

dear life. Later he lost his hold and was swept along the deck and hurled into the well, badly tearing the ligaments in his left knee.

At 5 a.m. the *Mars* was beginning to break up under the merciless pounding of the sea. Mr. Jelinek, Mr. Kolega, and Mr. Iwasczuk, ('Big Stan') each cut a four gallon drum from the shark lines, to use as lifebuoys. They also got a couple of suitcases from the forward cabin, tied a piece of rope to them and threw them overboard. They then abandoned ship and swam for the shore, dragging the suitcases behind them. After a terrible battle through the boiling surf, they finally reached the safety of the shore.

When they reached the beach they started scaling the 450 foot cliffs, to seek assistance from the lighthouse keepers at Cape du Couedic Lighthouse. Mr. Kolega led the way with Mr. Jelinek being assisted, because of his injured knee, by 'Big Stan' following up at the rear.

At 7 a.m. they had nearly reached the top of the cliffs, but were stopped by a sheer rock wall, and had to look for another path to the top. Mr. Kolega scoured for another path, and finally reached the top, while 'Big Stan' stayed with Mr. Jelinek. He headed for the Cape du Couedic Lighthouse, where he reported the wreck of the *Mars* to the head keeper, Mr. A. W. L. Bishop.

Returning to the cliffs above the scene of the wreck, Mr. Bishop and Mr. Kolega lowered a rope to the two crewmen trapped on the ledge, and pulled them to the top. Mr. Jelinek was placed on a stretcher and taken to the lighthouse, where a makeshift set of clothes was given to the shipwrecked men by Mr. Bishop.

A phone call was made to Mr. George Lonzar, the Ranger at Flinders Chase National Park, and he immediately proceeded to the lighthouse to convey the injured Mr. Jelinek to the Kingscote Hospital in his station wagon.

Following a message from the Harbour Board, at Port Lincoln, Colonel A. C. L. Dredge broke the news of the wreck of the *Mars* to Mr. 'Bert' Wilson on Sunday morning. Mr. Wilson's first concern was for the safety of the crew.

Mr. Kolega stayed at the lighthouse for two days, salvaging gear that had washed ashore, and came to Kingscote on Monday. On Tuesday 23rd the three shipwrecked men returned to Adelaide by aircraft, and Mr. Jelinek flew on to Port Lincoln, where he was admitted to hospital for treatment on his injured leg.

Mr. Jerry Jelinek was lost at sea on 7th February 1963, when the tuna vessel *Smada* was lost. Mr. Milo Kolega was lost overboard from the *Susanna* and drowned near Memory Cove, on 15th January 1965. Mr. Stan Iwasczuk ('Big Stan') went on to own the rock lobster vessel *Pelorus*.

MAGIC

The *Magic* was designed and built by Mr. W. Longford of Berry's Bay Sydney in 1874, for Mr. Alfred Fairfax, who was a cousin of Mr. James R. Fairfax, son of the founder of the Sydney Morning Herald. She was 48.2 feet long, 11.8 feet beam, and 9.0 feet depth. *Magic* was double planked with gunmetal fastenings.

Magic made her maiden appearance on 26th January 1875, at the Anniversary Day Regatta on Sydney Harbour. The only other entrants for the race were *Minstral* and *Alick*. *Magic* won her first race by three and a half minutes. From 1875 to 1886 she entered in twenty one races, winning fifteen, with five seconds, and only once being unplaced. During her racing career on Sydney Harbour, *Magic* had numerous owners, the first being Alfred Fairfax. In 1880 she was bought by James Fairfax, who, in 1891 sold her to Dr. J. F. Elliott, and he in turn to Mr. A. C. Sexton.



Mrs. Ruth Sheridan

The *Magic* in full sail on Sydney Harbour

In 1894 *Magic* was bought by Mr. William Russell of Port Adelaide, and he registered her number ON101119. The following year a syndicate was formed and the new owners were Messrs. Russell, Wald, Osborne, Cruickshank, and Woolnough, but by 1898 three of the partners had dropped out leaving Messrs. Russell and Wald as owners, and later only Mr. William Russell. In 1921 the *Magic* was sold to Mr. Stan Sheridan of Western River, Kangaroo Island, and he converted her for fishing. He stripped her of the lavish fittings and built a wet well in her. He used the cutter for general fishing, and the occasional sealing expedition to the Neptune Islands.

Over the years the *Magic* was owned by numerous South Australian fishermen, in 1923 by Mr. J. G. Larsen and others, in 1928 by Mr. Alf Sheridan, who installed an oil engine, 1934 by Mr. E. E. Thorpe, in 1941 by Mr. F. G. Hicks, in 1946 by Mr. Johnny Mallinson and Mr. V. A. Bristow, and the last owner was Mr. Nigel Buick of Kingscote.



Harry McDowell

The fishing cutter *Magic* anchored at Althorpe Island

After a successful shark fishing trip off the western end of Kangaroo Island, the *Magic* with the owner-skipper Mr. Nigel Buick, and crewmen Mr. D. Ryan, Mr. N Christiansen, and Mr. K. Chapman onboard, left West Bay on Thursday morning, 3rd April, for Kingscote with five tons of shark onboard.

On Thursday evening, when abreast of Western River, the engine was accelerated and the sails were set so as to make Kingscote by early Friday morning. It was a calm night with a light southeast wind, and fresh gully winds blowing off the shore.

At 11 p.m. on Thursday, 3rd April 1958, while the three crewmembers were asleep, Mr. Buick noticed steam coming from the engine room. All

sails were set, and Mr. Buick went below to investigate. The wind was blowing along the coast, drawing past Cape Cassini, and the updraught from the high cliffs drawing up the gully, caused the staysail, which was tied on the lee side, to back wind, forcing the head of the *Magic* towards the shore. While the crew were asleep, and Mr. Buick was attending the engine, at 11.15 p.m. the *Magic* was on the rocks.

The crew were immediately woken up by the cutter striking, and quickly came on deck. The sails were at once lowered and a quick inspection of the vessel was made. Finding she was not holed or sprung, and not taking on water, an attempt to get her off was started. The dinghy that was on deck was lowered and two anchors and chain were taken out about 50 yards astern and dropped. The engine was started and put into reverse gear and the anchor chain pulled tight by the vessel's deck winch, but she would not move. The *Magic* was wedged between two boulders, and within two hours she was holed on the port side and taking in water.

It was decided to walk to Stokes Bay, a distance of about seven miles, to obtain help. On leaving the *Magic* a high cliff had to be climbed. Mr. Buick slipped down the cliff face, badly staking his right leg, thus hindering their progress. At 4 o'clock on Friday morning they arrived at a farmhouse owned by Mr. Reg Latham at Stokes Bay, where a telephone call to Mr. Herb Buick was made requesting help.

Mr. Herb Buick drove to Emu Bay, and got in touch with Mr. Clive Menesdorf, who owned the 43 foot fishing cutter *Jeanette S* and at 4.30 a.m. they were on their way to Cape Cassini aboard the *Jeanette S*. They arrived at 5.30 a.m. and anchored about 100 yards from the *Magic*, that was showing signs of breaking up.



Les Golder

The *Magic* being smashed to pieces at Cape Cassini, 3rd April 1958

A dinghy was lowered, and the task of ferrying the five ton of shark to the *Jeanette S* was begun. At 1.15 p.m. on Friday the task was finished, and Mr. Menesdorf on the *Jeanette S* headed for Port Adelaide. The wind was strengthening from the northwest so he decided to make for Victor Harbor. The wind then swung to the southwest and a course was then set for Port Adelaide. By the time he reached there the shark was unsaleable, and a complete loss.

Meanwhile the crew had returned to the *Magic* and had begun the job of salvaging the sails, anchors, shark lines, the mast, and anything else they thought valuable. By the afternoon a strong southwest change had come in accompanied by an increasing swell, and by the end of the day the *Magic* was smashed to matchwood.



Wreckage of the *Magic* washing ashore at Cape Cassini

Les Golder

COOKABURRA

The *Jason* was built at Milang, South Australia, in 1930 by M. J. Ross, and was 32.0 feet long, 10.0 feet beam, and 3.5 feet draught, and powered by a 6 cylinder Morris Commander petrol/kero engine. After being used for a number of years on Lake Alexandrina, in 1946 she was bought by Mr. Jack Waters of Kingscote, and was brought through the mouth of the River Murray by Mr. Jack Stewart and Mr. Arthur Sweetman. Mr. Waters owned her for a short time and sold her to the owner of the Ozone Hotel at Kingscote for use as a pleasure and fishing boat for tour.



The *Jason* (foreground) at the Kingscote Sailing Regatta in 1948

John Cook

In 1960, the *Jason* was acquired by Percy and Eric Cook of Kingscote, after she had been lying on the foreshore at Kingscote for some time. Extensive alterations were carried out on the vessel, and she was re-named *Cookaburra*. The Cook brothers used her for fishing for whiting and snapper, mainly along the north coast of Kangaroo Island and in Nepean Bay.

On 18th May 1962, the *Cookaburra* was moored at Emu Bay on the north coast of Kangaroo Island. During the night a gale blew in from the northwest, and gradually swung to the north. With mountainous seas running the *Cookaburra* began dragging her mooring.

At 7 a.m. on 19th May, Mr. Percy Cook received a telephone call from Mr. Clive Beckman of Emu Bay, informing him that the *Cookaburra*