



## Apostleship of the Sea

Supporting Seafarers Worldwide

Like us on Facebook



**The Gangway Bulletin, November 2018 (No.125)** (Edited by Steve Reynolds)

**Our Facebook page is “Stella Maris Seafarers Centre Adelaide”**

The Stella Maris Seafarers Centre is operated by the Apostleship of the Sea Adelaide (based at Taperoo). The centre provides a ‘home’ for all seafarers from ships visiting Outer Harbor.

### **Vale Tim Taylor 7th December 1961 – 28th October 2018**

On 8th November 2018, I attended the Celebration of Life for our beloved former SA Director of Stella Maris - Tim Taylor.

Tim’s sudden departure from this life was a shock to us all and an estimated 500 people attended the service which shows us all that Tim’s time on earth touched many and he will be sadly missed, but never forgotten by all his Stella Maris Family both here in Adelaide and Australia wide.

Tim served on the AOS National Committee for some years and he brought vision, clarity and challenge, as well as a lot of fun, to the development of our ministry to seafarers and our understanding of church in today’s world. He provided a compassionate and listening ear to many.

Tim took over the role of Adelaide Director for Stella Maris from Richard Lloyd and, in his time as Leader, he showed wonderful leadership and guidance to us all.

Tim again stepped into the Leadership role for a 2nd time when our then Director Greville Knight shifted to the Country.

I took over the Director’s role from Tim in May 2017, and Tim has stayed on as a volunteer. He assisted me greatly and was always there to help whenever he could.

Tim had great empathy for our visiting seafarers and could always get them talking about their working and home life situations, and he did it in such a way that you could tell that the Seafarers really appreciated his kind words and understanding.

I remember a couple of months back, I was discussing with Tim how our seafarer numbers at the Centre had dropped away compared to previous years.

Tim’s advice to me was “even if we only get one visitor a week, we have made that one seafarer feel welcome and that’s the reason we stay open”.

When you realise that most seafarers sign a 9-month contract, it is a long time to be away from family and friends.

Please remember all the great things Tim did for Stella Maris here in Adelaide. His legacy will never be forgotten.

Our thoughts and prayers are with Tim’s family, his wife Mary and his six children - Sam, Bec, James, Lizzie, Hannah and Grace.

God Bless,

Ian Keane, A/Director Stella Maris – Adelaide

### **Ships Visitors**

We currently have 3 ships visitors who work on a rotating weekly roster. All of our volunteers are asked to think about becoming a ship visitor so that we could consider changing the format to a rotating daily roster in lieu of a weekly one. You will need a MSIC card to be a ship visitor.

### **More Anchors**

I am a member of The Big Anchor Project. According to their website, “The anchor is an iconic symbol of our maritime past. For over 4,000 years the anchor has been every mariner’s vital item of safety equipment. Sometimes the anchor is the last remaining visible

symbol of an incident at sea – whether cut loose in an emergency or marking the last resting place of a shipwreck.”

A few more anchors have been identified around Port Adelaide since our October issue. This brings the current total to 12. One of the anchors has, however, been relocated since it was featured in last month’s Gangway. The new site will be revealed soon.



### **More About the Juno**

I’ve now managed to find out more about the Juno, the vessel discussed in our August issue. As reported in August, the Coast Steamship Company of South Australia Ltd got a new ship called *Juno* in 1903. The 241-gross ton ship was a steel steamer. She was built by George Brown & Company at Greenock, Scotland in 1903. Her register was closed when she was broken up scuttled in the Ships’ Graveyard in the North Arm of the Port River in March 1931. She now lies between the *Flinders* and the *Mangana* in the graveyard. I managed to get back to the graveyard recently and I was able to check her out more. I took a self-drawn map along with me in order to try to work out just which vessel in the graveyard was the *Juno*. I was not convinced, however, that I had photographed the right vessel though. I then visited the SA Maritime Museum to be interviewed by a PhD student from Flinders University who is researching the Ships’ Graveyard. Whilst I was there at the museum, I purchased a booklet titled “Garden Island Ships’ Graveyard”. It gives some good background about all the ships in the graveyard, including the *Juno*. Details such as that she was an iron-hulled vessel measuring 39.6m (length), 23.1m (breadth) and 2.6m (depth). There are quite a few details regarding her history in the booklet, plus a couple of photographs of her (before & after). It was the photos of the *Mangana* in the booklet, however, that convinced me that I had photographed the wrong wreck. I had, it seems, inadvertently photographed the *Mangana* rather than the *Juno*, which is



located behind the *Mangana* and her bow is said to extend 4m into the mangroves. Oh well, it’s a case of going back to the drawing board for me. Another visit to the area will be necessary for me to achieve my goal of determining which wreck is the *Juno*. It should be somewhere in the background of this photo at right: -

The PhD student from Flinders University sent me several documents about the *Juno* or the Ships’ Graveyard, including these two photos of the *Juno* at left.

