

Building and Heritage Report



'Louder's Boatshed'

Nr City Bridge
Torrens Lake, Adelaide

Prepared for

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COVER PHOTOGRAPH

The boatshed in 1918, six years after its construction. The boatshed's original bullnosed awning can be seen, with the removable wooden shutter for the front windows and the elaborate signage of the original proprietor, Mr James W Greenland. The building to the left of the boatshed which has a latticework northern wall and appears open to the east may be a public shelter.

In 1918 there was a rowing course finish line opposite the boatshed, accounting for the crowd at that point, and probably for Mr Greenland's entrepreneurial 'cool drinks' sign.

SUMMARY OF BUILDING AND HERITAGE REPORTS

PART 1 – BUILDING REPORT SUMMARY

Considering the age of the boatshed and the lack of maintenance it has received since the mid-1970s, the building is in reasonably good condition although in need of some repair and repainting, including the removal of stable asbestos and attention to minor termite damage to the original fabric of the building. There is unlikely to be a significant level of soil contamination resulting from the past and present use of the site. The building in its present state does not in my opinion present an appreciable danger or risk to its owner, occupants or the public.

The boatshed is a deceptively simple building. It is specifically and well designed for the particular purpose of lightweight boat construction and was competently built of first quality materials.

Adaptation of the structure to accommodate a range of contemporary uses requiring a similar floor area should be possible economically and without great difficulty.

Conclusion – *From a structural viewpoint, the building could be restored externally to very near its original state. It could be similarly restored internally, or the interior could be adapted for other uses requiring a similar floor area.*

PART 2 – HERITAGE REPORT SUMMARY

The boatshed has significant local and national heritage value.

It is among the oldest buildings on the Torrens Lake and is the only one specifically built for the construction and repair of rowing boats. It is a technologically interesting survival of riverine commercial activity of the early 20th century and played an important role prior to WWII when both social and sporting use of the Torrens Lake was at its highest.

The eight-oared rowing shell taken to the 1924 Paris Olympic Games by South Australia's first Olympians was designed and built in the boatshed, and the first two of the boatshed's three proprietors over its 99 year history, Mr James W Greenland and Mr Harold Lounder, became well-known local identities.

Many thousands of men and women currently living in South Australia and elsewhere learned to row and competed in boats built in the Torrens Lake boatshed, from which for much of the boatshed's existence many of the lake's large fleet of recreational paddleboats as well as the 'Popeye' launches were managed and maintained. The first of the eight 'Popeye' launches which have plied the lake since 1937 - in one of which most South Australians and many visitors have travelled - was designed and built in the boatshed and all eight Popeyes have been maintained and managed from there.

The attractive low, green weatherboard building is a local landmark, and is continually photographed by visitors to the area.

Conclusion – *The building should be heritage listed. It is of considerable interest to the National Maritime Museum.*

PART 1 – BUILDING REPORT

ABOUT THIS BUILDING REPORT

This section of the report describes the building known as 'Lounder's Boatshed' and assesses its structural condition. It does not address heritage or other policy issues, but should be read in conjunction with the second part of the report regarding such matters.

SCOPE OF THE BUILDING REPORT

Note the 'Limitations of Inspection' sections within this report. Whilst every effort was made during the inspection to identify all defects in the building, not all defects may have been identified. The inspection was visual only. This report should not be considered a guarantee or warranty of any kind.

CONVENTIONS USED

The following conventions have been used:

Major concern

denotes a system or component which is considered significantly deficient or is unsafe. Significant deficiencies need to be corrected and, except for some safety items, are likely to involve significant expense

Safety issue

denotes a condition that is unsafe and in need of prompt attention.

Repair

denotes a system or component which is missing or which needs corrective action to assure proper and reliable function.

Improve

denotes improvements which are recommended but not required.

Monitor

denotes a system or component needing further investigation and/or monitoring in order to determine if repairs are necessary.

WEATHER CONDITIONS AT TIME OF INSPECTION

Fine, dry weather conditions prevailed at the time of the inspection. The estimated outside temperature was approximately 20 degrees Celsius.

RECENT WEATHER CONDITIONS

Some light rain was experienced in the days preceding the inspection.

BUILDING STRUCTURE

THE DESIGN OF THE BUILDING

'Lounder's Boatshed' ('the boatshed') was constructed in 1913 by an unknown builder for Mr J W Greenland to accommodate his business of building and repairing boats for sporting and recreational use on the adjacent Torrens Lake. The building is of rectangular plan measuring approximately 7.7m frontage x 19.7m depth. The design of the boatshed incorporates some technological features relating to its use that may not be immediately apparent.

The structure is unusual in that it was built for the specific purpose of constructing and maintaining rowing shells. Its length and its clear span accommodate an eight-oared craft of around 18m length, allowing enough room to move around the shell with the boatshed doors closed. The original extensive glazing allows good lighting for the exacting work of lightweight boat construction.

The unlined walls are of flat-grain (tangentially cut) Oregon weatherboards on closely spaced studs. Tangential cutting (largely parallel to growth rings) is the least economic method of taking boards from logged timber, but it makes for boards whose 'mode of failure' is to 'cup' rather than warp or twist. This characteristic makes for cladding which stays horizontal. The boards have been fixed to the studs alternately 'heart side in/heart side out' so that they will cup against each other. The boards overlap with no rebate, fastenings or caulking in order to allow air to circulate via the slightly uneven joins. The windows of the boatshed are sealed, which combined with the lack of ceiling and wall lining and the porous cladding allows fresh air to circulate without dust entering the building. The flow of air through the walls, even with all doors closed, counters condensation and was intended to assist the drying of glues and varnishes. Good air circulation, as with sunlight, is also a deterrent to termites and fungi.

The earth floor, originally sand, relates to the job of levelling the trestles supporting rowing shells during their construction. Maintaining a long timber boat under construction perfectly level with timber chocks under the trestles on a solid floor is a difficult job. Adjusting the trestles in sand makes the task considerably easier.

A small area of the floor to the northern end of the building was laid after 1962 with concrete and further area with asphalt.

BUILDING CONSTRUCTION

The boatshed comprises a frame of jarrah (*Eucalyptus marginata*) studs set into the ground and clad with selected Oregon (*Pseudotsuga menziesii*) weatherboard. The studs support double queen post trusses with steel rods and the original corrugated galvanized iron roof. There are no footings as such, and it is not known whether there are concrete pads at the base of the studs.

The building has stayed remarkably 'square' and the ridgeline is straight and level with only slight sagging near the southern end where some of the trusses have begun to fail and have been splinted. The relatively close spacing of the hardwood studs, the widely spaced, simple roof trusses and the lightweight roof cladding probably contribute to this generally sound geometry.

Oregon is neither resistant to termites nor especially durable above ground, the generally good condition of the timber in this structure is due to regular painting in earlier years and continuing good access to light and circulating air. Termite attack has been limited to areas where these conditions have not prevailed.

The footprint of the building is level, with some excavation into the slope at the south end of the building. There is no retaining wall, but the soil slopes to the building grade and appears stable.

The south wall of the building is clad in asbestos cement sheeting c. 1970s, and the original Oregon cladding of an area of the western wall was replaced with unpainted CCA (chromated copper arsenate) pinus radiata cladding in the late 1970s after the tenant had stacked material against the internal face of the wall, defeating local ventilation and allowing attack by termites.

The roof cladding is of 9 valley Phoenix corrugated iron dating from no later than 1915, almost certainly the original cladding and a colonial survival of the pioneering Glasgow brand. The gable has an unscribed steel rolled ridgescaping and contemporary D gutters have replaced the original ogee gutters at some stage. The fascia boards are narrow with a roll to the bottom and no scotia moulding. There are no eaves. The tops of the bargeboards at each end of the building have been covered with steel capping. The roof plumbing delivers stormwater to the ground or into underground drains. There is no drain or swale around the perimeter of the building. Runoff from the land around the building soaks into the soil or follows the contours of the land to the riverbank.

In addition to the relatively new white front roller door, there is another roller door and an earlier tilt door to the rear of the eastern side. There is an internal four-panel door to the left of the façade which has not been used since at least before WWII when a metalworking bench was placed behind it and there is a joinery door to the eastern side which has not been in use since at least 1956.

The windows are obscured glass with the façade glazing of wired obscured glass. The northern façade of the boatshed has certain pretensions, featuring a small battened, pebbledash gable with a very tall finial, and bargeboards with decorative ends. James Greenland was a member of a prominent family of Melbourne boatbuilders. The business, founded by Greenland's grandfather W T Greenland operated from very substantial premises near the Princes Bridge on the Yarra River. James Greenland's awareness of his family background may have induced him to make his own premises look as prestigious as possible.

The side windows have narrow ogee mouldings around their openings. All the windows have heavy galvanised mesh fixed externally against entry.

The building originally had a cantilevered, bullnosed verandah awning of corrugated galvanized iron at the northern façade, supported on three timber brackets with decorative spandrels. This awning was in place in 1918 but was removed at an unknown date. Evidence of the awning mountings survives and the awning could be reconstructed.

Above the awning, in 1918, were two signs fixed perpendicular to the gable advertising boats for hire and below that sign the cladding was painted with J W GREENLAND and below that BOAT BUILDER.

The present four-paned front window was in 1918 a two-paned window, probably protected when the shed was closed by a timber cover.

It is likely that the boatshed was originally painted in light tan with brown detailing.

CONDITION OF THE BUILDING

Considering the age of the boatshed and the minimal maintenance it has received since the mid-1970s, it is in relatively good condition.

The building is situated facing north on a gently sloping bank on the south side of the Torrens Lake, to the east of the city bridge. Further, the building is sheltered from the prevailing SW winds by the local topography and the buildings nearby. There is a space of 900mm along the length of the western side of the building and the adjacent masonry structure.

It's likely that sound maintenance practices, such as the regular painting of most of the building's exterior that was carried out from its early days until the boatbuilding ceased in 1976, are partly responsible for the building's present condition.

In addition to the termite-affected areas of the original fabric noted above, there has been termite activity within the structure in an old light pine and plywood shelving unit and in the post-1976 internal stud walling and divisions of pine and masonite. Termite activity was also noted in the Oregon cladding at the northern end of the western wall where it is lined with masonite. No evidence of fungal attack was observed in the structure.

The roofing iron is lightly rusted at the edges of the sheets, but is generally free of holes, indicating that the sheets have not been slipped or otherwise disturbed. There is an open penetration in one sheet from the flue of a wood stove for heating glues and water for bending timber at the rear of the boatshed. The stove has been removed.

Although the question of soil contamination should be investigated, it is likely to be limited to spillage and perhaps creep from the hydraulic oil and diesel fuel stored within the building and their transfer by handpump and pipe into portable containers for use in the current fiberglass Popeye boats. The previous generations of Popeye boats, which did not use hydraulic oil or diesel, were fueled from containers carried to the boats from a service station. The engine oil in those boats was changed in the boats and the oil disposed of without entering the boatshed.

According to the information available, none of the Popeyes with the possible exception of the first 18 foot 'punt' Popeye of 1937 has ever been worked on in the boatshed. There is no slipping apparatus to achieve this. The hulls of the Popeyes were attended to by letting them settle onto still extant timber cradles in the lake when the lake was drained and the machinery was maintained on board while the boats were afloat or when they were on their cradles.

There was apparently very little or no wastage in use or storage of varnishes, paints and glues while boatbuilding was carried on in the shed from 1913 to 1976. Mr Rob Donato, son-in-law of Mr H Lounder, who worked in the building with Mr Lounder from 1956 to 1976, is sure that no liquid paints, varnishes, thinners or glues were ever disposed of into or onto the soil in or around the boatshed. Most of the paints, Mr Donato says, which were oil based, and varnishes, which were turpentine based, were too expensive to waste and were used to the last drop, while brushes were kept permanently 'wet' with very little or no wastage of liquids other than by evaporation.

There is likely to be lead present in the paint on the boathouse exterior – up to 50% in paint to 1950, up to 1% in paint to 1970. There are several methods of dealing safely and economically with paint containing lead.

ADAPTATION OF THE EXISTING STRUCTURE FOR FUTURE USES

If the building were to be retained, bringing the structure to sufficient conformity with current building standards to accommodate various uses should not prove difficult or expensive.

It is obvious that for uses of the building other than boat building the earth floor should be replaced with either a suspended timber or panel floor or a concrete slab. If a slab were to be laid, an archaeological excavation of the first 300mm or so of the floor may yield interesting results given the history of the building.

Lining of the ceiling and walls of the building, and the installation of a toilet and wet areas could also be undertaken if necessary at reasonable cost. Any lining of the walls should be undertaken only with a regime of termite treatment and protection.

The building is in need of certain specific repairs and of general maintenance if it were to remain in its present configuration and use.

RECOMMENDATIONS

Safety issue

The storage and handling on the site of potentially contaminating liquids should be to current standards.

Safety issue

Several of the roof trusses have begun to fail and some chords have been splinted, and there has been subsidence of long standing at the northeast corner of the building.

Repair

The roof could be replaced with galvanized sheeting of a similar profile, with new ogee guttering and downpipes, with stormwater directed into underground drains. An adequate system of drainage should be installed to manage runoff and avoid ponding around the building especially at the rear and along the inaccessible western side.

Repair

The building's exterior including gutters, downpipes and timber detailing are overdue for painting. The timberwork itself is generally sound but needs refastening and minor repair.

Repair

Any termite-affected material should be removed and replaced if necessary and a termiticide treatment regime such as bifenthrin instituted.

Repair

Any material containing asbestos should be removed in an approved manner.

Monitor

The smoke alarm above the front door should be tested.

Monitor

Movement of the building, although close inspection of the paintwork for signs of cracking indicates that no further movement may be expected.

LIMITATIONS OF STRUCTURAL INSPECTION

A representative sample of building components was viewed in areas that were accessible at the time of the inspection, and no destructive testing or dismantling of building components was undertaken. No technical or engineering analysis of the structure was carried out.

ELECTRICAL

Description

Electrical service:

240v 3 phase

Distribution boards

The main fuse board is internal on the western wall. A secondary board with one fuse is internal on the southern wall.

Service equipment and main disconnects:

Main disconnects at supply connection on south wall. Meter box external on south wall

Service grounding:

Copper

Service panel and distribution wiring:

Copper

Switches and receptacles:

Grounded

Earth leakage circuit breakers:

A residual current device is fitted on the main interior power board.

Smoke detectors:

Unknown

Security system

A siren housing is fixed to the north façade, otherwise unknown

Telephone, IT

None

RECOMMENDATIONS

Safety issue

There is an amount of wiring which appears to be redundant. The wiring should be checked by a qualified electrician.

Safety issue

Hardwired smoke detectors should be fitted in accordance with regulations if the present detector is insufficient.

LIMITATIONS OF ELECTRICAL INSPECTION

This was a visual inspection only by a person not qualified in electrical installations. Electrical components which were not visible were not inspected.

PLUMBING

Type of installation

Handbasin with rainwater supply from the roof.

Water supply source

Roof

Service pipe to building

None

Interior supply piping:

Copper, galvanised pipe.

Drain, waste, & vent piping:

UPVC

RECOMMENDATIONS

Improve

Provide a metered supply to the building.

LIMITATIONS OF PLUMBING INSPECTION

This was a visual inspection limited in scope by (but not restricted to) the following conditions: Portions of the plumbing system concealed by finishes and/or storage (below sinks, etc.), below the structure, or beneath the ground surface were not inspected. Water quantity and water quality were not tested.

PART 2 – HERITAGE REPORT

This brief report considers the boatshed in relation to the criteria for places of state heritage significance set out in s16 of the South Australian Heritage Places Act 2005.

(a) it demonstrates important aspects of the evolution or pattern of the State's history

The boatshed and the businesses within it have since the shed was built in 1913 continuously supported the recreational and sporting uses of the Torrens Lake which evolved from the time the lake was formed by the construction of the weir in 1881, as well as providing craft, oars and repairs for rowing clubs in South Australia and interstate until boatbuilding there ceased in 1976.

In the early 20th century, both social and competitive boating were a activities spread across a much wider demographic than is typical today, with business-based rowing clubs such as Mercantile and Postal Institute competing with schoolboy, university and private men's and ladies' clubs in regular competitions on the Torrens Lake. In 1912, for example, there were ten women's rowing clubs around the lake. After WWII, while social aquatic pursuits continued in the form of paddle and rowing boats for hire, the primary aquatic activity on the lake was schoolboy and club rowing.

All of this activity was supported by work in the boatshed, first under proprietor James W Greenland from 1913 until 1936 (with assistance from Harold Lounder from 1922), then from 1936 until 1976 under Harold Lounder as proprietor.

James Greenland, the first proprietor of the boatbuilding business, was the grandson of Walter T Greenland, founder of the well-known firm of rowing boat builders W T Greenland and Son of Princes Bridge, on the Yarra in Melbourne. Until James Greenland established himself in Adelaide, many South Australian clubs imported rowing shells from W T Greenland and other builders in Victoria, with W T Greenland at times offering a selection of boats for sale in rented city space through an Adelaide agent. In time, both James Greenland and Harold Lounder were able to sell Adelaide-built boats to Victorian and New South Wales clubs. The Torrens Lake business was successful under both men, selling boats to city, gulf and Murray River clubs and was sometimes so busy that local clubs were again obliged to buy boats from interstate.

In quieter periods, it was the practice among the Adelaide boat building fraternity for tradesmen to leave their businesses and work at the premises of those among them who had particularly heavy workloads. Under this arrangement, Harold Lounder worked on occasion at the Port Adelaide boatyard of R T Searles and Son.

The Popeye pleasure launches have operated from the boatshed from 1937 and were joined in the 1950s by the maintenance and eventually management of some of the lake's paddleboats and rowing boats for hire. The Popeye launches were 'slipped' for routine hull maintenance by letting them sink onto underwater timber cradles near the boatshed for the duration of the annual draining of the lake. Most of the hull maintenance on the Popeyes until the mid-1970s was carried out by Harold Lounder, assisted at times by Mr Rob Donato and Mr Kingsley Haskett of R T Searles and Son.

The boatshed is an unusually intact and original survival in an inner metropolitan setting of commercial riverine activity.

(b) it has rare, uncommon or endangered qualities that are of cultural significance

The boatshed is deceptively simple in its construction. As detailed in the building report above, the materials, design and method of construction are specific for the manufacture by hand of competitive timber rowing boats. The building's special design features and refinements remain clearly visible in the largely intact and original form of the structure while the exacting manual work of lightweight timber boat construction has all but died out.

The boatshed can be said to represent an entire class of industries, based on skilled artisans spending their working lives in small, specialised metropolitan workshops, which has disappeared in favour of automated production or at best heavily machine-assisted production in industrial areas farther from the city centre.

(c) it may yield information that will contribute to an understanding of the State's history, including its natural history

While there may be little further to discover from the existing fabric of the building, an archaeological excavation of the earth floor of the boatshed may yield artefacts related to the years of boatbuilding in the shed. Further, a number of surviving documents and items such as ledgers, notebooks, photographs, workbenches and tins of fasteners and fittings remaining from its boatbuilding days give context to the boatshed and its historical use, in addition to the survival at various locations in South Australia of seven of the eight Popeye launches which have been operated from the boatshed.

(d) it is an outstanding representative of a particular class of places of cultural significance

The boatshed is a rare example of riverine commercial structure relating to the manufacture and use of sporting and leisure craft which have been used by at one time or another by the majority of South Australians and by many visitors to the Torrens Lake. The intact and original condition of the boatshed make it a building of particular interest.

(e) it demonstrates a high degree of creative, aesthetic or technical accomplishment or is an outstanding representative of particular construction techniques or design characteristics

The technical refinements of the design and construction of the boatshed detailed variously above are unusual and are representative of a high grade of artisan activity of an earlier era.

(f) it has strong cultural or spiritual associations for the community or a group within it

The use of the Torrens Lake for leisure or sporting activities, whether paddling, rowing for sport or pleasure or cruising the lake in the Popeye is an experience common to a vast number, if not the great majority, of South Australians. Such associations are particularly relevant to the many thousands of South Australians who have rowed whether as schoolboys or as club rowers, and to women who began to re-enter the sport in the early 1970s prior to the cessation of boat manufacture and maintenance in the boatshed in 1976.

(g) it has a special association with the life or work of a person or organisation or an event of historical importance.

The long tenures at the boatshed of James Greenland (1913 – 1936) and his successor Harold Lounder (1922 – 1976) and the wide personal contacts which their work involved ensured that they

became well-known local citizens.

James Greenland had a musical bent, and was known to provide bands for the various celebrations held in the lakeside rowing clubs. He also acted as an unofficial lifeguard, launching one of his boats to save a man being swept away by the raging Torrens during the extreme floods in 1917.

The local rowing community depended on both proprietors for the maintenance of its boats, less so in later years with the establishment of several other specialist boatbuilders in Adelaide and the increasing concentration by Lounder on schoolboy and lower grade fours, particularly as he found it difficult to manoeuvre heavy eights alone in his later years.

Similarly, the operators of the Popeyes, beginning with Gordon Watts (1936 – 1962) followed by Keith Altmann (1962 – 2010) became almost as well known as their boats, both as characters on the river and as promoters of the Torrens Lake as the recreational heart of the city, while the Popeyes featured in many events on the lake, including royal visits, regattas and various displays.

The magnificent attempt, against the odds, of the unusually strong eight-oared crew of ageing (in rowing terms) mainly ex-servicemen from Murray Bridge, the 'Cods', to win the gold medal for rowing at the 1924 Paris Olympics relied on their boat, the Auld Macquarie, designed and built the year before by James Greenland and Harold Lounder in the Torrens boatshed. The oarsmen, who comprised railway firemen, a postman, a riverboat captain and a carpenter/undertaker had no sponsorship, and raised funds however they could including by the auction of a bull donated by Sidney Kidman, by public subscription and by forming a jazz band in France and holding dances there. The crew took their boat to Paris, where they came second to Italy in their heat and lost a repechage to Canada and Argentina, ending their mission. The crew then entered the Irish National Games where, having failed to gain a medal in Paris they consoled themselves with the Irish Games gold medal for sculling won by their 6 seat, Wally Pfeiffer.

Had they known it, the 'Cods' Olympic effort was doomed from the start. The men from Murray Bridge were at least ten years older than most of their competition and they were further disadvantaged by the outdated design of their boat. Australian 'best boats' still had inefficient short slides and laced thole pin or 'poppet' rowlocks instead of the long slides and swivel rigs of the latest international boats. While the crew was exceptionally powerful and its training unusually rigorous, their equipment and technique were not up to the level of the younger, lighter and perhaps physically weaker cream of international rowing crews who beat them. The Cods close second place to Italy in their heat was all the more remarkable for their setbacks. As the coach of the Olympic gold medal Yale crew said, *'The Murray Bridge crew did splendidly for a crew of old men, 'old' in the rowing sense, handicapped by lack of first-class competition, poorly boated and badly rigged.'*

Nevertheless, the story of the 'Cods' is one of the most interesting and inspirational in the history of Australian sport. The saga of the South Australian attempt on the rowing eight gold medal at the 1924 Paris Olympics is detailed in the extensive diary of one of the crew, and a film is planned of the Cods' exploits.

In addition to the survival of their boat (which is listed on the Australian Register of Historic Vessels) at a museum in Wentworth NSW, and their stuffed Murray Cod mascot, there exists a substantial number of photographic, documentary and other relics relating to the efforts of the 'Cods'. These items share a valuable historical context with the boatshed.

APPENDIX 1 – IMAGES OF THE BOATSHED

A Torrens Lake regatta in 1918, J W Greenland's ('Lounder's') boatshed is second from left in the north-facing row of buildings. To its right are the boatsheds of Adelaide Boys' High School (burned down 1962 and replaced), Torrens Rowing Club (burned down 1936 and replaced) and Jolley's boathouse. Mr F Jolley's 'oil launch' Reliance is in the foreground.



A similar view today. Between Lounder's Boatshed, almost unchanged, and Jolley's Boathouse Restaurant are Adelaide High School and Torrens Rowing Club boatsheds, with the St Peters College boathouse at the far left.



The northern façade of the boatshed today. The shed to the immediate east (left) has been demolished and there is evidence on the façade of the supports for the awning which is visible in the 1918 photograph above. To the right is the rebuilt boathouse of Adelaide High School.



A simple but well-made truss with angled queen posts and steel rod hangers.



Detail of NE corner of building showing generally sound timber cladding in need of repainting to the left and typical area needing minor repair.



Sound timber cladding in need of repainting



The eastern wall and window showing the original roofing, the even Oregon cladding and the moulding around the sealed window.



Asbestos-cement sheeting on the southern wall

APPENDIX 2 – EXCERPTS FROM LEDGERS OF J GREENLAND AND H LOUNDER

J. W. Greenland 203
Income 1st July 1935 to 31 June 1936

Date	Work	£	s	d
23/10/35	PORT ADELAIDE	£2-8-0	1	40
	St PETERS	£14-2-9	6	00
	TORRENS	£1-0-0	10	
	TORRENS	£5-0-0	2	100
	Mr Torrens	£7-0-0	3	100
	Dec. Torrens	£11-0-0	4	100
	A. W. R. C.			
	Wentworth	14-0-0	14	00
	Torrens			
	St. Peters	2-0-0	3	-
	P. Adelaide.			
	A. H. S.	13/3		
	Prince			
	Mercantile	10/-		

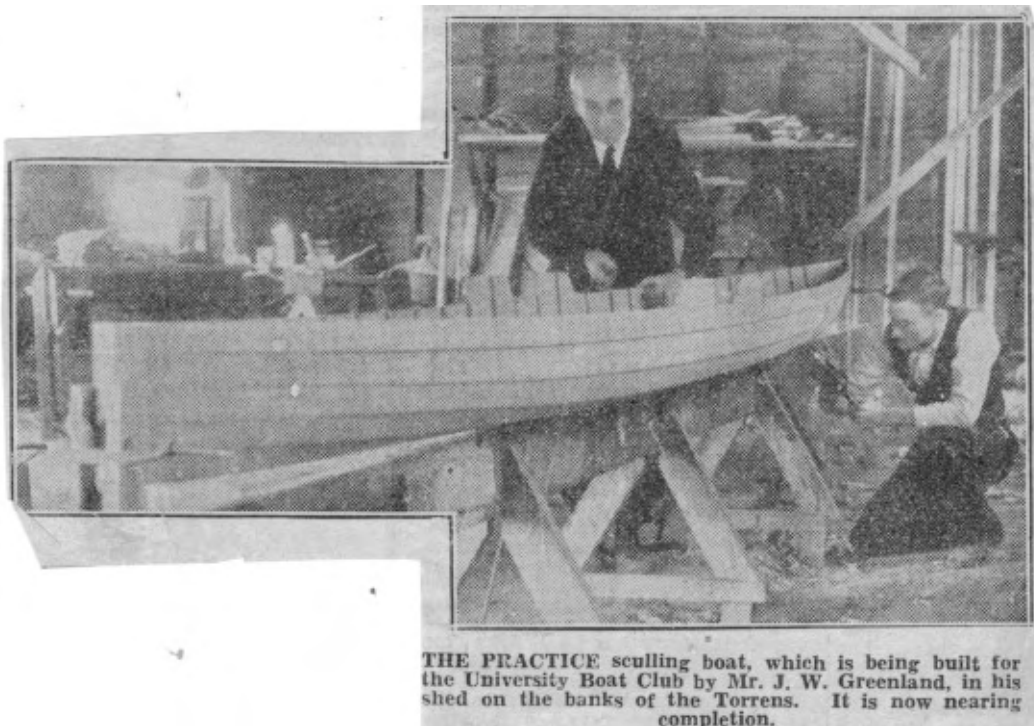
Receipts for work on local and interstate boats by James Greenland 1935-1936

New Boat Delivery

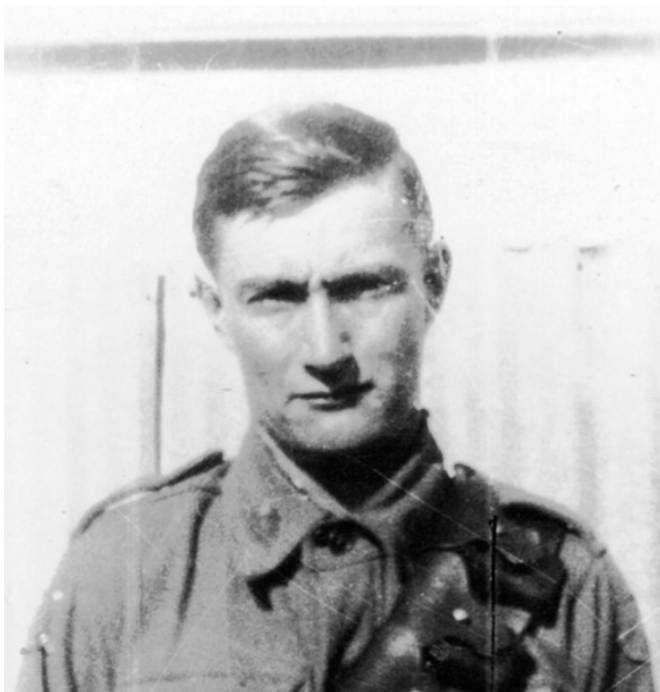
July 51	V. Mercantile R.C.	1 Sub Pair	£5-	July 6	£88 10 0
Aug 51	Penmark Howing Club	1 Blunk H	Jan 12-1-8	£145 0 0	
Sept 51	Mercantile R.C.	1 Sub Four	£8-18-4	107 0 0	
		1 Sub Pair	£7-6-0	88 10 0	
June 52	Yarrowong	1 Sub Pair	33 6 8	100 0 0	
Sept 52	Banks Howing Club	2 Sub Four	19-53	130 0 0	
	Post. Adelaide R.C.	1 Racing Four	Jan 30-2-0	150 10 0	
Nov 1951	Albert Park R.C.	2 Sub Four	Jan 40-0-0	200 0 0	
Dec 1951	Goodwood Boy's Sch. School	Cert Supplid.		145 0 0	
Aug	Ballant City	1 Sub Small	1953-1954	£13-0-0	65
			1954-1955		

Local and interstate boats built by Harold Lounder 1951 -1954.

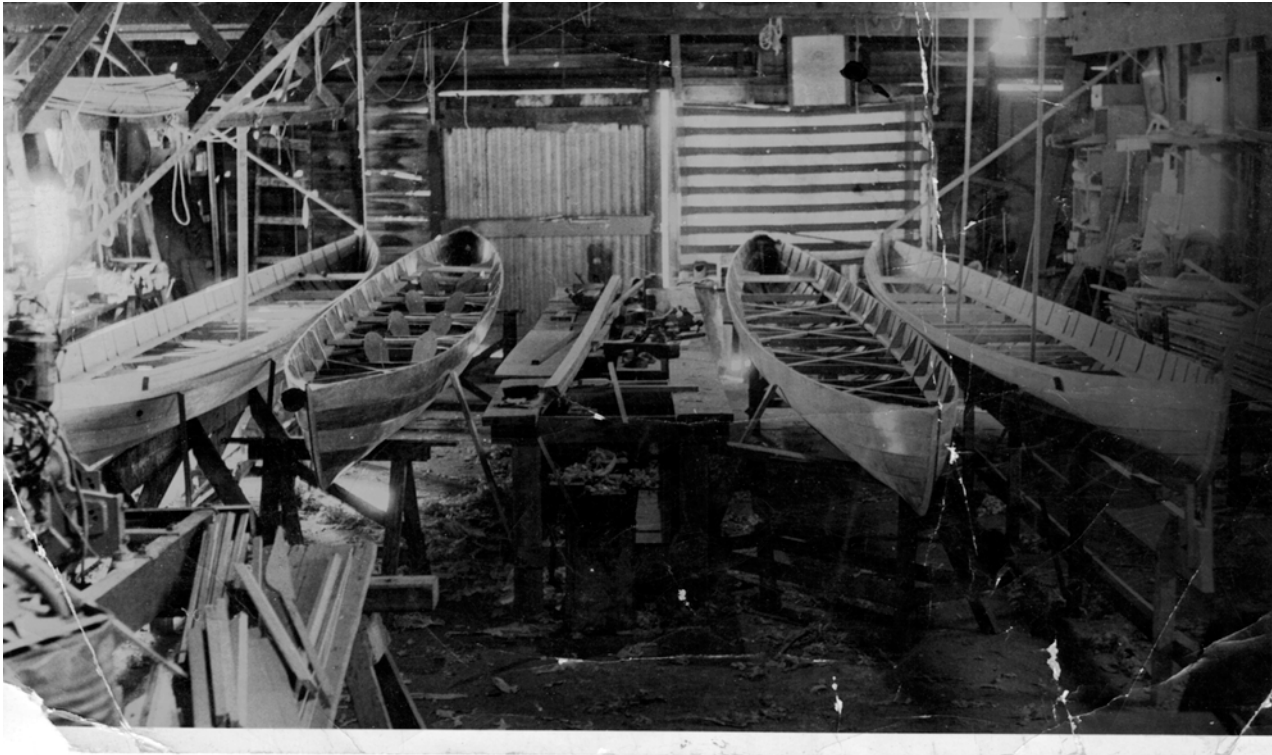
Mr Lounder continued building and repairing boats until his death in 1976, when his last partly finished four for Kings College was completed by the rowing master and boys from Adelaide Boys High School and given to the college.

APPENDIX 3 – IMAGES OF J W GREENLAND AND H LOUNDER

James Greenland and Harold Lounder at work on a clinker built scull in the boatshed



Harold Lounder in 1923, aged 17, when he helped James Greenland build the Olympic Eight in the Torrens Lake boatbuilding business he would later own and where he would work for the next 53 years.



Tub fours under construction, rear of boatshed, late 1930s



Harold Lounder in later years

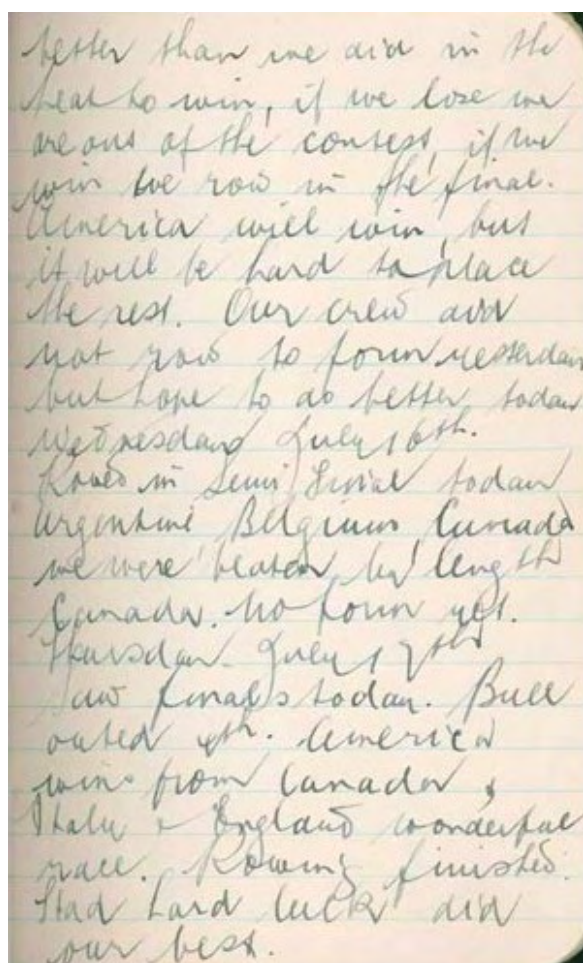


APPENDIX 4 – THE 'CODS' 1924 AUSTRALIAN OLYMPIC EIGHT



The Murray Bridge 'Cods', winners of the King's Cup Eight-Oared Championship of Australia for three consecutive years and the first South Australians to represent Australia at an Olympic Games.

The crew comprised five railway firemen, a riverboat captain, a shopkeeper, a postman and a carpenter/undertaker.



A page from the diary of 24 year old Murray Bridge postman Bob Cummings, coxswain of the 1924 Australian Olympic eight built by James Greenland and Harold Lounder in 'Lounder's Boatshed'

Excerpts from Cummings' diary include:

'Some place, Paris, a real eyeopener.'

'Big plane carried 14 with luggage...5,000 ft high at times & 100 miles an hour.'

'Rowing finished. Had hard luck did our best.'

The crew saw 'Boy' Charlton and Frank Beaurepaire win their swimming heats, and watched Paarvo Nurmi, Eric Liddell and Harold Abrahams run. They visited the Folies Bergere at the height of the 'Roaring Twenties', attending a performance of which Cummings wrote:

'it was the most wonderful theatre & play I have ever seen & ever to be seen'.

APPENDIX 5 – THE POPEYE BOATS FROM 1937 TO THE PRESENT

List of Popeye launches 1934 – 2012

Proprietors: 1937 – 1962 Gordon Watts
 1962 – 2011 Keith Altmann
 2011 - Tony Shuman

Vessel name	Date	Type	Builder	Proprietor	Present location
Popeye 1*	1937	18ft timber	H Lounder	Gordon Watts	Broken up
Popeye 2**	1939	24ft timber	ex 'Princess', Glenelg	Gordon Watts	Mildura
Popeye 3	1951	38ft timber	R T Searles	Gordon Watts/ Keith Altmann	Goolwa
Popeye 4	1953	38ft timber	R T Searles	Gordon Watts/ Keith Altmann	Waikerie
Popeye 5	1955	38ft timber	R T Searles	Gordon Watts/ Keith Altmann	Murray Bridge
Popeye 6 ('1')	1982	45ft f/glass	Clayton Marine	Keith Altmann/ Tony Shuman	Torrens Lake
Popeye 7 ('2')	1982	45ft f/glass	Clayton Marine	Keith Altmann/ Tony Shuman	Torrens Lake
Popeye 8 ('3')	1983	45ft f/glass	Clayton Marine	Keith Altmann/ Tony Shuman	Torrens Lake

* Popeye 1 was something of an experiment to test whether there was sufficient custom to support a business. It was a lightweight craft akin to a powered punt.

** Popeye 2 was formerly the 'Princess', a seagoing vessel operated from the Glenelg Jetty by Mr Charlesworth who advertised trips 'Around the Bay for a bob'. In 1938 a violent storm demolished the jetty, depriving Mr Charlesworth of his place of business. The boat was sold to Gordon Watts who took it to the Torrens Lake. The City Council objected to the effect of the deep-hulled craft's wash on the then unsupported river banks, and the boat was eventually replaced by the first of three 38ft craft from R T Searles. The Searles boats and their replacements, the fibreglass-hulled have had virtually flat bottoms and their washes cause minimum damage to the banks of the lake.

SOURCES

Interviews

Jan Donato (daughter of H Lounder) Paradise 5/6/12

Rob Donato (son-in-law and employee of H Lounder) Paradise 5/6/12

Tony Shuman (Popeyes and paddleboats 2011 -) Lounder's Boatshed 14/9/12

Phil Mangelsdorf (Torrens Rowing Club) 14/9/12

Keith Altmann (Popeye 1962 - 2010) 15/9/12

Kingsley Haskett, (R T Searles) 15/9/12

Graham Coldwell (Rowing SA) 15/9/12

Ron Graetz (son of 'Cods' oarsman) 15/9/12

Ted Thomas (son of 'Cods' oarsman) 16/9/12

Michael Eastaughffe (RowingSA) 17/9/12

Daina Fletcher (Senior Curator, National Maritime Museum) 18/9/12

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Websites

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www.rowinghistory-aus.info/olympic-games/1924-murray-cods.php

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