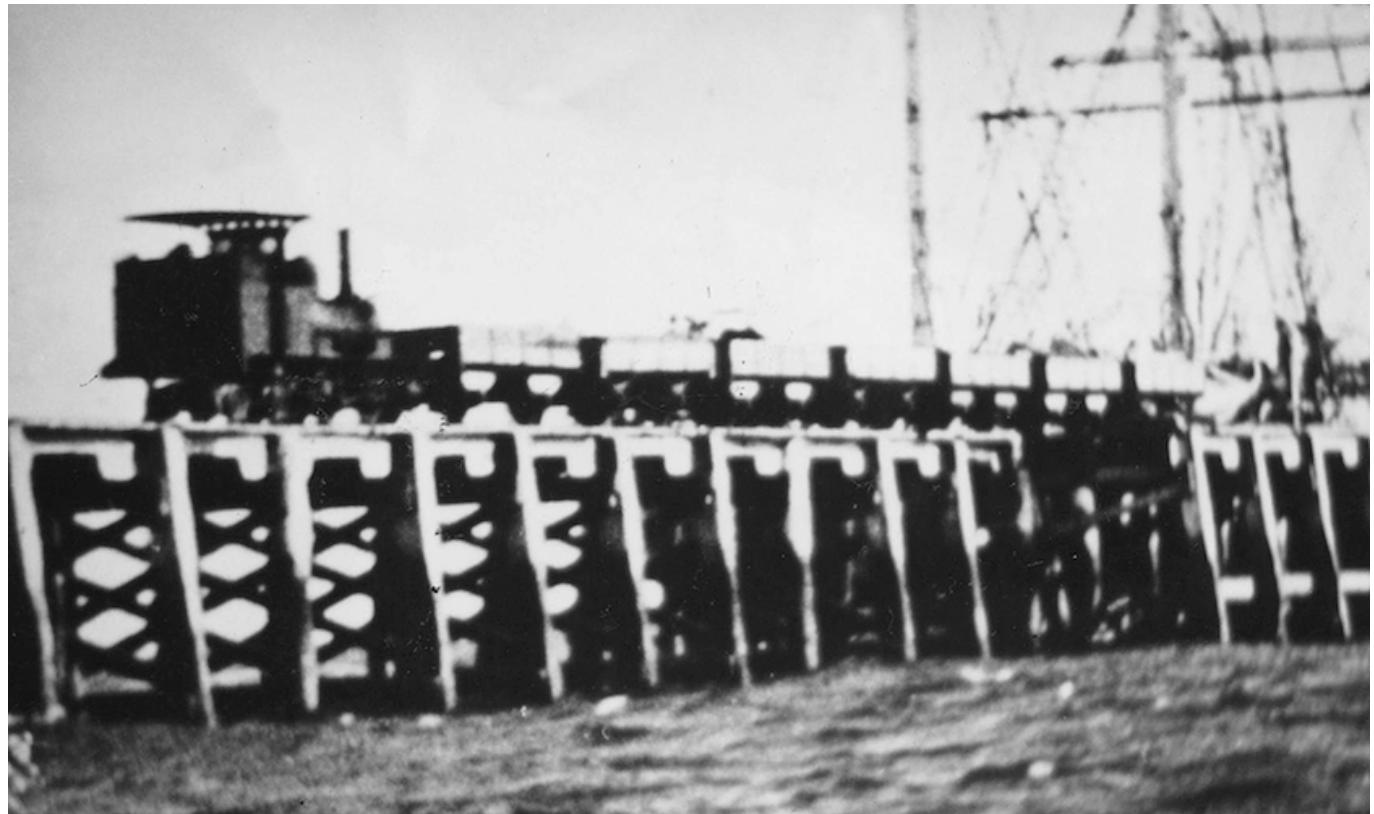
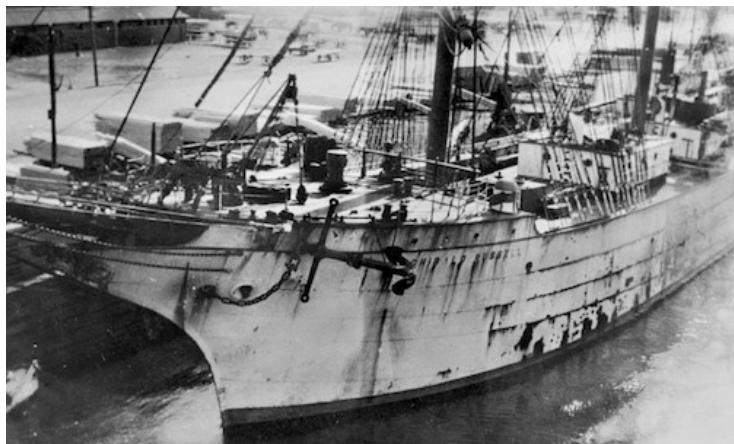


Photo Above: Train carrying wheat to ships on Port Germein jetty, courtesy Norma Baker

#### ARCHIBALD RUSSELL

Arrived 5-3-1939 - Departed 1-4-1939: Captain Paul Summarlund



Immediately after the Winterhude had left the Archibald Russell went along side the jetty. Capt. J. Maitland Thomson was the pilot. The Archibald Russell is a four masted steel barque, having a net registered tonnage of 2,047 and gross of 2,354. Capt. Paul Summarlund is in command.

This is the Archibald Russell's third visit to Port Germein. On her previous trips Capt. Summarlund was chief officer under Capt. Michael Sjogren, who is now master of the Moshulu. That vessel loaded a full cargo at Port Victoria this year.

The Archibald Russell will take approximately 31,000 bags of wheat. Mr. T. Henry, of the Oceanic Stevedoring Company (which loaded the Winterhude), accompanied by Mr. Temby and Mrs. Henry, left Port Germein for Thevenard immediately after having cleared the ship.

Mr. D. Collins, of Bunge (Aust.) Pty. Ltd., who had been in Port Germein during the loading of the Winterhude, has left for Adelaide.

(Recorder 20-3-1939)



Photos: Archibald Russell in Melbourne, from Queensland University John Oxley Collection; Archibald Russell, photo courtesy Noel Smith



Above: Lightering grain out to a ship, pre jetty. Photo from Port Germlein Village Project Museum

READING the article "Old man of the sea" (Magazine, *The Advertiser*, 19/3/94) reminded me of years ago when I was nine years of age in 1937. I was on holiday at Port Germlein when two sailing ships were in port loading wheat for Europe. They were Winterlude and Admiral Karpfanger.

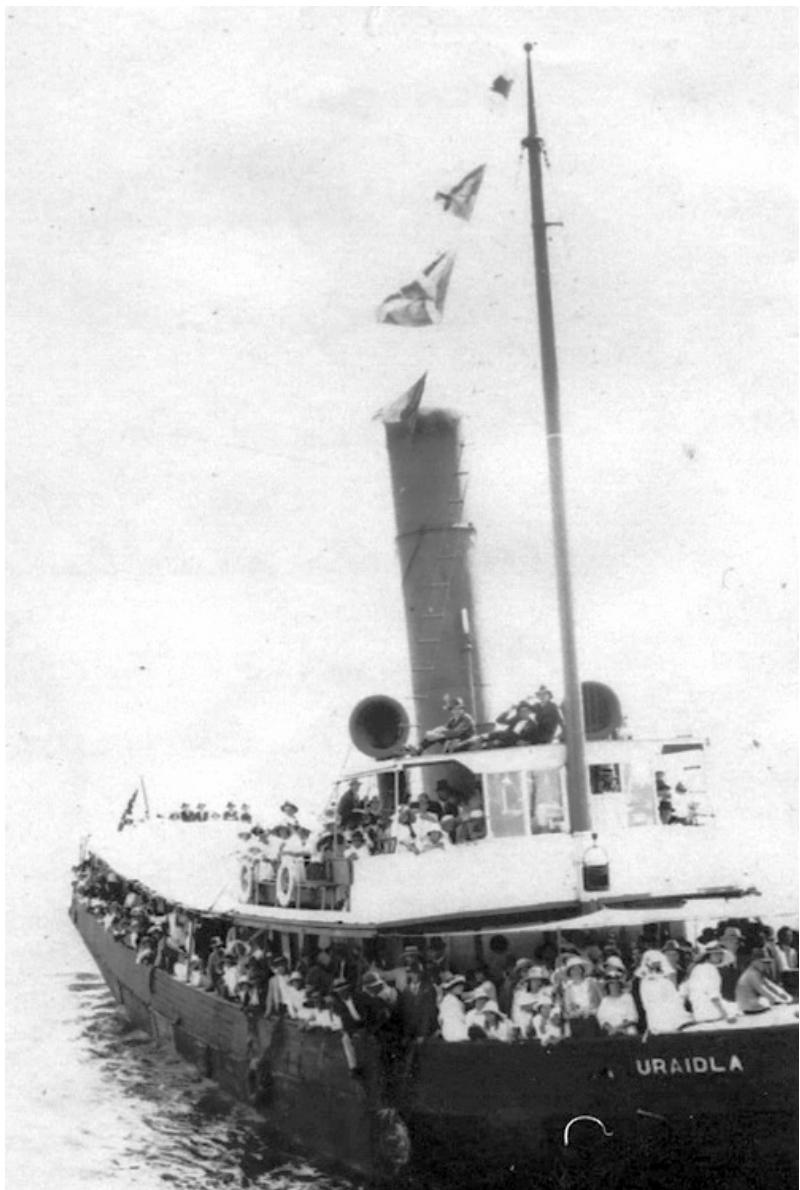
The Admiral Karpfanger, it appears, hit an iceberg and went down with all hands, off Cape Horn, on the way back to Europe (*The Advertiser*, 23/1/88).

There was a round cafe, with a dance floor, on the beach and the crews from both ships would come in every night to sing and dance with the local girls. One young cadet from the Admiral Karpfanger (I believe he was the captain's son) was a beautiful piano player and he would play every night.

I had been given an autograph book for Christmas and was mad about collecting autographs. One night I managed to get the autographs of the captains of both ships and two of the sailors from the Admiral Karpfanger. Photostat copies of these may be of interest to some readers.

E.J. JOHNSON,  
Port Pirie.

Capt. G.L. Holm  
S/v. Winterhude  
Capt. P. McPhee  
S/v. Admiral Karpfanger



At Left: A 1994 letter to *The Advertiser* by Mr E.J. Johnson of Port Pirie. The piano player was not the captain's son and the boat was the Winterhude. At right, a pleasure cruise from Port Pirie aboard the Uraidla in the 1920s

## Part 13: No More Sailors

### No Sailors For Port Germein

#### WAR REMOVAL

Unless the war comes to an early end square-rigged sailing vessels are not likely to be seen at Port Germein during the coming wheat shipping season.

The sailing ships which have come each year to Spencer Gulf ports to load grain are not expected to trade in that service while the war lasts.

Although most of the remaining wind-jammers of the world belong to neutral countries, their slowness in ordinary weather and lack of manoeuvring capacity would make them easy targets for submarines. With Germany endeavoring to sink ships carrying food to England, whether Allied or neutral, the risk of the sailors going down to a U-boat torpedo would be greater than that of ordinary vessels.

It has not yet been decided what steps will be taken to ship the wheat which normally leaves Port Germein under sail.

Above: 9-11-1939 *Recorder* article

"Australian agriculture experienced a severe setback during the Depression, with the price received for commodities falling drastically. From 1932 to 1936 the Government provided assistance to wheat farmers until the price of wheat finally climbed in 1935-36, due to a decline in world production. Australian plantings increased again, and while Australia produced 3-4% of the world's wheat, it accounted for 18% of total world exports, reflecting the high exposure of Australian farmers to international markets."

"The outbreak of World War II in September 1939 presented a new challenge for the industry, and again had a detrimental effect on Australian agriculture trade. Farmers became isolated from world markets, and heavy restrictions were placed on the use of superphosphates and other supplies. Labour was also seriously affected, and during the war years much of the farm management and labour fell to women, while fathers and husbands were fighting overseas."

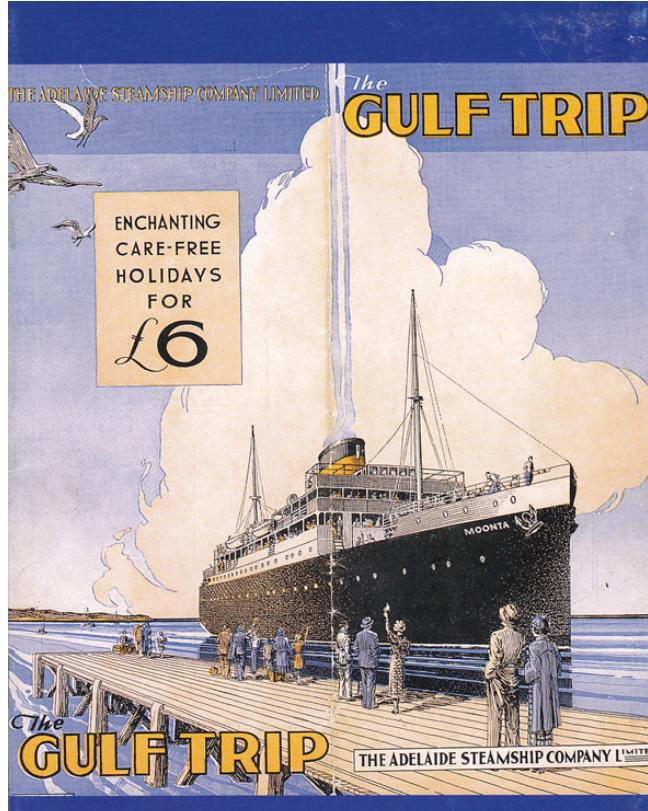
(From 'A Hundred Years Of Agriculture' By John Pollard, Year Book Australia, 2000 )

"Faced with a threat of closure of Port Germein as a shipping centre, farmers over a wide area are determined to put up a strong fight for its retention after 59 years' service in the removal of wheat." (Recorder 24-6-1940



Above: Wheat stacks in the main street of Port Germein

# The Good Ship Moonta



Above: Front cover of "The Gulf Trip" edited by Dieuwke Jessop, published 1988, from the South Australian Maritime Museum

Also calling at Port Germein were many coastal vessels with or without passengers, delivering and picking up freight. The longest and last of the regular coastal visitors was MV Moonta, built at the Burmeister & Wain shipyard in Copenhagen, Denmark for the Adelaide Steamship Company in 1931. The Moonta was retired in 1955 after 24 years as a holiday cruiser.

*Here is a delightful essay about the Moonta:*

"The boat which calls here with provisions and in season removes the wool to Port Adelaide for the wool sales, is the Moonta, which calls fortnightly, usually on a Monday morning, but when much cargo is to be loaded it sometimes returns from Port Pirie in the evening.

This popular boat works on the Gulf trip, calling at Port Lincoln, Pt Pirie, Pt Augusta and Pt Hughes as well as Port Germein. Now Kingscote, Kangaroo Island is included in the itinerary which takes approximately a week.

It is a modern liner in miniature with its tennis deck, provision for games, and at night, dances, when it is decorated with colored lights. Usually it passes along the Channel from Pt Pirie on its way to Pt Augusta about 6 p.m., but on reaching the Gulf proper, anchors and holds a ball. The twinkle of colored lights over the mangroves looks very alluring.

Most of the machinery and implements used by the farmers are brought by the Moonta, loaded into trucks, and hauled

up the jetty by a puffing engine. At the shore end is another crane, which unloads the implements.

In summer when the windjammers are here the passengers on the Moonta usually inspect the sailing vessels these being novelties to them. In turn the sailors from the windjammer watch with interest the transference of their provisions."

*Crawford Richter, Grade VI, 10-9-1935.  
Page 124 and 125 of the Town Survey*

"The passengers came up the jetty and walked around town. Some called in at the Palais. The ship stayed for about half a day and then left."

*Jack Blieschke*



Above: An advertisement for the Gulf Trip, 27-7-1946

After the war, the sailing ships stopped coming to Port Germein and so did the sailors. Only the Moonta continued to call until 1954. The long jetty was just for walking along and fishing from.

No more sailors twirled around the dance floor of the Palais or sang sentimentally of home on the other side of the world.

Slowly the town subsided into quietness and all the glamour and promise of its heyday was gone. The jetty remained and so did the Palais, but then it too was gone.

## Noel Smith

Noel Smith was a 14 year old ship's cabin boy when he first visited Port Germein in the 1940s but now lives in Port Pirie and continues to take a keen interest in sailing ships and happenings in Port Germein. He made the ship sculpture in the main street by the goods shed on the foreshore, and the road to Telowie off the Port Pirie Road, bears his name.

He has written a number of poems and stories about sailing ships, large and small.

## Can You Hear Them?

Can you hear the flood tide making  
over wet and wrinkled sand;  
    rippling tinkling round the jetty piles,  
dark and sombre where they stand?

Stark and eerie in the moonlight,  
    casting shadows from the past,  
    ghostly shadows in the still night,  
like sail and spar and mast.

Can you hear the sea breeze moving,  
whispering tiny waves that rise,  
    bringing movement in the dim light,  
bearing mournful sea bird cries?

Can you hear the breeze increasing,  
holding high the urgent waves,  
bearing long lost sailors' spirits  
from their far flung ocean graves?

Can you hear the sea wind howling,  
screaming loud to desperate sea,  
    rushing madly tumbling shorewards,  
and the white spume blowing free?

Can you hear the sea wind roaring,  
    mighty rollers breaking strong,  
fetch those endless spirits swiftly  
from the hulks where they belong?

Mighty graceful København,  
great barque Karpfanger too,  
    rest eternal in the Cape's embrace,  
and with them lie their crew.

From Germany and Denmark,  
    near one hundred laughing boys.  
They sailed to learn the sailor's trade,  
to taste the wanderer's joys.

Many loving hearts were broken,  
    many Mothers' tears flowed free  
when Lutine's dread bell tolled  
those ships, taken by the sea.

Can you hear the great gales screaming,  
speed those souls ashore again?  
Do you see them in the shadows,  
sometimes in Port Germein?

### NOEL SMITH

This beautiful poem by Noel Smith recalls two of the saddest events associated with Port Germein's shipping history, the loss of the sailing ship København in 1928 and of the German owned Admiral Karpfanger on its trip from Port Germein in 1938.

## Sources

Ålands Sjofarts Museum, Mariehamn, Finland, scrapbooks,  
and contributions by Allan Payze of Port Lincoln.

Area surveys compiled by students and staff as part of the  
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GRG18/76

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Norma Baker, Jack Blieschke, Bronte Heard, Beverley  
Jacobs, Susan Franklin née Mitchell, Joan French née  
Mitchell, Brenda Leitch, Dalton McPhee, Bill Mitchell,  
Fiona Nagel née Tee, Virginia Ryan née Ottaway, Robert  
Shaw, Noel Smith, Mel Thomas, Joyce Webb, Merilyn  
Wright née Webb.

## Windjammers at Pt Germein from Nov 1926 until sailing ships came no more

| <u>Ships</u>       | <u>Arrive</u> | <u>Depart</u> | <u>Captain</u>     |
|--------------------|---------------|---------------|--------------------|
| Favell             | 20-11-1926    | 21-1-1927     | Karl Strömsten     |
| Pommern            | 11-1-1932     | 21-2-1932     | Carl Granith       |
| Olivebank          | 9-3-1932.     | 13-4-1932     | John Mattson       |
| Pommern            | 1-9-1932      | 21-9-1932     | Carl Granith       |
| Favell             | 21-12-1932    | 26-1-1933     | Sten Lille         |
| C.B. Pedersen      | 13-2-1933     | 4-3-1933      | HJ Dahlstrom       |
| Mozart.            | 30-1-1934     | 13-3-1934     | Alfons Eriksson    |
| L'Avenir           | 12-1-1934     | 7-2-1934      | Axel Nils Eriksson |
| Winterhude         | 26-1-1934     | 22-2-1934     | Uno Mörn           |
| Favell             | 27-3-1934     | 16-4-1934     | Sten Lille         |
| Killoran           | 18-1-1935     | 8-2-1935      | Viktor Björkfelt   |
| Pommern            | 28-1-1935     | 4-3-1935      | Karl Broman        |
| Archibald Russell  | 11-2-1935     | 31-3-1935     | Mikael Sjögren     |
| Ponape             | 19-1-1936     | 14-2-1936     | Carl Granith       |
| Winterhude.        | 30-1-1936     | 6-3-1936      | Uno Mörn           |
| C.B. Pedersen      | 5-2-1936      | 25-3-1936     | Harold Bruce       |
| Killoran           | 26-3-1936     | 8-4-1936      | V. Björkfelt       |
| C.B. Pedersen      | 29-12-1936    | 21-1-1937     | Harold Bruce       |
| Penang             | 29-1-1937     | 17-2-1937     | Karl Karlsson      |
| Archibald Russell  | 17-2-1937     | 2-3-1937      | Mikael Sjögren     |
| Winterhude         | 10-4-1937     | 28-4-1937     | Gustav Holm        |
| Admiral Karpfanger | 5-1-1938      | 9-2-1938      | Reinhold Walker    |
| Winterhude         | 12-1-1938     | 5-3-1938      | Gustav Holm        |
| Killoran           | 1-2-1938      | 5-3-1938      | Allan Fallström    |
| Pommern            | 8-3-1938      | 26-3-1938     | Karl Broman        |
| Archibald Russell  | 29-4-1938     | 10-5-1938     | Mikael Sjögren     |
| Abraham Rydberg    | 1-2-1939      | 18-2-1939     | Oscar Malmberg     |
| Pommern            | 11-2-1939     | 1-3-1939      | Karl Broman        |
| Winterhude         | 14-2-1939     | 17-3-1939     | Gustav Holm        |
| Archibald Russell  | 5-3-1939      | 1-4-1939      | Paul Summarlund    |

These dates for ships which came to Port Germein during the existence of the Palais, taken from lists compiled by various people at Pt Germein Museum, Noel Smith and from newspaper articles and shipping reports are as accurate as possible but not necessarily entirely right. The ships would wait out in the bay for some time, before coming in to the jetty to load, on occasion. Perhaps the captain would come into town while waiting, but not necessarily the sailors, and sometimes they all had to wait to get customs and health clearances. The newspapers did not always get it right either.

### Fates of the Ships

*Abraham Rydberg*-many rebirths under different names, scrapped 1957

*Archibald Russell*-sold and broken up in 1949

*CB Pedersen*-Sank when rammed by a steamer SW off Azores on 25-4-1937

*Favell*-last trip on wheat trade in 1934 and then scrapped

*Killoran*-sunk by German cruiser *Widder* on 10-8-1940-regarded by crew as murder.

*København*-disappeared without trace sometime after December 21, 1928 on a journey from Buenos Aires to Australia.

*Mozart*-Sold in August 1935 and scrapped in Scotland

*L'Avenir/Admiral Karpfanger*-disappeared on the trip from Port Germein, leaving 8-2-1938 carrying 3,447 tons of wheat bound for Europe. Last heard of in the South Pacific on the way to Cape Horn, and no trace has ever been found

*Olivebank*-Struck a mine and sank in 1939. Master Carl Granith (1895-1939) and 13 men died, 7 survived.

*Penang*-Torpedoed and sunk by Germans Dec 8<sup>th</sup>, 1942; 18 people died

*Pommern*-Since 1953 a museum ship in Mariehamn donated by Gustaf Erikson's heirs

*Ponape*-sold for scrapping in 1936

*Winterhude*-scrapped in 1949 after being used as a dormitory by Germans during the war

### Dinner on Sailing Ship

—:e:—  
EIGHT CAPTAINS PRESENT

On board the Finnish four masted barque *Viking*, at Port Victoria, eight sailing ship captains met in the saloon and were entertained at dinner. Capt. Hagerstrund, of the *Viking*, who is the senior captain in the Gustav Eriksson service, presided.

Capt. Eriksson, of the *Herzogin Cecilia*, and Capt. Lindholm, of the *Hougomont*, both travelled over from Port Adelaide to attend. Other masters present were:—Capt. F. Klaus, Priwall; Capt. Mattson, *Olivebank*; Capt. C. Granith, *Pommern*; Capt. A. Eriksson, *Mozart*; and Capt. A. Shergrund, *Pamir*. Several visitors from the shore were among the guests, and after dinner dancing was conducted.

At right: Article from *Pt Lincoln Times* 13-1-1933



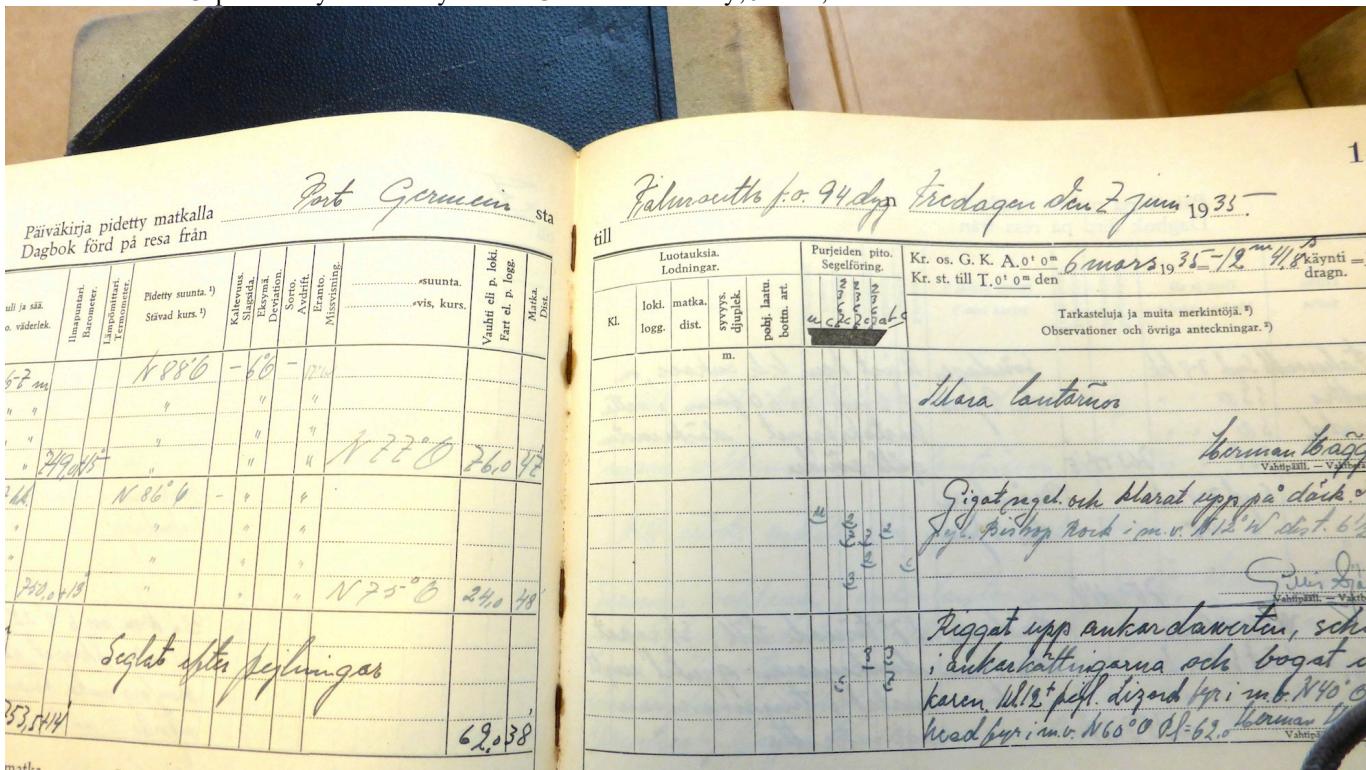
## ADDENDUM Ålands Sjöfarts Museum

On June 29, 2015, we caught the ferry M/S Rosella from Kapellskär outside Norrtälje, Sweden to Mariehamn in the Åland Islands, a group of small islands between Sweden and Finland. They have been under the rule of Russia, Sweden and now Finland, but are autonomous with their own parliament and flag and still speak Swedish.

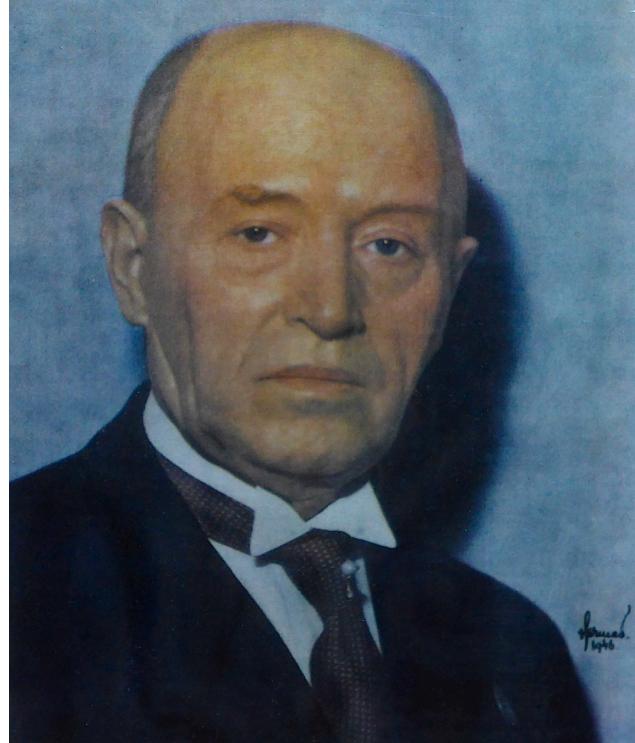
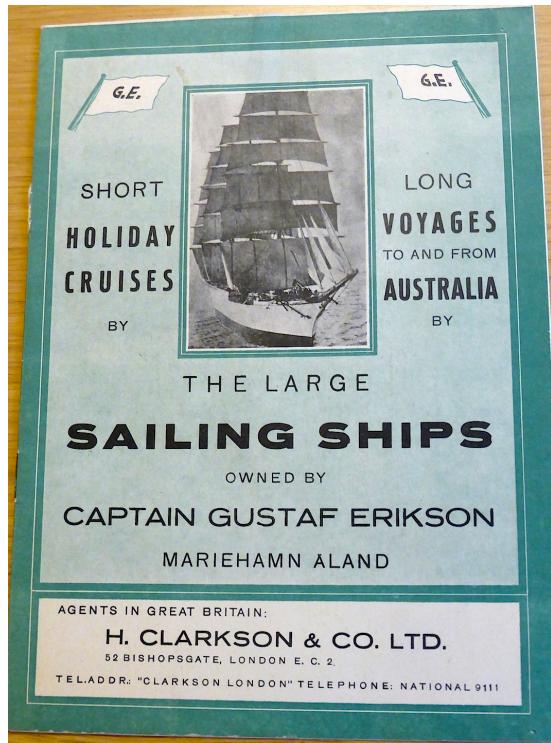
It is from here that Captain Eriksen sent his fleet of windjammers to Australia to bring wheat to Europe in the dying days of sailing vessels, and managed to make a profit.

As you drive off the car ferry you can see the tall masts of the Pommern, right next to the Shipping or Sjöfarts Museum.

Below: Captain's day book entry at Port Germein on Friday, June 7, 1935 from the Åland Maritime Museum.



Above: Clipping from Captain Gustaf Erikson's extensive ship scrapbooks at Ålands Maritime Museum



Photos: Above: Details of cruises on sailing ships; Captain Gustaf Erikson, portrait for Captains' cabins; Below: Interview with Windjammer", the name the reporter gives Gustaf Erikson, from scrapbooks at Åland Ship Museum

**“WINDJAMMER”**

“—See those proud ones swaying home,  
With mainyards backed and bows a cream of foam.”

JOHN MASEFIELD.

I MET him in the lounge of one of London's big hotels—a short, thick, deliberately-moving man, with a square-set face, and a thrusting chin firm as a bowsprit.

The sheen of the sea was in his steady, blue-grey eyes, and in his voice there was an echo of the sea's deep tones.

Windjammer!

That is my name for him, though he is known wherever anchors drop as Gustaf Erikson, of Mariehamn, Finland, sole owner of the fairest fleet of sailing ships in the world.

**Cabin Boy to Master**

Windjammer spent the best years of his life in sailing ships. At ten he was cabin boy, facing the world with a polishing-rag; at twelve he was cook. He got horny-handed before the mast, and for seventeen years he was master of bar-



Pamir under full sail. Left, Captain Gustaf Erikson.

**Proud Crews**

Many of them are famous. Who has not heard of the bird-like Herzogin

LOUIS DREYFUS & CO.  
COPY; PARIS/LONDON/MELBOURNE.

PORT VICTORIA 16th March 1939

CAPTAIN and OWNERS of the S/ V "POMMERN"

Loaded at PORT VICTORIA

Loaded at ~~the~~ **Dr. to LOUIS DREYFUS & CO.**

|    |                                                                                                              | Inwards £      | Outwards £               |       |         |
|----|--------------------------------------------------------------------------------------------------------------|----------------|--------------------------|-------|---------|
| 1  | Pilotage                                                                                                     | Removals       |                          |       |         |
| 2  | Pilotage                                                                                                     | H.M. Customs £ | Harbour Trust £          | ✓ 52  | 17 0 ✓  |
| 3  | Light Dues                                                                                                   | H.M. Customs £ | Harbour Trust £75.6.3. ✓ | ✓ 75  | 6 3 ✓   |
| 4  | Tonnage/Quayage Dues—H.M. Customs £                                                                          |                |                          | 53    | 18 0 ✓  |
| 5  | H.M. Customs Light Dues and Survey fee                                                                       |                |                          | 3     | 10 9 ✓  |
| 6  | Fumigation Gunning & McDonald                                                                                |                |                          | 8     | 18 0 ✓  |
| 7  | Bill of Health Dentist £3/3/- ✓ £5/15/- ✓                                                                    |                |                          | 8     | 12 2 ✓  |
| 8  | Duty on Stores £5/4/6. ✓ £3/7/8. ✓                                                                           |                |                          | 9     | 0 0 ✓   |
| 9  | H.M. Customs Overtime                                                                                        |                |                          | 1     | 8 5 ✓   |
| 10 | Shipping Office Fees Postages, Telephone etc. 17/11. ✓ 10/6. ✓                                               |                |                          | ✓ 17  | 14 0 ✓  |
| 11 | Federal Income Tax                                                                                           |                |                          | ✓ 30  | 16 0 ✓  |
| 12 | State Income Tax                                                                                             |                |                          | ✓ 4   | 4 0 ✓   |
| 13 | Marine Underwriters' Certificate                                                                             |                |                          | 4     | 11 9 ✓  |
| 14 | Surveyors' Fees                                                                                              |                |                          | 71    | 1 2 ✓   |
| 15 | Wharfage E.F. Walsh                                                                                          |                |                          | ✓ 309 | 8 1 ✓   |
| 16 | Water & Coal H.E.A. Edwardes                                                                                 |                |                          | 139   | 0 2 ✓   |
| 17 | Stevedore                                                                                                    |                |                          | 47    | 8 5 ✓   |
| 18 | Gentry-Hire Amounts paid by Messrs. Crosby Mann & Co. Damage acting Owners Agents as per Vouchers attached } |                |                          | 5     | 6 8 ✓   |
| 19 | Ship Chandler                                                                                                |                |                          | ✓ 61  | 13 2 ✓  |
| 20 | Providore                                                                                                    |                |                          | 30    | 6 6 ✓   |
| 21 | Engineer £2/8/6. ✓ £2/18/2. ✓                                                                                |                |                          | 300   | 0 0 ✓   |
| 22 | Tug Attendance Port Germein                                                                                  |                |                          | 17    | 1 0 ✓   |
| 23 | Butcher £8/14/6. ✓ £61/12/0. ✓                                                                               |                |                          | 2     | 7 8 ✓   |
| 24 | Baker Bond A/c. Deserters                                                                                    |                |                          | 18    | 5 6 ✓   |
| 25 | Doctor £10/10/6. ✓ £6/10/6. ✓                                                                                |                |                          | 2     | 6 8 ✓   |
| 26 | Chemist 4/- ✓ £2/3/8. ✓                                                                                      |                |                          | 1     | 17 1 ✓  |
| 27 | Hospital £6/15/0. ✓ £11/10/6. ✓                                                                              |                |                          | ✓ 5   | 0 0 ✓   |
| 28 | Laundry                                                                                                      |                |                          | 8     | 3 ✓     |
| 29 | Extra Tonnage Rates, Port Germein                                                                            |                |                          | ✓ 75  | 0 0 ✓   |
| 30 | Mooring and Unmooring                                                                                        |                |                          | 13    | 2 ✓     |
| 31 | Boat Hire Car Hire                                                                                           |                |                          | 12    | 0 3 ✓   |
| 32 | Mooring Springs                                                                                              |                |                          | 13    | 2 ✓     |
| 33 | Tally Clerks Exchange on monies to Pt. Victoria 3/9, 4/6.                                                    |                |                          | 12    | 0 3 ✓   |
| 34 | Cash to Captain £30.0.0. £30.0.0. £20.0.0. £30. = £110 ✓                                                     |                |                          | 13    | 2 ✓     |
| 35 | Advance Notes Less Cash returned by Master £35 ✓                                                             |                |                          | 12    | 0 3 ✓   |
| 36 | Consul Fees Authorising warrant for deserters etc.                                                           |                |                          | 13    | 2 ✓     |
| 37 | Slinging Greengrocers                                                                                        |                |                          | 12    | 0 3 ✓   |
| 38 | Overtime                                                                                                     |                |                          | 13    | 2 6 ✓   |
| 39 | Cables to Owners                                                                                             |                |                          | 308   | 12 4 ✓  |
| 40 | Despatch Money Days hrs. min. @ £ per day                                                                    |                |                          | 397   | 7 11 ✓  |
| 41 | Agency Fee £10.10.0. Australian plus 25% = British Currency                                                  |                |                          | 2120  | 11 10 ✓ |
| 42 | Commission on Freight 5 % on £4937-16-10. = £ plus Exchange @ 25 %                                           |                |                          | 2120  | 11 10 ✓ |
| 43 | Port Germein Disbursement Sheet                                                                              |                |                          | 2120  | 11 10 ✓ |
| 44 | 2120<br>2023<br>47                                                                                           |                |                          | 2120  | 11 10 ✓ |

Louis Dreyfus & Co. had a wheat agency at Port Germein and Port Victoria. This interesting account from 16<sup>th</sup> March, 1939 lists charges accrued by the S/V Pommern at both Port Victoria and Port Germein. On display aboard the Pommern, Mariehamn.

28th February 1939.

CAPTAIN and OWNERS of the S. V. "POMMERN"  
Part Loaded at PORT GERMEIN

**TIME SHEET**

| CARGO LOADED as per B/L              |                                |                      | Tons equal to    | Loading Days  |            |            |
|--------------------------------------|--------------------------------|----------------------|------------------|---------------|------------|------------|
| DAYS                                 | DATE                           | REMARKS              |                  | LAY DAYS USED | HOURS USED | DAYS SAVED |
| Notice of Readiness to Load tendered | 9 a.m. on 20th February, 1939. |                      |                  |               |            |            |
| Time Commenced                       |                                |                      |                  |               |            |            |
| Tuesday                              | 21/2/39                        | 9 a.m. to Midnight   |                  |               |            |            |
| Wednesday                            | 22/2/39                        | Midnight to Midnight |                  |               |            |            |
| Thursday                             | 23/2/39                        | (Midnight to 9 a.m.) |                  |               |            |            |
| Friday                               | 24/2/39                        | (9 a.m. to Midnight) |                  |               |            |            |
| Saturday                             | 25/2/39                        | Midnight to Midnight | No work a/c Rain | 1             | 16         | 9          |
| Sunday                               | 26/2/39                        | No work a/c Rain     |                  |               |            |            |
| Monday                               | 27/2/39                        | No work Holiday      |                  | 1             | -          | -          |
| Tuesday                              | 28/2/39                        | (Midnight to noon)   |                  | -             | -          | 12         |
|                                      |                                | (Noon to Midnight)   | No work a/c Rain | -             | -          | 17         |
|                                      |                                | Midnight to 5 p.m.   |                  |               |            |            |
| LAY DAYS USED                        |                                |                      |                  | 4             | 5          |            |

Photo above: A time sheet for the S/V Pommern at Port Germein 28-2-1939 from Pommern Museum, Mariehamn



Centre: Captains Diederichs, Granit, Broman and Lagerbom from the Erikson fleet; Pommern Museum, Mariehamn  
Below: Paintings from Ship Museum, Mariehamn: Lawhill; The Captain's Cat



BOUGHT OF

# Paul & Gray Ltd.

TELEPHONE Y 1533  
CODES USED: A1 AND  
A B C 4 TRANSDITION  
CABLE ADDRESS: PORTLIGHT

SHIP CHANDLERS  
HARDWARE MERCHANTS and  
GENERAL IMPORTERS

St Vincent St.  
Port Adelaide



ALSO AT  
SYDNEY  
MELBOURNE  
BRISBANE  
NEWCASTLE  
AND  
LONDON, E.C.

THE MASTER AND OWNERS,  
BARQUE "POMMERN"

21st March 1938.

At Pt. Broughton &amp; Pt. Germein. (2)

INVOICE NO. CABIN.

ORDER NO.

SALES TAX NO.

| March. | 21st.   | FORWARD.                          | 55 19 7      |
|--------|---------|-----------------------------------|--------------|
|        | E. 5    | Cases Unsweet Milk                | 28/- 7 . .   |
|        | E. 6    | Cases Sweet Milk                  | 28/- 8 8 .   |
|        | E. 6000 | lbs Flour in 50lb Bags            | 14/- 42 .    |
|        | E. 9    | Bags Sugar ea 70 lbs              | 6d 6 11 3    |
|        | E. 60   | lbs Brown Beans                   | 6d 1 10 .    |
|        | T. 60   | lbs Potato Flour                  | 6d 1 10 .    |
|        | E. 60   | lbs Lard in 10lb Tins             | 1/- 3 . .    |
|        | E. 10   | Tins Golden Syrup                 | 9d 7 6       |
|        | E. 1    | Cwt Onions                        | 1d 14 .      |
|        | E. 2    | Dozen Tins Minced Colllops        | 23/6 2 7 .   |
|        | E. 6    | Cases 6s Boiled Beef              | 49/6 14 17 . |
|        | E. 2    | Cases Salmon 8 Dozen              | 10/6 4 4 .   |
|        | E. 2    | Dozen Tins Corned Beef            | 18/6 1 17 .  |
|        | E. 2    | Dozen Tins Asstd Sausages         | 24/6 2 9 .   |
|        | T. 1    | Case Limejuice                    | 21/6 1 1 6   |
|        | E. 56   | lbs Prunes                        | 8d 1 17 4    |
|        | E. 56   | lbs Raisins                       | 7d 1 15 .    |
|        | E. 28   | lbs Dried Apricots                | 1/1 1 10 4   |
|        | E. 56   | lbs Dried Apples                  | 10d 2 6 8    |
|        | E. 12   | Tins Tomato Puree                 | 1/6 18 .     |
|        | E. 5    | Dozen Tins Asstd Preserved Fruits | 10/6 2 12 6  |
|        | E. 1    | Case Asstd Jams 80 lbs            | 6d 2 . .     |
|        | E. 2    | Dozen Tins Sheeps Tongues         | 16/6 1 13 .  |
|        | E. 12   | Large Tins Ox Tongues             | 5/- 3 . .    |
|        | E. 12   | Bottles Tomato Sauce              | 9d 9 .       |
|        | E. 12   | Bottles Worcester Sauce           | 9d 9 .       |
|        | E. 12   | Bottles H.P. Sauce                | 1/5 17 .     |
|        | E. 30   | lbs Cheese                        | 1/- 1 10 .   |
|        | E. 30   | lbs Currants                      | 7d 18 9      |
|        | E. 2    | Galls Vinegar                     | 2/3 4 6      |
|        | E. 2    | Jars for above                    | 2/- 4 .      |
|        | T. 56   | lbs Lingfish in Zinc Lined Case   | 10d 2 6 8    |
|        | T. 30   | Packets Dried Yeast Cakes         | 1/9 2 12 6   |
|        | T. 6    | 1lb Tins Baking Powder            | 1/10 11 .    |
|        | T. 4    | 1lb Tins Egg Powder               | 2/6 10 .     |
|        | T. 2    | Tins White Pepper                 | 1/- 2 .      |
|        | T. 1    | 1b Whole Cinnamon                 | 3/3 3 3      |
|        | T. 1    | 1b Ground Cinnamon                | 1/6 1 6      |
|        | T. 2    | 1b Whole Black Pepper             | 1/6 3 .      |
|        | T. 1    | Cwt Fine Salt                     | 5/6 5 .      |
|        | T. 1    | Cwt Coarse Salt                   | 5/6 5 .      |
|        | T. 10   | 1b Tins Cocoa                     | 2/- 1 .      |
|        | E. 2    | 1Gall Jars Pickles                | 9/6 19 .     |
|        | E. 54   | lbs Bacon                         | 1/4 3 12 .   |
|        | E. 3    | Dozen Tins Sardines               | 4/9 14 13    |
|        | E. 1    | Dozen Tins Herrings in Tomato     | 1/- 12 .     |
|        | E. 1    | Dozen Tins Red Herrings           | 1/2 14 .     |
|        | E. 4    | Dozen Tins Asstd Hotpacks         | 13/6 2 14 .  |

NO CREDIT WILL BE GIVEN FOR EMPTY CASES RETURNED  
NO CLAIM FOR ALLOWANCE ENTERTAINED UNLESS MADE WITHIN SEVEN DAYS AFTER DELIVERY

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