

ADELAIDE'S UNDERWATER HERITAGE TRAIL

The wrecks of the *Grecian*, *Zanoni*, *Star of Greece*, and *Norma* represent a variety of vessels associated with trade and development in South Australia during the nineteenth and early twentieth centuries.

The remains of these vessels demonstrate four major types of materials used in sailing vessel construction: wood, composite (wood and iron), iron and steel. The ships span the period of British shipbuilding from 1841 to 1893.

You are encouraged to dive, photograph and explore these four shipwrecks, but please do not interfere with them by taking artefacts or anchoring on top of remains as they are fragile and easily damaged.

All the remains described are declared Historic Shipwrecks under the *Historic Shipwrecks Act 1981*.

There is a 550 metre radius Protected Zone around the *Zanoni*, access to which is prohibited without a permit. A permit may be obtained from the Manager, State Heritage Branch, Department of Environment and Planning.

Adjacent to each wreck is a concrete block with an attached glass plaque giving a brief history of the vessel. Please do not attempt to clean the glass plaque with a knife or any metal scraper—a wipe with your hand is all that is needed to clean the plaque.

Zanoni (1865-1867)

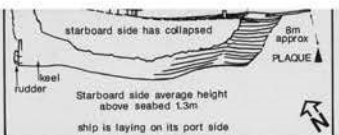
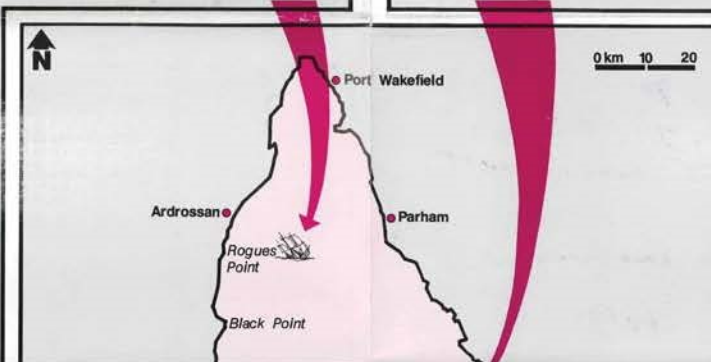
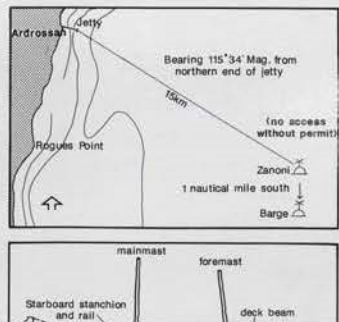
The *Zanoni* was a composite three-masted barque built in Liverpool, England, in 1865. The ship measured 139.2 feet (42.4 m) in length, 23.4 feet (7.1 m) in breadth, 14.6 feet (4.5 m) in depth and 338 gross tons.

The *Zanoni* arrived in Port Adelaide on 14 January 1867 with a cargo of sugar from Mauritius. Contemporary newspaper accounts stated that it was a fine vessel and was quickly commissioned to transport a cargo to London. Wheat and bark were loaded at Port Adelaide, further cargo was loaded at Port Wakefield, and it was on the return journey to Port Adelaide on 11 February 1867 that the *Zanoni* was caught in a freak storm causing it to capsize and sink in a matter of minutes. All of the crew managed to scramble out and reach the lifeboat which was floating bottom up a little distance away. The Marine Board failed to locate the *Zanoni* during the following months.

The *Zanoni* went undiscovered until 1983 when a local fisherman took two divers to a wrecksite which they thought might be the *Zanoni*. The divers soon confirmed the identity of the vessel. The remains of the *Zanoni* are most significant as the vessel has had minimal disturbance from the ocean swells and surge, and the timbers have not been damaged by the torredo worm. All the fittings and equipment, the crew's personal possessions, and details of the hull construction can be studied.



The plaque on the *Zanoni* wrecksite located about 8 metres south east of the bow. Photo: B. Jeffrey

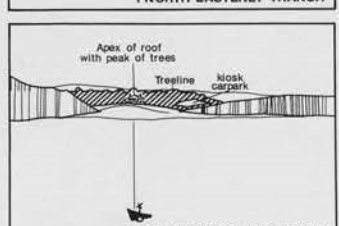
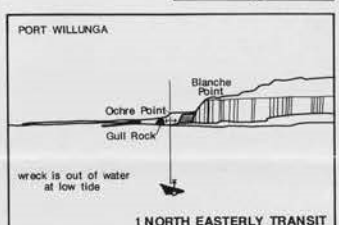
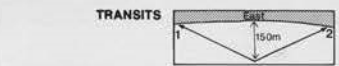


Map of wrecksite showing location of plaque.

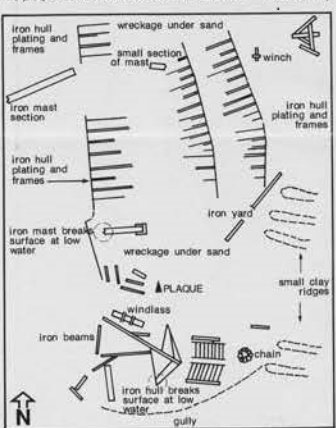
Star of Greece (1868-1888)

The *Star of Greece* was a three-masted iron ship built at Belfast in 1868, measuring 277 feet (84.2 m) in length, 35 feet (10.7 m) breadth, 22 feet (6.7 m) depth and 1227 tons. The ship carried cargo around the world, holding record fast passages, and soon became one of the finest ships in the Star Line. In June 1888 it carried one of the 22 ton guns for the defence of Adelaide. On 12 July, the *Star of Greece* left Port Adelaide with 16,000 bags of wheat bound for the United Kingdom, but early in the morning of the 13th, was blown ashore near Port Willunga. Eighteen of the crew were killed although only 200 metres from shore. Poor lifesaving facilities and the severity of the storm contributed to making this shipwreck one of our worst shipping disasters.

The remains are located in 6-8 metres of water, 200 metres from shore and about half a kilometre north of the beach kiosk. They are battered and tangled, but iron floors, frames, hull plating, part of the masts and some scattered artefacts are of historic significance and the wreck offers one of our best snorkel or scuba dives.



The windlass of the vessel located in the bow section. The plaque is about 6 metres north the windlass. Photo: B. Jeffrey



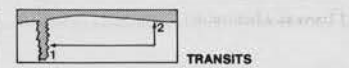
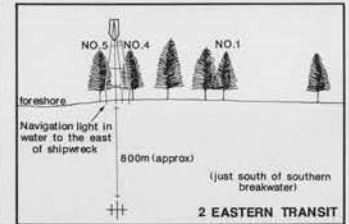
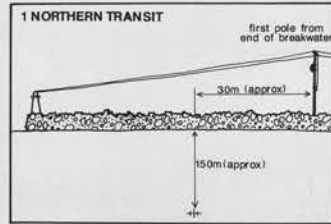
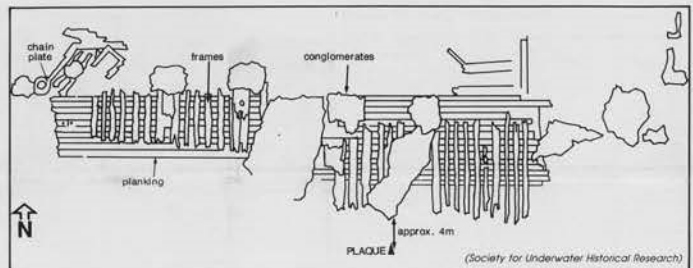
Map of wrecksite showing location of plaque.

Grecian (1841-1850)

The *Grecian* was a three-masted wooden barque built at Sunderland, England, in 1841. The barque measured 177.5 feet (54.1 m) in length, breadth 29 feet (8.8 m), depth 19.9 feet (6.1 m) and 518 tons (New Measurements). The *Grecian* left the Downs, England on 15 June 1850 bound for Port Adelaide carrying a general cargo and 17 passengers. A storm caused the vessel to be wrecked at the entrance to Outer Harbor in October 1850, and one life was lost.

Salvage operations in 1872 removed a large portion of the *Grecian* but a quantity of the cargo, fittings and hull timbers still exist to provide details on construction, and items for research and display. The remains lie in about 5-7 metres of water, south of the entrance to Outer Harbor, providing snorkel and scuba divers with an enjoyable and accessible dive.

Map of wrecksite showing location of plaque.



Norma (1893-1907)

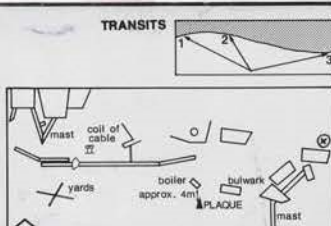
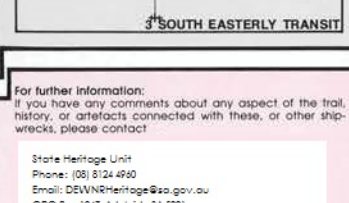
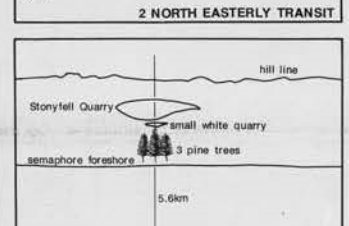
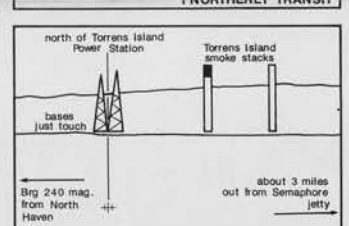
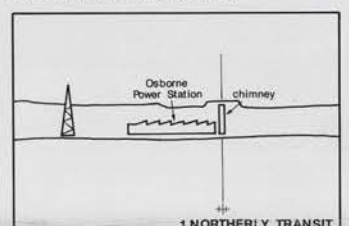
The *Norma* was a four-masted steel barque built at Glasgow in 1893, measuring 278 feet (84.8 m) in length, 41.2 feet (12.5 m) breadth, 24.1 feet (7.3 m) depth and 2122 tons. Similar to the *Star of Greece* it was loaded with a cargo of 31,000 bags of wheat for the United Kingdom, but unlike the *Star of Greece*, was not wrecked during a storm. While awaiting favourable winds at the Semaphore anchorage, the *Norma* was sunk by the *Ardencraig* inward bound from the United Kingdom, killing one of the *Norma's* crew. Soon after this the steamer, *Jessie Darling*, ran onto the submerged *Norma* and sank on top of it.

The *Jessie Darling* was later refloated. The *Norma* was beyond salvage and was broken up because it was a navigation hazard.

At first, the cause of the accident was that the *Ardencraig* lost sight of the anchored *Norma* during a heavy rain squall and when this cleared it was too late to change course. Some years later a member of the *Ardencraig's* crew

and it was their intention to anchor near it but the pins holding the anchors to the catheads could not be released in time as the mallet used to knock them out could not be found.

The remains are a maze of iron work, floor, frames, plating, fittings, masts and other artefacts, and they offer scuba divers an enjoyable, educational and recreational dive. They are located in 12-15 metres of water, about five kilometres out from the Semaphore Beach.



Map of wrecksite showing location of plaque.



Part of the Norma wrecksite. Photo: B. Jeffrey

For further information:
If you have any comments about any aspect of the trail, history, or artefacts connected with these, or other shipwrecks, please contact:

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