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Seafarer *rounding Prince of Wales Pier, Dover Harbour, 1947. The steam tug* Lady Brassey *is preparing for sea.*

See the article Some of Mike's Maritime Moments

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.

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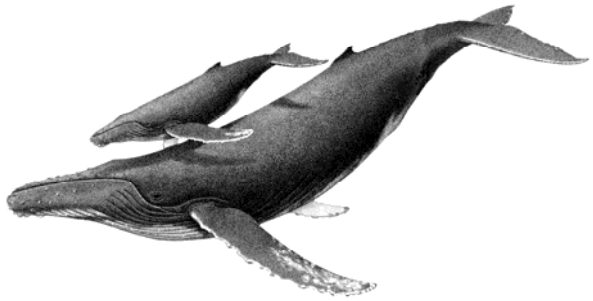
EDITORIAL

On 26 March the Annual General Meeting was held at Mandurah and the following elected onto the Committee:-

President	Brian Lemon
Senior Vice President	Bob Johnson
Vice President	Ray Miller
Vice President	Nick Burningham
Vice President	Mike Igglesden
Treasurer	Bob Johnson
Secretary	Ross Shardlow
Editor	Peter Worsley
Committee Member	Jill Worsley
Committee Member	Malcolm Hay
Committee Member	Mike Revely
Committee Member	Ron Richards
Archivist	Barbara Shardlow
Auditor	Jim Hunter

Our Secretary has once again starred. The cover of Hugh Edwards new book, *The Buccaneer's Bell*, was painted by Ross Shardlow.

This month we are twice as lucky! We have two Presidential Tidings. One is a report on last years activities from Ross Shardlow, the other an introductory message from our new president.



Presidential Tidings

Although I had been in touch with the MHA for two or three years through the odd article on Model Shipwrightry, and got to know a number of members, I was never actually a member. Suddenly last year I found myself an Honorary Member of this esteemed association. A very humbling experience I assure you. Having barely recovered from this episode I find myself elected to President, an even greater humbling experience, and all I have done is build toy boats. If only I had built "real" boats, the mind boggles. With the help of you members I will certainly try to do the MHA justice.

With sincere thanks to you all.

Brian J. Lemon

Presidential Tidings

Here is a survey by Ross Shardlow of this Association's activities for the last twelve months.

Annual Report: 2005 - 2006

Respecting considerations to health and work schedules, our Presidential stalwart and figure-head, Rod Dickson, resigned from office last October, after an exemplary seven-year service of commitment, generosity and fellowship. With Vice President Nick Burningham overseas, I have taken on the role of Acting President to act in his stead.

MHA Lobby Group

Our lobbying arm has, for some years, been laid up in ordinary for want of a lobbying issue. The past twelve months have indicated the waters are again warming up, and it is time to activate what is possibly our most prominent influence. We have already had a profound influence on the approach to heritage-conservation and the visible appearance of Victoria Quay - the saving and relocation of E-Shed being a good example. We have much to offer with the implementation of the Fremantle Waterfront Masterplan, and I believe we will be fully engaged in that quarter over the next twelve months.

Fremantle Ports Inner Harbour Community Liaison Group

As a Fremantle Ports initiative, this forum has long provided us a means of being kept aware of waterfront developments and activity. Fremantle Ports has invited constructive input from the members and we have been pleased to respond. This year we have been working with Fremantle Ports on National Heritage issues and the proposed Commercial Precinct on Victoria Quay. At present, we have responses to present on the restoration of C Shed, the retention of the Immigration Buildings, and the realignment and interpretation of Cliff Street. These are all outcomes from recommendations we identified back in 1989 and 1995. This week plans for the Commercial Buildings were released to the public and we will be responding accordingly.

Fremantle Slipways

Our input over past years has had a strong influence on the recognition of Victoria Quay's West End with that area now entered an the Fremantle Waterfront Masterplan as a heritage area. Far the past year, we have been actively represented with the Slipway Precinct Group to promote the retention of the working slipways, wooden boat building and the implementation of heritage shipbuilding and repairs. This is an area of great significance and concern to the MHA and we will continue to be heavily involved in the planning of this precinct over the next twelve months.

MHA Boatyards

The hundred-year-old Rottnest dinghy, being refurbished in our Washington Yard for permanent display at Rottnest Island, continues to delight us under the callous hand of Courtney Wheatley. By way of contrast, our other project is as wide as Courtney's is long – the restoration of the 32-foot Naval Cutter *Albatross*. Bestowed to the MHA in July through Wooden Boat Works and the Royal Australian Navy, this vessel has already undergone an extensive refit under the devoted care and attention of our Kenwick Yard Superintendent, Mr Barry Hicks. *Albatross* now only requires new rigging and a few other fittings to bring her up to presentation standard for her 60th birthday later this year.

Select Events

Ray Miller rewarded us with a remarkable symposium on the science, practical application and art of spar-making, complete with a demonstration on the tools and instruments required to extract the genius from the raw trunk. David Nicolson took us aboard the *Queen Mary II*, followed by a maritime excursion through the Shetland Isles, all captured with the exquisite precision of David's photographic skills. Earlier in the year, Rod Dickson flew to Broome to conduct a Pearling Industry Workshop & Lecture Tour with a series of radio interviews, lectures and literary workshops for writers and researchers.

The Hicks Maritime Museum

The explosive popularity of the Hicks' open days knows no bounds. New displays present with each opening, Doris's cooking never ceases to amaze us, and with Brian and Irene Lemon's unfaltering support, fosters the amity of common in-

terest. Of the four functions held this past year, Barry's "Coming of Age - and never been kissed", 80th birthday celebration, surpassed them all.

MHA Journal
We are immensely grateful to Jill and Peter Worsley for their tireless industry in producing our Mainstay, the voice by which we promote our cause and attract our fellowship. The Journal is in capable hands.

MHA Publishing
Despite Jill and Peter Worsley extending the scope of their *Geraldton Coast* with the inclusion of the Abrolhos Islands, they have essentially completed their work and are now preparing for publication. Rod Dickson has done phenomenally well with his *Whaling on the South Coast* – a Cyclopean research project from which a second book emerged detailing the voyage of the British whaleship *Kingston* and her visit to our waters in 1800. Rod was deservedly awarded Mr Gary Tonkin's *Scrimshander's Guerdon* in recognition of Rod's services to whaling research. A certain MHA illustrator provided artwork for *The Wreck of the Batavia and Prosper*, and a cover illustration for Hugh Edward's new book, *The Buccaneer's Bell.*
As the MHA Archives have outgrown their portability, they have been transferred to the Stateroom Maritime Research Library.

The Superior Persons' Maritime Reading Club
This élite assembly of learned extrapolators has propagated alarmingly such that a new chapter is required. The less said about it, the better.

Membership
At forty, our membership is only slightly up on the previous year. Our "Friends of Maritime Heritage", however, are growing at a prodigious rate and number in excess of sixty, indicating a healthy and active interest in Doris's cooking. Sadly, we lost two of our company over the past twelve months; Graham (Tup) Lahiff, proprietor of Wooden Boat Works, who died too young, 18 May 2005; and Lorna Kemp, long time member and supporter of Maritime Heritage, died peacefully, 23 February 2006, aged 83.

Conclusion
Five Committee meetings, seven social events and ten sub-committee meetings have given this Secretary-come-Acting President something to do each month of the year. I most certainly could not have done it without your (Committee} support. I want to pay special tribute to Jill and Peter Worsley. They have, for many years, cheerfully held the roles of Treasurer, Editor and Membership Secretary, and have provided us their home and hospitality for our meetings. I am, indeed, most grateful. I also want to give special mention to Brian Lemon for his efficient organizing and active participation in everything we do; and to Ray Miller - always at hand. My thanks and appreciation, however, extends to the whole Committee for your support, dedication and interest. Our auditor, Mr Jim Hunter, has done a great job, as always, to keep us on our course; and to our back-up, the Maritime Heritage Association Reserves, without whose culinary support and expertise we most certainly would perish, we give eternal thanks.

Special mention must, of course, be made to Barry and Doris Hicks - so precious to us, and the very aspiration of all we wish to achieve.

It has been an active year; the MHA is in good shape; and we are well set for interesting times.

Ross Harry D Shardlow

Things They Would Rather Have Not Said

Damne, Sir, if you can manage the ship better than I can you had better take command.

Lieutenant Monins Hollingbery, 1782

(Lieutenant Hollingbery was Lieutenant of the Watch aboard the *Royal George* which on 29 August 1782 was heeled over to allow replacement of a water-cock below the waterline. The ship (one of only three 100-gun ships of the line in the Royal Navy) was heavily laden prior to sailing. The carpenter reported to Hollinbery that the ship was flooding through the open gunports. He received the above reply just minutes before the *Royal George* sank.)

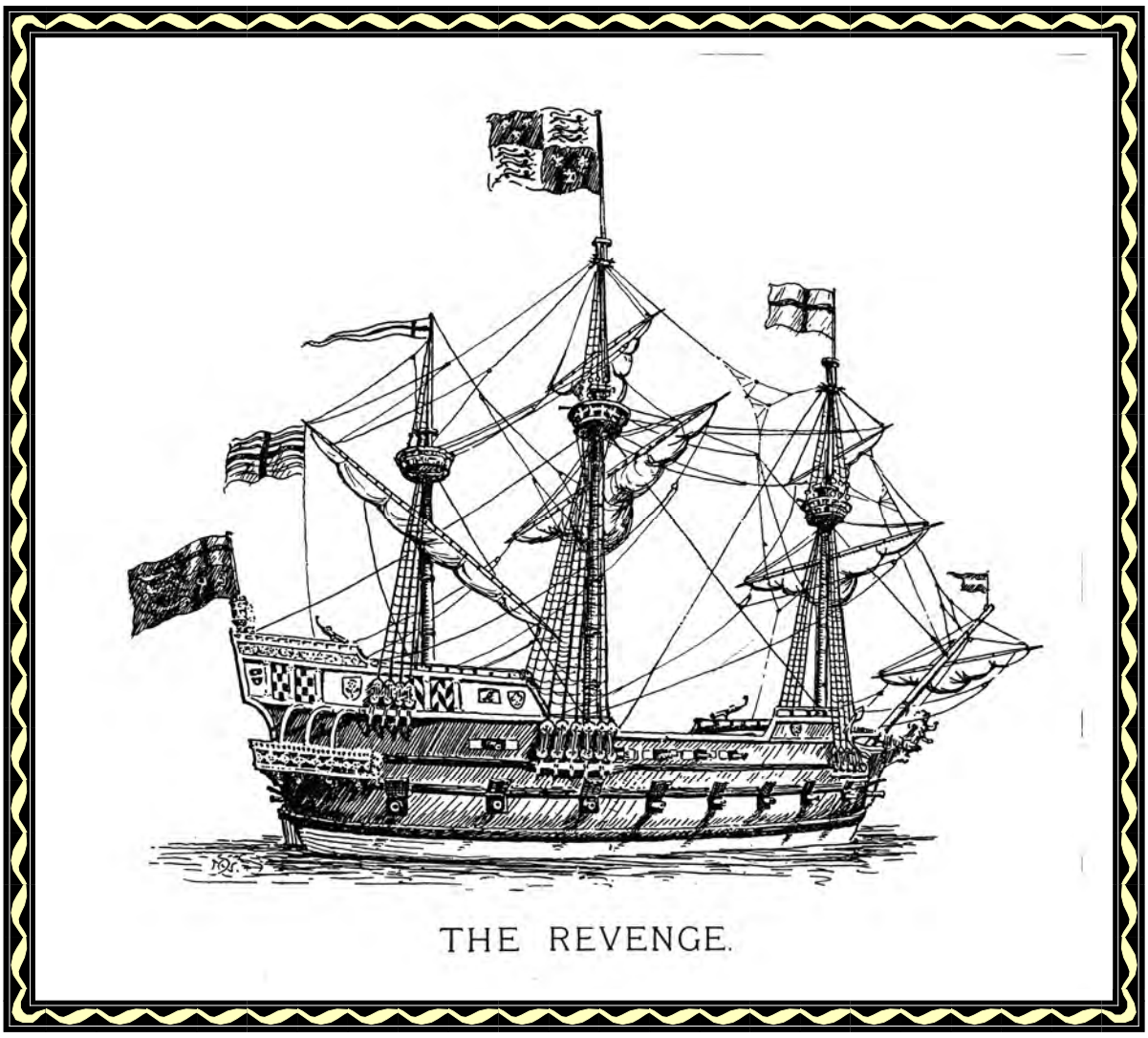
Revengeful Reaction

Further to the 1913 article on the *Revenge* reproduced in the last journal, I now present a follow-up letter which appeared in the following month's Yachting Monthly magazine.

THE REVENGE.

SIR, - Is there not a miscalculation in the interesting article on the Revenge in the January number of your increasingly interesting magazine? The area of each bolt of canvas being 21 sq. yards (28 by ¾), or 189 sq. ft. the total area of the 66 bolts was 12,474 sq. ft. Making the necessary deductions for width of seams, tablings, etc., and supposing some of the canvas to have been used for various other ship's purposes (there would have been probably little, if any, waste in cutting out the sails), may not the total area of the six sails reasonably be assumed to have been more-rather than less-than 10,000 sq. ft., i.e., unless some of the canvas was used for duplicate or spare sails or set aside for repairs?

(signed) SIDE-LIGHT



THE REVENGE.

[It is interesting to find that readers nearly a century ago perused their journal articles with much the same discerning eyes as the readers of this journal do today.—Your Editor.]

The Ditty Bag

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

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

The first bulk oil fuel tanker in the world was the *Gluckauf*, built in Britain in 1886 by Sir W.G. Armstrong Mitchell & Co., Newcastle, for German owners, German-American Petroleum Co. Previously oil fuel had been shipped in barrels or drums. The ship had a length of 300.5', breadth 37.2', depth 23.2' and a gross tonnage of 2,307. A triple expansion steam engine of 900 IHP gave her a speed of 10½ knots. She was also barquentine rigged. The *Gluckauf* traded until 1893 when she stranded near New York.

In Britain in 1861 there were 2,717 ships involved in the coasting trade of coal. This employed 21,600 sailors and moved 3, 418,000 tons of coal around the coastline.

The definition of the exact position of a point on the surface of the earth using two lines, latitude and longitude, was introduced by the French philosopher René Descartes (1596-1650) and is called the Cartesian system. Although the prime meridian of longitude from which longitudes are measured either east or west is now that which runs through Greenwich, this was not always so. Until the late 19th century many countries used their own prime longitude. The first prime meridian ran through the Canary Islands. Later France used one that ran through Paris, while the Dutch had one going through Amsterdam.

During the battle of Trafalgar in 1805, of the 820 crew aboard Nelson's flagship *Trafalgar* only 515 were English. There were also 88 Irish, 67 Scottish and 30 Welsh. The remaining 120 were from all over the world, including 4 Frenchmen.

Many of the Japanese aircraft that participated in the raid on Darwin on 19 February 1942 came from the aircraft carrier *Akagi* (36,500 tons). The *Akagi* had been converted from an uncompleted battle cruiser to an aircraft carrier. Her flight deck sloped downwards fore and aft so that planes would take off down hill and land up hill.

The last three-decked wooden fighting ship of the Royal Navy was HMS *Victoria*, launched in 1859. She served until 1867. Her enormous size was at the limits of wooden ship construction and the three-deckers were replaced by the first ironclads.

In the September 2005 journal I pointed out that the ss *Strathleven* took the first refrigerated cargo from Australia in 1880. The world's first refrigerated cargo carrying ship was the *Timaru*, which took a cargo of frozen lambs from New Zealand to Britain in 1870. She was a barque-rigged steamer.

In the very early years of the seventeenth century ten pounds of nutmeg could be bought in the East Indies for less than one penny. The same quantity sold in London for fifty shillings. This 600% increase is what drove the English and Dutch to fight over the Spice Islands, particularly the six very small islands comprising the Banda Islands. At that time these were the only places in the world where nutmeg (and mace, the skin around the nutmeg) grew.

The Admiralty has very precise definitions of various rocks:
Gravel: Coarse sand and small water worn or pounded stones, varying in size from about the top of a man's thumb to the size of a pinhead.
Pebbles: Water rounded material of from 4-64mm in size, i.e. from the diameter of the top of a man's thumb to the diameter of his clenched fist when viewed sideways.
Cobbles: Water rounded stones of from 64-256mm in size, i.e. from the diameter of a man's clenched fist when viewed sideways to slightly larger than the size of a man's head.
Boulders: Water rounded stones more than 256mm in size, i.e. larger than a man's head.

Ships of the State Shipping Service

The seventh in the series by Jeff Thompson of the Fremantle Branch of the World Ship Society. The article is reprinted courtesy of Jeff and that Society.

No.7 *Koolinda* Official Number 140160

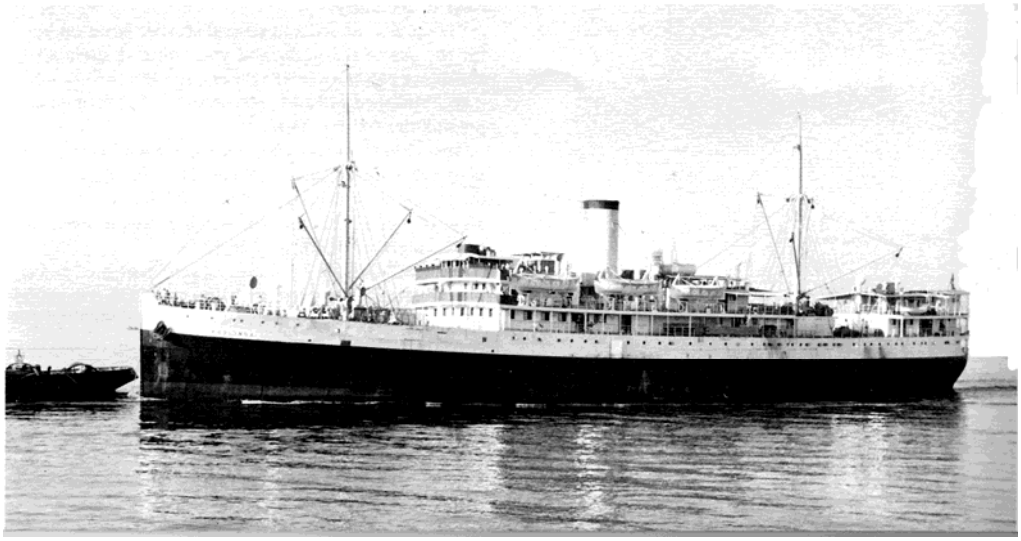
In 1919 the administrative arrangements between the State Steamship Shipping Service and the Fremantle Harbour Trust were separated and the State Shipping Service was created with its own manager and staff. In doing so, new office accommodation was sought from the government and on 30 November 1920 the renamed State Shipping Service moved into its own new premises next door to the Harbour trust building in Cliff Street on land leased from W.A. Government Railways at the then rate of one pound per annum.

With the ageing of the ships in the fleet, moves were made to order two new vessels especially designed to suit the requirements of the coastal service. The first of these to enter service was the *Koolinda*, handed over on 23 December 1926 by Harland & Wolff, Glasgow, as yard No 728, leaving Glasgow the next day for Fremantle via Suez. She was 4,227 gross registered tons, 2,070 deadweight tons, 100.6 metres long, 15.2 metres in breadth, with two 8 cylinder Harland B&W diesels of 3,800bhp giving a service speed of 15 knots via twin screws. A total of 162 first and tourist passengers could be accommodated. As well, the ship was fitted to carry cattle from the North West ports. Upon delivery of the new vessel, the *Bambra* was returned to the British Board of trade in February 1927.

In service *Koolinda* was an immediate success and proved to be very popular with the passengers. Additional temporary accommodation had to be provided on the ship when it was taking personnel to the meatworks at Wyndham each year. Special excursion voyages were arranged for tourists when the vessel had to be dry docked in Singapore or the eastern states. The Koolinda was involved in a number of sea rescues along the coast, notably in March 1935 when she went to the rescue of the Broome pearling fleet, devastated by a cyclone. On 26 November 1941 the Koolinda found a life raft with 31 survivors from the *Kormoran* and brought them to Fremantle.

During World War II the *Koolinda* maintained a service to the northern ports despite her running mate *Koolama* being bombed by Japanese aircraft in 1942. Legend has it that *Koolinda* was allowed to continue operating in recognition of her contribution in saving Japanese pearlers in the 1935 cyclone season.

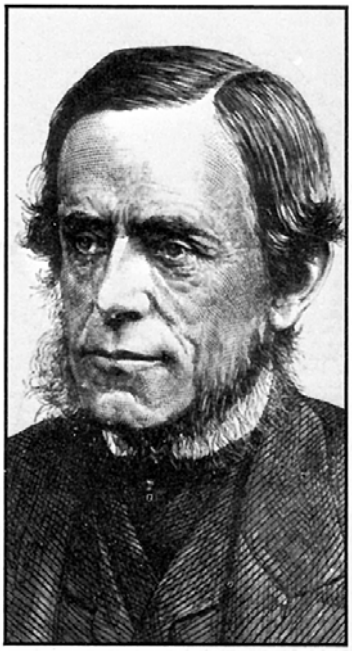
With the need to upgrade the North West service and in view of the age of the vessel, the *Koolinda* was put up for sale. It departed Fremantle on 19 February 1958 with the same name, having been sold to Australian Pacific traders Pty Ltd of Suva. The ship arrived in Hong Kong on 5 December as the *Kimberley* for scrapping.



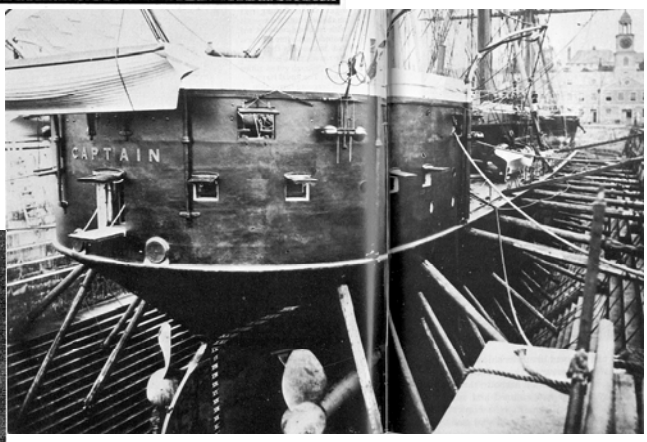
Coles & HMS Captain

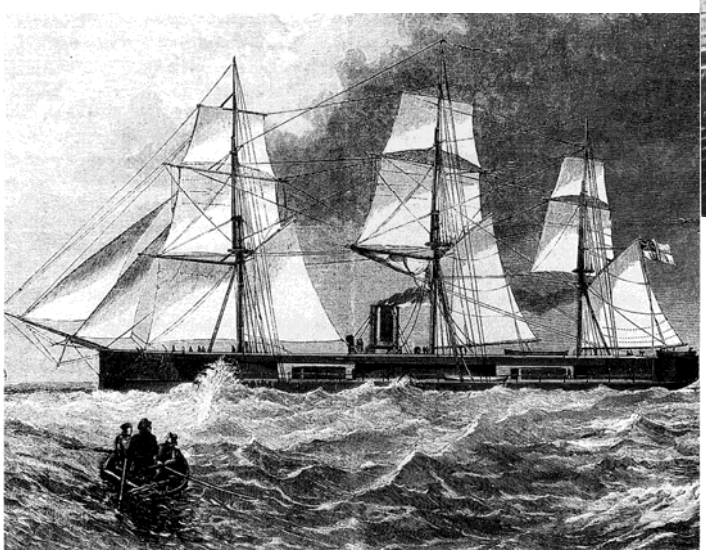
The only battleship ever privately designed and built for the Royal Navy was the iron-clad HMS *Captain*. Designed by Captain Cowper Phipps Coles (1819-1871) with a length of 320', a beam of 53' and a draught of 25' 9"", she was built by Lairds at Birkenhead, and was 800 tons heavier than planned. Coles had the vessel fitted with four rifled guns, each weighing 25 tons, in two revolving turrets on a main deck with only 6' 8" of freeboard. Above this was a flying deck from poop to forecastle. There was a retracting funnel and three tripod masts. There was great doubt about the stability of HMS *Captain*, and the builders requested that stability tests be carried out. The Admiralty conducted these tests in May1871, and the results were satisfactory. However, on 6 September 1871 HMS *Captain* capsized while under full sail off the coast of Spain near Cape Finisterre, with the loss of 481men including Coles, and the Royal Navy took up no further private battleship ventures.

Coles made a greater contribution to naval history by his idea of revolving gun turrets, which he called cupolas. There is some doubt as to who actually first came up with this concept, Coles, John Ericsson (1803-1889) of Sweden or Prince Albert, Queen Victoria's consort. Ericsson had a similar turret in mind and, after travelling to America, designed the *Monitor*. Also Coles appears to have been advised on some aspects of his designs by Prince Albert. In 1861 the Danes built the *Rolf Krake*, a two-turret gunboat designed by Coles, with two 68-pounder in each turret. The Russians and Germans also ordered turreted ships to designs by Coles. The Royal Navy first used Coles' ideas in HMS *Prince Albert*, a 3,880-ton coastal defence ship laid down in 1862. This had four 9-inch guns, each in its own centreline, revolving turret. The Royal Navy's first sea-going turret ship was HMS *Monarch*. HMS *Devastation* (9,330 tons), the Royal Navy's first mastless battleship was launched in 1871. She had Cowper designed turrets and the Admiralty paid heavy royalties to Cowper's widow for the use of the design.



Captain Cowper Phipps Coles and (below) the stern of HMS Captain

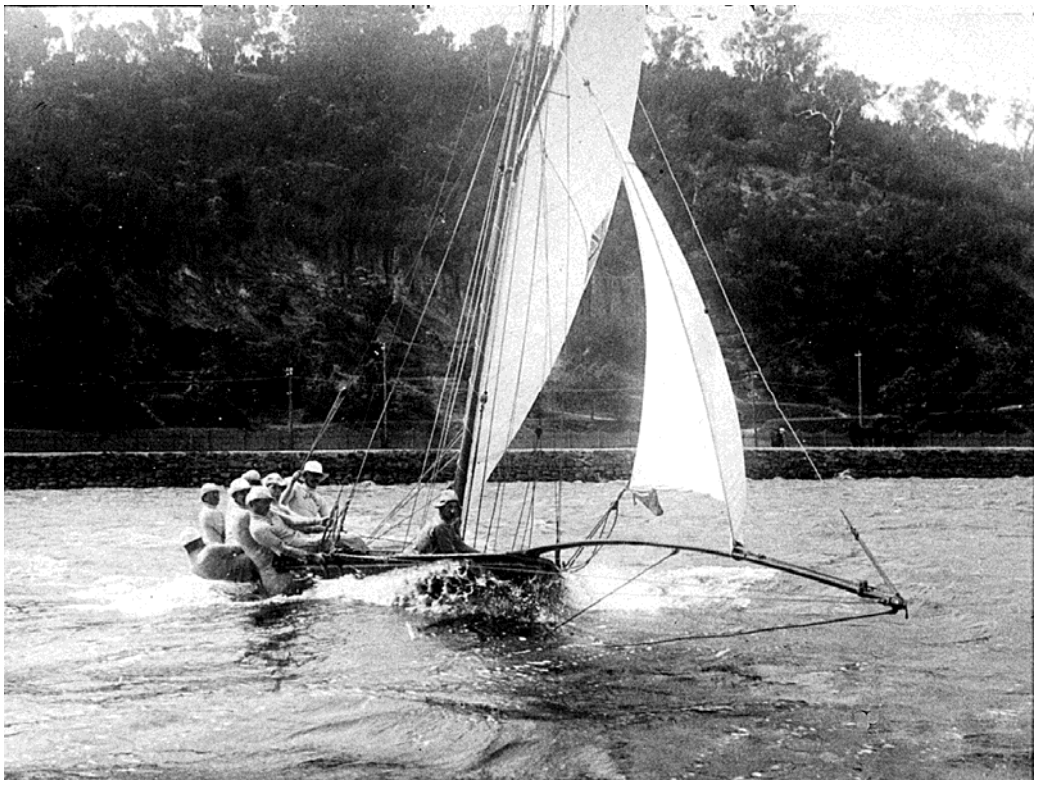




HMS Captain *under sail*

Early Swan River Yachts

Two more of the old photographs of yachts, presumably from around 1906 like the previous ones.



Aeolus

Australian

My Discoveries

A little research into exploration vessels named *Discovery* by Peter Worsley.

The name *Discovery* has been used for a number of ships that have become famous for the exploratory voyages undertaken in them. The first of which I have found a record, was in 1602 when Captain George Weymouth (or Waymouth) explored Hudson Bay for the Honourable East India Company. The same *Discovery*, a small vessel of only 55 tons, was used eight years later in 1610 by Henry Hudson to explore for the North-West passage. This was Hudson's second expedition to that area. The first had been on behalf of the VOC in 1609 aboard the *Halve Maen*. Hudson disappeared without trace after being marooned by his mutinous crew at James Bay in June 1611, the southern extension of Hudson Bay. They had been trapped in the ice over winter and almost starved to death, and Hudson was held to account. The *Discovery* sailed back to England and, under the command of William Gibbons, returned to search for the North-West passage in 1614. She went back to search again in 1615 and in 1616, both times under the command of Robert Bylot, with William Baffin as pilot. Five exploratory voyages to the northern most parts of Canada in the early 17th century by such a small vessel denotes an excellent standard of ship building.

It should be noted that a vessel named *Discovery* was one of three vessels (the other two being the *Susan Constant* and the *Godspeed*) that took some of the earliest settlers to America in 1607. Lead by John Smith they founded the first successful, permanent English speaking settlement in America at Jamestown, Virginia. I do not know whether this is the same vessel as mentioned above.

The next I have come across was an Admiralty coastal vessel, HMS *Discovery* of 150 tons, which in June 1741 accompanied the sloop HMS *Furnace* on an expedition led by Christopher Middleton to again search for the Northwest Passage. A member of the Irish Parliament, Arthur Dobbs, was the impetus for this search. Although he was not a sailor his deductions were made mainly on the tides in northern Canada. Although very little was known regarding the tides, his salesmanship was so good that King George II agreed to the Admiralty providing and fitting out two vessels for an expedition. The King stated that the expense was "such a Trifle, that it should not be obstructed on that Account".

In 1774 the Admiralty bought the Whitby collier *Bloodhound* (300 tons), which they then fitted out and renamed HMS *Discovery*. Commanded by Charles Clerke, this vessel accompanied James Cook's HMS *Resolution* (562 tons, previously the Whitby collier *Marquis of Granby*) on his third voyage, commencing 1776. It was on this voyage that Cook lost his life, as did Clerke.

George Vancouver used another converted collier, also named HMS *Discovery* (530 tons), for his circumnavigation of the world from 1791-95 during which he discovered and named King George Sound and Princess Royal and Oyster Harbours, where Albany now stands.

Sir George Naire led an expedition towards the North Pole in 1875-76. His command vessel, HMS *Alert*, was accompanied by HMS *Discovery*. This *Discovery* was a converted Dundee built whaler of 1,274 tons, built in 1872. She was originally named *Bloodhound II* and had been specially strengthened to withstand the ice.

Robert Falcon Scott's first expedition to the Antarctic in 1901-04 was made aboard the auxiliary barque *Discovery*, a wooden vessel with immensely strengthened construction for use among the ice floes. She was built by the Dundee Shipbuilders Company, the keel being laid on 16 March 1900, and launched on 21 March 1901 at cost of £49,277. The Dundee Shipbuilders Company was renowned for previously building whaling ships for the Arctic seas. With a length of 172' (I have also seen the figure of 262'), 34' breadth and 16' draught, the *Discovery* was 485 tons register, 736 tons gross and displaced 1,620 tons. The hull was 21" thick and the steeply raked stem measured 11'. Driven by a triple expansion steam engine made by Gourlay Bros., the amount of coal capable of being carried limited her range under power and she was essentially a sailing ship. However the spread of canvas carried was small and *Discovery* was consequently a very slow sailer.

The rudder and propeller could be raised into the hull to protect them from damage by ice. A steam driven dynamo supplied electricity, and provisions to last two years could be stored below. Thick lagging insulated the vessel, and it had double doors and skylights to also help keep out the cold. There was provision aboard for a magnetic laboratory. This resulted in no iron being used for a minimum radius of 30' around the lab, and even the standing rigging in this area was replaced with special hemp rope.
At the end of the expedition in 1904 the *Discovery* was sold to the Hudson Bay Company as a store ship, taking supplies from England to their outposts in Canada. One such voyage was in 1911 under the command of John Ford. The cargo consisted of both provisions and ammunition; the latter loaded at the Powder Ground, Gravesend. The return cargo from Canada consisted of furs. She was chartered to the French Ministry of Marine Commerce for a period. In 1916 the Admiralty used her to help in the rescue of Sir Ernest Shackelton's crew, stranded on Elephant Island after the sinking of the *Endurance*. She carried grain to France until bought in 1923 by the *Discovery* Investigations Committee and operated as an oceanographic survey ship in Antarctic waters from 1925-27. This was a committee set up in 1923 to research the whaling industry in the Southern Ocean, and to make accurate charts of the Falkland Islands. In 1929 a replacement Antarctic research ship, *Discovery II*, was obtained and was made use of during the period 1929-39 by the Committee.

Sir Douglas Mawson employed the *Discovery*, not now required by the *Discovery* Investigations Committee, during his survey of Australian Antarctic Territory during 1929-31. Used by the Sea Scouts during the period 1936-39 the *Discovery* was commissioned as a drill ship for the Royal Naval Volunteer Reserve until 1979 when it went into the care of the Maritime Trust for preservation. She is now on display moored off the Thames Embankment in London.

Does any reader know of any other *Discoveries*?

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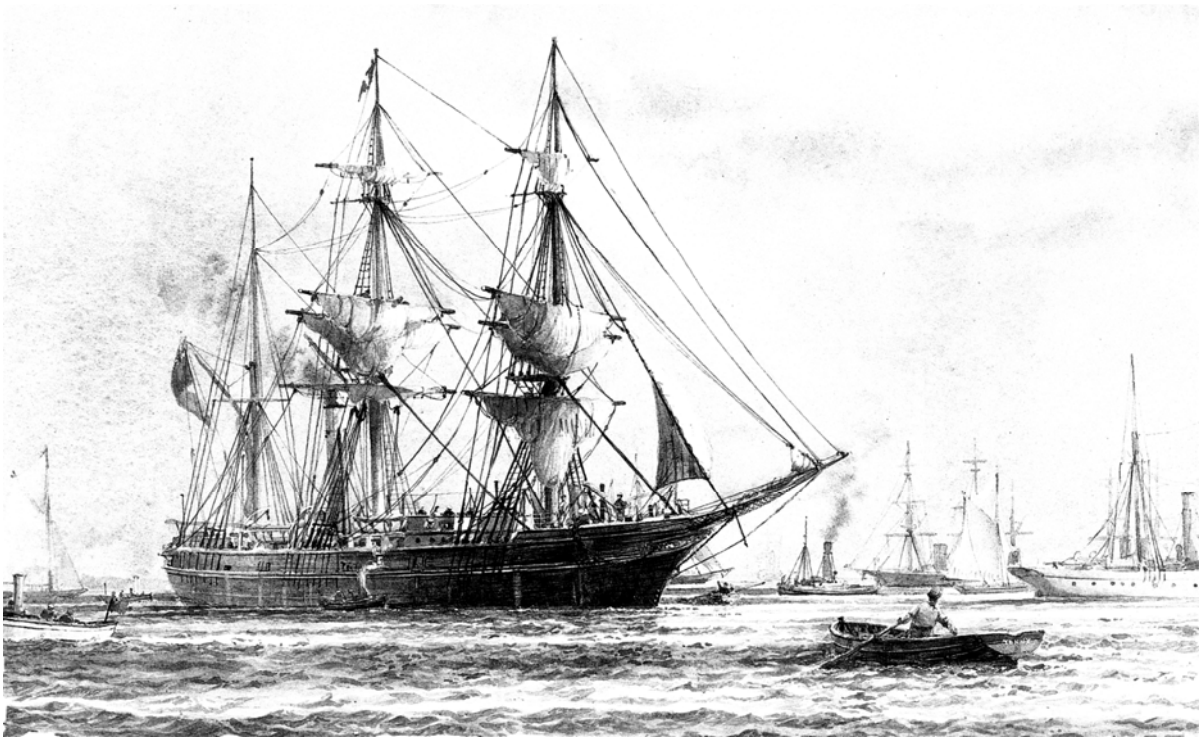

The 1901 barque Discovery *in which Scott made his first Antarctic expedition*

From a painting by David C. Bell

Some of Mike's Maritime Moments

Another in the member profiles. This one from Mike Igglesden.

It was winter 1944. It was cold. It was raining. It was nearly dark. We were all very tired, having driven down to Dover in the removal van from West London, where we had spent most of the war years. But we were home. Back in the town of our forebears, the direct line of which stretched down at least to the 16th Century, to a bakery business in the market square.

Our terraced house had lost its neighbour, it having been neatly removed by a bomb or shell, leaving our place intact - apart from blowing out the windows, displacing the roof tiles and cracking some of the internal walls. Unfortunately the rain, which over the years had penetrated all four stories, had caused dry rot in the floors. The lathe and plaster ceilings were either strewn across what was left of the floors, or remained hanging down at threatening angles. Scaffolding planks gave us right of passage around the place until a more permanent solution (new floors) were laid. It was to be weeks before what these days would have been acceptable living conditions were acquired.

But it was a place of our own. Many people in that era were not so fortunate. This of course was of no great concern to a 14 year old boy, used to seeing such situations and worse in London over the previous years. But - next morning there *was* an object of concern. In amongst the overgrown garden across the road was the outline of a boat. A boat of doubtful pedigree about 16 foot long, clinker built in very poor condition with grass, brambles and stinging nettles growing knee high all around her, and some even finding their way up through the bottom planking. It was love at first sight. The boat was instrumental in rekindling my infatuation with small boats, which was to endure for a lifetime.

From 1936 to 1940 we had lived in a small town on the east coast of Essex. It was there as a 6 year old I was introduced to a glorious institution called a 'boating lake'. There a boy could be his own skipper, terror of the seas. The lake was about 500 metres by 300 metres, mud banks interspersed with large clumps of high reeds. A beautiful place, divided into two sections - one for the big boys and girls, where small sailing dinghies were for hire, and one for tots like me. My prescribed area was 12 inches deep and 6-foot clinker prams were the available hire craft. For their propulsion they were equipped with a paddle wheel, port and starboard. These were activated by means of crank handles, which penetrated the hull just below the gunwale height, to be revolved by an energetic child positioned on the floorboards in a kneeling posture. Speed and direction was directly proportioned to the enthusiasm of the skipper. I foolishly made a return visit ten years ago...bulldozers and dredges had performed their wicked ways. A U-beaut yacht club now stands as a symbol of progress, eliminating the wetlands, reeds, animals and birds where children used to roam. You should never return.

The threat of invasion saw us move to West London where maritime activities were somewhat restricted and book reading (Arthur Ransom, of course) had to suffice until the above-mentioned return to Dover in 1944. There we found preparations for D-Day were well advanced. Boys with small boats not tolerated. Indeed, the sea front was still covered in barbed wire, concrete and steel anti tank landing devices all along the beaches. Trucks and guns rumbled through the town. All the corners of the main roads had previously been concreted to reduce damage, which turning track vehicles tended to impart on normal bitumen surfaces.

PLUTO (Pipe Line Under The Ocean) and Mulberry Harbour could be seen being towed down the Channel and, on D-Day itself, hundreds of paratroop gliders were being towed overhead. Exciting, terrible times.

1945 saw the harbour partially cleared of wartime paraphernalia and we were permitted to return to the beach. The huge mooring buoys dotted throughout the harbour (Dover Harbour is an enclosed artificial expanse of English Channel, 1½ x ¾ of a mile), which had been laid for the use of HM Ships, now came into their own as rafts on which to sunbake. There can be hot days in an English summer. Difficulty arose climbing aboard the buoys since they were, of course, fes-

tooned with various marine shellfish, but once aboard the warm metal plate was preferable to the stony beach where the uppermost stones could be warm (hot even) - the layer immediately below was wet and cold. This situation encouraged the gentle lowering of the body onto the beach, and then as little movement as possible in order to retain some semblance of warm comfort.

During my attempts at restoration I encountered my first sewing lesson. The 18-foot luff of the mainsail had rotted away from the boltrope. A 9-inch wide length of canvas (of sorts) was laboriously sewn to the boltrope and then down the width of this 'panel'. Palm and needle, very sore fingers. Don't know how long it took but was forever! In an attempt to preserve the sail from further deterioration (too late in fact) I had read about using cutch. So I boiled the sail up with cutch and salt in mum's copper. That was OK except the copper was too small for the job and the result was an attractive 'tie dye' look. Very distinguished!

The 'restored' 16-foot boat was trundled two kilometres to the harbour with much squeaking, clattering and crunching on a steel-wheeled trolley loaned by a friendly boat builder. The launching, or sinking, took place down the steep pebble beach. Lesson learned, tar and putty (tar from the road, putty left over from the builders) do not necessarily constitute an efficient 'stop leak' material.

I still remember the trauma I experienced that day. I had asked my cousin, who was staying with us at the time, if she would christen my beautiful boat. This very pretty 18-year old girl had helped some friends and I with the trundling down the road and the heaving down the beach on greased boards. She duly named *Seafarer*, whilst the boat was still in a floating condition - she had to be quick.

Seafarer eventually took up somewhat, of course, but it was not a good day to remember. Anecdotal evidence suggests that sometime before the war her previous owners had rowed to Calais and back. If this actually occurred they must have been very fit young men.

From then on she lived in the tidal basin, moored fore and aft to cables running down the wall to accommodate the 16-foot range of tide. Each low water she rested thankfully on the mud, enfolding old discarded lengths of chain, paint cans and other unsavoury rubbish and gently oozed out the water she had gained over the previous 12 hours. She was the focus of my life - probably to the detriment of formal education. One of her voyages, to Folkestone, was very close to being her last and was described in MHA Journal of December 1995.

The Student exchange scheme whereby students of our school hosted overseas students and the favour being reciprocated, made it a fantastic educational and memorable event. Twenty or so members of my class travelled 30 hours by train, Ostend to Copenhagen. From the railway station at Cologne we could see roads deep down in 20-30feet of rubble piled high with not a building left standing. Why did we have to obliterate the city of Cologne?

We discovered that Denmark was, seemingly, untouched by war. Most exciting of all was the proliferation of absolutely beautiful wooden boats. Clinker built half decked boats, both recreational and fishing, each one of them immaculately kept with great pride. Sizes ranged from 6-foot prams to 35-foot yachts, all designed for the cruising waters of the Baltic. What an amazing place. Our two weeks' stay was all too short.

King and Country then claimed me for their own for eighteen months National Service with the R.A.F. When on leave from the stresses(?) engendered as an airframe assistant, restoration number two was commenced. This was found in a derelict hotel grounds. The building was just a burnt out shell, and two Snipes had apparently spent the war years lying under the rubble. A school friend of mine had just become a boat building apprentice and he viewed these wrecks as a challenge and a good project to improve his skills. We grabbed one Snipe each. New decks, new transoms, new masts and booms were, over a period of an English winter (1950) rebuilt or renewed. All this took place 'as and where' they lay. There were quite a few days when, in spite of being young, we found it difficult to retain the required zeal and enthusiasm in cold, wet conditions, but we still looked forward to some competition on the water. However, this competition was never to eventuate. We both left Dover for

pastures new that summer.

My woodwork teacher from school lived aboard an old Brixham trawler, *Esmerelda*. 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 in taking two or three of us across the Channel during holidays and introducing us to the vagaries of the sea, and to the food from the Belgian, Dutch and French towns! We still lived on very restricted rations in England. I'll never forget those huge ice creams 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 this '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 Forland 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 *Esmerelda*, 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 docks edge. The cranse 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, very sorrys' would placate him. We had many adventures and traversed Holland's canal system. Very lucky boys.

I had to leave *Esmerelda* a week prior to her scheduled return trip to Dover in order to catch the *Maloya*, my ship to Australia. I was later to discover *Esmerelda* was no more. She had stuck a sandbank leaving the Hook of Holland and was towed off by a tug onto some rocks. She was a total loss.

Mike on the offending bowsprit of Esmerelda

September 1950 the Igglesden family left Tilbury docks bound for the Big Southland. Steaming down the Channel, leaving our White Cliffs astern, was quite a gut wrenching experience. I was not particularly enthused with the idea of migrating to Australia, but at the back of my mind I knew I could always return one day. I was 20-years old.

HMAS *Kimbla*

Here are a few notes on the last Royal Australian Navy vessel to be driven by a steam reciprocating engine and a few brief notes on the early Royal Navy vessels to use steam power.

The last Royal Australian Navy ship with steam reciprocating engines was the boom defence vessel HMAS *Kimbla*, which served with the RAN from 1956 until 20 December 1984. Laid down on 21 August 1952 at the Walkers Ltd. Yard at Maryborough, Queensland, HMAS *Kimbla* was commissioned on 13 December 1955.

Specifications:

Length	179 feet
Beam	32 feet
Draught	14 feet
Armament	1 x 40mm A.A., 2 x 20mm A.A.
Displacement	733 tons standard 970 tons full load
Engine	triple expansion, 850 IHP, 175 RPM. High pressure cylinder – 14.75" diameter Medium pressure cylinder – 23.5" diameter Low pressure cylinder – 39" diameter Stroke – 24" Fuel consumption – 1.825 lbs per IHP per hour
Speed	11 knots
Complement	32

HMAS Kimbla was converted to a trials vessel in 1959. The armament was removed and in mid-1977 an enclosed bridge was fitted, replacing the open, canvas roofed bridge.

The first steam vessel to serve with the Royal Navy was the paddle steamer *Comet* in 1819. She had a length of 115', beam 21', draft 9', and was fitted with twin engines by Boulton & Watt, each rated at 40 NHP. Next to serve with the RN was *Monkey* in 1820, of 210 tons, she also had engines by Boulton and Watt. Then came *Active* in 1822. HMS *Lightning* appeared in 1823 and in March 1828 HMS *Lightning* achieved the distinction of being the first steam vessel to appear on the Navy List. HMS *Lightning* lasted 49 years. The original engines outlasted four sets of boilers. None of these vessels were warships.

The first steam fighting ship was HMS *Dee*, a wooden paddle vessel laid down at Woolwich Dockyard in 1829 and completed on 5 April 1832. Of 704 tons BM, she was 167' long, with a beam of 30.5', and engines by Henry Maudslay. The 200 NHP engines had 2 cylinders of 40.5" diameter with a stroke of 48', each rated at 100NHP.

John Penn patented the double trunk engine in 1845 and it was first installed in HMS *Arrogant* in 1849. The last major warship to be fitted with trunk engines was HMS *Devastation* of 9,330 tons, the world's first sail-less, sea-going ironclad battleship, launched in July 1871 and completed in 1873. Designed by Edward J. Reed, HMS *Devastation* was 307 feet long and carried a crew of 358 at a maximum speed of 13.8 knots. She was fitted with four 12-inch muzzle loading guns in two twin turrets, one fore and one aft. Her success paved the way for the dreadnoughts and the large battleships that followed.

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Peter Worsley

Götheborg

Readers will be aware of the recent visit to Fremantle of the replica Swedish East Indiaman *Götheborg*, built and run by the Svenska Ostindiska Companiet AB (SOIC). Launched in June 2003 the *Götheborg* is a large vessel, considerably bigger than the *Endeavour*, but uses the same principle of hiding the modern engines and well appointed crew's quarters and galley, but on this vessel it takes up two lower decks. The weather deck and the gun deck are very much as they would have been when the original vessel was wrecked on 12 September 1745 near the entrance to her home port of Gothenburg. The archaeological excavation of the original *Götheberg* was begun in 1986 and over the next six years divers recovered many artefacts.

The specifications for this ship are:

Length	40.9 metres
Beam	11 metres
Draught	4.75 metres (at bow)
	5.25 metres (at stern)
Displacement	1,150 tonnes
Ballast	400 tonnes
Sail area	1,900 square metres
Engines	2 x Volvo Penta 550 horse power (total 1,100 HP)
Crew	80 (50 are students)
Speed	8 knots (maximum engine)
	5-6 knots (average)
Height	47 metres (main cap above WL)

The *Götheborg* carries two headsails above the bowsprit, a jib and fore topmast staysail. Under the bowsprit are what the SOIC names as an outer and inner bonnet. These I would call spritsails, as bonnets to my knowledge were extra sections of sails laced to the foot of square sails to increase their area for light winds. The foremast has a fore course, topsail and topgallant sail. The main mast also has three sails and the mizzen is fitted with a lateen sail and a mizzen topsail. There appears to be provision for stunsails on the main yard. There are a quite a number of spare spars carried on skids on the weather deck.

The ship carries two bluff bowed ship's boats amidships (one was in the water alongside on the day I visited). There is a double steering wheel under the small poop deck with the tiller rope wound around a wooden cylinder between the wheels. Above this is an octagonal skylight, giving the helmsman a poor view of what the sails are doing. The anchor capstan is behind the mainmast and is operated by the crew pushing on ten capstan bars made from oak. These are stored behind the companionway leading up to the poop deck.

An interesting note is that every belaying pin has, on the bulwark or caprail behind it, the name of the rope that is fastened to it. These are in Swedish of course, but it would certainly help when sorting out the great number of ropes to be hauled on by the crew. In the "old days" every seaman was expected to know where a rope fall was secured and to be able to lay his hand on it in the light of day or on a pitch black night, during a howling gale.

The Swedish East India Company conducted their business from 1731 to 1806, and in that period 37 different East Indiamen made 132 voyages from Gothenburg in Sweden to Canton (now called Guangzhou), China. The present ship is due to arrive in Canton on 18 July, where it will stay until leaving for the home journey on 19 August.

Peter Worsley.

One of the fourteen cannon on the ship

The complexity of the rigging is obvious from the above photograph (above)

A stern view showing the galleries and great cabin (below)

Press Release

Treasure Hunt Unearths Sunken Ship's Bell.

A new book by established WA author Hugh Edwards was released in March, recalling the dramatic discovery of a ship's bell, lost during a shipwreck in the North Atlantic Ocean back in 1701.

Hugh Edwards had been writing maritime books for well over thirty years now, with translations in over six languages. But it was at the launch of a more recent book in Shark Bay that he stumbled across the idea to search for the missing shipwrecks of the *Uranie* and *Roebuck*. Both ships were on exploration missions at different times, and played important roles in exploring the West Australian coast. Both ships however, never completed their journeys home and were shipwrecked, crews forced to live a Robinson Crusoe existence. French Captain Louis de Freycinet (along with his young wife Rose who was smuggled illegally onboard the ship before its departure,) were wrecked off the Falkland Islands in the ship *Uranie* in 1820. William Dampier, the acclaimed British navigator and natural historian, controversial for his association with buccaneers was shipwrecked at Ascension Island in 1701 whilst onboard the *Roebuck*.

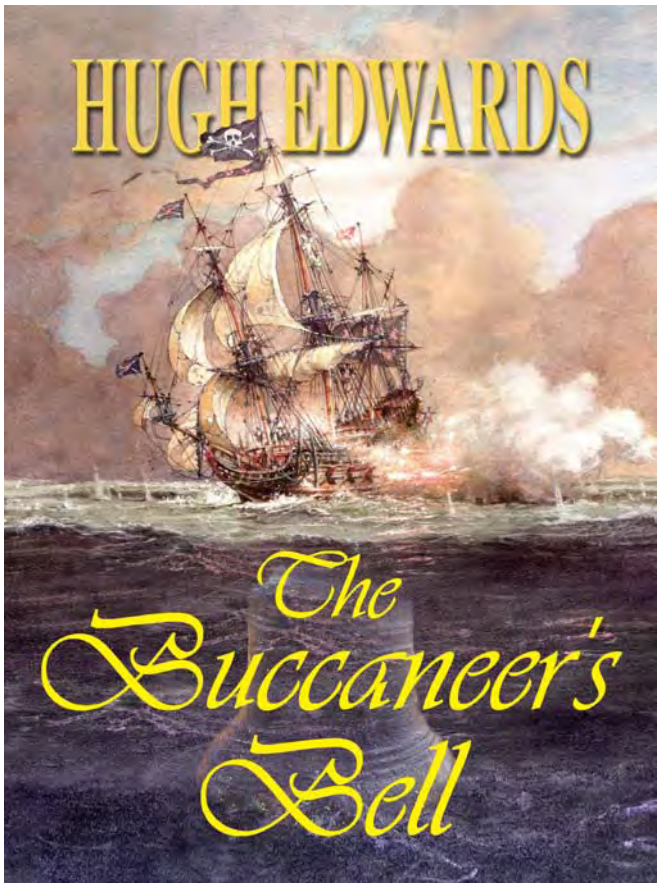
The ship under the spotlight 305 years later was the *Roebuck*, an old fire ship given to explorer William Dampier for his voyage of exploration to the Far East. Far from satisfied with his aging vessel, it was unsurprising when the ship sprung a leak and the carpenter's mate only managed to aggravate the problem. The crew were forced to abandon the vessel in Clarence Bay and swim to shore. Watching the ship break up in the surf at Ascension Island did little to console the marooned crew, and little did William Dampier know that it would be a shipwreck which would elude divers for centuries to come.

However it was in the tumultuous year of 2001 in which a story of hope and success was born amidst worldwide sadness and loss. Seven Australians from WA followed their hearts and after a lot of planning and sponsorship, took a trip which led them across the far corners of the globe.

What the team of men in 2001 were interested in, was what became of these lost vessels in their oceanic graves. Finding them was a test of men versus nature, especially since they soon discovered that many teams before them had tried and failed in their search for the elusive ships. So it was an even bigger surprise when on one of the final days in the warm waters of Ascension Island, they literally fell across the discovery of the ship's bell along with a giant clam believed to have been collected by the famous natural scientist and buccaneer, Dampier, when he visited the west coast of Australia in 1699. The broad arrow markings on the bronzed bell, used by British Admiralty-owned ships, signified to the team that this bell was something important and it was raised to the surface for the first time in three centuries.

Today it remains safely preserved at Ascension Island, saved from a fate of being lost forever under surging waves and moving sand or worse – taken by souvenir hunters diving at the site. Hugh Edwards' book, *The Buccaneer's Bell* is the definitive account of this remarkable piece of history.

Paperback, 212pp. Published by Tangee Publishing. RRP



MARITIME HERITAGE ASSOCIATION

Our History

The Maritime Heritage Association was formed in 1989 to promote a living and working record of Western Australian maritime heritage, and to foster national and international interest in our maritime heritage for the benefit of the local community and visitors.

Aims

- To promote, encourage and support the preservation, restoration and knowledge of Western Australian maritime heritage by providing resources and facilities for employment, education and training in all aspects of maritime heritage.
- To invite and encourage public participation in all these activities.

Membership Entitlements

Ordinary Member

- Open to anyone.
- One vote on Annual General Meeting resolutions.
- Open to stand for election to Committee.
- Receive quarterly newsletters.

Family Member

- Open to any two adults and dependent children under 18 years of age.
- One vote for each adult on Annual General Meeting resolutions.
- Adults open to stand for election to Committee.
- Receive quarterly newsletters.

Institutional Member

- Open to any institution.
- One vote on Annual General Meeting resolutions.
- Receive quarterly newsletters.

Associate Member

- Open to pensioners, students, children under 18, or unemployed persons.
- Are not entitled to vote on Annual General Meeting resolutions.
- Receive quarterly newsletters.

……

Maritime Heritage Association Inc.

Membership Application Form

(Circle appropriate amount)

	1 Year	**3 Years**	**5 Years**	
INSTITUTIONAL	$100	$275	$440	NAME…….
FAMILY	$40	$110	$175	ADDRESS……...
ORDINARY	$30	$83	$130	……..…….
ASSOCIATE	$10	$28	$40	POSTCODE……..
				PHONE (H) ……...(W)…….

Please forward remittance to:-

Bob Johnson (Treasurer),
4 Cunningham Street,
APPLECROSS Western Australia 6153.

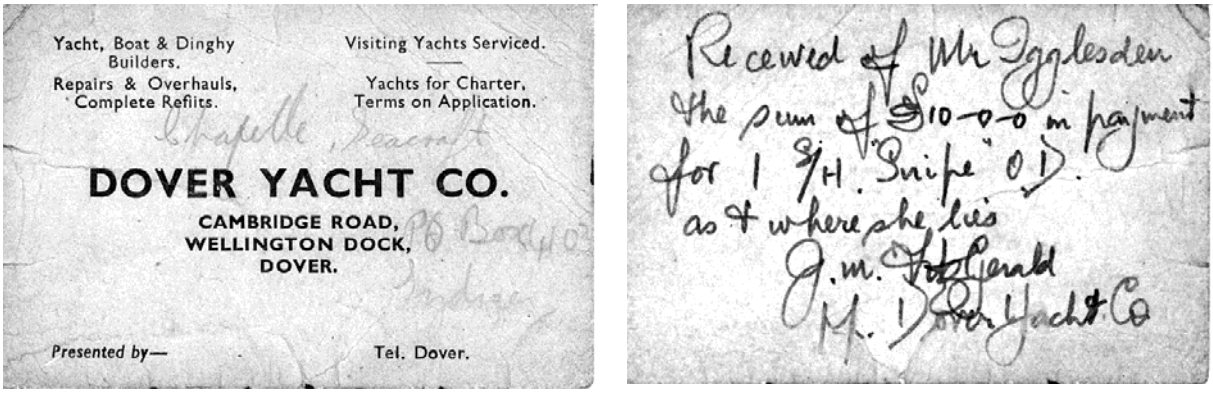
QUIZ

Answers to March 2006

1. A kevel is a large cleat usually fitted to the gunwale of a sailing vessel for belaying ropes.
2. Force 12 or Hurricane Force winds are those winds with a mean speed of 64 knots and above.
3. Captain James Stirling named Cockburn Sound after Vice Admiral Sir George Cockburn (1772-1853), a Lord Commissioner of the Admiralty. Rous Head was named after Henry John Rous (1795-1877), second son of Viscount Dunwich and the first Earl of Stradbroke. He was a naval officer who explored the east coast of Australia. He also had Stradbroke Island, Dunwich and Rous Channel, on the east coast, named after him.

Questions

1. Where in Western Australia is Hawley Shoal and after who or what was it named?
2. What is the difference between a rowlock and a crutch in a rowing vessel?
3. What was the name of the last ship to carry convicts to Australia? At what port did it arrive, and on what date?



Receipt on the back of a business card in the name of Mike Igglesden for one second-hand Snipe dinghy

See Some of Mike's Maritime Moments

Maritime Heritage Association Inc.
23 State Street, Victoria Park, Western Australia, 6100.