

# MARITIME HERITAGE ASSOCIATION JOURNAL

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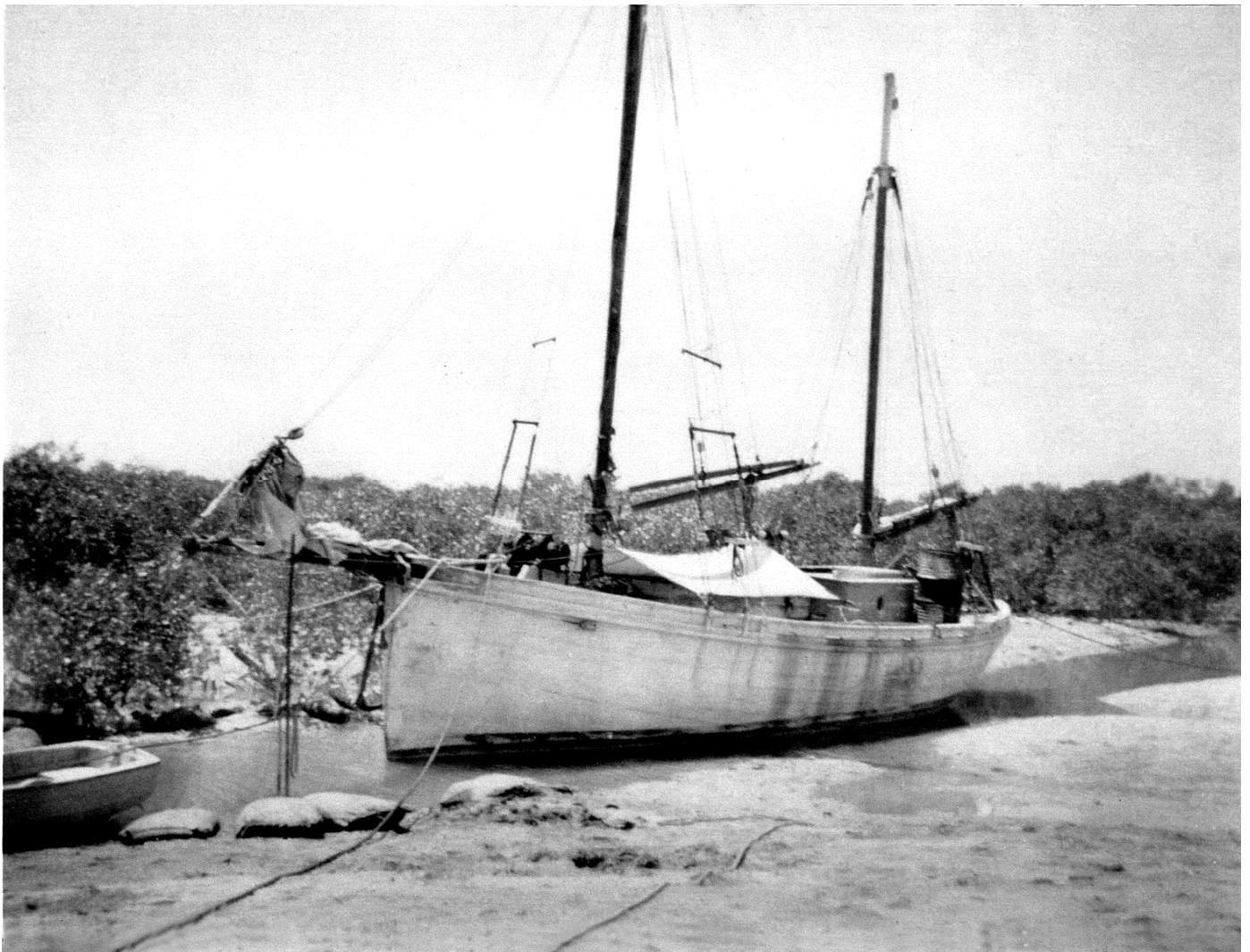
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*A lugger at anchor among the mangroves in northern Australia*

Photo: Courtesy Arthur Raston

See story page ###



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

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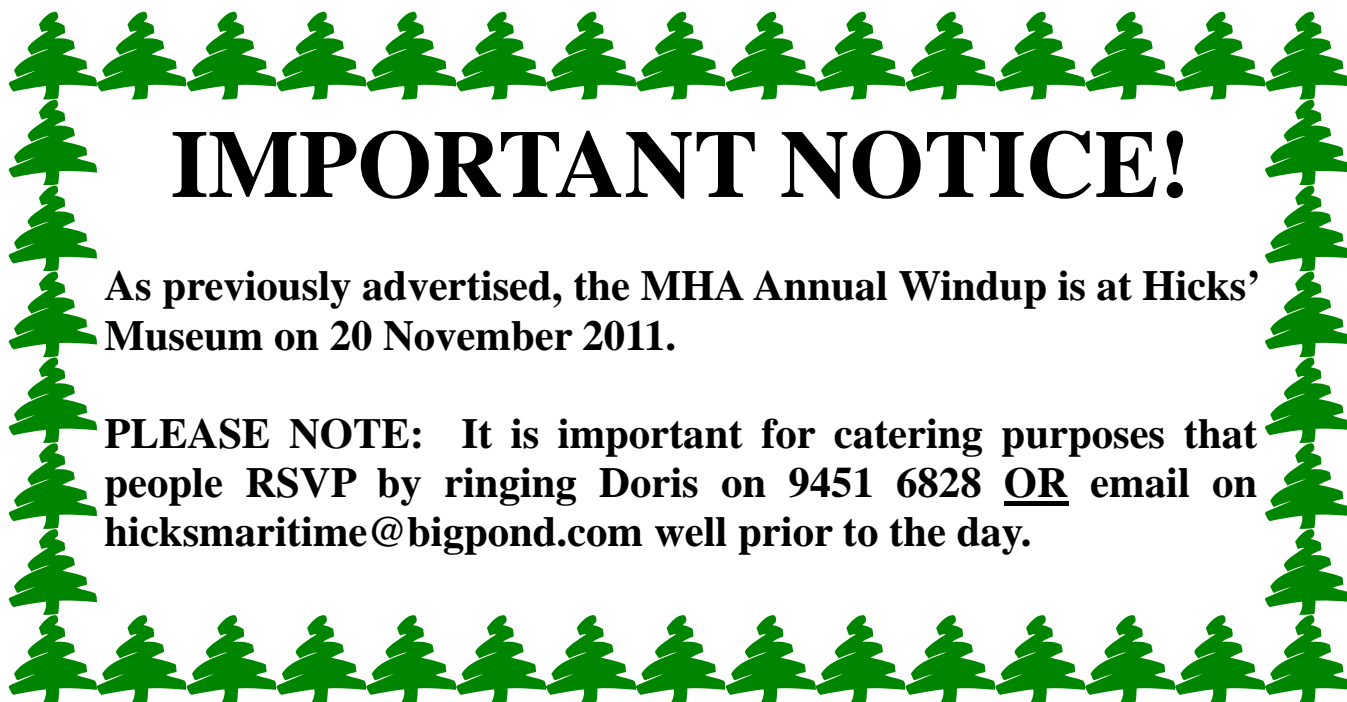
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## IMPORTANT NOTICE!

As previously advertised, the MHA Annual Windup is at Hicks' Museum on 20 November 2011.

**PLEASE NOTE:** It is important for catering purposes that people RSVP by ringing Doris on 9451 6828 OR email on [hicksmaritime@bigpond.com](mailto:hicksmaritime@bigpond.com) well prior to the day.

## Things They Would Rather Have Not Said

Mr Harrison's watch cannot be depended upon to keep the longitude within a degree in a West India voyage of six weeks; nor to keep the longitude within half a degree for more than a fortnight...

**Nevil Maskelyne, Astronomer Royal, 1765**

This statement was made despite the fact that in the first test Harrison's watch had lost 1 minute 54.5 seconds in a 147 day round voyage from England to Jamaica and return in 1761-62. The known daily rate of the watch meant that it actually only lost 5.1 seconds on the 81 day outward voyage. The second return voyage in 1764 to Barbados saw the watch gain only 54 seconds in 156 days.



# HMAS *Wyatt Earp*

On 8 February 1948 HMAS *Wyatt Earp* under the command of Commander Karl Oom, OBE, set sail from Williamstown, Victoria, taking the first post-WW II expedition from Australia to Antarctica. The expedition had actually set sail the previous year, but were compelled to turn back due to problems with propeller shaft alignment. This Royal Australian Navy ship with its very American name had an interesting history, and a long life.

Built by the firm of Bolsones in Molde, Norway, in 1919 as the wooden sealing ship *Fanefjord*, it was 136 feet long with a beam of 29 feet and a draft of 15 feet. Gross tonnage was 402, and both masts were rigged with sails, plus two headsails. Because of its original task of sealing in Arctic waters the ship was built very strongly to withstand ice. It was also given a very rounded bottom and no bilge keels, also to withstand the pressure of ice. This resulted in extreme rolling in any sea, but particularly so in heavy seas. The amount of roll went as high as 55° each way, and 50° was common. The period of roll for this was 4½ seconds from port to starboard and back to port. The resulting chaos in the galley, particularly when meals were being served, can be imagined.

In 1933 the American millionaire explorer Lincoln Ellsworth bought the *Fanefjord*, renamed it *Wyatt Earp* after his home county hero, and sailed from Bergen, Norway, to New Zealand and on to Antarctica. Before leaving Norway Ellsworth had the hull sheathed in oak and then steel plates as further protection against ice. In all Ellsworth made four expeditions to Antarctica in the *Wyatt Earp*, 1933-34, 1934-35, 1935-36 and 1938-39. These voyages were made during the summer period, and he took an aircraft on board with him. The pilot of this aircraft and photographer to the expedition was the great Australian polar explorer, Sir Hubert Wilkins. At the end of the 1939 voyage Ellsworth had become so exasperated with the excessive rolling of the ship that he gave it to Wilkins who immediately sold it to the Australian Government for £4,400.

Shortly afterwards WW II began and the *Wyatt Earp* was handed over to the RAN, renamed

*HMAS Wongala*, and used initially to carry stores from Sydney to Darwin. It was then sent to South Australia where it served as an Examination Vessel at Port Adelaide, and later as a Guard Ship at Port Pirie and Whyalla. At the conclusion of the war it was moored in the Torrens River and made available to the Sea Scouts.

When the Australian Government formed the Australian National Antarctic Research Expedition in 1947 they were looking for a suitable vessel. Another great Australian polar explorer, Sir Douglas Mawson (a South Australian), knew of the *Wyatt Earp* and recommended it for this task. It was handed to the control of the RAN, and underwent a £150,000 refit. Rotting timbers were replaced and the superstructure was altered to provide better visibility from the bridge as well as laboratories and extra accommodation for crew and scientists. An 8-cylinder Crossley semi-diesel of 400hp was installed, and two auxiliaries for the supply of electricity. Extra fuel tanks gave a range of 10,000-11,000 miles at 8½ knots, and radar, gyrocompass and echo sounder were fitted. The masts and sails were retained, and on 16 July 1947 it was renamed *HMAS Wyatt Earp*.

*HMAS Wyatt Earp* returned to Australia on 31 March 1948. Three months later, on 30 June, *HMAS Wyatt Earp* was paid off and sold to the Pucker Shipping Company (Victoria) for £11,000. After stripping off the sheathing and removing the extra fuel tanks the company renamed the ship *Wongala*. In 1956 it was sold to the Ulverstone Shipping Company, renamed *Natone*, and traded in eastern Australian waters. In January 1959, now 40 years old, the *Natone* was heading south along the Queensland coast when it was struck by a severe storm. The pumps could not cope with a leak which flooded the engine room, but under sail the ship managed to make Rainbow Bay. Here, during the night of 23-24 January the anchor failed to hold and the ship was blown ashore. The crew made it safely to shore using hatch covers as rafts, and the *Fanefjord/Wyatt Earp/HMAS Wongala/HMAS Wyatt Earp/Wongala/Natone* broke up within a couple of weeks.

Peter Worsley



## The Strange Case Of Seaman Delfs

The *Mandalay* was a 900 ton, three-masted barque registered in Norway. It met a severe storm while en route from Delagoa Bay to Albany in 1911, and became almost unmanageable. Captain Emile Tommossen managed to squeeze it past the rocks of Chatham Island, and then ran it ashore in a successful endeavour to save his crew (although they subsequently spent a very nasty few days on the beach – but that’s another story). The beach where the vessel came to rest is now known as Mandalay Beach.

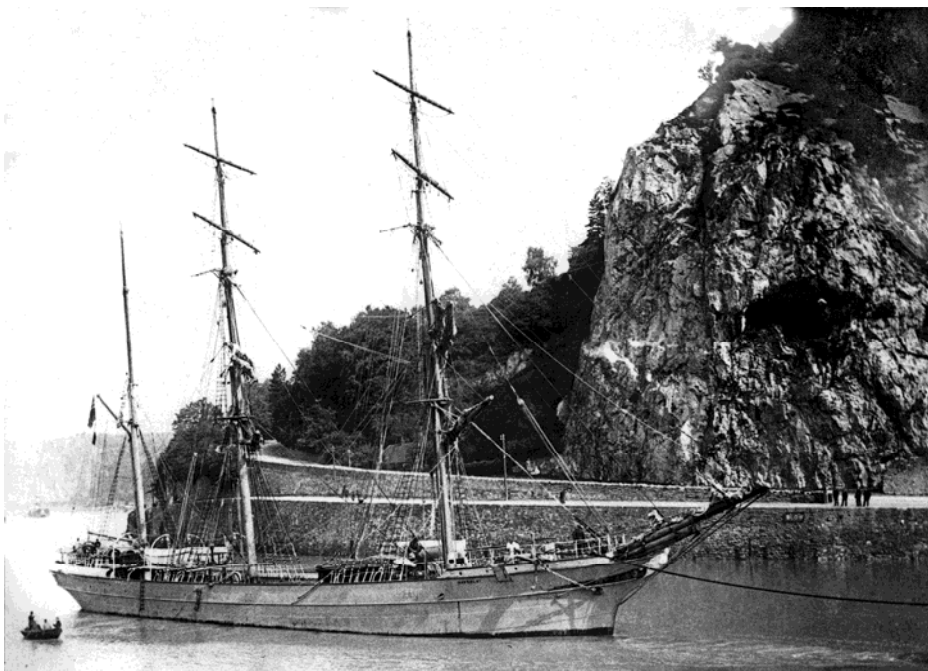
Shortly after being wrecked and abandoned, the substantially undamaged hull became the home of Nicholas Delfs. Very little is known of this man, except that he had previously been a seaman. He has been described as being German, Swedish, Norwegian or Italian. What is unarguable is that in Western Australia (probably within Australia as a whole) it is very unusual for a wreck to have been made into a home. This happened for a short while when Governor Stirling camped in the *Marquis of Anglesea* until more fitting accommodation was built, however it was never considered to be a long term arrangement. Some wrecks such as the *Samuel Wright* were made into storehouses until they were broken up by later storms. Hulks were often also made into storehouses, and while most had live-aboard keepers, the vessels themselves were still afloat.

But Delfs’ *Mandalay* was definitely never going

to float again, and had been abandoned on a beach miles from anywhere. Actually, Mandalay Beach is 80 kilometres west of Denmark, but at that time Denmark was virtually a ghost town as Millar’s timber mill had closed. Delfs began digging on the beach, prospecting for coal which is sometimes found in the area. He was not successful. At some time, probably in May 1912, he set out with his horse and cart to go north through 110 kilometres of virgin forest to Manjimup. Delfs was following a faint drover’s track towards Shannon, but on his second night on the track disaster struck.

As events were reconstructed by the stockmen who found his deserted camp, at some time during the night his tethered horse had taken fright. The stockmen knew that dingoes were very prevalent in that area. They felt that in its frantic efforts to free itself the horse was in danger of strangulation, so Delfs had cut its tether with his knife. The horse had then bolted into the bush, pursued by the barefoot and partly dressed Delfs. His boots and belt were still beside his swag when his camp was found. His campfire would have died, and it would have been very dark. Apparently he soon became lost. The drovers searched for him, but without success. His body must lie somewhere in what was then thick timber about 10 kilometres south of Shannon River.

So ended the life of our hermit who lived in the remains of the hull of the *Mandalay*.



*The barque Mandalay moored in the Avon River, UK.*

*This photo was taken about 1900.*



# 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!)*



*Colonial Secretary's Office, Perth,  
May 15, 1852.*

Because a deep underwater gully extends from the ocean into the Congo River the depth of water in the mouth of the river is 1,000 ft (167 fathoms or 305 m) only half a mile from the river bank. Eighteen miles further upstream it is still 150 ft (25 fathoms or 46 m) deep.

Benjamin Francis Helpman served on HMS *Beagle* under Wickham and Stokes when surveying WA waters. On 12 February 1840 he left the *Beagle* to become captain of the Western Australian colonial schooner *Champion*. On 14 December 1842 he married a Perth girl, Ann Pace, and they subsequently had nine children.

**Lagan:** Goods jettisoned from a vessel, but which are secured to a buoy for future recovery.

John Travers Cornwell joined the Royal Navy at age 15, and was assigned to the light cruiser HMS *Chester*. During the Battle of Jutland 31 May-1 June 1916) he was one of the crew on a 5½ inch gun. Under heavy fire from German ships *Chester's* decks were reduced to a shambles. Boy Seaman First Class Cornwell, one of only two survivors of the gun crew, remained at his post although mortally wounded. He died two days later aged only 16 years, and was posthumously awarded the Victoria Cross. Is he the youngest recipient of this award for valour?

**Port-last** or **Portoise:** A word meaning level with the gunwale, in connection with the yards of a sailing vessel. An order to lower the yards a-port-last (or a portoise), was to lower them down to the gunwale. For a ship to ride a-port-last (or a portoise) was for her to ride out a gale with her lower yards struck down.

*Here lies the body of Michael O'Day  
Who died maintaining the right of way;  
He was right, dead right, as he sailed along,  
But he's just as dead as if he'd been wrong.*

His Excellency directs it to be notified that the Coxswain of the Water Police is in future to be styled Head Constable of the Water Police Force.

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

In 1870 the Australasian Steam Navigation Company's *Ballarat* voyaging from Adelaide to Albany was struck by a westerly gale. Over a period of 4 hours 'about 4 cwt. of crockery' was broken.

The Dutch ship *Maan* was so badly ballasted that in 1598 it capsized while firing a salute off Dover.

*Though there was no such thing as an ugly tea clipper, Steele [Robert Steele of Greenock, Scotland] was, without a doubt, the designer of the most beautiful little ships that ever floated. Like his modern confrere, Fife, he could not produce an ugly boat. The lines of his vessel never failed to please the eye...Basil Lubbock. [Steele built such well-known ships as Ariel, Sir Lancelot, Taeping, Arethusa and Hesperus.]*

The smallest vessel to travel from Britain to Western Australia between 1829 and 1838 was the cutter *Jolly Rambler* of 58 registered tons. Just 50' in length with a breadth of 17.6' and a depth of 8.5', it carried a crew of four plus nine passengers. She arrived at Fremantle on 19 November 1831.

In 1892 an American captain, Nathan Shore, wrote of Fremantle:

*It is a terrible place, no place to put a vessel, no shelter whatsoever...Any man who would come a second time is a damned ass. Still blowing a heavy gale, I was never so sick of a place in my life, and may the curse of Christ rest on Fremantle and every son-of-a-bitch in it. God damn them all.*



# The Joys of Retirement

## Part 2 Of Rod Dickson's article on translating the logs from some of the old American whalers.

PART 3. The log of the whaler *Boston Packet*, Captain William Easton, which 'fished' at Woolwich Bay (Walvis Bay on the southwest African coast), in the years 1794 to 1795 and written by Hezekiah Pinkham. This ship sailed from Nantucket on September 3<sup>rd</sup>, 1794 and returned to Nantucket on the 9<sup>th</sup> of June, 1796, with a full cargo of oil.

Remarks on Saturday - November the 29<sup>th</sup> day, 1794.

*First part - Frash winds and sum raine. We spoke with the Snow Brig Sally of London. Our Captain went on board of him.*

*Midel part - a long swal and the saim weather*

*Latter part - fine weather. So ends. Latitude - 32° 10' South. Longitude - 44° 19' West.*

Remarks on Sunday - November the 30<sup>th</sup> day' 1794.

*First part - Fine weather. Captain Nicholls came on board of us.*

*Midel part - got a pophoss. We tok a squll from the S.S.W. In company with the snow Sally. We tok in 2 reafits in our 3 topsails and then handed our fore top-sail and sent down the topgallant yards.*

*So ends the log with a havey gail. Latitude - 32° 32' South. Longitude - 45° 52' West.*

During the first part of the day, Captain Nichols of the snow *Sally* came on board for a gam and as the ships slowly sailed along the porpoises were seen playing around the bows. The seamen quickly got a hand spear and caught one for their supper. The weather later turned squally which had the officers reducing sail. The last entry in this part log is on Sunday, September the 20<sup>th</sup> day, 1795.

PART 4. The log of the merchant cargo ship *William and Henry* of New York.

Captain - Paul Jepps. Bound from New York to the Island of Madeira and elsewhere. From June 6<sup>th</sup>, 1800 to December the 14<sup>th</sup>, 1800. Written by Hezekiah Pinkham.

Fryday June the 6<sup>th</sup> day, 1800.

*First part - Light airs at S.W. At 9 am the Captain came to the ship. At 11 am - came to anchor under the Fort. All hands employde in ships duty.*

Saterday - June the 7<sup>th</sup> day, 1800.

*First part - squilly weather. At 10 am - the Poylett came on board. We wayde ancher and went down with the tide. At 3 pm - we past Sanday Hook. At 4 pm - set stering sails. At 6 pm - took in the stering sails. At 9 pm - Calm weather.*

Tuesday - July the 29<sup>th</sup> day, 1800.

*First part - Calm. Midel part - the saim weather.*

*Latter part - Light winds. Saw 5 sails of ships. Men-o-War we cauld them. They stere S.S.E.*

*We spoke a brig from the Island of St Michaels, bound into Madeira. At 7 am - came to ancher in 30 fadoms of water and mored with the hauser to the N.W. Sent down the topgallant yards. So ends.*

The ship is now at anchor at the Island of St Michaels, in the Azores. During the next day the crew began to discharge her cargo of corn. Later in the day three American flagged vessels came into the anchorage.

Saterday, August the 2<sup>nd</sup> day, 1800.

*First part - light showas of raine. Employd in striking out Corn. At 10 am - came in a Fleet of 23 sails 2 Freggats; a 40 gun ship; 3 Transports; 1 Gunboat, 1 Brigg; 1 Sloop Tender and a Merican Sloop and the rest Merchant Ships from 8 to 14 guns each.*

At this time Britain and France were at war again so the merchant ships formed convoys and they were escorted by ships of the Royal Navy. All the convoys sailed south to Madeira and from there the convoys split up, some to sail to the West Indies, some to the Cape of Good Hope and others on to India and China. To guard this particular convoy there were two frigates, a 40 gun, 3rd rate ship; one gunboat; one brig and one sloop. All the merchant ships carried guns and the ships of the East India



Company were virtually a private navy. The *William and Henry* finally sailed from St Michaels on the 17<sup>th</sup> of September, 1800, bound for the Island of Madeira, where she arrived on the 29<sup>th</sup> of September at the Port of Funchal. By October 3<sup>rd</sup> the ship had discharged the last of the wheat and corn and had begun to take in ballast. The ship sailed from Funchal on October the 9<sup>th</sup> bound for Tenerife.

Fryday - October the 10<sup>th</sup> day, 1800.

*First part - brisk gails at South. Stered E.S.E. At 3 pm - we was borded by a English cutter. She took one of our men out. Midel part - Light airs. Later Part - the saim weather. Stoing our cabels.*

The *William and Henry* has been stopped and boarded by an English cutter. The cutter's officer was leading a press gang party. American seamen had to carry an Exemption Certificate which stated that they were American born. If the seaman didn't have this certificate he was open to being forcibly inducted, or 'pressed' into the Royal Navy. One of Hezekiah Pinkham's relatives was 'pressed' into the Royal Navy, but as he most vehemently refused to fight for the British against the Americans, he was charged in the British courts, found to be guilty of cowardice and consigned to the Marshalsea Prison, where he died of gaol fever.

Fryday, December the 12<sup>th</sup> day; 1800.

*First part - Light winds from the S.E. Stered d in North. At 4 pm -past the Sandy Hook.*

*At 6 pm - got up to the Narrows with hard gails at S.E. At 7 pm - came to ancher off the Battray in 5 fathoms of water. So ends this day.*

The *William and Henry* has arrived at New York, the end of another of Hezekiahs voyages.

PART 5. The last log is the part log of the merchant ship *American Packet*.

Captain Barnard - in command. Hezekiah Pinkham - 2nd mate and log keeper.

Of all these logs this is probably of the most importance historically, as it has to do with the birth of the American Navy and the first overseas deployment of its newly built ships.

A voyage from New York to the Mediterrane-

an Sea from August, 1801 to April, 1802.

Saterday -August the 22<sup>nd</sup> day, 1801.

*First part - calm. At 2pm - came to anchor in 4 ½ fathoms of water. With the Light House barring W by S. All hands employd on ships duty. At 5 pm - waid anchor and run in until the Light House bore S.S.W. Dropped anchor in 17 fathoms water. At 6 um - waid anchor, the wind at S. E.*

Tuesday - September the 22<sup>nd</sup> day; 1801.

*First part - brisk breses from the southward. We stered E.S.E, upon the wind. A swal from the N.W.*

*At 6 pm - sent down the topgallant yards, fore and aft. The wind at S by W. Stered S.E, by E.*

*At 4 am - reaft the topsails. At 8 am - spoke the ship Cyrus, Captain Wheaton, out 17 days from Beverly. So ends this day. Latitude - 37° 00' North. Longitude - 23° 14' West.*

Tuesday \_ October the 6<sup>th</sup> day, 1801.

*First part - Light breses. Saw a number of sails.*

*At 4 pm - spoke with Two Spanish Gun Boats. They hald us from Whince. We told them from New York bound to supply the American Navy in the Mediterranean. They wished us good passed and so parted.*

*During the night we lye under a short sail. At 5 am - made sail and stered E.S.E.*

*At 7 am - Borded by a Spanish Gun Boat. They put on board a Prize Master and 7 Guards and took charge of the ship. So ends.*

Wednesday - October the 17<sup>th</sup> day, 1801.

*First part - Brisk breses from the S.W. At Maradan [meridian], come to anchor in the Port of Algeciras in 8 fathoms of water with the small bower [anchor].*

*No People a loud to go onshore. No letters or papers. Only the ships papers.*

*At 8 am - the Voyce Council came alongside in a boat and told us we shald he Liberated in two hours.*

*Latter part - Modret breses. So ends.*

Fryday - October the 9<sup>th</sup> day, 1801.

*This 24 hours begins with Brisk breses from the westward.*



*At 8 pm - came in the President; Frigget.  
One of the United States.  
Middle part - Calm.  
Latter part - a brisk brese. So ends this.  
(Broatched a barrel of beef).*

U.S.S. *President*, named for the first President of the United States. She was ordered on March the 27<sup>th</sup>, 1794. Her builder was Forman-Cheeseman, in New York at a cost of \$220,910. She was launched on April 10, 1800 and she made her maiden voyage from New York on August 5, 1800. She is a sister ship to the famous U.S.S. *Constitution*, 'old Ironsides'. Length - 175 ft.; Breadth - 44.4 ft. She had four decks - Orlop; Berth; Gun and Spar. Armament - 32 x 24 pounders; 22 x 42 pounder carronades and 1 x 18 pounder long gun. Her first duties with the newly formed United States Navy was to provide protection to the American merchant shipping in the Mediterranean Sea, where in the 1790's the merchant ships were falling prey to the Barbary pirates from Algiers and Tunisia. Although rated as a 44 gun frigate the U.S.S. *President* and her sister ships normally carried more than 50 guns. The two other ships of the U.S. Navy that came across to fight the Barbary pirates were the U.S.S. *Philadelphia* and the USS *Essex*. Hezekiah in the journal spells this name *Essicks*. The U.S.S. *President* was captured by the British in 1815 and renamed HMS *President*. She was broken up in 1818. Eventually the *American Packet* and the Naval vessels left Algeciras and sailed across to Gibraltar where the transfer of stores was to take place, beef and pork in barrels, shot and powder for the guns. After the final transfers of stores the *American Packet* refilled her water barrels and proceeded to the harbour of Cadiz where she was to load a cargo for America.

*Wednesday, Janerwery the 13<sup>th</sup> day, 1802.*

*First part - light airs from the W.S.W. Loost a// the sails to dry. Swayd up the topgallant mast.*

*Midel part - hard rains. At 6 am - the winds at N.E. At 7 um - the Poylet came on board.*

*At 8 am - got underway. At Maradian - discharged the Poylet. Sailed in Company with u Brigg; a Cutter and a Lugger. So ends this day.*

The *American Packet* is now homeward bound to New York, however, a serious leak occurs which causes Captain Barnard and his crew a lot of con-

cern.

*Tuesday - Febury the 9<sup>th</sup> day, 1802.*

*First part - Hard Winds.*

*Midel part - the like saim. At 11 pm - a frash leak brock out which leaks from 30 to 100 strokes, which kept one pump continuity agoing and the other we could not work. So ends with hard gails. Latitude - 31° 59' North. Longitude - 61° 13' West. Wednesday - Febury the 10<sup>th</sup> day, 1802.*

*First part - hard gails at W.N.W. We stered to the N.W. At 4 pm - handed the / ore and mizen topsails with the ship leaking 1,300 strokes per hour. At 5 pm - bore up for the West Indies. Stered off S.S.E, with the wind at N.W. So ends. Latitude - 30° 55' North. Longitude - 60° 38' West.*

A leak requiring 1,300 strokes per hour is a serious leak indeed, so it is no wonder that Captain Barnard is prudently running for the West Indies for repairs.

On the 22<sup>nd</sup> of February, 1802 the ship came to anchor in the Port of St Johns on Barbuda Island. Over the next few days the cargo was discharged and the topmasts and yards were all sent down to the deck so she could be careened.. The *American Packet* had hauled alongside a brig named *Adventure* to discharge her cargo of salt and her ballast.

*Fryday - March the 12<sup>th</sup> day, 1802.*

*This 24 hours begins with brisk winds and a smaul sea. At 8 am - hove the keel out and found her rotten and much open. At 4 pm - righted the ship and shifted the purchase to the other side. Employd eight Carpenters and four Labourers today.*

By Monday the carpentry has been completed and the ship is back on moorings and preparing to take her ballast and cargo back on board. The mast and yards are about to be sent up and the sails have been returned from the shore where they have been stored.

By the end of March everything has been repaired to the surveyors satisfaction and the ship is free to sail for home, which she does on the 28<sup>th</sup>.

*Sunday - March the 28<sup>th</sup> day, 1802.*

*This day begins with a brisk wind. At 1 pm - weighed anchor and sailed with a Poylet on board.*

*At 3 pm - discharged the Poylet and stered out N.N.W.*





*At sunset - Antigua bore S.E. Distance 3 leagues. So ends.*

Thursday - April the 15<sup>th</sup> day, 1802.

*At meridian the High Land bore west, 3 leagues distant. Saw u number of vessels stering S.E.*

*At 7 pm - calm - duple reaft the topsails and clude them clost up and came to anchor with the kedg anchor with Sandy Hook Light barring W by N distance 4 leagues.*

*At 12 at night - hard gails at N.N.E. At 1 am - parted the Hawser so we made sail and stood off and on.*

*At meridian - got a Poylet and at 4 pm came to anchor at the Outer with the best bower in 5 fathoms of water. So ends this and all well on board the American Packet*

Saterday - April the 16<sup>th</sup> day, 1802.

*This day begins with brisk breses at S.S.E. All hands employd unbending the sails.*

*This afternoon all hands payed off. So ends this day.*

**This is the final entry in the log books kept by Hezekiah Pinkham.**

After completing this very enjoyable project I feel a sort of companionship with my friend Hezekiah and I cannot thank the New Bedford Free Public Library, owners of the original log book; Ms Libby Oldham of the Nantucket Historical Society and John Reusing of the Cincinnati & Hamilton County Public Library enough for entrusting me with the work. Also I must thank my 94 year old mate over there in Ohio, John Diehl for his encouragement and friendship.

## Ancient Egyptian Boat Found

**The following article was dated 23 June 2011.**

**E**gyptian and Japanese archaeologists on Thursday began to unearth an ancient boat belonging to King Khufu and buried near the Giza pyramids for more than 4,500 years. A mission from Japan's Waseda University, the Japanese Institute of the Solar Boat and Egypt's antiquities ministry have been preparing to lift the

state Zahi Hawass told reporters at the site. It is one of two boats belonging to King Khufu, or Cheops, a fourth dynasty ruler who built the Great Pyramid of Giza.

Solar boats were buried with the Pharaohs in the belief that they would carry them to the afterlife.



The boat was first discovered in 1987 in a large pit covered by 41 limestone blocks, weighing 16 tons each. On Thursday, scientists lifted the first stone slab and are expected to remove parts of the wooden boat for restoration and reassembly.

The finished boat will be exhibited at the Giza plateau along with its sister vessel which went on display in 1982 following 13 years of reconstruction. Hawass said he hoped the project would give a much-needed boost to the country's vital tourism

industry which was paralysed by the uprising that toppled president Hosni Mubarak and has been struggling to recover ever since.



## The Salvaging of the *Dana Marea*

This article by the late Malcolm Douglas first appeared in *People* magazine on 21 September 1966. The article and photos were kindly loaned by Arthur Raston whose father was the boat-builder who built the *Dana Marea* in Broome during the early 1950s. The stranding occurred on 20 January 1965.

We surveyed the wreck. It was a dismal sight. The lugger was buried deep in the sand, lying parallel to the shore, partly on its side with the deck facing the sea. Sand was piled over the deck. The high seas had even spilled sand inside, for the hatch covers had been smashed during the cyclone. All sails were ripped and tattered beyond repair. The engine was completely under water. The task of re-floating the *Dana Marea* looked well-nigh impossible. Bob Casey owned the *Dana Marea*. He had bought her in Broome and was sailing her to Brisbane when disaster struck during a cyclone off the Wessel Islands in the Arafura Sea. Now she was lying deep in the sands of Hopeful Bay – and there she had lain during the “wet”.

When the “wet” finished, an expedition went back to Hopeful Bay to try to reclaim the lugger. The party consisted of David Oldmeadow, Bob Casey, 18 Aborigines and myself.

Bob Casey had spent years struggling with the “rat race”, until he bought the *Dana Marea*. It was a sound lugger, carefully built in 1956 for the pearling industry that has since collapsed. He sailed the lugger from Broome to Darwin where he took on a group of people who were offered free travel to the east coast providing they did their share of the work. *Dana Marea*'s stay in Darwin was extended due to engine trouble and it wasn't until early January 2 they finally left for Brisbane by way of Thursday Island. This late start brought them right into a time when severe cyclones cause havoc along the Arnhem Land coast.

Four days out of Darwin and off the Wessel Islands a cyclone struck the *Dana Marea*. The seas were running high and it was raining hard, so Bob Casey decided to find shelter. He anchored off the northern island, but within minutes the anchor chain snapped and the lugger was bounced across a rock shelf. It all happened so quickly, but the damage had been done. The *Dana Marea* was

leaking badly. All those aboard had to man the hand pumps throughout the night. Bob Casey consulted the charts and realised that the only spot to find shelter for themselves and the lugger was Hopeful Bay, far south of their position. Morning found the *Dana Marea* in Hopeful Bay, taking a lot of water. By this time most of the people aboard were extremely frightened and very weary. Bob Casey ran the lugger ashore. They were now shipwrecked on a barren island many miles from the nearest settlement.

For more than a week the shipwrecked party attempted to re-float the lugger, but the hull was damaged and each high tide the *Dana Marea* filled with water. The situation was hopeless. After 10 days food supplies had almost finished and it was obvious no one knew their whereabouts. They realised they were not going to be rescued. They checked the charts and realised that Elcho Island Methodist Mission was to the south-west. Two of the party patched up the 8 foot dinghy from the lugger and headed for Elcho Island. After a remarkable journey, rowing 30 miles through strong riptides and high seas, they reached Elcho and walked the last 35 miles to the mission.

It was at this stage my interest in the wreck was first aroused. It was Sunday evening and everyone on the island was on their way to church. From the top camp came the cry, “Two white men.” The Aboriginal children had spotted the two strangers staggering towards the mission and news quickly spread. Soon the mission's 56ft cargo vessel, the *Larrpan II*, was on its way to Hopeful Bay. Twenty hours later the *Larrpan II* arrived back at Elcho Island with the shipwrecked party.

The “wet” came and went. And now, three months after the wreck, it was our intention to save the *Dana Marea* from the sea and the sand. We had left Elcho and sailed north until dark, anchoring in the shelter of Drysdale Island. The *Larrpan II* had entered Hopeful Bay, well shel-



tered for most of the early run through the rugged Stoney Islands that make up the Wessels. Hopeful Bay is at the bottom of the last island in the group. It is a beautiful bay, well sheltered for most of the year. White beaches of fine coral sand stretch for miles in a large arc, broken occasionally by small rocky outcrops. The anchor was dropped in three fathoms of water and everyone headed ashore quickly in two 12ft aluminium dinghies.

The Aborigines, who are always called “boys” no matter how old they are, soon scattered along the sands with their long fish spears and woomeras stalking unsuspecting fish that swam too close to the shore. The Aborigines are deadly accurate. They watch for ripples on the surface of the sea, pause, raise their spears and with a flick of the woomera drive the spear home. As the spear hits there are yells of delight. They race forward and grab the fish and spear; rarely do they miss.

### **Badly Sprung**

We had other things to do – we could see the sand was our first job. We had to shift it before we could work on the hull. We lined all the “boys” along the seaward side of the hull and began digging. It was a hot, muggy day, still very humid from the finishing “wet”. However, with 21 shovels working it wasn’t long before the deck was cleared and all the sand to a foot below the decking had been shovelled away.

Our method of attack was to dig the lugger out, fix the holes in the hull as best we could, and on a spring high tide float it out through a trench in the sand. As the tide rose on the first day we stopped work and hoped that the sea would not wash too much sand down into the areas that had just been worked. Luckily the bay was calm, so that the tide rose and fell without disturbing the areas we had dug.

The next few days we developed a routine. On the low tide we dug and moved sand until the tide rose and forced us to stop. The “boys” would then quickly move along the beach hand-spearing, or head over the sand dunes after goannas, sugar-bag (wild honey) and yams. Dave Oldmeadow and myself would go spear-fishing or accompany the Aborigines hunting, while Bob Casey spent many hours sitting on the beach wondering if the lugger would ever float again.

We also dug a long, deep, wide trench from the bow of the lugger towards the sea. This trench was dug for two reasons: to drain all the seepage of water from the diggings and, it was hoped, that eventually the trench would be big enough to enable the lugger to be floated out through it. On the fourth day we had dug down sufficiently to find that the garboard plank had sprung badly and a lot of caulking was missing. Work was completely controlled by the tides. The entry in my diary for April 6 was:

*Up before the sun. Went ashore without breakfast. All the ‘boys’ were awake and working. We dug continuously for 2½ hours right down to the garboard plank. This had sprung right along from bow to stern. This damage was caused when the lugger was hammering up and down on the beach. The tide beat us at 8.30 a.m. Went aboard again, had breakfast (fish and porridge). Rested till noon then back to the shovel. At last we are getting some place.*

*We had dug right down to the keel. The trench out to the beach from the bow was now very deep. I started up the ¾-inch fire pump and started blowing sand out from inside through the gap created by the sprung garboard.*

*This went on until the tide started to beat us again. Went shelling along the beach until dark.*

For another two days we were struggling to get all the seepage water away so that we could work on the damage before the rising tides beat us. The inside ribs had also broken so it was impossible to push the garboard into position even though we used two hydraulic jacks. Our only alternative was to lie down in the sand in nine inches of water, jam canvas into the gaps then nail boards that we had shaped roughly over the canvas.

We were in radio contact with the mission, and they advised us to return as the *Larrpan II* was needed to run into Darwin for supplies. The last day was spent frantically digging and caulking wherever necessary. In the late evening we were ready to refloat the lugger. Or so we thought! As the tide came in we kept the ¾-inch pump going



while the water flowed into the great hole we had dug. With the lugger straightening up the water level found new leaks in the dry caulking and the water started to beat the pump. Frantically some of us manned the hand winch and began winding in the heavy anchor chain. The anchor had been carried out across the sand at low tide.

### Misunderstood

Dave and I organised the *Larrpan II* to come into position quickly and we attached a heavy nylon

the *Larrpan II*. I cut the motor as I hit the stern and threw a rope to one of the crew. Pulling a pair of diving goggles on, I dived under the water. I kept diving until I had cut the rope free. Not a very pleasant experience when we had been hooking large sharks in the same vicinity!

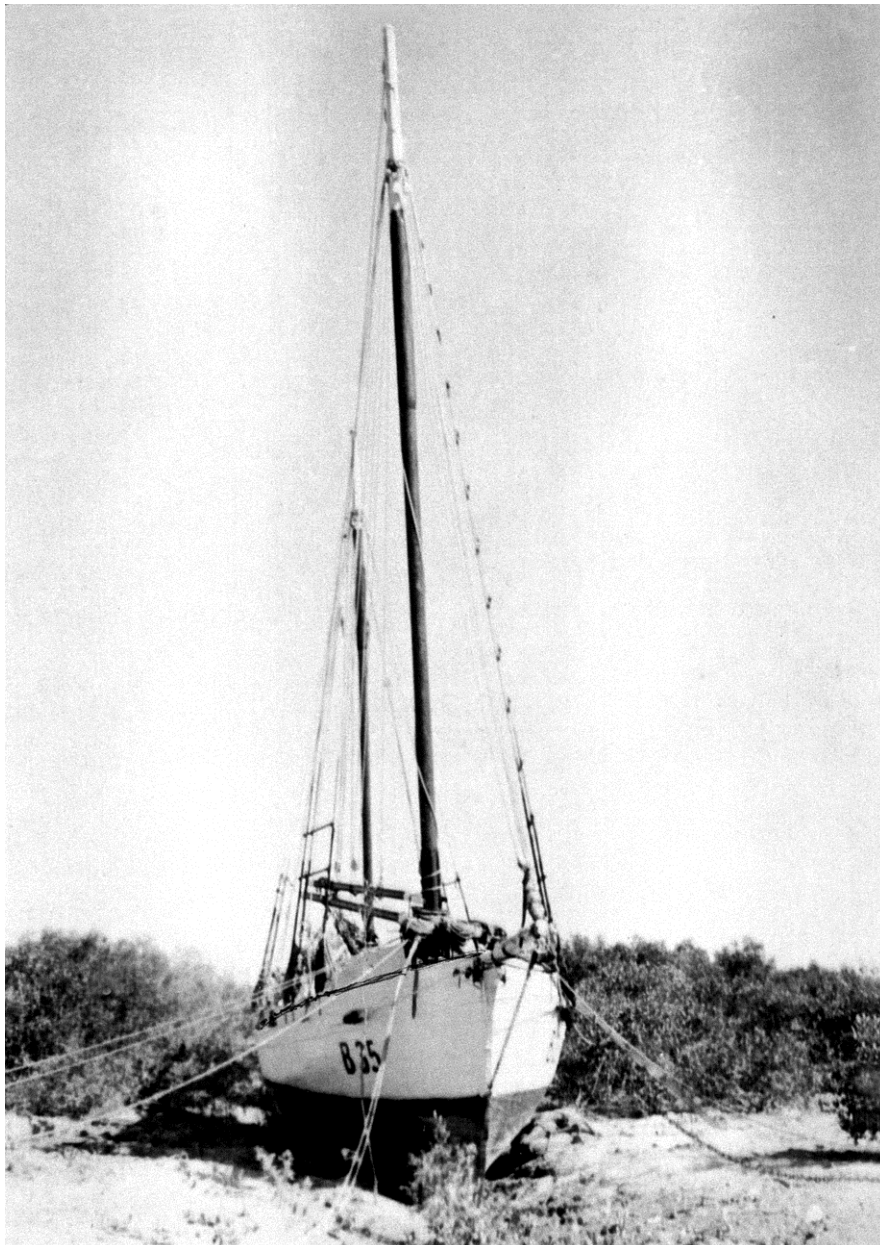
As the tide reached its peak the *Larrpan II* took the strain. Some of us took turns on the hand winch. For 1½ hours we frantically tried to move the lugger from its coffin. At one stage she did move five feet, then the water inside the lugger increased and the tide started to fall so we had to leave her alone.

Back at Elcho island Mission, Clem Gullick, the Acting Superintendent who ran the fishing industry, asked me what the chances of successfully salvaging the lugger were. Rather optimistically I said that one more attempt should see the lugger afloat again.

The second expedition was far smaller than the first. It consisted of four Aborigines, Bob Casey and myself. At times some of the mission fishing fleet go as far north as the Wessel Islands, so when the *Wee Three*, an ex-prawn trawler from Brisbane headed for Cape Wessel, we were on board. It was a slow trip; the Aboriginal captain stopped the boat every few hours to try new fishing grounds or to spear turtles that were unfortunate enough to surface too close to the boat.

### Shot Clear

Twenty-four hours later our small party was in Hopeful Bay. The fishing boats went further north and promised to return in a week's time. Luckily the sand had started to scour away with



rope to the lugger. Dave yelled an order that was misunderstood by the native crew and the captain reversed instead of moving forward. The nylon rope fouled around the propeller. I jumped into the dinghy, yanked the outboard into action, opened the throttle wide open and roared out to

each receding tide from the sides and the bow. We worked on the trench for three days and patched up the leaks as we found them. At the end of the week the fishing boats returned to Hopeful Bay. That night we attempted to float the lugger again without success. The fishing boats



had to return to the mission as their ice was running low. They promised to come back in two days with more food and petrol.

The next day we rose with the sun and dug more sand from the bow and deepened the trench for 30 yards. Now there was a large trench for the lugger to slide through, and a much smaller, deeper trench for the keel. We dragged all the anchor chain from the bow, and I buried two heavy logs into the sand to help hold the anchor. By evening we had finished shovelling sand. We had patched and caulked as many leaks as we could find. Then we waited for the tide to rise. A slight cool breeze was blowing. The moon cast ghostly shadows over the lugger and all along the beach. Slowly the lugger straightened up. I kept the pump working at full throttle. The boat began to move slightly, but the tide was not high enough. We waited, and then manned the winch again. As the lugger started to move, the sweat was pouring from our bodies as we strained on the winch handle. We could feel the keel listing into the sand, reluctant to budge, then suddenly she shot clear – and the *Dana Marea* was floating again.

The Aborigines cheered, yelled and danced excitedly on the beach like small children. We anchored her in two fathoms of water, then collapsed on the beach exhausted. The final battle was still to be fought. This was to make the lugger sufficiently seaworthy for its trip back to the mission where it was to be repaired before it was sailed on to Brisbane by Bob. Our working time was even more limited at this stage for the lugger was resting on a sand bar that was only exposed for a short time each low tide.

With the lugger on the sand bar we were able to repair many more leaks. Bob and I placed strips of canvas along the full length of the garboard then nailed flat iron over the canvas. The flat iron had been brought from the mission as essential lugger-salvaging equipment, and it was this that finally solved most of our problems.

Every high tide the lugger would take a lot of water and as the tide receded we would keep the

pump going so that the inside water pressure would not blow the caulking out. Food and petrol ran short, but as the fishing boats were due back we were not unduly concerned. They arrived the next night with mail, a little food – but no petrol. The fishermen had been reluctant to leave the mission and head back to the Wessels as there had been some tribal disturbances. When they did arrive they hadn't brought enough supplies. The situation was grim. The lugger was not seaworthy, yet it was virtually impossible to continue without petrol for the pump – and we had almost run out.

The fishermen left to return in five days. Bob Casey, myself and old Djinjalu, an Aboriginal who is one of the last of the Wessel Island tribe, spent every low tide patching and caulking the hull. Eventually we ran out of petrol for the pump. As every tide receded we had to open the bungs in the bottom of the lugger. This had to be done three times every 24 hours, and this meant we had to stay awake most of the night watching the tide. Food ran low, but old Djinjalu would return from the rocks every morning with big, delicious oysters and shell fish. Another one of the “boys” collected turtle eggs, wild honey and yams. The fishing boats returned in five days. Once again their ice was low and they were in a hurry to get back to the mission.

### **Safe at Last**

Gladly we packed our gear and stowed everything aboard, for we were all extremely tired from broken sleep and lack of food. Two hours after sundown the tide was full, we went aboard and Bob wound in the anchor and we started to drift out to sea. I threw a nylon rope to the two fishing boats, they fastened the rope, roped themselves in line, and we were in tow.

The convoy made slow time. Luckily the sea was smooth, but the lugger was still taking a lot of water. Bob and I expected this and we had rigged up half a 44-gallon drum on a rope and pulley. By filling this with a bucket hour after hour, we kept the water under control. *Dana Marea* was safe.





## The *Dana Marea*

The *Dana Marea* was built at Morgan Creek, Broome, by Arthur Raston for Alfred Chambers Morgan.

Official number: 140237 (Fremantle Register No. 2/1954) Pearl No. B35

Length: 54.5 ft (16.61 m)

Breadth: 14.1 ft (4.3 m)

Depth: 5.8 ft (1.77 m)

Tonnage: 32.36

Only a short while after being salvaged as described in the article by Malcolm Douglas the *Dana Marea* was finally wrecked off the Queensland coast on 25 November 1965.

Arthur Raston built a number of luggers for A.C. Morgan. Besides the *Dana Marea* these were:

*Ruby Dana* 3/1954, 32 tons, O/No. 140236, No. B31

*Doris Marea* 3/1955, 21 tons, O/No. 140243

*Sylvia Marea* 6/1956, 32 tons, O/No. 140246

*Anna Marea* 2/1967, 35 tons, O/No. 196876

*Marea* Supply boat

These were also built at Morgan Creek.

## Ancient Medicines

### Roman-era shipwreck reveals ancient medical secrets.

A first-aid kit found on a 2,000-year-old shipwreck has provided a remarkable insight into the medicines concocted by ancient physicians to cure sailors of dysentery and other ailments. A wooden chest discovered on board the vessel contained pills made of ground-up vegetables, herbs and plants such as celery, onions, carrots, cabbage, alfalfa and chestnuts – all ingredients referred to in classical medical texts. The tablets, which were so well sealed that they miraculously survived being under water for more than two millennia, also contain extracts of parsley, nasturtium, radish, yarrow and hibiscus. They were found in 136 tinned wooden vials on a 50ft-long trading ship which was wrecked around 130 BC off the coast of Tuscany. Scientists believe they would have been used to treat gastrointestinal complaints suffered by sailors such as dysentery and diarrhoea.

"It's a spectacular find. They were very well sealed," Dr Alain Touwaide, from the Smithsonian Conservation Biology Institute in Washington DC, told *The Sunday Telegraph*. "The plants and vegetables were probably crushed with a mortar and pestle – we could still see the fibres

in the tablets. They also contained clay, which even today is used to treat gastrointestinal problems." The pills are the oldest known archaeological remains of ancient pharmaceuticals. They would have been taken with a mouthful of wine or water, or may have been dissolved and smeared on the skin to treat inflammation and cuts.



Some of the artefacts including sealed medicine containers set up in an aquarium



# What the Well-dressed American Yachtsman Was Wearing in 1935!



The caption to this photograph from a book on yacht cruising (Calahan, H.A., 1935, *Learning to Cruise*. The Macmillan Company, New York) published in 1935 reads:

*Ideal wet weather gear. Oversize knee-length rubber boots, rubber trousers, short rubber coat, "body and soul" lashings at legs wrists, hips and neck, oilskin sou'wester over swordfishing cap to protect glasses, extra chin strap so that ear-tabs may be folded in, gloves, and cartridge belt and pouches to provide outside pockets.*

See below for further information from the book.

*Oilskin clothing requires more care than it ordinarily gets. Coats should be hung on hangers, not thrown in a lump or hung in a sticky wet mass on a hook. Open out your oilskins after you take them off. See that there are no creases in them. When the oil finish begins to wear off or when they begin to get sticky, spread them out and varnish them with ordinary spar varnish, and sew up the tears in them. The minute they get like a piece of chewing gum, throw them overboard. In this state, they are quite likely to set fire to the ship through spontaneous combustion and form a really serious fire hazard. Furthermore they are useless as garments and ruin any clothing or upholstery with which they come in contact. Treat your sou'wester carefully. Keep the edges stiff and firm. Do not sit on them or crumple them up.*

Waist length trousers rather than the overall type with a bib and braces were recommended. However, most oilskin trousers were too wide so that the following was advised:

*They are usually fitted with two loops at the sides about on a level with the waist. A short length of*

*light line is rove through the left-hand loop, around the back and through the right-hand loop and then it is pulled out to an equal distance on each side. Then each end is passed around the back and then across the front. Then they are tied together in front. This draws all the slack to the back and makes them fit reasonably well.*

The best way to wear oilskins was described as follows:

*Put on the trousers first and the boots second. This saves pushing the boot through the trouser leg. Lash the waist loops as described. Now with a piece of sail twine, put a lashing around each leg above the bottom of the trousers and below the top of the boot. Next put on the coat. Next put on a "body and soul" lashing as a belt to keep the short coat from bellying up. Next put a lashing around each sleeve and finally a lashing around the neck. For these lashings I prefer sail twine in a single strand which can be easily broken in case one falls overboard. Without these lashings, one is very apt to be wet, especially if he goes out on a bowsprit in anything like a sea.*



## Some Answers to the Nautical Puzzle

Bob Johnson and Gary Wilson have come up with some further answers to the puzzle provided by Rod Dickson in the last edition of the journal.

### Bob Johnson

1. Scuppers are below the deck level
2. Portholes are in the bulwarks
3. Foremast decklights are in rain catching position
4. Port of registration is normally only shown on the stern
5. Bits are upside down
6. Shipping line flag is upside down
7. One life boat davit is on the wrong side
8. Plimsoll numbers are in wrong order, higher numbers at the top
9. Long burgee with Royal & Mail is not flying to the wind
10. Smoke is rising vertically, not dispersing with the wind.
11. No windows on the bridge!
12. Foremast cross tree braces, one side drilled and other not
13. White ensign only worn on Navy vessels
14. Lower shrouds on rear mast are outboard of hull

### Gary Wilson

1. Starboard anchor upside down.
2. Anchor ball up with vessel underway
3. Port of registry incorrectly displayed under name at bow
4. Stem jack still worn despite vessel underway
5. A flag shown at fore port yardarm—vessel unlikely to have a diver down
6. P flag at fore masthead despite vessel underway
7. No bridge windows
8. House flag shown on for'd side of funnel—usually shown on side of funnel
9. Fore draught marks running wrong way
10. Royal mail pennant flying opposite way to other flags
11. House flag upside down at gaff
12. Vessel wearing RN ensign rather than MN ensign
13. Main starboard shrouds running to channel outside of hull



The German Navy needs a little more practice at navigation





## HMS *Lutine*

The following appeared in the July 1963 issue of *Yachting World*

From time to time the Lloyd's Register of Shipping publishes what is described as a bulletin. In it are to be found technical articles such as one devoted to "Fractures in Stern Frames" by the chief ship surveyor; another is on the America's Cup. There is a description of the *Comet* reproduction, seen at the Boat Show, and "Story of a Nail" all in No. 10 of 1962.

The "Nail" of the story belonged to the Frigate H.M.S. *Lutine*. I suppose everyone must have heard of her. She sailed from Yarmouth (Norfolk) under the command of Capt. Lancelot Skynner for Cuxhaven with a cargo of gold bullion and on the night of October 9, 1799, she was wrecked. There were but two survivors who could throw little light upon the disaster. One, who died shortly after, said that while running before a N.W. gale she struck the outer bank of Vlieland near the mouth of Zuyder Zee about midnight and quickly sank.

Little of the ship or her cargo has been recovered. One relic, her bell, as the whole world knows, hangs in the Underwriting Room of the Corporation of Lloyd's (insurance, not register) and is rung whenever news of a shipping disaster is received.

The ship's name came from the French adjective meaning "sprightly." Of 900 tons, the frigate was launched at Toulon in 1785. In 1793, with fifteen other ships, she was handed over to Admiral Lord Hood by the Royalists to prevent her falling into the hands of the Republicans. After a refit at Gibraltar, she passed into regular service in the Royal Navy.

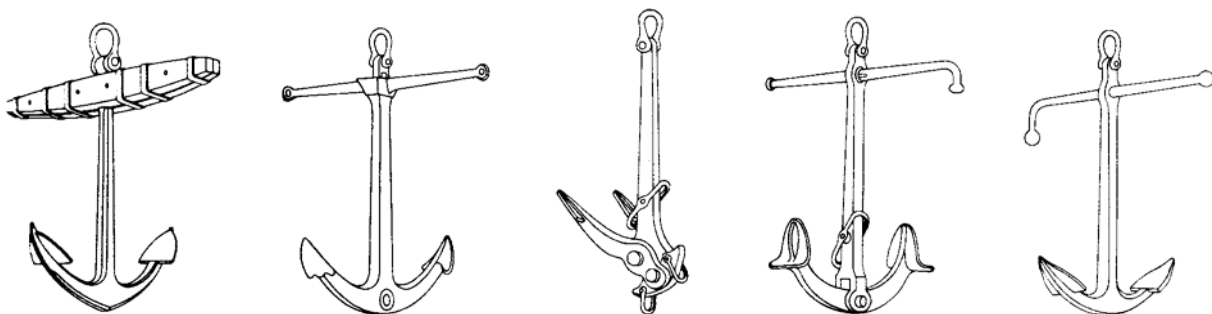
Why was a Frigate carrying bullion?

Times were unsettled and London merchants needed to send money to the continent and, at their request for a warship, *Lutine* was assigned for the duty.

Shifting sands made salvage a difficult task but in 1938 the tin dredger *Karimata*, during trials, recovered pieces of wood cannons and cannonballs, nails, coins and one gold bar.

One of the nails 1¼in long came into the possession of Lloyd's. It was in good condition, except for slight pitting. An examination by the Copper Development Association and the British Non-Ferrous Metals Research Association proved that the nail was a casting. Under the head of it was a broad arrow which means that the nail was made for, if not in, one of the Naval Dockyards, for fastening copper sheathing. The nail was made of bronze, 91.16 per cent copper; 7.94 per cent tin; 0.78 per cent lead; 0.47 per cent zinc. *Lutine* probably was extensively refitted in 1795-6, possibly at Woolwich, though records of that dockyard have not, unfortunately, survived, but fragments of copper sheathing recovered from the wreck bear recognizable English markings and the date 1795. The nail was, therefore, made about that time either at Woolwich Dockyard or by the contractor who supplied the copper sheathing - probably the former on account of the cast-in broad arrow.

Incidentally, by that time coppering R.N. ships had only fairly recently become universal. In 1761 the first ship was copper sheathed. The second in 1765 and a third in 1770. Four ships were done in 1776, nine in 1777 and three years later all ships in the British Navy were sheathed. I wonder who first thought of it.





# The Barque *Truelove*

The story of a ship which, despite a hard life, lived to a very old age.

The barque *Truelove* was built as a merchantman with a figure-head and quarter galleries, at Philadelphia, USA, in 1764.

Length	96 feet
Breadth	27 feet ½ inch
Depth	16 feet 2 inches
Tonnage	296 registered

The figure-head was later removed after it was found to accumulate too much ice when whaling in the Arctic. Armed with 12 cannon the *Truelove* fought in the American War of Independence as a privateer until captured by the British. About 1780 the vessel was bought from the English Government by a shipowner from Hull in the mouth of the Humber River on England's east coast. She was employed in the wine trade between Oporto, Portugal, and Hull, still carrying 12 guns as England was at war with France. Because of her superior speed the *Truelove* did not wait to join a convoy escorted by armed warships, but sailed alone, often being chased by, but always out-running, the French. She was capable of 9½ knots.

In 1784 the *Truelove* was fitted out as a whaler, being specially strengthened for Arctic whaling, and sailed on her first whaling venture, under the command of Captain R. Clarke. She then sailed to the Arctic every year until 1795, when she became a transport. After doing transport duties for two years the *Truelove* returned to whaling in 1797. Hull was the chief whaling port in Britain.

There came a four year period of again trading for wine to Oporto from 1802 to 1805, during which time the *Truelove* carried letters of marque as a privateer. In 1806 the barque was back whaling, until once again trading to Oporto and also the Baltic from 1821 to 1831. From 1832 until her last whaling voyage in 1868 the *Truelove* went

every year to the Arctic, having many narrow escapes from the ice. She had made at least seventy-two whaling voyages (although one of her captains, William Barron, states it was at least eighty voyages), each lasting about eight months, and had been trapped in the ice for periods up to six weeks at a time. Barron, who served on her firstly as apprentice in 1849, and worked his way up to be her captain in 1861, stated that the *Truelove* had the lucky peculiarity of being squeezed upwards by the ice when it closed in on her. This was her saviour often, when other nearby vessels were crushed and destroyed.

This was not the end of this vessel, however. She continued trading, mainly to Norway for ice and timber. In 1873 the barque sailed once again for Greenland; this time to load kryolite ore for Philadelphia. Having been built there 109 years before, the *Truelove* received a warm welcome. On the return voyage to Hull she carried a cargo of petroleum and turpentine.

In 1877 there was doubt about her seaworthiness, a survey having considered her unfit. She was repaired and voyaged to Spain with coal. The *Truelove* was last heard of as a coal hulk on the Thames in 1897, still afloat at 133 years of age after a very hard-working and dangerous life.

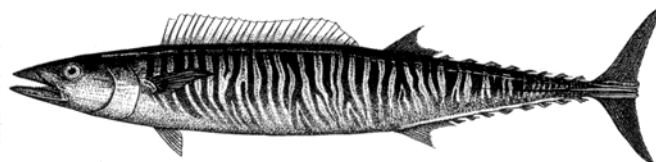
Peter Worsley

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# Ships of the State Shipping Service

By Jeff Thompson

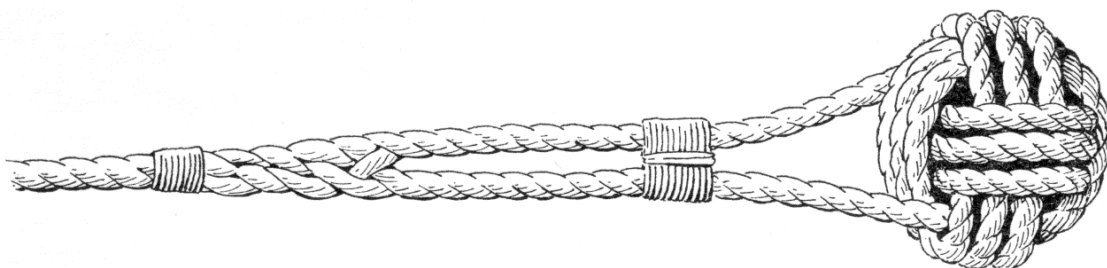
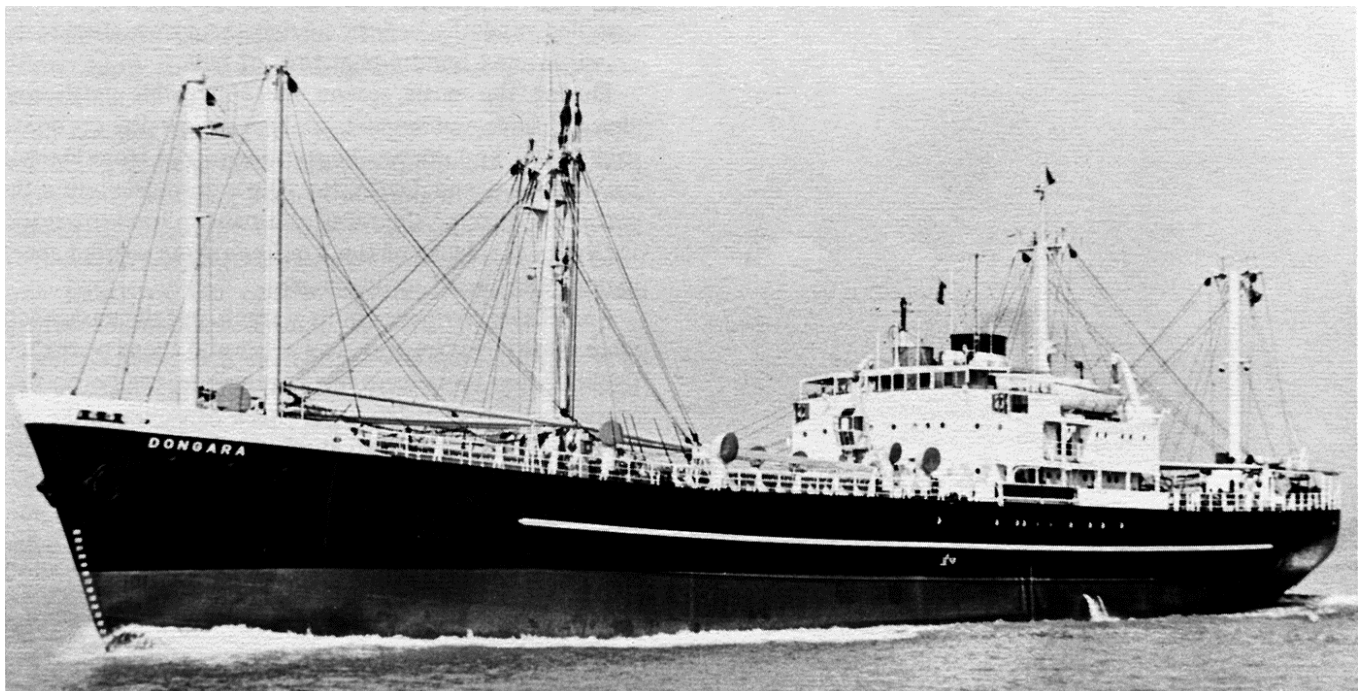
**No: 26 *Dongara* Official Number: 191871**

Until 15<sup>th</sup> November 1965, the State Shipping Service was controlled by a Minister of the Crown acting on authority of Government under the State Trading Concerns Act. From this date the Western Australian Coastal Shipping Commission came into operation to administer the functions of the State Shipping Service, and whose name was retained. The new Commission, under a Chairman was comprised of three Commissioners making recommendations to the Minister of Transport. This new body then set about investigating existing and alternate methods of providing a viable shipping service for Western Australia.

To meet additional shipping tonnage, the *Dongara* was originally chartered by the State Shipping Service as the *Wangara* in March 1965 and

then bought outright in September 1966 when it was renamed to *Dongara*. In August 1967 alterations were commenced at the Taikoo Dockyard, Hong Kong to lengthen the vessel to 97 metres and with other reconstruction increased the gross tonnage to 3,411 tons and now being 3,570 tons deadweight. Also modifications were carried out to meet the latest Australian standards and allow for operation on the north west coast.

As larger ships were now being sought for the coastal service the *Dongara* was sold to Asiatic Intermodal Seabridge S.A., Panama on the 31<sup>st</sup> May 1972 and renamed *Endurance*. During 1982/83 the ship was deleted from Lloyds Register, having been converted for use as a non propelled barge by her new owners, the Malayan Towage and Salvage Corp, and now operating under the Philippines flag.





# QUIZ

## Answers to September

1. Shackelton's three boats were: *James Caird*, 22.5' long, 6' beam, 3.58' depth; *Dudley Docker*, 22' long, 6' beam, 3' depth; *Stancomb Wills*, 20.66' long, 5.5' beam, 2.29' depth. The first was built in London, the latter two in Sandefjord, Norway.
2. Tongueing was the rendering down of the tongue and other pieces of a whale carcass after the whalers had taken the blubber.
3. The throat of a gaff sail is the upper corner closest to the mast. The upper outer end is the peak, the lower end nearest the mast is the tack and the lower outer end is the clew.

## Quiz

1. On what ship did the convict Joseph Bolitho Johns, later better known as 'Moondyne Joe', arrive in Western Australia?
2. After which American sheriff was the RAN ship which took the first ANARE expedition to Antarctica named?
3. What was the nationality of Antoine Bonniface Heirisson after whom Heirisson Island in the Swan River is named?



## Walker's Patent Ship-Logs

are noted for their ACCURACY, RELIABILITY and DURABILITY.



 <p style="text-align: center;"><b>Walker's Patent "Trident" Electric Ship-Log.</b></p> <p style="font-size: small;">The advantage of the "Trident" Electric Log is that the "distance run" as indicated on the "Taffrail Register" is recorded also on the Chart House - or any other desired position - thus enabling the Officer of the Watch to take the log readings himself, simultaneously with landmark bearings, etc. The Log is designed to work off the ship's lighting circuit—but where no generator circuit is available, can be run off a set of batteries.</p> <p style="text-align: center; font-size: x-small;"><b>SPECIAL NOTE.</b> All genuine Walker's Logs have our name printed on the side, and the Anchor Trade Mark (shown above) stamped on each vane of the Rotator. <u>Look for the Name and Trade Mark.</u></p>  <p style="font-size: x-small; text-align: center;">Reading the Log in the Chart House.</p>	<p style="text-align: center;"><b>Walker's Patent "Trident" Ship-Log (Electric)</b></p> <p style="font-size: x-small;">This Log is larger and more substantial than the "Cherub" shown below and is suitable for both moderate and high rates of speed.</p> <p style="text-align: center;"><b>Walker's Patent "Cherub II" Ship-Log.</b></p> <p style="font-size: x-small;">This is by far the most popular Log and enjoys a world-wide reputation. It is suitable for speeds up to 16 knots.</p> <p style="text-align: center;"><b>Walker's Patent "Viking" Ship-Log Connector.</b></p> <p style="font-size: x-small;">By the use of the "Viking" Connector, carried on a boom, the Patent Log can be streamed asternships (if the vessel is 400 feet in length or over), with the Register on the Navigating Bridge and the Rotator ahead of the propellers, clear of any refuse passing down the wake of the ship. The mechanism is totally enclosed and running in Walker's solidified oil, can be left for a week or more with one filling. The Connector works at all angles.</p>	 <p style="font-size: x-small; text-align: center;">"Trident" Register.</p>  <p style="font-size: x-small; text-align: center;">"Cherub II" Register.</p>  <p style="font-size: x-small; text-align: center;">"Viking" Ship-Log Connector.</p>
<p><b>THOMAS WALKER &amp; SON, Limited,</b> 58, OXFORD STREET, BIRMINGHAM, Eng.</p> <p style="font-size: x-small;">Makers to the British Admiralty, and leading Shipping Companies of the World.</p>		

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