

MARITIME HERITAGE ASSOCIATION JOURNAL

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**C/o: The Treasurer (Bob Johnson),
46 Sandgate Street
South Perth W.A. 6151**



**Editor: Peter Worsley. 12 Cleopatra Drive, Mandurah, W.A. 6210
Email: mha.editor@gmail.com**



*The ship City of Adelaide
Painting by Thomas Dutton*

See article page 19



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.)

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The Editor, 12 Cleopatra Drive, MANDURAH, Western Australia, 6210. mha.editor@gmail.com

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EDITORIAL

Congratulations are in order to Ron Lindsay for getting his restored *Kiewa* on the Australian Register of Historic Vessels. It must be the icing on the cake after the long, hard work detailed in the MHA journal for September 2013.

On Sunday 10 November the annual MHA get-together was held as usual at Barry and Doris Hicks' marvellous museum. In the absence of the President Nick Burningham, who was stuck in the

wilds of Bali giving the key-note address to a conference, and Vice-President Geoff Shellam, attending a wedding in Melbourne, Ross Shardlow stepped into the breach. The main item of business was a launching of Rod Dickson's latest book on the life John Thomas, early mariner of this state. Rod himself was unable to attend the gathering.

Despite the hot weather, those who attended thoroughly enjoyed Doris's usual superb cooking. Thank you Barry and Doris.

There were also congratulations for two members whose birthdays fell close to that Sunday – Barry Hicks has turned 88, and Brian Axcell 80. Sincere birthday wishes from all of the MHA members to both of you.

Ross outlined the major challenges and achievements of MHA over the past year. These included the loss of the Stateroom as a venue for holding MHA meetings. Thank you to Bob and Linda for making their home available as an interim meeting room. Another highlight was the donation of the 32-foot cutter *Albatross* to the Carnarvon. Heritage Group. There it will go on display next to the *Kormoran* lifeboat, these forming a major part of their planned HMAS *Sydney II* exhibition.

WANTED

BY a respectable man, age 35, a young and well-educated female for a wife. His temper gentle, his person prepossessing, and his means independent.

His only object in thus making his desires publicly known is to find a female of a similar disposition, to enlighten the remainder of those years which he may be doomed to pass by an allwise Providence in this world's wilderness.

Apply, if by letter, post-paid, to Mr. William Skippon, Carpenter/Builder, and Undertaker, York.

N.B.—No objection to property.



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!)



In 1947 it was reported that two small boats could catch 2,800 lbs of crayfish a day. The crayfish were worth 2/6 per lb at that time, so some fishermen had very good incomes.

Dongha: A dugout boat used on the lower reaches of the Ganges River and other areas in eastern India. Made from the trunk of the Palmyra palm (*Borassus flabellifer*). The thick base of the tree becomes the bow, and the boat tapers towards the stern.

Sir John Franklin, at one time Governor of Tasmania, and famous for his disappearance in Arctic Canada, served as a junior midshipman on the 74-gun *Bellerophon* at the Battle of Trafalgar.

In October 1805 the Royal Navy's 3rd Rate ship *Canopus* took on water at Tetuan in Morocco. In the space of only two days using just the ship's boats 300 tons of water was taken on board.

Just prior to the Battle of Trafalgar two Royal Navy frigates, one of which was the 32-gun *L'Aimable*, each took 150 casks containing \$5,000 (a total of \$1½ million) for the army at Malta. Was it usual practice at that time to use dollars? And if so, whose dollars?

Feaze: To untwist, to unlay ropes; to teaze, to convert it into oakum.

Phillip Parker King, the first native-born surveyor of the Australian coast, was born on Norfolk Island on 13 December 1791. His first two names come from his godfather, Governor Arthur Phillip, and Captain Parker of HMS *Gorgon*. It was on this ship that his father, Philip Gidley King, had returned to Australia less than three months before Phillip Parker King's birth.

Warming the glass: The practice of ships' boys on old sailing ships (whose job it was to turn the hour-glass) of keeping the hour-glass tucked inside

their shirts. Their body warmth warmed the glass, thereby slightly increasing the diameter of the neck and allowing the sand to run through quicker, thus shortening the time they were on watch.

The Honourable East India Company did not own the ships that sailed under the company's flag. They were chartered from various owners (known as ship's husbands) who selected their own captains and crews. The rate for freightage was often a matter of dispute between owners and the company.

At the end of her useful life the Royal Australian Navy's first flagship, the battle cruiser HMAS *Australia*, was scuttled off Sydney Heads in April 1924. Before being scuttled her boilers were removed, sold and then installed in various factories around Sydney.

Although the Penn trunk engine recovered from the wreck of the *Xantho* is the only one of its kind in a museum it is not the only one in Australia. On 9 November 1879 the twin-screw steamer *John Penn*, fitted with two 2-cylinder trunk engines, each of 50 HP sank off Batemans Bay, NSW. The wreck was discovered by John Riley in September 1982, and has been declared an Historic Wreck.

On 29 May 1871 the *Anglesey* (1,018 tons, Captain J. Maddison) on a voyage London to Melbourne made a day's run of 380 miles. This is the best day's run ever made by a Blackwall frigate.

Jumping: The practice of unprincipled masters ill-treating certain members of the crew to the extent that they jumped ship. By so doing these men forfeited the pay owed to them. This money was pocketed by the skipper, who then hired replacement crew with whom he repeated the process.

In 1736 the Customs duty on tea arriving in England was 4/- per pound.



'Snake' Boats

A brief summary of a little-known class of Royal Australian Navy boats built during World War II.

During World War II the Australian Government realized that small craft for use among the islands in the Pacific were in short supply, so a number of boat builders in Australia were set to work building landing craft and various types of workboats. Some of these craft came under the control of the Services Reconnaissance Department (SRD). The most famous vessel under the command of this department was the *Krait*. Named after a deadly South East Asian snake, it became the forerunner of other 'snake' boats intended for covert work in Japanese-held waters to the north of Australia. Altogether six 'snake' boats were built. These were *Grass Snake*, *River Snake*, *Black Snake*, *Diamond Snake*, *Sea Snake* and *Tiger Snake*. The *Grass Snake* and *River Snake* were built in Western Australia, and the other four in New South Wales. It was intended that the boats be built to be indistinguishable from junks and manned by a crew disguised as Asians.



HMAS River Snake, one of the two Snake-class boats built in Perth during World War II for covert operations in Japanese-held waters.

In Western Australia the timber companies Millars and Bunnings amalgamated to form Millars Bunnings Shipbuilders, and commenced building vessels in a yard adjacent to the Causeway. Sev-

enty five year old boat-builder Albert Lawrence was brought out of retirement to assist. *River Snake* and *Grass Snake* had hulls of jarrah and karri with tuart knees. Most of the jarrah came from Bunnings' sawmill at Yornup, the green timber being submerged in the Swan River for six weeks to hasten its seasoning. Planking was double diagonal jarrah. The 80-ton boats had a beam of 17 feet (some sources quote 15 feet) and a draught of 7.6 feet. They were well able to take care of themselves, being armed with two Oerlikon guns and four .5" Browning machine guns. They were each fitted with a Gray Marine 300 HP diesel engine which gave a speed of 10 knots. When *River Snake* and *Grass Snake* were completed they were taken to Garden Island for commissioning, and in early 1945 they sailed for Darwin.

Two mother ships were also part of this fleet. These were named *Anaconda* and *Mother Snake*, the latter also being built in Western Australia. These 316-ton vessels had a length of 125 feet, a beam of 24 feet and a draught of 12.6 feet. They were fitted with two 300 HP diesel engines, capable of doing 9 knots and with a range of 2,400 miles.

Tiger Snake (slightly smaller than the others at 64 feet and 78 tons) was the only vessel of the Snake-class to carry out an operation, as the war ended while the others were still en route to their operational areas. At the end of the war the six snake-class boats (including the two built in Perth) and *Mother Snake*, were transferred to the British Borneo Civil Administration.

What eventually became of them?

Peter Worsley



Facts & Reputations

The following quote is from Egerton-Warburton, G.E., 1883, Albany – Past and Present. Unpublished manuscript, Battye Library.

We are informed by an eyewitness that the embarkation of these sealers when starting for the season's trip afforded a curious spectacle. Their vessel was usually a whale-boat obtained from the American or French ships, and in order to prevent the sea lipping over the gunwhale, which was generally within a few inches of the water's edge, they stretched pieces of canvas on each side under the name of wash clothes. Besides the crew, there

were crowded into the boat, the stock of provisions for the trip, guns, ammunition, cooking utensils, rugs and bedding, kangaroo dogs, often native women, and occasionally a white woman. Strange stories used to circulate as to what passed among the sealers while absent on their fishing trips. Their way of accounting for absentees upon their return was said not always to be satisfactory.



Correction

The following email was received from Ron Madden.

The Editor,
Dear Sir,

I noticed your website and was absolutely horrified to find in the March 2012 newsletter an article on the Venus that unfortunately at absolute best could only be described as complete and utter nonsense! The 42 ton vessel bought out on the Pitt and constructed in Sydney was the Frances (launched 1793) and this is widely and accurately documented. In my opinion it would be prudent to remove the article on the Venus from the net as it only makes your site look like a particularly bad joke.

In the same issue I also noticed an article on the Sophia Jane which thankfully was of a much higher standard. I would like, however, to point out a few aspects that need attention. Please note that the Sophia Jane was DEFINITELY not built by Barnes and Miller who were engine builders! The Sophia Jane was built by William Elias Evans, however, he was forced to sell the vessel before her engine was installed. Barnes and Miller installed the engine and probably her paddlewheel machinery after buying the vessel, or after being a party to a syndicate that bought the vessel. The article also seems to imply that the Sophia Jane started steam navigation in Australia, which of course is not the case. The locally built Surprise steamed to Parramatta on 1st June 1831 and returned the next day.

Regards,
Ron Madden
Wagga Wagga

Editor: My source was George Vancouver's journal *A Voyage of Discovery to the North Pacific Ocean and Round the World* (4 volumes) introduced and edited by W. Kaye Lamb BA, MA, OC, FRCS (historian and at one time Dominion Archivist and National Librarian of Canada), published by the Hakluyt Society, London. At the time the article was written I saw no need to doubt the reference.

The article on the *Sophia Jane* was a reprint from the Fremantle World Ship Society newsletter, and it was suggested that Mr Madden contact that organisation regarding his criticism.



Vale Michael (Mike) Courtney Beilby

23 April 1940—31 July 2013



‘While you’re here, hold this a minute,’ might well have been Mike Beilby’s catchcry. As Chris Davis, president of the Amateur Boat Builders Association eulogized, Mike was always making something and never missed the opportunity to share it with his friends. He was an inventor, an innovator, a master craftsman with a penchant for wizardry.

Born in Perth 23 April 1940, Mike’s boyhood interest in planes, boats and cars stayed with him his entire life; indeed, with his teaching career and family, it was his life.

Joining Teachers Training College in 1958, Mike met and fell in love with fellow trainee, Margo. Four years later they were married and, in Margo’s own words, ‘remained partners, lovers and the best of friends’ for the next 51 years.

Favouring primary school teaching, though he also did several years in secondary schools, Mike taught at West Leederville, Bluff Point Geraldton, and finally at East Maddington Primary where he taught for fifteen years. He became acting principal several times but found the task onerous and too much like office-work, and was always happiest working from the front of the classroom.

With their two boys Craig and Gary, Mike and Margo eventually settled in a house they designed and built in Roleystone. Always embracing the environment in which they lived, in 1981 they became involved in the forest protest movement with the Roleystone and Canning Dieback Groups, which culminated in Mike being arrested when he accidentally entered a restricted logging area. In 1989 they both joined the Greens, and as testimony to their untiring dedication and commitment, received the rare distinction of being made Honorary

Life Members of The Greens (WA).

Mike and Margo joined the Maritime Heritage Association soon after it was formed in 1990, and it is through Mike’s maritime background and interests that we best remember him.

When Mike was still in primary school he joined the Mosman Park Sea Scout troop and became a patrol leader. From Sea Scouts he went on to dinghies, advancing to forward hand on VJs (including national titles), before moving on to Moths. While at Geraldton he built a 24-foot Ocean Racer, which he then sold to sate his competitive spirit by joining a Windrush catamaran club.

While teaching at Geraldton he also turned his hand to radio-controlled model yachting that required regular trips to the east to compete in national championships. In 1986 he took a model yacht to England, arranging their holiday tour to coincide with the sailing circuit to compete in the national titles. By Easter he had advanced to the national championships at the esteemed ‘Navvied Pond’ at Fleetwood; by July he was in the World Model Yacht Championship.

Suffering a bad back from the rigours of competitive sailing, Mike considered indulging in more gentlemanly pursuits when he joined the MHA. In 1992 he was offered a fifty year old, single cylinder, 3hp Simplex marine engine, which had been languishing in a farm shed some twenty years. Inspired from the time he visited the legendary Peter Freebody Restoration Yard at Hurley on the River Thames, Mike felt compelled to design and build a 20-foot traditional river launch *around* the Simplex engine. Launched in 1994, *Isis* (named for the upper reaches of the Thames River) proved everything a traditional river launch and picnic boat should be.



Miss Mosman departing Freshwater Bay. Mike Beilby sporting boater on bow oars, Nick Burningham on stroke, and Mrs Shardlow in the stern sheets. As the only pulling boat to complete the course, and being somewhat ahead of the flotilla, Miss Mosman was constantly being mistaken as the official boating party.

January 12, 1997 marked the tricentennial of Willem de Vlamingh's naming of the Swan River. To commemorate the occasion a flotilla of small craft re-enacted de Vlamingh's excursion up the river from East Fremantle to Burswood. Anticipating such an event, Mike crafted a beautiful Thames rowing skiff, which he named *Miss Mosman*. With assistance from MHA President Nick Burningham, and Mrs Shardlow seated at the stern sheets, Mike and Nick rowed the entire course in style and aplomb despite gusting 25 knot southerly winds that swamped one of the flotilla craft and required all the remaining pulling boats to be towed by the rescue boat. *Isis*, skippered by Margo and sporting the MHA burgee, also accompanied the flotilla.

Later that year, Mike and Margo took leave to spend five months on the 56-foot narrow boat *Short Contract* to explore the English countryside and canal systems. Mary and Mike Igglesden joined them for part of that adventure.

On his return in 1998, Mike diverted his attentions from the MHA to resuscitating the ailing Ama-

teur Boat Builders Association. Taking over the role as journal editor (and writer), Mike injected new interest into ABBA and put it back on an even keel. In 2009 he was made Life Member for his dedication and service to maritime heritage and finally retired from his post in October 2011 having served thirteen years as editor.

After a lifetime of lung disease, Mike's health was starting to fail by the late 1990s. While on a touring holiday in Queensland in 1999, he had a brain haemorrhage. In 2003 he had a serious traffic accident, and in 2012 he was diagnosed with Parkinsons disease. Reduced to reading, Sudoku and watching television, Mike's quality of life was sadly compromised. Having been hospitalized twice earlier in the year and fearing he had reached the time when Margo could no longer nurse him at home, Mike chose a peaceful and dignified end at a time and place of his own choosing.

Ross Shardlow



What is it?

This object with strong nautical associations was photographed in South Australia by Ben Weigl, and comes to us courtesy of Peter Bath. Can anyone identify it?



Trafalgar

During the night of 20 October 1805, the night before the Battle of Trafalgar, the Combined French/Spanish Fleet manoeuvred into several adjacent lines readying for the next day's engagement. The ships' lights were all brightly lit and the result was that it resembled 'a well lit up street six miles long'. The British concealed their lights, and with the cloudy weather and no moon this allowed some of the British frigates to get very close indeed to the enemy. On board the 36 gun, 5th rate *Euryalus* (Captain Blackwood) was Midshipman Hercules Robinson. He wrote that: 'we took our place between the two lines of lights, as a cab might in Regent Street, the watch was called, and Blackwood turned in quietly to wait for the morning'. The distance between English and Combined Fleet ships was down to about half a gunshot most of the time.



The Day after Trafalgar: The Victory trying to clear the land with the Royal Sovereign in tow of the Euryalus.

Painting: Nicholas Pocock, 1810



Nick's article on Albatross
Fugit Albatross



Did Conditions Improve?

In November 2011 I visited South Georgia. This article raises the question of whether the working and living conditions of sealers in that area improved much in the hundred years between the mid-1800s and the mid-1900s.

During the first half of the 20th century South Georgia in the sub-Antarctic southern Atlantic Ocean was a mecca for whalers and sealers. In 1904 a Norwegian, C.A. Larsen, started a whaling company, Compañía Argentina de Pesca, and set up a whaling station at Grytviken. The whales were caught using steam powered whale catchers, and three of these remain as wrecks at the abandoned station. They are the *Dias*, *Albatross* and *Petrel*. The *Dias* was



The sealers, ex-whale catchers Dias and Albatross at Grytviken.

built as a trawler near Hull, UK in 1906, and has a displacement of 167 tons and an overall length of 34.1 m. *Albatross* was built in Norway in 1921 and is slightly shorter at 32.7 m, but having a greater beam, displaces 228.5 tons. *Petrel*, built in Norway in 1928, is 245 tons and has a length of 35.1 m.

Starting in 1909, sealing was undertaken as a sideline to the whaling. By the mid-1950s whaling was becoming less profitable and more modern catchers were available. The three steam driven catchers were then used to catch seals, in particular bull elephant seals. These can grow to a length of 4.9 m (16 ft) and weigh up to 4 tons. 6,000 seals yielded up to 2,000 tons of high quality oil each year. Conditions on board the old vessels were not, however, very pleasant. On 17 February 1959 the Administrative Officer

of South Georgia wrote a report to the Colonial Secretary in Port Stanley:

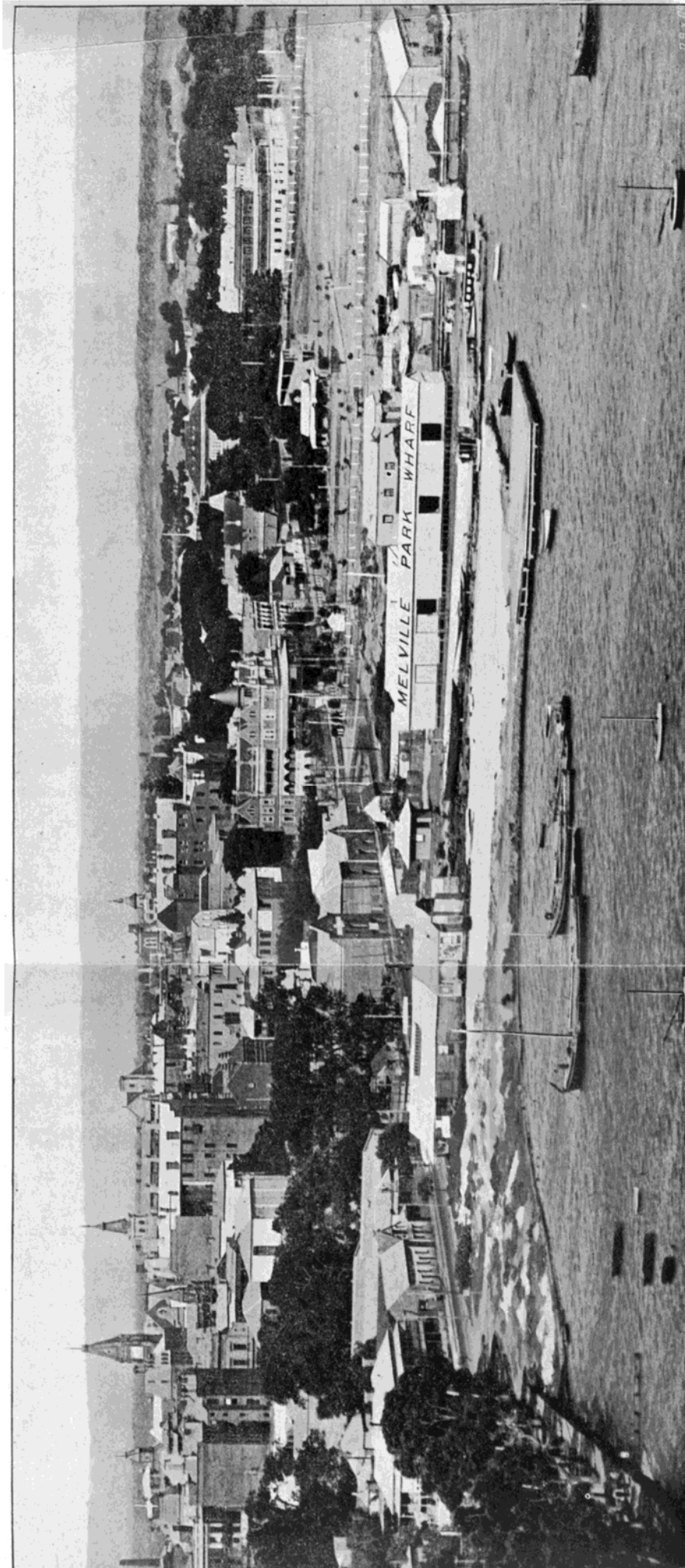
The living conditions aboard the Pesca seal catchers are, I should hazard a guess, the very worst to be found at sea anywhere in the world today. I have been out sealing in the Dias for a week and the Albatross for six days and also in the Petrel. The crews' quarters are grossly overcrowded and they stink and reek of rotting seal blubber as it accrues in the holds from voyage to voyage and the smell seeps through into the mess.

My bunk in the Albatross, which was one of the best in the ship, was soaking wet all the time I was out, so I slept clothed and in an oilskin. Sea water and oily blood dripped almost continuously and occasionally poured through the deckhead into the after mess where I was accommodated. Both these sealers have a penthouse on the after deck, which is unapproachable in rough weather, but in which is housed the ship's lavatory seat. Flush arrangements are not provided. Nor are wash basins in these ships. Conditions being what they are, crews rarely change their clothes or wash. Some do not change their clothes for 2 months. Food and pay are good.

Article & Photos by Peter Worsley

This bull elephant seal is obviously not worried about the possibility of being hunted.





Can You Date This Photo?

In the December 2012 MHA journal there was a photograph of Perth from Kings Park with a request to find a date.

Ross Shardlow replied with a very informative and well-documented article which appeared in the June 2013 journal.

Here is another photograph taken from Kings Park which also requires a date.

THE CITY OF PERTH, FROM KING'S PARK.



Esmeralda

An article from Mike Igglesden's memoirs. That's Mike on the bowsprit.

My woodwork teacher from school lived aboard an old Brixham trawler *Esmeralda*. Since he and his wife had no family they treated us boys as their own.



How I envied their Lifestyle! And how wonderful they were to take two or three of us across the Channel during holidays and introducing us to the vagaries of the sea and to the food from 5th Belgian, Dutch and French towns! We still lived on very restricted rations in England. I'll never forget those huge icecreams in Antwerp.

Soon after leaving Dover on one such trip, one of us shouted out "What on earth is that?" About two miles to port, across an oily calm English Channel, we could see an object, which appeared to be a log of timber with branches waving about. On closer inspection the 'log' transpired to be a canoe and the 'branches' were two young boys paddling to France, or that was their intention. In actual fact, not enjoying the benefit of a compass on board they were paddling in a huge circle.

They had arrived in Dover that morning having driven down from London with the canoe on top of the car and set off for France for the day. Their request for a 'lift' was rejected since it was obvious we would be lumbered with them for the rest of our holiday, as they had no money, passports or savvy. South Foreland Lightship was their, and our, best bet. So we gave them a lift to that destination. I sometimes wonder what would have been their fate had we not investigated that 'log'.

On board *Esmeralda*, if a situation warranted an expletive, "This is no joke" was the favourite expression. Entering Amsterdam docks one evening the usually unreliable Austin Seven motor again failed at a crucial moment and we swung into a beautiful brick building, part of the dock's edge. The cranes iron on the bowsprit end gouged a one-inch deep, 6-foot long groove along the brickwork. A window was flung up above us and an irate guttural Flemish voice shouted down, quite understandably, the above-mentioned expression. No amount of 'very sorry, very sorrys' would placate him. We had many adventures and traversed Holland's canal system. Very lucky boys.

I had to leave *Esmeralda* a week prior to her scheduled return trip to Dover in order to catch



the *Maloja*, my ship to Australia. I was later to discover *Esmeralda* was no more. She had stuck on a sandbank leaving the Hook of Holland and was towed off by a tug onto some rocks.

She was a total loss.



Ships of the State Shipping Service

By Jeff Thompson

No. 32 *Kimberley* Official Number: 375257

The first of three Roll on/Roll off vessels for the North West were chartered from Danish owners for this unusual service. This ship was named *Kimberley* and was bare bottom chartered from K/S Difko for a period of five years from May 1979. Being named in Copenhagen on 14th May 1979 by Lady Court.

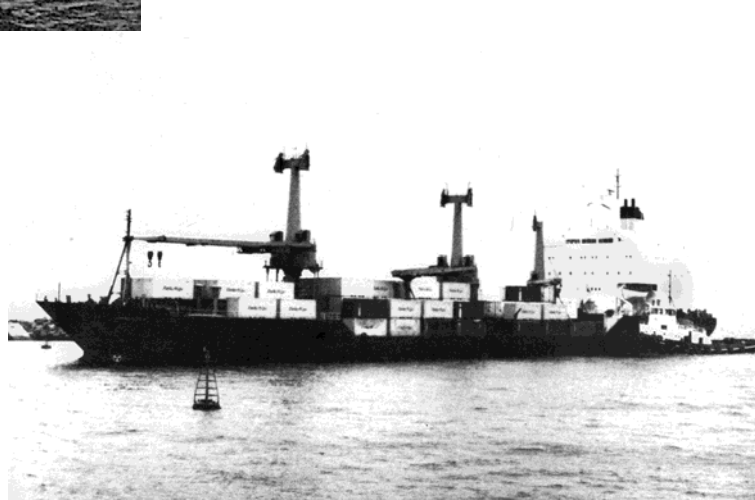
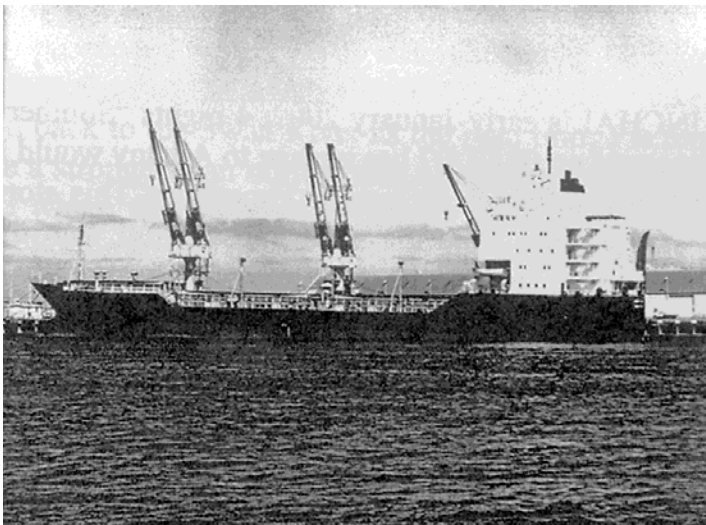
The *Kimberley* was built by Burmeister and Wain, Copenhagen as a Hamlet Multiflex Ro-Ro cargo vessel being delivered in May 1979. As built she was 9,867 gross registered tons, deadweight of 12,600 tons and 132.9 metres overall, 20.5 metres breadth, 9.4 metres draught. Two B & W Alpha 12U28LU diesels of total power of 6,360 bhp geared to a single controllable pitch propeller give a service speed of 16 knots.

On 24th June 1979 *Kimberley* arrived at Fremantle for the first time, to spend most of her charter

on voyages to the Eastern States ports. Departing Fremantle on 27th February 1984 for the last time, for Singapore via Bunbury. On the 20th March 1984 being handed back to her owners, Bernera Shipping, Bermuda at Singapore.

In May 1984 the ship was sold to Sanger S. S. Inc., Panama, and renamed *Cereza*. During 1988 the vessel was sold to Aashi Marine (Panama) SA, Panama, and renamed *Kyoto II*. In 1991 was sold to Megatide Shipping Co Ltd, Cyprus, and renamed *Ferryamar*. During 1993 the ship was sold to Blancamar Naviera, Colombia, and renamed *Ciudad de Oviedo*, Panamanian flag. At Barranquilla, Colombia, she was waiting for repairs during October 1994. In October 2002 the ship was detained at Setubal, Portugal, by port authorities for 50 vessel deficiencies and held for 16 days.

In July 2004 the vessel was trading for Russian principals and available for charter trading between West Africa and Brazil.





The Clipper Ship *Royal Edward*

An account of her unfortunate fate at the mercy of the elements and of her trade with Australia.

Compiled by Jonathan Milne-Fowler, Lieutenant-commander R. A. N. R. (Retd)

The *Sydney Morning Herald* of Saturday 14 August 1886 carried the following report:-

THE SHIP *ROYAL EDWARD* ABANDONED
AT SEA.
THE CREW SAVED.

The captain and crew of the ship *Royal Edward*, which was abandoned at sea on the 4th July last in a sinking condition, arrived in Sydney yesterday by the Norwegian barque *Bellona*. The *Royal Edward* was owned by Messrs. Fernie and Co., of Liverpool, and was built at Millwall in 1864. She was an iron ship of 1508 tons register. The story of the disaster, as detailed by Mr. Jonathan Owen, the late chief officer of the *Royal Edward*, is as follows:-

The *Royal Edward*, under the command of Captain M'Cleave, and with a crew all told of 25 men, left Sharpness on the 20th of April last with a full cargo of salt for Melbourne. She crossed the Equator on the 36th day out and had an uneventful passage from there down to about lat. 29. S., and long. 18. W., when she encountered a very heavy gale from the westward, which was accompanied with a high cross sea in which the vessel laboured very much and shipped large bodies of water, the decks being continually filled fore and aft. During the height of the storm a heavy sea broke on board, stove in the two life-boats forward, and carried away all the topgallant bulwarks, besides doing other slight damage about the decks. At the end of 48 hours the gale abated, but owing to the decks having started, the water got down below, and the pumps had to be kept going at intervals to keep the vessel free. All went well after that until June 29, when the ship was in lat. 40. S. and long. 27. E., when the weather began to wear a very threatening appearance.

At about breakfast time on that day the ship was steering S.E.½ E., and the wind was N.E. The top-gallant sails and royals were taken in. The wind gradually increased during the day, there

was lightning all round the horizon, and the sea began to rise rapidly. At midnight the fores, main, and mizen topsails were stowed. By this time the glass had fallen 2½ tenths, and there was a mountainous cross sea running. At 6 o'clock next morning the wind hauled to N.W., and at 8 o'clock the mizen-topsail was stowed. The wind was now blowing with hurricane violence, and the ship was labouring and straining fearfully and taking on deck immense quantities of water. An hour later the starboard main topsail sheet carried away, also the port main brace and starboard main lift.

With great difficulty the starboard side of the main topsail was stowed, and a preventive main brace and also a preventive lift were rigged. The ship was still rolling very heavily and shipping great quantities of water, and the gale was blowing a perfect drift, nothing but foam to be seen all round.

About dinner time, while the vessel was running dead before the wind and sea a mountainous wave rolled up. Just a little came over the poop as she rose, but when it got amidships it broke right over the ship with tremendous force, and, sweeping aft like a wall, washed away the whole of the cabin, which was completely gutted. The captain, chief officer, and steward were in the cabin at the time, and all were injured, the captain and chief officer severely, being bruised all over the body. Captain M'Cleave, in addition, had one of his eyes cut, and his right thigh injured, while the mate had both his legs jammed. The captain floated on the wreckage to the front part of the poop and succeeded in scrambling on deck while Mr. Owen floated up under the skylight, and managed to get hold of a beam and pull himself up through the broken skylight on to the deck. What was formerly the cabin presented an appearance that almost beggared description, clothes, books, instruments, charts, were all broken or destroyed, and all the provisions were either carried away or spoilt by sea-water.



As soon as possible after the accident Captain M'Cleave gave the necessary orders to get the ship right again; and accordingly all hands were brought aft, and they cleared up the wreckage. A closer examination showed that everything in the cabin had been either lost or destroyed; and, what was of more importance, it was found that the decks had been again started, and that the water had got below. The pumps were immediately manned, and kept going vigorously. All this time the ship was labouring and straining fearfully, and still shipping heavy water. In this extremity two ends of a hawser were got out over the stern, to make the vessel steer better, and to keep her steady; and four oil bags were put out – two over the stem, and two from the whiskers – to break the sew and both devices served the purpose intended admirably. The storm continued with unabated force during the day, and as it was considered dangerous to keep the vessel running in her disabled condition, a chance was seized just before dark to heave her to. The force of the wind can be imagined when it is stated that after the foresail had been hauled up, and when it was all put in the gear, it was blown into shreds. The foretopsail sheet carried away at the same time and the foretopsail followed immediately afterwards. Half-an-hour later the goose winged main topsail was also blown to ribbons. All these were new sails, bent for the first time. A bolt of canvas was then put up in the main rigging, and the vessel lay to pretty well after that.

During the night the wind hauled to N.N.W., and the vessel was almost helpless in the sea that was raging around and making clean breaches over her. On July 1, the wind having moderated a little, the vessel was again got before the wind, and, although she seemed a little easier, she still made terrible weather of it. Soon after daylight it was noticed that she was settling down by the head, despite the fact that both pumps were kept going. The fore and main upper topsails were close-reefed, and a second reef was put in the mizen topsail, when she was got before the wind. All of the crew not working at the pumps were engaged in clearing away wreckage during the day. Before dark the ship was again hove to, being on the port tack, as the weather seemed very threatening, and the precaution was justified, as the gale started up afresh during the night and the sea continued running very high and was much confused. The pumps were kept going all this time, but the water

in the hold gradually gained on the workers owing to the sea making clean breaches over the ship, and the water finding its way below through the opened decks. The main pumps could only be worked part of the night, and then only by bell-ropes from the poop, owing to the heavy seas breaking on board, and it being dangerous for the men to remain at their posts; but the after pumps were kept going. About midnight the second officer and a part of the crew were sent forward to heave cargo overboard, and they managed to get 250 bags jettisoned (the bags being hauled up through the chain-pipes of the forecastle) by daylight.

After that the ship seemed a little easier, and rose by the head more. No one on board had had anything to eat but biscuits wet with salt water from the time the accident occurred until this morning, when a fire was made in the forecastle and some coffee was made; even this was half salt, and it was but a poor substitute for a meal to men almost exhausted with three days continuous exertion. A little after daylight the weather having moderated again, the ship was put before the wind, with the object of keeping her decks somewhat clear of water, and it answered pretty well, as the sea had gone down a bit. During the night the flywheel of the main pump was bent in, so that the fife rail had to be cut in order to get the pump to work again, which made pumping very much heavier than it had been before. On the afternoon of July 2, the wind shifted to the westward, and started up again, accompanied with terrific squalls and a rising sea. Before dark a barque was sighted some miles distant, and a distress signal having been hoisted she bore down on the *Royal Edward*. As it was impossible for her to do anything owing to the darkness and the gale and high sea she stood by until next day, when she sent a boat and took off all the crew but the second officer, Mr. Charles Heins, and seven hands, who reached the barque in the only boat left on board the *Royal Edward*, the others having been destroyed. The rescuing vessel proved to be the *Bellona*, Captain Jorgenson, from New York for this port. In the meantime, as soon as it was seen that the *Bellona* could not do anything that night, the *Royal Edward* was again hove to the winds and more cargo was thrown overboard; but the vessel continued to settle down by the head and became quite unmanageable, although the pumps were kept going all the time. She rolled about fearfully, and the seas



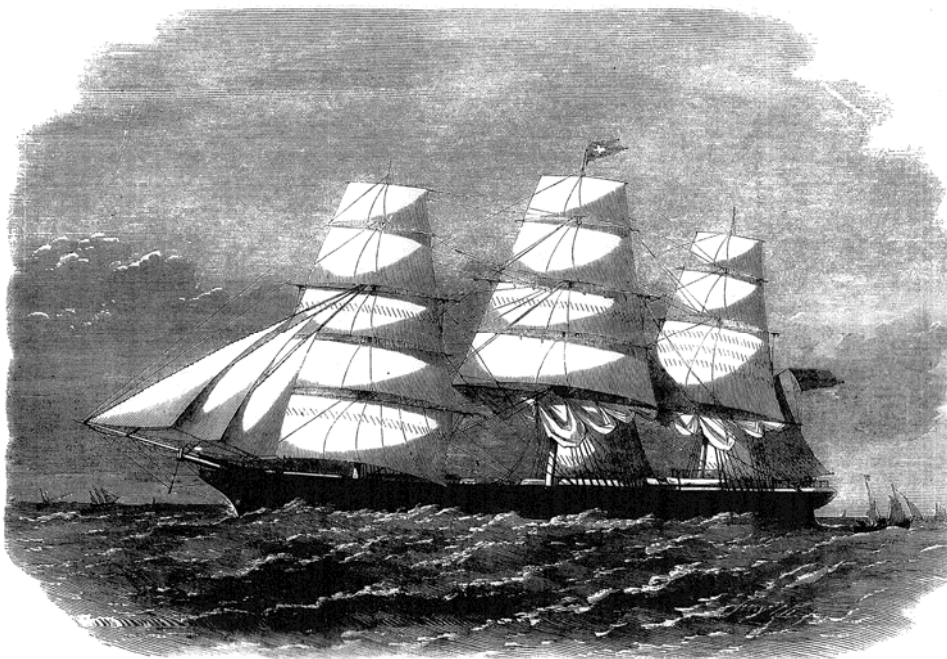
broke over her without let or hindrance. One of the A.Bs., named Larsen, while working at the pumps, was knocked down by a sea and had his left leg broken just above the ankle joint.

At daylight, everything possible having been done to save the ship without avail, Captain M'Cleave decided to abandon her. Accordingly, at 3 o'clock in the afternoon, the *Bellona's* boat, in charge of the chief officer, Mr. Dulus, and three hands, having arrived alongside, the apprentices and part of the crew got into her and were safely conveyed to the *Bellona*. The boat then made a second trip and conveyed the remainder of the crew of the ill-fated vessel to the barque, Mr. Heins and his party having left previously. Captain M'Cleave was the last man to leave his ship, and when he went away there were 6 feet 7 inches of water in the main pump and 8 feet in the forward hold. By the time the barque was reached by Captain M'Cleave it was almost dark. The *Bellona* was then kept away on her course, and nothing more was afterwards seen of the *Royal Edward*. Captain M'Cleave lost everything he had on board; and neither officers nor crew saved more than they stood up in. On reaching the *Bellona* they were received by Captain Jorgensen and the whole of his ship's company with the greatest kindness; and they speak in the warmest terms of the treatment they have received ever since.

circumstances to save the lives of fellow-sailors, is deserving of more than mere praise; and it is to be hoped that before the *Bellona* leaves the port they will be the recipients of some acknowledgement of their bravery and humanity.

With regard to the *Bellona's* arriving so opportunely on the scene, the following statement is given by Mr. Dulus, the chief officer:- About 3 o'clock in the afternoon of July 3 I sighted a ship on our port bow several miles distant and as her sails seemed to be peculiar I called the captain. He came on deck, looked at the ship, and believing there was something wrong bore down on her, reaching her about half-past 5. As it was getting dark, and there was a gale blowing, with a heavy sea we could do nothing until daylight. When we got alongside Captain M'Cleave hailed us, and asked us if we would take them off. The vessel was then in a bad condition, rolling and straining very much, and the whole of her sails were in ribbons. We got our boat clear and next day we took them off all safe.

A Marine Board of Enquiry was convened on 18th August 1886 to take evidence as to the circumstances surrounding the loss of *Royal Edward* and the proceedings were reported at length in *The Sydney Morning Herald* on the following day.



The bravery of Mr. Duus and his three companions in risking their own lives under such awful

The board delivered its findings on the following Monday afternoon in the following terms:- In connection with the abandonment at sea of the sinking ship *Royal Edward*, the Board reported its finding. After declaring that the vessel had left England in a staunch, strong and seaworthy condition, it was found that Captain Robert S. M'Cleave had been quite justified in abandoning her.

The Board also desired to record their high appreciation of the conduct of Captain Jorgensen, of the barque *Bellona*, who, "at great risk, rescued the shipwrecked crew, and brought them safely to Sydney." They also added that it



was their intention to recommend the Government to present Captain Jorgenson with some memento of his gallantry.

The *South Australian Register* subsequently reported that on September 6th, in Sydney, Captain K.S. Jorgenson, of the barque *Bellona* was presented with a gold watch and chain in recognition of his valuable services in connection with the rescue of the Crew of the *Royal Edward*, which was abandoned early in July during a fearful storm off the Cape of Good Hope.

The following is a summary of the ship's trade with Australia from the time of her construction: The *Royal Edward* was built on the Isle of Dogs, London, by the firm of Westwood, Baillie, and Company at their London Yard Ironworks for Messrs Fernie Brothers, and Company of Liverpool in 1864. She was of iron construction with timber decks and steel masts and spars.

The *Illustrated London News* of 14 May 1864 stated that she was of 3500 tons burden, divided into five watertight compartments, with the following dimensions:-

Length- 223 feet 6 ins

Beam- 36 feet

Depth of Hold - 24 feet

She was a full-rigged three-masted ship setting double topsails, topgallant and royals above the courses. With a registered net tonnage of 1508 she was one of the largest ships in the Australian trade at the time.

The State Library of Victoria, in its Malcolm Brodie shipping collection, holds a fine illustration of the *Royal Edward* under full sail with the house flag of the Red Cross Line at the head of her mainmast.

Maiden voyage 1864-65

Royal Edward, under the command of Captain John Shaw, loaded cargo in London and took her departure from the Downs on 27th May 1864, bound for Sydney, New South Wales where she arrived on 2nd September.

She departed Sydney on Saturday 7th January 1865, with one of the largest cargoes to have been loaded in the port to that date, including 4,203 bales of wool to be offered for sale in London, 662 casks of tallow, 3536 packages of copper ore, and 2,898 hides, together with 1,493 packages of gum and 30,000 horns. She arrived in London on 19th May 1865, marking the completion of her first return voyage almost one year after it commenced.

Subsequent voyages to Australia

Her next voyage was from London to Port Phillip where she arrived on Friday 1st December 1865.

She sailed from Melbourne for Guam at 8 p. m. on Monday 15 January 1866.

It was more than three years before *Royal Edward* again made an appearance in Australian waters.

She departed Liverpool on April 16 1869, and arrived in Melbourne on July 12, with 43 passengers after a passage of 86 days! She had sailed from Melbourne on August 11th bound for Newcastle where she loaded a cargo of 1960 tons of coal for San Francisco, departing on September 30, and arriving in San Francisco on December 27 after a passage of 87 days.

On June 25 1872, *Royal Edward* arrived in Melbourne from London with general cargo and on 1st August she departed Melbourne for Sydney where she arrived on the 7th. On 29 September 1872, she sailed for San Francisco with 1977 tons of coal and 7 passengers.

On 26th September 1874, *Royal Edward* departed Liverpool with passengers and cargo for Melbourne where she arrived on January 2nd 1875.

On 12 February 1875 *Royal Edward* departed Melbourne for Newcastle where she arrived on the 17th. At Newcastle she loaded 1800 tons of coal for San Francisco and sailed on 3rd April 1875.

It was to be ten years before *Royal Edward* was again reported in the Australian newspapers, and then it was to report on the circumstances of her loss at sea and the dramatic rescue of her crew.





Geoff Vickridge's Library



After collecting books for over 50 years, the time has come to downsize and Geoff now offers them for sale. Although definitely an eclectic collection, the emphasis is on naval and maritime subjects; nonetheless, the library also includes Australiana, general history, regional history, and fiction titles. If you would like a copy of the extensive catalogue, email Geoff at geoff.vickridge@gmail.com or ring him on 0487-891-745.

Book prices have been arrived at after consulting Biblioquest and having regard to the condition of the book. If you require additional information, don't hesitate to email Geoff. MHA members receive a 10% discount off the advertised price.

A small selection of the books will be available for sale at the Christmas get together at the Hicks' house on 10 November.

Nelson's Coffin

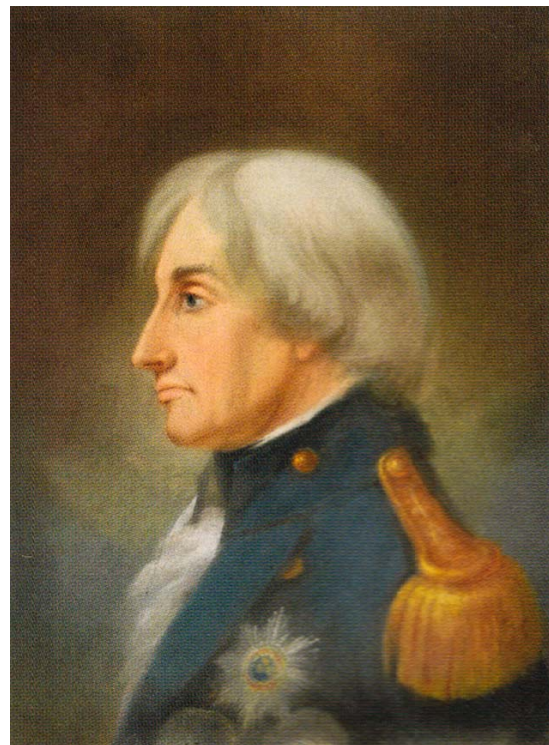
On 19 May 1798 during the Battle of the Nile, the French flag-ship, the 120-gun *L'Orient*, exploded killing most of the crew including Admiral François-Paul Brueys. After the battle the victorious Nelson on board his flag-ship *Vanguard* received a number of presents made from the wreckage of the French ship. Among them was a coffin made entirely from the main-mast and iron from *L'Orient*. It was made by the carpenter on board the *Swiftsure* at the order of her commander Benjamin Hallowell. He sent it to Nelson with the following note:

Sir, - I have taken the liberty of presenting you with a coffin made from the main-mast of L'Orient, that, when you have finished your career in this world, you may be buried in one of your own trophies; but that that period may be far distant is the sincere wish of your sincere friend

Benjamin Hallowell

Nelson had it lined by a London upholsterer, and took it to sea with him. One of his last acts before embarking at London for Trafalgar seven years later was to have its history engraved on the lid. Nelson is buried in that coffin at St Paul's.

Nelson had expressed a preference for burial at St Pauls rather than Westminster Abbey, as he had heard that the Abbey was built on marshy ground and could in the distant future sink.



This is believed to be the last portrait of Nelson, painted not long before the Battle of Trafalgar.



City of Adelaide

The latest information on the move to bring the hull to Australia.

In September 2013 the *City of Adelaide* started on the first leg of its eventual voyage to Adelaide. The hull of the composite vessel, built by William Pile, Hay & Co. at Sunderland and launched on 7 May 1864, was loaded onto a Dutch barge for transport to Greenwich. At Greenwich it will lie close to that other famous clipper, *Cutty Sark*, for a month during which time it will be decontaminated for quarantine purposes. It will then be loaded onto a cargo ship for its first voyage to Adelaide since 1887.

City of Adelaide was built as a full-rigged ship for the UK to Australia trade, and carried passengers and cargo from London and Plymouth to Adelaide, making the round voyage every year from 1864 to 1887. On its return to London it normally carried a cargo of wool and copper as well as passengers. During this period it was owned by a consortium consisting of Bruce, Moore, Harrold Bros & Martin. The first captain was David Bruce, one of the owners. In 1881 the rig was altered to that of a barque, and in 1887 it was sold to Charles Havelock Mowll, coal merchant. He used the *City of Adelaide* as a collier on the east coast of Britain. In 1888 he sold it to the Belfast-based timber merchants Daniel and Thomas Dixon who used it until 1893 in the North Atlantic timber trade.

The Southampton Corporation bought the barque for £1,750 in 1893, stripped the rigging and used the anchored hull as an isolating hospital ship, or lazaretto. This use continued until 1922 when it was purchased by the Royal Navy for use as a training ship. The Navy renamed it *HMS Carrick*. In 1948 when no longer required by the Navy it was decommissioned and became the Royal Naval Volunteer Reserve club house, named *Carrick*, and remained in their care until 1989. The Clyde Ship Trust took over ownership of the *Carrick* in 1990, but the following year it sank in the River Clyde. It remained underwater for the next 12 months until salvaged by the Scottish Maritime Museum which placed it on land. In 2001 it was given back its

original name, *City of Adelaide*. Only a few years later it was in imminent danger of being dismantled and lost for ever, until a proposition from the Adelaide-based City of Adelaide Preservation Trust to move it to Australia was accepted.

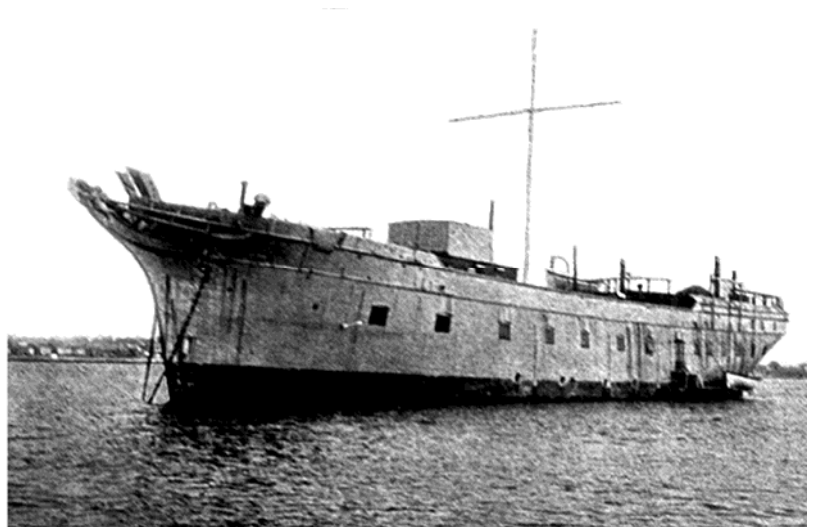
Although the move has the approval of the Scottish Government, who are putting £750,000 towards the cost of the move, not everybody is in agreement. The Sunderland City of Adelaide Recovery Fund (SCARF) plans to lodge a formal objection to the export of the vessel. This move may well delay or even stop the movement of the *City of Adelaide* to South Australia, where it was initially expected to arrive at Port Adelaide in mid-2014.

Some facts regarding the *City of Adelaide*:

Length:	244ft (74.4m)
Breadth:	32.2ft (3.8m)
Displacement:	791 tons
Burthen:	1,500 tons

Two famous people who travelled on the *City of Adelaide* are Sir Frederick Aloysius Weld, at various times Premier of New Zealand and Governor of Western Australia, Tasmania and the Straits Settlement, and Alfred Sandover, donor of the Sandover Medal.

Peter Worsley



City of Adelaide c1894 being used as a hospital ship

See photo back page



City of Adelaide on board the barge ready for the passage to Greenwich

QUIZ

Answers to September

1. The *Georgette* was wrecked on 2 December 1876.
2. St Alouarn Islet lies 3½ miles south-east of Cape Leeuwin.
3. Vice Admiral Pierre Villeneuve on board the 80-gun *Bucentaure* was in command of the combined French-Spanish Fleet at the Battle of Trafalgar.

Quiz

1. What are the most southerly and northerly features on Western Australia's mainland coast?
2. James Stirling arrived at the Swan River in 1829 on board the barque *Parmelia* (443 tons). Who was the captain of the *Parmelia*?
3. Australia's earliest known shipwreck is that of the *Trial*, wrecked north-west of the Monte Bello Islands. In what year was the *Trial* wrecked?

Maritime Heritage Association Inc.

46 Sandgate Street, South Perth, Western Australia, 6151.

