

Seven Week Trip travelling through NSW, South Australia, and Victoria

01 June to 18 July 2022

Join us as we travel through the Flinders Ranges in South Australia then on to Ceduna before returning along the coastlines of Eyre and Yorke Peninsula's to Adelaide. From here we plan to travel down to Port Elliot then across to Portland Victoria via Kingston SE and then via Geelong before heading north back home to Canberra. So read on to join our travels.

Wednesday 1 June 2022

Today we started our seven-week holiday leaving a cold and blustery Canberra. The wind was quite strong as we drove, and it continued until we reached Gundagai. After Gundagai the gusting stopped, and we just had a steady strong wind. We had to restrict our speed to 80 – 85 kph due to the wind gusts.

As usual we stopped in Jugiong to have coffee at the Long Track Pantry. This café provides excellent food and excellent service. A must to stop at and an easy drive from Canberra if you want to go somewhere nice for lunch.

After leaving Jugiong we didn't stop until we reached Narrandera. We will spend the night here and cook dinner inside the van as it is quite cold outside and raining on and off. Tonight's dinner is salmon pies with a side of steamed vegetables followed by apple pie. It is nice having a full oven in the van so we can prepare anything we like. A nice meal to enjoy in the warmth of the van along with a wine or two.

Tomorrow we are off to Balranald for the night.

Thursday 2 June 2022

This morning we awoke to a glorious sunny day. Still cold by NSW standards but not Canberra's. We had a leisurely start to the day as we only had 300 kms for our drive to Balranald. Talking with some of the travellers that stayed in the CP before we left this morning complained a lot about the cold. I wasn't helping them by walking around in shorts and short sleeved shirt. I mean it was five degrees, so I don't know why they were complaining. Most are heading for Qld for the warmer weather.



Our site in Narrandera

We left the CP at 09:30 and headed to Hay, 172 kms away. We arrived at Hay around midday following an easy drive. Virtually no traffic coming towards us and only about three vehicles (trucks) overtook us on the entire 172 kms. On arrival in Hay, we headed to the water tank art as I wanted to try out my new drone taking aerial images. Unfortunately, when I started the drone, I received warning messages that we were in a restricted area. In this case we were within the approach location for the local airport, so I was unable to use the drone for photos. I'll try again at other locations that are not in restricted areas for drone flying.

We stopped for lunch at a new cafe, a converted convent. Unfortunately, we can't recommend this cafe. Terrible tasteless coffee and the burger we had arrived with the meat burnt and looking like it had been cooked on an unclean grill plate. Very poor indeed.

After lunch, if you can call it that, we continued our journey to Balranald. Balranald is 130 kms from Hay, about an hour and half drive with the van in tow.

Balranald is known for the Burke and Wills expedition that crossed the Murrumbidgee River on 15 September 1860 on their journey to cross Australia from Melbourne to the Gulf of Carpentaria. Balranald was their twentieth camp since leaving Melbourne.

We parked the van and headed into town for a coffee. Just making it before the cafe closed. Most shops, especially the cafes close at 4pm. We took a leisurely stroll around the town reading the many information plaques that explained various historical events of this town.

Well, it is time for bed. Tomorrow, we head off to Renmark in the Riverland for three nights so we will explore the area over the next few days.

Friday 3 June 2022

After another good night's rest and a nice hot breakfast of porridge, we packed up the van and headed off to Renmark. The first stop along the way was Mildura. Once we found a large enough place to park a 12.5 metre rig, we parked, then walked to find a place for some lunch. We found a nice cafe that served decent coffee and very nice food, unlike yesterday's experience in Hay.

So, after a leisurely lunch we walked back to the car and left Mildura for Renmark, our destination for the next three nights. After travelling for about an hour, we came over a rise to find a double semi-trailer on our side of the road, heading towards us, passing two cars and a car towing a caravan. I had to apply the brakes rather sharply as there was no way he had enough time to overtake the three vehicles without hitting us if I didn't slow down. I ended slowing from 90kph to 20kph and pulling off to the side of the road. Braking hard with a van in tow is not a great idea but when faced with what we were faced with, there wasn't any choice. We were also fortunate that there was no other vehicle travelling behind us. The truck eventually returned to his side of the road and when he passed us, he never even acknowledged that he had done the wrong thing. None of the vehicles he was overtaking even attempted to slow down to let the truck in. I have a lot of respect for truckies as we usually find them very courteous on the road towards caravans; however, this bloke deserves to be reprimanded. I have downloaded my days dash cam footage and I'll go through it until I find the incident. Other than this incident it was a pleasant drive to Renmark.

After arriving at the CP, we unpacked, made a brew, and then I got the drone out to get some images of the van park from the water, the Murray River. We are parked right on the water's edge with a few gum trees shading the bank. As it was the first time flying the drone over water, I was hoping all would go well, and it did. Following are two images of the van park and our van site. One with me in it flying the drone. (see I do go on the same holiday with Maree, I'm just never in the pics), but having a drone.... The other is one of the extremely narrow bridge that crosses the Murray River. The bridge is so narrow that our van only just had room to travel across. You certainly had to maintain a straight line. It must be a nightmare for the trucks. I now know why they had a speed limit of 30kph to cross the river.



Our van site with the very swollen Murray River in the foreground. You can see me in the image for a change, controlling the drone.



Our view from the van in Renmark



That very narrow bridge we had to travel across to get to our caravan park in Renmark.

Tomorrow, we plan to travel around the area visiting the towns of Loxton, Berri, Barmera and Waikerie.

Saturday 4 June 2022

Today we opted for a circular trip starting in Renmark, travelling to Berri, then on to Barmera and returning via Loxton.

Before starting out we noticed that the Paringa Bridge, the one we can see from our camp site, was starting to raise a section so two houseboats could pass through. The first one went through travelling downstream.



Houseboat travelling downstream under the raised section of Paringa Bridge

The second one, travelling upstream, then proceeded to travel under the bridge. The skipper obviously did not have a lot of skill as there was this almighty “crash and a grinding sound” and the vessel came to an abrupt halt. Yep, he either hit the side of the bridge support or bottomed out on the bridge concrete below water level. He was supposed to

pass under in the middle of the two pylons but didn't. The two images below show the houseboat stuck and the second one showing the occupants scrambling to see what damage they may have caused.



The stuck houseboat after ramming the bridge pylon.



Occupants scrambling to see what damage they may have caused to their vessel.

Well after this interesting start to the day, we headed off on our journey and started by having some breakfast at a local bakery in Renmark. From here we drove on to Berri which is only 22 kms from Renmark. On arrival in Berri, we parked along the foreshore of the Murray River and took a leisurely stroll along the riverbank.

After World War II, Berri became associated, in the minds of most Australians, with the huge Berri wine and orange juice factory, which produced a significant proportion of the country's orange juice. The name lives on with "Berri – Since 1943" but the factory has been closed for many years. Today the town is known for its riverfront with floating wharf platforms, lookouts, historic monuments, and artwork.

While walking along the paths we came across a couple of signboards explaining some of the history of the town. The images that follow explain about the town experiencing both drought and floods. It is hard to believe that at times the river levels were so low that you could cross the river bed in a horse and buggy. The other extreme was flooding with the worst flooding river recorded in 1956 where the height of the flooding was 9 metres.

River Murray: Droughts & Floods

The Murray is the longest and most significant river system in Australia. It flows 2500km from its headwaters in the Snowy Mountains to the river mouth at Goolwa, with South Australia home to 640km of river.

Berri is located 526km from the Murray mouth, with an average river width of 200 metres and average depth of 6 metres in the Berri area.

Captain Charles Sturt conducted a ceremony for the naming of the river when he reached the junction of the Murray and the Darling Rivers on 3rd January, 1830. Named for the Colonial Secretary of N.S.W., Sir George Murray, the river previously had been known as the Hume after it was discovered by Hume & Hovell. The Aboriginal name for the Murray River is 'Mirrimidj Nalla'.

Before the locks and weirs were constructed along the River Murray, summer time saw the river levels drop. During some summers, the water was so low, the river could be crossed by horse and buggy. The river would flood following rain in the catchments and at other times decline in almost nothing as a result of dry periods. The dry summer levels could result in riverboats being stranded and the town pumps unable to draw water. During 1914, no flow of the river was recorded at all and the Berri Primary School held a picnic on the riverbed in front of the Berri Hotel.

In 1956, the worst ever recorded flooding of the Murray occurred. The recorded height of the Murray at peak was 30'7" (9m 34cm). Other major flooding of the Murray has occurred in the years 1870, 1931, 1917 and 1974 respectively.

Many properties, homes and businesses were damaged or ruined by the floodwaters of 1956. A floodbank was built to protect the Berri township and some outlying properties. The water remained high for many devastating months.

The Berri river flat to the west of the town, known locally as 'Jarretville' was hardest hit during the flood of 1931. Most of the houses there were completely inundated by flood waters and many needed to be demolished after the water receded. The area was flooded again during 1956 and was never built up again. Today only the Bowsway Club and rodeo grounds are located near the site.

The Murray and its surrounds have also suffered some devastating drought periods. The drought of 1914-15 was considered the harshest until the mid 2000s, which has been labelled the worst on record since the locks were installed. With years of low rainfall in many districts and record low inflows into the Murray-Darling Basin, the Riverland remains in the grip of drought conditions. Many primary producers have suffered irretrievable losses due to severe water restrictions. Households and businesses also received water restrictions with almost no watering of gardens allowed in either country or city. Government strategies are being considered to alleviate the situation and work towards a sustainable future.




School picnic on riverbed, 1914

Flooded farm at Jarretville, 1931


Information about drought and floods in Berri

As we walked further, we came across the following signboard about the history of the Berri ferries.

The Berri Ferries

Before 1905 the only way to cross the Murray River at Berri was either by waiting for summer when the river often became low enough to be crossed by horse and buggy or by boat, with many Berri sports teams crossing the river in boat relays to travel to other towns.


The first ferry to cross the river near Berri was a hand winched privately owned punt at Gurra Gurra constructed c. 1905 by Mr H.B. Martin who used to bring fresh meat, produce and other goods to Berri for himself and other residents of Gurra Gurra.



The new punt at Berri carrying a truck and two passengers, 1905.

The first 'rugby' ferry or 'punt' was owned and operated by Mr C.A. Muller, about 5 miles (approximately 8km) downstream from Berri. The track from the ferry into Berri was almost non-existent and often impassable, especially in winter and a vehicle could take up to an hour and a half to travel from the punt to town. In 1926, the Berri Council, in the interests of the district, agreed to purchase the punt from Mr Muller and move it closer to town. As a result of this the Berri and Loxton Councils recognised the need to upgrade the road between the two towns with each Council contributing £6 to the upgrade.

Until November 1961, a fee was charged for crossing the river by punt at Berri (see diagram on right). In 1964 a second ferry was placed into operation alongside the other and the previous long ferry queues lessened. With the opening on 27th July 1997 of the Berri Bridge, the ferry service ceased to operate. For many locals it was a sad day when the ferries were towed downstream but all realised that it was also great progress. No longer would there be long waits to cross the river at Berri.



History of the Berri Ferries


Further along the path we came upon an old Pump. The Pump is a reminder that the economic prosperity of this area is tied to the reliable supply of water from the Murray River. It is vital for the vineyards and orchards which are the lifeblood of the local economy. Berri's first pumping station was built in 1909. The second pumping station was built in 1918 and operated until 1959. The town's third pumping station, which is still in operation, was built in 1959. It supplies water to the surrounding orchards and vineyards and there is a smaller pumping station which provides water for the town's domestic consumption.




The Pump

THE PUMP

The Berri 90' channel and receiving basin was on the corner of Old Sturt Highway and Crawford Terrace. Irrigation water was supplied from here to growers via a network of concrete irrigation channels, which distributed water throughout the irrigation district.




Construction of the channels commenced in 1909 in the Berri Irrigation Area and was completed in the early 1920's. In the 1970's a complete replacement of channel irrigation was undertaken and in 1983 the final property was connected to a pipeline system. Today water is readily available all year round to properties through the pipeline system with irrigation water orders managed by computer.




THE 3 CYLINDER STEAM DRIVEN PUMP WAS LOCATED 400 MTRS DOWN STREAM IN 1921 & SUPPLIED 500,000 G.P.H TO THE 90' LEVEL CHANNEL UNTIL 1959. IT WAS THEN A STANDBY UNIT UNTIL 1968 WHEN IT WAS GIVEN TO THE NATIONAL TRUST OF SA.

The irrigation pump was known as the 'heart of the settlement'. The huge pumps, gas and steam, lifted water for distribution to vineyards, orchards and domestic homes. Today electricity provides the power to distribute the water throughout the district.



Until the construction of the Locks along the Murray between Mildura and Blanchetown, the river was often very low and even dry at times. In the Summer of 1914-15 the irrigation pumps were unable to pump water from the river and by sandbagging on the riverbed enough water was pooled to just keep the pump running.

Barely three years later the opposite occurred and the river instead saw very high flooding.



Signboard explaining the history of the Pump.

As we approached the end of our walk, we came across a memorial to an Aboriginal tracker named Jimmy James. This living riverbank memorial honours a Pitjantjatjara Aboriginal tracker who could 'read the bush like a newspaper'. He worked with SA police on many tracking endeavours, famously finding a lost little girl in the Adelaide Hills in 1966.



Jimmy James Memorial



Jimmy James

Jimmy James was born at his father's waterhole, near Ernabella in Central Australia, to the hands of the Pitjantjatjara people. At a very young age, Jimmy's father and the older people in his community taught Jimmy how to read and recognise the tracks of various animals. He was shown how to determine the direction in which an animal was moving and if it was walking or running. He also learnt to interpret displaced tracks, bent blades of grass and how to detect not just how long it was since the animal had passed, but also if it was single or not.

Jimmy moved to the Riverland to live at the Lajuma Aboriginal Mission at Gerard in 1948. He met and married Lily and had three children. Lily was originally the adopted daughter of Jimmy James, and his name tracker who had success in tracking for authorities, Jimmy took his father's name and became Jimmy James.

Over time Jimmy became quite an amazing tracker and it was this unique skill that enabled him to escape a life no more than one occasion. He was instrumental in locating many a felon on the run from the law. Jimmy and other Aboriginal trackers, including Daniel Mendoza and Albert Anangakoon, worked with the police of South Australia and other states, using their special talents to track people.

For more than 30 years, police called upon Jimmy when a prison escapee needed to be tracked or a child was lost in the bush. His tracking skills were renowned throughout the country and he was involved in solving a number of quite famous criminal cases.

Page 1: Jimmy James with Sgt Bob Newman outside Bert's Courthouse

A special place for Jimmy James

The track grande boulder has been carved with traditional Aboriginal designs, relating to Jimmy's life and the area in which he lived. A large bronze cast image of Jimmy, in a tracking position, is placed in the middle of the boulder. The memorial was designed by Stephen Davis, a young Pitjantjatjara man, and working with Billy Spivey, a young Pitjantjatjara man. It was placed on the Bert riverfront as a place of the traditional skills of Jimmy and in thanks for his contribution to the community.

Books have been written telling of Jimmy's many exploits and tracking stories. Although quiet in demeanour, Jimmy had a wonderful sense of humour. He was a respected Elder of the broader Aboriginal community and was held in high esteem by law-keepers and the general public. In 1987 he received the Medal of the Order of Australia in recognition of ongoing and outstanding service to Police and the community. Jimmy passed away on 27th October, 1991 and is buried with his family on the Gerard Reserve.

Information about Jimmy James

From here we walked down to the riverbank and took some pictures of the area.



Murray River flowing through Berri



Murray River flowing through Berri



Maree taking in the sights along the Murray River in Berri

After enjoying our walk along the Murray River, we headed off to see the mural that is along a path near the bridge that crosses the Murray River. There are two laser cutouts, one depicting a Ngurunderi Dreaming story of the origins of the Murray River, the other steel cut out of an indigenous male on guard at the entrance to the path.



Indigenous male on guard at the entrance to the path.



Ngurunderi Dreaming story of the origins of the Murray River

After exhausting the things to see in Berri that interested us, we left for the next town, Barmera.

After arriving in Barmera, we took a drive around the main attraction of this town, Lake Bonney. Lying on the northern edge of the town, this natural freshwater lake is ideal for spending a few days. There are plenty of free camping spots for caravans. So, when the weather is better, we may consider coming back this way and camp for a few days.

Next it was on to Loxton. When we arrived, we decided we would have some lunch before having a look around the town. After lunch we visited the Avro Anson Memorial.

The monument commemorates four Royal Australian Air Force crew members who were killed when their aircraft crashed during a night navigational training flight in September 1943. Those killed were Flying Officer Lawrence Flynn, Pilot Officer Albert Rapp, Sergeant Ronald Obst and Sergeant John Bowman who were members of No. 2 Air Navigation School. The photo below shows the memorial and the plaque commemorating the Air Force crew.





G for George lands in Loxton SA

We then went around to the local RSL Club to see a statue. Standing at rest in front of the RSL building is a digger carved from a pine tree that once stood at the site. The work is incredible and a tribute to the diggers who served.



Digger carved from a pine tree that once stood at the site.

After a pleasant day travelling around the surrounding towns of Renmark, we headed back to the CP via the tiny town of Lyrup. We travelled via this town so we could take the ferry across the Murray.



Ferry crossing at Lyrup

Tomorrow we will spend the day looking around the town of Renmark.

Sunday 5 June 2022

Well, it has been raining all day and at times quite heavy. So much so that the grounds in the CP are flooded in areas. The rain is expected to cease during the night so it should be good when I hitch the van in the morning. So, all we did today was drive around the town, did a bit of shopping, and stopped at the local bakery for lunch. Tonight, we are going to the Renmark Club for dinner.

Tomorrow, we head to Peterborough for the night. We are travelling via Morgan, Eudunda and Farrell Flat. Eudunda and Farrell Flat are part of the South Australian Art Trail. We wanted to cross these two off our list, so it was easier travelling to these two towns on the way to the Flinders Ranges, where we arrive Tuesday.

Monday 6 June 2022

Today we left Renmark early as we planned to stop at two towns on the way to Peterborough to visit two silos as part of the South Australian Art Trail. The first town we stopped at was Eudunda.

The Viterra Silos in this town were completed in September 2021. The story painted on the silo is about two children, sharing stories about their past and their culture. The children use two historically important books to teach each other about each other's history, culture and family connections to the local area.



The silos in Eudunda

On the first silo, Colin Thiele's book, "Sun on the Stubble", talks about the hardships, community, and day to day experiences of rural life. The child steps into her history, exploring a rural scene of cattle and sheepdogs.



Silo one – Colin Thiele's Book "Sun on the Stubble"

On the second silo, the Ngadjuri book, and its English translation “we people” represents the culture, customs, people, and lifestyle of the Ngadjuri people. A culture that was prominent in the area long before the time of Thiele’s book.



The Ngadjuri Book “We People”

Represented by stars and galaxies – these stories transport the children into a whole new timeline of mystery, intrigue, learning and adventure.

After viewing the silos, we went to the local bakery for lunch. After lunch we headed to the second town, Farrell Flat.

Farrell Flat is a small town of approximately 300 in population located 20 kilometres east of Clare and 22 kilometres southwest of Burra. The former Roseworthy-Peterborough railway line passed through the town in late 1800s and early mid-1900s.

The silos in Farrell Flat were painted in November 2020. The artwork is a nod to the town's history, depicting the last train to pass through Farrell Flat, set in a stunning sunset and wheat field.



Silo Art located in Farrell Flat



Close up of the Silo Art in Farrell Flat

Opposite these silos is a small pub. They had a sign out front advertising coffee and cake so we decided it would be nice to stop for a while and support a local business in this small town. So, we went inside and was amazed at the memorabilia in the bar area. We ordered coffee and a slice of very delicious mud cake. While these were being prepared, I wandered around the room looking at all the bits and pieces the owner had collected. See the images below.



Maree enjoying her mud cake and coffee



Another view of the bar

After a relaxing time and talking about this pub with the owner, we headed off to our destination, Peterborough. We arrived in Peterborough about 90 minutes later and checked into the caravan park. We were surprised how busy the park was as it is practically full. We had booked a drive through site so that we didn't have to unhitch as we were only staying one night, however; the guy Maree spoke to on the phone didn't make a booking. So, we had to settle for a site that required us to unhitch from the car. Not a problem. As we are unhitched, I suggested we drive to the local hotel and have dinner in the bistro. I wanted a night off cooking anyway.

So back at the van and ready to turn in. Tomorrow, we travel to the Ikara Resort in the Flinders Ranges, staying at Wilpena Pound for seven days.

Tuesday 7 June 2022

This morning we woke to a lovely clear sky. This didn't last long though. We packed the van, hitched up and headed into town for some breakfast. We walked into a coffee shop, not realising it was the old Capital Theatre. When we walked inside, we got a surprise. The theatre had been converted into a museum of memorabilia, with a cinema theme. So, we had lots to look at as we enjoyed our breakfast, as you can see from the photo I took.



Inside the Capital Theatre in Peterborough.

The Capitol Theatre was closed on 18th May 1977. The theatre building sits on Main Street W and in 2021 started operating as a café with a cinema theme. Most of the original fittings are still intact. The business is known as 229 On Main Café.

After breakfast we headed off to our destination for the day, Wilpena Pound in the Ikara-Flinders Ranges National Park. The weather had deteriorated by the time we got in the car, with heavy rain and strong winds. This restricted our speed towing the van to 80kph for most of the journey to Hawker, 142 kms from Peterborough. Arriving in Hawker we decided to take a break and have some lunch at the new cafe, Flinders Food Co. It was quite busy when we arrived. This cafe is recommended for great food, coffee, and atmosphere. We had a nice lunch and a relaxing time before heading off to Wilpena.



Things have come a long way since the last time I was in Hawker, South Australia. A nice modern cafe that serves really good food and coffee.

When we left the cafe, the weather had changed again, for the better. The rain had stopped, and blue skies were breaking through the clouds. The drive to Wilpena was pleasant and as there was no traffic, we decided to travel at 85 kph. This gave me the opportunity to see the landscape as we drove along. We came across two viewpoints so we stopped to take some pictures of the landscape.



View of the landscape in the Ikara-Flinders National Park on our way to Wilpena



View of the landscape in the Ikara-Flinders National Park on our way to Wilpena



View of the landscape in the Ikara-Flinders National Park on our way to Wilpena



A solitary bare tree in the Flinders National Park

We arrived in Wilpena around 3pm. We checked in, found our site, and set the van up. This will be our home for the next seven days. We plan to do most of the walks around Wilpena Pound and travel to some of the nearby towns over the next few days. The following map shows some of the walks we are planning.



Map showing the walks Maree and I intend to do over the next seven days

Wednesday 8 June 2022

A little bit about Wilpena Pound before I start.

Wilpena Pound lies in the heart of the north Flinders Ranges and is a remarkable natural bowl-like amphitheatre which is 17 km long, 8 km wide and contains 8960 hectares. The centre of the bowl is a flat plain covered in scrub and trees and surrounded by a low-lying ridge of hills which form a rim. From the ground it looks like a rugged low mountain range which can easily be traversed. When you reach the top of the ridge it is possible to look

across the plain and to see the hills that form the edge of the bowl. From the air it is an oval-shaped ridge line, at the very western edge of the Flinders Ranges.

The primary appeal of Wilpena Pound, apart from the intense beauty of the area, is bushwalking. The hills and countryside have been an inspiration for artists. Wilpena Pound was where the famous South Australian landscape artist, Hans Heysen, found the inspiration for his most famous gum tree paintings and it is where photographers have found unforgettable images of the Australian bush.

Well on to what we did today. Not a lot I must say. What we did do was go for a nice long walk into the Pound and then climbed the rocky hillside to one of the lookouts. The walk we undertook covered a total distance of 8.5 kms. We were walking through the bush for around three hours, enjoying the scenery and the birdlife.

The walk from the caravan park to the Pound entrance was 3.4 kms along a well-marked track. At the entrance, or rather just inside the Pound, is the historic Hill family homestead.



Hills Homestead



Information about the Hill's family

After walking around looking at the Homestead we proceeded to walk to the lookouts at Wangarra. As we headed towards the path, we noticed a sculpture of two indigenous men pointing the way to the path that takes you to the lookouts. When you see the sculpture up close the two men look so real that you expect them to speak to you. Simply amazing artwork.



Indigenous artwork, pointing towards the trail to Wangara Lookout

The route to the lookout was quite steep and fortunately we had our hiking poles with us that made the going easier. When we reached the top, we had some great views of the ranges that form part of the walls of the Pound.



Maree and Steve with St Mary's Peak in the background

After spending some time taking in the view, we started our way down the rocks to the Hill's Homestead. After a short break we headed back to the caravan park. After arriving back Maree had to rest her leg as her knee was playing up after the strenuous climb to the lookout. However, she does say it was worth the pain to see the views.

Tomorrow, we are taking a drive to Parachilna where we have booked in for lunch at an interesting pub, The Prairie Hotel.

Thursday 9 June 2022

This morning we left Wilpena for a day trip to Blinman and Parachilna. We stopped along the way to take in the sights.



View of the Ranges surrounding Wilpena Pound seen from Huck's lookout



Xanthorrhoea grass tree seen from Huck's lookout.

Xanthorrhoea plants are also known as Balga Grass Plants. 'Balga' is the Aboriginal word for black boy and for many years the plant was fondly known as a "Black Boy". It is thought that the Aborigines called the plants Balga because after a bush fire had ravaged the land, the blackened trunk of the Xanthorrhoea would be revealed beneath the burned lower leaves and would resemble a childlike black figure. Others believe that the plant, with its bush fire

blackened trunk and long flower spike resembled an Aboriginal boy wielding a spear. Whatever the case, as the years have passed, it is seen as an extremely racist name, and is thought to be very offensive to the original custodians of the land, so the plants are more commonly known as Grass Tree.

From here we continued to the small town of Blinman. Blinman is a tiny, isolated settlement on the edge of the South Australian desert. One of its enduring problems is its isolation. Even when copper was found, it struggled to transport the mineral economically from the mine to the nearest ports. Today the settlement verges on being a ghost town although there has been a commitment to tourism with the advent of the Blinman Underground Experience in 2011. Still, beyond the mine tour there is little more than a pub and a few houses with the main interest lying in the remnants of the old mines which exist in all their rusted glory.

We stopped for a coffee and a very nice Portuguese tart before continuing our drive to Parachilna. Before heading off we checked with the cafe staff to ensure that the next 32 kms, on dirt road, was suitable for two-wheel drive vehicles. She said the road was dry except for one creek crossing but the water was only 10 centimetres deep, at the most. So, with that information we left for Parachilna.

As we travelled, we stopped and took some photos of the scenery. Using the drone of course. Some of those images follow.



The road to nowhere, well actually it terminates in Parachilna



That same dirt road just keeps going. That is Maree and I in the foreground



Views of the ranges surrounding Parachilna Gorge



Views of the ranges surrounding Parachilna Gorge



Views of the ranges surrounding Parachilna Gorge



Views of the ranges surrounding Parachilna Gorge



Drone returning from its scenic run



I snapped a shot of Maree from the drone as it was landing.

Well after getting some great images and lots of video footage, we drove the last 10kms to Parachilna. The main reason for this trip, other than the scenery, was to have lunch at the Prairie Hotel. There is virtually nothing else in Parachilna except this pub. However, its owners have created an interesting menu that has people diverting from their route to eat here. The food is based on Australian bush ingredients and the meats are lamb, camel, goat, emu, and kangaroo. I had the feral mixed grill which was emu mignon, goat chop, camel sausage, and kangaroo fillet. The dishes are designed to be shared, which we did. Maree ordered the lamb rump. For entree we ordered saltbush pakoras and dukkha ciabatta. It was

a great meal and large and well worth the 90 km trip to get there. Images that follow are the hotel and the food we ordered.



Prairie Hotel Parachilna



Entrée - saltbush pakoras and dukkha ciabatta



Main course – lamb rump



Main course – Emu, Kangaroo, Goat, Camel

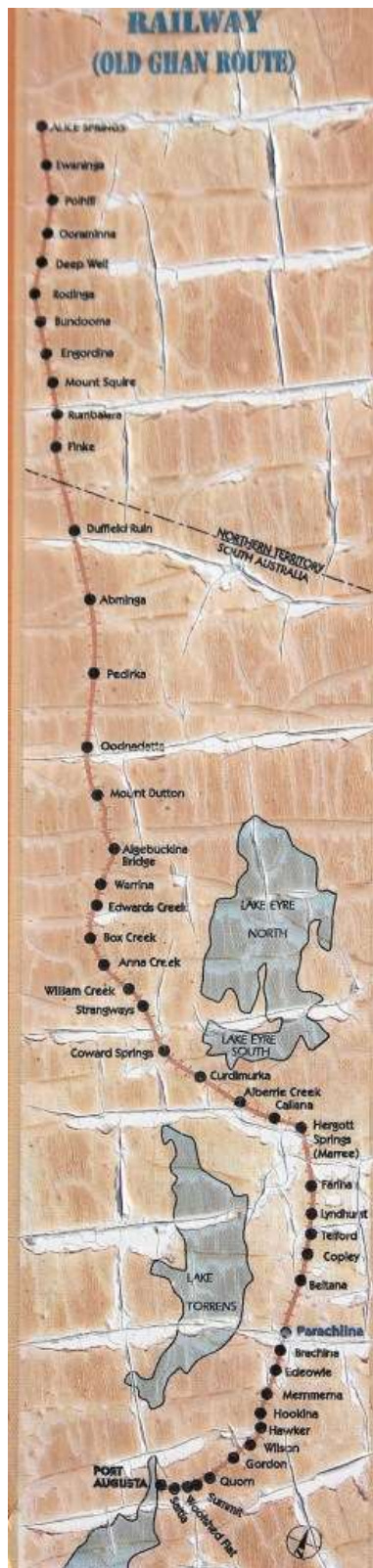


Side of twice cooked potatoes

After lunch we had a look around the town, took a few photos and then headed home.



Maree in front of the Parachilna Railway Station where the original Ghan Line used to pass.



The route of the original Ghan line that passed and stopped in Parachilna.



Parachilna RSL Honour Role

Well, that is all for today.

Friday 10 June 2022

Today we decided to take a drive to both Bunyerroo and Brachina Gorges. The length of the drive from the start to the end of the Gorges route is 40 kms. The road is unsealed and at times very rocky and at times pools of water that we had to traverse. The road is currently accessible by two-wheel drive vehicles if you take it slowly. It took us two and a half hours to do the 40 kms, which also included a fifteen-minute stop to take photos. Fortunately, the territory sits high off the road which helps. So, you have an idea what the road was like. However, despite the condition of the road, the scenery was breathtaking, and it was worth making the trip.

Bunyerroo Gorge

The Bunyerroo Valley Scenic Drive takes you across "The Jumbles", to the Yanyanna Yards and Hut, down the steep descent into the Bunyerroo Valley, past the iconic Razorback and Bunyerroo Valley Lookouts, with a visit to the Acraman Meteorite Debris site, then north between the Heysen and ABC Ranges to Brachina Gorge.

Brachina Gorge

This is a world-famous trail for those who want to learn more about the geology of the Flinders Ranges or simply want to enjoy the scenery of Brachina Gorge.

The Geological Trail starts at the junction of the Brachina Gorge and Hawker-Blinman roads and continues westwards. The trail passes through almost 150 million years of geological history in just 20 kilometres, including twelve different formations. Highlights include the Golden Spike, Acraman meteorite impact evidence, yellow-footed rock wallabies, and ancient fossils, marking the beginning of animal life.

Images from today's travels:



Explanation of the geological formations



View from Razor Back Lookout



View from Razor Back Lookout



View from Razor Back Lookout



View from Razor Back Lookout



View from Razor Back Lookout



View from Razor Back Lookout

Tomorrow will be a rest day; well, that is the plan anyway. Until tomorrow.

Saturday 11 June 2022

Well today was a lazy day. We have done things over the first three full days since we arrived in Wilpena and so we thought we would have a day off. So, Maree made a very nice soup, and I pottered around the van checking things.

After lunch, though, we decided to go and have a look at a tree that everyone raves about. The tree is known as the Cazneaux Tree. It is a river red gum that was made famous by the photographer Harold Cazneaux. It is located a short drive from the entrance to Wilpena Pound. The tree was photographed in 1937 by Cazneaux in a picture entitled *The Spirit of Endurance* which brought him international recognition.



The Cazneaux Tree near Wilpena

A bit of history:

Cazneaux called this photograph his 'most Australian picture'. It was done at a time when he was concentrating on capturing the Australian landscape, travelling extensively throughout New South Wales, Victoria, and South Australia. He made three visits to the Flinders Ranges, where Hans Heysen had painted and Frederick A Joyner had photographed during the 1920s and 1930s. Heysen wrote of the difficulty in capturing the landscape, with its 'clear space' and 'no thickness of atmosphere between you and the objects'. Cazneaux managed to achieve this by focusing on a single subject, often a weathered gum, which he would shoot from below, sharply delineating it from a tonal, receding landscape. In works like 'Spirit of Endurance' and 'Hollow gum' he manages to capture the sense of light, heat, and distance in the ranges. As his titles suggest, these images of trees still showing signs of life despite wound-like cracks, are meant to be read symbolically. The tree has been a recurrent symbol of human resilience. William Moore, author of the first dictionary of Australian art, described one in a photograph by John Eaton: 'like an idealist who survives the buffetings of a callous world, the ti-tree preserves the witchery of its line in spite of the turbulence of intermittent storms.' Cazneaux flipped the negative he shot of this tree in the enlarger as he felt it best expressed what he was after in the final image. The tree still stands at Wilpena where it is now known as the Cazneaux tree.

There is a faded plaque near the tree that was funded by Cazneaux's Grandson, Dick Smith AO, no less.



Cazneaux Tree near Wilpena



Cazneau's Tree near Wilpena



Cazneau's Tree with Wilpena Pound in the background

We also came across several emus as we were having a look at the Cazneau's Tree. As we haven't done a lot to write about, I have attached some photos of the emus we saw and written some information about them. Most of you will probably know this anyway.



Emu in the bush near Wilpena



Emus in the bush near Wilpena

The Emu is Australia's tallest native bird, reaching between 1.6 m and 1.9 m when standing erect. Adult Emus are covered with shaggy grey-brown feathers except for the neck and head, which are largely naked and bluish black. The wings are greatly reduced, but the legs are long and powerful. Each foot has three forward-facing toes and no hind toe. Most people see Emus along roadsides, near fences or other barriers, giving the impression of close association. However, Emus are not social, except for young birds, which stay with their father.

The name 'emu' is not an Aboriginal word. It may have been derived from an Arabic word for large bird and later adopted by early Portuguese explorers and applied to cassowaries in

eastern Indonesia. The term was then transferred to the Emu by early European explorers to Australia.

The Emu is found only in Australia. It lives throughout most of the continent, ranging from coastal regions too high in the Snowy Mountains. Emus were once found in Tasmania but were exterminated soon after Europeans arrived. Two dwarf species of emus that lived on Kangaroo Island and King Island also became extinct.

As you know the Coat of Arms of Australia is held up by two native Australian animals, the kangaroo and the emu. They were chosen to symbolise a nation moving forward. What you may not know is that the kangaroo and emu were selected as they are unable to walk backwards, therefore symbolising a nation moving forward.

Sunday 12 June 2022

When we were about to depart for today's adventure, two Mulga Parrots paid a visit to the bushes that are growing alongside the caravan. I took over 60 photos and ended up with six good ones. The best three of those appear below.



Mulga Parrot in the bushes around the caravan



Mulga Parrot in the bushes around the caravan



Mulga Parrot in the bushes around the caravan

Today we decided to have a look at the Old Wilpena Station. There is a lot of history here and a self-walking trail that provides detailed information about this pastoral settlement. Following is background information and the photos I took.

The following background is provided from information supplied by the Department for Environment and Heritage, Flinders Ranges National Park Old Wilpena Station “Living with Land – Interpretive Trail”.

Old Wilpena Station is one of the most scenically spectacular pastoral settlements in South Australia. A working station for 135 years, Old Wilpena Station slipped into retirement in 1985. The settlement is now a tranquil archive of pastoral history. Old Wilpena Station is also an important Aboriginal heritage site. Wilpena Pound and the Wilpena Station lands have enduring cultural significance for the Adnyamathanha people of the Flinders Ranges.

CORNERPOST AND STOCK YARD

There were few fences on the early runs. Sheep were shepherded by day and held in brush hurdle pens at night. Cattle ranged across station boundaries and were returned during mustering. Horses were left to roam at night in search of food. Stockyards were built from red gum and native pine, the termite resistant pine favoured over the native hardwood. In the Home Paddock at Wilpena, timber stockyards were constructed around an old gnarled red gum. The tree served as a substantial corner post for several pens. The timber stockyards are gone but the old gum remains with rails attached. An adept improviser, George Hunt built new stockyards in the Home Paddock using recycled water pipe. In 2002 the rails of the rusting stockyards were replaced with steel pipe.



Corner posts in the stockyard

BLACKSMITHS COTTAGE

Old photographs, journal entries and heritage surveys have revealed that several huts were built during the establishment years on the Wilpena Run. Only the Blacksmith's Cottage and Bookkeeper's Hut remain. Built in 1864, the Blacksmith's Cottage was listed as Bedroom 3 in 1888, when it was valued at £28 15s 2d (\$57). It has been variously known as Hut No 1, the Fencers Hut, the Bath House, and the Honey Hut. A pug and pine construction, the Blacksmith's Cottage was cement rendered by the Hunt family after they acquired the Wilpena Lease. Early recognition of the heritage value of the Wilpena Station outbuildings, and regular maintenance for more than half a century by the Hunt family has ensured the survival of several early station buildings.



Blacksmith's Cottage

BLACKSMITHS SHOP

The blacksmith's shop or 'Smithy' was the hub of activity on the early runs. The blacksmith repaired carts, wagons, and drays. He made tools, wheels, nails, horseshoes, gates, well-buckets, and domestic utensils. The blacksmith's services were indispensable. The original Wilpena Blacksmith's Shop is no longer standing. In 1888 it was described as a pug and pine building in fair condition. It had an iron and shingle roof, a rubble masonry forge and gum benches. It was valued at £16 15s (\$35). A larger Blacksmith's Shop was built in 1921 near the site of the original 'Smithy'. Well preserved, the standing 'Smithy' is of a rubble masonry construction, with a galvanised iron roof on a native pine frame. It has distinctive corrugated iron saloon doors. No trace remains of a cart shed that was attached to the building.



Blacksmith's Shop



Blacksmith's Shop



Blacksmith's Shop

STABLES AND HARNESS ROOM

For more than a century horses shaped life on the pastoral runs of the Flinders Ranges. Horses carried explorers, settlers, and stockmen into the Far North. They pack-saddled stores, hauled drays, pulled carts and carriages, and delivered mail. "We were dependent on horses for all work" wrote Frederick Hayward, manager of the neighbouring Aroona run in the 1850's. Built in 1862, the Stables and Harness Room were rescued by volunteers in 1999. Urgently needed restoration work was funded by the Friends of the Flinders Ranges National Park. Close inspection of the drop-slab walls will reveal differences in slab preparation. Some slabs have been adzed; others cut by chainsaw. Timbers from the original Wilpena homestead have been recycled. In the Stables, mallee stalls and native pine rails endure but the original shingle roof had been replaced by 1888 when the building 12 was valued at £32 (\$64).



Stables and Harness Room



Stables and Harness Room



Stables and Harness Room

WILPENA CEMETERY

Located a short distance from the homestead and huts, in a small stand of native pine, is the Wilpena Station cemetery. Only two marked graves survive. However, it is thought that at least three other unmarked graves rest beneath the bulbs that cover the ground in spring. An impressive headstone marks the grave of an early Wilpena Station manager. James Smith Clarke who died suddenly aged only 38 years. A simple slate headstone bears the name of Henry Ryan. It is said that Henry Ryan was an Aboriginal child. However, a blacksmith named Henry Daniel Ryan married Caroline Kirwan, the daughter of John Kirwan, proprietor of the Wilpena Eating and Accommodation House. Station manager James Clarke witnessed the Ryan's marriage at Wilpena in 1864. It is more likely that the blacksmith, or perhaps his son, is buried in the Wilpena cemetery. Other members of the Ryan family are probably buried at Wilpena.



Cemetery



Cemetery

THE HOMESTEAD STORE

There were few towns in the Far North before the 1870s. Teamsters spent months on the tracks, hauling produce and supplies between the remote runs and distant trading centres such as Melrose and Burra. Supplies were purchased in bulk and held in stores on the runs. Early travellers relied upon station stores to replenish their provisions. Shepherds, stockmen, and farm labourers received rations as part of their employment 'package' well into the twentieth century. Recalling the store on the Wonoka Run in 1856, Robert Bruce later wrote: "Everything in that storehouse was of the large, wholesale order..." A rubble masonry building, the Wilpena Store was built in 1862. It is one of very few two-storey station buildings in the Flinders Ranges. The store was windowless; the dark, cool interior optimised conditions for the prolonged storage of food. The original thatched roof has survived and is laced to roofing timbers with cowhide thronging. It has been covered for more than a century by a galvanised iron roof. The upper floor was destroyed by fire and replaced in 1899. Twenty years later it had been eaten away by termites and was not replaced. Steps leading to the upper floor, were later removed by George Hunt. The loading bay was renovated in 1998 with a grant secured by the Friends of the Flinders Ranges National Park. Trying to protect bulk supplies from vermin was a constant challenge for early storekeepers. Goods were regularly spoiled by ants, mice, and weevils. A novel approach was tried at Wilpena – the store has suspended vermin-proof shelving. The Wilpena Store Book provides an inventory of stock from 1902 – 1906. It also records the names of stockmen and farm labourers employed on the station, wages paid, rations distributed, and goods purchased. Regular entries appear for the 'Poison Camp'. Rations of flour, sugar and tea were allocated together with arsenic, strychnine, soda, poison sugar and chaff.



Homestead Store



Homestead Store



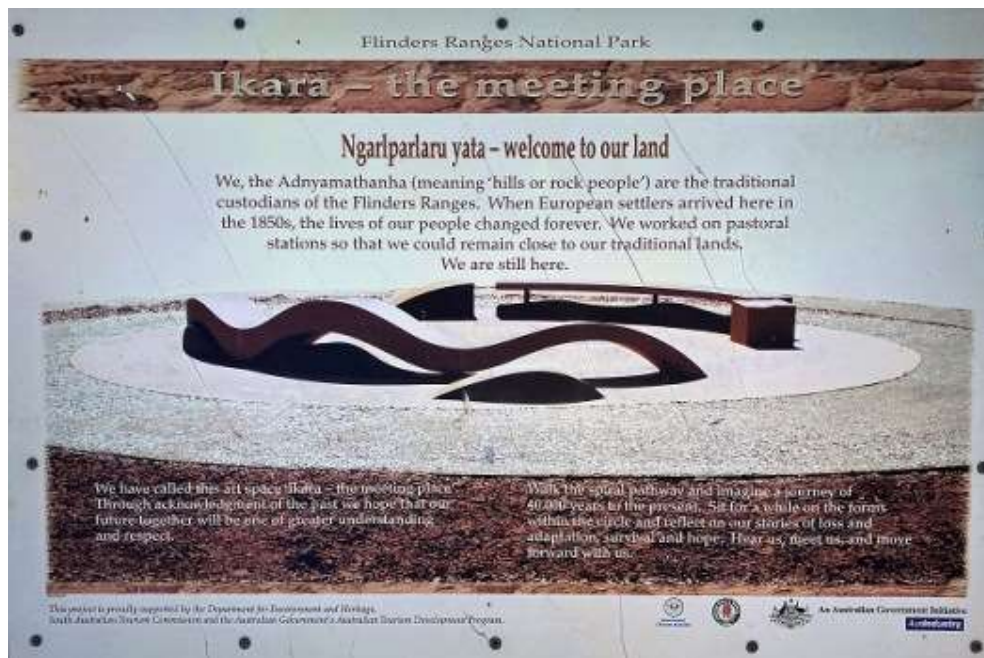
Homestead Store

IKARA – THE MEETING PLACE

When European settlers arrived here in 1851, the lives of Adnyamathanha people changed forever. This art space, developed in collaboration between the Adnyamathanha (pronounced adna-mut-na) community and the Department for Environment and Heritage, interprets the impact of settlement and pastoralism on the Adnyamathanha. It explores our shared history and seeks to acknowledge the past, in the hope that our future together might be one of greater understanding and respect. The installation sits on culturally important land at a site selected by the community. Here the Adnyamathanha share some of their stories. They remind us that they had an ancient culture before settlement. They describe what their people went through during settlement. And they celebrate their survival – ‘we are still here’. Adnyamathanha sense of identity and ancestry remains strong. Adnyamathanha, say they belong to their land, not that the land belongs to them. This sculpture has been named Ikara – the meeting place. The two dominant forms represent two akurras (Dreamtime serpents) whose bodies form the walls of Wilpena Pound. The fluid akurra represents the Adnyamathanha approach to living with land. The flat-topped akurra represents the European approach to living on land. The large stone block, quarried from a local creek bed, represents the way European settlers took control of the land, carving it up into separate landholdings defined by rigid boundaries. The story grid made from locally sourced slate, captures the voices of Adnyamathanha Elders who speak about family, land, traditional life, loss, the way ahead. The cracked earth, horseshoes, fencing wire and cross symbolise the dramatic changes to traditional Adnyamathanha life after pastoralists settled the Flinders Ranges – a new religion, fenced land and the arrival of hard-hoofed animals that were to destroy the traditional indigenous economy.



Ikara-Meeting Place



Ikara-Meeting Place

WILPENA HOMESTEAD

Humble or elegant, the main residence on the early runs was known as 'Government House'. In the 1850s 'Government House' was typically a small pug and pine hut. Posts, rafters, and battens were cut from local native pine. Walls were built using upright posts, often split, and pugged with gravel, mud, and lime mortar. Native grass or reed thatch was used to roof the huts. Most huts had rubble stone chimneys, and some had flagstone floors. William Jessop visited the Wilpena Run in 1859. Invited to the 'sundown meal' in the manager's residence he was to observe: "The most conspicuous thing in it ... was a huge fireplace, which, being ten feet long by seven feet high, and seven feet deep, was capable of consuming enormous trunks and stumps of trees..." A stone residence was built soon after 1860. Later, in 1888 the Wilpena Homestead was described as a substantial five-roomed stone house with French windows, calico ceilings, a stone cellar, shingle roofed verandahs, and a detached pine kitchen. The kitchen was in fact the original Government House, which survived until the early 1930s. The homestead was given an 1888 valuation of £403 4d (\$806), excluding the verandahs. The Wilpena Homestead has undergone many modifications. Following the marriage of George and Betty Hunt in 1941, several new rooms were added. A kitchen, sunroom, office, and schoolroom almost doubled the floor area of the homestead. The ceilings were lowered, and the cellar filled in. The Department for Environment and Heritage has funded extensive homestead renovations. Water and termite damaged building materials were replaced or restored. Ceilings were returned to their original height. The Cellar was excavated by the Friends of the Flinders Ranges National Park. 'Government House' is now used as the operational headquarters for the Flinders Ranges National Park.



Homestead



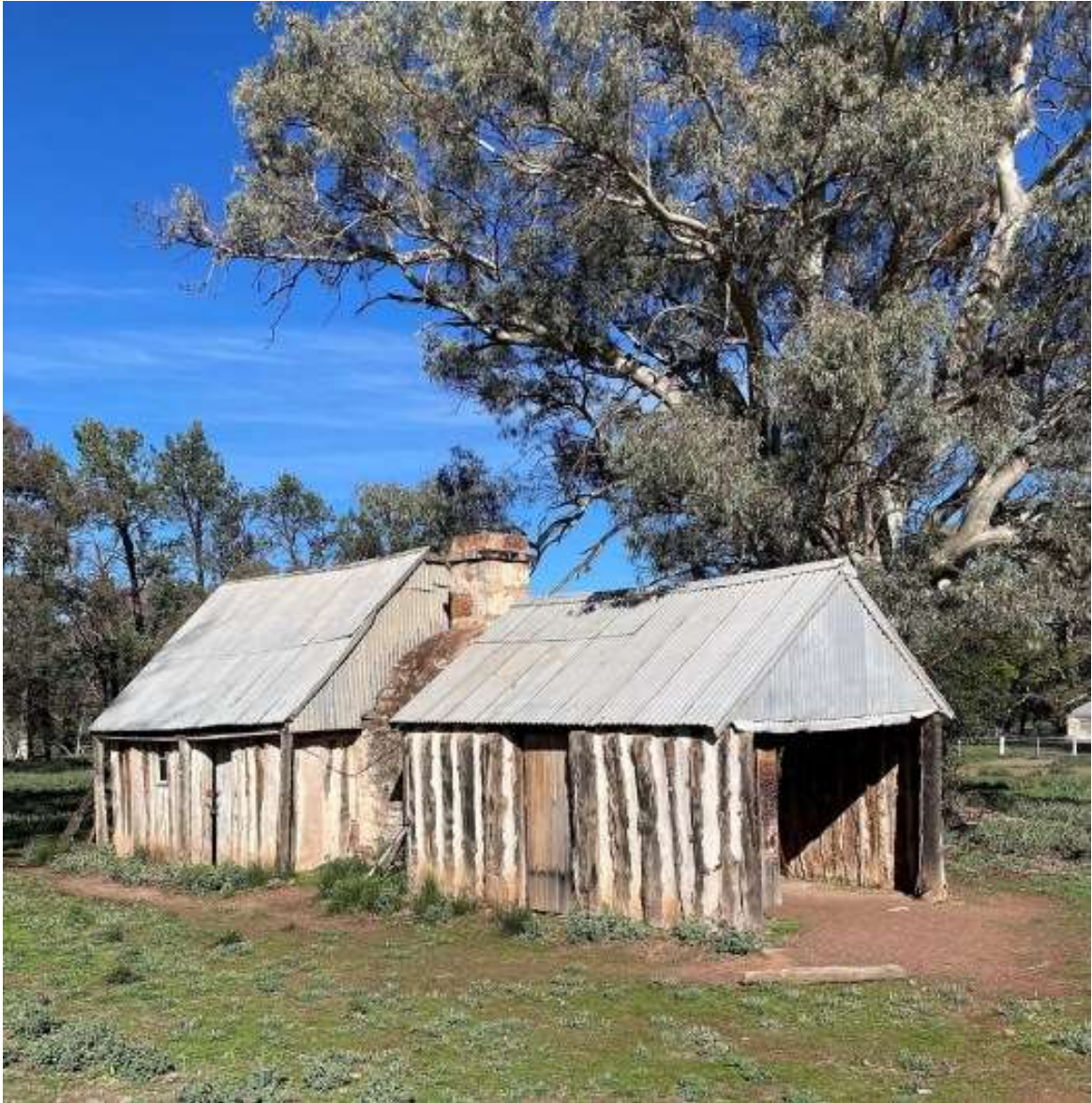
Homestead



Homestead

BOOKKEEPERS HUT

Built in 1853 the Bookkeeper's Hut and Motor Lodge are the oldest surviving buildings on Old Wilpena Station. Both have had several uses, reflecting the needs of the time. Valued at £35 11s 8d (\$71) in 1888, the Bookkeeper's Hut was then a Bachelors Hall kitchen serving the adjacent Bachelors Hall. It later became the paymaster's office, the Station office, and the mail contractor's sleeping quarters. The Bookkeepers Hut appears in the Australian films 'The Rabbit Proof Fence' and 'One Night the Moon'. The original thatch survives in the Bookkeeper's Hut beneath a galvanised iron roof. The unusual herringbone patterned floor was laid by John Wilson, a carpenter who is believed to have jumped ship. The building was restored in 2002. The Motor House was used as sleeping quarters for farm labourers until it was adapted for use as a garage in the early twentieth century.



Bookkeeper's Hut



Bookkeeper's Hut

We both found this walk extremely interesting and it is good that they have kept the buildings intact over the years.

Well, it is finally time for bed. I hope you enjoyed reading about the Wilpena Station Homestead. Before I go, I thought I should show you where we are staying in the Wilpena Park. As you can see, we are amongst the trees which is very pleasant. Vans that are in the park are not on top of each other. It is very restful.



Our campsite in Wilpena with Maree in the background

Monday 13 June 2022

Today we decided to relax. We listened to music and Maree read her book. It was a pleasant sunny day with the Mulga Parrots out and about along with some crows and apostlebirds.



Apostlebird feeding around the park.

The Apostlebird has earned its name because it is highly gregarious, usually seen in groups of up to 30 birds. Early settlers believed that these groups always comprised 12 birds and likened these to the apostles of Jesus Christ. Apostlebirds often associate with another gregarious species, the White-winged Chough, and both species build distinctive nests from mud, though the Apostlebird's nest is smaller. Although this nest provides a sure indication that the species is present, Apostlebirds are usually conspicuous, giving a wide range of calls and calling often. We find the Apostlebirds in the park very noisy. We prefer the Mulga Parrots that frequent the bushes around the caravan.

The only other thing I did today was take a few pictures of the woods around the caravan site. It is nice and quiet here, especially in the evening.



Woods around our caravan site.



Woods around our caravan site

Tomorrow, we leave Wilpena Pound and travel south to Quorn where we will spend two nights. As well as things to see in the countryside, they also put on a light silo art show that runs for about 45 minutes, so we also want to see that. It is also a short drive of only 121 kms so we intend to stop in Hawker for lunch on the way. So, until tomorrow.

Wednesday 15 June 2022

Today we walked around the town of Quorn, stopped for lunch, comprising coffee, scones with jam and cream at a quaint little tea room, called Teas on the Terrace. The service was excellent and the food very tasty. A lovely place to drop into if passing through or staying in Quorn.

From here we went to an open location so I could launch the drone for some photos of the town.



Aerial shots of views around the town of Quorn taken from my drone.



Aerial shots of views around the town of Quorn taken from my drone



Aerial shots of views around the town of Quorn taken from my drone.



Aerial shots of views around the town of Quorn taken from my drone.

After taking our aerial photos we headed back to the caravan. The afternoon was spent relaxing; Maree reading and me catching up writing the blog.

Tomorrow, we head off for Kimba for one-night free camping. The reason for our stay in Kimba is to visit one of the silos on our list of trails in South Australia.

Thursday 16 June 2022

This morning we left Quorn for Kimba. We decided not to stop at Port Augusta on the way through as we will be coming back through Port Augusta when we leave Port Lincoln later in the trip.

After about an hour and a half we thought we would stop somewhere for a coffees. Aha, the next road sign said, Iron Knob, and indicated a coffee cup symbol. Great we thought. So, we took the turnoff into Iron Knob.

We drove from street to street, not many by the way, looking for the coffee shop. Then we saw the caravan park and that had a shop sign out front. Great we had found our stop for coffee. Well, we thought so anyway. We walk into the building after reading all the covid signage and said to the lady behind the post office screen "is this where we get a coffee". She just laughed "no coffee shop in iron knob, you will need to go to the next town".

So I said: "Nice to meet you" and we left Iron Knob - without a coffee.

As it was only 90 kms to Kimba, and our destination for today, we decided to push on and have a coffee and lunch in Kimba.

Kimba at last and only 12:30, in time to get some lunch, but first, park the van in the free campground (donation) and then walk into town to see that silo artwork we travelled to see. You can see from the image that it is quite impressive.



Kimba is a pioneering town that was established in 1915. It's located at the halfway mark across Australia on the Eyre Highway right at the top of the Eyre Peninsula. It's surrounded by endless wheat farms growing golden in the sunlight, which was the inspiration behind the concept for the silo art. The Viterro Silos at Kimba were painted by artist Cam Scale in September 2017. The mural stretches over five and a half silos, standing proudly at over 60m wide and 25m high and depicts a young girl standing in a wheat field. She is overlooking a magnificent purple sunset viewed through endless wheat fields which blend into the real thing behind the silos.

I tried to fly the drone for images, but we were just inside the restricted perimeter, so only ground shots for this one.

From here we went to a cafe called Eileen's for lunch. Great food and lovely coffee. After lunch we wandered around the town and did some supermarket shopping and then headed for the Big Galah'.



The Big Galah,

Not as impressive as some of the “BIG” things you get to see travelling around this great country.

Further on our walk we came across a billboard that showed us that Kimba is halfway between the east and west coasts of Australia as the crow flies. The billboard also had details of the history of Kimba. The image below also shows you where we are travelling around the Eyre Peninsula.



The map of where we are travelling on the Eyre Peninsula. Kimba is shown as being the halfway point between the east coast and west coast, as the crow flies

A HISTORY OF KIMBA

As recently as a long lifetime ago, in 1908, the first permanent settlers sowed the first grain and grew the first crop in Kimba district. Long before this E.J. Eyre had skirted the area on his journeys of exploration during the 1840s, and from 1872 pastoralists had attempted grazing both sheep and cattle. Earlier still these were the lands of the Pankjala aboriginal people for whom the small springs, soakages and rockholes provided sufficient water during their seasonal forays from the coast. In the early 1900s strong overseas wheat markets and a demand for additional farming land by growing numbers of young farmers led to the opening up of the last of the Mallee lands for agriculture. Where possible crops were sown on natural plains, while 'loggers' with their team of horses or bullocks cleared the Mallee scrub, and axemen 'mullenized' the stands of native pine and black oak, retaining the best timbers for fencing and building. Until 1913 when the railway from Port Lincoln was extended to the new siding named 'Kimba' the pioneers obtained their mail and supplies from Cowell over rough bush tracks. This isolation was much relieved by the advent of the railway which brought regular weekly communication with the outside world. The proclamation of the township of Kimba in 1915 coincided with the influx of settlers to the new area, and boosted confidence in the potential of the district. Businesses of all kinds were attracted to the town and the young community worked together to provide social, educational, medical and administrative facilities. In 1926 the railway was extended to Buckleboob. This period of rapid growth was checked by the great depression of the 1930s. Following World War II progress was restored with increasing prices for wool and wheat. As evidence of more recent developments bulk grain silos dominate the siding where wheatstacks once stood and pipelines bring an assured water supply from the Poldia basin and the River Murray. The relatively few decades of Kimba's history have been influenced by seasons and markets but most of all by the spirit of cooperation of its people. The surrounding district is one of the largest wheat growing areas in the driest state in the driest continent in the world. The area can be viewed from the Whites Knob lookout, northwest of town.

RAINFALL 340mm

History of Kimba

After our walk we returned to the van and relaxed.



Aerial view of our free parking location in Kimba.

Later we cooked dinner, Pad Thai, and then I went to write the days blog and Maree went to watch TV. When Maree switched on the TV, we heard a buzzing alarm sound. After spending time tracking where sound was coming from, we found it was under the bed and near the deep cycle battery that powers the van when off the grid. Hmm I thought, and I went and checked the battery level. I found that the battery was almost exhausted. I knew the battery was on its last legs, 8 years old, but when I checked the battery level when we arrived it was at 75%, however, when it was dark, and we put on more lights we obviously exceeded what little power it really had.

Well, no generator to give us power, then I remembered that the car is charging the van battery through its connection as we travel. A quick reconnection of the cables to the car, start the engine, and check the power to the battery – four lovely lights, 100%. I knew that wasn't going to charge the battery to that level, but it gave us power for the things we needed – lights, ignition to fire up the gas for hot water. So, we switched the car engine on and off as we needed power, and all solved for the evening.

In the morning I will contact a local auto electrician, and there is one next to the free campground where we are staying and see if they have a deep cycle battery we can purchase. I would like to get one installed before we continue to Ceduna. Although we will not have an issue as connecting to mains power at the caravan parks gives us power, even if the battery will not charge.

So, until tomorrow. Night all.

Friday 17 June 2022

As you recall, yesterday I told you about our issues with the deep cycle battery in the caravan. Well, this morning I rang the auto electrician that has his business next door to the Council's free parking campground. It was good news. The business, Venning Auto Electrics, was able to supply us with a new battery and install it for us. They even went further and checked all the electrics to ensure the battery was charging from all sources, the car, and the solar panel on the roof of our caravan. All tested positive.

So, with a new battery to keep us in power when we next free camp, which will be in the Lincoln National Park for three nights from 25 June, we headed off to Ceduna, but not before we stopped for breakfast at the Eileen Café in Kimba. This was the same café we had lunch at yesterday. When you are on a good thing.....

Following breakfast, we refuelled and headed off to Ceduna, where we will stop for two days. The journey was uneventful which is always a good thing. We did notice when we were travelling along the 300 kms to Ceduna that many fields were very green in colour. For a state that is supposed to be the driest in Australia (*South Australia is the driest of the Australian states. Only about one-fifth of the area receives annual precipitation of more than 10 inches (250 mm), and less than half of that has more than 16 inches (400 mm)*), we were amazed to see this. We were trying to work out if the fields had just been planted with crops and research showed that the area produces significant wheat exports. So, we assume that what we were seeing was new growth from the wheat crops recently planted. It was an incredible sight to see these fields as green as they were for as far as the eye could see.



One of the green fields we passed. Imagine these green fields continuing for the next 100 kms or so.

As we had been travelling for just over two hours, we decided to stop for lunch at the next town. The next town was Wirrulla. Wirrulla is a small grain belt town located 90 km from Ceduna. The town is a focus point for many of the surrounding agricultural districts and features several silos to store grain from the surrounding areas, no artwork on these silos though, but a great general store that served us a very enjoyable lunch.



The Wirrulla General Store. I took a photo of this painting inside the store.

After lunch we travelled the last 90 kms to Ceduna. We are staying in the Foreshore Caravan Park which has great views of the Great Australian Bight and magnificent sunsets. I took some photos of tonight's sunset.

For those who read this blog and do not know what I am referring too, The Great Australian Bight is a large oceanic bight, or open bay, off the central and western portions of the southern coastline of mainland Australia.



Tonight's sunset over The Great Australian Bite viewed from Ceduna.

That is all for today guys. Until tomorrow.

Saturday 18 June 2022

After a glorious day yesterday, we awoke to a very cold morning with the wind blowing strongly. So, after a lie in, we decided we would have breakfast in town and then drive around to Denial Bay.

DENIAL BAY

Denial Bay is the name for both a small bay on the coast of South Australia, and a small fishing town built at the bay. The bay was named by explorer Matthew Flinders on 7 February 1802. Flinders had hoped that bay was bigger and would have provided better access into the inland of South Australia. This was not to be and so he named it Denial Bay.

One of the first European settlers to arrive here was a sheep farmer, William McKenzie, who built a house in the area in 1889. In 1889 he was allotted some 17,800 acres and built a homestead 2 miles west of the present-day Denial Bay township.



McKenzie Homestead Ruins built in 1889. This location also housed a small village.

McKenzie also built a “wooden landing” in 1892 in Denial Bay. This landing, known as “Mac’s Landing”, was used to load and unload goods from the visiting ships. At low tide the landing could be reached by horse and cart, with produce being loaded on to the platform. As the tide returned small rowboats, called lighters, from the sailing ships would gather the local produce and deposit passengers and incoming stores on the landing ready for pickup. The landing was used until the jetty was built in 1909.



Mac's Landing in use in Denial Bay

At his homestead in 1890, McKenzie established a small village known as "Mac's Town". The town consisted of a Blacksmith's Shop, Post Office, Saddlery, Slaughter Yards, Several Cottages, and a Police Station. As well as acting as the local Justice of the Peace, Mac was host, friend, and guide to dozens of early settlers as they arrived.

Mac's Town was the social hub of the district. His dining room accommodated 50 guests, but you wouldn't think that looking at the homestead/town ruins in the photo we took today. Many early settlers started in the district by working for Mac until obtaining their own farm.

We started to walk onto the jetty in Denial Bay, but the wind was blowing a gale. So, we took photos and headed back to the car. The jetty today is only a third of its original length.



Jetty built in 1909 to replace Mac's Landing.

Our next stop was in Thevenard.

Thevenard is a port town 3 kilometres south-west of Ceduna and is named after nearby Cape Thevenard, which in turn had been named after Antoine-Jean-Marie Thévenard, a French admiral. The port at Thevenard handles bulk grain, gypsum, salt, and zircon. Thevenard is a terminus on the isolated Eyre Peninsula Railway network and receives several trains daily of bulk gypsum from the Lake MacDonnell mine at Kevin near Penong.



The Bulk Grain and Mineral Facility in the Port of Thevenard

The existing jetty has two berths each capable of handling ships of 198m length overall and 28m beam with a berthing pocket 30 metres wide and 9.8 metres deep. A gantry supports a load out conveyor and a discharge boom with a travel length of 160.5m, capable of bulk loading grain at 750 tonnes per hour and gypsum at 950 tonnes per hour, into ships holds with a maximum outreach of 18 metres.



The jetty in the Port of Thevenard that services the Bulk Grain and Mineral Facility

The most spoken language in Thevenard, other than English, is Greek. Thevenard is also home to the St Nicholas Greek Orthodox Church. Greek immigration to Thevenard has been important in shaping the town's culture and it is believed (so they say) that the eating of

barramundi was introduced to White Australia by the Greeks from Thevenard. Thevenard also has history relating to the shipping vessel Eleni K that now rests on the bottom of the waters between Goats and St Peters Islands, not far from Thevenard.

THE ELENI K

The single-screw steamer, Eleni K (originally Johns Hopkins) was built at Baltimore in March 1943, for the United States War Shipping Administration. It was one of 2,742 mass-produced Liberty Ships, constructed to carry troops and cargo during World War II. The vessel was 441.7 feet (134.6 m) in length, 57.1 feet (17.4 m) breadth, 27.9 feet (8.5 m) depth and 7,245 gross tons.

Following the war, the Liberty Ship, Johns Hopkins, was sold and renamed Thetis (1946) and Santa Elena (1956). In 1960 it was purchased by the Eleni Shipping Company, Greece, and renamed Eleni K. Eleni K arrived in Thevenard, South Australia, in mid-1966. Shipping authorities considered it unseaworthy, and it was taken to Port Adelaide for repairs, before returning to load bulk wheat. On 29 September 1966 the Eleni K departed Thevenard with 7,776 tons of wheat, bound for Port Lincoln where a further 2,000 tons were to be loaded. The Harbourmaster was concerned about the loading of the vessel and ensured that its master took written responsibility.

A design fault recognised early in the development of Liberty Ships was their tendency to crack around midships, yet this cargo was divided between the forward and after holds, leaving the centre hold empty. Approximately 90 minutes after leaving port (and only 10 minutes after the pilot disembarked) the Eleni K broke its back and buckled around the No 3 (or central) hold. The engines were stopped, and the vessel anchored, but sank soon after. In mid-October the German freighter G I Nickelson salvaged 1,770 tons of wheat using suction equipment, under difficult conditions, but further salvage was halted on 25 October 1966.



The vessel the ELENI K lying with a broken back.

In November 1966 the Eleni K was refloated and towed to its present position between Goat Island and St Peter Island, approximately 20 kms from Thevenard, where it was grounded in 11-13 m of water. The towing operation, by the tug Tusker, took four days and proved difficult, with the towline parting twice. Finally, on 17 November 1966 the vessel was flooded in the fore and aft compartments, and awash at the weather deck at high tide.

Today the extensive remains of the Eleni K provide one of the best shipwreck dives in South Australia. The relatively intact vessel is sitting upright, with the top of the bridge about two metres under the surface. The original anchor for this vessel remains as a monument in Thevenard.



Eleni K Original Anchor

Tomorrow, we set off for Streaky Bay for a few days.

Sunday 19 June 2022

This morning we departed Ceduna for Streaky Bay. As the distance for our drive was only 112 kms, we left Ceduna around 10:00 and as there was no traffic on the road to Streaky Bay, we drove at 70 kph.

Along the way we saw the turn off to Smoky Bay so we decided we would go and have a look and stop for a coffee. Smoky Bay is a town on the west coast of the Eyre Peninsula. Previously used as a port, the town is now a residential settlement and popular tourist destination known for its recreational fishing.

Smoky Bay's coastline was first sighted and mapped by the British navigator, Matthew Flinders, in 1802, who named it "Smoky Bay" after the amount of smoke from fires lit by the area's Aboriginal people.

Whalers were the first Europeans to inhabit the coastline near the current site of the town, just north of Pt. Collinson. Recently, dune erosion has uncovered parts of the ruins of their camps, with pieces of whale bone and three one-hundred-gallon cooking pots discovered. The historic Port Collinson Whaling Station remnants are listed on the South Australian Heritage Register.

In the early 1860s pastoralists arrived in the district. Former Adelaide civil servant Charles Francis Heath (1832–83) established a sheep grazing property which he named Wallanippie Station after the Aboriginal name of a waterhole near his homestead at the back of Point Brown promontory.

A feud took place in 1865 between two Aboriginal men at Wallanippie Station, resulting in one being speared and the other charged with murder. Heath was required to attend the Supreme Court in Adelaide as a witness. The trial was notable in that it was an instance of British law intervening in traditional Aboriginal law.

Following that incident, the government decided that the developing district needed established law and order. On 16 November 1865, Heath was appointed the first justice of the peace and local magistrate for Smoky Bay.

After an enjoyable coffee we went down to the jetty for a look and then departed for Streaky Bay, 70 kms away.



The Smoky Bay Jetty, Smoky Bay

We arrived in Streaky Bay around lunchtime and drove straight to the caravan park. Our caravan park is located on the foreshore of Blanche Port. A nice, sheltered bay.

After lunch we drove into town; not much open as it is Sunday. So we walked out along the Jetty and had a look at the statue tribute to jockey, Kerrin McEvoy, who was born and schooled in Streaky Bay.



Streaky Bay Jetty



Maree standing on the Streaky Bay Jetty. Yes, it was quite cold and blowy.



Kerrin McEvoy, Professional Jockey, Streaky Bay

A lazy afternoon before making homemade pizzas and cooking them in the Baby Q. Tomorrow we will travel around Streaky Bay looking at the sights.

Monday 20 June 2022

Streaky Bay is a coastal town on the western side of the Eyre Peninsula, in South Australia just off the Flinders Highway, 112 km south-east of Ceduna. Streaky Bay and the surrounding district show a great variety of landscapes, from largely untouched native scrubland and farming country to cliffs and extensive surf beaches. The inland areas of the district are largely dominated by pastoral country; however, areas such as the Calpatanna Waterhole Conservation Park located 30 km southeast of Streaky Bay represents an example of the original coastal and Salt Lake environments, where wildlife still abounds. Possibly the area's most interesting geological features are Murphy's Haystacks. These granite formations have been dated at 1590 million years old.



Rock formation referred to as Murphy's Haystack

The features that most commonly draw tourists are along the immense stretch of coastline surrounding the bay. The Bay itself is relatively protected and quiet stretches of beach can be found along most of its length. However, where the coastline is exposed to the swells of the Southern Ocean, cliffs are exposed, along with sheltered areas that harbour large rock pools. I was able to get a photo of the early morning sunrise with the drone this morning.



Early morning sunrise from the drone

I followed this up with some aerial shots of the caravan park and views of the town.



Aerial views of the caravan park from the water



Aerial views of the caravan park from the water.



Aerial views of the town.



Aerial views of the town.

Following are images we took today as we travelled the Cape Bauer loop.



Halley's Beach, Cape Bauer



Maree on the walkway to Whistling Rocks and the Blow Hole



Sand Dunes on the walk to the Whistling Rocks and Blow Hole



View of Whistling Rocks and Blow Hole, Cape Bauer



Whistling Rocks and Blow Hole, Cape Bauer



Whistling Rocks and Blow Hole, Cape Bauer



View from Cape Bauer



View from Cape Bauer in the other direction

We arrived back at the van late in the afternoon and started to prepare for dinner. While firing up the BBQ I had a visit from some seagulls.



Closeup of the seagull that paid us a visit



Closeup of the seagull that paid us a visit.

Tonight, I am cooking freshly caught King George Whiting and Maree is preparing some nice potato dauphinois to go with our fresh fish.

Tomorrow, we head off to Coffin Bay for four nights.

Tuesday 21 June 2022

This morning we departed Streaky Bay for Coffin Bay. not much to report today other than trying to find shucked Oysters in Coffin Bay (the best place to get the best oysters in SA apparently) was a nightmare. You can get closed oysters from the oyster farms as they are not allowed, by law, to sell open ones. So, we shopped around until we found a takeaway shop, right next to the caravan park, that sells fresh daily shucked oysters received from one of the farms for \$15 per dozen. Sounded good to me. So, we will purchase some tomorrow when the daily delivery is made.

I then rang my nephew who works in the seafood industry. He not only told me that the price we were getting our oysters for was a good price, but he also told me we could make Oysters Kilpatrick from closed ones. All I must do is heat the weber Baby Q to medium and place the unshucked oysters into the BBQ, close the lid, leave for 10 minutes (check after 5) and the oysters will open and be cooked (just). All I then need do is finish them off with my Kilpatrick mix or even finish them off with a mornay mix. I'm glad I rang my nephew. We will try this tomorrow for dinner. We will let you know how we get on.

Well, that is all for today, other than to say it is raining outside the van but hopefully will be fine tomorrow.

Wednesday 22 June 2022

We had some early morning visitors in the park this morning.



Early morning visitors

I forgot to add this yesterday. Click on the link to see what we found when we rounded a bend at 80 kph. https://youtu.be/zuvH_rb9ags

Today we awoke to continuing rain. The rain was very light and was blown around by a light wind. This meant that our laundry hanging under the awning wasn't going to dry as the light rain was being blown under the awning. So, a trip to the CP drying machines to fix the problem.

After this we went to the local takeaway to have breakfast and pick up some oysters. We bought a dozen shucked for Maree as she loves them natural. For me a dozen unshucked so I can try the BBQ option making Oysters Kilpatrick.

I also decided to buy an oyster knife and I tried it out on one of the unshucked oysters. The oyster farm where I bought the knife showed me how to shuck them. And yes, as people say, it is quite easy. My first attempt the oyster came out easily. Maree quickly ate it saying it was lovely and fresh.

We will likely have oysters for dinner tomorrow as well. Maree isn't saying no to that option at all.

After breakfast and with the rain easing, we headed off to the Coffin Bay National Park. The views of the coastline are breathtaking, especially with some views taken atop cliffs. We took quite a few photos which I have placed below.

I'll write more after dinner and let you know how my BBQed unshucked oysters go.



Coffin Bay NP Coastline



Coffin Bay NP Coastline



Coffin Bay NP Coastline



Coffin Bay NP Coastline



Coffin Bay NP Coastline



Coffin Bay NP Coastline



Coffin Bay NP Coastline



Coffin Bay NP



Coffin Bay NP

Well, the BBQ oysters turned out well and were delicious. Maree enjoyed her natural oysters as well.



Maree's natural oysters for entree



Steve's BBQ opening oysters served Kilpatrick style.

I can say that oysters are on the menu again tomorrow night.

Thursday 23 June 2022

We had a lazy day today. We went out for breakfast and lunch and that was about it. We haven't seen any kangaroos around Coffin Bay and so we were surprised when I went outside and saw a large group of kangaroos feeding around the caravans. See the video here. <https://youtu.be/BJOp71N495w>

Here are some stills of the same group of kangaroos.



Kangaroos feeding inside the Coffin Bay Caravan Park, SA



Kangaroos feeding inside the Coffin Bay Caravan Park, SA



Kangaroos feeding inside the Coffin Bay Caravan Park, SA

Friday 24 June 2022

Today we took a drive into Port Lincoln to do some food shopping and to get some fresh fish. Tomorrow, we head to Lincoln National Park, specifically Surfleet Cove for three days, which is just south of Port Lincoln, and we wanted to do food shopping without the caravan in tow. Port Lincoln is only 40 kms from Coffin Bay.

Port Lincoln is a town on the Lower Eyre Peninsula and situated on the shore of Boston Bay, which opens eastward into Spencer Gulf. It is the largest city in the West Coast. The city is reputed to be Australia's "Seafood Capital".

The lack of a reliable surface water supply was a factor preventing Port Lincoln from being proclaimed the colony's capital city in the 1830s. Even as a small town, Port Lincoln outgrew its fresh water supplies. It is now largely dependent on water drawn from groundwater basins in the south of the peninsula.

Following the development of a long-term water supply plan for Eyre Peninsula, the South Australian government is progressing detailed investigation of augmentation options. These include seawater desalination.

Following is the view of Boston Bay in Port Lincoln.



Boston Bay in Port Lincoln

We also took a drive into Lincoln National Park to check out the site we have booked with SA NPWS. The site is excellent and will be very peaceful for the three days. I also intend to do some fishing, so hopefully food on the table fresh from Boston Bay.

Saturday 25 – Monday 27 June 2022

First some information about this NP.

Lincoln National Park overlooks Boston Bay, the largest natural harbour in Australia (*appears to conflict with Port Jackson in Sydney*), with granite headlands, sheltered bays, and scenic offshore islands. On the southern side of the park are massive, wind-sculpted sand dunes of the Sleaford-Wanna dune system and the pounding surf of the Southern Ocean. Memory Cove Sanctuary located within Lincoln National Park, is a magnificent and secluded bay with a pure white sandy beach, cradled between densely vegetated headlands.

We left Coffin Bay Saturday morning for the short drive to Surfleet Cove in Lincoln National Park. It rained most of the way to Port Lincoln but stopped for a while after we reached our camp site. This gave us time to setup and get the awning out before the rain started again. When the rain did start it wasn't very heavy and the wind blew the rain in under the awning. So, a quick unpack of the side awning (sunshade) and placement, in the rain, stopped the rain entering under the awning, thereby keeping everything dry.



Caravan Setup and view of the bay Lincoln NP



View from our caravan site Lincoln NP



Caravan site Lincoln NP

It rained on and off all afternoon until around 3pm when the sun finally came out. I decided at this point I would try beach fishing using my 14' beach rod. There wasn't a lot of movement in the water and after a half an hour I gave it away.

At this point the rain returned and continued for the rest of the afternoon and into the evening. We cooked our evening meal in the oven tonight as it was too miserable to stay outside. We had purchased some different meals that we could roast in the oven before we arrived in the NP as we were expecting some bad weather. So, tonight was freshly rolled chicken thighs filled with ham and cream cheese and marinated in sweet chilli from the Port Lincoln local butcher. After dinner we watched some prerecorded movies and settled down for the evening before turning in around 22:30.

Sunday morning, we woke to the rain still falling, but not as heavy as the day before. So, I got up, made us a cup of tea and then I got back in bed, where we stayed until around 9am. At this time the rain finally stopped. It was still cloudy, so the solar panel was only generating about .8 amps. So, to give the van battery a boost I hooked up the van electrics to the territory and ran the engine for 15 minutes. This was enough to top the battery up and give us four lights on the charging panel in the van.

So, Maree had a shower while I made breakfast. Today we had smashed avocado on sour dough topped with a nice runny poached egg. Another cup of tea and we were right to start the day.

The rain held off for most of the day, so we decided to do one of the walks. The 5km return walk from our camp site in Surfleet Cove to Spalding Cove. The walk has a marked trail with some uphill sections and corresponding downhill ones. As we were walking leisurely it took us about an hour to walk each way. After arriving at Spalding Cove, we stopped for a while, ate our muesli bars, took in the views and then decided it was time to return to Surfleet.



Coastline as we walked to Spalding Cove Lincoln NP



Coastline as we walked to Spalding Cove Lincoln NP



Coastline as we walked to Spalding Cove Lincoln NP

After reaching the caravan we decided to have a quiet afternoon. Maree read her book and I thought I would try more fishing. I ditched my beach rod and went for my spinning setup. Another person came along to fish with his son, and he advised that spinning was a better option at Surfleet. Although he also mentioned he hadn't had much luck here. Not to worry, it gave me something to do for the next hour or so.

After returning to the van, we organised dinner. Tonight was homemade pizzas cooked in the caravan oven. Maree prepared the pizzas and put various healthy toppings on the base. In the meantime, I put the pizza stone in the oven to heat up before putting the pizza on top. When ready all it took was for the pizza to cook and that only took 20 minutes. We were quite hungry, so we made two.

After dinner we settled down and read our books until it was time for bed. It was nice not having the TV on. No TV reception here but we do have a hard drive with various movies and TV series that we can watch. At around 22:00 we called it quits for the day and went to bed.

The rain held off all night and we woke Monday morning to glorious sunshine and the birds chirping. There are quite a few different species around our camp site, galahs, wrens, wattlebirds, magpies, sparrows, finches, and currawongs. The wrens around our site seem used to humans as they come very close, even hopping around the chairs we were sitting in.



Blue wren hopping around the caravan Lincoln NP



Cape Barren Goose native to Lincoln NP. This is one of a pair that wanders around our van site.

After breakfast, another serving of smashed avocado with a poached egg on sour dough, we went for a short walk and met our neighbours who arrived in their van Sunday afternoon. After a lengthy chat, Maree and I sat outside in the sunshine for a while before going for a short walk. After our walk we stayed at the van with Maree reading and me starting to write this blog for that last three days. It has taken most of the afternoon and it is time to think

about dinner. Tonight, we are having fresh King George whiting served with scalloped potatoes and steamed carrots.



Coastline Lincoln NP



Coastline Lincoln NP

Tuesday 28 June 2022

Today we left Lincoln NP for Whyalla. We stopped at Tumby Bay and Cowell along the way to take photos of the silo artwork in these two small coastal towns. The weather has been great today as we drove along the Eyre Peninsula east coast and the through pastoral areas.

Tumby Bay

The bay was first explored and given the name Tumby Bay by Matthew Flinders in 1802, after a parish in Lincolnshire, England. In 1840 Governor Gawler renamed the bay Harvey's Bay after one of the district's early settlers. Then on 15 November 1900 the town of Tumby was proclaimed by Governor Tennyson, and the name of the bay itself reverted to Tumby Bay. On 14 June 1984 the town officially became known as Tumby Bay.

The earliest settlers to the district arrived in the 1840s and farmed the area with wheat and sheep predominantly. The town soon grew into an important grain storage and loading point, with a jetty constructed in 1874, only the second to be built on the Eyre Peninsula. This provided a much-needed outlet for the copper ore which was coming from the Burrowing Mine. The original jetty was taken down in 1999 due to safety concerns, but the newer jetty is still in use.



Tumby Bay new Jetty



Tumby Bay Foreshore

Tumby Bay Silos

The Tumby Bay silos were completed on April 13th, 2018, and were the third silos to be painted in South Australia. Overall, they are the 18th to be included in the Australian Silo Art Trail Collection. Depicted on these silos is an interpretation of two boys jumping off the Tumby Bay Jetty. The inspiration for the silos comes from the artist Martin Ron and his assistant Matt Gorrick, who spent some time in the area before painting the silos. Saying the initial idea came from seeing people dive off the jetty into the ocean, even joining in the sport himself.

Mr Ron started researching about the jetty jumping and came across an image that would form the basis of the silo mural. The image was taken by a local photographer Robert Lang, in January 2014, of local boys Eli Carmody and Morris Webb jumping off the Tumby Bay jetty on a very hot summer's afternoon.

The mural is not an exact copy of the original image as the artists worked with it to create something unique. It's slightly distorted to suit the curves and shape of the silos as well. On the silos, the boys are reaching for the sky, wherein the original photo they are reaching towards the water.



Silo Artwork Tumby Bay

After having a coffee and cake in Tumby Bay we headed off to Cowell.

Cowell is a coastal town on Franklin Harbor on the eastern side of the Eyre Peninsula, in South Australia on the Lincoln Highway. Franklin Harbor is a natural harbour 49 km² in area with a channel to the sea just 100 metres wide.

When settlers commenced farming the area in 1853, Franklin Harbour became a logical place to load ships for export of wheat and wool and a small settlement was soon established.

The town was surveyed during July 1880 and was proclaimed on 28 October 1880. It was named after John Clayton Cowell who was a British soldier who served as the Governor of Windsor Castle. The locality's boundaries were gazetted on 23 December 1998 and include the Government Town of Cowell and the site of the ceased Government Town of Ferns, and the unbounded localities of Yabmana and Elbow Hill.

In 1965, a deposit of jade was discovered in the nearby Minbrie Ranges. To date over 100 outcrops have been found within an area of 9 square kilometres and as such has been designated by the South Australian Department of Minerals and Energy Resources as the "Cowell Jade Province".

Cowell also has Silo Art and the main reason we stopped to visit. Everything else about the town is a bonus.



Silo Artwork in Cowell SA with Maree reading the story board (bottom left-hand corner)



Lionel Royce Deer was born 7-11-1933 at Cowell District Hospital, the 9th child of Vivian and Myrtle Deer, brother to Audrey, Reg, Margaret, Dudley, (William, Robert stillborn twins), Frank, Rhonda and Barry. A family of early settlers, Lionel and his family lived a tough life on the land at Coolanie, living off rations and experiencing a humble but happy life. Whilst living here Lionel helped his father and brothers clear virgin scrub and establish their own farm on land halfway to Kimba. He became a skilled horseman and sheep musterer.

Lionel spent over 40 years working as a skilled, fun loving shearer. A three-time Mail Medallist, he had a love of the land and sea and he lived for his football. He held records in high jump and running and excelled and entertained the locals with his boxing prowess. A prankster at heart and a true larikin-Lionel has, and always will, smile, wave, share a weather report, and welcome anyone who passes him by. Lionel served his compulsory National Service in the army in the mid 1950's where he made mates for life and continued his passion for sport competing against the city kids. Despite his only training being barefoot in the bush, using primitive, homemade equipment, he still outshone his city rivals.

During his early 30's Lionel developed a fascination for camels. He visited his friend living on Kunnamurra Station where he met his first camel, Diamantina. Inspired by respected friends he met in the north of South Australia, of Afghan heritage, he made the decision to rear camels of his own, from William Creek, Oodnadatta.



Lionel formed an unforgettable bond with each of his camels, rearing 12 over his career. He is known in the Cowell community for his passion and love for the animals. He would parade his camels in the town's annual Christmas pageant from 1977 to 2010, while locals caught up in the street reuniting with family and old friends. He ran camel ride events to raise money for the local hospital. He and his camels fascinated tourists and drew visitors to Cowell for years.

There are countless genuine, charitable people like Lionel in our community. But what makes Lionel a little more unique is his sense of humour, his entertaining yarns and impersonations, his ability to stretch the truth for entertainment and his zest for daring adventures. Lionel has scaled Salt Creek in time of flood, shorn over 1000 sheep with a mate in less than 24 hours, ridden a horse into the front bar of the Commercial Hotel, as well as on another occasion, taken a baby camel into that pub while locals shared a beer. He has altered a moke with wagon wheels, competed in camel races and collected some of the strangest and most inappropriate artefacts, proudly displaying them in jars and on the walls of his shed.

A prankster, a joker, a father, grandfather, great grandfather, Lionel has touched the lives of hundreds in the district and the Silo Art will keep Cowell's legendary people and their stories alive for generations to come. When he viewed the completed artwork in 2019, Lionel told the artist it was 'the greatest thing that has ever happened to him in his life'. At the time of production, Lionel was 85.



The story board telling the history of the images painted on the silo in Cowell.

Video of the Cowell Silo Art taken from my drone which runs for around two minutes:

<https://youtu.be/z3XEgAosX6o>

After having lunch at a very nice cafe in Cowell, we headed off to our destination, Whyalla.

Whyalla was founded as "Hummocks Hill" and was known by that name until 1916. It is the fourth most populous city in the Australian state of South Australia after Adelaide, Mount Gambier and Gawler and along with Port Pirie and Port Augusta is one of the three towns to make up the Iron Triangle. It is a seaport located on the east coast of the Eyre Peninsula and is known as the "Steel City" due to its integrated steelworks and shipbuilding heritage. The port of Whyalla has been exporting iron ore since 1903.

The images I took today in Whyalla are of the foreshore where we are staying this evening. I used the drone to take the images so as they are video you will need to use the following links.

<https://youtu.be/jCFsC3ZvHNA>

<https://youtu.be/KxCPBzziJmY>

Tomorrow, we leave for Port Broughton.

Wednesday 29 June 2022

This morning we left Whyalla around 09:30. Our destination is Port Broughton, but we will be diverting from the direct route to visit the town of Wirrabara. Wirrabara has silo artwork and that is one of the reasons we are travelling both the Eyre and Yorke Peninsulas.

After leaving Whyalla, the next town we pass through is Port Augusta. So, we thought we would stop in Port Augusta for a coffee. Well, it was fun and games. First, we drove into an OTR. But there was nowhere to park with the van in tow. So, we parked in a nearby street and walked back to the OTR. We ordered an egg and bacon roll and Maree ordered a muffin, warmed. Then we ordered coffee only to be told "Sorry, coffee machines broken". Maree said to the guy that the reason we came in was for the coffee. She looked at me and said, "shall we go elsewhere". "Yes, I said" So we walked out.

Back at the car we decided to drive around Port Augusta looking for a coffee shop. After 20 minutes driving around the town, we gave up and headed off to Wirrabara.

On the way we passed through the town of Wilmington. So we drove through the town looking for a coffee shop or bakery. No luck here so we continued.

Next town was Melrose. So, we hoped for the best. As we entered the town, we saw a coffee sign at the local servo and thought yep that is a goer. Further on, looking for a place to park our 12.5 metre length rig, we saw a sign "Bikes and Coffee". Now that sounded interesting.

So, we found a place to park and walked back to this coffee shop. The establishment is called "Over the Edge Melrose".



Over the Edge. An excellent coffee shops. Make sure you stop here if passing through Melrose. It is also worth a detour if you were thinking of bypassing Melrose.

Over the Edge Melrose is a bike shop and cafe; they sell home made products using local products. So, we decided to have lunch. I found their menu very interesting and different. For example, I had the marinated lamb burger with fennel masala. Talk about a burger packed with intriguing and interesting flavours. I enjoyed the burger so much I couldn't stop saying to the staff how much I enjoyed it. Maree had the soup. Sorry, saying soup is an understatement. This soup was packed with flavour: pasta, vegetables and infused with homemade pesto and served with sourdough bread infused with fresh garlic. I know it was Maree who had the soup but of course, being the cook of the household, I just had to try it. Guys you must stop at this great establishment in Melrose. What a gem.

After our lovely lunch we headed off to Wirrabara.

Wirrabara sits on the banks of the Rocky River in the Southern Flinders Ranges. Wirrabara gets its name from a corruption of two words from Kurna (Adelaide Tribe) language "wirra" and "birra" gum trees and running water and in the local Nukunu language "wira parl" gum trees with honey and water.

The area was first settled by Europeans in 1844 when the White Brothers took up pastoral leases north west of what is now known as Wirrabara. They called the leases the Charlton Run after their hometown in England. Later the owners changed the name of the run to

Wirrabara from which the town took its name when it was established in 1874. The owner of Wirrabara Station at that time was A. B. Murray, breeder of the famous Murray Merinos.

Wirrabara today has an active timber industry, healthy farming community, creative business owners and a township that supports both the old and the new.

The main reason for our visit is the silo art in this town. In April 2018 Sam Bates, or as he is otherwise known 'Smug' visited the town of Tumby Bay during the 'Colour Tumby Street Art Festival'. It was here that Smug met the organiser of the festival Dion Lebrun. The local Wirrabara Community did not want a local resident painted on their silos, so Smug chose Dion Lebrun to be the inspiration for the Wirrabara silo Art.

The artwork also depicts the rich history of the area which has strong ties to the forestry industry as well as referencing the beautiful local flora and fauna for which the area is also well known for. The Viterra Silos at Wirrabara took Smug three weeks to complete in October 2018.



The artwork on the silo at Wirrabara, South Australia, using my drone to get the image.

From here we headed to our destination, Port Broughton.

Port Broughton is an attractive and accessible holiday and retirement destination on the Yorke Peninsula. Its location at the top end of the peninsula ensures that it is a little drier

and more arid than the more southerly ports. The waters in the area are shallow (larger windjammers had to anchor 8 km offshore) which results in extensive areas of seagrass, mangroves and tidal flats. This results in excellent fishing and crabbing. Historically it was an important port for the export of wheat and barley in the 19th century.



Drone photo of Port Broughton Foreshore



Drone photo of Port Broughton Foreshore



Our campsite for the next three days



Drone photo of Port Broughton Foreshore Tidal Flats

Aerial view footage of the foreshore. <https://youtu.be/6bNkCtrXysE>

Tonight's sunset.



Maree took this photo of the sunset in Port Broughton this evening.

Thursday 30 June 2022

Today we took a drive to Kadina, Moonta Bay and Wallaroo before returning to Port Broughton.

KADINA

Kadina is in the Copper Coast and is a region of South Australia situated in Northern Yorke Peninsula. The Copper Coast comprises the towns of Wallaroo, Kadina, Moonta, Paskeville, and Port Hughes. The area bounded by Wallaroo, Kadina and Moonta is also known as the Copper Triangle. The area is so named because copper was mined from there in the late 19th and early 20th centuries, a significant source of economic prosperity for South Australia at the time. These three towns are known for their large Cornish ethnicity, often called "Little Cornwall." Kernewek Lowender is the world's largest Cornish Festival, held biennially in the Cornish Triangle. The area continues to make a significant contribution to the economy of South Australia, as a major producer of grain, particularly barley and wheat.

The local water tower in the town is the focus for artwork. Mural artist Resio painted this water tower. It depicts an image of a young maypole girl holding copper and wheat, signifying the Cornish history of the area. There is also a steam engine which represents the rail line that ran alongside the tower and poppies for a soldier memorial.



After spending time in the town we decided to look for a place to sit and have some lunch. Maree asked a local passerby where we could find a cafe that served good coffee. The person put us onto the Cafe Deluxe. She was not wrong about the coffee either. I took a panoramic photo of the inside of the cafe. It really reminded you of being in a country town. There were interesting memorabilia around the walls of the establishment.



Cafe Deluxe

After lunch we refuelled the territory, fuel was cheap here in Kadina by comparison with other places we had refuelled at and headed to Moonta Bay and then to Wallaroo.

MOONTA

Steeped in history Moonta was South Australia's second largest town in its heyday. Moonta's origins in 1861 were fortunate – a shepherd noticed traces of copper on a wombat burrow, which led to the establishment of the Moonta Mining Company that soon became one of the richest copper mines in Australia. The ensuing flood of skilled miners from Cornwall changed South Australia's cultural mix. Apart from contributing to an economic explosion, the immigrants brought Cornish architecture and the delicious Cornish pasties to the town. Today, one of the things Moonta is most famous for is its Cornish pasties which can be found at the local bakeries and cafes.

WALLAROO

Matthew Flinders was the first European to visit the location. When he sailed by on 16 March 1802, he recorded that "the immediate coast ... which extends several leagues to the north of the point, is low and sandy, but a few miles back it rises to a level land of moderate elevation and is not ill-clothed with small trees." Wallaroo was first settled in 1851 by a sheep grazer, Robert Miller. In 1857, Walter Watson Hughes purchased the land and named it "Walla Waroo". The name was subsequently shortened to "Wallaroo." Copper was soon discovered in the Kadina area in 1859, and in Moonta (in a wombat hole) in 1861. Confusingly, the famous Wallaroo Mines were at Kadina, not Wallaroo. There were no copper mines at Wallaroo itself, although Wallaroo became a smelting and harbour town, not a mining town.

The copper smelter was established in 1861. Wallaroo settlement was established on Wallaroo Bay by 1861 and was proclaimed as a government town on 29 January 1862. In June of that year, the cadastral Hundred of Wallaroo was proclaimed, allowing the surrounding land from coast to Wallaroo Mines to be allotted and sold as sections. The smelter grew and developed to eventually become the largest copper smelter outside of Wales. In addition to copper, the smelter also produced gold and lead, and included a sulphuric acid works, forming the largest and most important producer in Spencer Gulf, until the Port Pirie smelters were established in 1890. Trading prospered, and a jetty was built in 1861 for ships to bring in coal, timber, food, and mining equipment. The first load of refined copper was shipped in 1862, and by 1868 over 100 tons were produced each week.

Wallaroo was connected to Kadina by horse-drawn tramway in 1862 and to Moonta in 1866. By 1865, the population of Wallaroo was 3,000, and soon the government town was incorporated as the Town of Wallaroo on 25 June 1874. A rail connection to Adelaide was completed by 1880. Distilled sulphuric acid was also produced and superphosphate was manufactured between the 1890s and 1920s. The area's population peaked at 5,000 in 1920, and Wallaroo was Yorke Peninsula's largest and most important port until copper production ceased in 1923. An automatic grain loader was built on the town's third jetty in 1958 and is currently in use. The local railway yards expanded to a significant size, but the use of the line diminished and it was closed in the 1990s and pulled up in 2017. Today Wallaroo remains as a major grain port.

After visiting Wallaroo, we headed home.

Friday 1 July 2022

Today we decided we would take a walk around the small town of Port Broughton. The first stop was the port jetty.

Built in 1876, the 'T'-shaped jetty was serviced by the narrow-gauge railway line serving Port Broughton. The railway was built to service the port of Port Broughton and opened on 11 March 1876. It delivered grain from Mundoora, a settlement located 16 kilometres inland and uphill. Horses were used to tow the empty wagons uphill, but the wagons were sent downhill powered only by gravity, with a driver to operate the brakes. During January 1926, a Fordson rail tractor displaced the animal power. The railway ceased to be used on 3 August 1942, but the tractor continued to shunt wheat wagons between the station yard and the jetty at Port Broughton until 1949.



The 'T' shaped jetty in Port Broughton



View from the 'T' Jetty

The Port Broughton Hotel is one of the earliest hotels built in the town. The building is important for its association with William Uriah Hall and its role as a social focus for the town. The building is an imposing landmark on the corner of the main street and sea front at Port Broughton, its scale emphasised by the surrounding verandah ironwork. The first part of this hotel was built in 1888 and comprised the present single storey section of the building facing Bay Street. This was built by Mr Edward Wall of Wallaroo, whose son, William Uriah Wall, added the two-storey part of the hotel in 1910.



Port Broughton Hotel

As we continued our walk, we came across this story board.





Buried at Sea

In 1926 Dr. Mathwin, well-respected Port Broughton doctor, citizen and mariner was South Australia's last citizen to be buried at sea from land.

As was his wish, in true nautical fashion with no coffin, his body was sewn in canvas, weighted and covered with the flag. He was committed to the deep about 10 kilometres south of the Broughton Channel Beacon.




Dr Mathwin was known for his lifetime interest in the sea, being an avid sailor, long time ships' doctor and member of the naval reserves. His fine reputation as a GP and obstetrician encouraged people to travel long distances to access his services.

Please imagine about to present them the gift to the sailing S.S. Companion for burial at sea.

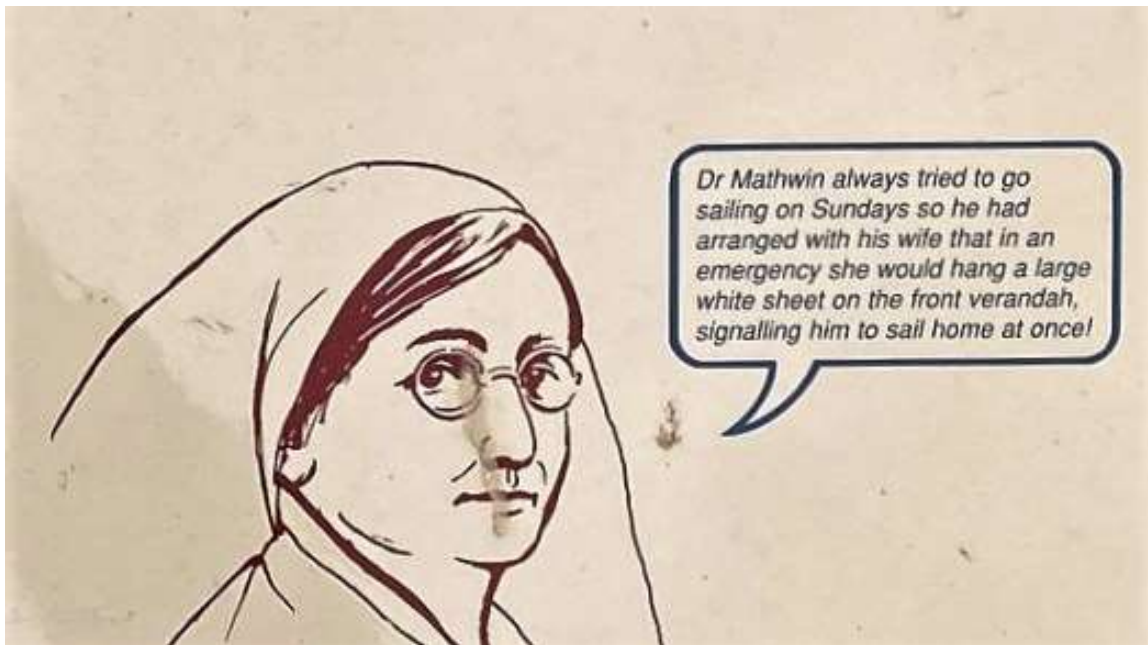





Dr Mathwin always used to go sailing on weekends so he had arranged with the stork to get emergency help when he had a long walk home on the dark coastline, especially when he was alone at night!

This is one of South Australia's Coastal Heritage Trails

Dr Mathwin of Port Broughton was the last citizen to be buried at sea from land.



I enlarged this from the storyboard image above.

From his boyhood, Dr Mathwin always had a great love for the sea and, on leaving school, became apprenticed to the merchant service and sailed for about two years in full-rigged ships. He then studied and qualified for the medical profession at Owens College, Manchester, but returning to his old love, the sea, he served for some five years as ship's surgeon on various vessels, including those of the Blue Funnel Line. During this period, he made several trips to East Asia, South Africa, and to Brazil, going up the Amazon. His affection for the sea remained with him to the end. He was married and began practice in Nathalia (Victoria) in 1899. In 1902 he visited his home in England with his wife and two sons. He came to South Australia in 1905 and settled at Snowtown. In 1910 he revisited England with his family, and returned, two years later, to Snowtown. The call of the sea, however, was still strong and he went to Port Broughton, where he spent the last twelve years of his life.

He kept a boat or two here and enjoyed many an outing in the gulf. His wish to be buried at sea was realised through the wonderful cooperation of all the townspeople, the Freemasons and the Captain and crew of the steam tender Conqueror, which took his remains out to sea. The three masted schooner Rooganah, which Dr. Mathwin had always admired, stopped her engines, remaining, fully rigged, while the burial took place.

Saturday 2 July 2022

This morning we left Port Broughton for Marion Bay. Prior to leaving we had an interesting issue with using the water in the caravan onboard water tanks. For some strange reason when I switch on the water pump the water from the tanks is pumped out of the mains pressure water connection inlet pipe instead of out of the taps inside the van. When the main water supply hose is attached to the inlet pipe and the water turned on, the pump did

not run as it was trying to push the tank water out against the incoming mains pressure water.

I suspected that the problem is going to be the non-return valve. I rang Jayco in Canberra and they confirmed that this was the cause, that the value is faulty or blocked and forcing the water to be pumped out through the inlet. As there was no tech on duty at Jayco this morning, being Saturday, someone will ring me on Monday to confirm this value is the issue and what I may be able to do about it.

It does not cause us an issue as the mains water when connected works fine. It will only be an issue when we free camp, which we intend to do in Kingston SE for two days on the way home. If I cannot fix the issue by then we will just stay in the CP in Kingston SE instead.

Anyway, with that sorted, anyway, we left for the trip to Marion Bay. The distance is only 225 kms so the journey only took us four hours and that included a luncheon break on route. We arrived in Marion Bay around 2pm and first impressions are good. We now need to sit and plan what we will do over the next three days.

Drone video footage of the Marion Bay Coastline: <https://youtu.be/mDWLzm2Y9FU>



View of Marion Bay Foreshore



View of Marion Bay Foreshore



View of Marion Bay Foreshore

Sunday 3 July 2022

Today we decided to take a drive through the **Dhilba Guuranda – Innes National Park** that is located a short drive from Marion Bay at the southwestern end of the Yorke Peninsula.

Coastal landscapes with rugged cliffs and sandy beaches provide the backdrop of Dhilba Guuranda-Innes National Park, as you see from the photos we took today.



Views of the coastline as we travelled through Innes National Park in South Australia

Dhilba Guuranda-Innes National Park is a haven for birdlife and in the winter months southern right whales may be seen from the cliff tops at Stenhouse Bay or Cape Spencer. Dolphins frequent the coastal waters as well as seals and sea-lions and occasionally haul up on the beaches. Unfortunately, we did not see any of these creatures. But we sat on the seats at Cape Spencer that overlook the pounding seas and carefully studied these wild seas, just in case. Also, we were the only people at this location admiring the views.



The view from our seat of the coastline from Cape Spencer lighthouse in Innes National Park

History of the area

The Narungga people occupied the Yorke Peninsula for thousands of years. They consisted of four clans, the Kurnara of the north, the Windera of the east, the Wari of the West and the Dilpa of the south. They are the traditional owners of the land, and have strong cultural links to it, with some sites having spiritual significance.

European colonisation of the area began in 1846 with sheep grazing near Cape Spencer. Crops were grown on a small scale in the 19th and early 20th century. Innes National Park was named after William Innes, who discovered commercial quantities of gypsum in the early 1900s and founded the mining town of Innesston in 1913, which had a population of around 500 at its peak. Gypsum was mined until 1930 when the Great Depression made it uneconomical, and in 1970 the town and surrounding land was sold to the South Australian government, creating Innes National Park.

The National Park

The national park was declared on 5 March 1970 under the National Parks Act 1966 as the Innes National Park, to “conserve important habitat for the western whipbird, the mallee fowl and to protect a number of heritage buildings at Innesston”. Land was added to the national park in 1977, 1984 and 1993 to deal with increased recreational use.

It was renamed as the Dhilba Guuranda–Innes National Park on 14 November 2020 in recognition of a co-management agreement signed by the Government of South Australia and the Narungga people.

The coastline extending from Willyama Bay to Cape Spencer consists of several bays such as Cable Bay and Stenhouse Bay with some prominent headlands such as Rhino Head and a line of cliffs between Cable Bay and Stenhouse Bay. From Cape Spencer to West Cape, an unbroken line of cliffs ranging in height between 37 metres and 79 metres with some sandy beaches at their feet make up the southwest coast of Yorke Peninsula. From West Cape to Pondalowie Bay, the cliff line is of a lower height. From the south end of Pondalowie Bay to Gym Beach, areas of sand dunes dominate the shoreline and the land immediately adjoining it except for Royston Head and the cliff line extending eastward to Dolphin Beach. The land between the national park’s boundary and the road system is dominated in part by a network of saline lakes.



The Chinaman's Hat, Innes NP South Australia



Views of the coastline as we travelled through Innes National Park in South Australia



Views of the coastline as we travelled through Innes National Park in South Australia



Views of the coastline as we travelled through Innes National Park in South Australia



View of the lighthouse at Cape Spencer, Innes National Park



View of the rocky outcrop at Cape Spencer, Innes National Park



View taken from West Cape in Innes National Park



View of Pondalowie Surf Beach from West Cape



Stenhouse Bay Innes National Park

Finally, here are some links to the video I took in the park today.

360-degree view from West Cape: <https://youtu.be/pf38eSKGgpU>

Emus in the wild in the National Park: https://youtu.be/_gWThmr7MuU

View from Cape Spencer Lighthouse: https://youtube.com/shorts/_YLwpuiLMAE

Monday 4 July 2022

We travelled the Yorke Peninsula water tower art trail today and covered 220 kms. Following is information about each of the water towers we visited and photographs that we took.

YORKETOWN WATER TOWER

The Yorketown Water Tower was painted by Jasmine Crisp in March 2021. It took her 37 days to complete.

In Jasmine's Own Words: "For the Yorketown water tower I am proposing a narrative driven design that suggests tales of human engagement and farming within and surrounding the landscape of Yorketown. Familiar sites such as the canola crop fields, pink lake, RFS, historic buildings and wheat farms are all collaged together to tell the many tales of Yorketown within a single active scene. Giant flowering blooms of the canola stand below RFS planes who fly above spans of wider crops that are intersected by the bright pink lake, giving locational context and recognising Yorketown whilst also introducing the element of water and additional bright colours from the natural surroundings. These heroic sites, objects and

natural beauties will collide through painting to create a bold, historical, and triumphant tale of the nearby land and the hard-working locals within it.”

The inspiration is good, however, with all the fencing restrictions and the trees along the side of this water tank, the public do not get to see all the images that have been painted on the tower. The main image shown on the Australian Silo Art Trail website shows the side of the artwork you cannot see yourself from the road and you cannot get around the back due to all the fencing restrictions. If towns want people to see their artwork, they need to give accessibility. We were extremely disappointed and took what images we could get access to. We drove 70 kms to be able to see this artwork and support the SA art trail.



The Yorketown water tower featuring various aspects of this town on the Yorke Peninsula. We had issues trying to get all the images at the rear of the tower due to obstructions and trees.



The Yorketown water tower featuring various aspects of this town on the Yorke Peninsula. We had issues trying to get all the images at the rear of the tower due to obstructions and trees.

PORT MOOROWIE WATER TANK

The Port Moorowie Water Tank was painted by Sam Brooks in late October 2021. The mural depicts life in Port Moorowie in times gone by.

Once again when you check the Australian Silo Art Trail website the main image shows full access to the tank. When we viewed the tank today you could not get near it due to fencing restrictions circling the entire water tank and we couldn't take photos without getting the fencing included. A real shame.

Maree took these images and was able to get better shots than I could.



Images taken by Maree of the artwork around the water tank in Port Moorowie.



Images taken by Maree of the artwork around the water tank in Port Moorowie.



Images taken by Maree of the artwork around the water tank in Port Moorowie.

EDITHBURGH WATER TOWER

Work on the Edithburgh Water Tower began mid-March 2021 and was completed just a few weeks later. Artists are Mike Makatron, a local to the area, Conrad Bizjak & Dylan Butler

The Edithburgh concept begins with a wide array of coral sourced from underwater photography of the local jetty, as well as a Striped Pyjama Squid, a Cuttlefish, and the magnificent Leafy Sea Dragon. Contrasting the deep blue of the surf in the bottom section, the top of the work features a radiant sunrise backgrounding the White Bellied Sea Eagle and the endangered Far Eastern Curlew in dynamic stages of flight as well as the Troubridge Island lighthouse darting up from the swell. Adorned with a subtle reference to 1856 establishment at the base.

This was the best artwork we saw today and well worth the 90 km drive to see it. Unfortunately, we encountered the same restrictions of fencing to be able to see all around the water tower. To get to the rear of the tower I had to climb over the barbed wire fence and into the farmers paddock where I noted recent growth from the grains planted. Walking carefully in the furrows so not to walk on the grain growth I was able to take images of the rear of the tower. Had the wind not been as strong as it was, I would have sent the drone up to get some great imagery.



The Edithburgh water tower featuring aquatic life.



The Edithburgh water tower featuring aquatic life.



The rear of the Edithburgh water tower featuring aquatic life.



The Edithburgh water tower featuring aquatic life. This is the seahorse enlarged.



The Edithburgh water tower featuring aquatic life. This is the cuttlefish enlarged.



The Edithburgh water tower featuring aquatic life. This is the octopus enlarged.

COOBOWIE WATER TANK

The Coobowie Water Tank was completed late February 2021 and was painted by artists Jason Parker, Chanel Tang, and Ambrose Rehorek

The design focuses on the distinctive bird life of Coobowie. It features the elegant Black Swans, local flora Bulbine Bulbosa and the Christmas Bell. Their reference to water and the aquatic reserve is in the swirls of background pattern. Coobowie comes from an Aboriginal word meaning “wild fowl water” so they felt it was important to reflect these elements so iconic of the town.

Once again access to take photos and to see this tank artwork fully was restricted by fencing.

There was a sign they were going to install a viewing platform, dated when the artwork was completed, but none was available. No work has started. Considering the sign indicated that work was due to commence shortly for the viewing platform, it is now more than twelve months since this artwork was completed. Once again, I could have overcome the restrictions with my drone but again the winds from the gulf were too strong. Maree took these images and did an excellent job considering the fencing.



Images taken of the artwork around the water tank in Coobowie.



Images taken of the artwork around the water tank in Coobowie.



Images taken of the artwork around the water tank in Coobowie.



Images taken of the artwork around the water tank in Coobowie.



Images taken of the artwork around the water tank in Coobowie.

STANSBURY WATER TOWER

The artwork on this tower was great and interesting. Once again, however, the Australian Silo Art Trail website shows an image that does not appear to have any restrictive fencing to gain full views of the full artwork around the tower. This is not the case. We were restricted to seeing the blue crab only that is on the front of the tower. I managed to get a long-distance photo with my zoom lens of the pelican on one side of the tower: taken from the main highway some 600 metres away. The other side was fenced off by pastoral fields and SA water. There was signage indicating that a viewing platform was going to be built, but twelve months later there is no sign of work.

Mike Makatron & Conrad Bizjak painted the Stansbury Water Tower. It was completed on the 29th of May 2021 and took just 13 days to complete. It celebrates the notable fauna and natural landscape of Stansbury by featuring a Blue Swimmer Crab, a Pelican, Dolphins, Norfolk Island Trees, their Jetty, Stansbury's Iconic Coastline, Ribbon Seaweed and Oysters which are abundant in the area.

The images below only show what we could view and so some faces of the artwork are unavailable. We were disappointed that we could not walk around the entire tower to see the work that these artists had put together.

There is a lot of promotion of the water tower art trail on the Yorke Peninsula and encouraging tourists to travel to see all the artwork. We support this and are interested in

seeing all the silo and water tower artwork, however; you must be able to see the artwork fully if you are going to travel the 200 odd kms to see them all on the Yorke Peninsula.



The Stansbury water tower featuring aquatic life. This is the blue crab enlarged and is the only image you can see at the actual site.



The Stansbury water tower featuring aquatic life. I took this from the main road some 600

metres away using a zoom lens as we could not see this side of the tower from the actual location. The other side we could not get to at all.

After seeing the artwork, we travelled a short distance to Wool Bay. I last visited Wool Bay 50 years ago with some friends where we spent the entire night fishing. The jetty in the image has not changed in those 50 years.



We went to Wool Bay as I went fishing off this jetty 50 years ago. Not much has changed, except for the silos and loading gantry in the background.

At this location is an old kiln.

Adelaide's construction boom of the late 19th and early 20th centuries created demand for the raw materials needed to build the civic, religious, and commercial buildings that define its elegant city centre. One of those materials was lime, a key component in high-quality mortar and plaster for thousands of years.

Lime, or "quicklime," is produced by burning limestone, or similarly calcium-rich substances like seashells or coral, in open pits or kilns. In simple terms, the calcium carbonate in the limestone breaks down into calcium oxide and carbon dioxide, and the resulting white powdery residue can be mixed with water and sand to make a strong and enduring type of mortar.

Lime also has applications in other industries, including agriculture. In colonial times, lime kilns and pits sprang up wherever a new settlement was established, and much early lime production came from the burning of seashells. The remnants of past lime-burning activities can be found in many coastal sites around Australia, including this one at Wool Bay on the Yorke Peninsula.



The Wool Bay Kiln

WOOL BAY LIME KILN

Lime-Burning

The mining and burning of limestone was an important industry on Southern Yorke Peninsula from late in the nineteenth century until the 1950s. Limestone was collected, burnt in kilns and shipped to Adelaide where it was used in mortar in the building industry. The Wool Bay-Stansbury district became the main supplier of lime for Adelaide's buildings.

The Wool Bay Lime Kiln

The plans for this kiln were brought back from England after World War I. A brief report in the Yorketown 'Pioneer' of 28 May, 1921 reads: "Wool Bay – the new lime-kiln for Miller's Lime Co. has been visited by the Directors and is now at work."

The Kiln was a new design and was intended to burn continuously. But, possibly because the site caused draught problems or perhaps because the original plans were altered, it was never burnt successfully.

The kiln remains as a unique piece of architecture, a monument to the early stonemasons' craft and a reminder of a time when Wool Bay was an industrial area and its port one of the busiest on Southern Yorke Peninsula.

Wool Bay – An industrial site

By July 1908 three lime kilns were operating at the foot of these cliffs. In 1910 three more kilns and a blacksmith's shop were built at the top of the cliff. A small railway line took the jetty trucks full of bags of burnt limestone down to the jetty. Traces of these kilns and the lime-ash discarded from them is still visible today.

Information about the Wool Bay Kiln

Tuesday 5 July 2022

This morning I got up and saw there were a lot of seagulls riding the high winds. Some were stationary as they headed into the wind. They were quite majestic. I got the camera out and

took some images of the seagulls soaring. I used my 8 frames a second setting and ended up taking some 200 images. I managed to get three that I thought were worth putting up here.



I caught this seagull soaring this morning over the caravan park.



I caught this seagull in flight this morning over the caravan park.



I caught this seagull soaring this morning over the caravan park.

Later we drove to the lookout where you can see Kangaroo Island. You can see the island from the coastline in the NP, but we thought we would take the drive out to the lookout. Along a dirt road that was being graded to remove the potholes and the ruts. We travelled

the 16 kms at about 40kph. So not too bad and not too rough for the Territory. The following images were taken at the lookout.



Views of Kangaroo Island (in the distant background) taken from near Foul Bay



Views of Kangaroo Island (in the distant background) taken from near Foul Bay



Views of Kangaroo Island (in the distant background) taken from near Foul Bay

Wednesday 6 to Friday 8 July 2022

We left Marion Bay on Wednesday arriving in Adelaide late that afternoon. We are staying in Adelaide for two nights in McLaren Vale CP. We are visiting my father for this time and then travelling down to Port Elliot on Friday 8 July. Dad will be travelling with us to Port Elliot for three nights before returning to Adelaide. Maree and I will be staying in Port Elliot until 13 July. I will not be adding anything until Friday evening as there is nothing we are doing while staying in Adelaide for the two nights visiting my father.

Saturday 9 July 2022

We arrived at Port Elliot late yesterday afternoon after a leisurely drive from McLaren Vale. It is only 45 kms from McLaren Vale so we had to leave late to allow us to arrive at check-in time in Port Elliot. We have a lovely spot right on the foreshore, and we have sea views from the windows, especially the bedroom windows in the van. Maree is enjoying waking up to the sound of the pounding surf and the water crashing over the rocks in the bay.

We found out that there was a steam train running from Victor Harbour to Mount Barker this morning and it travels through Port Elliot. As the estimated time for the train to pass through Port Elliot was 10:00am, we arrived ten minutes early to get a great viewing spot. So, we waited and waited and waited, but no train. So, at 10:30 we gave up. So not sure if the train went through early or was delayed but we never heard the train go through. A bit of a disappointment really.

Anyway, we thought we would drive on to Goolwa to see the “Goolwa Barrages”.

The History of the Goolwa Barrages

Preparatory work in connection with the barrages commenced in December 1934, with the transfer of plant and materials from the locks up-river to Goolwa where actual construction operations began in June 1935. The system was finally in operation by 5th February 1940.



Goolwa Barrage



Goolwa Barrage

The barrages, which have been constructed in the vicinity of the River Murray mouth, are commonly known as the Goolwa Barrages, and consist of five separate structures with connecting roadways across Ewe Island and Tauwitchere Island.

The main purpose of the barrages at the Murray mouth is to maintain the freshness of the River Murray as far downstream as Wellington. This is an obligation under the Act; and to keep the water at a sufficiently elevated level to permit the watering by gravitation of the various reclamation areas between Mannum and Wellington. In addition to this, it will prevent the ingress of salt water from the sea during periods of low river and will help maintain the freshness of the water in Lakes Alexandrina and Albert. Thus, ensuring the productivity of the surrounding areas which would otherwise be injuriously affected by salt water after long periods of salinity in the lakes.

The works have all been constructed some distance from the sea to minimize the risk of damage during heavy storms which frequently occur along this coast. At the same time, they have been kept down-stream out of the line of any possible ship canal between Goolwa and Victor Harbour, so as not to interfere with any such work should it be found desirable to develop a Murray port or a river outlet for shipping at some future date.



Map of Barrages from RiverMurray.com

Approximately 485 hectares of Sir Richard's Peninsula has been resumed with a view to preventing sand-drift from the peninsula entering the river between the barrages and the mouth. Extensive areas of sandhills subject to drift have been planted with Marram grass, Pip grass, and bushy shrubs. It is also intended to keep stock off the reserve, and by these means it is hoped to eliminate the drift in a few years.

The conditions governing the design of the barrage usually require the structure to withstand the water pressure from one side only, but the River Murray barrages are unique in this respect, as they are required to withstand pressure from both sides. This is brought about by the fact that they are in tidal waters, and it is possible for the tide to rise above the level of the lakes, with the result that at periods of high tide the structures will prevent ingress of salt water to the lakes, and at other times retain the fresh water in the lakes. They

are also required to allow a flood to pass without raising flood levels in the lower river. The barrages span the Goolwa, Mundoo, Boundary Creek, Ewe Island and Tauwitschere channels, and each structure is designed to suit the foundation conditions at the respective sites, and as far as practicable permit the exchange of movable parts. The first three structures are intended to regulate the level in Lake Alexandrina by means of the stoplogs in the sluiceway, whereas the remaining two will be closed except during floods or period of high river.

After visiting the Barrages, we stopped at a cafe that we passed along the way. We decided we would have coffee and cake. The coffee was the easy part, the cake selection not so easy as you can see.



It was a tough decision trying to choose a cake to go with that coffee at “**Bombora on the River**” in Goolwa

After a leisurely break we headed back to Port Elliot and went to Freeman lookout. While there we observed a lot of seagulls flying around trying to help themselves to food that people were eating. I got my camera out and set it on my fast action speed setting and started taking photos of the gulls. I have put a selection of the best ones below.



Seagulls coming in for a landing at Horseshow Bay Port Elliot



Seagulls scavenging for food scrapes at Freeman Lookout in Port Elliot



This seagull was territorial and chasing the others away at Freeman Lookout, Port Elliot

Following are some photos we took of Horseshoe and Rocky Bay.



Horseshoe Bay from Freeman Lookout, Port Elliot



Rocky Bay Port Elliot



Rough Waters in Horseshoe Bay Port Elliot



Rough waters in Horseshoe Bay, Port Elliot

Sunday 10 July 2022

Today we started late with a leisurely brunch at the Cockles Café in the main street in Port Elliot. This café serves very good food and so we decided on Friday when we visited the same café, to make a booking for Sunday Brunch. A good job we did as the café was very busy with the SA school holiday traffic.

After brunch we were just in time to stop near the local railway crossing to get some pictures of the Cockle Steam Train as it passed through Port Elliot on its way to Victor

Harbour. You can see the full video here <https://youtu.be/cHwRtJFmqKg> but a snapshot of the train is below.



The Cockle Steam Train passing through Port Elliot

From here we travelled around the Victor Harbour coastline taking photos.



View of Rocky Beach at Port Elliot



Panorama view of Rocky Beach Port Elliot



Following are links to videos of the same areas that I took photos this afternoon.

<https://youtu.be/a5sKDdzAJV4> and <https://youtu.be/cPPUM6FCJkI>

Following are some video images of Horseshoe Bay in Port Elliot that I took from the drone. The wind finally abated long enough for me to get this footage.

<https://youtu.be/7FRKwR2YBnE> and <https://youtu.be/nU69sl323y8>

Monday 11 July 2022

Today was a lazy day. The weather wasn't very good, and it rained most of the day. So other than a bit of supermarket shopping, the only other thing we did was drive back to Goolwa to the cafe, **Bombora on the River**, for cake and coffee. After then we returned to the van and spent the afternoon reading. It rained most of the afternoon and most of the evening so not much we could do outside today.

Tuesday 12 July 2022

This morning we woke to glorious sunshine after an evening of heavy rain. The wind and rain had abated so we decided to have breakfast and go for a walk. Breakfast this morning consisted of toasted slices of sourdough bread, smeared with fresh avocado, and topped with grape tomatoes cut finely and soft crumbly feta cheese. Very nice. Washed down with a nice cup of Darjeeling tea. All prepared in the van of course.

Our walk started at the caravan, and we walked around Horseshoe Bay, up the hillside to Lady Bay, on to Rocky Bay, around to Green Bay and finally to Knight Beach. A very enjoyable walk covering about three kilometres. There are several wooden seats along the way where you can stop and rest and take in the coastal views.

After stopping and watching the water and waves crashing onto the rocks, we headed up the hill into the Port Elliot township for a coffee at the Cockles Cafe. From here it was a quick stop at the local supermarket for a fresh lemon; we need this to go with our nice fresh whiting for dinner tonight, served with stir fried vegetables, and then another 1.2 km walk back to the caravan. We had a great morning.

This afternoon we relaxed, did the never-ending washing, and prepared the van for our departure tomorrow for Kingston SE.

Wednesday 13 July 2022

We left Port Elliot this morning to drive down to Kingston SE for two nights. Kingston SE has a great free camp area for only \$15 for 72 hours and great water views thrown in. We also stay here for two nights so we can enjoy a great crayfish dinner with wine on the second night of our stay. We order the crayfish, usually 1.5kg to 2.0 kg as soon as we arrive and collect it the next day. We then sit outside and enjoy the dinner while the sun sets over the

sea. We have done this on several occasions. However, on this trip we found the small fish co-op was closed for the season. What a shame.

So tonight, it will be fresh whiting we picked up before leaving Port Elliot and homemade pizzas tomorrow evening.

We were able to take advantage of the nice weather and sit outside this afternoon.



Maree enjoying sitting outside in Kingston SE. This is the first time for about three weeks that we have been able to sit outside in the sunshine



The view Maree has from the van



This fellow came right up to me while I was sitting with Maree

Thursday 14 July 2022

Today we didn't travel at all. We walked to the local coffee shop for brunch and then we went for a walk along the local jetty and around the town before returning to the van. We spent the afternoon relaxing, reading our books and watching the continually changing sky. One moment it was blue skies and the next strong winds and rain. Half an hour later it was back to blue skies. The evening was a clear sky and with a full moon present and I tried to get a quick shot.



The full moon rising in the distance viewed as it passes between the branches of the nearby Norfolk Pine tree.

Tomorrow, we head off to Portland in Victoria where we are staying for four nights.

Friday 15 July 2022

We left Kingston SE around 09:30 and travelled down to Portland, Victoria. We decided to stop in Millicent along the way for a coffee and cake, as usual. Millicent is 105 kilometres from Kingston SE.

Millicent is one of the major service centres on the Limestone Coast. It is important for the surrounding farms and timber industry. Since the 1940s it has been known for its pulp and paper mills. Nearby is the Canunda National Park which edges the Great Southern Ocean and the small town of Tantanoola famed for its caves and its **tiger**".

Canunda National Park

Located on the coast 18 km north-west of Millicent and stretching for 40 km from Carpenters Rocks to Southend. It covers an area of 9359 hectares and is a coastal park characterised by huge sand dunes which are covered by silky tea trees and coastal wattle. The main reasons for visiting the park is the excellent beach and for bushwalking; the rich birdlife and the ability to surf or snorkel although the coast is known to be dangerous. The website notes that: "The northern section of the park is characterised by limestone cliffs, sea stacks, offshore reefs and low dense scrub, whereas the southern section is dominated by mobile sand dunes and stretches of beach which are backed by low foredunes. Evidence of the Boandik Peoples, who regularly camped along the coast, can be seen throughout the park."

In case you may be interested in information about the Tantanoola Tiger, I found this information on the web in the Aussie Towns page: "Tantanoola Tiger."

Tantanoola Tiger

Trying to establish the facts surrounding the Tantanoola tiger is almost impossible, apparently. No two versions are the same:

(i) It is claimed that the first sighting of the Tantanoola tiger occurred in 1883 when a young man riding near Tantanoola claimed he saw a large shaggy animal leap over a fence with a sheep in its jaws.

(ii) A second version claims that "In 1884 near Tantanoola a Bengal tiger supposedly escaped from a travelling circus. A search was mounted, but the tiger was never found."

(iii) Over the next few years, there were many reports of missing sheep in the area and some suggested that the sheep had become the prey of the missing tiger. There was an on-going level of hysteria. Children were escorted to school by men with guns. People refused to leave their homes at night. Loaded shotguns were carried by virtually everyone.

(iv) Eventually a local bushman, Tom Donovan, assisted by three other men, managed to shoot a large wild dog in 1895. There is some hard evidence for this version of the story as reported on 24 August 1895 by the Adelaide Observer reported:

THE TANTANOOLA "TIGER" SHOT AT MOUNT SALT DESCRIBED AS A EUROPEAN WOLF

Mount Gambier, August 21

The general subject of conversation in the town tonight is the shooting of an animal which is supposed to be the famed Tantanoola 'tiger'. Mr Thomas Donovan came from Mount Salt this afternoon with the carcass of what is pronounced to be a large common European wolf, which he claims is really the Tantanoola 'tiger'. He says that, accompanied by Mr. William Taylor, he left Nelson, on the Glenelg River, yesterday, and in the evening called at Mount Salt on Mount Schanck Station and obtained leave from Mr Watson, the Manager, to camp and search for the animal.

At Mr Watson's direction they went to a range four miles west of Mount Salt, where the beast was recently seen. Before sunrise this morning, while on the lookout, he saw a lot of sheep showing signs of having been disturbed some 300 yards away, and he then observed this animal worrying one. Creeping stealthily up they got within about 100 yards of it, and Mr Donovan with his rifle fired as it sat on its haunches looking at the sheep. It ran 300 yards before falling dead. They then took the carcass to Mr James Marks, of Mount Gambier, the local taxidermist, to stuff with a view to exhibiting it.

Mr Marks and some other good judges declare that it is a pure European wolf. Others, however, are inclined to doubt as to its species. Its height is about 2 ½ feet, its length from nose to root of its tail 3ft 9in., tail 15 in., head 13 in. from tip of ear to ear, and its nose

pointed. It also has a thick shaggy neck and brushy tail of wolf colour, dark brown along the back, gradually lightening to bright fawn. Belly, neck, and legs are smooth. Its paw would make a large track of the character of a dog.

Whether it is the supposed 'tiger' or not cannot be said, and how a wolf could have got into the country is a great puzzle to everyone."

This is recorded by the State Library of South Australia on the SA Memory website. Check it out at <http://www.samemory.sa.gov.au/site/page.cfm?u=276&c=786>

The stuffed animal was subsequently given to the Tantanoola Hotel which declared that it was the Tantanoola tiger. Amusingly, after the 'tiger' had been shot and stuffed sheep kept disappearing.

A policeman from Adelaide went to the area to investigate and in 1911 Robert Edmondson and David Bald were arrested for stealing and killing sheep. Was the mystery finally solved? Not a tiger/wolf/dog but some canny men.

In the end the enterprising Tom Donovan, ignoring all the contrary interpretations, had the animal stuffed and kept it in a private museum in Nelson. In 1905 it was placed in a glass case and put on display in the Railway Hotel which had its name changed to the Tantanoola Tiger Hotel.

Anyway, we departed Millicent after our coffee stop and drove on to Mount Gambier. We wanted to stop and see the Blue Lake in Mount Gambier as it has been many years, or decades, since Maree and I visited the town to see the lake. The lake wasn't as blue as it usually is in November, but at least it wasn't grey like it usually is in winter. We took several photos of the lake.



Blue Lake Mount Gambier



Blue Lake Mount Gambier



Blue Lake Mount Gambier



Blue Lake Mount Gambier

After viewing the lake, we headed off to Portland. We took the route that travels through the pine forest. After travelling for an hour, we arrived at Portland. After setting up the van we took a quick drive around the town and visited the Tourist Information Centre, located on the shores of the harbour, to get information on what we can see and do in Portland. We were quite surprised of how much there is to do in this town so make sure you come back and see what we get up to over the next few days. Here is a photo of the harbour from the Tourist Information Centre.



Portland Harbour

Saturday 16 July 2022

This morning we had several plovers walking across the caravan sites digging for food. I took a photo of one that had retrieved, what looks like a witchety grub. The other photo is of the same bird walking across the site. Although we call them plovers, the correct name is Masked Lapwing.



The Masked Lapwing eating a grub as it passes by the caravan.

The following information was provided by Birdlife Australia.

Masked Lapwings are large, ground-dwelling birds that are closely related to the waders. The Masked Lapwing is mainly white below, with brown wings and back and a black crown. Birds have large yellow wattles covering the face and are equipped with a thorny spur that projects from the wrist on each wing. The spur is yellow with a black tip.



The Masked Lapwing walking past the caravan

The Masked Lapwing is sometimes referred to as the Spur-winged Plover because each of its wings is armed with a yellow spur at the 'elbow' (or carpal joint) — Indigenous people used to say that the birds were carrying yellow spears. Lapwings use these spurs when diving at potential predators or intruders during breeding season, while chicks are running around or when the eggs are just about to hatch. While these attacks are quite unnerving, the birds seldom actually strike their 'victims', preferring a close approach to scare them away.

This morning we headed off to Cape Bridgewater.

The area was settled in the 1860s by the Henty family who had settled nearby Portland. Both Cape Bridgewater and Bridgewater Bay were named after the Duke of Bridgewater (1756-1829), by Lieutenant James Grant sailing on the Lady Nelson on 4 December 1800. Cape Bridgewater is home to a colony of up to 650 fur seals and has the highest coastal cliff in Victoria. These cliffs are a suitable spot to observe southern right whales in winter and spring. The cape itself also boasts a large blowhole and karst solution pipes, colloquially known as the petrified forest, but now known to be hollow tubes of limestone, eroded because of millions of years of rainfall. Bridgewater Bay and the adjacent Cape form a partially submerged volcanic caldera. To the west is a large area with huge sand dunes.

Regarding the comments re whale viewing from Cape Bridgewater, we were advised by a whale watcher when we were walking here that we had missed three whales passing by heading towards Cape Nelson 30 minutes earlier. If only we had known, we would have headed there earlier.

Volcano Caldera

Cape Bridgewater offers a rare opportunity to look inside an extinct volcano. A fault line has split the lava vents down the middle and walking around the cape allows visitors to see lava flows, column lava, blow holes, gas bubbles, lava dykes and a huge scoria crater.

The volcano occurred around one million years ago, during the Pleistocene era. A large ash caldera erupted in what is now Bridgewater Bay. The walls of the caldera were created by successive layers of yellow ochre volcanic ash. The ash was blown thousands of metres into the air and fell around the caldera. When the sea rose it built a bridge of sand dunes between the island that was Cape Bridgewater and the mainland foreshore. These dunes hardened into sandy limestone and water percolating through the dunes formed the Petrified Forest, Caves, Springs, and Blowholes.

The Bridgewater Fault split the vents of the cones. The eastern side of the caldera subsided and was breached by the sea. The soft ash layers were eroded by wave action. To the west of the caldera the dunes were protected by the harder basalt and scoria and thus Cape Bridgewater became a volcanic island. The black basalt of the vents can be seen rising in the cliffs below Stony Hill through layers of ash.

Petrified Forrest



Views of the Petrified Forrest at Cape Bridgewater, Victoria



Views of the Petrified Forrest at Cape Bridgewater, Victoria



Views of the Petrified Forest at Cape Bridgewater, Victoria



Views of the Petrified Forest at Cape Bridgewater, Victoria



Views of the Petrified Forest at Cape Bridgewater, Victoria

This area is called the petrified forest from an early theory that advancing sand engulfed an ancient forest of coastal trees that once covered the sea cliff, petrifying them for all time. Actually, the formation is a collection of hollow tubes of limestone called “solution pipes”, eroded by millions of years of rainfall. The process starts when water gathers in a shallow pan of sand and seeps downwards dissolving the limestone. The mineral saturated water then cements the sand, forming hard, trunk-shaped pipes. Most pipes around Cape Bridgewater are only three metres high, although some are as much as twenty metres.

There is a wind farm in the area approaching the car park where you view the Petrified Forrest and Blowhole. You can see the turbines in the following photo. We parked next to one to see if you could hear any noise. You could hear the air being cut by the turbine blades.



Maree walking up to the carpark after viewing the blowhole and coastline.

The following photos are of the coastline at Cape Bridgewater and the blowhole. The waters were very rough which made for good photography, but it was very windy and cold.



Coastline and Blow Hole, Cape Bridgewater, Victoria



Coastline and Blow Hole, Cape Bridgewater, Victoria



Coastline and Blow Hole, Cape Bridgewater, Victoria



Coastline and Blow Hole, Cape Bridgewater, Victoria

The following photos were taken at the Cape Bridgewater Beach.



The swimming beach at Cape Bridgewater



The swimming beach at Cape Bridgewater

From Cape Bridgewater, we travelled to Cape Nelson State Park

Cape Nelson State Park is a 243-hectare state park south of Portland's city centre. Cape Nelson was named by British navigator Lieutenant James Grant on 5 Dec 1800 after the ship *Lady Nelson* he was sailing on along the Victorian coast. He also named most of the region's coastal features, including Cape Bridgewater, Cape Grant, Lawrence Rock, Julia Percy Island and Portland Bay. The French renamed Cape Nelson as Cape Duquesne in 1802 but the name did not endure.

Cape Nelson Lighthouse

The lighthouse was lit in 1884 after the building had been delayed by difficulty in obtaining suitable bluestone for the project. The stone that had been originally quarried from close by soon ran out and consideration was given to completing the tower with steam bricks from Melbourne. However, suitable stone was found at a location eleven kilometres away. But there was no direct road and the stone had to be carted via Portland which meant a total travel distance of 21 kilometres. Some 20 hands and 25 cutters were employed at the quarry and 15 teams were engaged to cart the dressed stone to the lighthouse site.



Cape Bridgewater Lighthouse

A remarkable feature of the lighthouse reserve is a rubble wall 1.75 metres high, 0.4 metres wide and 435 metres (1450 ft) long surrounding the keepers' quarters and extending out to the light to protect the keepers from the harsh winds.

The original lighting apparatus was replaced in 1907 with an incandescent vapourised kerosene mantle. In 1934, the light was one of the first to be upgraded to electric operation. The power was provided by a generator plant and the lighthouse became a group flashing unit and a clockwork mechanism was installed to turn the light. In 1977, a major overhaul of the lantern room was undertaken, and the cupola (dome) was replaced. In 1987, the light was connected mains power.

After walking along the coastline and visiting the lighthouse, we stopped at Isabellas, the local café here at the lighthouse. Unfortunately, it was a big mistake. The café wasn't overly busy, but we had to wait 15 minutes to get a coffee and then a further 30 minutes for our toasted ham, cheese, and tomato sandwiches. The coffee was only warm, and the toasted sandwiches looked as though they had been pan fried as mine was burnt (frying burn) on

one side. Certainly not recommended. A waste of \$24. There wasn't even a view through the large glass windows, other than some harsh scrub. A view would have assisted and with some more forethought some excellent views could have been achieved.



The cottages at the lighthouse at Cape Nelson

After our visit to Isabellas we headed back to Portland; did some shopping for dinner and then returned to the van; just as it started to rain, and the wind strengthened. So much so that I decided to take the awning in just in case I found it on the other side of the park in the morning. A good job I did, because as I was writing this the caravan kept giving us an almighty shake every now and again.

Sunday 17 July 2022

Well, it rained heavy all night and was going to continue all day and not cease until sometime Monday afternoon. We decided to go out for breakfast then return to pack the van and head home. We figured there was no point staying in the van all day watching the rain.

We ended up leaving at midday and headed to Shepparton via Hamilton and Ararat. We thought about travelling via Halls Gap but with the wet weather we thought the roads in that area could be an issue. So, we went around The Grampians into Ararat.

We stopped for fuel and lunch in Ararat and then headed towards Castlemaine and then Bendigo. We arrived in Bendigo around 5:30 pm and decided to find a place for dinner before pushing on.

We found a pub in Huntley on the outskirts of Bendigo and decided to have dinner in the bistro. While waiting for our order we spoke to the owner and during the conversation we mentioned we were travelling in a caravan. He asked us if we free camp and we said yes. He

asked us where we were heading, and I said that we were going to see if we could make Shepparton. He said why don't we stay here the night, and we can park the van in the pub car park. So, we took him up on his offer and said we were looking on the pub camping website to see if there were any pubs in the area that allow you to park the van for the night. He hadn't heard of this website and was thinking about opening his pub for this style of camping. So, we explained how the system works and we stayed, had dinner, a few wines to support his good nature and then retired to the van for the evening.

Monday 18 July 2022

After a great night's sleep we woke up at 03:00 am. That was after going to bed at 9:00 pm. We slept soundly and by 03:40 am we decided to get up and head off on the final leg of the journey home.

We decided to stop in Shepparton for breakfast. The journey from Bendigo to Shepparton was slow as there was fog around for the first 80 kms. Some of the patches so thick that I had to slow down to 60 kph.

We reached Shepparton at 05:20, two hours after leaving Bendigo. We had breakfast and refuelled the Territory and headed on the next leg, to Holbrook. We reached Holbrook at 09:15 am where we stopped for a half hour break over coffee and cake.

After leaving Holbrook it was only 266 kms to home. This was an easy drive as it was on the Hume Highway. We arrived home at 1:00 pm and decided not to unpack the van until tomorrow. Today's travel covered 620 kms so we were both weary when we arrived home.

Well Maree and I hope you have enjoyed reading about our journey and have enjoyed the photos and information we have provided. Until next time. Safe travels everyone.

Maree and Steve