

Now she is sold again after fifteen years in the hands of P.W.R. A Mr Hosking has her now and calls her CADELL. I understand that the present owner's wife is a descendent of Capt Cadell. The turn of the "wheel". She is being altered to suit the tastes of the new owner and I hope he gets the same pleasure out of her as the last one.

The PELICAN was one of the other boats built by Clausen' this one for "Billy" Marshall of James Marshall & Co Rundle Street Adelaide.

She had the same faults as the PUNKERIE but as far as I know never had them rectified. Billy Marshall had wonderful eyesight and was a good duck shooter - always on the wing - the ducks I mean.

I remember one day several of us went to the Outer Harbor to see the first Flying Boat come in from England.

He said "There she comes" and could see her quite a while before any of the rest of us spotted her. It was a beautiful sight to see that great hull settle on the water after ten thousand miles in the air (except for fuelling).

I've often thought that Billy would like to have had two barrels at her just as she "pitched".

Well, he too has gone like too many of those we knew.

Messrs Rymill Bros had the other boat of the three of that type but theirs was a bit different and also better. I never knew her name (Later it was IBIS). She was sold away and the owners have also passed on. Such is life.

I've got a bit ahead of myself. Going back to the Rymills. They did a wonderful lot of racing with the TORTOISE. Was built exclusively for high speed, was about 26 foot and almost flat and powered with a 12 cyl Van Blerk engine and could do 60 M.P.Hr. They did a lot of racing here at Goolwa and at Port Adelaide and also one year at Brisbane.

They had varying luck that must have cost them a lot of money but even if they had a good time themselves, they gave a multitude of people many thrills that they (the people) would never have had without them.

They had a small hydroplane and I think they called that the TORTOISE too.

I remember seeing her turn over too far while doing 80 miles P.H. and the wave came in and the force took the transom right out and she sank in a second or two. However they were soon picked up. That was at Milang Regatta. I don't know what became of that boat but the Rymills built the big TORTOISE into a cruiser and put a 16 HP engine in and used her for duck shooting trips at which they excelled. I remember being in Loveday Bay with a party of duck shooters on the last day of the years shoot 30th June. The weather was really bad. We left there about 2 pm and hadn't gone far when one of the dinghies sank behind the ROSE and in another mile I could see that the other would also go, so I threw the anchor over hoping to pick her up another day.

We came on thro it with heavy water being shoveled over the bows and running down the steps into the bilges. The engine pump was kept going and also the hand pump which just beat the incoming water.

The ROSE never hesitated, her screw was well under and sucked no air and we made a good job of it.

After getting down past Ram Island we got into calmer water but none too calm even then.

As we came along we noted that AGNOSTIC was blown ashore, also Rymills TORTOISE and further down Mr Hodges GEISHA, this last boat was Rymills racing sailing craft. All these boats just couldn't make it. Those are the days when a little extra power and draught count. The ROSE had these requisites.

I have just heard this day June 27th '57 that the ROSE has just about gone to pieces at Chowilla Station which is a terrible shame. Also the SUNBEAM is in a bad way. These owners never should have possession of good boats.

DOROTHY STIRLING was an iron lifeboat off the sailing ship DOROTHY STIRLING which was wrecked on our coast. George Cooper who now owns the slip built by Capt Dodd bought her and brought her here and sold her and the owner kept her here. She has gone but I don't know where or when.

Later - she is still here at Mr Cooper's slip.

FAIRY QUEEN built by R. Craig as a 'spec' and sold to a Mr Ayers up the Coorong, 35 foot x 9 and open boat. Mr Ayers put an engine in her and eventually sold her to Hector Semaschko and he in turn put a better cabin and engine and in fact has made a very useful boat of her.

He thought so little of the engine that was in her that he lifted it out with a crane and balanced it on the edge of the wharf and gave it a push. It didn't float and is still there.

WALLAROO, about 30 foot cabin right over to cockpit. Prop running in a tunnel. She has been a fine boat but had to be strengthened. Fitted with a very fine 40 H.P. engine that would put her up against any weather the hull would stand.

Mr C. Godfrey was the owner for many years and I understand that he purchased her with money made out of Wallaroo - Mt Lyell shares. A luck deal perhaps.

BOOMERANG, approx 40 foot x 9 foot owned by Amos Lush and used for the tourist trade. Had a Richards 18 H.P. twin cyl engine which was later replaced by a Regal 4.

ALICIA, built for Mr Frank Dodd "Narnu". 20 foot carvel built two cyl Max engine later sold to Arnold Vins? for the fishing. Later sold again to Herby Rigney, part native.

DART, 17 foot carvel built fitted with what looked like an inverted piano case for a cabin. 4 H.P. engine owned by George Merrett when he was ferryman at Goolwa - Hindmarsh Island ferry. Sold to a man who was advised not to go across the Lake in a breeze. He took no notice and set out and was swamped and drowned.