



MARITIME HERITAGE ASSOCIATION JOURNAL

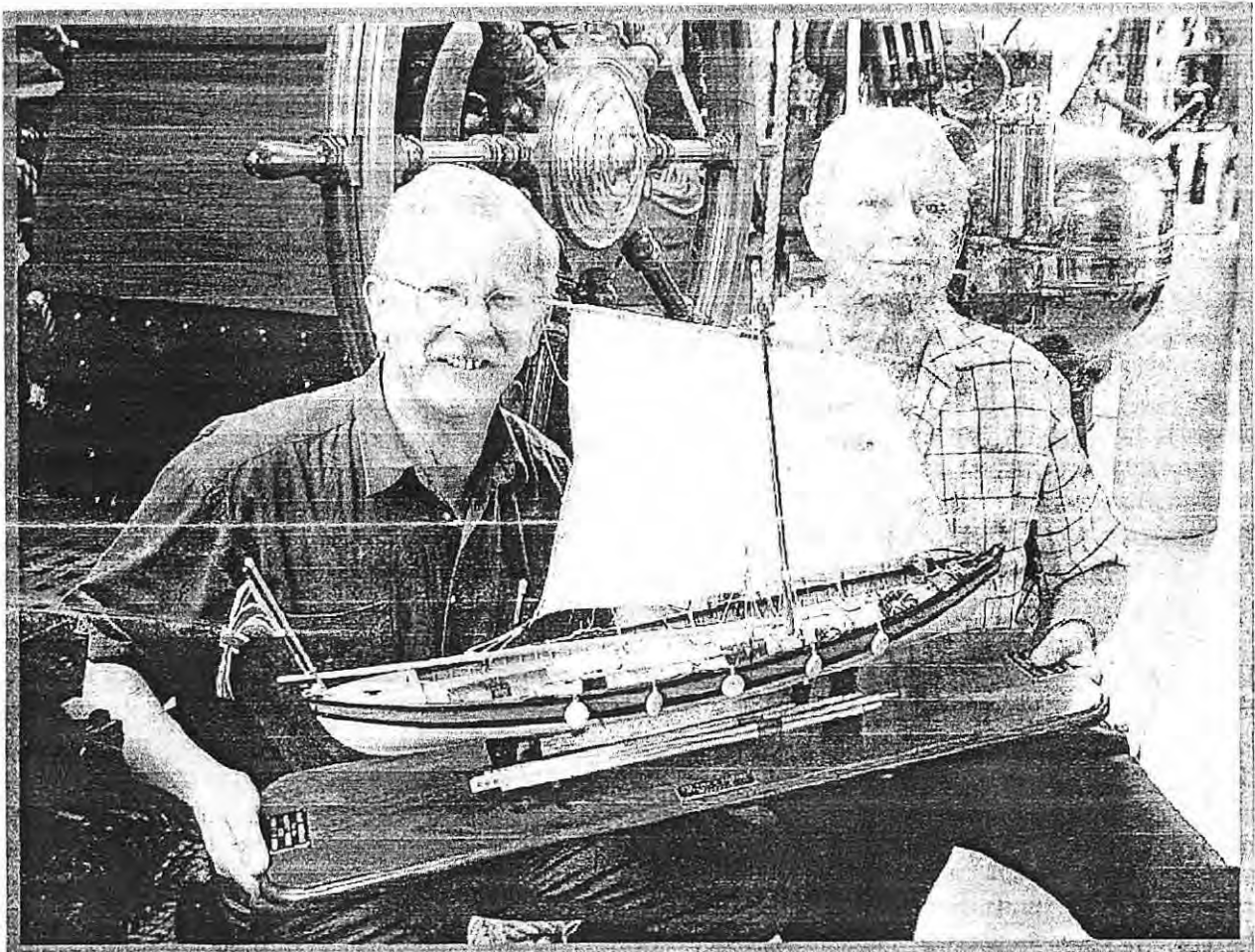
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Ross Shardlow and model maker Brian Lemon with the model of the Rottneest Island Pilot Boat presented to Ross

Photograph courtesy David Nicolson



The Maritime Heritage Association Journal is the official newsletter of the Maritime Heritage Association of Western Australia, Incorporated.

All of the Association's incoming journals, newsletters, etc. are now archived at *Wooden Boat Works*, Slip Street, Fremantle Harbour, and are available to members on loan. Please note that to access the videos, journals, library books, etc. it is necessary to phone ahead on 9335 9477.

(If you have an unwanted collection of magazines of a maritime nature, then perhaps its time to let others enjoy reading it. Contact the Association; we may be interested in archiving the collection.)

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EDITORIAL

By the time you receive this magazine I hope to be back in Geraldton after a very successful year at the Great Southern Regional College completing the Certificate IV in Wooden Boatbuilding. It has been a great year and I have learnt a lot. The course is to be held again in 2001 and is well worth attending for those with an interest and the time.

I have (as I have often said) find the editing of this journal fairly difficult, not so much in the editing as in the lack of material to work with.

There are a few people who have regularly contributed material for inclusion. However there are not enough articles being received and I urge you to put pen to paper and write something for the magazine. As can be seen by my own contributions you don't have to be a great author or journalist to write something of interest to others.

I would like to congratulate both Ross Shardlow and Brian Lemon. Ross for his thorough research on many vessels, not least the Rottnest Pilot Boat replica launched a few months ago, and Brian for his wonderful models. The cover picture shows Brian's model of the boat which he built in ten weeks and presented to Ross in recognition of Ross's contribution to maritime research. Ross researched and then drew the very detailed plans of the Rottnest Island Pilot Boat. The boat was built by Tup Lahiff and his trainees at the Fremantle Wooden Boat Works and is now on display at Thomson Bay, Rottnest.

For those of you who may not have heard, the Permanent Master of the *Leeuwin II* for the last couple of years, Peter Petrov, has taken up another challenge and left the *Leeuwin II*. He will be returning as Relief Captain so his association with the training vessel is by no means lost. Peter has had a long association with the ship and his dedication to all that the Sail Training Association of Western Australia stood for is greatly appreciated. The new Permanent Master is Captain Peter Dudding.

To all the members of the Maritime Heritage Association and their families I wish a very happy Christmas and a healthy and prosperous new year for 2001. I hope the festive season is a safe one.



Bent double and twisted like taffy by the gyrations of a wounded whale, this harpoon was fashioned from malleable iron, which would bend rather than break under stress. Harpoons were often mangled during the hunt, and though this one must have seemed beyond repair, most were recovered and straightened.



PRESIDENTIAL TIDINGS

Tidings: from the Old English tidung meaning news and information. (Ed.)

I am back on dry land again for a short time and full on into research again. This pearl-
ing industry of ours is and was absolutely fascinating and the more I find out the more there is to find. For example in the National Archives, Canberra, there are 648 files alone on the pearl-
ing industry, another 128 on luggers, almost 3,000 on Broome, and 1900 on Cossack. And in the State Archives I have discovered about 400 files, letters, documents, etc. The mind is slowly becoming boggled. But the joys of discovery outweigh anything else.

In the last issue of the newsletter I mentioned the Schools Essay Competition. During the first part of the last voyage I wrote to 168 senior schools throughout Western Australia and posted them from Karratha.

We have had some replies come in and as I expected only a small number of those schools contacted have agreed to take part in the competition. At least we are spreading the word and advertising our common interest in Maritime Heritage.

A very nice day was spent at Robin and Barry Hicks' museum a couple of Sundays ago and our

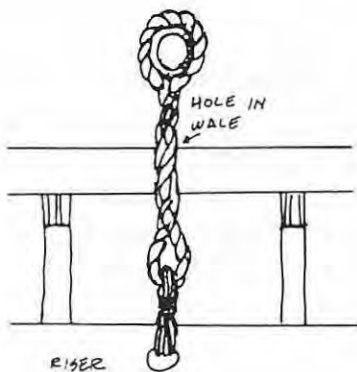
esteemed artistic member Ross Shardlow was presented with a beautifully constructed model of the Rottnest Pilot boat. Brian Lemon certainly has the touch of magic in his fingers in his quest for perfection in miniature.

Another project that I have become interested in from a research angle is the Fremantle Maritime Museum's re-evaluation of the *James Matthews* wreck at Woodman Point. This project is proving to be a fascinating look back in time to work out the true sequence of events prior to her stranding in her present location.

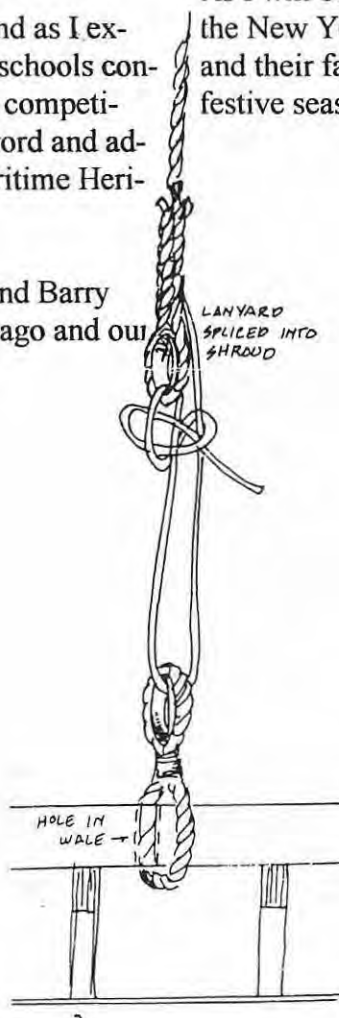
Everybody has an interesting story to tell and I hope more members can write their memoirs in brief for all to enjoy and history to record.

As I will be away back at sea for Christmas and the New Year, (again), I wish all the members and their families and friends the very best for the festive season.

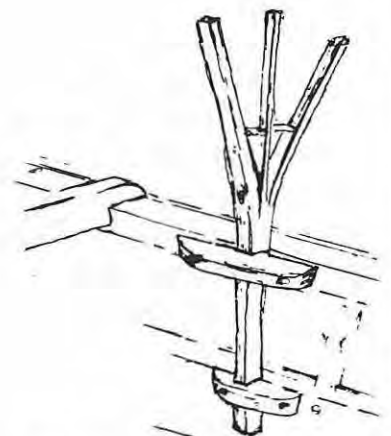
Rod Dickson



Eye for shroud lanyards.



Slipped hitch



Wooden crotch for harpoons



A SHORT HISTORY OF SUBMARINES

This is part two of Jill Worsley's history of the submarine, the first part of which appeared in the September edition.

The American Civil War gave great impetus to the development of submarines. In a previous edition I described the development by the Confederate navy of the huge *Spuyten Duivel* and *Manassas*, probably of more use as generators of fear than deliverers of actual damage. Along side these monsters, the South were also building a series of much smaller semi-submersibles known colloquially as "Davids" after the first of them. These would hopefully redress the numerical superiority of Northern shipping. Approximately twenty "Davids" were built, some hand propelled and others with steam power. Parallel with the development of submarines over these years came improvements in torpedoes and fuses, the main form of submarine armament to the present day.

The first semi-submersible steam powered Confederate *David* was used to attack the Federal ship *New Ironsides* in Charleston harbour October 1863. *David* carried a 60 kg explosive charge out at the end of a long pole, but it could not get this charge deep enough under the *New Ironsides*' hull before the impact fuses ignited the charge. The resulting waves swamped and sank the *David* without causing much damage to the ship. The captain and two other members of the crew managed to swim ashore.

A more successful attack by a "David" occurred some five months later in 1864. The hand-propelled *H.L. Hundley* managed to sink the *Housatonic*, though the captain and eight crew lost their lives again as a result of the explosion of their own torpedo.

An Irishman with strong Fenian sympathies had been designing submarines since the early 1870s. He felt that this was the only way in which the might of the British navy could be challenged.

The arrival of John Philip Holland in America in 1873 put him in contact with backers who could finance the building of a submarine from his plans which used the Brayton internal combustion engine which had been patented in 1871.



John Holland

His first submarine, now known as "Holland 1", sank on the day it was launched but it was quickly salvaged. Two weeks later John Holland himself managed to take on board steam from a launch acting as a tender. He manoeuvred away from the launch on the surface, then dived and resurfaced some distance away.

Holland realised that successful submarines needed a constant reserve of positive buoyancy, and a low and fixed centre of gravity. He moved the hydroplanes aft and adjacent to the rudder which made the act of submerging much easier. The building in New York in 1880 of an improved design called the *Ram* was carefully



watched by emissaries from Germany, Italy, Sweden, Russia and England as well as U.S. government officials and his Fenian backers.



The captain of the Holland 1 at the controls

Holland had calculated that the 2 cm thick iron hull of *Ram* would have a ramming capability of 19 tons. He may well have been right. She accidentally rammed a dredging company's dock in Jersey City, split a 30 cm pile and lifted the horizontal tie above it which was itself carrying a load of stone ballast. Observers, apart from the dredging company's personnel, were most impressed but wrangles over money resulted in Holland withdrawing from submarine design for the next ten bitter years. But he would return.

On the other side of the Atlantic, progress in designs were also being made. In Germany the *Plongeur Marin* built at Kiel had predated the *David* by some years, but it used a quite different method of propulsion. *Plonger Marin* had a heavy cylindrical iron weight that ran on an internal horizontal rod linked mechanically to the propeller. Moving the weight fore and aft planed the submarine forward in a series of undulating dives and climbs. The submarine worked reasonably well in a defensive role, but sank before carrying

out an attacking role and was not replaced.

In 1879 an English clergyman, Rev. William Garrett, designed a steam driven submarine called the *Resurgam*. He envisaged dozens of submarines home ported around the British Isles as protection against aggression. The British Admiralty were not impressed, but his design was subsequently built in Sweden and vessels went to Germany, Greece and Turkey. Garrett's submarines however were never very successful because of the problems inherent in using steam as a power source.

Steam power could be used to propel a submarine on the surface, but the boilers had to be damped down before diving and a head of steam built up on resurfacing. The internal combustion engine overcame these problems, as it could be instantly shut down and restarted. However, it could not be used under water because the large amounts of air required would soon exhaust the supply of compressed air which submarines carried for breathing and ballast-blowing.

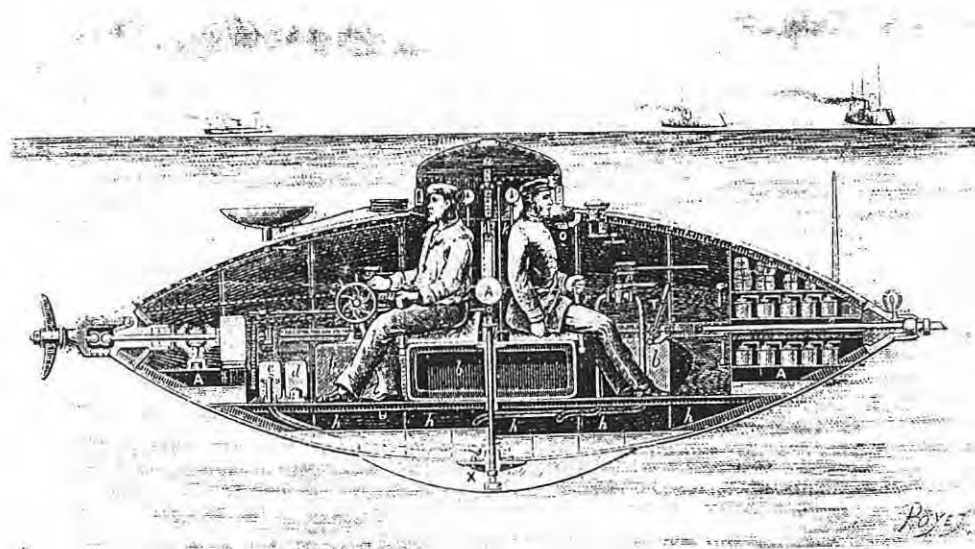
The French engineer Oliver Riou had suggested in 1861 that electricity from batteries could be used to overcome this problem, but at that time batteries were heavy, inefficient and very prone to leak poisonous fumes. None of these characteristics appealed to submariners, but battery design when linked with the invention by Gottlieb Daimler in 1885 of the improved internal combustion engine theoretically revolutionised design.

In 1881 Claude Goubet was able to use improved French electric motors and batteries to power his two man submarine. He had less success in solving problems of stability. A pendulum pump could not successfully transfer water internally from fore to aft tanks and back as required, and trim was therefore a major problem.

In 1889 *Goubet II* again with a crew of two was launched. It used electric power to operate most apparatus, including a headlight. Goubet had partly solved the problem of controlling dive angle, but the craft was still somewhat unsatisfactory in that it would not run at a constant horizontal depth. It was envisaged that this small subma-



rine would be carried by a battleship and set down close to its target. The French soon lost interest in the design but Brazil bought the submarine from Goubet's backers for £10,000 despite its trim problem.



Goubert II

Another French design was trialed in 1888. This was the *Gymnote*, 17 metres long. It carried 564 storage batteries delivering 55 horsepower. *Gymnote* could make 8 knots on the surface (compared with *Ram*'s 9 knots when Holland had trialed it in America eight years earlier). The problem of maintaining a constant depth and straight underwater steerage had been overcome in *Gymnote* by using two horizontal rudders near her stern. She was very quickly commissioned into the French navy, becoming the first submarine to be accepted by a major naval power.

Gymnote was followed by Maxim Laubeuf's design which had many features still in use today.

The French government had called for the design of a submarine which could weigh up to 200 tons and which could travel 160 km on the surface and 16 km when submerged. By 1898 Laubeuf's *Narval* was in the water and under trial. She had a revolutionary double hull, with the inner hull being pressurised and from which the submarine could be worked. Between the two hulls were a series of chambers which could be flooded to dive and purged with compressed air to rise. Other chambers were used as safe fuel tanks. *Narval* also had two engines, a 220 HP steam engine for surface work and an 80 HP electric motor for undersea running. She could make 10 and 5.3 knots respectively. She was fitted with no

less than four torpedoes carried externally. All this over 100 years ago!

The European developments began to worry the U.S. government, so they too called for a "new" submarine design to counter the recent French advances. Remember John Holland? He began to sharpen his pencils again.....

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THE WHITE EXPERIMENT !!

Rod Dickson has supplied the following interesting article. We look forward to the publication of his book in the near future.

Just after federation, Australia's Parliament passed the White Australia Policy. This was an attempt to restrict the number of Asians entering the country as it was claimed that they were taking all the jobs away from the whites.

Very quickly the government focused on the pearling industry and informed the Master Pearl-ers' Association that they must begin to hire white divers, or else ! These threats were made every year, and every year the pearl-ers sent delegations east to argue their case. This was that white men were unsuitable for the work, and the work was considered not fit for a white man anyway.

In 1911, the Government's position was hardening and they were threatening to close the industry down unless white divers were employed by no later than the 1913 season.

The Master Pearler's Association, to counter these threats, sent to their agents in London a cable en-quiring whether any retired Royal Naval divers would be willing to try their hand in a new, (to them), industry.

The divers and tenders were soon found and put on board the *S.S. WAIMANA* which sailed from London on the 22 December 1911, bound for Fremantle. As part of the their contracts they were to receive as follows : a free passage from Great Britain to Australia, on half pay . Each contract to run for one full year from date of arrival at Broome. Each man to be fully found in rations and to receive remuneration as follows: divers, a guaranteed minimum at the rate of £150 per year and tenders a minimum of £6 per month. On top of this they were to get a "lay" or share of the catch.

The divers names were, Reginald Vernon Hock-less, Ernest Freight, Frederick William Beesley,

John Noury, Stanley John Sanders, James Rol-land, Stephen Elphick, Frederick Harvey and Wil-liam Webber.

The tenders were Charles James Stewart, William Read, Charles Andrews and Harry Hanson.

All these men were longtime, and experienced members of the Royal Navy, fully trained as deep sea salvage and damage control divers, and all un-derwent a complete examination prior to embark-ing to prove their fitness.

After a lengthy voyage via the Cape of Good Hope the men arrived in Fremantle, where they were met by the agent for Siebe-Gorman, the div-ing company. After four days in Fremantle all boarded the *S.S. PAROO* for the coastwise voyage north.

When these men arrived in Broome they were lit-erally treated as heroes and the saviours of the white population. They were interviewed in the local press and they stated that "anything the Japs can do we can do better, because we have been trained by the Royal Navy in the best gunnery schools in England and on the best scientific prin-ciples. Our system must be far and away above the wretched system so prevalent on pearling luggers. We are fully trained to depths of up to 25 fath-oms."

Given the men's enthusiasm and experience, the future for white diving was auspicious, but sadly, and in reality, the white experiment was a total failure. Three of the men died from the bends and all the others crippled for life.

On one day in September 1912 in H.L. Richardson's diary, the entry reads, "Lugger *NOL-LIE* off Sand Point, D.H. Stuart in charge on board, saw *EURUS*, flag half mast going to



Broome. Webber dead on board. Stan Piggot's two white divers, Elphick and Harvey paralysed same day, revived under decompression. Our only Jap diver on the *LAWRENCE*, paralysed twice, brought to *NOLLIE* and decompressed with great success. Third dose in 22 fathoms. Deep water requires expert supervision !!"

Some of these divers, (Asians), would do up to twelve dives in one day in depths up to 20 fathoms, only staging on the last dive of the day. They normally worked from six a.m. until five thirty p.m.

In the case of William Webber, educated and highly trained, with a comprehensive knowledge of the diving tables and staging times, the stress of diving all day every day and living in cramped conditions must have affected his mind. As it must have done for many others, the following scenario arises time and time again in inquests.

Thursday 3. p.m. in 19 fathoms

In morning sailed about 15 miles, started work 11 a.m.

Done a dip in 19 fathoms at 11.30, down about 30 minutes. Took about 1½ minutes to come up. On deck about ½ an hour and went back down. Below about ¾ hour, came up with 2 shells. Took about 2 minutes to come up.

F.S. said he would take him to where there was some shell.

Sailed for 20 minutes to where *BEDOUT* was anchored. Took the lead, depth 18½ fathoms. Webber went down again, below 1 hour. Came up, staged at 4 fathoms from top for 1 minute then came on deck. Complained of his left shoulder aching. (13 shell).

Told Bill, "If you'll take my advice you won't go down no more".

W. "I know my own business best. I ought to back under water instead of on deck."

Sails lowered, W. went on ladder.

I asked him what stages he was going to make. W. said he would please himself, when I give signals I am to obey his orders.

When Webber had been on the bottom for an hour the crew on deck became worried and signalled for him to come up. When he did, he refused to stage, and closing the air escape valve on his helmet. "blew himself up to the surface".

With his helmet off he sat on the cabin roof and had a cigarette. Suddenly he clasped his left leg, moaned and fell back unconscious. The crew, after getting the diving dress off him, got him into the cabin and laid him on his bunk where, for the rest of the night he lapsed in and out of a coma. The vessel was immediately headed for Broome. 24 hours later the lugger was west of Cape La Touche Treville with still a considerable distance to travel. Webber was only partially conscious and in great pain. The only treatment he had had was a drink of vinegar and a pressing massage on the ball in his stomach.

At 5.20 p.m. He was given 4 spoons of tea. 5.23 looked in at him. 5.29 lit lamp in cabin. Webber dead. Called Frank to come down. Tried his breath. He was dead. Ran straight to Broome.

That is the brief description of the death of a diver. Why did he die ?? What on earth made him disregard all that he had been taught in the Navy. Every lugger had the diving tables on board printed in English, Japanese, Malay and Filipino and all the divers were fully aware of them. And yet the divers themselves were their own worst enemies and almost every diver's death was attributable to their pig headed refusal to obey the instructions.

With those three deaths and the paralysis of the others came the end of the white experiment. It took less than one year !!!!

Learning to sail Duyfken

Marseils ter Halver Stenge and Schadenfreude.

Nick Burningham

The following journal extracts are transcribed from a personal journal. Any opinions expressed which are invidious, or apparently libelous, must be seen as the honest expression of personal opinion by a misanthropic and rancorous individual, not as a true reflection of the character of persons maligned therein.

Monday 15th May

A travel epic generally conforms to a formula. It starts with the protagonist being suddenly and unexpectedly cleft away from their hum-drum, everyday way of life.

Imagine my surprise and excitement yesterday when I received an email from Graeme Cocks (CEO of the DUYFKEN Foundation) asking would I like to join the DUYFKEN for the voyage from Broome to Kupang, Timor and perhaps beyond.

"Yes!" I replied. "Are we sailing on Wednesday?"

It was already Sunday when I read the email, so the time available to tidy-up and make arrangements for people to look after my house and affairs is short. But it seems to me that the short notice with which I've been press-ganged is a boon - there's not enough time to get organised, so I'm not going to try.

Most MHA Journal readers will know the DUYFKEN replica: built in Fremantle, launched in January 1999, and first sailed in July of that year.

DUYFKEN is a reconstruction of the Dutch *jacht* which, in 1606, made the first historically recorded voyage to Australia. The construction of the replica was a program of experimental archaeology, recreating the Dutch plank-first technique of construction and allowing the construction and the properties of the oak planks to influence the design.

Sailing DUYFKEN is also experimental archaeology. The basic principles of sailing a small square-rigger are widely understood and recorded, but most of the knowledge and record apply to ships of the 18th and 19th centuries.

I had been centrally involved in the research to reconstruct the design of DUYFKEN, including designing the rig. The board of the Duyfken Foundation had boldly agreed to a "maximum authenticity" approach and we had pursued that approach with as little compromise as possible. Thus DUYFKEN was rigged with masts and spars hewn from solid tree trunks, hemp running and standing rigging, and flax canvas sails all hand sewn. There were no footropes, clew garnets, buntlines or any other anachronistic gear.

Aside from the lack of these convenient lines, a significantly unfamiliar feature of the rig of a circa 1600 ship such as DUYFKEN is the relatively small number of sails and the lack of any reefing system. Four sails - the lowers and topsails on the fore and main masts - provide most of the propulsion. There is also a lateen mizzen which is much more a steering sail than a source of propulsion, and a little spritsail set under the bowsprit which sets well and pulls bravely but is too small to make much difference to speed.

The lowers or courses on the fore and main masts have bonnets "latched" to the foot. These can be unlatched as a sail area reduction in heavy weather. A ship sailing without her bonnets was said to be sailing under "shower sails" (the

etymology of the term is unclear and probably has nothing to do with showers of rain) and inspection of ships' logs and contemporary marine art show that unlatching the bonnets is a final sail reduction after the topsails have been handed.

As part of the research I had analysed a large sample of the contemporary marine art (or "iconography" as academics like to say) noting all the sail configurations that were shown and looking for clues to sailing techniques. I joined DUYFKEN armed with this data, but I was anxious not presume myself anything more than a deck hand, and not to lecture to DUYFKEN's highly experienced and competent officers. (I was also scared that I had become to flabby for life at sea.) However, a couple of days out of Broome a fine opportunity to test an idea suggested by the research presented itself.

20th May

During the hours after midnight. Even down in the hold, sleeping, it was obvious that the sea was getting up. When we were called for our watch at 0400 it was extremely difficult to stand up to put clothes on. Out on deck I found the ship reaching, fairly close hauled with lumpy beam seas and a very stiff breeze. By 0700 it was blowing a good force 7 and it was pretty wet on deck. Not everyone faced their breakfast with much pleasure, some didn't face their breakfast at all. I must have displayed adequate gusto because Gary selected me for cleaning the heads with him after breakfast. I got through it easily without losing my breakfast, but lost a lot of sweat - the hold gets very stuffy once the forehatch is closed in rough conditions.

Back on deck for the 1300-1900 watch, the breeze was somewhat lighter, the sky mostly overcast with thin cloud, and the ship starting to wallow and fall to leeward of the required course.

During the afternoon the topsails were reset and we sailed a better course and speed. But this is dull factual detail, I should describe personalities. Our captain has remained nonchalantly cheerful, quite unperturbed by any hum-drum detail of running the ship. He writes an excellent journal for the web-site and has not lacked for sleep. Apparently - and this is hearsay - he steals other peoples' mugs for sport and diversion.

21st May

I don't know how to write about this. It is, in many ways, a dream come true. Here we are charging across a blue sea with 15 - 20 knots of breeze in mild tropical conditions, on a beautiful, indeed exceptionally beautiful, replica sailing ship - and I designed it myself. I was involved all through the construction too.

This morning we were able to put some of my historical research into practice. We were more or less hard on



DUYFKEN sailing with halfmasted topsails off Banda in squally conditions. Photo courtesy of Robert Garvey

the wind and the breeze piping up to the point where the topmasts were perceptibly bowing to leeward. It was deemed time to get the topsails off, but that would have made the ship a bit under canvassed and left her wallowing and slipping to leeward. So, I asked could we try leaving the topsails braced up and slack the halliards until the yards were about half-mast. The practice is suggested by Dutch marine art of DUYFKEN's time. Sails are often depicted setting in great billows even on ships beating to windward: it might be artistic license, but it might be a genuine observation.

Before trying the topsails halfmast we rehearsed several reasons why it wouldn't work, but the truth is that it works fine. The topsails are depowered, the topmasts are standing straight and safe, but the topsails are still drawing and the main course is still luffing before the topsails. It's a fairly important contribution to sailing the ship; it gives us a sail area choice between all working sail and lowers only. The ship is romping along beautifully. The only problem is that the wind has headed us and we are not laying the course for Ashmore reef and Kupang.

Halfmasting the topsails was a genuinely useful tactic providing real facility and flexibility in adjusting sail area to suit varying conditions. Our expectation was that the halfmasted topsails would not set when beating to windward because the slackened luff would collapse and the sail would flog. In practice that didn't happen at all. The topsails will stand just as close to the wind halfmasted as they will mastheaded. Perhaps this is because off the great taper in the circa 1600 rig - the topsail yards are only 50% the

length of the lower yards, so the windward clew of the topsail is pulled well to windward.

There seems to be no English written record of halfmasting topsails, John Harland in his authoritative "*Seamanship in the Age of Sail*" makes no mention of it, but in recent correspondence, Menno Leenstra in the Netherlands, has come up with several log entries mentioning topsails at "halver stenge" when beating to windward, and one mention of "marseyls een vaem bovent eselshoof" (topsails one fathom above [lowermast] cap) on a ship sailing six points from the wind. We too found that the topsails could be lowered almost to the caps and would keep drawing.

There are a couple of disadvantages to this tactic: if the helmsman does sail too close to the wind, or the wind heads, a halfmasted topsail flogs violently and is quite likely to carry away the boltrope stitching around the bowline cringles; and, if the wind continues increasing to the point where the topsails have to be handed, you've got a great big billowing topsail to deal with in heavy conditions. DUYFKEN is a small ship so her topsails are not big and are fairly easily handed (except in a heavy blow) by two persons. The absence of footropes is no problem since the topsail yards are short and topsails can be gathered into a glut in the bunt (the middle of the sail near the mast) and furled from the lowermast crosstrees.

Life on board

I've started this article with discussion of technical aspects of sailing, knowing that is what the MHA readership craves, but many people are more interested in the human and domestic aspects of life at sea. The experimental archaeology did not extend to navigation or provisioning. Navigation used radar and GPS, though captain Peter Manthorpe did use his sextant to take starshots at dawn when we were making open sea passages. DUYFKEN has two diesel engines, absolutely necessary to make a long voyage against the trade winds on schedule as we did. There are showers and hot water, though we didn't actually use them because of water restrictions. And the tiny galley, packed into the bread room of the original ship's design, is equipped with a gas stove and a refrigerator. However, there are no freezers, so much of the ship's provisions are dry stores - beans, rice, flour, pasta, etc. As we sailed through Indonesia we progressively ran out of western luxuries. Jane Doepel, DUYFKEN's cook, did a fantastic job, slaving in her cramped galley as the ship rolled and pitched, yawed and staggered, producing consistently wholesome and delicious meals. And Jane remained calm and good humoured throughout - only a wicked sense of humour and a predilection which I won't discuss here saved her from being saintly. Some relief from galley duties was provided by the MHA: starting in July, Rachele Walker took over galley duties on Sundays (thanks to sponsorship to sail on DUYFKEN from the MHA) so that Jane could enjoy a day scrubbing decks and pumping the bilge.

There is no doubt that I ate well, enjoyed the food, and returned from my voyage slimmer and healthier. But there were others on board who shared Joseph Conrad's view of life under sail - "a life of small privations and wearisome

duties" - indeed some thought we suffered gross human rights abuses rather than small privations.

Looking through my journal this is the first mention of the food I find.

The sea is now generally smoother, so the ship is sliding along nicely. This northerly course means that the sails shade the deck for much of the day. The sky is blue with puffy, cotton wool clouds of the trade winds scurrying across it. We just had a lunch of fresh baked bread, salami, dried tomatoes, melanzane, etc - there is very little scope for complaint except that we can't lay the course.

What I hadn't understood at that stage is that other people, particularly those engaged in creative endeavours such as film-making, have different nutritional requirements. This was explained to me while we were visiting the port of Larentuka.

At about 2030 I was down in the hold getting ready to go out for an unnecessary last beer, when I overheard Chris, who had had several beers before returning for ship-keeping duty, talking with Nick [Nick Gardner]. He was indulging a whine about not getting enough luxury and high-protein food, and having to take part in sailing and cleaning the ship. He was explaining how incredibly hard work is the creative process that he and Marcus are involved in. This strikes me as pathetic, but, as I will explain below, my standards are very old-fashioned.

I went down to Julius's [bar and restaurant] and there it was quickly apparent that several of the crew, particularly Marcus, were keen to bend my ear about various dissatisfactions. The most pathetic dissatisfaction was that Jane had not provided a packed lunch for the film crew when they had gone to Lamakera yesterday. The poor dears had to waste precious time going to someone's house and waiting for a lunch to be cooked. I pointed out that I too had gone to Lamakera sans lunch and had bought banana fritters and other quite adequate snacks at the market. Film crews apparently need higher protein intake than the rest of us.

More seriously, the ship may not be getting adequate information on the situation in the Moluccas where we are bound. Marcus has learned that all commercial flights in and out of Ambon have stopped and that 51 were killed there yesterday. This means that getting in and out of Banda is nearly impossible, and that is very serious for several of us who intend to disembark there.

It also seems that not everyone is as clear about our intended route to Banda as I am, that some of the crew feel they are not sufficiently informed about our captain's plans. These things were vouchsafed to me in the hope that I will discuss them with Peter. Peter is very open and approachable so I am surprised that I am approached as an intermediary. (In truth something about Peter's manner can be a little distant and aloof though he kindly and patient.)

It would serve Marcus's film-making purposes well if Peter gave a crew briefing detailing all sort of alarming contingencies, and to some extent I suspect that Marcus is winding up other crew members to precipitate such a crisis meeting. The film crew's need for luxurious high-protein food in abundance is not convincing, it's just that they feel the need for comfort foods having been pulled away from their comfort zones.

At that stage we were less than a month out of Broome. It was later that the comfort foods really began to run out and I began to develop a taste for shared deprivation.

Breakfast cereal is finished, so today Jane made pancakes. Nice, but rather a lot of work for Jane. The cereal supply was adequate but some of the crew are greedy for comfort food and scoff half a cubic metre of Weetbix, plus meusli, everyday.

By the time we left Banda at the end of June the diet had become quite simple

Lunch was very excellent rice and dahl. Jane doesn't always get the rice perfect - sometimes it is a bit crunchy - but today's was spot on. . .

Somewhat depressed by the lack of urgency in the approach to sailing . . . I came below and, lying here with my eye's shut as if asleep, I witnessed a disgraceful exchange between Marcus and Paul. There was whining about wasting time sailing [they preferred to motor] and then Marcus asked

"Was there any explanation as to why we've run out of food?"

Paul replied: "I don't think we've run out of food - that's just what we're eating."

Does Marcus really think that excellent dahl and rice is what you eat when you've run out of food?

A little later Ben wandered in complaining that the roof of his mouth was all gummed up with the scoops of powdered milk he's been eating straight from the can.

It was probably a good thing that the film crew left us about week later at Kei.

Dinner was a rather fine tuna curry with rice. In truth the rice was half-cooked but Marcus was plainly churlish, ugly, and wrong when he complained to Jane who slaves away in the cramped galley in trying conditions. In less civilised company Marcus might find all his camera operating fingers broken.

But I had reservations about sailing without the film crew.

We really are sagging back towards Banda and there is every likelihood of more of the same wind direction for some days - most of July, in fact. Cap'n Peter has taken the helm and is experimenting with the set of the mainsail but nothing will make more than 5 degrees difference. We face another six weeks of this. I can only pray that others will find it more trying than I do. My own endurance is always bolstered by others' giving in to dismay.

Saturday 1st July

We have weathered Banda, including its eastern off-liners and reefs. In truth we have only made about fifteen miles in nearly 48 hours, which is not brilliant, and we have had some advantage from wind shifts.

On the other hand, we've run away before a couple of squalls, we've had some disadvantage from wind shifts, we've sailed right from the anchorage, not using the engines at all, and we have made some ground.

My own enjoyment of this achievement is much enhanced by Schadenfreude as noted yesterday. ["My own endurance is always bolstered by others' giving in to dismay."] The fact that we are now to windward of Banda has not impressed itself clearly on some people who feel that the last two days have been wasted.



We will need a favourable windshift to make any more ground towards Tual, but we do have a week in which to beat up and down waiting for that wind change.

Would I enjoy the voyage without the film-crews' dismay to bolster my endurance? Fortunately, the answer turned out to be yes. A cruel, spartan, streak in my character was well-suited to further deprivations.

Tuesday 11th July

We stood south all night, the sea gradually diminished but the breeze headed slightly and we ended up only a couple of miles east of our previous track. We should have tacked at about 0630 when the wind headed, but breakfast and calling the watch out came first, so we tacked at 0800.

After coiling down, Peter called a meeting with several serious items on the agenda. First, the need for a very serious approach to steering. Ten degrees lost means everything lost. One bad stall wipes out half an hour's gain. We must take steering very seriously. And we should not be too reticent about calling out to the helmsperson "lifting" or "bring her up", particularly at night.

We may have the very occasional freshwater shower - the generator is running for longer than we need to run the desalinator each day. We are running out of gas for cooking. This has turned out to be much more seriously true than was understood at the time of the meeting. Therefore, no more boiling kettles except at breakfast. I urged this restraint some days ago with the result that the kettle was boiled more than ever before.

Finally, if we decide not to accept reprovisioning from the RAN [which was not a real option anyway], we will spend the last weeks on very simple fare. This turns out to be mainly rice and lentils, which is fine by me - in fact I prefer rice and dahl to rice and vegetables which is what we are eating now.

I'm looking forward to an austere regime with almost no luxuries - it will give us all time to consider the eternal truths and face life stripped of the crutch of comfort foods.

The voyage is, at last, getting serious. We face a protracted and tedious beat to windward with no let or favour from the wind and we must do it with only slightly more pampered cuisine than it was done with four-hundred years ago. My only regret is that we don't have the traditional allowance of beer.

The following day's journal entry concludes:

We are short-handed, so we cannot sail efficiently in squally conditions. Trying to force a windward passage is an intense experience. It requires a lot of effort and commitment. When we make a few miles it is satisfying, when we execute a smart tack it is pleasing; when the wind heads, the headseas get nasty or a squall causes us to lose ground, it is frustrating and it is difficult to avoid being dispirited.

This is our third day of trying to beat along the Irian coast. We have made some miles, but they could all be lost in a few hours and there is no certainty that we will make any more miles in the next 24 hours.

The last of the fresh green veggies today - I look forward to more tasty fare . . .

Dinner was a tasty fried rice uncluttered by anything but a few little red onions and little bit of chilly.

During the early part of the night, we tacked in a very sloppy headsea. I was sure she would not come about, but she did, quite surely. Unfortunately, we headed inshore on about 60 degrees but made good only about 20 degrees. So we tacked again, this time coming round so quickly that the mainsail wasn't braced round before she was off on the new tack and getting the main tack boarded was difficult. Greg and I have getting the fore tack boarded down to a fine art now.

Standing offshore we were heading about 190 degrees but being sucked away to the southwest by a current, hopelessly losing most of three days work.

We were obliged to motor to windward and to put into Amamapare on the south coast of West Irian to buy more diesel fuel - a great adventure in itself in that remote and unsupplied wilderness - in order to make Gove and get to Pennefather River on the Cape York Peninsular by the appointed date.

We were unable to get any LPG for cooking at Amamapare (and only got diesel thanks to the unstinting help of the Maritime Police and a Vietnamese-Australian fisherman/shipping agent based there). After Amamapare, we removed the gas barby from the iron galley box in the forecabin, thus restoring it to its 16th century configuration, and cooked some meals over a smoky fire, burning firewood chopped from the mangrove swamp jungles surrounding Amamapare.

By the time we reached Gove, some problems with vitamin deficiency were evident. I had a slight respiratory tract infection, and some others were sorely afflicted with ulcerations. Multi-vitamins, anti-biotics, fresh salad vegetables and bucketloads of red wine were prescribed or self-administered according to taste and we all recovered.

The three months on DUYFKEN were a highlight of my life: I even enjoyed the bits that weren't enjoyable (though I might have seemed unusually grumpy and irritable at the time).

In future contributions to the *MHA Journal*, with the editors approval, I will try to discuss various sailing techniques and manoeuvres which we improved through experiment and embarrassing details of some shipboard romances.



The author's voyage on Duyfken, Broome to Pennefather River. Wind was always easterly when DUYFKEN was heading north of east and southeasterly when heading south of east.



The Ditty Bag

An occasional collection of nautical trivia to inform, astound, amuse and inspire.



In 1776 the American David Bushnell made the first submarine ever actually used in war, and attempted to torpedo the English flagship *Eagle*, a 64 gun ship. He reached his quarry unsuspected, but the difficulties of attaching his "infernal machine" were such that he had to rise to the surface for air and abandon the enterprise.

Further to the comments on scurvy in the Ditty Bags of journals numbers 10.4 and 11.1 and Nick Burningham's article in the latter, it is interesting to note that Royal Navy submarine crews operating off the coast of Norway in the summer of 1940 suffered from scurvy. After diagnosis they were given dehydrated vegetables which cured the condition. It appears that tinned food of that era did not retain vitamins.

The 37.25 ft yacht *Rival*, designed by Alan H Buchanan and built by L J & B Steel at Lake Macquarie, NSW, which won the 1961 Sydney – Hobart Race on corrected time was built almost entirely of teak from the old sailing ship *Sabraon*.

The single gold earring worn by many sailors and fishermen for hundreds of years was so worn as payment to someone to give the wearer a Christian burial should he be drowned and washed ashore.

In Columbus's time the magnetic compass was considered the invention of the devil and breathing garlic near a compass was banned because garlic was considered a protection against the devil and would therefore lead to inaccuracies in the compass.

In the first regatta held at Hobart Town in 1838 sixteen whaleboats from the various bay whaling stations in the area vied for Tasman's Prize. These whaleboats, like the two built by the

School of Wooden Boat Building, Great Southern Regional College in Albany, were built of huon pine.

A whaleboat called the *Elizabeth* was used for a circumnavigation of Tasmania which took place in December 1815 and January 1816 under the command of Captain James Kelly. The purpose of the expedition was to discover ports and harbours and thereby induce settlers to move from Hobart Town to outlying districts.

The first warship to feature an engine and propeller as part of its original design was *HMS Argemmon*, launched at Woolwich, England, in 1852. *HMS Argemmon* was fully rigged, the engine being only supplementary, and carried 91 guns. She fought during the Crimean War and later helped lay the first cable across the Atlantic Ocean in 1858.

The last sailing ship of the line in the Royal Navy was *HMS Ganges* launched 1821 in Bombay. She was paid off in 1861 and then used as a training ship for boys at Falmouth from 1866 to 1929. She was broken up in 1929. Built of teak her useful life of 108 years is an indication of the longevity of vessels built of that timber.

The yacht *Britannia* owned by King George V won a record number of prizes in her long 43 year racing life. From 1893 to 1936 she won 231 first prizes from 625 starts; the greatest of any yacht in history. *Britannia* was converted from gaff to bermudian during the northern winter 1930 – 31. Her new mast was 175 feet long, hollow and scarphed from selected spruce then hand shaped and varnished. Her mainsail measured 4,600 square feet and had two rows of reef points. *Britannia* was scuttled in July 1936 after the death of the King.



The Building of a Whaleboat

As you will be aware I spent this academic year at the Great Southern Regional College in Albany as a student of the Wooden Boatbuilding course. We built three boats along with other projects. Two of the boats were fifteen foot sailing and rowing dinghies for the Albany Grammar School. We also built the oars and spars for these dinghies.

The major project for the group of nine students under the supervision of John Kneebone was the construction of a 28' 6" whaleboat for the Albany Whaleboat Association. This boat is in many ways an ideal student project as it involves both carvel and clinker construction in the one vessel. There are eight planks per side, and the second plank up fits clinker fashion over the garboard. The next four planks are carvel laid then the top two are again clinker. The carvel planks are built using the batten seam method and all planking is copper roved. The beam of this boat is 6' 5" and it is gunter rigged.

As you read this article you will note that measurements are given in feet and inches. Our plans, being old and being American, were in imperial measurements and it was very interesting to see the younger students who had little or no knowledge of these figures initially coming to grips with them! This was a good and necessary learning experience for them after the metric measurements used in building the two dinghies.

The planking was carried out in Huon pine, a fairly rare and expensive Tasmanian timber with a wonderful reputation for longevity. We, however, had some problems with the timber. Although ordered in early February the twenty planks each approximately 1" thick did not arrive until after the middle of July. Because this timber was salvaged from a lake or river in Tasmania (no Huon pine is being cut from living trees) it was really wet when it arrived in Albany. The timber was not "green" in the commonly accepted sense, it was saturated with the water in which it had lain, possibly for hundreds of years. As successful gluing requires dry timber the scarfing into lengths of around 29

feet could not be done until the moisture content came down to 12-14%. This drying period delayed our start on planking and resulted in a very tight schedule to meet the projected launch date in December.

The first part of boat building is the lofting. This is the drawing on a suitable surface (in our case some MDF) of the boat full size showing all moulds, the keel line, stem and stern and the sheer line. It is from this lofted drawing that the shape of the moulds are transferred to chipboard, cut out and set up on the keel. The accuracy with which the moulds are drawn then cut out is reflected in the final correct shape of the boat.

As the keel has a certain amount of rocker, the supports for the keel had to be erected with the correct variety in heights to give this curve. Then the keel and hog of the south-east Asian timber kapur were glued and screwed together and held down to this curve by a combination of clamps and props. Kapur was also used for the stem and stern post, in each case as a curve laminated from eleven layers to finish at about 3½" thick. After the glue had set the rabbet was cut in both stem and stern post and the correct angles cut in the rabbet formed by the wider hog on the narrower keel. The stem and stern posts were then glued and bolted to the keel section and propped to ensure they would stay vertical and not move under the stresses which would be applied to them when planking. The moulds, nine of them, were then placed at their correct positions and everything braced strongly to a central beam some six or seven feet above the centreline of the boat.

Set into the moulds so that their outer face was flush with that of the moulds were the battens. These consist of Huon pine ½" thick and 1¾" wide. One batten was needed at each place a carvel plank edge met another carvel plank, ie four battens per side.

Having now got the profile of the boat set up it was time to commence planking. All planks were put on in one piece. That meant scarfing the tim-



ber to get the required lengths of 29 – 30 feet. Resorcinol formaldehyde was used because, although this gives a dark glue line on the light coloured pine, it is supposed to glue stronger than epoxy on Huon pine. Evidently the chemical/oil in the timber which gives it its renowned longevity affects the epoxy and weakens the strength of the bond.

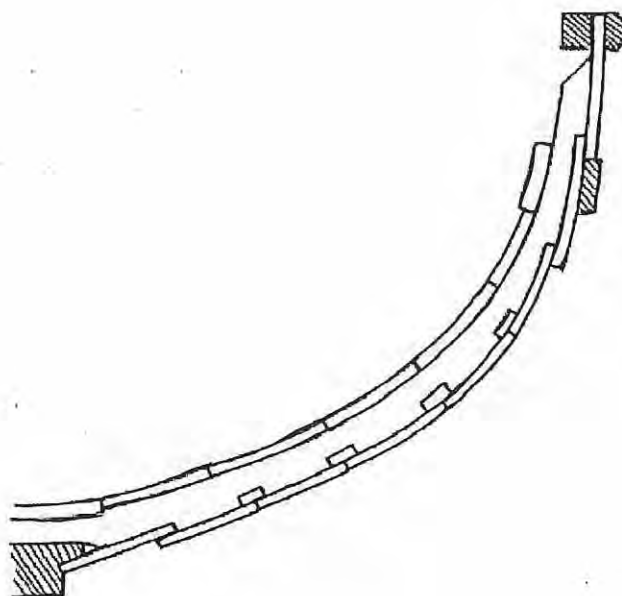
Before cutting a plank to shape however a light ply pattern was made so that the plank had a close approximation to the correct shape when first cut. Final splining and shaping ensured a close fit with as little wastage as possible. The garboard plank was the first fitted and this was screwed to the keel, stem and stern posts with silicon bronze screws and 3M 5200 glue/sealant. This was the straightest plank, the others becoming more and more curved as they progressed up the side of the hull.

The next plank up is laid clinker fashion over the garboard and roved with copper roved every 2¼” or so with a bead of 5200 between the planks. The overlap or land is ¾” and the bottom plank is planed on its outer edge to produce a flat surface for the upper plank to rest on. Because the planks have to have their outboard faces flush where they join the stem and stern posts there needs to be a rabbet cut on the outside of one plank and the inside of the other, each half the plank thickness at the end, so that the overlap produces a flush surface. This gain as it is called is some 2 feet long and tapers away to nothing this distance from the end.

The next four planks were carvel laid with the edges meeting over the centre of the battens. The edges of these planks were bevelled slightly to allow a caulking gap between them. The planks were copper roved to the battens at the same spacing as before with a bead of 5200 between plank and batten. Every plank was fastened to the stem and stern posts with three silicon bronze screws

per end and the usual sealant. This sealant has amazing tenacity and once set is an excellent glue/sealant. It does, however, have the ability to seemingly spread like a virus and it received some very profound curses when everything one touched seemed to be covered in the black, sticky muck. The only way to remove it, and that only before it set, was with methylated spirits. Even this was not entirely successful. Still it gradually wears off the skin with time !

The seventh plank up overlapped the one under it and the sheer plank overlapped also. This gives eight planks with three overlaps and four battens as per the diagram.



These planks required steaming to enable them to be bent to the right curves. It was here that the second problem with this particular batch of Huon pine became apparent. There were a number of small gum lines, hardly noticeable at first but very obvious when some of the planks split along these lines when under the stress of bending or during fastening. This resulted in discarding the plank or using it in another position where the split could be cut out. A few splits in planks on the boat were reamed out and splines glued in. An outwale along the sheer line strengthened the



hull considerable and it was then time to put in the frames. These were steam bent from green karri over a mould, left to cool then riveted with the copper roves in place in the boat. The frames were $\frac{3}{4}$ " wide and tapered from $1\frac{3}{4}$ " at the bottom to just under $1\frac{1}{4}$ " at the top. Because the karri was not as green as we would have liked a kerf was sawn along part of its length to enable it to bend easier without snapping. We still managed to break a considerable number! A rubbing strip 2" wide by $\frac{3}{4}$ " was put on each side just below the sheer plank.

During this construction there were other things being made. The centreboard and its case, the mast (see article in September magazine) and a new one for the boat built in 1999, boom and gaff, two complete sets of oars plus two oars for the 1999 boat, the laminating of the knees for the thwarts, the making of the cleats, and so on. This boat has two 15', two 16' and one 17' oar and a 21' 4" sweep or steering oar used when rowing. There is a rudder for when she is under sail.

While the framing was going on the slot for the centreboard was cut in the keel and the centreboard case bolted down with long copper bolts. When the framing was finished the inwale was riveted on and the moulds that were left (some had been removed to put the frames in) were taken out. A mast step was made and fitted and the floors at each end where the stern sheets and head sheets were to be placed were made and fastened down. The stern and head sheets are small, raised soles on which the steersman and the harpooner stand.

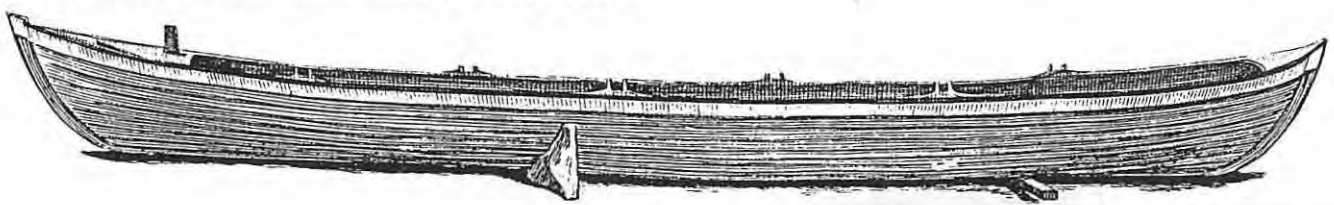
After putting in the riser on each side some eight inches down from the gunwale the five nyatoh thwarts were the next items to be made, although they were not fastened in to place as they would have been in the way when laying the ceiling. The riser is a large plank fastened inside much like a bilge stringer on which the thwarts sit. With the thwarts made the thwart knees and their backing pieces could be fashioned. This was a tricky job with a number of different bevels to be worked out so that they fitted the planking and the thwart exactly. These knees provide a lot of

strength and with the thwarts they keep the boat from spreading, acting like beams.

A ceiling of $\frac{1}{2}$ " Baltic pine was then fashioned and laid up to the riser. This material was also used for the head and stern sheets. During the building those timbers to be painted were given coats of red lead. This was all of the inside wood except the thwarts and knees which would be varnished. The outside of the planking was oiled, everything else was painted.

At this stage the small fore and aft decks were built. The aft deck includes the lion's tongue and loggerhead. The loggerhead is the post around which the whale line runs and the lion's tongue is the timber on which this is fastened and which spreads the strain over the aft deck and to the stern post. A few cleats are also here as well as a rest for the lowered mast to lie in. On each side of the fore deck are the bow chocks and quarter chocks which again are part of the system for controlling the vital but extremely dangerous whale line. The aft part of the foredeck, a 2" thick plank called the thigh board, has a small half circle cut out of it which is called the clumsy cleat. It was in this that the harpooner pressed his thigh to brace himself for the throw and the subsequent violent antics of the whale and the whaleboat.

A capping was placed on top of the two wales and onto this was fastened the rowlock bases. The rowlocks themselves are especially cast bronze. Cleats for jib and main sheets and belaying pins for the halyards and other fittings were put in position. The bronze tabernacle and the mast trough were made and fitted. During the last term the rigging was spliced up for both whaleboats, ie that built last year and the current one, and pre-stretched. Standing rigging is of three strand polyester with an eye splice at the top end. This fits over the mast. The bottom end has a thimble spliced in and a lanyard. Similar thimbles are spliced to the gunwales on each side and the lanyard is used to tighten and lash the shrouds.





Sailing Ship CLEVEDON

The following article is reproduced by kind permission of the Fremantle Branch of the World Ship Society. It was published in their May 2000 Newsletter

Clevedon 1873-1930. Registered Fremantle
20/4/1922

The *Clevedon* was an 1860 ton 3 masted full rigged iron ship built in 1873 by Potter & Hodgkinson of Liverpool U.K. for H. Fernie and Sons, Liverpool as *Chrysomene*. She suffered a dismasting in 1874 on her maiden voyage as a passenger clipper on the Australian run. 1874 was a particularly bad year, with several dismastings on the Australian service. In 1890 she passed into the ownership of the Liverpool Shipping Co, (H. Fernie and Sons mngrs). In 1901 she sold to E. C. Schramm & Co. Germany and was renamed *Elfreida* registered in Bremen. She was sold twice again prior to 1914, both times to other German Co's, the first was in 1909 to Aug Bolten, Wm Miller's. Nachf. Hamburg and then again in 1914 to Vinnen Gebruder, Hamburg. Both times without change of name.

She was engaged in the Nitrate trade between South America and Germany and was in Bristol on August 4th 1914, homeward bound for Germany when war was declared. She was seized as a prize of war by the Royal Navy and handed over to the control of the War Shipping Administration Section of the Board of Trade.

On April 28th 1915 she was placed under the management of J. Hardie & Co as a replacement for their barque *Kildalton*, sunk on December 12th 1914 off Juan Fernandez Island by a boarding party from the German raider *Prinz Eitel Frederick*. She was renamed *Clevedon* and placed in service carrying Oregon logs across the Atlantic from Gulfport. In December of the same year, outward bound to the Gulf of Mexico, the heel of her foremast crumpled, due to rust, allowing her rigging to become slack and she had to return to Falmouth for repairs. In 1916 on a voyage

to Port Arthur, Gulf of Mexico she ran aground in the Sabine River, but fortunately was towed off after two days.

In 1917, she arrived at Santos, Sao Paulo with her coal cargo dangerously heated, this was followed up by her arriving at Durban on October 3rd 1918, 92 days from New York, in poor repair following a hazardous passage, where she was pooped and her decks swept by a heavy sea that left a trail of damage; her compasses were lost overboard. Chainplates were fractured, leaving some of her rigging adrift. Her main topsail yards came down and the mast was in danger of going over. She sailed from Durban for Melbourne after being patched up and arrived Melbourne February 16th 1919, where she loaded a cargo of wheat for Callao, arriving 54 days later in what once more must have been a violent passage, as she sustained damage to her deck, allowing water to get into her cargo. Her master Captain Wakeham was drowned in the dock at Callao on December 12th 1919 and his place was taken by Captain J. Kavanagh, who had joined the ship in 1917 as mate.

Her luck seemed to change under her new master who remained in charge of her until she was delivered to Fremantle for huiking. In 1921 she was sold to William Scott Fell of 16 Loftus Street, Sydney, N.S.W., for the grain trades between Australia and Europe and departed from Adelaide on her last grain voyage 8/6/1921 arriving for orders at Falmouth, England on the 11/10/1921. After she discharged, she left Middlesbrough for Fremantle with a cargo of coal in January 1922 under tow by tug, on the second evening out, she was beset by an horrific snow blizzard and made for the Humber for shelter. The tug was shipping water badly and eventually some water managed to reach the fires, the tug finished up broadside on to the *Clevedon* in shoal waters, forcing the tug to slip the tow and make for shelter.



Captain Kavanagh worked his crew and ship furiously all night, trying to claw his way off a lee shore, eventually succeeding. The fact that both his wife and daughter were making the passage with him, must have added to his worries at this time. The weather continued to blow incessantly and it wasn't until 10 days later that finally they reached the Straits of Dover, where the passage became easier. However she did not have an easy passage to Australia and arrived in Fremantle in April 1922 reduced to 3 lower topsails and 2 fore-sails, despite leaving Middlesbrough with three complete suits of sails. When questioned by the pilot upon arriving in Fremantle about his reduced sail area Capt Kavanagh explained that all the rest had been blown out. Capt Kavanagh settled in Fremantle and subsequently joined the State Shipping Service and later became master of their ship *Kangaroo*.

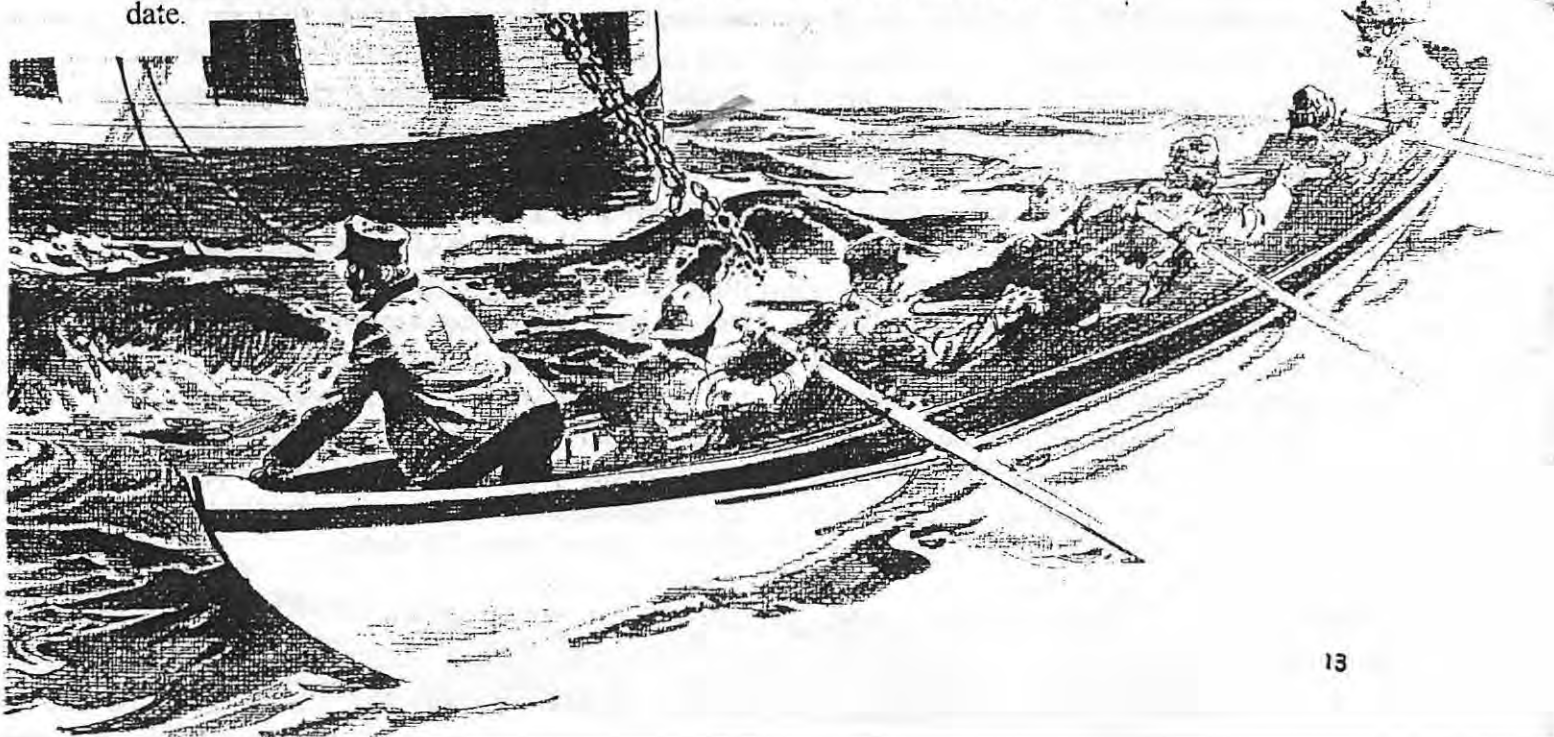
Clevedon was registered on the 20/4/1922 at Fremantle to the Fremantle Coal Co, owned by Amalgamated Collieries and Interstate Steam Ships, who were in fact William Scott Fell, Sydney N.S. W. Amalgamated Collieries had their offices at 41 Pier Street Perth as did Johnson and Lynn Ltd who were managers for Amalgamated Collieries and had controlling interests in the firm.

The registry was closed on *Clevedon* on 28/7/1922 and she was hulked at Fremantle. R.J.Lynn had another coal hulk at Fremantle in partnership with Scott Fell, but within a short time they became the sole owners. More on the second hulk at a later date.

Clevedon was eventually towed to sea and sunk in October/November 1930. Her bell remains in the family and is displayed at the office of Wiltrading W.A.

Another *Clevedon* owned by Lynn's though the spelling was changed after a short time in service to *Clieveden* in order to preserve the name of the original vessel on company records. This was a bulk cement carrier that had been bought from the Swedish Skanska Cement Co. She was a vessel of 1387 grt with dimensions as follows: 236.11 ft x 36 ft x 17.6 ft with an 8 cyl. 2sa oil engine developing 1200 BHP. She had been built in 1949 by A/b Lodose Varf-Lod and completed by A/b Lindholmens, Gottenburg as *Ostanvik*, renamed *Lovholmen* in 1955 and reverted to *Ostanvik* again in 1959, bought by Lynn's and renamed *Clevedon* in 1968, registered to Hong Kong & Southern Steam Ship Co, Fremantle. Name changed to *Clieveden* in 1970. When bought she only had facility for unloading via auger and conveyer system, but this was altered by Frank Baguely & Co who had their engineering works at North Fremantle.

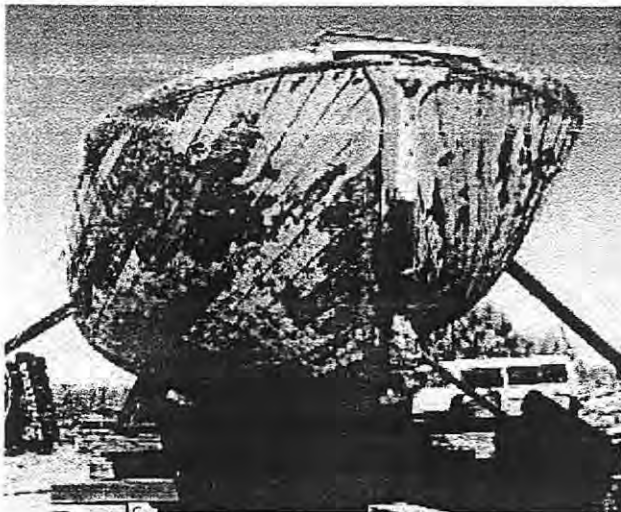
The work undertaken by them was, the installation of a powerful pumping system that enabled the bulk cement to be transported over a distance of about 400 to 500 metres, through a 20 cm flexible pipe that was connected up to silos ashore at both Port Hedland and Dampier. *Clieveden* was sold about 1972 to Keenan Shipping Co and renamed *Tropiv Avenger*, believed later sold to Straits S.S. Co, but can't verify this.



LITTLE DIRK

On a recent trip to Carnarvon I came across the lovely form of a 30 foot cutter up on the hard at Babbage Island. She had the distinctive reverse sheer counter of a Shark Bay pearler. I knew of only two of these pearlers in existence, the restored GALLA CURCI at Denham and the WA Maritime Museum's exploded hulk awaiting restoration.

I made eager enquiries of the owner who told me her name is LITTLE DIRK. He had salvaged her from a tidal creek some years ago, stripped off her "tea chest" superstructure, removed the timber straining motor and braced her up in an effort to preserve her shape. Then he needed to find someone who wanted her – and here he found himself as high and dry as LITTLE DIRK.



What kind of stern is that?

My copy of Ansted's *A dictionary of Sea Terms* sums up the problem under the entries for 'O' - Offing, Oil skins, Oileys and 'Old Boats - Beware of them'.

At the very least it would be desirable to take off her lines and have her surveyed. She has an interesting stern, a kind of round tuck stern with the wing transom, semi-circular in plan view, planked like a lugger's feather-edge counter, but with no counter projection aft of the sternpost. (Any suggestions as to the correct name for that type of stern? "Cartwheel stern" has been suggested.) She has been offered to various museums and institutions, including the MHA, but there have been no takers. I would like to hear from anyone who can give me some history of the vessel or who has the compassion and means to restore the LITTLE DIRK.

ROSS SHARDLOW

Change to payment of MHA dues proposed

Membership fees paid annually fall due on the date that membership originally started in each year. For accounting purposes it would be easier if all memberships fell due on the same date. It is proposed that in future all membership fees fall due on 30th June. Pro-rata reduction in fees for persons who joined at dates distant from 30th June would be made and persons taking up membership would pay an appropriate portion of an annual fee for the part of the membership year remaining until the next 30th June.

This proposal will be presented and voted on at the next Annual General Meeting.

Another Restoration Project

In Tabuteau Marine's yard in Fremantle, owner Rod Martinez is working on the restoration of a traditional Indonesian trading perahu HATI RELA.

She was originally built for Michel and Beverley Giraud on the island of Bonerate in 1982-3. Michel and Beverley brought her to Perth in the mid-eighties sailing without an engine. Since then she has had a number of owners, her name translated to "WILLING HEART", a motor fitted, the sail plan has been reduced, dead-eyes that look like something from a pirate ship in a Christmas pantomime have been rigged, but mostly she's been neglected. She sank at her mooring some three years ago.

Rod, who acquired HATI RELA this year has now nearly completed the re-caulking of the hull and significant refastening. He hopes to have her back in the water early next year and intends that she will sail with a rakish traditional gaff or gunter rig.

Though HATI RELA has been out of the water for three years, her planking has hardly opened up at all. She is constructed from a dense tropical timber: *Vitex pubescens*.



Secret Society Opens Doors

It has long been rumoured that the MHA committee is in the thrall of a secret society sometimes known as the Gentlemen's Maritime Reading Club or the Cultured Person's Thetisian Society.

In an attempt to demonstrate that their society is nothing more than a harmless collection of old arm-chair admirals, they have agreed that the members' pre-Christmas get-together should be open to all MHA members. The meeting will be held at Wooden Boat Works, Slip Street, Fremantle, at 6:30pm on Monday 18th December. Society secretary, Nick Burningham, says that the meetings are genteel affairs at which members review and discuss book and other publications on maritime themes. Please bring any publication that you would like to discuss. You might also like to BYO refreshments of the liquid type.



QUIZ

Answers to September 2000 quiz:

1. *Duyfken* was abandoned at the island of **Ternate** in the Maluku of eastern Indonesia. Ternate is one of the original "Spice Islands".
2. **Catheads** were very strong beams projecting out each side of the forecastle of sailing ships and which were used for 'catting' or stowing the anchor after it was raised. On warships the outer ends often had a lion's head carved in them.
3. The ferry was the *Duchess*.

Questions for December:

1. What is a vigia?
2. Name the three groups of islands in the Houtman's Abrolhos off the Western Australian coast.
3. In what year was the first America's Cup challenge held and what was the name of the winning yacht?

A Very Merry Christmas
and
a Happy, Safe and Prosperous New Year