

THE SEVEN SEAS CLUB of AUSTRALIA

"TO PROMOTE AND FOSTER THE COMRADESHIP OF THE SEA"

Founded 1968

Incorporated 1996

An elected COM shall run the Club in accordance with the Articles of Incorporation & Standing Orders

NEWSLETTER No. 93 Autumn 2023

Greetings Members-

Due to a spell between Newsletters and quite a lot happening in the Club, I have collected enough material for this bumper edition.

In this time, we have had our AGM, a successful vote on changing our Constitution to resolve the gender issue, the annual Christmas dinner, charity auction and excellent presentations by our Guest Speakers.

Thank you to those who have sent in contributions for this edition of the Newsletter; in particular:

Ian Small, for the President's Report; Captain Peter Thomas for his monthly historical notes; Trevor Powell, who once again has sent in some of his sensational random photos of ships taken at Port Adelaide as well as those from the recent meetings.

For those that missed Captain Bob's story of the ship "Torrens", I have included his presentation notes which he kindly provided for this newsletter.

Peter Allen AM has sent in an Annual Report from the Baxter and Grimshaw Foundation featuring the wonderful work that has been carried out to support disadvantaged youth over the past year.

I have also included correspondence from our companion Seven Seas Club of London.

Sadly, I advise that member Ken Wood passed away on 2nd April. There will be a memorial service and our secretary will advise when details are known.

Thanks again for the contributions from our members and please keep the articles flowing in.

Fair Winds,
Terry Beaston



MS Queen Elizabeth arriving at Port Adelaide, February 2023 :-thanks to Trevor Powell

PRESIDENT'S REPORT Ian Small - March 2023

Greetings Members,

It is with great pleasure that I have been elected for my second year as President. A great honour. I especially thank the COM for their support and hard work in providing us with the smooth running of the Club with great Speakers, overcoming problematic Dinner meals, and great Social Events throughout the year.

I especially thank our very hard-working (temporary) Hon. Sec. & amp; Distinguished Member Cpt. Bob Smedley, Distinguished Member and Hon. Treasurer Daryl Matthews for organising Raffles and keeping a tight rein on our finances. I also thank Cpt. Peter Thomas for his Historical Notes, Barry Allison for the review of Alen Villiers Books and great work as Almoner, Tim Readman & AMP, Kel Watson

for keeping our IT systems operating smoothly and for all the other members of the COM who have contributed so much to the Club in the year.

The Club is still struggling for Membership resulting in the low numbers of attendees at Dinner Meetings over the last few months. This must be reversed to save the Club. The COM believe the most important way to grow is still to attract new potential members to our meetings and impress them with the quality of the speakers, good meals and a convivial atmosphere at the Club.

I am very encouraged by the overwhelming acceptance of new rules at our Special General Meeting, ending the Gentlemen's only Membership criteria. This allows us to publicize the inclusive membership of the Club to potential members and market our Club to associated Sailing Clubs, Businesses, Local Councils, etc., as originally planned by the previous Focus Group and will set up the Club for a successful future. We will also be approaching many past Members who have left due to the Gender issue, to persuade them to re-join. A special Membership Marketing Committee will be established for the COM.

We have already one Lady who has applied for Membership, with an impressive Resume of Maritime involvement. We look forward to many more and welcome encouragement from all Members.

I remind you that we need at least 25 to attend as we are committed to paying the Public Schools Club 25 x \$50 per head minimum, per dinner. The quality of the meals at the PSC has been problematical and the COM is reviewing alternate venues and solutions. All Members are welcome to offer suggestions and bring along guests.

I believe the change to a casual, Banyan lunch in January was greeted with general agreement and enjoyment by attendees and will be considered for next year. I thank three Members, Tim Readman, John Braendler and Ken Messenger who provide entertaining and informative segments with photos during the lunch. Thank you once again to Dr. Peter Allen for briefed us on the latest developments with the Baxter & Grimshaw Foundation. The format also included one long lunch table to the suit the PSC and relaxed dress code to reflect the potential hot weather at that time of year. This seemed to be accepted as aiding the social mixing of Members who don't often sit together. Toasts and most procedures where kept.

We are, as always, looking for Interesting and Entertaining Speakers for our Dinner Meetings, Including Ladies (now Partners) Nights, and welcome suggestions to myself or Hon. Sec. Cpt Bob.

We have received a Copy of the Seven Seas Club of London 's Centenary Publication, which is now in the Club Library. It is a very interesting and well produced publication. Please see Scott Rickards to borrow.

I also refer to the Email, circulated to all Members, from David Watson, Hon. Sec. of the Seven Seas Club of London on their process to allow all genders as Members and the result that Her Royal Highness, the Princess Royal spoke at the Club. A great success and honor.

Ian Small,

President, Seven Seas Club of Australia.

Recent Seven Seas Club Meetings:

March Meeting 2023

Captain Bob Smedley-Presented the story of HMS "Torrens" -"Inspired by a feature article by John Richardson in the magazine SHIPPING - Today and Yesterday September 2011"

The ship was called the Torrens- A clipper ship, she was intrinsically linked by name and trade to the early history of South Australia. Captain Bob Smedley MN explained her early contribution to our State and why some ships were luckier than others.

There were many vessels in the trade, but the Torrens was one of the best.





February Meeting-2023

Guest speaker for the evening was our latest inducted Club member Dave Rickard.

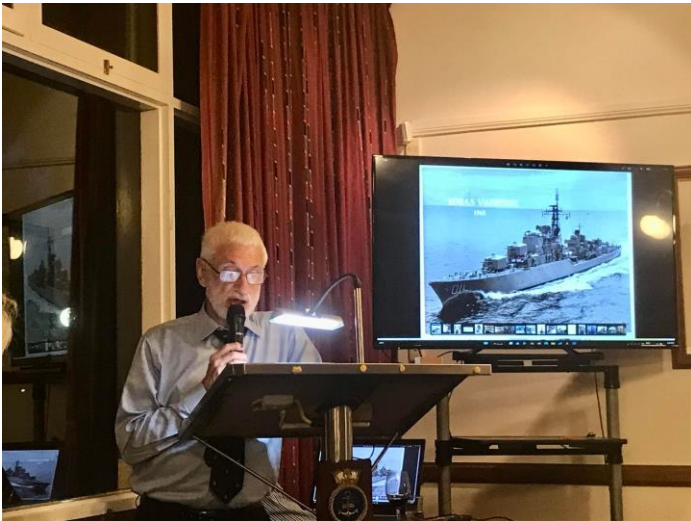
Dave spent 12 years in the R.A.N. and worked as a seaman, a stoker and finally a writer. He served on the HMAS's Vampire, Melbourne, Queensborough and Swan.

After completing a course in freelance journalism, he turned out to be a pretty good writer and has written many articles for various nautical publications. He has also produced several successful self-published books.

Dave entitled his talk: -

"HMAS Vampire -

Anecdotes from an 18-year-old's first sea draft on deployment Up Top"



David Rickard shared the interesting story of his early Navy years at the February meeting.



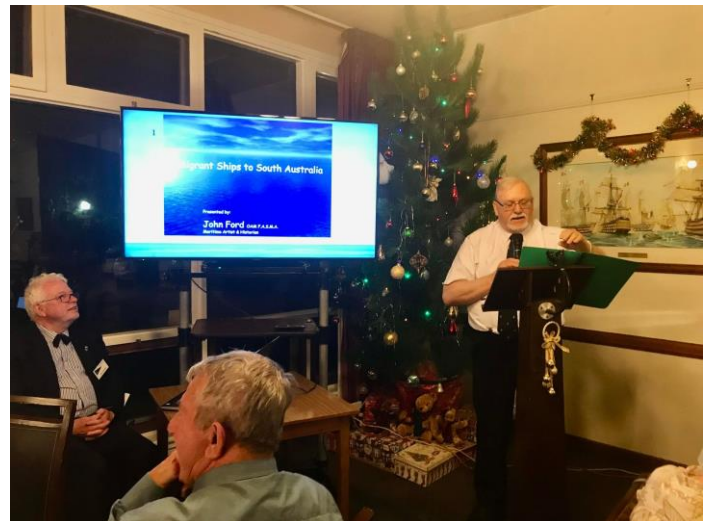
October Meeting 2022

Guest Speaker Captain Bob Smedley presented the story of the HMS Pickle at Trafalgar Night.



SSCA Christmas Dinner Meeting, December 2022

Guest Speaker John Ford spoke on the Immigrant ships to South Australia





SSC Christmas dinner photos from December 2022



Interesting nautical items were auctioned at the meeting to raise money for the Baxter and Grimshaw Foundation



-Thanks to Trevor Powell for the photos of recent SSC meetings

On this month

Compiled By Capt. Peter Thomas Historical
notes for the month of March 2023

Mar 2nd, 1498

Vasco da Gama's fleet reached the Island of Mozambique.

Mar 6th, 1987

A British-owned cross-channel ferry the *Herald of Free Enterprise* left Zeebrugge, Belgium, with its bow doors open; it capsized, killing over 180 passengers.



Mar 7th, 1775

HM Barque *Endeavour* was sold out of service for 645 pounds.



Mar 9th, 1964

The first Ford Mustang rolls off the assembly line.

Mar 10th, 1862

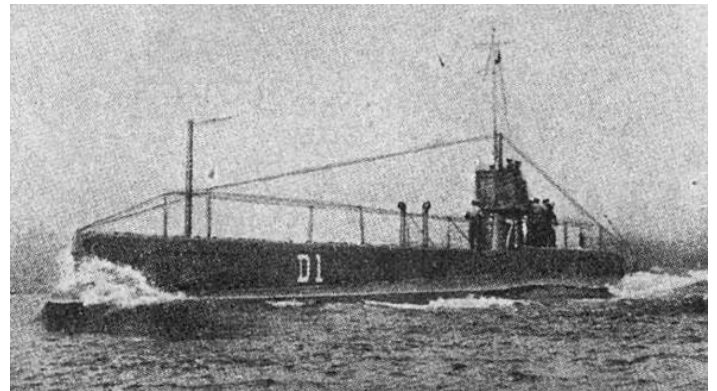
The US government issues paper money for the first time.

Mar 11th, 1918

The 'Spanish' influenza first reached America as 107 soldiers become sick at Fort Riley, Kansas. One quarter of the U.S. population eventually became ill from the deadly virus, resulting in 500,000 deaths. The death toll worldwide approached 22 million by the end of 1920.

Mar 12th, 1918

Royal Navy Submarine *D3* was mistakenly bombed and sunk by a French airship *AT-0* off Normandy in the English Channel and lost with all hands.



Mar 13th, 1943

A plot to kill Hitler by German army officers failed as a bomb planted aboard his plane failed to explode due to a faulty detonator.

Mar 14th, 1899

German inventor Ferdinand von Zeppelin receives a U.S. patent for a "navigable balloon".

Mar 14th, 44 BC "The Ides of March" Julius Caesar is stabbed to death by Marcus Junius Brutus.

Mar 16th, 1774

Birth of Matthew Flinders at Donnington, Lincolnshire.

Mar 18th, 1967

The tanker *Torrey Canyon* runs aground on rocks between Land's End and the Scilly Isle.



Mar 24th, 1978

The tanker *Amoco Cadiz* splits in two off the coast of France.



Mar 24th, 1940

Volunteers from the RAN *Scrap Iron Flotilla* in the Mediterranean embarked on an expedition to block the narrow section of the Danube River known as Iron gates. The operation was co-ordinated by one LCDR Ian Fleming of James Bond fame. Fleming smuggled 14 tons of explosives across Europe on the Orient Express under the noses of the Germans and was loaded into barges manned by the Australians. The plan was discovered before it could be executed but one of the barges was blown up under a viaduct.

All of the Australians returned safely to their ships.

Mar 24th, 1989

One of the largest oil spills in U.S. history occurred as the oil tanker *Exxon Valdez* ran aground in Prince William Sound off Alaska, resulting in 11 million gallons of oil leaking into the natural habitat over a stretch of 45 miles.



Mar 25th, 1807

The British Parliament abolished the slave trade following a long campaign against it by Quakers and others.

Mar 25th, 1970

The Concorde jet makes its maiden supersonic flight.

Mar 25th, 1977

The worst accident in the history of civil aviation occurred as two Boeing 747 jets collided on the ground in the Canary Islands, resulting in 570 deaths.

Mar 27th, 1980

Sheep carrier *Fario Fares* on fire and was abandoned 100nm off the Coorong with loss of 40,605 sheep and one crewman.



A Message from the Hon. Secretary

The Committee of Management has listened to the complaints of many members and decided that the Public Schools Club is no longer able to cater for the needs of this Club. With a change of venue for our next meeting as indicated in our April Dinner Notice, we are also keen to know of other venues which may meet our needs and numbers.

Changing venues is proving to be a complicated exercise. I have been a member of this Club since 1986 and apart from renovations of the PSC and a few other meetings at the Naval, Military and Airforce Club we have only ever held our meetings in East Terrace.

Our ties to the PSC have been long and strong and include our ability to utilize the storage facilities on the property, for our Club equipment and paraphernalia. This represents about 4 or 5 cubic metres of books, paintings, lectern, glasses, wine, and other shop items. We will probably have to move these items soon when we no longer use the PSC for our monthly dinners.

If anyone has or knows of any storage space available which would accommodate our needs, either on a temporary or permanent basis, please contact me. We have looked at commercial storage, but this is somewhat expensive and will add to club costs.

Yours sincerely,

Capt. Bob Smedley MN, DM, - Hon. Sec. Seven Seas Club of Australia Inc.

rsmmedley56@ gmail.com

0407 619 178



Correspondence from the Secretary of the Seven Seas Club London:

Hi Ian,

Good to hear from you and happy new year.

Yes, we now admit female members now. The vote was passed in May and we now have four female members; two wives, who are actually more qualified than their husbands in terms of sea time, one who is currently President of the Institute of Navigation, is a yacht Master instructor and private pilot and one who is a researcher working on the “Cutty Sark”.

The criteria for women joining is exactly the same as the men. They have to show an interest in the sea or be actively involved in the maritime industry, attend three dinners as a guest (the third can be their first as a member though) and have club sponsors, so membership is by invitation.

We felt a weight of members were behind the decision and the position, with highly qualified women in the industry, was becoming untenable. In addition we wanted The Princess Royal to attend our Centenary Dinner as our guest of honour.

We heard through the grapevine on good authority that she would not attend if women were not allowed to become members. Hence there was not only the impetus from members but also from the Royal family.

There was some verbal opposition but we did what we usually do at AGM's and have done successfully for a while. We discuss amendments we require to be made. In this case the slight alteration of a sentence in the Rules. Then we send out the new Rules, Agenda, Minutes etc. to members 30 days before the AGM (as required by law, as we are now a limited company). In the letter accompanying the information being sent I explain all the changes being made so it is all quite open. At the end of the letter, I state that any comments on any of the changes must be received 7 days before the AGM otherwise they are assumed to be acceptable. We can also then discuss them beforehand. This was as a result of a bit of a barny about 6-7 years ago when the AGM became very heated. To date, since we have been doing this, I have not received any comments from members at all.

At the AGM we then put the changes to a vote of hands. This is after I read out that I have received no comments or questions from members and therefore on a show of hands we vote. Our shortest AGM lasted 11 minutes, this one a bit longer, about 20 minutes. We don't like AGM's. During this time we also vote out and then in the new committee.

During the vote for women, in the presence of about 60 members almost everyone voted For, no one voted Against but I did see about half a dozen abstain. We received no resignations as a result, one or two verbal, “*I'm not being told anything by a women*” type comments but even these members, having seen the quality and qualifications of our new female members and enjoyed their camaraderie are now enthusiastic about the change and one of the ladies has expressed an interest in joining the committee already.

We don't have such an onerous voting system as you as we only require a simple majority (51%). so our threshold is lower.

Needless to say, the Princess Royal attended, we had a magnificent evening and, even though she rarely does speeches at such events she did make a speech and praised us for now allowing female members. She's 71 and we were her third engagement that day. Her first was in Scotland, her second in Leicestershire and we were her third. We only found out afterwards. She was extremely well informed, wanted biographies of all those of us she met and we had a long conversation with her. A wonderful person. We gave her a copy of the book and she accepted a Life Honorary Membership to the Club with some wonderful letters from her equerries afterwards (who had also been guests) saying they thought she really enjoyed it. Her husband, Tim Lawrence, was guest of honour during our 2008 Trafalgar Night and Vice Admiral John's, the Deputy Lt. had also been a guest before. A great evening.

I hope the above is useful but I'm more than happy to correspond more on the subject if it would be helpful.

Best regards,

David

Hon. Sec. Seven Seas Club 1922 Ltd. (London)

'TORRENS' NOTES FROM CAPTAIN BOB SMEDLEY

Seven Seas Club of Australia - March 15th. 2023

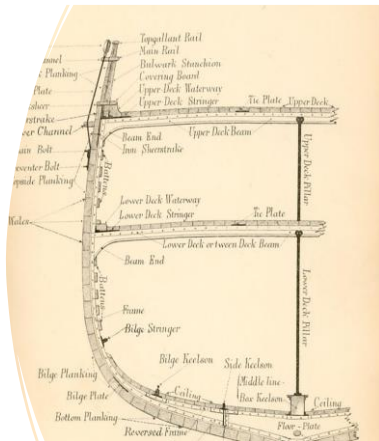


The **Torrens** was the last ever composite clipper ship to be built in Britain. The year was 1875.

She was also the last 'fully rigged' passenger ship to be built. Most of you will know this, but a composite ship had iron frames and wooden planking.

Composite Ship Construction

Wrought iron framing and
timber planking.



Iron ships and iron framing was also a known technique from the 1820's. The S.S. Great Britain was built in 1843 and by then it was considered a recognised technology. However, copper sheathing could not be attached to iron hulls without inducing bi-metal corrosion and this caused accelerated fouling which was a problem when fast passages were required.

Namesake Robert Torrens
Owner
1875: Captain HR Angel and others

Operator 1875: Elder, Smith & Co
Builder Sir James Laing, Sunderland
Cost £27,257
Yard number 371
Launched 30 October 1875
Completed 24 November 1875

General characteristics
Type passenger clipper
Tonnage 1,335 GRT, 1,276 NRT
Length 222.1 ft (67.7 m)
Beam 38.1 ft (11.6 m)
Draught 21.5 ft (6.6 m)
Notes 1st and 2nd class cabins only



The **Torrens** cost 27,257 pound to build and was of 1,276 nett registered tons.

She was built as a cargo/passenger ship for the Australian trade in the shipyard of Sir James Laing in Sunderland. Our friend Ken Wood would be so proud of his hometown of Sunderland, as he was passionate about the ship building history of this area.

She was known as 'The ship of the Angel Host' because her first Captain was Henry Robert Angel.

He was the chairman of **Elders and Company**, their majority shareholder and Commodore of their fleet of ships.

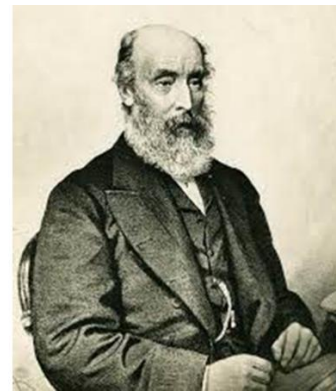
He stood by the building of the **Torrens** and had a significant input into the specifications, design and quality of build.

Each ship has 64 shares (even today). These can be owned by the shareholders of the enterprise in varying ratios as available.

However, in earlier days the Captain of any ship, when he signed on and took command, was usually always allocated one share in his contract. This was to give him a pecuniary interest in the ship, in the hope that it would give him extra incentive to keep it afloat if a dangerous situation arose.

Her managers were **Elders and Co. of London** of which Capt. Angel was also a majority shareholder.

The **Torrens** was named after Sir Robert Richard Torrens (1814-1884), public servant, politician and land titles law reformer. He was the son of Colonel Robert Torrens.



On 12 December 1840 he arrived in South Australia in the '**Brightman**'; Torrens became collector of customs, probably through his father's influence as chairman of the colonisation commission for South Australia. Due to patronage, he advanced in the colonial service but became known for his unorthodox approach to matters of policy and his colleagues and was often censured for irregularities by the Governor of the day on many issues. (Governor Grey)

He was appointed colonial Treasurer and registrar-general in 1852, and in these offices, too, he was often censured by the governor. In 1851-57 he was a nominated member of the Legislative Council, and he became a member of the Executive Council in 1855. Next year he joined in the **land titles registration** crusade. He was Premier of South Australia from 1st. to 30th. September 1858. (less than one month)

He put forward a lands title bill which introduced a simplified system of transferring land between legal owners, known as the **Torrens Title** system, which has been widely adopted throughout the world. The bill was debated back and forth for years but was eventually passed through both houses of the South Australian Parliament and was assented to on 27 January 1858.

Torrens explained the system's operation in a paper called **The South Australian System of Conveyancing by Registration of**

Title (1859). Although he 'claimed authorship' of the system, it is clear that many people and influences helped considerably. However, his was a worthy name to be bestowed on a ship in the South Australian trade.

The **Torrens** was a fast ship and spent most of her time on the run to the colonies and always to Adelaide. She did her first 15 trips under Capt. Henry Angel. Other ships in the trade included:



Some other clipper ships on the England to South Australia run

'City of Adelaide'	Sunderland 1864
'Coonatto'	England 1863
'The Goolwa'	Scotland 1864
'Hesperus'	Scotland 1873
'The Murray'	Scotland 1863
'Orient'	England 1863
'Rodney'	Sunderland 1874
'St. Vincent'	Sunderland 1865
'South Australian'	Sunderland 1868
'Yatala'	England 1874



For all the clippers of this time, each voyage took effectively one year, including time in port. Generally, they used to leave London in October sometimes sighting Tristan da Cunha and the Crozets and returning the following June, calling at Cape Town, St. Helena and Ascension. (Sometimes Port Elizabeth)

The 'Torrens' was a well depicted ship, both in art and later in photographs. There are many portraits of the ship by a great variety of artists, but I was never able to find a photograph or drawing of her illustrious skipper, Capt. Henry Angel.



Clipper Ship Torrens

- The last ever composite clipper ship to be built in Britain.
- This means iron frames and wooden hull planking.
- She was built as a cargo/ passenger ship specifically for the Australia trade.

• Painting by Frank Shipides - (British, 1908)



The Torrens recorded the best ever passage between Start Point in the English Channel and Adelaide of 65 days. Her best ever daily run was 336 nautical miles (averaging 14kts). Her average passage time was 74 days for the first 15 years, and none of Capt. Angel's successors ever bettered these results.

The Torrens was a lucky ship with either a lucky Capt. or an exceptional Capt. Indeed, he had a simple but effective philosophy, as he believed that people made their own luck in life and that it was better to get there later, than to not get there at all. He made life comfortable for his passengers (of which there were

only first or second class), and for his crew alike. She became a favourite amongst travelers.

Before leaving Plymouth each trip, they shipped 50 sheep, several pigs and a milk cow, likewise a similar number of chickens, geese, and ducks – all for the passenger's consumption. They did the same in Adelaide for the return voyage.

He never raced other ships or put himself under pressure to get to his destination.

After 15 years on the **Torrens**, he retired from active sea life, Henry Robert Angel set up a smelting works in Stratford, London. Command of the **Torrens** then passed to **Capt. William Henry Cope**.

The changeover was most dramatic, because on his first voyage the **Torrens** was partly dismasted 300 nm northwest of Recife (Brazil), then known as Pernambuco. She limped into Rio de Janeiro for repairs. Her second piece of bad luck occurred when waiting for a new foremast to be shipped out from the UK, the **Torrens** caught fire. After repairs, the passage from London to Adelaide ended up taking 179 days. After this unlucky start **Capt. Cope** managed to keep up regular services for the next 5 years without major incident and he stayed in the ship until 1896.

The next Commander of the **Torrens** was the son of her first master, **Capt. Falkland Angel** and he completed his first voyage out to Adelaide in a credible 75 days.

Henry named several of his children after islands found in the Atlantic Ocean. His eldest daughter was called 'Flores' (an Island near Guatemala) and she became the model for the **Torrens'** figurehead carved by Joseph Melvin. (Jobs in the industry – carver and model maker.)

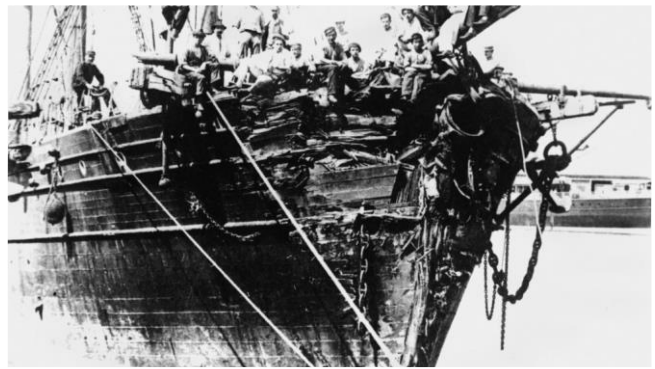
(Emily) Flores Angel, performed the traditional breaking of the bottle at the launching ceremony when she was 21.

Capt. Falkland Angel managed to keep up the good name of the ship making reliable passages, without taking too many chances until his third outward passage to Adelaide. Whilst 'running her easting down' in the Southern Ocean during a middle watch in January 1899, she hit an iceberg when 22 miles SW of the Crozet Islands. (A group of 6 isolated islands belonging to France.)



Her bows were stove-in and she lost all her headgear as well as causing considerable damage to the foremast and rigging. She also lost her famous figurehead and there is another story about that to be told in itself.

They managed to rig a jury mast and limped on toward Adelaide where she arrived 103 days out from London. Very few ships have been able to be saved after a collision with an iceberg, so her survival was a significant achievement. More luck perhaps?



On Fletchers Slip Adelaide after undergoing repairs

In 1903, the **Torrens** called at St. Helena on a homeward passage to pick up unused ordinance from the Boer War. After arriving in the Thames and under tow by a tug, through no fault of her own, the clipper ship was involved in a collision with a vessel that attempted to cross through the towline. The offending vessel was unable to see the towline and was dragged over and sank under the forefoot of the **Torrens**.

This was the last straw for old **Capt. Henry Angel**, still the ship's principal owner. Even though there was only slight damage, like all other shipowners of the time he realized that the cost involved in running a clipper ship was becoming more than she could earn. Therefore, after discharge of the ammunition, the **Torrens** was sold to the Italian firm of Vittoria Bozza & Giuseppe Mortola for an estimated 1500 pound. She was re-registered in Genoa, the passenger accommodation removed, refitted, re rigged, then used as a cargo ship under her original name. In 1907 she ran aground on the Italian coast, she was salvaged and laid up for some time. Their intention was to break her up for scrap, but the salvors were so taken by her design, construction and strength properties that they decided to put her back into service at considerable cost. Not long afterward though, she ran aground again on a beach not far from Genoa. It was there that she was scrapped in 1910.

Some notes and interesting facts

Neither **Cope** nor **Falkland Angel** achieved shorter voyages than Henry Angel's average of 74 days.

Capt. Henry Angel was the perfect type of square-rigged sailing master mariner. In narrow waters he could handle his ship like a racing yacht when she would respond with the lightest of touches of the helm. The old gentleman did not in the slightest resemble the normal British sailing master.

Although short in stature with a powerful voice which was heard at ship's concerts where he usually sang one of two songs – 'The Sea is England's Glory' and 'The lads of the Old Brigade'.

Although he insisted on his officers wearing a modified uniform on duty, he never wore anything of the same himself and always appeared on deck in his mufti and a bowler hat. This attire he wore in all weathers and in any kind of strong winds he would always have that bowler hat of his jammed down around his ears.

He was the ship's sole navigator. After taking an observation from the poop, he'd slip down the companionway and note the time by chronometer and do the calculations. Never once was it seen that an officer or apprentice would take a sight, and never once did they fail to make a landfall when expected.

He retired to South Devon and lived to be 93. He died in Las Palmas after injuring himself in a fall aboard the steamship Highland Piper, which was taking him to his favourite holiday spot (Tenerife). According to one story, the ship had struck heavy weather and he had refused to go below decks. His eldest son, Falkland Angel, was at his bedside before he died, probably of pneumonia.

Angel's brother, Richard Angel, was also a sea captain of some note, commanding **Verulam** and **Beltana**. Although clearly a strong captain and capable seaman, he was intemperate in habits, and was suspended for two years after he ran **Beltana** aground on Kangaroo Island in 1871, he then failed to report the damage, and falsified the log. He later found work as Chief Officer of **Tongoy**, whose captain was murdered at Semaphore.

Joseph Conrad was **Torrens'** Chief Officer from November 1891 to June 1893 under Cope.

He wrote "it was in March 1893 that I first met Conrad on board the English sailing ship **Torrens** in Adelaide Harbour. He was superintending the stowage of cargo. Very dark he looked in the burning sunlight — tanned, with a peaked brown beard, almost black hair, and dark brown eyes over which the lids were deeply folded. He was thin, not tall, his arms very long, his shoulders broad, his head set rather forward. He spoke to me with a strong foreign accent. He seemed to me strange on an English ship. For fifty-six days I sailed in his company."

This is not the place to detail Conrad's extraordinary life up to this time. Suffice to say that, after deciding on a life at sea he had travelled extensively, had been involved in gun-running, smuggling, gambling and had attempted suicide by shooting himself in the chest before he decided to put his career on a proper footing by acquiring the relevant qualifications that would lead him eventually to gaining his Master's ticket in the British Merchant Service in 1886 as Joseph Conrad.

Conrad wrote of the **Torrens**:

"A ship of brilliant qualities — the way the ship had of letting big seas slip under her did one's heart good to watch. It resembled so much an exhibition of intelligent grace and unerring skill that it could fascinate even the least seamanlike of our passengers."

Joseph Conrad was also a member of the Seven Seas Club of London.

Although it is generally accepted that **Torrens** was Conrad's last ship, he did spend a few weeks in 1893–1894 as second officer of **Adowa**.

Joseph Conrad 1857 - 1924



- Joseph Conrad (born Józef Teodor Konrad Korzeniowski, Polish:

- He is regarded as one of the greatest writers in the English language though he did not speak English fluently until his twenties, he came to be regarded a master prose stylist who brought a non-English sensibility into English literature.

- He wrote novels and stories, many in nautical settings, that depict crises of human individuality in the midst of what he saw as an indifferent, inscrutable and amoral world.

Lost figurehead

When **Torrens** hit the iceberg and lost her foretopmast, jibboom and bowsprit, she also lost her figurehead, modelled on Angel's daughter, Flores, and carved by Joseph Melvin. In 1973, two ANARE expeditioners discovered a headless figurehead of a woman at Sellick Bay, on the mid-west coast of Macquarie Island. There has been some speculation that this may be that of **Torrens**. Macquarie Island is a considerable distance from the site of the collision at the Crozets, but it is conceivable that the Antarctic Circumpolar Current could have carried it that distance, or that the figurehead even made two or more circumflotations of Antarctica.



Thanks to Trevor Powell for these impressive photographs of ships at Port Adelaide recently:



Nuship Arafura being shifted dead ship from the ship lift at Osborne Naval Shipyard and moved to the fitting out berth - 19/02/2023.



MS Azamara Quest arriving at the Outer Harbor, Port Adelaide, 12/02/2023



MS Celebrity Eclipse departing from the Outer Harbor, Port Adelaide - 12/02/2023.



MV OOCL Italy departing from Outer Harbor No6 Berth, Port Adelaide - 1/02/2023, bound for Fremantle.



MOTOR YACHT SATORI - 18 November 2022.
Satori alongside No 3 Berth Port Adelaide, 18/11/2022.
Satori is a motor yacht with a length of 63.0m.

The yacht's builder is Delta Marine from United States who delivered superyacht Satori in 2018. The superyacht has a beam of 11.9m and a volume of 1,584 GT.

The Satori features exterior design by Delta Design Group, with naval architecture by Delta Design Group. Up to 12 guests are accommodated on board the superyacht Satori. The yacht Satori has a steel hull and grp superstructure. She is powered by 2 MTU engines, which give her a cruising speed of 11.0 knots and a top speed of 14.0 knots.

On the ranking of the largest yachts in the world, Satori superyacht is listed as number 408th. She is the 4th-largest yacht built by Delta Marine. The owner of yacht Satori U.S Billionaire Jay Alix.

Dimensions

Overall length - 63.0m (206'8")

Beam - 11.9m (39'1")

Gross tonnage - 1584

(A photo of this yacht by Trevor was posted in the Advertiser along with the story)-Ed.



HMAS Dechaineux departing from The Australian Submarine Corporation, Osborne, Port Adelaide after a deep cycle refit - 4/03/2023.



Secret Men's Business returning to Port Adelaide this morning, after the IRC Australian Yachting Championships at Port Lincoln, where she won Division 1. By winning the Port Lincoln race and the Lincoln Week Regatta, she's the first South Australia yacht to claim the Australian Yachting Championship. - 2/03/2023.



Second attempt at building a new inflatable cement Silo at 25 Berth (the first exploded).



Clipper Ship City of Adelaide - 12 March 2023



ARRIVAL of OVATION of the SEAS - 6 March 2023
RCI's MV Ovation of the Seas arriving in the Outer Harbor, Port Adelaide - 6/03/2023.



Sail Training Ship Young Endeavour drifting in No 3 turning basin waiting for the bridges to open, and later coming alongside No 2 Berth, Port Adelaide - 9/03/2023

-Thanks to Trevor Powell for sending in these stunning professional photos from Port Adelaide



www.baxtergrimshaw.org.au

ANNUAL REPORT, December 2022

Building self-confidence and empowering disadvantaged youth through maritime training and experience.

The 2022 Directors were: Peter Allen (Chair), Scott Rickards (Secretary), Lucas Cree (Treasurer), Barry Allison (Director), David Linder-Patton (Director), Ken Messenger (Director).

Business was conducted through Directors' meetings and e-mails.

Activities during 2022

Governance of the Baxter & Grimshaw Foundation Inc.

The Foundation fulfilled the requirements of the Australian Charities and Not-for-profits Commission.

The Foundation was a member of Philanthropy Australia which provided the opportunity of networking at PA functions and gaining advice from the PA State Manager, SA.

The Board initiated the development of an investment strategy for BGF relying on maximising returns from investments with acceptable risk.

Liaison with Charities working with disadvantaged youth.

Foundation programs are directly targeted at disadvantaged youth to gain benefits from the programs. During 2022, Directors met with and established liaison with charities that work with disadvantaged youth, including Clontarf Foundation, Second Chances, and Operation Flinders to compliment previous connections with disadvantaged public secondary schools and the *One & All*. Additional such charities in SA will be approached in 2023. This network of contacts will strengthen the Foundation's capacity to help youth gain maritime training and experience.

Application for Impact 100 SA Grant

The Foundation submitted an application for Impact 100 SA funding for a Set Sail Scholarships program in both 2022 and 2023 — the requested grant being \$100,000 total. The application made the second round but was not successful in the final round. Part of the reason given was that the program benefitted a relatively small number of young people relative to the cost.

The program involved a partnership with the tall ship, *One & All*, and the Australian Maritime and Fisheries Academy. The program planned to charter the *One & All* for an 8-day voyage in both 2022 and 2023 which accommodated 24 young people on each voyage, including 12 AMFA coxswain students. The other 12 youths on each voyage were to be sought from charities and public schools working with disadvantaged youth.

Preparation of the detailed application provided hands-on experience in seeking funds and improved the profile of the Foundation in the philanthropic arena in SA.

Spring holiday camp –Royal South Australian Yacht Squadron report

The three youths that the Foundation sponsored at the initial RSAYS 2021 Spring Holiday Camp provided an account of their experiences at an address to the Members of the Seven Seas Club in 2022. They were joined by a supervisor and their parents. The youths were grateful for the opportunity to attend the camp in terms of learning to sail in dinghies and working with others.

***One & All* Scholarship, 2022**

The Foundation funded a young person to join a five-day training voyage on the *STV One & All* in April, 2022: Subarana Rai was funded for this voyage. The selection of Subarana was achieved through the Rotary Youth Challenge Sails Committee. The Foundation has been grateful to Rotary District 9510 for their assistance in selecting a suitable candidate from their wide spread of applicants.

At 16 years old, Subarana has aspirations to be a navy chef — she applied for the voyage to step out of her comfort zone and be less scared of water. She gained valuable confidence and learnt many skills to further her career ambitions.

***One & All* training voyage, October 2022**

BGF sponsored the *One & All* for a weekend training voyage in October for 12 Australian Maritime and Fisheries Academy coxswain students and 12 students from the Cummins Area School. The voyage provided the coxswain students with sea time and task book required for their certificate, and provided the Cummins' students with

the opportunity to gain maritime training which exposed them to maritime careers, particularly because of working closely at sea with AMFA students.

The voyage was a new initiative for BGF which gave students from country SA an introduction to maritime training alongside coxswain students. The voyage, greatly helped by the support of Annie Roberts, Executive Officer, *One & All*, was most successful.

Activities proposed for 2023

Rotary Youth Sailing Challenge

The foundation is liaising with Rotary (District 9510) Youth Sailing Challenge with a proposal for the Foundation to contribute funds and young people to join a planned Rotary return voyage from Adelaide to Melbourne on the *One & All*. The voyage is part of the 2023 Rotary International Convention, Melbourne in May 2023. The voyage is a special, challenging experience for young people to gain maritime training and experience.

2022 Board Directors

The Foundation's Rules stipulate that Directors shall retire at the end of each calendar year with the right for re-appointment for a total of five consecutive years in a given position. The Office-bearers must be members of the Seven Seas Club of Australia Inc.

The 2022 Board elected the following Directors for 2023:

Peter Allen (Chair), Scott Rickards (Secretary), Lucas Cree (Treasurer) and Directors, Sallyann Geddes, David Linder-Patton, Ken Messenger.

Barry Allison retired from the Board after many years of committed contribution to the Trust then the Foundation.

The 2023 Board Directors have a diversity of experience to contribute to the future directions of the Foundation now that the Foundation has completed its first real operational year after its establishment.

Finance

In 2022, the Foundation gratefully received sponsorship from the Seven Seas Club of Australia Inc. and an anonymous donor. The continuing support of the Seven Seas Club is most appreciated.

Financial assets 31st December 2022: \$83,792

Total income 2022: \$7,933

Total expenditure 2022: \$12,120

Unrealised capital loss (investments): \$ 10,362

A full disclosure of the accounts is available from the Treasurer, on request.

The Foundation looks forward to the continuing support of the Seven Seas Club of Australia Inc. in its endeavour to achieve results that fulfil its purpose, reflecting that the Club has a long-standing connection, initially, with the B&G Trust then the Foundation — the Foundation's Office-bearers are members of the Club.

Peter G Allen AM- Chair

Scott C Rickards- Secretary

Lucas Cree- Treasurer

The Baxter & Grimshaw Foundation helps young people gain confidence, develop self-reliance and learn important life skills through unique maritime experiences.

We are now launching our most exciting adventure yet – a partnership with the *One & All* to support participation in tailored 10-day voyages aboard this iconic tall ship.

Each trip will bring together coxswain students seeking sea time to complete certificate training with the *Australian Maritime and Fisheries Academy* (AMFA) and disadvantaged young South Australians for whom such an experience would otherwise be out of reach.

Coxswain training is a pathway to numerous maritime careers, and any time spent at sea will help people challenge themselves and see the world differently.

We are now seeking sponsors and donors to make this program a reality in 2022 – and expand it in the following years – by supporting our *Set Sail Scholarships*.

The Foundation has set a fundraising target of \$74,000 to fulfil this exciting initiative, and a range of sponsorship and donation options is available, along with marketing and branding opportunities for you and your organisation. Please get in touch to discuss how you can be a part of this important initiative, supported by *Philanthropy Australia*.

The Foundation is also endorsed as a deductible gift recipient by the Australian Tax Office and is a proud member of Philanthropy Australia.

Email: info@baxtergrimshaw.org.au
Phone: 0409 093 359

Visit our website at baxtergrimshaw.org.au



— At sea, the sky's the limit. —



Seven Seas Club of Australia Inc.

SSC of Australia recently inducted Ken Messenger and Captain Robert Smedley as Distinguished Members (DM)

Captain Robert Smedley has been recognised as a Distinguished Member (DM) at the Seven Seas Club of Australia October meeting 2022 for his outstanding commitment over many years to the Club.

He has contributed to the club with his continuous enthusiastic presence at almost every monthly meeting.

He has served in the role of President, Committee member, acting Secretary and now Secretary with much skill.

He created and has continually administered the SSC Website.

He has been a key person in arranging and conducting the annual Auction, often donating valuable items personally.

He has arranged the annual Club Picnic at various venues.

He has entertained all many times with his interesting and well-prepared presentations on various topics as Guest Speaker.

He has brought many new members and guest speakers to the Club.

He is always present when volunteer effort is needed for Club activities.

Alone, his extensive experience and service at sea and qualification as Captain of a Super-tanker give Captain Bob the high qualification to be given the Distinguished Member title.



Ken Messenger has been recognised as a Distinguished Member (DM) at the Seven Seas Club of Australia December meeting 2022 for his outstanding commitment over many years to the Club.

He has personally Proposed and Seconded many members to come into the Club. A quick show of hand at our last Committee Meeting showed that 50% of the members present had become members through Ken's efforts.

He has promoted the activities of the Club in many ways. He has obtained the services of many speakers to our dinners and many have become members.

He set up the Focus group a few years ago to identify ways the membership of the Club could grow.

He has actively worked to ensure we have succession planning for the Committee and key officers to ensure the COM has consistency.

He has provided the Club with his own research and presentations at Flinders evenings.

Ken has been working as a Director of the Baxter and Grimshaw Foundation (which has grown from the Seven Seas Club), to achieve ways for young people to gain confidence, develop self-reliance and learn important life skills.

He has actively promoted sponsors to the Baxter and Grimshaw Foundation to ensure its growth.

He has served as President for three terms, and actively been a Committee Member for the years in which I have been a member.

Ken is the "Seven Seas" and he deserves to have been recognised as a Distinguished Member.

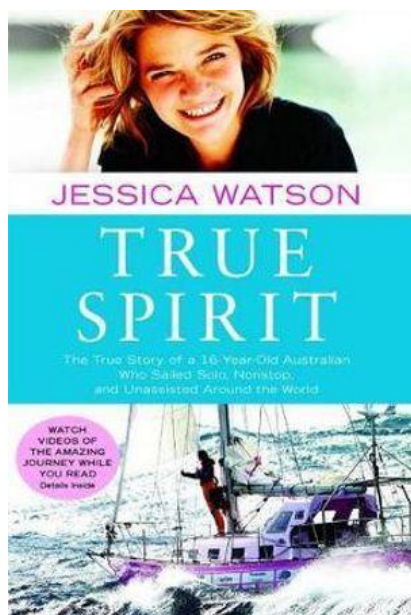
Movie of the Month



This Australian film is based on Jessica Watson's round the world solo circumnavigation sailing adventure on her boat "Pink Lady" in 2009.

She was named "Young Australian of the Year" for her heroic efforts dramatized in this feature film. The film is currently available for streaming on Netflix.

There is also an excellent book on her experiences as well by the same name:



Turn a blind eye.



The phrase "**turn a blind eye**" is often used to describe someone ignoring a situation they should be addressing. This phrase originates in a story about Lord Admiral Horatio Nelson, who lost vision in one eye during a battle in 1794.

According to the report, during the Battle of Copenhagen in 1801, Nelson received a signal to withdraw his fleet, but he held a telescope up to his blind eye and said he couldn't see the sign, thus continuing the battle.



Disclaimer: The views expressed in advertisements and articles published in this newsletter are not necessarily those of the SEVEN SEAS CLUB of AUSTRALIA.

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Email: rsmedley56@gmail.com