

# MARITIME HERITAGE ASSOCIATION JOURNAL

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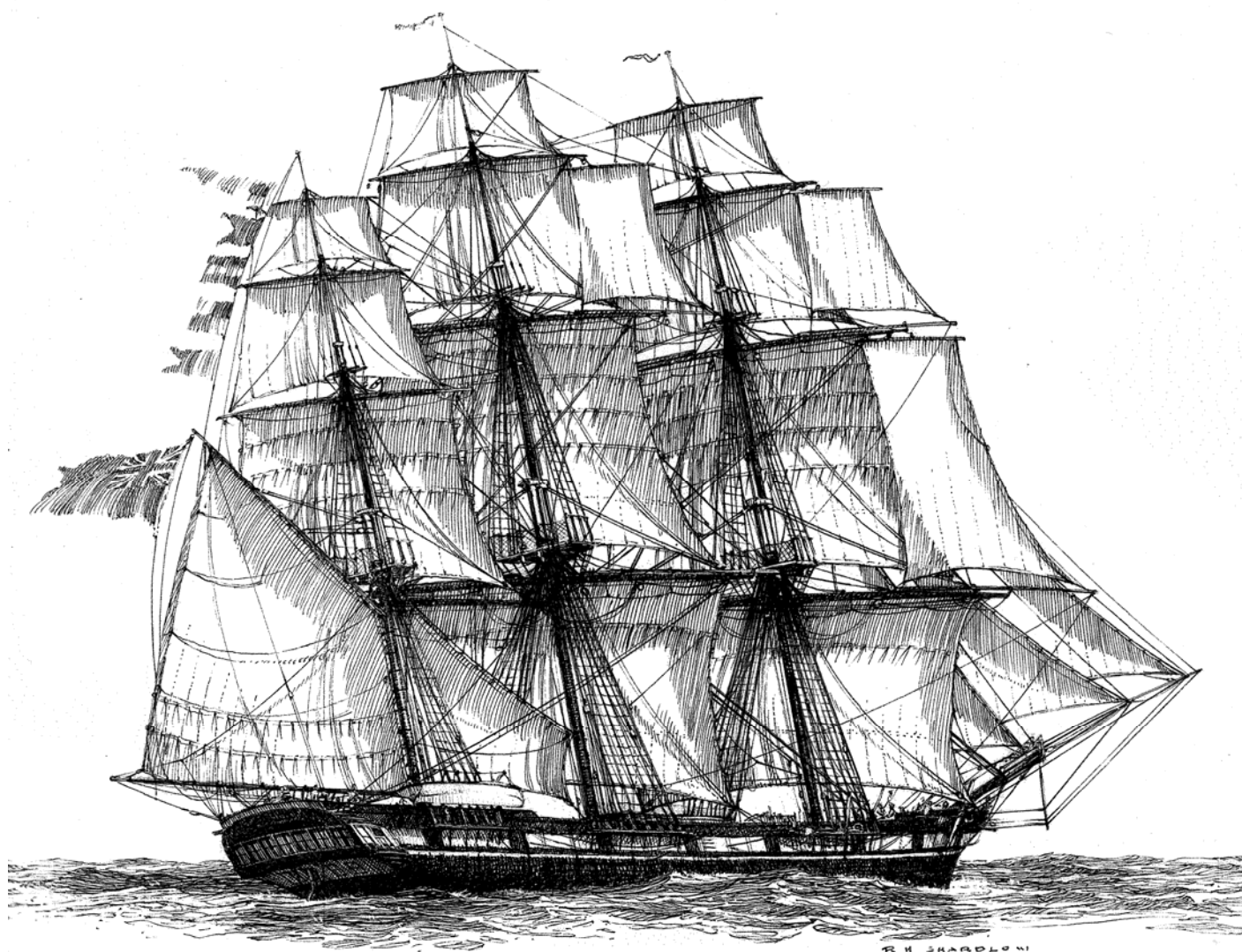
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Maritime Heritage Association, Inc.*

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*Drawing by Ross Shardlow of the ship Hooghly, 465 tons. Anchoring off Clarence in Cockburn Sound 17 February 1830, Hooghly was one of three ships employed to bring settlers out for Thomas Peel's land settlement scheme.*

*See page 14 for Part II of Clarence—a report on the Site of Clarence Town, 1830.*



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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## EDITORIAL

There are a couple of items to note.

The Annual General Meeting held on 6 April resulted in a number of changes to the committee:

President	Geoff Vickridge
Sr Vice President	Geoff Shellam
Treasurer	Bob Johnson
Secretary	Nick Burningham
Editor/Vice President	Peter Worsley
Vice President	Leigh Smith
Vice President	Brian Lemon
Committee	Jill Worsley
Committee	Ray Miller
Committee	Brian Phillips
Committee	Mike Igglesden

Our thanks go to the Shardlows, Ross and Barbara, for their untiring efforts on behalf of the Association. As (respectively) Past President and Secre-

tary they did a tremendous job in furthering MHA aims. The generous use of their house as our headquarters over many years has been greatly appreciated.

At long last we can report that our book, *A Windswept Coast*, has been published by the Western Australian Museum. Jill and I have put in some six years of work on this book which is sub-titled *Western Australia's Maritime Heritage Between the Moore River & the Zuytdorp Cliffs*. It is also Australian National Centre of Excellence for Maritime Archaeology, Special Publication No. 11.

As editor, it is pleasing to note that this journal is getting more contributions from members. If you have anything to say on maritime matters, get it in print! I am always in need of articles, large or small, for inclusion in your journal.

### Things They Would Rather Have Not Said

How can they find us in weather like this? Look! You can't even see the rear of the fleet! Its two hundred thousand to one against anyone running into us accidentally.

**Captain Ignatzius, commander of the Russian battleship *Suvarov*, 1905**

Said on 27 May 1905 only hours before the Russian fleet was sighted, attacked and annihilated by the Japanese fleet in the Battle of Tsushima.



# Presidential Tidings

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

## President's Annual Report: 2007-2008

For the past five years, the MHA has been headquartered at the Staterooms in Victoria Park. Sadly, those rooms are soon to be de-commissioned requiring the MHA to seek new premises. As work commitments require that I will not be able to stand for office for the new term, I had hoped to have at least found the promise of alternative premises on Victoria Quay from which establishment a vision for a Maritime Heritage Precinct would emanate. Regrettably, this has not been the case.

Progress in developing a Heritage Precinct for Victoria Quay has been disappointing and frustrating. We have been successful with our recommendations for a height restriction on the buildings in the Commercial Precinct. We have also been successful in having the site of Clarence recognised as an area of significance, but negotiations with Fremantle Ports to retain Wooden Boat Works in Slip Street, secure a lease for the *Nordhaven* Project, and locate a site for a MHA Resource Centre, have all proved fruitless. Fremantle Ports' unwillingness to engage in dialogue for the planning of a Heritage Precinct on Victoria Quay seems to betray a sentiment of exclusion.

The Association is otherwise doing well with active participation and a membership that has steadily increased from fifty five to sixty-five over the past twelve months.

The 2008 Wooden Boat Festival held at Claisebrook Cove went exceedingly well, attracting more people to the MHA display than the previous show. Molly Coy and Barbara Shardlow are to be congratulated on their success in organising the festival that, through a change of management from the East Perth Redevelopment Authority to the Perth City Council, required unremitting commitment to effect such an excellent result.

Barry and Doris Hicks continue to delight and amaze us with their warm hospitality and culinary delights at their highly favoured museum open days, supported in no small part by Brian and Irene Lemon. Though Mr Wheatley may not yet be aware of it, his hundred year old fishing boat *Doris* has now been added to their collection. Through the year, HM Museum has hosted the launching of Tom Saggars' book *Crossing the Kalgan*; the unveiling of Brian Lemon's latest model, a Lockfyne Skiff; the release of the MHA Calendar; and the presentation of

Honorary Life Memberships to Rod Dickson and David Nicolson for service and dedication to Maritime Heritage.

Despite every effort to suppress it, *The Superior Persons' Maritime Book Reading Club* continues to flourish, delivering no less than seven convocations during the past year under the irreverent administration of Nick Burningham, Esq.

This year saw the formal introduction of MHA Publishing with the release of the 2008 MHA Calendar featuring David Nicolson's exquisite photographs of Fremantle Harbour. I am pleased to report the calendar has done very well. We also produced a new MHA Brochure this year; a work almost entirely credited to Barbara Shardlow.

Though a good many of our members choose to release their literary works through more customary publishing houses, two titles are currently in production under the MHA banner - Geoff Vickridge's *A Maritime Diary of Western Australia: Day-by-Day*, and Rod Dickson's *From Cape Leeuwin to Head of the Bight 1800 to 1905*.

Of course, our Quarterly Journal, the advocate of all we stand for, continues in excellence under the capable and diligent hands of editors Peter and Jill Worsley.

I am most grateful for the support and encouragement of Committee during the past term, in particular to our Secretary whose tireless devotion to the task has held this administration together over the past twelve months. Thanks also to Bob Johnson, not only for his professional management of the Treasury, but for his active participation and enthusiasm, and to Mr Jim Hunter, for his expertise and willingness to audit our books. Tom Saggars deserves special mention for his work and dedication in establishing the requirements for the *Albatross* trailer.

Special thanks are extended to Peter and Jill Worsley, always actively involved and supportive and to whose hospitality and generosity we cherish for once again making available their home for our AGM.

Ross Shardlow - President



# 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!)*



Hemp rope made by the British Admiralty used to have a coloured jute thread in the lay. This made the rope immediately identifiable and was called the rogue's yarn, and was there to prevent theft of the rope. The three government rope yards had different coloured yarns. Portsmouth had blue, Devenport had red, and Chatham had yellow.

The sailing ship *Dimsdale* (1,887 grt) built in 1890 was known as 'the ship that sank a lighthouse'. In November 1912 she ran into the Wonga Shoal lighthouse outside Port Adelaide, knocking it over and drowning the two lighthouse-keepers.

The Italian battleship *Duilio*, built in 1876, was the first warship to use steel armour. Previously iron had been used. *Duilio* was involved in a typical arms race, in this case between the Royal Navy and the Italian Navy, which developed as follows: As designed the *Duilio* was to have guns weighing 35 tons. On being told that the manufacturers were prepared to supply 60 ton guns, they accepted the heavier weapons. On hearing of this the Royal Navy fitted HMS *Inflexible*, then being built, with 80 ton guns in lieu of the planned 60 tons. So the Italians fitted 100 ton guns on the *Duilio*. I can find no record of how stability was affected in either vessel. It is worth pointing out that the 80-ton 16-inch guns on HMS *Inflexible* were muzzle loading!

## Sailor's Monthly Pay in 1582

Master	£2.1.8
Master's mate	£1.1.8
Boatswain	£1.1.8
Boatswain's mate	11/8
Quartermaster	16/8
Purser	16/8
Master carpenter	16/8
Master gunner	10/-
Surgeon	15/-
Pilot	£1.0.0
Cook	11/8

Trumpeter	15/-
Steward	11/8
Seaman	10/-

The water jet method of propelling a vessel is believed by most people to be a modern invention by Hamilton in New Zealand. The first such propulsion system was in fact made by John Rumsey in 1775. He propelled a small boat on the Potomac River in Virginia, USA, using a steam pump to suck in water at the bow and discharge it at the stern. This is not only the first use of the water jet system, but also possibly one of the earliest steam boats using any propulsion method.

The first vessel to be sunk by a locomotive or self-propelled torpedo (as distinct from spar torpedoes) was the schooner *Diana* in 1862. This was an accident, as it occurred during a demonstration of the torpedo by its inventor, Pascal Plant, on the Anacostia River before President Abraham Lincoln, when the torpedo ran wild.

In the New South Wales *Return of Corporal Punishments from 1<sup>st</sup> to 30<sup>th</sup> September 1833* the report on the convict James Turner was that, after receiving 50 lashes for disorderly conduct and neglect of work, "he was exceedingly pale and exhausted" when taken down!

The fastest voyage by a convict ship to Western Australia was made by the ship *Corona* (1199 tons, William S. Crudace in command) carrying 306 convicts. Departing Portland on 16 October 1866 she arrived off Fremantle on 22 December, having taken just 67 days for the voyage, and losing no convicts.

Admiral John Arbuthnot Fisher (1841-1920) became First Sea Lord in October 1904. His promotion saw many reforms in the Royal Navy. One such reform was that ratings were, for the first time, given knives and forks to eat with!



# Dr. James Graham and Earth-Burying!

The following article by Rod Dickson highlights not only some unusual history, but is also a lesson for other researchers.

"Don't ASSUME - It makes an ASS out of U and an ASS out of ME"

The above saying was taught to me by an old Skipper I sailed with many years ago when I working as Mate of a Whale Chaser operating out the North West Whaling Company's station at Carnarvon, 600 miles north of Perth, Western Australia. At the time we were towing two humpback whale carcasses in through the passage between Dirk Hartog Island and Dorre Island and I ASSUMED we were well clear of Dampier Reef, when, in fact, we weren't and the whale chaser *POINT CLOATES* came close to touching the reef due to the setting current. It was a lesson in navigation that I never forgot.

It was something I should have remembered when undertaking research for the story of the Nantucket Whaler/Sealers, *ASIA* and *ALLIANCE*. In the 2007, Winter Edition of the magazine *Historic Nantucket*, I wrote an article about these two vessels and their Captains, the cousins Elijah and Bartlett Coffin. In the article I made mention that during the homeward voyage of the *ASIA*, Captained by Elijah Coffin<sup>1</sup> they made a stop at Ascension Island on November 7, 1793, where the crew went ashore "agunning". They also "carried the Cook on shore and Buryed Him for the Scurvy, then come on Board."

From that log book entry I ASSUMED that the poor old Cook had died, and the ship fortunately being near land he was carried ashore and given a decent Christian burial. Later in the voyage, on December 12, 1793, the *ASIA* was lying at anchor at the Island of St. Kitts in the West Indies, having been arrested by a ship of the Royal Navy, H.M.S. *BEAULIEU*. On this day Sylvanus Crosby, the ship's log keeper wrote, "We carried the Cook on shore and buried Him for the Scurvy. Left one Man to Wate upon Him."

Again on December 13, 14 and 15, Crosby makes references to the Old Cook and having him buried and then digging him up again. As the ship sailed from St. Kitts on the 15th and took the Old Cook

with them I ASSUMED he was then given a burial at sea, the local authorities on St. Kitts having refused to allow him to be interred on their island.

At this point I should have thought more about the implications of burying the Cook and "leaving one man to wate upon him" and digging him up again day after day and why, but I didn't, as I was progressing with the manuscript and had passed that part of the story and was on to the next stage.

Months later, the manuscript version of the *ASIA* and *ALLIANCE* story is completed and in the hands of the editors for checking and I was already well into the research stage of the next story. Also set in the 1790 period. This concerns the Royal Naval ship *GUARDIAN*,<sup>2</sup> a 44 gun frigate, but for this voyage converted to a store ship bound to the new Convict Establishment at Port Jackson, New South Wales. The ship, under Lieutenant Edward Riou, sailed from the Cape of Good Hope on December 12, 1789, steering south east to make the latitude, 42° south, where he expected to find strong westerly winds but fair weather.

What Lieutenant Riou didn't expect to find, but did, was an Island of Ice on December 24, 1789. The ship was stopped so that pieces of the ice could be collected to supplement the fresh water on board as the livestock were consuming more than was thought. Unfortunately the *GUARDIAN* then ran onto a submerged ledge of the Island of Ice and was severely damaged in the bows. She then spun on her heel, the sails went aback, and she crashed back into the Ice Island stern first, smashing the rudder and stern post. When the Carpenter sounded the well he found the vessel was making 8 feet of water per hour and it was feared the ship would sink. Half of the crew took to the boats and were never seen again. However Lieutenant Riou and the remainder of the crew pumped night and day to keep the ship afloat and two months later on the 20th February, 1790, the partially dismasted wreck of the ship was sighted off the Cape of Good Hope and was towed into Table Bay by six whaleboats, sent from Whalers anchored in the Bay.



While in the State Library, in Perth, Western Australia, my home town, I was searching through the London Newspaper, *THE TIMES* for any information regarding the above story. I found some references in the editions of June 1790, which led to further stories in the December 1790 editions and then for some reason I kept on reading the news columns in the successive editions, just in case somebody had written a letter or a response to the story and then I came to this article, as follows:

*The TIMES*; December 30, 1790; Pg.3; Issue, 1761; Col. F.

DEAL.

December 26.

The *EDWARD*, Captain Bernie, belonging to York, arrived at Deal on the 19th inst. with 1,400 barrels of oil, and seven tons of Bone, the produce of 28 bone whales. She sailed from Hull in January, but last from St. Helena, where she was detained for some time, her crew being ill with the Scurvy.

The Captain adopted Doctor Graham's practice of Earth-Bathing, from which the men derived great benefit.

Left Deal on the 12th inst. for Hull and on her passage experienced a very heavy gale of wind, on Wednesday last, from the Westward, and, though within six leagues of the River Humber, was obliged to return to Yarmouth Roads where she rode out the storm. Captain Bernie advises that no damage was done to the shipping at that station, notwithstanding the violence of the weather.

This simple newspaper piece immediately caught my attention and the part sentence, "Dr. Graham's practice of Earth-Bathing" fairly flew off the page to catch my eye. I sat there for a few moments reading and rereading and then set about to discover all I could about this Doctor and this strange and unknown treatment.

James Graham, son of a saddler, was born, on June 23, 1745 in old Edinburgh. Scotland, in the part of the town known as Cowgate<sup>3</sup>. After initial schooling he was accepted at the University of Edinburgh to study medicine, but was an indifferent student who seemed more at home complain-

ing about the lectures and the stuffy lecture rooms. He did, though in later years acknowledge the wisdom given him by his tutors.

Graham did not complete his term at the University, nor pass any examinations, however, this made little difference as he called himself Doctor anyway and went about practicing medicine wherever he stopped. He married in the Welsh town of Pontefract in 1770, but shortly after, tiring of marriage set sail for America<sup>4</sup>.

Landing in Boston he traveled the countryside for the next two years, practicing as an Oculist, (a physician treating diseases of the eyes.) and Aurist, (a Doctor skilled in treating and curing disorders of the ears.). In 1772 Dr. Graham moved to Philadelphia and set up his practice there and it was during this period of his life that he first began to formulate his theories and interest in earth bathing. During the next two years he treated a considerable number of the local population and more importantly met and was inspired by Benjamin Franklin and his experiments with electricity. He obtained drawings and materials from Franklin and when he returned to England in late 1774 to set up his Practice in Bristol, he took with him a rudimentary electric machine.

Gradually, even though he was declared a "Quack" the rich and famous flocked to his Studio, to suffer his cures. These included being placed on a Magnetic Throne, or in a bath into which electrical currents could be passed. His most popular form of treatment was what he called Aetherial, which included Balsamic Medicines, Milk Baths and Dry Friction and Earth Bathing<sup>5</sup>.

Dr. Graham's theory of Earth Bathing came from his idea that all life came from the earth and that all life ended in the earth. He formulated the idea and set about to prove that life could be sustained by being buried in the moist earth. He postulated that the body could receive all the nutrients required to sustain life and at the same time all poisons and illnesses would be excreted from the body, thereby maintaining perfect health. Another of the claims associated with his earth bathing was that the practitioner would live to 150 years.

During his life, Dr. Graham published a number of treatises on his different theories and No. 5, published in 1779, is the first of the Pamphlets re-



garding Earth Bathing. In one of his sessions he had himself buried for 6 hours a day for 8 successive days and for 12 hours on the 9th day, allegedly without any food and only a small drop of water to sustain life. On another occasion he and a young lady at Newcastle, (England), "stripped into their first suits and were each interred up to the chin, their heads beautifully dressed and powdered, appearing not unlike two fine full grown cauliflower's<sup>6</sup>."

At various times in Dr. Grahams life he was called a Quack and a Charlatan, but he always managed to draw a crowd, especially when he was in London promoting his "Celestial Bed." As he grew older his sanity deserted him and though regarded generally as very Strange and also a Madman, was quite knowledgeable. He was a vegetarian, was against alcohol, believed in bathing in cold water only, never closing windows and refused to sleep on any form of mattress. He was very strict on hygiene. In his various lectures Dr. Graham asserted that all diseases were caused by wearing too many clothes and consequently he never wore woollens.

Of the 20 treatises that Dr. Graham published three are of interest to this article, the first is: No. 5; "A Treatise on the All-Cleansing, All-Healing, and All-Invigorating Qualities of the Simple Earth, when Long and Repeatedly Applied to the Human Body, London, 1779.

No. 17; "A Short Treatise on the All-Cleansing, All-Healing and All-Invigorating Qualities of the Simple Earth, Newcastle-upon-Tyne, 1790.

No. 20; "A New and Curious Treatise on the Nature and Effects of Simple Earth, Water and Air when Applied to the Human Body. How to Live for Many Weeks, Months or Years without Eating Anything whatever, London, 1793.

This last Pamphlet begins with an Affidavit made on April 3, 1793; stating that from the last day of December 1792 to January 15, 1793 he neither Ate, Drank, nor took anything but cold water, sustaining life by wearing cut up Turfs against his Naked Body and by Rubbing his Limbs with his Own Aethereal Balsams.

Dr, James Graham died of Insanity at Edinburgh, June 23; 1794<sup>7</sup>.

## SCURVY!

This disease comes on gradually, with lassitude, indisposition to exertion, low spirits and loss and strength.

As it advances the countenance becomes bloated and of a yellow appearance, the gums swell. are spongy and bleed with the slightest pressure and the teeth are loosened.

The breath becomes offensive, livid spots appear on the skin, wandering pains are felt in the bones and the bowels are obstinately costive, or the stools are frequent and costive.

In a more advanced stage of the disease, emaciation increases, the limbs become useless, faintness follows every effort, blood is discharged from different parts of the body and death approaches slowly.<sup>8</sup>

That many people both in America and England believed in Dr. Graham's Earth Bathing is demonstrated in the log books of various whalers. I first read of ship's crews suffering from scurvy, being buried when I was writing a previously published book, *To King George the Third Sound for Whales*<sup>9</sup>, the log of the British Whaler *KINGSTON*. Captain Thomas Dennis. In this story the *KINGSTON* and her consort *ELLIGOOD*, Captain Dickson sailed from London in 1800, bound for the whaling grounds of New Holland. After whaling around the South and West Coasts of Western Australia the two ships sailed west across the Indian Ocean. On this leg of the voyage Captain Dickson and nine of his crew on the *ELLIGOOD* died of the scurvy. Following are some entries from the ship's log:

Monday, November 17; 1800.

First and middle parts fresh breeze and hazy. Four men down with the Scurvy.

Tuesday, November 25; 1800.

Moderate breezes, under whole sail. Shifted the sick men from the Steerage down the Fore Hatchway, they being very Disagreeable to those in a Good State of Health.

Tuesday, January 13; 1801.

At 10am the colours was displayed half mast up on board the *ELLIGOOD* which denoted one of her crew had de-



parted this life. 4 men off duty and 6 men complaining much.

Wednesday, January 14; 1801.

Delightful breeze and pleasant weather. At 4pm the Body of Joseph Simmons was Committed to the Deep from on board the *ELLIGOOD*.

As the ships arrived at St. Augustines Bay, on the South West coast of Madagascar and came to anchor, a sailor, "William Kingston, Departed This Life With the Scurvy."

Next day, Wednesday February 11, 1801;

"Delightful Weather; sent part of the Ships Company on Shore to Bury Themselves in the Earth for the Scurvy."

On successive days sections of the crews were sent on shore for "burying" while at the same time Captain Dennis was purchasing from the local native chiefs, fowls, goats, fruits, plantains, lemons, bananas and plums to supplement the normal diet of salt meats. A Bullock was purchased for the two ships for a musquet!

The ships arrived home at London in December 1801 with the loss of a further two men since the departure from St. Augustines Bay.

As late as 1840 it is recorded that American whalers anchored at the Galapagos Islands were sending men ashore to be buried for the scurvy. But even more amazing, considering the cure for scurvy had been found and promulgated in the late 1700's ships were still arriving at Albany on the South Coast of Western Australia, in the mid to late 1800's, with crews unable to work, suffering from the scurvy.

Today, with our knowledge of medical matters,

and the cause of scurvy, (the lack of vitamin C), it is beyond the realms of reason to think that simply burying a person in the sand at the top of the beach is going to cure him of scurvy. In the log of the ASIA, as well as sending the Old Cook ashore to be buried for the scurvy, Captain Coffin also sent a man ashore to tend him. This is for a couple of reasons. Firstly, because the Cook is buried up to his neck it will be impossible for him to chase off the sand flies, mosquitos, ants and other creepy bugs that inhabit the ground. The caretaker looking after the buried victim is also going to give him some form of nourishment, water and or food found or purchased locally. Fruits and vegetables.

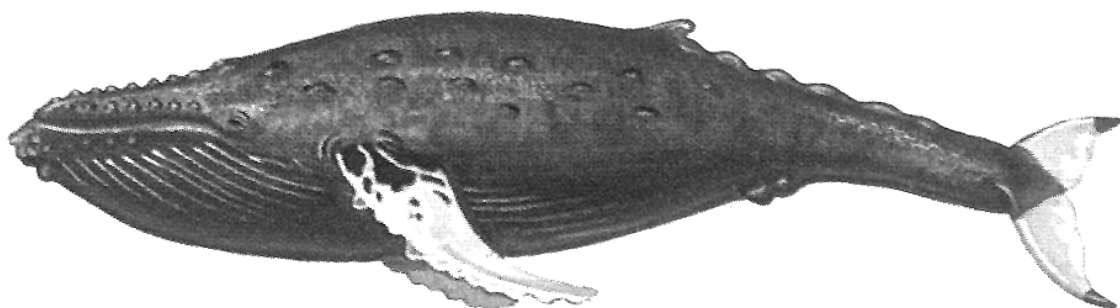
Even though being buried in the earth apparently restored the health of the scurvy ridden and went on to reinforce the theory of Earth Burying, in fact it is the fruits and green vegetables available locally that in truth saves the life of the poor Old Cook and others of the crews.

However it is no wonder that so many believed this convincing, self proclaimed Doctor who actually practiced what he preached.

#### Footnotes

1. Filmed log book of the ASIA, P.M.B. 228; Alexander Library, Perth, W.A.
2. *Naval Miscellany, IV*, Page 229 & *Historical Records of Australia*, Vol. 1.
3. *Old and New Edinburgh*, Cassell and Co. 1880.
4. *Dictionary of National Biography*, Oxford University Press, 1922.
5. *Dictionary of National Biography*, Oxford University Press, 1922.
6. Quoted in *Notes and Queries*, 2<sup>nd</sup> Series, ii, 233.
7. *The Guinness Book of Fakes, Frauds & Forgeries*, Guinness Publishing, 1991.
8. *The Shipmaster's Medical Guide*, 1824.
9. Published by Hesperian Press, Perth, W.A.

Rod Dickson, 2008







# Yavari – 137 years old

**Geoff Vickridge writes on a vessel far from home.**

In 1861, the Peruvian Government of Ramon Castilla, ordered two small cargo-passenger gunboats for Lake Titicaca. Already enjoying the wealth from the guano industry on the coast, the Government looked to exploit the natural resources of the southern highlands around Lake Titicaca. Here lay the potential for trading Peruvian copper, silver, minerals and wool and timber and riches of the rain forest from Bolivia with manufactured goods from Europe.

At 3,810 metres above sea level and the highest navigable waterway in the world, Lake Titicaca was left behind after the last Ice Age. It is 176 kilometres long, 50 kilometres across, fed by eight rivers to a maximum depth of 403 metres and straddles the Peru - Bolivia border.

Through the agency of Anthony Gibbs & Sons, the Government commissioned the James Watt Foundry in Birmingham, England (where steam was first harnessed for industrial use) to build the ships that would collect goods from around the lake. Without a rail link to the lake at that time, the ships were built in kit form, with no piece weighing more than 178 kilograms, the maximum carrying capacity of a mule.

The Thames Ironworks and Shipbuilding Company were sub-contracted to build the iron hulls of *Yavari* and *Yapura*. The ironworks were also founders of London's Premier League, West Ham United Football Club. Their nickname, 'The Hammers', comes from the days of when rivets were hammered and is still used today.

On 15 October 1862, *Mayola*, bearing eight British engineers from London, having rounded Cape Horn, docked at Arica, then a Peruvian port and discharged the pieces of *Yavari* and *Yapura*. The Peruvian Navy then faced the daunting task of getting 2,768 pieces including two crankshafts transported to Lake Titicaca, 3,810 metres above sea level.

From Arica to Tacna, 550 metres above sea lev-

el, the packing cases travelled the 64 kilometres on one of the oldest stretches of railway in South America. In Tacna the 2,768 pieces weighing a total of 213 tonnes were unpacked and arranged in order of how they should arrive at Puno on the Lake. Local muleteers and porters, who were to carry the crankshafts, competed for the work. The route, though only 350 kilometres in length, would take them across the moonscape of the driest desert in the world, mountain passes higher than the highest European peaks and the sub-zero windswept wastes of the altiplano. Notwithstanding what faced him, the winner quoted a delivery date of six months. Buoyed by this prospect, the British engineers who were to help assemble the ships went on ahead to build a jetty, slipway and machine shops in preparation.

Six months later, the contractor, hopelessly defeated by the task, was sacked, leaving pieces of ship scattered between Tacna and Puno. Outside events seemed to conspire against the project as grumbling muleteers, an earthquake, a 'peasants revolt' and the threat of a second invasion of Peru by the Spanish, brought the expedition to a



*Wheelhouse 1998*

halt. Five years on it received fresh impetus. Requests were sent out for more muleteers and 1000 Indians to help with the task and by 1 January 1869 enough pieces had arrived for the keel of *Yavari* to be laid.

*Yavari*, then 100 feet long was powered by a 60



horsepower two cylinder steam engine which, for want of a more conventional fuel, was fired by dried llama dung. She was also rigged as a two-masted sailing vessel. Despite fatalities within the team, the British engineers and local workers painstakingly rebuilt *Yavari*, bit by bit. At 1500 on Christmas Day 1870 the 'First Lady of the Lake' was launched. The amazing journey from the heart of Empire Britain to the spiritual heart of the Inca Empire was finally complete. *Yapura* later renamed BAP *Puno* followed in 1873.

By 1890, the cost of the War of the Pacific and the construction of some of the world's greatest railways had impoverished Peru. In lieu of a debt repayment, The Peruvian Corporation was formed as a British company to run the trains and lake steamers. *Yavari* continued her vital service providing transport for the region's exports and as a link between lakeside communities.

Known as 'la Peruvian', the Corporation extended the hull of the *Yavari* to increase cargo space and in 1914 replaced the steam engine with a Swedish Bolinder 4 cylinder hot bulb semi-diesel developing 320 horsepower at 225 rpm. The oldest and largest of its kind in the world, this engine is a collector's piece and is currently being restored with sponsorship from Volvo Peru S. A. and Atlas Copco S.A.

*Yavari* had undergone several changes by the time The Peruvian Corporation was nationalised in 1972. At that time she passed via



ENAFER, the State Railways to the Peruvian  
*One of the original cabins*

Navy, who, for lack of resources and preferring the *Yapura*, allowed her to lapse into disuse. In 1982, when, believing *Yavari* to have been

built by Yarrows, the yard founded by her great grandfather, Alfred Yarrow, Meriel Larken, already a Peruphile, discovered the old iron lady slowly languishing in a corner of Puno port. Although, in fact, *Yavari* was not a Yarrow ship, the vessel's historic value and potential for attracting revenue to one of the most depressed regions of Peru were obvious. Larken commissioned a Lloyds Condition Survey which found that being in fresh water at high altitude, the iron hull was in excellent condition and it was deemed worthy of restoration. By 1987, The Yavari Project and La Asociación Yavari had been formed and on 17 February *Yavari* was bought from the Peruvian Navy.

At first work was slow due in part to Peru's political instability and economic decline but in 1990 a change of government brought with it a rapid turnaround in the country's fortunes. Since then steady progress has been made on *Yavari* due entirely to the many friends, sponsors and volunteers she has attracted.

*Yavari* has undergone extensive technical surveys, been rendered totally watertight and secure and made comfortably habitable. Many of the original items of equipment, such as the ship's wheel and anchors, have been located and restored to their rightful place on board the ship.

A test carried out on the engine by injecting it with compressed air was successful but when the restorers came to dismantle it they were disappointed to find unexpected damage to the crankshaft and throw bearing for which they had not allowed for in their estimate for sponsorship. An air compressor and tank were donated and the restorers were able to carry out much if not all the repairs necessary. Due to the age and unique nature of the engine, much of the crankshaft work had to be designed and made locally. Although this meant providing additional employment in the workshops, it meant delaying the completion date and exceeding the budget and on 9 December 1999 the Bolinder ran successfully.

Once more painted in the black, white, red and green livery of The Peruvian Corporation, *Yavari* is now open to the public.



Yavari under way c1950



YAVARI c1960

Yavari c1950



*The steamship Yavari on Lake Titicaca, Peru—15 September 2005*



# 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.

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## Maritime Heritage Association Inc.

### **Membership Application Form**

(Circle appropriate amount)

	<b>1 Year</b>	<b>3 Years</b>	<b>5 Years</b>
INSTITUTIONAL	\$100	\$275	\$440
FAMILY	\$40	\$110	\$175
ORDINARY	\$30	\$83	\$130
ASSOCIATE	\$15	\$28	\$40

NAME.....

ADDRESS.....

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..... POSTCODE.....

PHONE (H) .....(W).....

*Please forward remittance to:-*

Bob Johnson (Treasurer),

46 Sandgate Street,

SOUTH PERTH Western Australia 6151.



# Australia's Greatest Maritime Disaster

Because of the recent finding of the wrecks of HMAS *Sydney* and HSK *Kormoran*, and the subsequent and justified Australia-wide interest in the battle fought by these two ships in November 1941, I would like to point out an error in the various claims made by some of the media. These claims are that the 645 men who lost their lives when HMS *Sydney* sank make this Australia's greatest naval, maritime and/or wartime disaster. While it is undoubtedly the worst disaster suffered by the Royal Australian Navy, it is definitely not Australia's worst maritime disaster. Very little publicity has ever been given to over 1,000 Australians, 845 of whom were service personnel, who died in the sinking of the *Montevideo Maru* off Luzon Island in the Philippines on 1 July 1942. On 7 February 2004 a memorial to this disaster was commemorated at Ballarat in Victoria. The wording on the memorial is as follows:

MEMORIAL  
TO THOSE WHO DIED ON THE  
MONTEVIDEO MARU  
1<sup>st</sup> July 1942

On the 23<sup>rd</sup> January 1942 the Japanese invaded Rabaul on the island of New Britain, and quickly defeated the small Australian garrison – LARK Force.

About 160 of the Australian soldiers who surrendered were massacred in February, at Tol Plantation.

On the 22<sup>nd</sup> June 1942, the Japanese ordered 845 Australian POWs and 206 civilian internees to board the Japanese ship *Montevideo Maru*, for transport to Japan. The ship bore no markings to indicate that it carried POWs.

The POWs were members of the

2/22<sup>nd</sup> Battalion AIF, New Guinea Volunteer Rifles, an anti-tank battery, an anti-aircraft battery, a coastal defence battery, a RAAF group and a detachment of the 2/10<sup>th</sup> Field Ambulance, uniquely the 2/22<sup>nd</sup> Band were all members of the Salvation Army bands.

On the 1<sup>st</sup> July 1942, an American submarine the USS *Sturgeon*, attacked and sank the *Montevideo Maru* unaware that more than 1,000 POWs were locked in its holds.

There were no survivors – no indication of its sinking nor of the tragic loss of life was given by the Japanese Government.

The sinking of the *Montevideo Maru* is the largest wartime disaster in Australian history.

The 206 civilians who died in the sinking included almost 30 crewmen of the Norwegian vessel *Herstein*, sunk at Rabaul, the others were Australian. It should be noted that bandsmen served as stretcher bearer/medical orderlies during battle. As a footnote I can add that my father was in the army patrol that later found the remains of those soldiers executed at Tol Plantation. Their hands had been tied and they had been “repeatedly bayoneted, slashed and shot” (Ryan, 1972: 1214).

Peter Worsley

#### References

Ryan, P. (ed.), 1972, *Encyclopaedia of Papua and New Guinea*. Melbourne University Press, Melbourne.

*Una Voce: Journal of the Papua New Guinea Association of Australia Inc.* Mona Vale, NSW. Various dates





# CLARENCE - A Report on the Site of Clarence Town, 1830

## Part III

by Ross and Barbara Shardlow

Following Fremantle Ports' announcement that a new Outer Harbour Port Project is planned for Cockburn Sound, the Maritime Heritage Association prepared a report disclosing that the abandoned town of Clarence may lie within the proposed port development area. Part III of the report expands on the reasoning that may explain why some researchers believe the site of Clarence was at Woodman Point.



Section of Perth Land Agency chain map 341/80 showing Woodman Point with Clarence by Lake Munster (Coogee).

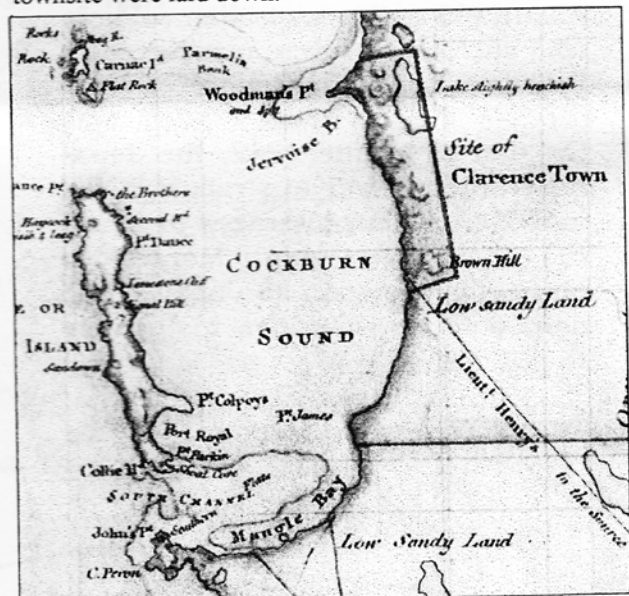
(Battye Library 52/18)

### THE CONFUSION WITH WOODMAN POINT

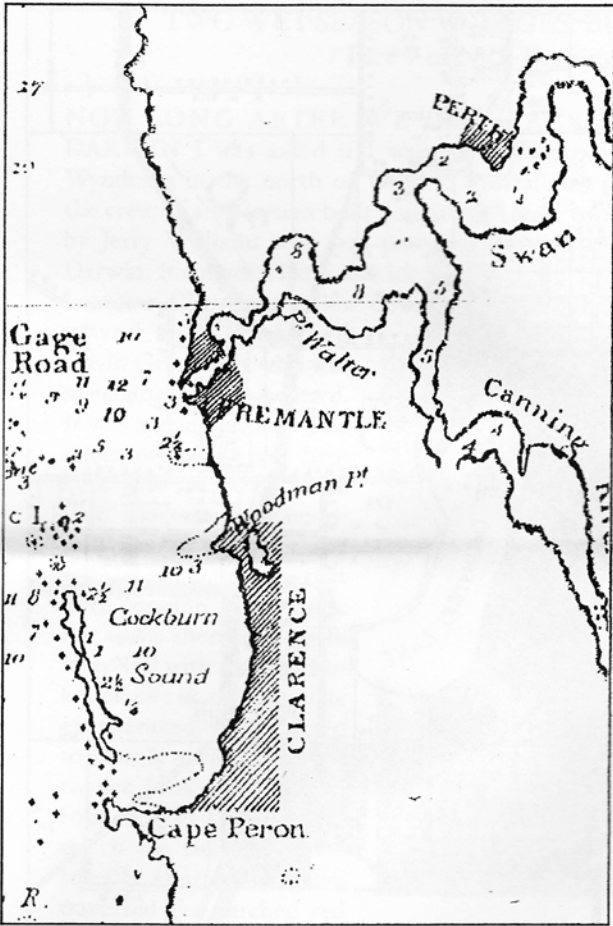
MUCH HAS BEEN WRITTEN about where and when the town allotments for Clarence were drawn up. Certainly we know where the landing place was, that the people settled there, and died there, and that the place was called Clarence Town. We also know the government surveyed the area in late January 1830. In a letter addressed from the 'Encampment, Cockburn Sound, Jan. 31, 1830', an unnamed passenger from the *Gilmore* penned, "The spot we are on is marked by the Governor for a town; the surveyor is now laying it out". Presumably, this refers to the Survey Department's Henry Sutherland who was sent to Clarence on 25 January 1830 and spent two weeks surveying the area. From the maps we have recovered so far, it is evident that Sutherland only laid out the boundaries for the land grants, not the town itself, and certainly not the town allotments. If the passenger's letter did refer to Sutherland actually laying out a town, then we have not, yet, found the survey.

Second officer Bayly referred to cottages "built in a line on each side of a broad road which had been marked out by the surveyor", a description that matches well with Smythe's survey (see map p.15, *MHA Journal* Vol. 18, No.4). One of the allotments on Smythe's map is marked out for William Oakley. If we consider Oakley's allotment was issued after his arrival, it would suggest Smythe's map was drawn up some time after 17 February 1830 (when Oakley arrived on the *Hooghly*)

and 28 February 1830 (when Bayly made his journal entry about the surveyor). As a private surveyor under Peel's employment, Smythe did lay out a few allotments and a main road on Peel's villa grant. It would be some years, however, before the surveyed boundaries of a townsite were laid down.



Section taken from: Map of Part of the Coast of Western Australia by L. Herbert, published August 1831. (Public Records Office Kew, London CO 700 WA/2)

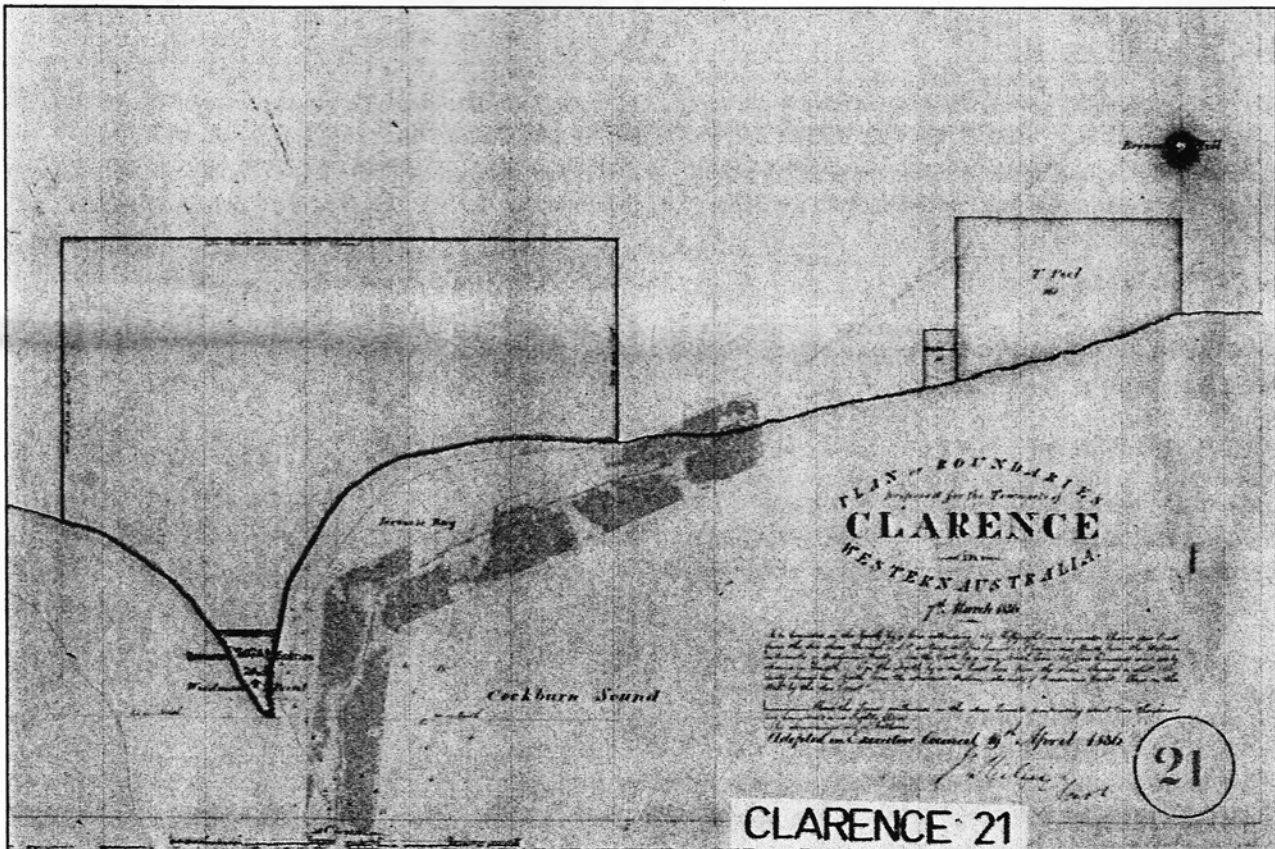


*Inset map from: Cockburn Sound and the Entrance of Swan River by John Septimus Roe, published August 1832. (Battye Library 840C/46)*

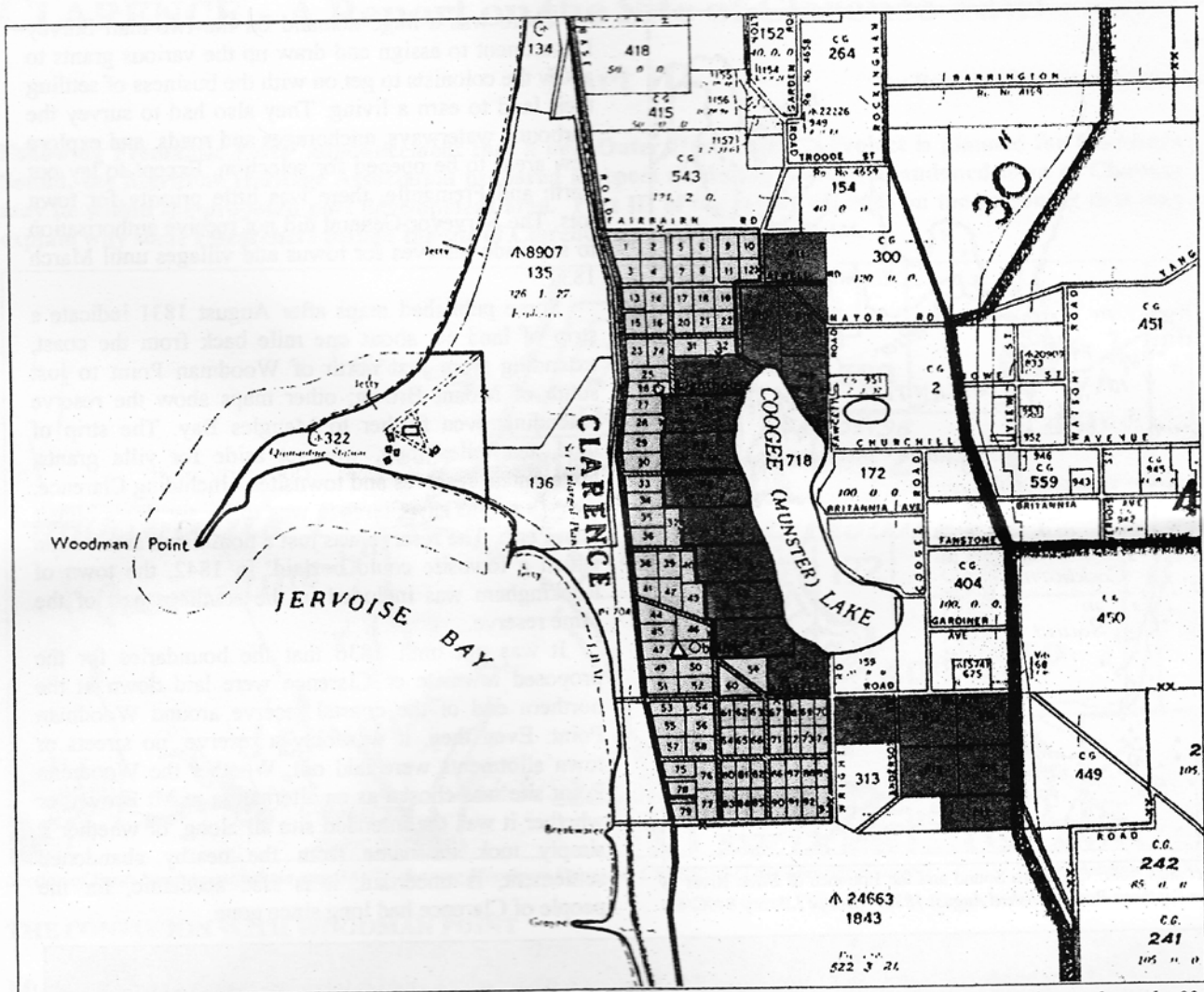
There was a huge demand on the two-man Survey Department to assign and draw up the various grants to allow the colonists to get on with the business of settling their land to earn a living. They also had to survey the harbours, waterways, anchorages and roads, and explore new areas to be opened for selection. Except to lay out Perth and Fremantle, there was little priority for town lots. The Surveyor-General did not receive authorisation to set aside reserves for towns and villages until March 1831.

Some published maps after August 1831 indicate a strip of land set about one mile back from the coast, extending from just north of Woodman Point to just south of Mount Brown; other maps show the reserve extending even further to Mangles Bay. The strip of land, ten miles long, was set aside for villa grants, government reserves and townsites - including Clarence. That is not to say Clarence was to be six times bigger than Perth. The reserve was just a nominated area within which a townsite could be laid. In 1842, the town of Rockingham was included in the southern part of the same reserve.

It was not until 1836 that the boundaries for the proposed townsite of Clarence were laid down at the northern end of the coastal reserve around Woodman Point. Even then, it was only a reserve; no streets or town allotments were laid out. Whether the Woodman Point site was chosen as an alternative to Mt Brown, or whether it was the intended site all along, or whether it simply took its name from the nearby abandoned settlement, is uncertain; it is also academic, for the people of Clarence had long since gone.



*Section taken from: PLAN OF BOUNDARIES proposed for the Townsite of CLARENCE in WESTERN AUSTRALIA by A. Hillman Colonial Draftsman Western Australia, 7 March 1836. (Department of Land Information)*



Detail from a chain map as recent as 1960, still shows the 19 Pensioner Locations around Lake Coogee. The lighter toned area shows the 93 smaller town allotments of Clarence released for sale in July 1888 that included a bank, courthouse, church and agricultural hall. Though all the lots sold within four years, only five people were living there eleven years later. (Batye Library 341/80)

There were various subsequent attempts to lay out a town for Clarence at Woodman Point, but it appears nothing was done until 1876 when allotments were set aside for the Pensioner Guards as a series of plots along the western shore of Lake Coogee. Even these were not town lots but small twenty-acre farmlets. It was not until 1888, when the area was resurrected and re-released, that town allotments were laid out for the first time as a strip of land between the Pensioner Lots along Lake Coogee and what is now Cockburn Road. Town allotments were never laid down on the seaward side of Cockburn Road; Woodman Point itself was kept as a Government Reserve for a quarantine station, quarantine stock grounds and, in 1903, an explosives magazine area.

Clarence, at Woodman Point, was still gazetted as a town as late as 1977. The abundance of maps with the word 'CLARENCE' clearly scribed across Woodman Point, coupled with the early maps showing Woodman Point included in the Clarence reserve, may have persuaded researchers to presume that Woodman Point was the site of first settlement. Some of the primary reference material quoted in this report may not have been available to early researchers. Alexandra Hasluck's

acclaimed biography, *Thomas Peel of Swan River*, (Melbourne, 1965), places the first settlement at Woodman Point. Hasluck provides a wealth of valuable information about Clarence, but the focus of the work is on Thomas Peel and the exact location of Clarence is but a small part of the big picture, and may not have warranted more painstaking and thorough examination. Unfortunately, once a work of history is published, subsequent writers and researchers may perpetuate the error.

In effect, there were two Clarence Towns. Early maps show Clarence as a reserve of land extending from Woodman Point south along the coast. It was not until 1836 that the boundaries for a townsite were laid down at Woodman Point. Though officially gazetted, Clarence Town at Woodman Point never really came to fruition.

Peel's settlers, landing at the south end of the cliffs adjoining his villa grant in late 1829, may not have intended to make that the site of permanent settlement. Nevertheless, that is the place they settled and called Clarence Town; that's where they built their cottages, where they lived and died, and eventually abandoned, leaving behind the relics of dreams and hopes.





TWO WET SEASON VOYAGES: BURONG BAHRI AND TUNAS HARAPAN, 1979  
Part 7 of Nick Burningham's *Messing about in exotic boats*

NOT LONG AFTER WE GOT BACK TO DARWIN I was asked if I wanted to fly down to Wyndham in the north of Western Australia to join the crew of a Malaysian-built, junk rigged *bedar* owned by Jerry Williams who was preparing to sail up to Darwin. It sounded like a fine idea.

After Christmas I flew down to Kununurra and stayed with my friend Gavin Grapefruit who was managing a citrus orchard. It was appallingly hot. The monsoon hadn't yet broken. Darwin was more than hot enough. Kununurra was 10°C hotter and even more humid if that were possible. Just outside the town there is a small steep hill with a road up to a look-out at the top. The exasperated, heat-crazed townsfolk used to drive up to the look-out in their four-wheel drives and watch for the small rain squalls that sometimes traversed the parched red landscape. When they spotted a likely squall they would jump in the vehicle and tear off across the rocky terrain trying to intercept the squall's course and feel its cooling rain. Tens of thousands of dollars worth of damage was done to four-wheel drives in that particular manifestation of the silly season — as the build up to the wet season was sometimes called, though it was more accurately known as suicide-season.

Having absorbed the atmosphere of Kununurra, I caught the bus down to Wyndham and met Jerry and Lawrie who was the other crew member.

Wyndham was just as hot as Kununurra and there were fearful squalls in the night. There were also fearful tides there. Though Wyndham is about twenty miles from the open sea, up a narrow and tortuous channel with steep hills on either side, the water still rises and falls about ten metres at spring tide. As an added attraction, the abattoir at Wyndham used to discharge offal into the sea and thus ensured the proximity of plenty of big crocodiles.

One evening at sunset the sky looked more than usually terrible. Swirling black clouds, a sickly greenish colour and three strange sausage shaped clouds bent down at the ends sticking out from swirling storm clouds. (I've since read that the *pamperos* storms, off the coast of South America, are sometimes presaged by similar shaped clouds.) There was a really

violent squall a couple of hours after dark. Fortunately the wind blew in the opposite direction to the three knots of tide and to some extent we were able to steer and sail BURONG BAHRI (Seabird) under bare-poles to reduce the strain on the anchors, but we dragged several hundred metres before the squall was over.



We scraped and anti-fouled BURONG BAHRI on the muddy beach at Wyndham before sailing for Darwin. We set sail just before high tide early in the day and took a short cut through a narrow passage to the west of the main channel, avoiding the alarmingly named Whirlpool Reach. By the time we got to the narrow passage the tide was falling fast — we went down the passage at about the speed of a motor bike. Looking astern the water a couple hundred metres back was higher than BURONG BAHRI's fairly high

stern gallery. It was like sailing down a flooded river. It wasn't particularly dangerous for there were no waves to cause big overfalls and no serious whirlpools. We had a following wind all through the narrow parts of the channel though later, as the channel widened, we had to beat against a sea breeze with the last of the ebb under us. As soon as the tide turned we tucked into a tiny inlet and anchored.

Sometime during a dark squally night, on the top of the tide, we got under way again. Well before dawn we had an offing and a proper wet season westerly which gave us a beam reach out of the Cambridge Gulf and up the coast. In the squalls, which came pretty regularly every hour or three, Jerry eased the halliard to reduce the sail area by a couple of panels. That was my first experience of junk rig and the remarkable facility with which it can be reefed and unreefed.

Our course up the coast towards Darwin took us across shallow waters on a lee shore, so the waves were fairly steep and, having them on the beam, it was a little uncomfortable, but we were anchored in Darwin on the third night after leaving Wyndham, having made a fast and relatively easy passage.

Meanwhile, Bob Hobman the erstwhile co-owner of SIOLA TAU had heard, from Peter Walker, of a *lambo* for sale at Benoa which sounded like a good deal. He



began collecting loans from acquaintances to implement his plan — to go up to Benoa, buy the *lambo* named TUNAS HARAPAN (“Bud of Hope”), load a cargo and sail down to Darwin before the wet season westerlies faded. He generously offered to pay fares and expenses if I wanted to go. He also took Rick Hoskings who had sailed with him on SIOLA TAU and had the distinction of being the only one from SIOLA TAU’s crew who had not been hospitalised after any of their voyages.

We flew to Bali with charts, sextant and compass, and in a day or three Bob had bought TUNAS HARAPAN. She was a good looking, low sheered, Butonese *lambo*, obviously quite old but well-built. She retained a tall gaff riggers mast with only a short masthead above the hounds although she had been rigged with a gunter mainsail for a year or two.

I cut a new mainsail and jib, some local sailors made new standing rigging cable, laying up galvanised fence wire by hand — a new fashion on Indonesian *perahu* at the time. The hand laid fence wire cable looked bad because you could never get it completely straight but it was strong and durable.

We ballasted with sand bags and started loading large terracotta pots, stone statues, cane furniture and all sorts of stuff. An old acquaintance from previous visits to Benoa turned up. Professor Adrian Horridge of the Australian National University, had published a number of monographs about Indonesian *perahu*, including one about the *perahu lambo*. I didn’t agree with all of his conclusions but we corresponded regularly. He asked to join TUNAS HARAPAN for part of the voyage as far as Ende on the island of Flores where Bob intended to stop.

We also met up with Dr Colin Jack-Hinton, director of the Museums and Art Galleries of the Northern Territory, another distinguished scholar of Southeast Asian maritime culture. He and Bob discussed the finer points of Asian maritime culture over twenty or thirty cold beers while Rick and I got on with the loading and caulking the decks. Colin agreed to purchase Wayan Kerig’s *jukung* (outrigger canoe) for the collection of the Museum of Arts and Sciences in Darwin if we could transport it to Darwin. It was a bit awkward. The *jukung* was about seven metres long, and so were its outrigger booms, while the outriggers themselves were ten metres long. We strapped the *jukung* and all its bits to the starboard side of the cabin where it completely blocked the side deck and meant that one had to climb outboard to get to the running backstays which was decidedly awkward, but not impossible. Since the *jukung* weighed at least a quarter of a tonne and was carried as deck cargo it was fortunate that we had plenty of ballast and cargo.

We sailed from Benoa at about the end of February. The wet season westerlies were blowing consistently with plenty of westerly squalls. We got a good offing and sailed south of the Lesser Sunda islands. Professor Horridge proved to be prone to seasickness

and perhaps that was why he always tried to make TUNAS HARAPAN self steer when he was given a trick at the helm. He said it was an experiment but as I told him every five or ten minutes, a sloop rigged *lambo* with its great long main boom sticking out one side doesn’t self steer when running down wind.

Bob enjoyed a reputation as a man who appreciated a few stiff drinks, even in Darwin where nearly everyone has a thirst like a suction dredge. However, at sea Bob very properly restricted himself and his the crew to a single cocktail taken during the cocktail hour before dark. Bob always mixed the cocktail himself following a simple recipe of his own devising.

- 1 Tip a litre bottle of rum or Dutch Genever into the coffee pot and top up with fruit juice.
- 2 Decant into three large enamel mugs.

The first couple of days out, as we ran eastwards to the south of Lombok and Sumbawa, the wind was moderate with just a few windy squalls. On the evening of the third night, as we left Sumba strait, the weather astern looked very black indeed. Gradually the wind increased. We kept running with it and running before the wind didn’t appreciate its full strength. We hung on to the mainsail for too long. When the squall hit hard we had to let TUNAS HARAPAN round up into the wind in order to drop the mainsail and as we did that the jib flogged its clew to bits. The foot of the main got damaged too. Once the main was approximately furled we had to furl the torn jib which gave us a hard fight. With the wind screaming from astern, the jib, with its foot laced to a boom, kept ballooning full of wind and trying to run back up the jib stay. It was all I could do to lock my arms around the jib, and my legs around the bowsprit while yelling for Rick to get a gasket round the sail. Though he was only a couple of metres away he couldn’t hear me. It was easier to get the jib furled when TUNAS HARAPAN came round broadside to the weather.

We lay ahull for a while, broadside on, and the weather did not improve at all. We were drifting towards a headland and calculated that if it kept blowing just as hard all night we might be smashed into the cliffs of the headland before dawn. We had no serviceable sails bent and in those conditions we could not bend spare sails.

We got TUNAS HARAPAN running under bare poles and found that she could be steered about 20–25° degrees from straight downwind and maintain steerage, but I was the only one who could judge the course and avoid stalling her in the black night with no visual clues to give the course. The binnacle light had failed so I steered nearly all night judging the course from the wind direction. That was the easy job. You face dead ahead and the wind tearing past your ears should give you an accurate indication of wind direction relative to heading.



I was glad to be steering. Once we got TUNAS HARAPAN running on a course clear of the headland, we closed up the aft companion way because waves were breaking over the aft deck and slopping through the companion way. Then the bilge pumping started. In any sort of breeze TUNAS HARAPAN needed a couple of hundred strokes on the bilge pump at the end of each three hour watch. This time Rick and Bob pumped for about an hour before the pump sucked dry and then had to pump for forty-five minutes in every hour for the rest of the night. About 4:00 a.m. the weather had improved a little, but we were running slower and more seas were breaking over the aft deck. Bob issued very large tots of whisky which were delicious beyond belief and kept us going. At dawn Bob took the helm and Rick and I started repairing the jib clew.

At no time during the night had we seen Adrian. He must have had a terrifying night, shut in the cabin in complete darkness with a lot of water coming in and deafening noise from the wind and sea.

Repairing the jib was going to take an hour or two, so we set the main deep reefed because it was more or less intact above the reef band. We got the roughly repaired jib reset a little later and we were sailing again, running for the shelter of Ipih bay to the east of Ende. During the day the wind gradually eased. At dusk we rounded the volcanic headland south of Ende and sheeted in to sail into Ipih. Under the lee of the volcano the wind got lighter and lighter. It was hopeless trying to tack up to Ipih with the mainsail deep reefed so we had to bring out the spare mainsail. We'd never previously tried to set it. It was a polyweave sail and was said to be smaller than the mainsail we were using, but it turned out to be larger. With the gunter spar set as high as possible the boom hung down to the aft deck. Each time we tacked we had to lift the boom and carry it over the boom crutch, but it was a good sail for tacking in light conditions.

It was well after midnight when we felt our way into Ipih and dropped an anchor somewhere near the other anchored *perahu*. We shared a quick bottle of spirits and fell into deep sleep.

I woke an hour or three later and noticed that TUNAS HARAPAN was rolling beam on to a surprisingly large chop. On deck I found that we had dragged our anchor out of the shallows of Ipih bay and it was now hanging straight down. We had drifted a couple of miles back out to sea. I called the others and we wearily hauled the anchor up and got under sail again. Even if your hands are hard and caloused, they can be very sensitive to hard ropes when you're fatigued. We anchored again at dawn.

During several days at Ipih we recut the polyweave mainsail and straightened out the rough repairs to the jib. We tried to stuff a bit of caulking in the most obvious above-waterline leaks. Adrian Horridge went ashore and immediately hospitalized himself for no



obvious reason. Rick retained his record of being Bob's only crew-member (other than me) never to have been hospitalized after a voyage.

In Ende we ate a very delicious oven-roast suckling pig thanks to a friendly Chinese shop keeper, Edi Setiawan, and his hospitable family. Then we went back to sea. We sailed across the Sabu Sea towards the southern tip of Timor and found ourselves a little too close to the lee shore of Semau island in the night. It was a moonlit night with quite a lot of cloud scudding across the sky and the wind was freshening, it was from the west and backing slightly south of west, so instead of broad reaching past the end of Semau into Rote Strait we were increasingly sheeting in and beginning to find ourselves clawing off a lee shore in a rising wind. At times in the moonlight we could see the breakers and the white sandy beaches of Semau. If the wind had got much stronger we would have had difficulty beating away from the shore, but it was a short-lived worry. By dawn we were slipping past the end of Semau and running through Rote strait to the Timor Sea. Our crossing of the Timor Sea was easy but the northwest wind was gradually diminishing. Sun sights and radio direction finding showed that we were being set very strongly to the north as we approached Beagle Gulf and in the lightening wind conditions we had to make a larger and larger alteration to our rhumb-line course to avoid being taken north around Cape Fourcroy.

As we sailed up Darwin harbour the winds were very light and just before dawn, as we approached the Port of Darwin anchorage, a slight squall came from the east — the first easterly of the year. We were lucky to sail all the way to Darwin before the southeast trades started to argue with the monsoon.



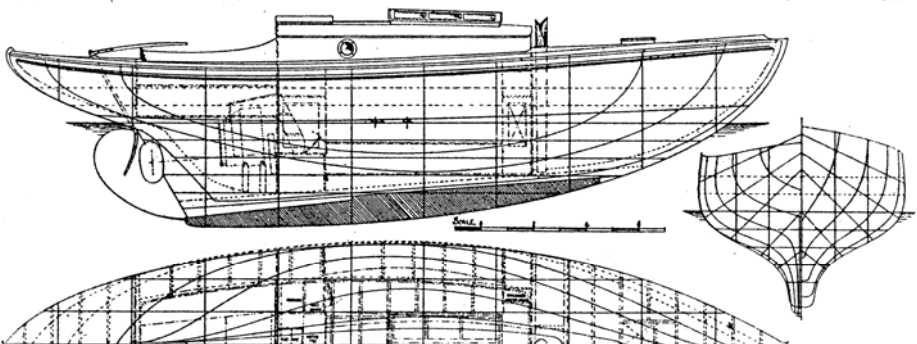
# QUIZ

## Answers to March

1. First, Second and Third Rocks lie in a north-south line directly south of Penguin Islet at the northern edge of Warnbro Sound.
2. A cable is a measure of length of one-tenth of a nautical mile, or a little over 200 yards, about 185 metres.
3. The site Stokes selected was for the lighthouse on Rottneest Island.

## Questions

1. What makes the 17<sup>th</sup> C Dutch ship *Vianen* unique in the annals of the Dutch East India Company's association with Western Australia?
2. After whom was Heirisson Island in the Swan River named?
3. What is meant by breaming a vessel?



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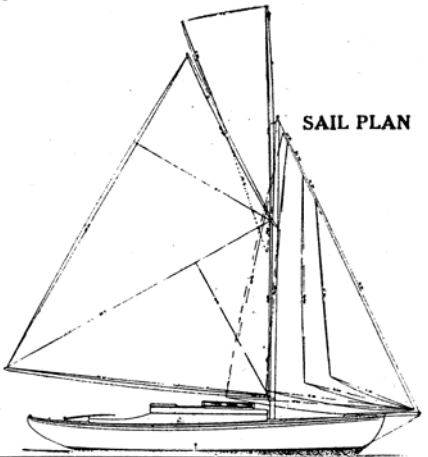
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