MARITIME HERITAGE ASSOCIATION JOURNAL

Volume 20, No. 4. December 2009

Website: www.maritimeheritage.org.au

A quarterly publication of the Maritime Heritage Association, Inc.

C/o: The Secretary (Nick Burningham), 78 Forrest Street Fremantle W.A. 6160.

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£50 Reward

Colonial Secretary's Office, Perth
March 1, 1852.

A REWARD of FIFTY POUNDS is offered by the Local Government to any party or parties who shall first, within 12 months from this date, establish a STEAM BOAT to ply steadily for hire, and run at least once a day for three months on the river between the towns of Perth and Fremantle; and further said boat must be found capable by competent officers appointed by the Government for the purposes of carrying at least 40 passengers with safety during all weather.

By His Excellency's Command,
W.A. Sanford,
Colonial Secretary.

***Government Gazette*, 9 March 1852: 2**

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 with Ross Shardlow who may be contacted on 9361 0170, and are available to members on loan Please note that to access the videos, journals, library books, etc it is necessary to phone ahead.
(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.)

Material for publishing or advertising should be directed, preferably typed or on disk, to:
The Editor, 12 Cleopatra Drive, MANDURAH, Western Australia, 6210. mha.editor@gmailcom

The MHA is affiliated with the Royal Western Australian Historical Society (Incorporated)

www.maritmeheritage.org.au

MHA Christmas Function

Hick's Maritime Museum
49 Lacey Street, East Cannington

4.00pm Sunday 29 November 2009

All members welcome!

A merry Christmas & a safe and happy New Year to all!

Things They Would Rather Have Not Said

I cannot imagine any condition which would cause a ship to founder. Modern shipbuilding has gone beyond that.

Captain Edward J. Smith

Captain Smith was in command of the *Titanic* when it struck an iceberg just before midnight on 14 April 1912 and sank, causing the loss of 1,503 lives.

The Final Eviction of Wooden Boat Works

Following notice from Fremantle Ports to vacate premises, the entire plant, stock and equipment of Wooden Boat Works was sold by public auction at Slip Street, Victoria Quay on 13 September 2009.

The wooden boatbuilding venture started twenty years earlier when marine artist Ross Shardlow asked Brian Phillips if he would manage a wooden boats workshop for the newly formed Maritime Heritage Association. Brian, at that time engaged as a shipwright on the *Endeavour* replica project, responded with energetic enthusiasm and announced he already had a team of volunteers on hand ready to start work.

In July 1989, Ross and Barbara Shardlow presented a proposal to a wide range of interest groups, including Fremantle City Council, the Fremantle Port Authority and the Western Australian Government, promoting the preservation of Fremantle's maritime heritage "through the utilisation of the existing buildings and facilities in the Victoria Quay/Arthur Head precincts for maritime related occupations, educational and recreational activities". With a primary aim to "maintain the revived traditional shipbuilding skills of the craftsmen who came together for the *Leeuwin* and *Endeavour* projects", the concept gained a widespread following with an evident need to formalise a support group to develop and implement the proposal.

Following encouragement from the Maritime Museum, the inaugural meeting of the 'Maritime Heritage Association' took place on 17 November 1989. Sally May, the Museum's Assistant Curator of Historic Boats was elected as interim President. The Minister for Heritage, Kay Hallahan officially launched the Association on 30 March 1990. Sir Paul Hasluck delivered a keynote address on the potential transformation of Fremantle's waterfront to a 'living' display of maritime crafts. By the time of the launch, Sally had already negotiated approvals for an area within the Museum's B Shed Historic Boats Collection to be partitioned off for use as an MHA workshop. Though only intended as an interim measure while the MHA explored the potential of turning the derelict J Shed into a 'Maritime Heritage Centre', the B Shed workshop took on greater significance when the J Shed proposal proved beyond the Association's means.

Managed by Brian Phillips for the MHA, the initial work centred on general boatbuilding and restoration work. It was not until 11 May 1991 that Brian and Mike Reveley commenced operations with the 'Amateur Boat Building School'. As the workload increased, Brian enlisted Graham 'Tup' Lahiff, who had been working with him since November, to help structure a management plan for the school. The following year Tup presented a management agreement plan that established him as proprietor of an independent commercial enterprise, though still working within the aims, objectives and infrastructure of the MHA. Endorsed by the MHA on 17 June 1992, the new venture 'Wooden Boat Works' flourished under Tup's dedicated, albeit unconventional, administration. Keeping traditional maritime skills alive with private boatbuilding courses, he also introduced new programmes for pre-vocational training that were soon booked out.

Through 1994, Ross continued working with the Fremantle Port Authority to develop the concept of a Maritime Heritage Precinct by utilising some of the empty workshops on Victoria Quay to attract a nucleus of artisans to work on future replica ship building projects. The first building to come under consideration was the old disused but fully equipped Blacksmiths Shop. It was offered to Jan Jensen the blacksmith for the *Endeavour* replica project. Jan moved in and fired up the forge in November 1994.

The Fremantle Port Authority, in realising the potential of a maritime heritage precinct, also realised the potential of 'commercial reality' and imposed a dramatic rent increase on the Museum's B Shed. Unable or unprepared to renew their lease agreement, the Museum began looking for premises elsewhere, passing notice on to the MHA and Wooden Boat Works to do the same. As Wooden Boat Works was by that time prospering and self-supporting, it was decided on 4 December 1994 to let the MHA/Wooden Boat Works management agreement lapse to allow Tup to operate as a completely independent enterprise and to give him the opportunity to move into the Plumbers Shed on Slip Street adjoining the newly occupied Blacksmiths Shop. With the impending termination of the Museum's lease agreement for B Shed, Tup commenced operations in the Plumbers Shed in June 1995.

Wooden Boat Works continued to grow with private boatbuilding and restoration work, youth training programmes for the disadvantaged and long term unemployed, and pre-vocational training courses. It was from this Shed that the MHA and Wooden Boat Works worked on one of the most rewarding joint projects – building the replica 1852 Rottnest Island Pilot Boat. It was also from this time that Tup began laying plans to form a foundation to ensure the long-term preservation of traditional maritime skills. These plans were put on hold however when in late 1999 he was again given notice to vacate premises. By an ironic twist of fate, it was the newly formed Maritime Museum that now required his shed to house their air-conditioning plant! With fearless determination and a healthy disregard for authority, Tup turned the setback into an advantage, negotiating a deal with the Fremantle Port Authority for a larger, better shed closer to the water. In early 2000, Tup relocated to the old Carpenters Building a little further down Slip Street adjacent to the N°3 'Pilot Boat' Slipway, centring Wooden Boat Works in the proposed Maritime Heritage Precinct for Fremantle.

Wooden boat Works in the Plumbera Shed, Slip Street, Victoria Quay.
Rottnest Island Pilot Boat in the foreground.

Graham 'Tup' Lahiff died too young on 18 May 2005. While the administrators of his estate were determined to keep the school going, they were nonetheless obliged to consolidate the operational priorities. Furthermore, it was discovered that the Wooden Boat Works lease agreement had expired and was not likely to be renewed other than on an unsecured short term rental basis. Despite various attempts to keep the school operational, the following year it was put up for tender. Brian Phillips, the shipwright who started it all in 1989, purchased Wooden Boat Works in a partnership in December 2006. Regrettably, Fremantle Ports would not renew the lease on the shed or offer alternative premises, only allowing it to be used as a temporary storage facility. Repeated appeals to renew the lease proved fruitless, Fremantle Ports postured various excuses including the building being unsafe for use by students; implementing a three-year moratorium pending redevelopment planning approvals; and the more recent claim of the building being required for port purposes.

Unable to lease the shed, Brian was forced to relocate to temporary premises at Henderson to run the training courses. He secured sole ownership of the school and was in the process of reviving the foundation for the long-term preservation of traditional maritime skills when in March 2009 the tenancy agreement for both the Henderson and the Slip Street workshops simultaneously terminated. Brian's eviction notices also coincided with the release of a draft report by heritage consultants Lovell Chen Architects, and LookEar. They had been engaged by Fremantle Ports to prepare a Heritage Interpretation Plan for the west end of Victoria Quay. The draft report enthusiastically supported the MHA's recommendations for retaining the wooden boatbuilding school stating that its "ongoing skills base, maritime crafts, boatbuilding, education and training had huge potential". With such a glowing endorsement new appeals were made to retain Wooden Boat Works at Slip Street. The MHA was advised that following completion of the consultants' final report by May 2009, Fremantle Ports would provide a 'Summary Document' for stakeholder and community response. The request that the eviction notice be withheld pending the release of the final report was met with a final order to vacate the premises. To date, the final report has not been released.

In despair, the boats, stock and equipment stored in the shed were put up for auction on 13 September 2009 – everything went. The following week Brian and his wife Eileen and a small group of supporters met in the empty shed to sweep the floors and hold a wake. A toast was proposed to the memory of Tup Lahiff whose presence was surely there with them. It is difficult to understand why Fremantle Ports, the very establishment that might be proud to uphold our maritime heritage, has evicted a wooden boatbuilding school from its own defined heritage precinct. It is hard not to conclude that there are other plans for the area – long standing plans vested in 'commercial reality' that have eluded Fremantle Ports' boast of open and transparent planning through stakeholder and community input.

The Ditty Bag

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

(The inspiration could take the form of contributions to this page!)

The first ship to cross the Atlantic under continuous steam power was the paddle steamer *Sirius* (703 gross tons) in April 1838. The voyage took 18 days and 10 hours. She arrived in New York just four hours ahead of the *Great Western*, which had taken 3 days and 5 hours less time for the trip.

The *Mermaid*, Colonial Government cutter, left Sydney for Raffles Bay, but on entering Torres Straits she got on shore, and was lost. All on board were saved upon a rock. In three days afterwards the *Swiftsure*, Captain Johnson, which sailed from Tasmania, hove in sight, and took on board the captain and crew of the *Mermaid*, but in three days she also also got on shore, and was wrecked. Two days afterwards the *Governor Ready*, also from Hobart Town, Tasmania (April 2), passing within sight, took the shipwrecked people belonging to the *Mermaid* and *Swiftsure* on board; but was itself wrecked on May 18, but all the people saved by taking refuge in the long-boats. The ship *Comet*, also from Tasmania, soon after took the whole of the collected crews of the lost ships *Mermaid*, *Swiftsure*, and *Governor Ready* on board, but was herself wrecked, but all hands saved. At last the ship *Jupiter*, from Tasmania, came in sight, and taking all on board, steered for Port Raffles, at the entrance to which harbour she got on shore, and received so much damage that she may be said to have been wrecked. 1829.

From: *Australian Dictionary of Dates containing the History of Australia from 1542 to May, 1879* (published 1879)

15 November 1791: The first grapevine was planted in Australia at Parramatta, NSW.

As at 1 January 1878 there were 27,579 Europeans (including 129 police) and 30,691 horses in Western Australia. At that date there were 68 miles of railway in the state, and the state's revenue amounted to £165,413. There were 83 schools, both public and private, with a total enrolment of 7,125.

In February 1802 Matthew Flinders in the *Investigator* landed at Thistle Island near the tip of Eyre Peninsula. There he discovered "a speckled yellow snake" asleep on the ground. He pressed the butt end of a musket on its neck to hold it captive while Mr Thistle sewed up its mouth with a sail needle and twine so that it could be taken on board for examination.

William Westall's painting of the snake, 1802

On 22 August 1770 James Cook took possession of the whole eastern coast of Australia from 38º south latitude to Possession Island at the north-west tip of Cape York, "together with all the Bays, Harbours, Rivers and islands situate upon the said coast". This was carried out from the top of a hill "not less than twice or thrice the height of the ships mast heads". This hill, so important in Australia's history, was discovered in 1895 to have a vein of gold-bearing quartz running through it, and mined for some years.

The last vessel to careen in Careening Bay was the *Lois* (Captain Young), 394 tons, on 3 May 1888. The first was HMS *Success* in November 1829.

Ships of the State Shipping Service

By Jeff Thompson

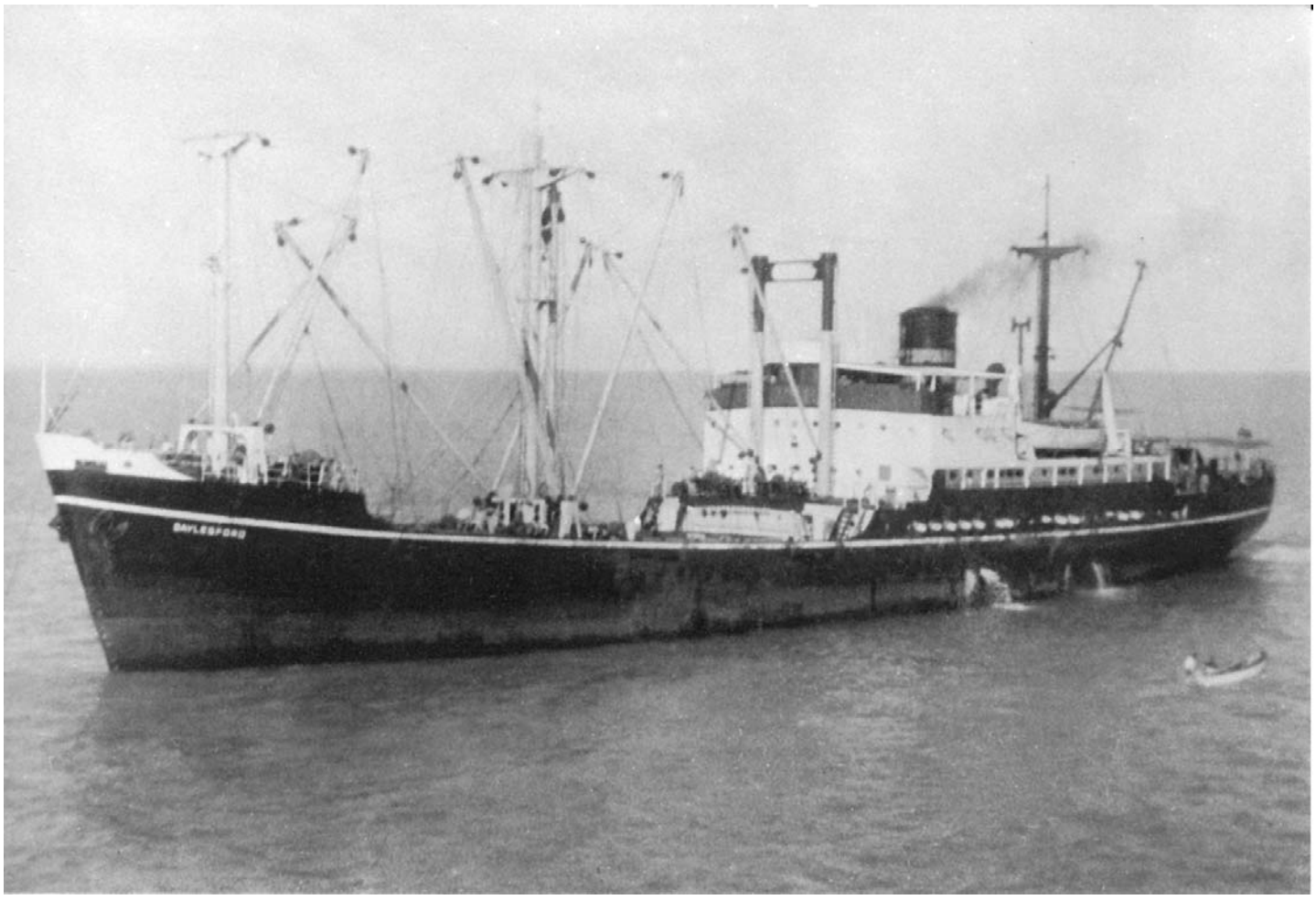
No. 18 *Daylesford* Official Number: 156024

In order to meet the shipping requirements left after the return of *Yanderra* (on charter) and before the delivery of the new *Koojarra,* it was necessary to charter an additional vessel. The State Shipping Service chartered the *Daylesford* from the Australian Shipping Board from November 1955 to June 1957 to cater for the additional needs.

The *Daylesford* was completed in November 1946 by The Broken Hill Proprietary Co. Ltd, Whyalla, for the Australian Shipping Board (with James Patrick and Co. Pty Ltd as the then managers). Being 2,351 gross registered tons, 2,983 deadweight tons, 89 metres overall, 14.1 metres breadth, 5.8 metres draft and having a coal fired 4 -cylinder Lentz compound steam engine of 1,800 indicated horse power, a single screw and also having a limited refrigerated cargo capacity.

In October 1947 management of the vessel reverted back to the Australian Shipping Board. Between January and April 1955 *Daylesford* was converted to burn oil fuel in lieu of coal. From November 1955 until June 1957 the *Daylesford* was on charter to the State Shipping Service. Being returned to The Australian National Line at the end of the charter.

In May 1969 she was sold to Fung Shing Navigation Co. Ltd, Panama, and renamed *Asia Star*. During 1969 was renamed *Asia Life*, and later *Lady Grace.* In 1971 was sold to China Steel Co Ltd, Taiwan for demolition at Kaohsiung. By January 1972 demolition was completed.



MORE MESSING ABOUT IN A BIGGER BOAT

Part 13 of Nick Burningham's memoir

HATI SENANG and I stayed just a couple of weeks in Darwin. At the end of September we set off again for Indonesia. Dan stayed in Darwin to recuperate from hepatitis and Berny stayed ashore to pursue other interests. My crew of six for the voyage to Bali included Peter Walker who had recently sold BINTANG MAS and Ed Green who was later to became an owner of BINTANG MAS and sail her to Queensland.

Sailing with the flagging southeast monsoon we had a very easy run down to Bali. We actually succeeded in sailing into Semau Strait ahead of a fast Adams-designed yacht that we had seen overtaking us during the night halfway across the Timor Sea. From Semau Strait at the southwest end of Timor we sailed across the Sabu Sea to pass through Lewatobi Strait and Larentuka narrows, where I managed to clip the end of the reef in the night and had to kedge off. Then along the north coast of Flores to Paloe and up to Jinato. Running up to Jinato we had an excellent breeze and covered the ground that had taken three days on the first voyage in a few hours. We had to run through the reefs of the Tiger Islands in the night, but HATI SENANG steered a very true course and seemed to know where she was going. Twice since then she has been back to Jinato from the east, and each time she has contrived to tear up through the unlit reefs in the hours before dawn. The passage between Bungikamassi and the nearest reef is less than two miles wide so one approaches it with some trepidation sailing at high speed after several hours of dead reckoning on a dark night.

From Jinato we sailed down to Bonerate with Haji Syukri and while we were there Djumain, who had built HATI SENANG, came on board to perform the ceremony of sealing the lele ika (the navel) of the perahu. This is a rite of passage which gives independent life to the vessel.

After leaving Bonerate and sailing west along the north coast of Sumbawa, we were north of the Alas Strait, which is between Lombok and Sumbawa, where we experienced a very strong southerly for a couple of hours in the night. On a beam reach with that wind HATI SENANG must have reached her top speed. Although only 15m long, HATI SENANG was capable of making ten knots in the right conditions and her steering was always easy, no matter how fast she sailed. She had a much longer keel relative to her overall length than most modern perahu lambo and we had stressed to Djumain, the builder, that we wanted good steering characteristics. He built her with a sharp bow and a shallow forefoot, the midbody had moderate deadrise with significant hollow and that midbody was rather long with little change in the deadrise until well aft. She had moderately full buttock lines but they ran straight where they crossed the waterline (as nearly all lambo's buttock lines do). The result was a powerful hull, good steering characteristics, and acceptable windward ability considering her traditional hull form and shallow draft.

Jumain working on Hati Senang

During the blow, off the northern end of Alas Strait, a certain amount of water found its way through the thatch of the cabin roof on the windward side.

Two nights later we sailed down Badung Strait, approaching Benoa Harbour, Bali, and reached Benoa at about 2000hrs. The tide should have been falling according to my calculations. I was pretty confident that I knew the relationship between tide times and moon phase for Benoa, and since the difficult harbour entrance was not lighted in those days, I intended to anchor off the entrance. But as we came into where I expected to anchor thwarted by the ebbing tide, I realised that the tide was still flooding strongly and we were swept into the narrow entrance channel at a tremendous rate. It was too late to anchor. I despatched Peter Walker up the mast to look for the unlit buoys and beacons, fairly sure that we were close to the leading mark. "Can you see it Peter?" I asked. "No. Can't see it anywhere." he replied. But a moment later I was very relieved to see it rushing past about six inches from the starboard rail. We were swept into the harbour and made a very dramatic anchorage among the yachts before rushing ashore for beers and stiff drinks. The next day we learnt that there had been tectonic movements in the Lombok Straits which had caused a rapid succession of abnormally high tides and some flooding at Benoa.

Whilst at Benoa we replaced the thatched roof of the cabin with layers of woven bamboo lathes (bedeg or deg) interlayered with sheets of plastic. That

proved to be completely water-proof, even during a tropical cyclone, although at times the whole crew would clamber on the cabin roof to furl the mainsail.

I went to Surabaya, Java and bought galvanised cable to replace the fence wire forestay because I was unsure of it's strength. We unloaded and sold most of the salt ballast and then loaded a cargo of cement floor tiles and large stone statues for Australia. HATI SENANG was British registered (there was no Australian Register then). Perhaps she was the last British registered vessel with no motor to load a cargo for international trade.

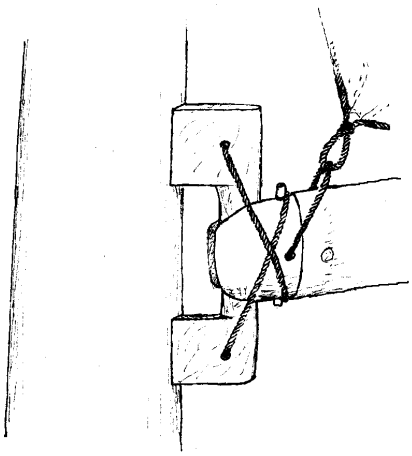
We left Benoa on 22nd November, 1980. Our voyage back to Darwin was to be made with the very first breezes of the northwest monsoon, rather as the Macassans had sailed to Australia in the 18th and 19th centuries.

We heaved up the anchor at 0330, at the top of the tide, and drifted slowly out of the harbour, picking up a light southerly to give us steerage way in the outer channel. We were becalmed for a couple of hours off Benoa and then reached away up the Badung Strait towards Nusa Lambongan. By midday we had passed Lambongan and nearly reached Padang Baai on the east coast of Bali, but by early evening the ebb had carried us back to Lambongan. During the night we tacked across to Kusamba on the Bali coast and then beat slowly up to Padang Baai where we were becalmed. We drifted back to Lambongan for a third time on the ebb. During the morning we tacked across to Kusamba again and then ghosted up past Padang Baai. During the afternoon we were thwarted for a while by wind and current, but by dusk we had made another ten miles up to Ujung, where we started going backwards again. It is very frustrating trying to make progress against a current that flows the wrong way except for a couple of hours at high tide. Most of the strait is much too steep to for anchoring, particularly since the Indian Ocean swell usually create big breakers all along the fringing reef.

During the night a breeze came up from the south and we were able to sail up to the eastern tip of Bali and then across the Lombok Strait to Gilli Trewangan before dawn. In light winds we crept past Trewangan and made a few slow miles along the coast of Lombok during the afternoon. Though we were sailing slowly, we overhauled two east bound lambo. I was surprised that carrying a cargo made so little difference to HATI SENANG's speed; in fact it improved her windward performance.

A light southerly came off the 4000m peak of Lombok during the night. Sailing very slowly, with the sails hardly filling, we seemed to run into a sleeping whale. I had just gone off watch and was lying down in the cabin when I heard a dull bump and something scraping on the bow. I rushed back on deck saying "What was that?", and as I said it, an apparently irritated whale blew almost alongside us.

At dawn we were struck by a fairly prolonged and violent squall from the west. We dropped the mainsail and ran under jib and mizzen until the mizzen sheets, which I had hastily belayed, came adrift and the mizzen boom goose-neck carried away. Then we ran under jib only while repairing the mizzen goose-neck. Jinato perahu had a unique gooseneck design.

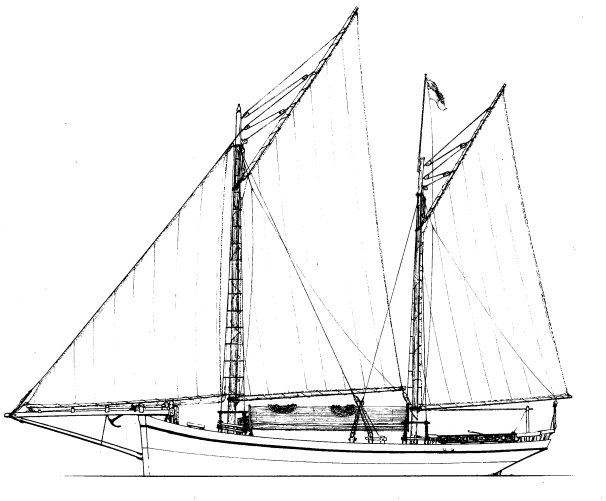


After the squall had passed the wind was very light and mostly westerly for the rest of the day. The westerly was a hopeful sign since we were headed east and the west monsoon was supposed to be approaching. That night we got a reasonable southerly off the land and reached away past Madang Island as far as Satonda on the coast of Sumbawa. At dawn we were slipping along nicely, close hauled in a moderate breeze, and somewhat to my surprise, we easily overtook a sleek looking Buton lambo that was sailing on the same course. During the day we experienced a light sea breeze from the north with no indication of either easterly or westerly monsoon in it. But after dark there was a light northwesterly and then a westerly. Just before dawn a squall came up from the southeast; we beat into it under jib and mizzen. Once the squall had passed there was again a light northerly sea breeze. At midday we had made seventy miles since the previous noon which was good progress in such light conditions. The wind continued light and variable for the next two days. We drifted east with a light current and sailed northeast when we could heading for Tanah Jampea and Jinato.

On the morning of the 29th November we sighted Kalao (Lambego) Island to the west of Bonerate and later the peaks of Tanah Jampea could be seen. We were completely becalmed and slowly drifting past Jampea to the east. During the afternoon there was a faint breeze from the east and it strengthened slightly after sunset enabling us to sail north between Kalao and Tanah Jampea. Had the easterly not returned we might have been carried past the strait between Kalao

and Jampea, and been obliged to sail north through Bonerate Strait. It was dawn before we ghosted past Jampea and mid-afternoon when we came to anchor off Jinato.

We stayed just a day at Jinato for Peter Walker to place an order for a new lambo with Haji Syukri. In the late afternoon, with the respected Bonerate boat-builder, La Bapa, onboard, we sailed for Bonerate, close hauled with a moderate southwesterly that kept blowing until we anchored at Lambego, opposite Bonerate, at 2300. On the fringing reef there at Lambego we were anchored almost alongside another ketch-rigged lambo. BONERATE INDAH. She was a old vessel, and everything about her was massive. She was only a metre longer than HATI SENANG, but more than double the capacity. Her gaffs were much longer than the booms and the main gaff extended well aft of the mizzen mast when lowered; those gaffs were nearly as big as our mizzen mast.



We had not anchored at Bonerate because there was a westerly squall threatening, but we moved to Bonerate a little after dawn. During the day we loaded a gun, an ancient 3-pounder, as an addition to our cargo for Darwin. There were many naval guns ("cannons") lying around the beach at Bonerate which had once been a notorious pirates' lair. We sailed again in the late afternoon. We ran southeast with a very light westerly wind but sometime after midnight I thought I could make out the loom of Kalao Toa Island on a bearing that suggested that we were being set rapidly to the east. We must have drifted quite close to the large reef called Takka Bassi. We spent the rest of the night hard on the wind, which had backed southwesterly, to weather Madu island.

The next day we tried to sail south but there was virtually no wind. However a strong set to the east had brought us to the large sand bank of Pasir Layaran by dusk. During the night we were struck by a violent squall from the southeast. We beat into it under jib and mizzen until the mizzen sheets parted then we reached for a while with only the jib set. Fortunately the wind had veered south. Later we reset the mizzen but we left the main furled until dawn to reduce work and because there was lightning all around and further squalls threatening.

The next day brought some light westerly breeze and periods of calm; in the night we were struck by another squall but this one was less violent. A southerly continued to blow off the land after the squall had cleared and we made good progress during the night. But the following day was another day of poor progress and the favourable current had slackened considerably. What little breeze there was had gone back to the east and we had to beat very slowly along the north coast of Alor. A day later I noted in the log that we had made about 45 miles in 48 hours.

We stood out around Tanjung Babi, as we had been advised to do on the previous voyage, but this time it took us more than 24 hours to sail across the Ombai Strait to Liran. We spent a tedious morning tacking against a light southerly to get through Kambing Strait, and then, becalmed, we were almost swept back on to the reef at the southern end of Liran. It took us three full days to drift the length of Wetar Strait to Kisar — little more than 100 nautical miles. We had almost no wind and it was very hot, but we were engaged watching whales and other sea life. There were many sperm whales lolling about in the warm flat sea. At times the big bull whales could be seen launching themselves out of the water, on one occasion tail first, completely perpendicular; they would teeter for a moment almost entirely out of the water, and then crash down on their back, smiting the water with their tail and making a report that could be heard for miles. At first we wondered if it was artillery-fire from Timor. At sunset one evening we were surrounded by dolphins that were chasing a school of tuna. About 100m off our bow a dolphin launched itself up into the air like a rocket and almost succeeded in catching a frigate bird that was wheeling down to pick up a scrap of fish. On another evening a huge ray flew out of the water against the setting sun. At times we sailed slowly through patches of empty Australian "Victorian Bitter" beer cans, perhaps jetisoned by a rig tender. On those terrible hot and windless days they were almost as tantalising as a mirage in an endless desert.

Eventually a light but consistent northwesterly reached us and we ran before it to Kisar where we arrived after dark and spent the night hove to outside the narrow anchorage. We stayed two days at Kisar taking on provisions and water, and then sailed on the afternoon of 13th December. A good northerly got us clear of Kisar and in the night we sailed with only the jib set while terrible thunder and lightning boomed all around us illuminating huge swirling clouds and threatening a fearful squall. The squall that finally hit us had very little wind in it, and afterwards we had only light and variable winds. We sailed out around

the eastern end of Timor into the Arafura Sea. This time of year there was no need to beat eastwards before sailing out into the Arafura Sea because the easterly monsoon was over and there would probably be little current setting to the west.

The first week in the Arafura we experienced long periods of calm and light southerly head winds, in a week we made little more than two hundred miles. On the seventh night out we made better speed, ricocheting off small squalls alternately from the north and the southwest. At dawn we were again becalmed and remained almost becalmed until the next day. On the morning of that day we still had no wind but heavy clouds were rushing across the sky from the north. A fresh northerly built up during the morning and then died away. At about 1100 a dark squall that had been building up to the southwest struck us and we raced away to the southeast under jib and mizzen in a very confused sea. At 1330 we reset the main and continued reaching fast on the southwesterly which gradually moderated until at 2330 another squall from the north brought back the northerly wind. We held on to the mainsail and broad reached all through the second half of the night at about seven knots. We were sailing over fairly shallow banks at times and the seas became very steep. We were glad of HATI SENANG's unusually high stern which kept the aft deck relatively dry. During the morning the wind was more variable and there was a lot of rain. We had been running for two days towards Darwin with no sextant fix because of the overcast conditions, but we were able to use the medium wave radio transmission and our transistor radio to check the bearing of Darwin. The wind went light around noon but it picked up again at 1430. At 1645 we sighted Charles Point and shortly after midnight on the 22nd December, we anchored off Darwin wharf. And it was at that wharf we unloaded a few days later thanks to the co-operation of the waterside workers who were happy to let us do the unloading through the narrow hatches, ourselves.

Unloading many tonnes of floor tiles at Darwin wharf

THE FOLLOWING YEAR HATI SENANG made another voyage to Bali via Jinato where Peter Walker collected his new HATI SENTOSA and then followed us down to Bali. Dan and Berny Dwyer both sailed on that voyage. We had an easy voyage to Bali and when we beat back to Darwin against the southeasterlies in August we were blessed with mainly moderate conditions and plenty of advantageous wind shifts. We stopped at Jinato for a week where Haji Syukri supervised the stepping of a new mainmast, taller and stouter than the original mast. We had made new jib and mizzen sails in Bali and we added a new large mainsail in Jinato which improved HATI SENANG's performance.

Dan was skipper on that voyage. On 7th August we were off the volcanic island of Paloe. In the log Dan recorded:

> 1615 Sighted what appeared to be an active volcanic peak on Paloe issuing lots of smoke. Crew were called on deck and after discussion of possibilities and tactics it was decided to move cocktail hour forward by half an hour to 1630.

Approaching Flores Head a couple of days later, we decided to put into a little bay near Tanjung Bunga; a place where perahu often take on water and sometimes extra ballast. About a mile and a half out we were becalmed so we got out the two big sweeps and put the dinghy over the side to tow with a man at the oars. We rowed HATI SENANG most of the mile and a half into the bay. By that time we had all become quite adept at handling and manoeuvring her, and we were very fit from all the exercise of sailing.

We stopped at Kisar for a couple of days and were there for Independence day, 17th August. There was traditional dancing and sword fights between drunken old men. There was a little restaurant at Wanreli, the main village of Kisar, where several of us went one day for lunch. It was not the sort of restaurant where one chooses a dish from the menu. One ate the curry and rice de jour. Phylis asked what the curry was. I relayed the question to the lady who cooked and served.

"Anjing, anjing muda" (Dog, young dog) she said.

Tactfully I translated it as "Goat, young goat".

The lady understood some English. "Bukan kambing, anjing." she corrected.

"Yes, young goats." I said.

"No. No goat. Dog. D-O-G" she spelled.

Phylis was not able to eat her lunch.

In the harbour at Wonreli there was a fine selection of sailing perahu. An old, capacious, teak-hulled gaff rigger was loading pygmy buffalo for the markets in Dilli, Timor. I big new lambo from Buton, with a very smartly paneled cabin and glazed windows, and an enormously tall rig had just brought ninety passengers down from Ambon in record time. A number of perahu were engaged in taking rice to Dilli. One of the sailors told me that special permits were needed for this trade but he said it was a fine trade to be in because one could sell the rice to a government agency in Dilli at a fair price. The rice was then sold at a subsidised price in the markets (the Indonesian government was trying to buy the hearts and minds of the Timorese). A savvy skipper could buy his cargo back at the subsidised price, take it back to Kisar, get another clearance to take rice to Dilli, and keep sailing round and round making useful profits for very little trouble.

When we left Kisar a day of northeasterly winds allowed us to sail south of Moa and Lakor. From there we sailed across the Arafura Sea without first beating up to Babar. (I tried the same route a few years later in HATI MULIA and we got savaged by a return of strong southeasterly winds. We fairly quickly gave up the struggle to make easting in the open Arafura and ran back to Lakor.) But in 1981 we had a very easy passage.

I intended to sail HATI SENANG to Indonesia in 1982 but the Indonesian Government restricted the issue of sailing permits for Indonesian waters so HATI SENANG stayed in Darwin. A year later we sold her. The new owner, Barry Menz, installed a diesel motor. HATI SENANG had been built with a space between the sternpost and rudderpost for a propeller, but we had filled in that space to fair her run and improve her resistance to leeway. With the fairing in place and her taller mainmast she was consistently the fastest traditional sailing vessel in Darwin. In spite of her relatively shallow draft, her windward performance was quite competitive. When the fairing was removed and a large propeller was fitted, her speed, steering, and windward performance all suffered noticeably.

Barry Menz had business interests and cash-flow problems that prevented him from properly maintaining HATI SENANG and even caused her damage. Dissatisfied clients of Barry actually set fire to Hati Senang when she was on the beach for anti-fouling. Luckily Dan Dwyer happened to be nearby and, with assistance, was able to douse the fire before too much damage was done. Some years later Dan repurchased HATI SENANG in very run down condition, in partnership with a Mr Peter Sanders whose business operations were in the same area of commerce as Barry Menz.

They restored and recaulked her, and replaced the rotting mainmast with a steel spar. In 1987 Dan sailed with a crew of six, including his brother Berny, to Indonesia, Singapore, Malaysia and Thailand. The engine broke down soon after leaving Darwin, so Dan beached at Moa, the first Indonesian Island he reached. There he removed the propeller and faired the aperture between the sternpost and rudderpost again. They sailed up to Jinato where Haji Syukri sistered some damaged beams and added strengthening beams to support the stiff and heavy steel mainmast. From Jinato, Dan sailed up to Singapore making a good run of only ten days. In Singapore the motor was repaired and the propeller refitted. HATI SENANG made an excursion to Sarawak, East Malaysia, and then sailed through the Straits of Malacca up the west coast of Malaysia to Phuket Island, Thailand.

Dan left her there and Peter Sanders took over. He had intended to go across the Indian Ocean to the Chagos Archipelago but was distracted in Thailand and ended up returning to Australia. In circumstances that were never convincingly explained, HATI SENANG got aground on an exposed part of the southeast coast of Melville Island. Only Peter's girlfriend was on board when HATI SENANG got blown ashore. Peter and his other crewmember had gone ashore on the mainland in the dinghy. While they were ashore HATI SENANG had dragged anchor and they had lost her.

They were convicted for breach of Australian quarantine regulations and HATI SENANG became forfeit to the Crown. She was more than a month on an exposed beach on Melville Island and it was assumed that she would be badly damaged if she did not break up completely. In fact she was eventually got off with no serious damage and not leaking too badly. Her small cargo of Thai ceramic pots were nearly all smashed by the pounding on the beach. She was sold by auction. Since then she has had a number of owners.

HATI SENANG took part in the 1989 Darwin to Ambon yacht race but in more recent years suffered from neglect and was broken up in 2003 with no one claiming ownership.

Michael J Goulandris

The story of a wartime wreck.

The *Michael J Goulandris* (O/N 251, 6,669 tons gross, 4,164 tons net), was registered at Andros in Greece. Under the command of Captain Nicolas Falangas with a crew of 35 she was sailing from Newcastle and Sydney to Fremantle when she struck South West Reefs off Cape D'Entrecastaux on the south coast of Western Australia at 9.45 pm on 21 December 1944. The position of the wreck was given as 34° 53' south 116° 00' east. The ship was carrying 7,000 tons of coal and 2,000 tons of general cargo. The weather at the time was only force 4.

The vessel *Port St John* (Captain E.T.N. Lawrey) immediately went to assist, and succeeded in rescuing the crew.

The Royal Australian Navy sent Commander C.J.R. Webb, RAN(S) (retired), on board HMAS *Dubbo* as Salvage Officer. His subsequent report stated that the *Michael J Galoundris* was fast on the reef, lying facing in a 230° direction. *Dubbo* could not approach closer than one mile due to very heavy seas on and around the wreck. Webb reported that the *Michael J Galoundris* was either lying in a crevice or had partly collapsed, as all that was visible was the funnel, a tall samson post or ventilator, the main mast and the heads of two other samson posts. The fore part of the ship had broken away in the vicinity of the foremast. He thought that the ship had struck while heading on a north-westerly course, and had then swung round to point 230°.

The sea was littered with flotsam and HMAS *Dubbo* collected a number of items including two inner tubes, a drum of petroleum jelly, two torpedo air chambers, a coil of rubber hose and a badly damaged Carley life boat. Civilians on shore later salvaged many items including a 44-gallon drum of grease and some tyres.

This wreck occurred within the lifetime of some of the readers of this journal. Does anyone remember it?

Peter Worsley

Reference: National Archives of Australia, Series Accession No. K1150/1, Control Symbol A205, Barcode 1374270.

Beaver Reef

Vigia: a reported danger, usually in deep water, whose position is uncertain or existence doubtful.

In November 1882 the *Daily News* reported that HMS *Meda* (Staff Commander J.E. Coghlan R.N.) spent eleven days searching for Beaver Reef, reported by the schooner *Beaver* in 1864 to lie in latitude 32º 6' S and longitude 114º 37' E. The newspaper placed it 60 miles west of Fremantle and 30 miles outside the 100-fathom line.

It was also reported that in 1869 the schooner *Gift* had encountered breakers "about 11 miles west of the astronomical position of Beaver Reef". *Meda* also searched that area. Neither search found anything to substantiate the claims. However speculation that the reef may have existed must have remained as the newspaper stated:

> *Vessels from Sunda Strait and northwards approaching Fremantle on the parallel of Rottnest Island and also those from Adelaide bound to India around Cape Leeuwin must frequently pass the position assigned to Beaver Reef* (*Daily News*, 7 November 1882: 3c).

Do readers know of any other vigias reported as being off the Western Australian coast?

Rockingham's Largest

by Vic Jeffery, Defence Public Affairs (WA)

The former Palm Beach naval jetty, which is located at the bottom of Fisher Street in Rockingham today, shows no evidence of the fact that it once hosted the largest vessel to ever berth at Rockingham.

Certainly not one of the 'glamour' ships of the Royal Australian Navy, the bulky tank landing ship *LST-3014* displaced 2300 tonnes and more than 3000 tonnes when fully loaded, berthed at the Palm Beach naval jetty in 1947 amid a screen of tight security.

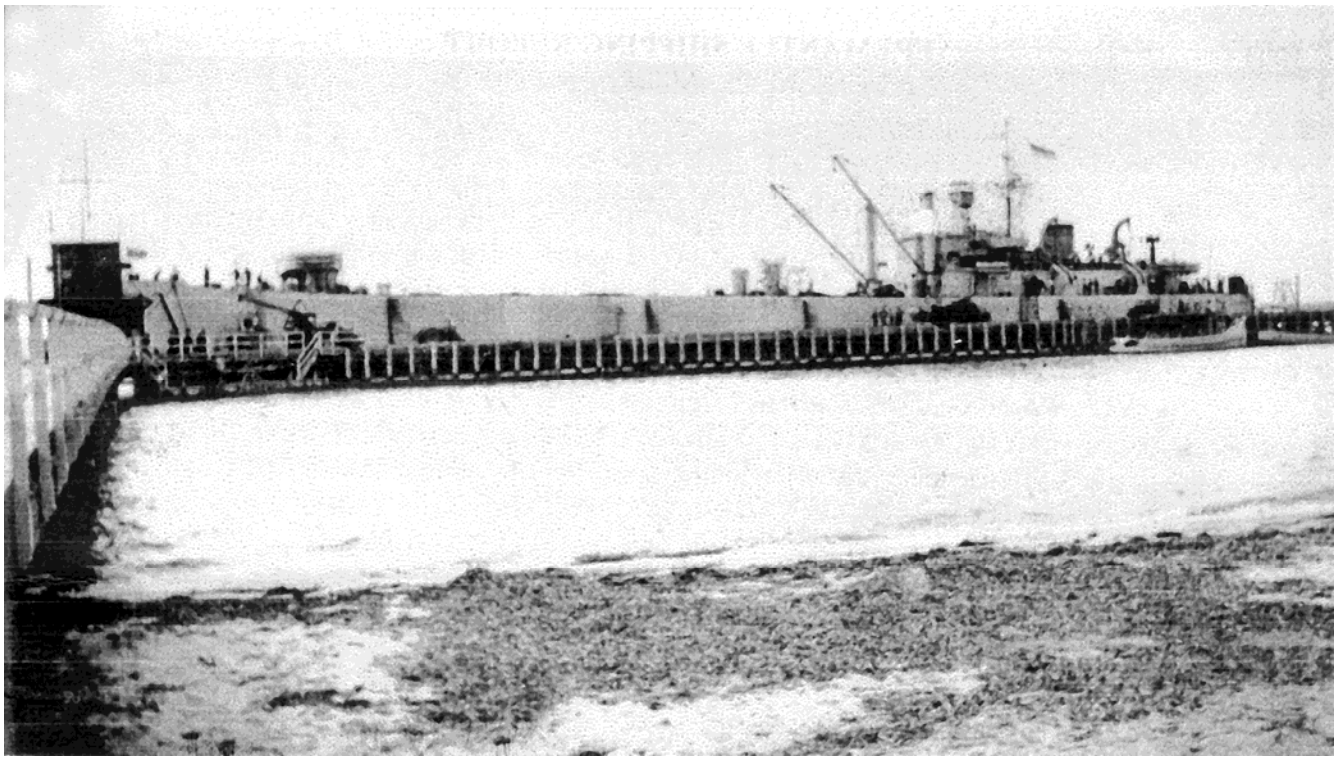
It made one visit to Rockingham to load obsolete bombs, shells and munitions along with the former top-secret *Welman* one-man midget submarines, which were used by *Z*-Force in their training at Garden Island in 1944-45. All of these items were dumped at sea west of Rottnest Island.

Built by Barclay Curle & Co. of Glasgow, Scotland, *LST 3014* was built for the Royal Navy being completed on March 29, 1945 and loaned to the Royal Australian Navy where it commissioned into service on July l, 1946, and arriving at Sydney with five sister-ships as the 10th LST Flotilla the following month on August 30.

Fitted with two 15 tonne derricks, its length was 105.3 metres overall and it had a beam of 16.45 metres and a speed of 13 knots. It carried a complement of 14 officers and 90 sailors.

LST 3014 was built with the capacity to load 18 tanks, 27 trucks, eight jeeps and 180 military personnel in its role as a tank landing ship.

It was employed in the role of dumping obsolete ammunition off the coasts of New South Wales, Victoria, Tasmania and Western Australia, and in late 1948 was finally paid-off into reserve at Sydney before being sold for scrap in May, 1950 to R.R. Coote of Sydney and scrapped in 1953-54.



The 105.3 *metre long tank landing ship LST.* 3014 *certainly 'filled-up' the now demolished 107 metre Palm Beach naval jetty when it came alongside in 1947. The Navy signal station can be seen to left of the photo.*

The Palm Beach naval jetty had been built for the Royal Australian Navy in 1944 to meet it requirements, the jetty was used between 1945-57 to de-

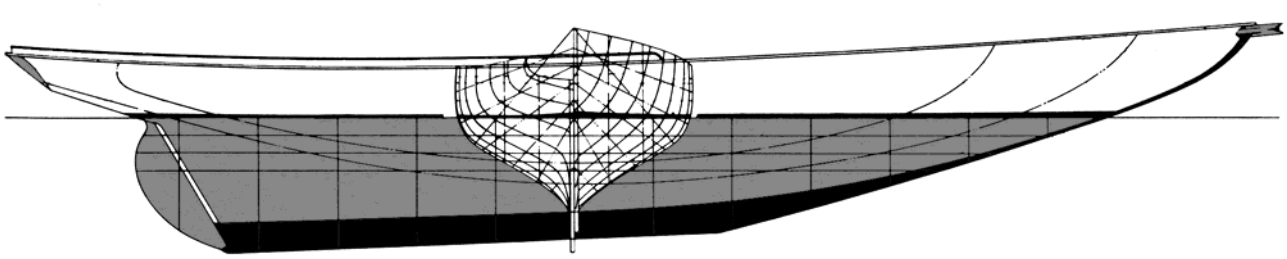
store or refit corvettes from the Fremantle Detachment of the Reserve Fleet, which were moored in Careening Bay at Garden Island.

Other naval vessels such as the boom defence vessel HMAS *Karangi* also used the facility and a number of Australian Whaling Commission whale chasers were tied-up there during the off seasons.

The land-backed 111-metre leg with a three-storey naval signal station and office on the end linked with a 107-metre L-shaped extension. The jetty's width was 10 metres.

The land-backed leg boasted concrete piles which were partly paid for by the WA State Government to ensure extended use postwar; while the wooden piled extension, designed to last 12 years, by 1960 had fallen into disrepair and was transferred to the Fremantle Port Authority by the Commonwealth. It was subsequently demolished in 1962 and replaced by the small fishing jetty, which exists today.

This article appeared in the World Ship Society Newsletter, Vol. 24, No. 9 (September 2004) and is printed with permission of that society.



Floating Pumice

Pumice is a light, porous rock produced when some volcanoes erupt. It floats and is sometimes used for scouring, smoothing and polishing. It can at times be produced in very large quantities, and may cause problems, as the following extract from the Pacific Island Pilot shows:

Floating pumice.-In October and November, 1928, between the Fiji and Tonga islands, several reports were made of fields of floating pumice being encountered:- On October 3rd, between Lat. 17° 28' S., Long. 176° 09' W. and Lat. 18° 28' S., Long. 177° 20' W., reported by m.s. *Garisso;* on 8th-9th October in Lat. 18° 30' S., Long 176° 52' W. and positions considerably farther eastward by H.M.S. *Veronica;* on November 1st southwestward of Taveuni, and on 24th November eastward of Taveuni, reported by R.M.S. *Aorangi.*

Pumice was washed up in large quantities on the eastern coasts of the Fiji islands several weeks afterwards.

No record of any recent earthquake disturbance of any magnitude in these vicinities has been traced. It seems probable that the pumice came from the direction of the Tonga group.

The following items of interest are from H.M.S. *Veronica*'s report:
"The first large field encountered was fully three-quarters of a mile wide in an east-west direction, but its total extent could not be ascertained. The effect on the sea was most marked, a choppy sea with breaking waves being reduced by the pumice to a mere oily swell. The pumice was mostly the size of ordinary gravel, a few lumps up to 2 feet in diameter being observed. The swell caused it to make a noise like drifting sand. The field was not more than one foot thick, and it would only form serious resistance to very small craft. It removed all weed from the water line, scraped off some paint, and shortly after passing through the field the ship had to be stopped to clear the condenser inlet. The following day more fields were encountered, very thin and straggling, stretching as far as the eye could see in a north-south direction, and were at most 100 yards wide in an east-west direction. It was thought that the fields may have originated from Fonua Fo'ou."

Reference: Hydrographer of the Navy, *Pacific Islands Pilot Vol II*, 1969: 12.

GERALD TON SHIPPING STATISTICS FOR 1869.

Our indefatigable researcher Rod Dickson has again come up with a mass of information on this state's maritime history.

Ships Name. **Captain.** **Rig.** **Size.** **Reg No.**

ALBERT. Owens Cutter. 23 tons O/No. 36545.
Dimensions :- 45.2 x 14.4 x 5.7 feet. Built at Perth, 1862,
Number of voyages between Fremantle and Geraldton = 2 voyages.

ARABIAN Miles. 2 Masted Dandy. 24 tons. O/No. 40478.
Dimensions :- 47.1 x 14.2 x 6.6 feet. Built at Fremantle, 1857.
Number of voyages between Fremantle and Geraldton = 3 voyages.

ARGO. Owens 2 Masted Schooner. 33 tons. O/No. 61081.
Dimensions :- 59.0 x 14.8 x 6.4 feet. Built at Perth, 1867.
Number of voyages between Fremantle and Geraldton = 3 voyages.
The ARGO was driven on to the Reefs at Port Irwin on March 10, 1872 during a fierce gale but was later refloated with difficulty for further service.

BRIDGETOWN. Harris. 3 Masted Barque. 358 tons. O/No. 20577.
Dimensions :- 131.8 x 24.6 x 15.2 feet. Built at Newhaven, Sussex, 1857.
Number of voyages between Fremantle to Geraldton = 1 voyage.

CHARON. Watson Cutter. 15.32 tons. O/No. 36553.
Dimensions :- 43.2 x 12.5 x 4.75 feet. Built at Perth, 1864.
Number of voyages between Fremantle and Geraldton = 1 voyage.

CLARENCE PACKET.H. O'Grady. 2 Masted Brigantine. 49 tons. O/No. 32458.
Dimensions :- 72.1 x 18.9 x 10.75 feet. Built at Clarence River, N.S. W. 185 1.
Number of voyages between Fremantle and Geraldton = 1 voyage.

FLYING FOAM. J. Nash 2 Masted Schooner. 33 tons. O/No. 36544.
Dimensions :- 60.0 x 15.75 x 7 feet. Built at Fremantle, 1861.
Number of voyages between Fremantle and Geraldton = 10 voyages.

FITZROY. Maillard. Barque. 573 tons.
Number of voyages between Fremantle and Geraldton = 1 voyage.

FORGET-ME-NOT. J. Bishop. Schooner. 110 tons.
Number of voyages between Fremantle and Geraldton = 1 voyage.

GIFT. J. O'Grady. 2 Masted Schooner. 30 tons. O/No. 32146.
Dimensions :- 53.0 x 13.1 x 7 feet. Built at Hobart, Tasmania; 1866.
Number of voyages between Fremantle and Geraldton = 11 voyages.

HASTINGS. Carpenter. Barque. 541 tons.
Number of voyages between Fremantle and Geraldton = 1 voyage.

KESTREL. Longmuir. Barque. 170 tons.
Number of voyages between Fremantle and Geraldton = 1 voyage.

LES TROIS AMIS. G. Green. Schooner. 44 tons. O/No. 40477.
Dimensions :- 65.7 x 12.9 x 10 feet. Built at Northfleet, Kent. 1854.
Number of voyages between Fremantle and Geraldton = 8 voyages.

MARY. Waugh. 2 Masted Schooner. 48 tons. O/No. 61087.
Dimensions :- 65.6 x 17 x 7.6 feet. Built at Fremantle, 1868.
Number of voyages between Fremantle and Geraldton = 2 voyages.

MAY. Clarke. Cutter. 26 tons. O/No. 61089.
Dimensions :- 48.0 x 14.33 x 6.4 feet. Built at Perth, 1868.
Number of voyages between Fremantle and Geraldton = 3 voyages.

MYSTERY. Hedland. Cutter. 17 tons. O/No. 40480.
Dimensions :- 43.5 x 14.7 x 5.2 feet. Built at Fremantle, 1857.
Number of voyages between Fremantle and Geraldton = 5 voyages.

ROSE Ferguson. 2 Masted Schooner. 93 tons. O/No. 61086.
Dimensions :- 86.5 x 21 x 8.17 feet. Built at Fremantle, 1868.
Number of voyages between Fremantle and Geraldton = 1 voyage.

SWAN. Peterson 2 masted Schooner 25 tons O/No. 36554.
Dimensions :- 55.8 x 14.1 x 5.7 feet. Built Fremantle, 1865.
Number of voyages between Fremantle, Dongara and Geraldton = 8 round voyages.
The SWAN was wrecked at Port Irwin on October 10, 1869 due to an error in seamanship. She stranded on the reef and was later stripped of anything salvageable.

SYLPHYDE. Garriock. Barque. 297 tons.
Number of voyages between Fremantle and Geraldton = 1 voyage.

TWINKLING STAR. Hanham. 2 Masted Schooner 60 tons. O/No. 49320.
Dimensions :- 63.5 x 16.25 x 7.35 feet. Built at Calcutta, 1867.
Number of voyages between Fremantle and Geraldton = 9 voyages.
The TWINKLING STAR was badly damaged on June 15, 1868 when she went aground at Port Irwin during a strong westerly gale. She was later refloated and repaired.

WATER LILY. M. O'Grady. Cutter. 27 tons. 0/No. 52237.
Dimensions :- 48.85 x 14.6 x 6.5 feet. Built at Fremantle, 1867.
Number of voyages between Fremantle and Geraldton = 6 voyages.

ZEPHYR. Elliott. Barque. 395 tons.
Number of voyages between Fremantle and Geraldton = 1 voyage

PASSENGERS CARRIED FROM FREMANTLE TO GERALD TON.
107.
PASSENGERS CARRIED FROM FREMANTLE TO PORT IR WIN.
27.
PASSENGERS CARRIED FROM GERALD TON TO FREMANTLE.
227.
PASSENGERS CARRIED FROM PORT IRWIN TO FREMANTLE.
24.

CARGO CARRIED SOUTHBOUND.

Wheat in bags	=	118.	Barley in bags	=	2460.	Bran in bags	=	115.
Pollard in bags	=	122.	Oats in bags	=	550.	Bags of Salt	=	213.
Guano	=	2 tons.	Hides & Leather	=	66.	Bars of Iron	=	15.
Bags of Flour	=	126.	Kegs of Butter	=	13.	Casks Tallow	=	12.
Bags of Horse Corn	=	14.	Carriages.	=	2.	Lead Ore	=	810 tons.
Logs of Jam Wood	=	647.	Trusses Hay	=	216.	Bags Gum	=	42.
Casks of Gum	=	44.	Casks of Beef	=	8.	Casks Pork	=	3.
Sandalwood	=	25 tons.	Casks of Wine	=	2.	Whale Oil.	=	15 tuns.
Whalebone	=	3 cwt.	Bales of Wool	=	137.	Boxes Egg.	=	l.
Cases Cheese	=	4.	Cases Bacon	=	4.	Packs Furniture	=	9.

CARGO CARRIED NORTHBOUND.

Loads of Timber	=	172.	Pieces of Timber	=	4,180.	Boards.	=	2188.
Timber in Feet.	=	55,880.	Shingles	=	186,610.	Window Frames	=	6.
Mahogany	=	707 feet.	Carriages	=	2.	Cart Shafts	=	12.
Spokes	=	290.	Wheels.	=	6.	Carts	=	2.
Boats	=	2.	Posts & Rails	=	6,100.	Coils of Rope	=	46.
Coils of Wire	=	167.	Chains	=	12.	Rails	=	200.
Pianos	=	1.	Clocks	=	2.	Pump	=	l.
Bedsteads	=	2.	Bales Leather	=	70.	Winnowing Machines	=	2.
Sundries	=	797 boxes.	Merchandise	=	1,076 cases.	Buckets	=	12.
Bars Iron	=	69.	Kerosene, cases	=	25.	Coal, tons	=	7 ½.
Sulphur, cases	=	4.	Gum, cases	=	30.	Gunpowder	=	15 kegs.
Whaling Gear.								
Potatoes, bags	=	1,489.	Sugar, bags	=	1,284.	Tea in chests	=	383 ½.
Flour in bags	=	953.	Flour in tons	=	25 ½.	Onions in bags	=	158.
Wheat in bags	=	1,852.	Rice in bags	=	35.	Coffee in bags	=	27.
Tobacco, tierces	=	15 ½.	Raisins, cases	=	29.	Prunes, kegs	=	3.
Nutmegs, cases	=	l.	Currants, casks	=	12.	Oranges, casks	=	2.
Salt in bags	=	28.	Beef in casks	=	4.	Apples in boxes	=	50.
Pumpkins,	=	2 tons.	Soap in boxes	=	18.	Vinegar in demijohns	=	6.
Gin in H/heads	=	3.	Gin in cases	=	112.	Rum in H/heads	=	2.
Rum in casks	=	10 1/2.	Rum in cases	=	58.	Brandy in casks	=	53.
Brandy in cases	=	59.	Wine in casks	=	15 ½.	Wine in cases	=	78.
Bottled Beer in cases	=	58.	Beer, H/heads	=	268.	Spirits in cases	=	103.
Spirits in casks	=	30 ½.						

Tools of a Seaman's Trade

An explanation of marlinspike seamanship by Geoff Vickridge.

Marlinspike

Marlinspike (sometimes marlin spike, marlinespike, or the archaic, marling-spike) is a tool used in rope work for tasks such as unlaying rope for splicing, untying knots, or forming a makeshift handle. A marlinspike is basically a polished cone tapered to a rounded or flattened point, usually 15 to 30 centimetres long, although sometimes 66 centimetres or longer, depending on the ply and size of rope they are intended for. The marlinspike is a tool made from metal, usually iron or steel, differentiating it from a fid which is similar in shape and function but made from wood or bone. The marlinspike may be a separate tool or one item on a pocket knife.

Sailors who become quite proficient at knot tying, sewing, and use of the marlinspike can be known as marlin spikes, or marlin spike seamen. The body of knowledge that includes knotting and splicing is called marlinespike seamanship.

The word marlinspike comes from the verb 'to marl', which refers to the practice of 'marling', or winding small diameter twine called marline onto larger ropes. The marlin fish is named after the marlinspike.

Shackle

A shackle (also called gyve) is a U-shaped piece of metal secured with a pin or bolt across the opening, or a hinged metal loop secured with a quick-release locking pin mechanism. They are used as a connecting link in all manner of rigging systems, from boats and ships to industrial crane rigging.

A pin shackle is closed with a clevis pin. Primarily used above the deck, pin shackles used to be the most common shackle used aboard boats. Pin shackles can be inconvenient to work with at times because they are secured using something else, usually a cotter pin or seizing wire.

A threaded shackle is where the pin is threaded and one leg of the shackle is tapped. The pin may be 'captive', to prevent it from dropping loose. The threads may gall if over-tightened or have been corroding in salty air, so a liberal coating of lanolin or heavy grease is not out of place on any and all threads. A shackle key or metal marlinspike is a useful tool for loosening a tight nut.

D and bow shackles: Barry Hicks' Private Museum (G L W Vickridge Collection)

For safety, it is common to mouse a threaded shackle that is going to be left done up for some time in anything like a critical application. This is done by passing a couple of turns of mousing wire through the hole provided for this purpose in the unthreaded end of the pin and around the body of the shackle's hoop. Alternatively, some threaded shackles are provided with a hole through the threaded end of the pin beyond where it emerges from the threaded hole. A cotter pin or a couple of loops of mousing wire through this hole serves the same purpose and secures the shackle in a closed position. In this context, 'mouse' and 'mousing' are often pronounced with a harder 's', like *mouze* and *mouzing*.

With mousing, the introduction of any other metal into permanent, direct contact with a safety-critical shackle may seriously reduce its (or the other metal's) useful life, especially under sea water. Frequent wetting or immersion, followed by exposure to the air again, is absolutely the worst combination. This is particularly relevant to shackles that form part of permanent moorings and anchor cables. For this reason, specially alloyed mousing wire is available and should be exclusively used for this purpose at all times. The use of galvanised or stainless steel cotter pins can

have similar drawbacks.

As the name implies, a snap shackle is a fast action fastener which can be implemented single handed. It uses a spring activated locking mechanism to close a hinged shackle, and can be unfastened under load. This is a potential safety hazard, but can also be extremely useful at times. The snap shackle is not as secure as any other form of shackle, but can come in handy for temporary uses or in situations which must be moved or replaced often, such as a sailor's harness tether or to attach spinnaker sheets. When this type of shackle is used to release a significant load, it will be hard to release and is likely to have the pin assembly or the split ring fail.

D-shackles, also known as chain shackles, are narrow shackles shaped like a loop of chain, usually with a pin or threaded pin closure. D-shackles are very common and most other shackle types are a variation of the D-shackle. The small loop can take high loads primarily in line. Side and racking loads may twist or bend a D-shackle.

The headboard shackle is a longer version of a D-shackle is used to attach halyards to sails, especially sails fitted with a headboard such as on Bermuda rigged boats. Headboard shackles are often stamped from flat strap stainless steel, and feature an additional pin between the top of the loop and the bottom so that the headboard does not chafe the spliced eye of the halyard.

A twist shackle is usually somewhat longer than the average, and features a 90° twist so the top of the loop is perpendicular to the pin. One of the uses for this shackle includes attaching the jib halyard block to the mast, or the jib halyard to the sail, to reduce twist on the luff and allow the sail to set better.

With a larger 'O' shape to the loop, the bow shackle can take loads from many directions without developing as much side load. The larger shape to the loop does, however, reduce its overall strength. This type of shackle is also referred to as an anchor shackle.

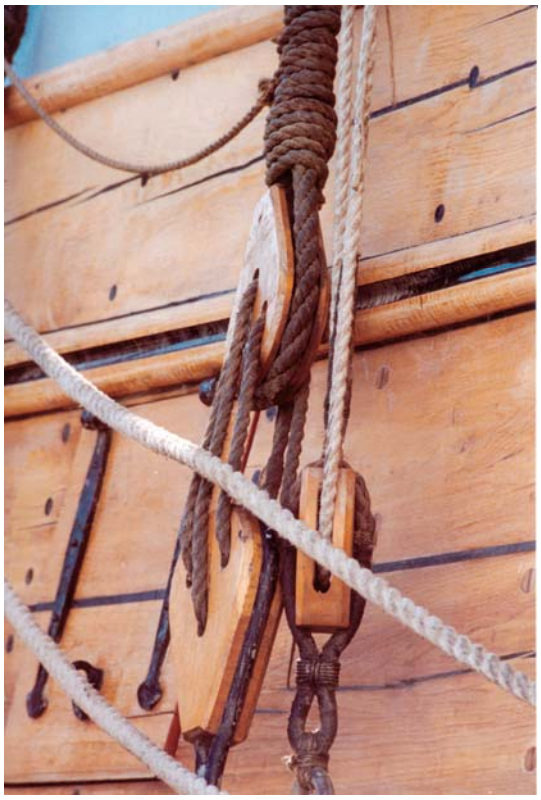
Warning on Linseed Oil

This contribution comes from Brian Axcell.

The Council of Forest Industries of British Columbia has warned Australians against using linseed oil as a finish for outside timber. Mr Horace Mecklem, representative of the Council of Forest Industries in the South Pacific, said it caused the timber to immediately go black.

"The oil provides a perfect medium for the growth of mould and fungus. It is a terrible job to get it off and back to bare wood again," Mr Mecklem said.

Mr Mecklem's warning comes at a time when the trend towards natural materials has lead to a rise in the popularity of timber and timber products in home building and decoration. But this has caused problems for many home owners. "There are many excellent proprietary stains and clear finishes available on the market," he said.



Duyfken's *hull and blocks — <u>not</u> oiled with linseed oil*

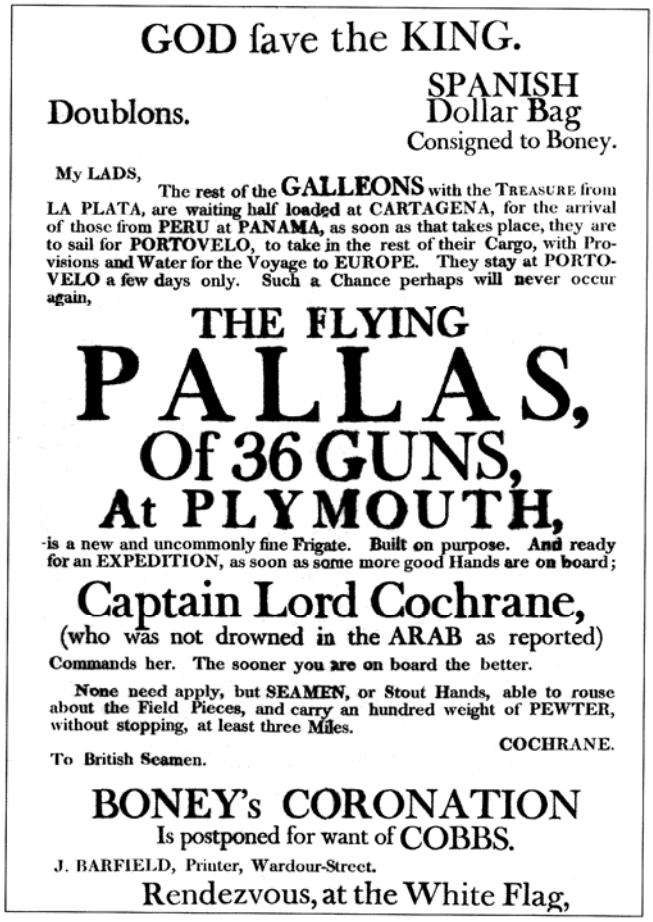
QUIZ

Answers to September

1. Charles Darwin was on the second voyage of HMS *Beagle* from 27 December 1831 to 28 October 1836. It is a strange fact that in its period of service from 1826 to 1846 *Beagle* only made three departures from a British port. Her officers and men were virtually never in home waters.
2. Hamelin Bay and Hamelin Island are named after Jacques Felix Emmanuel Hamelin, commander of the *Naturaliste,* and second-in-command of Thomas Nicholas Baudin's expedition to Australia in the first few years of the 19th century.
3. Fish-tackle is used to haul the anchor on board or alongside the rail of a ship once it has been weighed or raised to the sea surface.

Questions

1. In a sailing ship what is the difference between a spanker and a spencer?
2. Captain James Cook's barque *Endeavour* was previously the Whitby collier cat *Earl of Pembroke*. How old was the vessel when the Navy purchased her?
3. Which is the oldest lighthouse — Cape Leeuwin or Cape Naturaliste?



GOD save the KING.

Doublons. SPANISH Dollar Bag Consigned to Boney.

My LADS,

The rest of the **GALLEONS** with the TREASURE from LA PLATA, are waiting half loaded at CARTAGENA, for the arrival of those from PERU at **PANAMA,** as soon as that takes place, they are to sail for **PORTOVELO,** to take in the rest of their Cargo, with Provisions and Water for the Voyage to EUROPE. They stay at PORTOVELO a few days only. Such a Chance perhaps will never occur again,

THE FLYING

PALLAS,

Of 36 GUNS,

At PLYMOUTH,

is a new and uncommonly fine Frigate. Built on purpose. And ready for an EXPEDITION, as soon as some more good Hands are on board;

Captain Lord Cochrane,

(who was not drowned in the ARAB as reported)

Commands her. The sooner you are on board the better.

None need apply, but SEAMEN, or Stout Hands, able to rouse about the Field Pieces, and carry an hundred weight of PEWTER, without stopping, at least three Miles.

COCHRANE.

To British Seamen.

BONEY's CORONATION

Is postponed for want of COBBS.

J. BARFIELD, Printer, Wardour-Street.

Rendezvous, at the White Flag,

Maritime Heritage Association Inc.
46 Sandgate Street, South Perth, Western Australia, 6151.