



Richard Smith (left) and Robin Smith with the transom of Cooinda

A small piece of Cooinda preserved for the Squadron's History

At 0330 hrs on Saturday 19 December 1953, my mother Marjorie Smith christened Cooinda on the old slipway. This was located where the gangway down to the marina is now located in front of the Squadron office. I was present to celebrate the occasion as a 10 year old, together with my younger brother Geoffrey and those who helped build Cooinda, plus the many guests invited by my mother, my father Alan and Maurice 'Mock' Sarah, who was a 50% partner at the time.

Nearly 64 years later, on Friday 30 September last year, I was very saddened to see Cooinda being broken up at the wharf under the Etchells' crane. Robin Smith (no relation) from Mameena was doing the work and he informed me he was planning to save the transom so it could be hung in the Squadron, perhaps in the planned extension of Jimmy's Bar.

Cooinda was a Registered British Ship until my father sold her. There were a few registered British Ships in the pool at the time Cooinda was launched. I believe the last of those entitled to fly the Blue Ensign was Harold Handley's Cole 43 Minna. (*Ed note: Cooinda is to be found listed in the Laurent Giles Archive, with 'Al' Smith listed as the builder. She is reported as being registered as a National Ship of Australia.)

Cooinda had her British registration number and registered tonnage carved into a Manchurian oak beam which featured prominently in the cabin. At my request, Robin located and retrieved the beam from the debris so that it could be incorporated into the display. I offered to have a brass plaque made to record a few brief details for posterity and subsequently provided this to Robin to add to the restored transom.

While it was hard to accept that it was time for Cooinda's departure from the Squadron, I am extremely grateful to Robin for his initiative and the work he put in to restoring the transom for display and preparing it for a joint presentation at the Squadron Quarterly Meeting on 1 December 2016.

All we need now is a small extension to Jimmy's Bar into the dinghy shed to provide more space to share a drink or a light meal, and to display more of the Squadron's history.

Additional Information:

Mock built Taworri after Alan and Marjorie Smith bought him out some time in the early 1960's

Taworri was in the pool from the time it was launched then may have gone to the CYCSA for a while. Richard thinks it came back to the Squadron with Ron Danvers and was later owned by David Borg. It is still in the pool with current owner Peter Turner.

0330 hrs was the high tide for the morning. With only one slip for Squadron boats it may have been a busy time, there was no traverse at the top of the slip so only one boat could be worked on at a time. There was a separate light capacity slip for the two 21 footers which were launched for racing each weekend.



Christening and launching - Dec 1953



Sailing in the Port River



Cooinda being built. Richard Smith is the small boy on the foredeck



Being broken up - Sep 2016

By the time members read this, the State Government may have decided on a site for the State's Historic Vessels which is to include the Clipper Ship, the City of Adelaide. In July 2016 Clipper Ship City of Adelaide Ltd (CSCOAL) was led to believe there was still a possibility of the Clipper going to the Fletcher's Slip Precinct at Port Adelaide, considered by many to be the obvious choice for a Maritime Precinct for all the state's historic vessels. This was not to be. The developer, Cedar Woods from WA, had the final say, rejecting the CSCOAL proposal after two meetings.

Last year Mulloway Consultants were engaged by Renewal SA to study the requirements and alternative sites for the State's Historic Vessels including the Clipper Ship (privately owned by the CSCOAL Preservation Trust). The three potential sites were Hart's Mill, Cruikshank's Corner and Dock 2.

CSCOAL participated in the study and, in parallel, we undertook our own review. Our directors, experienced in design and development of a major project, together with four experienced architectural and planning consultants, reviewed the options. Each site had varying degrees of amenity, ease of access and visibility from key locations in the Port. All were less satisfactory than the Fletcher's Slip Precinct and none had the advantage of the historic buildings which still stand, and existed in the period the City of Adelaide served the Port and Port Augusta.

The State Government is committed to provide suitable waterfront land to display the ship in appropriate surroundings. It has always been CSCOAL's intention to set up a limited historic maritime village, for which



Where to now for the Clipper Ship?

An update on the Clipper Ship by City of Adelaide Director, Past Commodore and Life Member, Richard Smith.

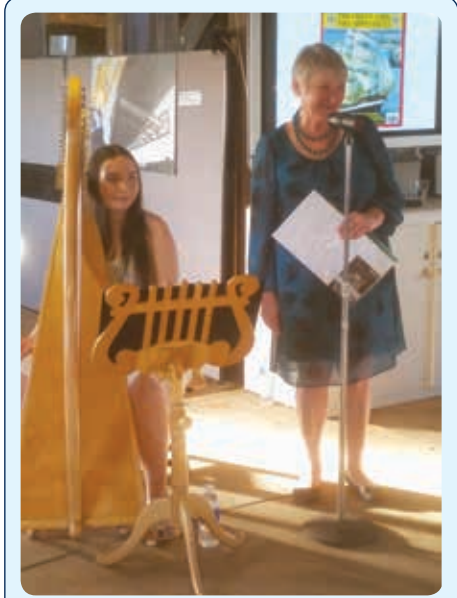
The State Government has no obligation to contribute financially. This was appropriate for a site like the Fletcher's Slip Precinct as sufficient space was available for supporting operations and attractions. This produced a viable business case for CSCOAL. The alternative sites now under consideration have varying opportunities to support infrastructure for the public and displays. None of them will be satisfactory for the co-location of all the state's historic vessels unless they are easily accessed and are enhanced with highly visible landmarks identifiable from key locations in the Port.

CSCOAL's 82m barge Bradley has occupied Dock 1 for more than three years on a temporary basis while a future site is selected. Later this year, Starfish Developments, the developer for the north and south sides of Dock 1, and Renewal SA will want us to move. The new site will not be ready so it is critical for us to be moved to a temporary location which is highly visible in the Port and has good parking. Near the Lighthouse or at the western end of Dock 1 would work well.

Whatever permanent site is chosen it must be visible and accessible for vehicles and pedestrians, and it must also have a mix of attractions to ensure vitality and viability of ongoing operations. It is a fact that the Clipper Ship is attracting people from overseas and interstate to the Port, with approximately 25% of visitors inspecting the ship. With a new combined site it is imperative that it is supported by Tourism SA.

How long will it take to have a new Maritime Precinct open?

Assuming a site is selected by Government in the first quarter of 2017 and a workable plan with all participants is agreed by mid-year, a period of 24 months from now should be anticipated. A good target date would be the weekend of 4-5 May 2019 to coincide with the 155th Anniversary of the launching in Sunderland (UK) of the City of Adelaide on 7 May 1864.



Rita Bradd emigrated to Australia on the Heavy Lift Ship Palanpur from Rotterdam with the City of Adelaide. She recently gave a presentation on board City of Adelaide, supported by talented harpist Siobhan Owen at the start and finish of her Rita's poetry reading presentation.