

# SHIPWRECKS OF SOUTH AUSTRALIA



**Fact Sheet No. 25**

## **Trafalgar** – Jervois Basin Ships' Graveyard

The composite paddle steamer *Trafalgar* was built in 1877 by T. J. McDonald of Echuca, for W. J. Davies. The vessel was adapted to carry 80 tons of cargo and measured 105.7 feet (32.2 m) in length, 18.9 feet (5.8 m) breadth and 7.9 feet (2.4 m) depth. It was originally 228 gross tons, altered to 127 gross tons in 1918 and to a dumb barge of 116 gross tons in 1933.

At its launch, the vessel was described as:

*...unlike any other boat built at Echuca [because] the new steamer has iron topsides of plates 1/4, inch thick. The frames are 2 1/2 and 3/8 angle iron and wooden planking three inches thick is used below the three feet six inch water line.*

***Riverine Herald, 14 April 1877***

The River Murray paddler was intended for the Wentworth trade, carrying both passengers and goods. On one occasion it carried 208 prize Merino rams and a pure-bred stallion called Young Hercules, which was valued at 800 guineas and proved difficult to ship.

In August 1880 the *Trafalgar* and the South Australian paddler *Gem* entered into a race from Morgan to

Image courtesy: State Library of South Australia



*Trafalgar steaming past river cliffs, c.1926*



Image: DEW Files

*The remains of Trafalgar on the mud flats at Jervois Basin, Ethelton*

Wentworth – a distance of 300 miles. The stakes were £100 per side, which was largely supplemented by bets. Despite leaving Morgan half an hour behind the *Gem*, the *Trafalgar* passed its rival two hours later and arrived at Wentworth 12 hours ahead. The event created great interest all along the Murray, as both vessels were considered two of the fastest on the river.

Some weeks later the two vessels raced again – a distance of 100 miles from Lake Victoria Station to Wentworth. Although it made 3 stoppages and was delayed about 25 minutes, the *Gem* was the victor this time, reaching its destination 15 minutes ahead of the *Trafalgar*.

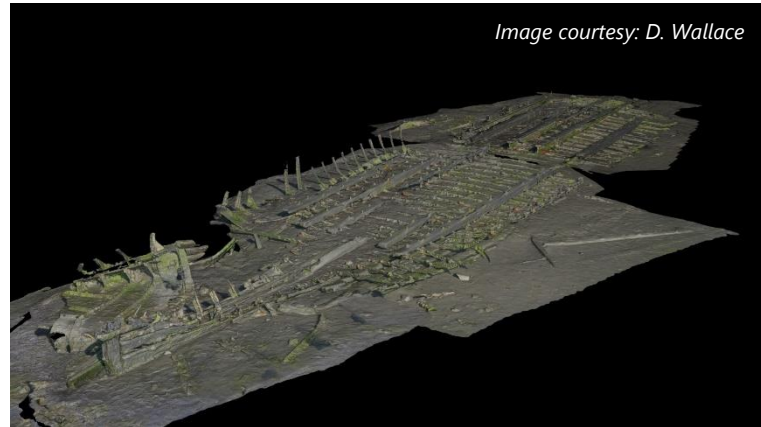
In the late 1880s, following the increase in passenger trade brought about by the Chaffey

Brothers' Mildura settlement, the *Trafalgar* was refitted and for some years ran a regular passenger service from Echuca to Mildura.

In 1891 the paddler was purchased by Permewan, Wright & Co Ltd and in 1893 was described as the pride of the Permewan fleet. The *Trafalgar* was sold in 1918 to the SA Farmers Co-op Union Ltd and registered in Port Adelaide. In 1933 the vessel was converted to a dumb barge. It was resold in 1935 to Robert Hy and C. Smith of Murray Bridge. In 1941 the *Trafalgar* was purchased by W. Dodd of Murray Bridge, who stripped it and removed the wheels.

In 1947 *Trafalgar* was purchased by Reginald Crouch, for conversion to a ketch. The barge was towed to Port Adelaide, but weakness of the iron frame prevented the conversion and it was beached at the Log Milling Company Area and partly dismantled. In 1954 the vessel was purchased by S.C. Waterhouse with the intention of completely breaking it up.

Today the remains of *Trafalgar* are a significant feature on the Ethelton mudbank at low tide. Iron framework and wooden planks indicate the original vessel's length, breadth and other construction details.



*Image courtesy: D. Wallace*

*3D image of the Trafalgar wreck site at Jervois Basin, 2019*