

MARITIME HERITAGE ASSOCIATION JOURNAL

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Maritime Heritage Association, Inc.*

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



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



*A model of the steam launch Lady Elizabeth by Brian Lemon
(See article on page 12)*

Photograph by David Nicolson



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

All of the Association's incoming journals, newsletters, etc. are now archived with Ross Shardlow who may be contacted on 9361 0170, and are available to members on loan. Please note that to access the videos, journals, library books, etc it is necessary to phone ahead.

(If you have an unwanted collection of magazines of a maritime nature, then perhaps its time to let others enjoy reading it. Contact the Association; we may be interested in archiving the collection.)

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

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EDITORIAL

The recent Annual General Meeting was held at Mandurah. Attendance was down on the usual turn out, but the meeting re-elected all the office bearers and committee members into the same positions that they previously held.

The Classic and Wooden Boat Show held on 27-29 March 2009 at Fremantle gave the Association a chance to show some of what we are doing. The display included photographs, a dinghy courtesy of Brian Phillips, our new association burgee, a ship's wheel and demonstration mast rigging set courtesy of Leeuwin Ocean Adventure Foundation, and a model of one of Brian Phillip's dinghies. Prominently displayed on easels were framed prints of two of Ross Shardlow's paintings, one of the *Batavia* and one of *Duyfken*. Copies of these prints (unframed) signed by Ross were available for sale. The display was on the verandah at the Royal Perth Yacht Club Annexe at Fremantle, and was manned by association members on the three days. A num-

ber of people stopped to inspect the items, and there appeared to be prospects of a few new members. Better direction signage to the show would probably have resulted in more visitors.

Earlier this year it was announced that the wreck of the cutter *Mermaid* had been located off the Queensland coast. *Mermaid*, under the command of Phillip Parker King, surveyed much of the northern Australian coast during the early 1800s. The earliest detailed charts of the western and northern coasts of Western Australia were drawn by King from surveys on board *Mermaid*. It is one of Western Australia's (and the nation's) most important historical vessels, and the news of its discovery is most welcome.

Please note that membership fees are now due—see the form on page 19.

Things They Would rather Have Not Said

I can see a three-funnelled cruiser in the distance. She is coming nearer flying the French flag.

British radio operator on Fanning Island, 7 September 1914

A very short time later the German cruiser *Nurnberg* landed a party which destroyed the wireless station.



Presidential Tidings

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

Sadly the MHA departed from its headquarters at the Staterooms in Victoria Park late in 2008. For five years we enjoyed not only an outstanding facility but also the unstinting hospitality of my predecessor Ross Shardlow and his lovely wife Barbara, both of whom have so generously supported us in many different ways as well as providing a great meeting site. Fortunately, the new CEO of Leeuwin Ocean Adventure, Terry Baker, has allowed us to use his organisation's facilities. Although there have been one or two minor hiccups, generally we have come to regard our B Shed HQ as a great spot to meet and it was without hesitation that we made a \$500 donation to the ongoing maintenance of STS *Leeuwin*.

We were recently informed that the Wooden Boat Works had to vacate its premises at Henderson so an approach was made to Fremantle Ports to see if the WBW could return to its premises in Slip Street; regrettably, two days ago I learnt that not only did Fremantle Ports reject the proposal but also, it required WBW to remove the equipment stored in its former premises within two months. At this stage, the future of the WBW is uncertain. Yesterday I approached Andrew Smith of the *Fremantle Herald* newspaper to publicise the plight of the WBW and he has advised me that he will assist us.

There was hope that the Finding the Sydney Foundation may have been able to provide sufficient funds for a trailer and signage for the 32-foot cutter; regrettably, we have had no response to our request and it appears that the organisation has been wound up. The disposition of its surplus funds is unknown. Once again, we really have little option but to complete an application to Lottery West for a grant.

To finish off the gloomy news, the MHA does not have a permanent home for its extensive library and other resources but a further approach is to be made to the Fremantle City Council through the councillors of Hilton Ward to find out the best way to bring a proposal before council for the establishment of a Maritime Resource Centre in Fremantle.

On a brighter note, thanks to the considerable efforts of Treasurer Bob Johnson and his son Lloyd, the MHA now has a web page at www.maritimeheritage.org.au. By clicking on the site repeatedly, we have managed to drive our site from obscurity to the number two position if you type in 'maritime heritage association'. Members are invited to contribute to the page and I know that Bob welcomes suggestions to improve the pages of our web site.

At this stage, the MHA should have its first literary publication in print by November. My manuscript, *A Maritime Diary of Western Australia* is now well advanced as is a revised edition of Rod Dickson's *Ships Registered in Western Australia from 1856 to 1969 – Their Details, Their Owners and Their Fate*. (The current edition is on our website.) Peter (and Jill) Worsley and David Totty's fine publication, *A Windswept Coast – Western Australia's Maritime Heritage Between the Moore River and the Zuytdorp Cliffs* is now on sale at all good bookshops; I am aware that Peter and Jill are working on a second similar publication covering the south-western coast of the State and I certainly look forward to its release.

After the somewhat disappointing 2008 Wooden Boat Festival at Claisebrook, we've hitched ourselves to the three-day Fremantle Boat Show commencing on 27 March. Only time will tell whether our participation will be successful; it certainly won't fail from want of enthusiasm by those who have been organising the MHA stand.

One outing which was enjoyed by those who attended was to the vineyard, Byramgou Park and our generous hosts, Richard and Geraldine Knox. For the maritime historical significance see the MHA Journal, Vol 19, No. 3 – September 2008 and Ross Shardlow's article therein, the result of much painstaking research.

I believe that 2008-2009 has been a watershed when it comes to seeing significant progress with Fremantle Ports and the Heritage Interpretation Plan for the west end of Victoria Quay. Ross Shardlow and I have attended all of the several



very lengthy meetings with Fremantle Ports and the heritage consultants, Lovell Chen of Melbourne. There have been other stakeholders but without any doubt, it is the MHA which has been the major contributor to the overall plan and this has been recognised. Although we may not agree with some aspects of the plan which is at the preliminary draft stage, I believe that Fremantle Ports should be commended for the steps that they have taken to preserve and present this aspect of our State's maritime heritage.

When it comes to bouquets, I would like to particularly thank Ross Shardlow, who despite his own pressures has always taken time out to deploy his wisdom and experience to ensure that I am more or less on the right track. Nick Burningham's contribution to the MHA is peerless in respect of his secretarial duties; we could not function in the manner in which we have without his input. Similarly, Peter Worsley's major and ongoing efforts in producing the outstanding Journal must not go unnoticed. Even with the time necessary for his own research, Peter has always been willing to share his vast knowledge of WA's maritime history with all who seek his assistance. Despite the advance of time, Barry and Doris Hicks are always so willing to open their collection of treasures to so many people, ably assisted by Brian and Irene Lemon. I also cannot let this opportunity go by without thanking Bob Johnson

who is such a capable treasurer and ensures that we are always in the black as well as chasing up members who have overlooked paying their annual dues. Jim Hunter, our auditor must also be thanked for donating his services to the MHA. Throughout the year other Committee members have always been prepared to step forward and assist and I thank you all for your support, your suggestions and most of all your experience in matters of maritime heritage.

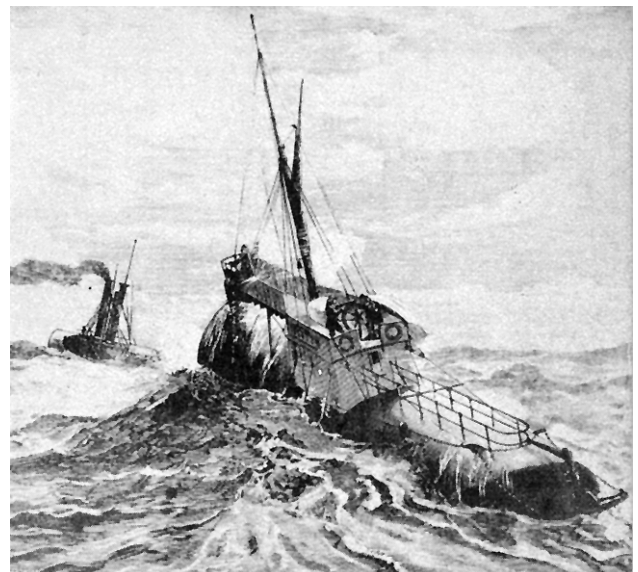
Last, I am sure that we are all in agreement that our AGM is always well attended primarily because of the generous hospitality of Jill and Peter Worsley and the culinary repast which we all enjoy; the trip to Mandurah is always a pleasure when we know what awaits us.

There are many challenges for the MHA in the year ahead, particularly given the uncertain economic times upon us at present; nonetheless, I am optimistic that with such a band of enthusiastic and hard-working members, next year's President's report will mark further achievements in promoting, protecting and preserving our maritime heritage.

Geoff Vickridge
President
22 March 2009

A Strange Towing Feat

Cleopatra's Needle, a famous London landmark, was first erected at Heliopolis about 1500 BC. After centuries in the sand at Alexandria it was "given" to Britain in 1819. However no attempts were made to bring it to Britain until 1877, when a prefabricated iron cylinder 93 feet by 15 feet was shipped out. It was assembled around the obelisk, which was then rolled into the water. Because a boulder pierced the iron cylinder, launching was delayed until 7 September 1877. Once in the sea the cylinder was given bilge keels, ballast, a bridge, cabin, mast, sails and a rudder. On 21 September the steam tug *Olga* took it in tow, but during a gale in the Bay of Biscay it broke adrift and was abandoned – six men being drowned in the rescue efforts. It was later retrieved and reached London under tow of the three funnelled tug *Anglia* on 20 January 1878.



Peter Worsley



A Big Stink

J.E. Hammond happened to be in Geraldton in 1877 when he reported that on a Saturday night (date unspecified) thirteen large whales beached themselves on Grey's Beach. The largest whales in the pod measured up to 25 feet in length and 8 feet "through the body". Called locally "black fish", they were probably long-finned pilot whales. Dick Burton, fisherman and lighterman of Geraldton, claimed the carcasses by cutting his brand on them, and a company was quickly formed to extract their oil. However, lack of fuel for the fires and large vessels for rendering them in lead to this attempt being abandoned.

One of the survivors of the pod managed to round Point Moore, and entered Champion Bay. Cap-

tain Henrietta (probably captain of a visiting vessel, as he does not seem to have been a local) fitted up a boat, and chased this whale until he was able to harpoon it. The whale then pulled his boat around the bay for several hours before it died. It was dragged ashore at Page's Beach, and there left to rot away. With fourteen dead whales in the vicinity, Geraldton was probably not a preferred tourist destination for several months, especially when a southerly wind was blowing!

Note: The scientific name for the long-finned pilot whale is *Globicephala malaena* derived from the Latin *globus* meaning round, and the Greek *kephalos* meaning head, and *melas* for black.

Jill Worsley



Copper Boats

The following article appeared in the *Inquirer* for 25 August 1847.

Copper Boats! – We have been informed of the introduction of a novelty in river and port navigation in England, which if it bears out all that is claimed for it, cannot be long before it comes into general use. It is nothing less than a boat of copper, made of four sheets only, stamped to due form by powerful machinery, and riveted together. It is 23 feet long, 5 feet wide, and has four times the strength of wooden boats, and requires one-third only the power to propel at

the same speed as a wooden boat of the same dimensions; one-third less weight; no caulking, re-nailing, or painting is required; and when worn out the metal will sell for three-fourths of the first cost. Dingies [sic], cutters, gigs, ships' boats, race boats, and others from 10 to 60 feet, may be made in four pieces. Their strength has been tried by dashing them against rocks; and running ahead against stone piers; and it appears almost impossible to sink them.



The Ditty Bag

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

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



In 1823 the Yarmouth brig *Belinda* (160 tons, Thomas Coverdale, master) was hit by a gale off St Pauls Island in the Southern Ocean. The gale removed both masts and swept the decks of boats and the galley. Two seamen and a boy were drowned, but the cook, who had gone overboard with the galley was saved! The *Belinda* limped into Hobart on 12 November 1823, subsequent repairs taking three months.

Sealers from Bass Strait used to sail to Georges Bay in NE Tasmania to catch black swans. They would pen the swans in an enclosure during the moulting season. The birds were then starved so that the sealers could more easily remove the skins which, in 1829, fetched 1/- each.

“To make a line-of-battle, ship’s launch, thirty-two feet long, requires at the least from eight to ten days, and costs for labour alone, exclusive of material, from £12 to £16” (*Inquirer*, 12 March 1862: 3e).

A police report of 1 October 1894 states: “Flotsam off wreck of the *Spirit of the Dawn* found by A.J. Bussell about 10 miles from Wallcliffe.” This 716 ton barque was wrecked on Antipodes Island, south-east of the southern tip of New Zealand’s South Island on 4 September 1893, en route Rangoon to Chile. The survivors existed for 87 days before being rescued. The flotsam presumably drifted with the westerlies almost round the world in the thirteen months.

The young assistant lighthouse keeper at Cape Leeuwin in 1896 was Felix Count von Luckner, later to become “the chivalrous commander” of the German auxiliary cruiser *Seeadler* during World War I.

The storm did us no damage – the lightning ran over our yards and the various ironwork of the ship in a manner to terrify the boldest.

The reason assigned for so few cases of injury to ships by lightning, is the number of points in her structure for the dispersion of the electricity. One precaution is invariably taken, that is, to remove the pump spears, and to fill their place with swabs, to prevent the iron rods acting as conductors for the electric fluid into the hold of the ship.

(Whitecar, W.B., 1860, *Four Years Aboard the Whaleship: Embracing Cruises in the Pacific, Atlantic, Indian, and Antarctic Oceans, in the Years 1855, ‘6, ‘7, ‘8, ‘9.* J.D. Lippincott & Co., Philadelphia.)

In mid-19th century America some vessels were specially built to be easily converted from barque to brig so as to evade charges based on one of the measurements of length:

Vessels have been built in this city, and so arranged, that at pleasure they could be converted from a bark into a brig; the object was the evasion of measurement of the length of the vessel, which was set down as extending from the bow to the end of the tiller; Thus, by removing the mizzen-mast, and substituting a long tiller for a short one, before entering port, some advantage was gained...

(Griffiths, I.W., 1856, *A Treatise on Marine and Naval Architecture, or Theory and Practice Blended in Ship Building.* George Philip & Son, London).

February 17th 1830. Mr Peel is at present living in the large box which was sent on board to hoist the horses out. It is about seven feet long, four feet high and three feet broad. Over the top he has an old sail spread by way of roof.

(From the journal of George Bayly, 2nd mate, *Hooghly*, anchored off Hooghly Town.)



Don't Drink the Water!

In 1620 the *Mayflower* was headed for Virginia when storms blew it off course. Arriving at Massachusetts the Pilgrims could not carry on to their intended destination as they were desperately short of provisions; so they landed at Plymouth Rock instead. A Pilgrim's journal states: "We could not take time for further search or consideration, our victuals being much spent, especially our beere." Once ashore they promptly erected a brew house and started brewing beer. At that time beer was considered an essential and healthy part of everyone's daily diet; water was always suspect, as it was easily contaminated with diseases or went bad. So the puritan founders of America landed at Plymouth Rock because they ran out of beer! However the following story makes one think that maybe they were right to quickly go ashore and brew a batch of the amber liquid instead of drinking water.

In early May 1913 the Fremantle fishing boat *Fleetwing* was becalmed near African Reef, south of Geraldton. About 4.00pm the crew were surprised to see four men in a small boat rowing towards them. The four men had a strange tale to tell.

They were off the Norwegian barque *Victor* (1,300 tons) which had departed Delagoa Bay in Mozambique some three weeks previously, bound in ballast for New Caledonia. However the water they had taken on board had gone bad, and on 7 April a man had died; the following day both the captain and the first mate also died. The second mate could not navigate, and the remaining crew had spent three weeks "beating here, there and everywhere looking for land." Another man had died just two days previously, and the barque had become becalmed about 5-6 miles south of African Reef. The four had left the *Victor* at 9.00am that morning, rowing to find help, particularly for the two crewmen still on board and gravely ill. The crew of the *Fleetwing* could then just make out the barque well to the south of them.

William Johansen, skipper of the *Fleetwing*, tried to sail towards the barque but found it impossible in the calm. So he left one man, Paul Anderson, on board the *Fleetwing* with the Norwegian sail-

ors, and rowed with his other three crew to the *Victor*, arriving at about 10.00pm. By this time a breeze had come in and Anderson sailed *Fleetwing* for Fremantle. Johansen and his three men also sailed for Fremantle in the *Victor*, where they arrived the day after the fishing boat, on 6 May 1913. The tug *Wyola* was despatched to tow them to a mooring buoy in mid-stream. The newspapers subsequently reported that four seamen were recovering, but the other two who had been gravely ill and left on the *Victor* were still in a bad way.

Peter Worsley

Author's note:

The *Mayflower* was described as being of "9 score" tons. Previous to being chartered by the Pilgrim Fathers she had been carrying French wines to London; including 160 tons and 59 "tuns" on two trips in early 1620, just prior to the charter. It has been suggested that the few diseases suffered by those aboard was because of the sterilization caused by the alcoholic cargoes.

The *Fleetwing* (O/N 119030) was a schooner built by A.E. Brown at Fremantle in 1904, and measured 36.5 x 12 x 4.75 feet, and 12.45 tons. It was fitted with an engine in 1930, re-measured and re-registered. Taken over by the RAN in 1942 for war duties, it was lost during a cyclone on 25 March 1946.

The *Wyola* (O/N 131636) was a single screw steam tug 125 x 24.1 x 14.8 feet, 298 tons, 1100hp, built at South Shields, UK, in 1912.

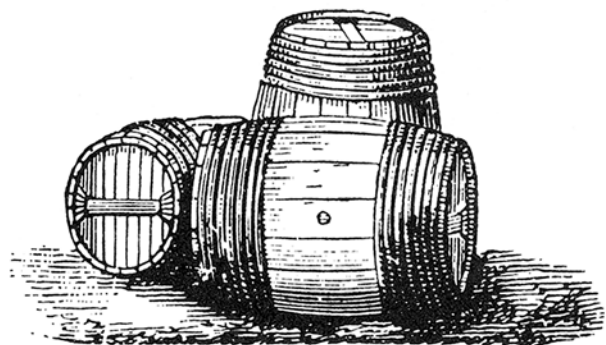
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The Bunbury Herald, 6 May 1913: 1b & 8 May 1913: 1f.





MESSING ABOUT IN A SMALL BOAT

Part 11 of *Nick Burningham's Memoir*

We had bought a very small boat to sail home from Sulawesi to Australia for Christmas.

We sailed from Jinato down to Bonerate about the 10th December, on a date chosen according to Bugis astrology. The cabin was appallingly hot during the day and SEJARAH ISLAM was too small for all three of us to sit under the canopy on the aft deck; besides which, one needed to sleep in the cabin during the day if one were standing watches at night. I decided to cut a vent in the front of the cabin and make a cover for it. I managed that with the few tools we were carrying but cut my hand in the process. The cut became infected and troubled me for the whole voyage.

At Bonerate we took on water (Jinato's water was somewhat brackish) and made a last check on how HATI SENANG was progressing. The hull was nearly fully planked up and she was looking good, but very much larger than we'd intended.



Djumain helped us take the water out to SEJARAH ISLAM in his canoe. I remember him coming along side and stepping down from his canoe on to SEJARAH's aft deck.

"Bukan main, sarat." (No joking, she's deep laden!) he said.

Much of our water was in a forty-four gallon drum which was stowed under the aft deck and too close to the compass. We hadn't seen the problem when sailing down from Jinato on a nearly due south course, and after leaving Bonerate on an east southeasterly course we neglected to check the compass with the result that we sailed close to the Taka Bassi reef in the night — fortunately we could both hear it and see the breaking seas in the moonlight before we got too close. We realised that we had a compass problem and began working out the deviation but the following

night we sailed past the much larger shoals of Pasir Layaran closer than anticipated.

Probably the better route to Darwin in the wet season is east through Wetar Strait and then south-east to Australia from the eastern end of Timor, however, we chose to follow the route we were more familiar with, sailing south through Larentuka Narrows to Kupang at the western end of the Timor and across the Timor Sea from there. Sailing east along the Flores coast we had a lovely following wind and SEJARAH rolled along handsomely. It took hours for a much larger lambo from Rajuni to get past us. That lambo SUKU BANGSA was quite well known as a good sailer. As we got into Larentuka Narrows the wind came ahead and SEJARAH ISLAM just walked away from SUKU BANGSA. Later in the day, after we'd sailed and rowed through the narrows to the Solor strait we had another race with a large Buton lambo. We were both hard on the wind which was only a moderate breeze and when we first entered the strait and saw the Buton lambo she was about half a mile dead to windward of us. By sunset she was about a mile dead to leeward. We were sailing faster, pointing higher, and making less leeway.

By midnight we were sitting becalmed at the northern end of Lamakera strait between the islands of Solor and Lomblen. Two large oar-propelled boats set out to cross the strait from Lamakera village on Solor, the crews singing in harmony, a verse from one boat, then a verse from the other. We could hear them miles away in that quiet calm night, the singing grew louder as they approached and passed a couple of hundred yards away, then gradually faded until they reached Lomblen.

In those days Lamakera was one of two villages from which traditional whaling was carried out in Indonesia, by Lamaholot-speaking people. The other village was Lamalera on the island of Lomblen. The Lamaholot were fierce and brave — they only targeted sperm whales, killer whales and giant rays, leaving placid species such as humpbacks alone. They cruised for whales in boats which were constructed with the frames lashed to lugs carved on the inside of the planking, rather than nail or trunnel fastened, so that they could be easily disassembled and rebuilt when they were smashed by enraged whales. Sometimes they returned to their villages in the evening, but they sometimes camped on a needle of rock that stood up out of the sea to the south of Flores Strait. I believe they tended to drink a lot of the local spirit, known as moki, when camped on that needle of rock, despite the risk of falling off. Certainly one could hear fearfully exuberant singing and shouting if one ghosted past in the night, hoping not to be spotted.



Whaling is still practiced by the men of Lamalera but by 2000 Lamakera had switched to other fisheries including shark fishing.

We cleared the straits the following morning and sailed across the Sabu Sea towards Timor, light southerly winds forcing us north of the optimum course. Sailing down the Timor coast we met some moderately wet and stormy weather with stiff wind from the southwest. SEJARAH ISLAM beat into it under roller reefed mainsail admirably. She was weatherly and not easily stopped by head seas. Things were pretty wet on board but she didn't need too much pumping when beating into a stiff breeze.

In Semau Strait, off the southwestern end of Timor, we had a race that we lost, against a local double-ended lete rigged boat of about the same size. There was virtually no wind but she had more oars in use than we did. Further down Semau strait we seemed to be struck by two squalls at once. For a moment the jib was flogging in a gust of head wind while twenty feet away on the aft deck it was blowing from astern.

Eventually we got through Semau strait and out through Rote strait to the Timor Sea and started heading for Darwin five hundred nautical miles away. We left Rote strait with a light southwesterly which bade fair for an easy passage, but we were becalmed within twenty-four hours and for the next ten or twelve days we had only very light breezes from dead ahead or flat calm. It was hot. We averaged less than fifteen miles progress per day. During the night we sometimes rowed slowly towards Australia. Weed and goose-neck barnacles grew on SEJARAH ISLAM's bottom slowing her progress.



One calm morning Dan decided to put on the goggles and swim under the boat to scrape the bottom. I didn't join him because of the cut on my hand,

instead I stayed on the aft deck looking for sharks. We had been a little troubled by sharks which followed us and lazed in the shade under the hull. Occasionally at night they had butted the rudder as if trying to knock us overboard with the tiller. However, there were no sharks around when Dan went over the side and started scraping. Within ten minutes a largish shark did appear, I banged on the hull to warn Dan who quickly got back on board. We didn't see the shark again, and ten minutes later Dan decided to resume scraping. He slid over the side and under the hull ... and immediately came up out of the water like a submarine launched missile. Thanks to SEJARAH ISLAM's low freeboard he seemed to rise up out of the water and just step onto the deck in one movement. The shark had been lying right under the hull.

We got a few days of slightly better breezes and were less than two hundred miles from Darwin as Christmas approached, but unless a proper westerly started we had little expectation of being ashore for Christmas. With the heat, the cramped conditions and the unvaried diet we were not enjoying the voyage at all. Increasingly we were troubled by a large swell from ahead which sometimes stopped us completely. On the evening of the 22nd there was obviously a storm brewing away to the east (where we were trying to head) and during the night the lightning drew closer. Then blackness closed over the eastern sky hiding more and more of the stars. At the same time the breeze was picking up from ahead and we were in proximity of two Taiwanese pair trawlers which had all their light blazing and were very unlikely to see us. As the blackness closed right over us a trawler passed a couple of hundred yards ahead and disappeared into the torrential rain. We lowered and furled the mainsail.

SEJARAH ISLAM (unlike most perahu) was capable of turning to windward under jib only. We were sailing under the small jib when the full force of the storm hit and almost knocked SEJARAH on her beam ends. We got the jib down and lay under bare poles. The seas very quickly built up: it was blowing a real storm tearing the tops off the waves for an hour or more. We were obliged to turn downwind and run slowly away to the west almost until dawn. And we had to pump for twenty minutes in the hour to keep up with the leakage. As the weather abated the leakage did not much reduce which suggested that SEJARAH had strained in the storm and might not withstand another storm of similar intensity.

We investigated and discovered that most of the leakage was coming from the bow, and late in the afternoon I looked over the bow to see if I could spot the damage on the outside. It was immediately obvious. SEJARAH's bowsprit was bolted to her stemhead. The upper part of the stem was a separate piece of timber just butted onto the stem proper and bolted to



the apron. Presumably the fastenings to the apron were rusted through because that upper part of the stem had been pulled upwards about a centimetre by the bowsprit when we were knocked down the previous night. We stuffed a bit of caulking into the gap which reduced the leakage to a reasonable level. It was clear that we would have to treat SEJARAH ISLAM gently if we were to get to Darwin.

The following afternoon we were sitting morosely, completely becalmed again when a large steel yacht called SYZGY came motoring up to us from the southwest. They asked us if we were OK. We said yes, but we were becalmed and wanted a tow towards Darwin since they were going that way. They said "No" and motored off. But ten minutes later they were back gruffly shouting "Where's your bloody tow line?"

And so it was that the next day, Christmas Eve, we were passing Point Charles lighthouse in the approaches to Darwin under tow when we spotted a motorboat drifting broken-down and the people on board waving frantically. By then a pleasant south-westerly breeze was blowing. We were able to sail into Darwin while SYZGY took the motorboat under tow.

Customs and Quarantine, who probably had to leave their Christmas Eve drinkies were not very impressed by SEJARAH ISLAM. After three sweaty weeks at sea we and the boat would have been a bit on the

nose even without the dried clam meat hanging from the boom crutch which I used to chew like rotten fish flavoured chewing gum on the long tedious night watches.

SEJARAH ISLAM has had a long and varied life since then. We sold her to Michel and Beverley Giraud who recaulked and re-fastened her, reduced the size of the rig a bit more, and sailed around the north Australian coast to Gove, where she won a race for cruising yachts competing against some significantly larger vessels. From there they sailed her back to Indonesia and visited Jinato to negotiate the construction of a perahu from Haji Syukri. Back in Darwin they sold her. Since then she has had a number of owners and suffered periods of neglect as well as episodes of restoration. Her rig was further reduced but she still sailed quite well. Whether she is still afloat, I don't know.



Ships Of The State Shipping Service

More on the history of the ships of this service by Jeff Thompson, World Ship Society, Fremantle.

No.16 Kabbarli Official Number: 140224

As more passenger accommodation was needed on the North West coastal service an additional passenger vessel was sought , and found under construction in Australia. This ship was laid down as the Dongara by the State Dockyards, Newcastle (Yard No. 28) for the Australian Shipping Board as the 10th and last of the 'D' class coastal general cargo ships. The design was subsequently modified to a cargo passenger ship as it was then intended that the vessel be put into service between the East Coast of Australia and the adjacent Pacific Islands. However on the 3rd January 1950 , prior to launching she was sold to the State Shipping Service. On the 3rd June 1950 the vessel was launched as Dongara , but later renamed as Kabbarli. Delivered on 23rd November 1951 after a protracted building time , being modified to suit the specific requirements of the State Shipping Service as well as equipment supply delays.

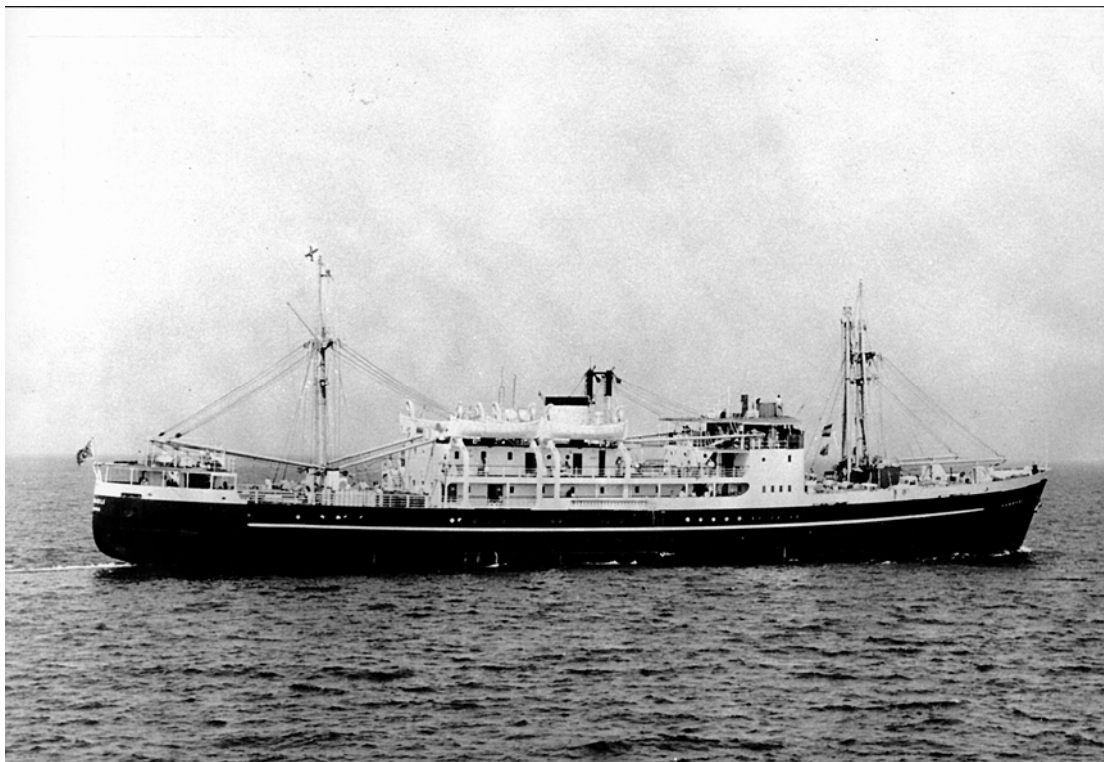
As completed the Kabbarli was 2,693 gross registered tons , 1,990 deadweight tons, 88.4 metres overall, 14.1 metres breadth, 5.6 metres draft with passenger accommodation for 37. Fitted with two 5 cylinder British Polar M45M diesel each developing 910 bhp and electro magneti-

cally coupled to a single screw to give a service speed of 11 knots. This method of coupling to the shaft was unusual , being the first of its type in an Australian ship. Refrigerated cargo as well as 200 head of cattle could be carried.

In early 1962 at Fremantle a shelter deck was fitted forward to increase cargo carrying capacity. This altered her appearance and increased the tonnages to 2, 983 gross registered tons and 2,509 deadweight tons. Kabbarli gave regular and reliable service over her time and was popular with the travelling public on the Darwin service.

In October 1971 the Kabbarli was sold to Asiatic Intermodal Seabridge S.A., Panama, with Philippine owners and now operated in South East Asian waters. She was beached in June 1972 near the mouth of the Mekong River after a mine detonated under her hull. She was temporarily repaired and refloated with more permanent repairs carried out later at Manilla.

On the 21st July 1974 on voyage Singapore to Phnom Penh, Cambodia she was hit by rocket fire and set on fire. Later that day she reached Phnom Penh but the fire continued to burn and spread. On 3rd August 1974 the vessel heeled over and sank due to the weight of the fire fighting water onboard.





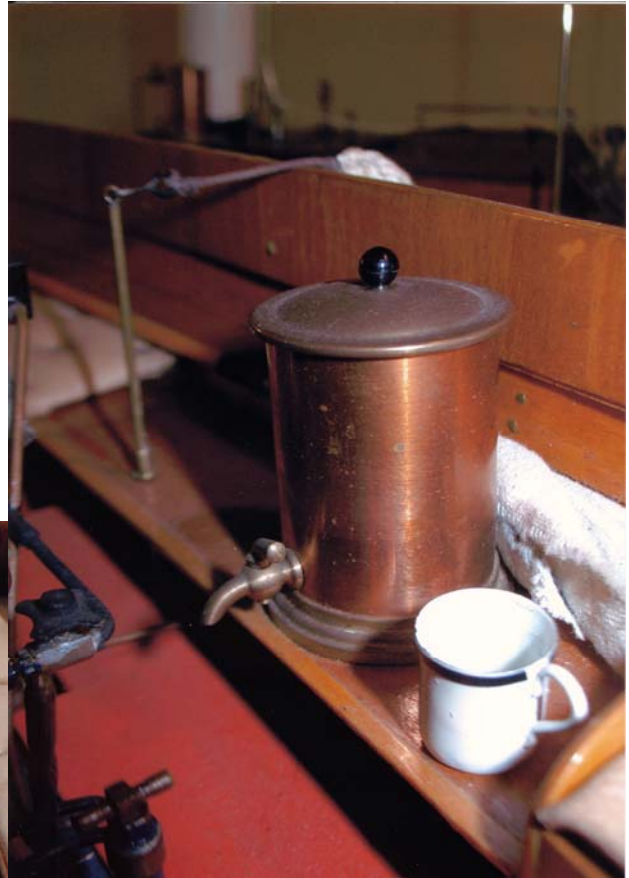
The Steam Launch *Lady Elizabeth*

A short article by Brian Lemon about one of his models.

Lady Elizabeth was built in 1895. There is no record of the actual builder, but her dimensions are thus:

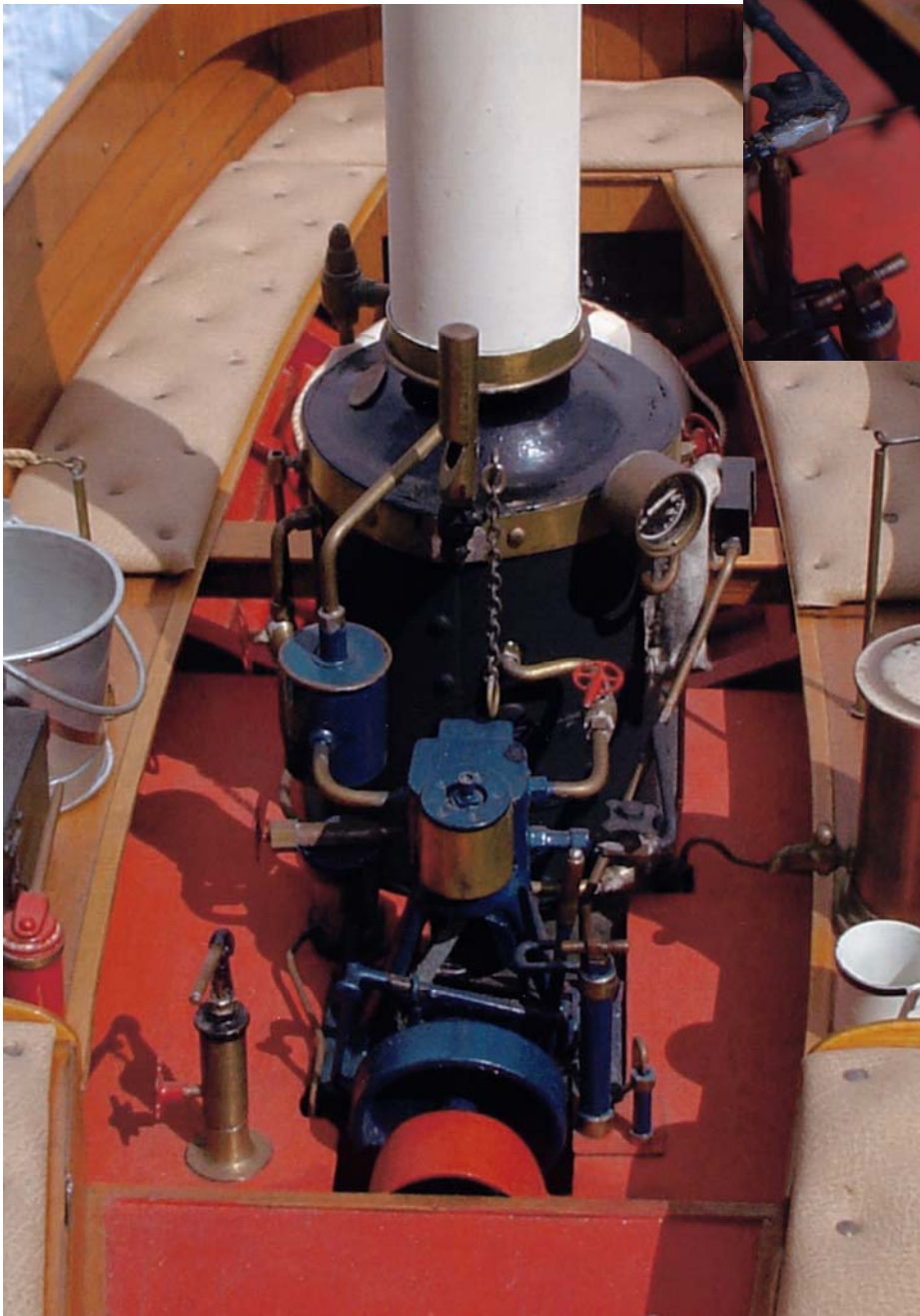
Length: 18 feet
Beam: 5 feet 3 inches
Hull: Wood, carvel planked
Boiler: Lune Valley, paraffin fired
Engine: Single cylinder, bore 2", stroke 3"
Speed: 6 mph

Apparently in the early 1900s she sank, and was subsequently salvaged off Cockshot Point, Bowness.



Above: The Windemere kettle and a cup.

Left: the model's non-working steam engine.



I built the model in 1992 in my usual method, from a set of plans brought back from the "Windemere Museum" by a friend of mine. The boiler and engine are purely 'static', although the model engine looks quite realistic. The scale of the model is 1½" to the foot, which gives a hull length of 27". The well-known 'Windemere kettle' is visible in a couple of photos.

The *Lady Elizabeth* played a small part in the salvage of the steam launch *Dolly* (1850) around 1962. The model, and story of *Dolly* may appear in a future issue.



More on the Ocean Ghosts

This contribution by Rod Dickson follows the brief article from the *Shipping Register* in the March 2009 journal.

On page 3 of the January - March issue of the magazine is an article about the ghosts of the sea, also known as DERELICTS. A number of articles and stories have been printed and tales told of wondrous voyages of the doomed ships, their cargoes and the lost Souls.

Following is a brief discourse on the menace of the derelict and the relationship between them and the United States Coast Guard.

Of all the derelicts known, the most famous of all is the *Marie Celeste* that was discovered abandoned in the late 1870's and which has caused numerous books and papers all trying to find the reason for her abandonment. But her time as a derelict was infinitely small compared to some others in the files. On a similar note to the *Marie Celeste* was the small brig *Resolven*. In 1884 this little vessel sailed to collect the catch from the Grand Banks Fishermen and to pay the fishermen in gold coin. She was found abandoned and the crew all missing by a boarding party from HMS *Mallard*. The boarding crew found the side lights still burning and there was a fire in the galley stove. On the mess table was a bag of gold coins ready to pay the men for their catches. The boat was missing from its chocks, and that was the only difference. The fire in the stove showed that the men had only just left the brig, but why and where did they go? The British warship sailed round and round for hours searching but not a trace was found. And today the mystery lingers on.

[*Resolven*, 143t, Brig, Capt J. James. Her dimensions were:- 96 x 24 x 11 feet. She was built on Prince Edward Island, Canada and owned and registered at Aberystwith, Wales, by Mrs J. Griffiths

H.M.S. *Mallard*, Destroyer, built by Thornycroft during 1896. Broken up, 1920. 310t; Crew - 63; Speed - 30 knots. Armament - 1 x 2 pounder & 2 Torpedo Tubes.]

Another mystery of the sea was the case of the *Ellen Austin* an American Ship. When crossing the Atlantic on just one of her many voyages with timber, she came across an abandoned little schooner. There was no sign of anything wrong,

there just weren't any crew. The schooner being in perfect condition the Master of the *Ellen Austin*, James Austin, put some of his crew on board to bring her to port and claim salvage. To that end the two vessels sailed in company for three days and then a mild storm blew in and the vessels lost sight of each other. Just for a few short hours. When the rain and wind had passed the *Ellen Austin* found the schooner, but, again she was completely deserted. There was no hint of any problem, the ship was in perfect condition, except she had nobody on board to man her. This time the Master of the *Ellen Austin* used all his powers of persuasion, and promises of a large reward, to get just a few more men to man her again. With a minimal crew on board, once again they set off in company, bound for the nearest port, however another storm, considerably stronger than the last blew in and the ships were separated again. This time the small schooner and her crew could not be found and never have been. She just disappeared from the face of the earth.

[*Ellen Austin*, ship, 1,812t, Capt J. Austin was built at Damariscotta by the Austin Family. Her dimensions were :- 204 x 42 x 28 feet. Her owners were - Grinnell & Co of New York. The small Schooner has never been identified.]

Another of the great derelict stories is that of the American Schooner *W.L. White* which was abandoned in a blizzard in Delaware Bay in 1888. Prior to abandoning the ship the crew hoisted the ensign upside down as a signal of distress and then took to the boats. During the next eleven months she sailed or drifted more than 5,000 miles. In this time she was reported as a derelict 45 times, with many of the reporting ships sending boat parties across to see if they could render assistance. She finally wrecked herself on the Island of Lewis in the Hebrides. It was the US Hydrographic Office that estimated her drift and distance.

[*W. L. White*, schooner, 626t. Capt Whitmore, built at Rockland, Maine in 1864. Her dimensions were :- 157 x 35 x 17 feet. Owned by A. Ames of Rockland, Maine.]



In 1895 the timber laden, wooden schooner *Alma Cummings* was another casualty of the sea. She was dismantled and badly damaged in a severe storm resulting in her crew being taken off by a passing steamer. The water was flowing freely through gaping holes in her hull caused by masts and spars bashing alongside and it was feared that she would soon disintegrate. But, eighteen months later and with a drift of considerably more than 5,000 miles she drifted onto the shores of Panama, a godsend to the natives.

During her drift she was reported many times and boarded on at least five occasions by boats crews from steamers. On one occasion a boats crew decided to burn and sink her which only made things a lot worse as the derelict burnt to the waterline making her considerably less visible to approaching ships.

[*Alma Cummings*, Schooner, 496t, Capt A. Cummings. She was built during 1890 at Boston, Mass, by William McKie. Dimensions :- 153 x 35 x 13 feet. Owned by G. McQuesten of Boston.]

The final tale of the Ghosts of the Sea is that of the American schooner *Fannie E. Wolsten*, lost in 1891. She was abandoned when at the edge of the Gulf Stream which carried her along, dismantled and low in the water. Her drift is estimated to have been in excess of 10,000 miles. As the currents took her further north she appeared in the track of the cross Atlantic Shipping Lanes to become a nightmare to Masters and Officers alike. The *Fannie E. Wolsten* drifted for about four years and was reported scores of times. She eventually drifted into the legendary Sargasso Sea where the circular currents conspire to slowly pull everything into the centre. Legend has it that nothing escapes from the clutches of the Sargasso, however the Schooner did and again became a nightmare to shipping as she appeared off the New Jersey Coast right in the track of the coastal shipping. The schooner finally disappeared forever only a single days sail from where she was first abandoned.

[The *Fannie E. Wolsten* appears to have been an unregistered vessel as she is not in the American or British Registers.]

Between the years 1890 to 1893 no fewer than 103 British Ships became casualties from striking unlit dismantled almost awash derelicts in the At-

lantic Ocean. Most of the derelicts were old wooden hulled timber carriers plying between Canada, the United States, Britain and Europe. Sixteen British ships were severely damaged by running into unseen derelicts at night, and in the previous ten years 21 British ships had been sunk through colliding with derelicts or floating debris. Many more disappeared without trace in the same period with only the supposition that they had met up with a ghost of the sea.

Finally ship's Captains became fed up with inaction over the derelict problem and petitioned the Governments to find a solution. First they had to find the derelicts, difficult in the days before wireless. The sighting Captain reported the position of the wreck on arrival in Port, ten days later, and by the time a warship reached that position the wreck was hundreds of miles away, causing havoc somewhere else. But then they had to find a way to sink the wreckage, a difficult thing to do, sinking a timber ship laden with timber.

Gunfire was found to be useless. The shells would just explode inside the hull blowing bits of timber around and up but not destroying the structure. The next solution was to hit the ships with torpedoes, a very expensive way of making a very big bang but doing no further damage than the shells did. It was then decided to use gun-cotton charges fitted to the hull, but these were only really useful if placed on or close to the keel, a hard place to get to in a water and timber filled hulk, and placing the charges on the sides of the hull only made larger holes for the fish to swim in and out of.

Finally the British came up with the great idea of ramming the derelicts and smashing them to pieces. Two warships were fitted out for the exercise, the USS *Atlanta* went first in 1895 and began attacking the first derelict she came across and very nearly destroyed herself. Her bows began opening up and taking water. She hurriedly left the scene for the nearest shipyard for repairs.

The Brits thinking they could do it better fitted out the old HMS *Melampus* with rams and sent her out into the Atlantic to find and destroy. Once again the chiefs were red-faced when the *Melampus* limped home almost a derelict herself after failing to destroy her first target. That first rammed ship was a bit bent in the middle and a



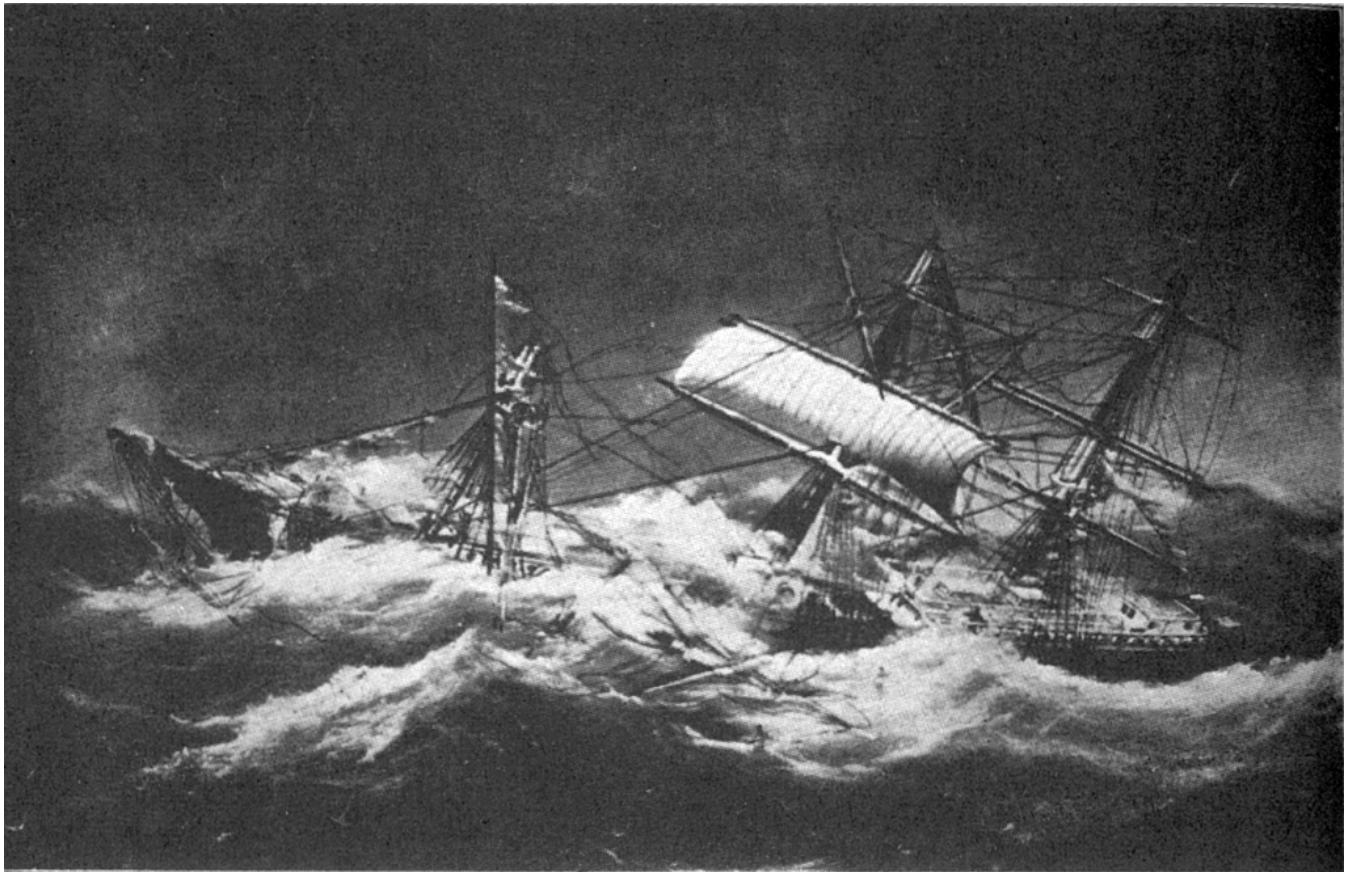
bit worse for wear but still afloat and a danger.

The first specially designed ramming vessel was the USS *Katahdin* and proved to be quite effective in ramming and sinking derelicts, however her drawback was that she was far too slow. By the time a derelict report was received and the *Katahdin* steamed out to the position given the derelict was usually a few hundred miles away giving somebody else a big headache.

Slowly the Governments got their act together and the Derelict Vessels Report Act was passed in the British Parliament in 1896. This provided a fine of £5 for the failure to report a derelict at the First Opportunity! [How this could be en-

small fast quasi-naval vessels armed with bow and stern guns were designed to either blow the wreck to as many pieces as possible or tow the derelict to the nearest port for salvage. Eventually, based on the ideas and thoughts of the various captains, the Government built the USS *Seneca*, a multi purpose vessel of 1,400 tons and armed with 2 x four inch guns and quick firing cannon. She was eminently successful in her role and cleaned the Atlantic seaways of everything that came in her way.

Today, the mariners worries are steel containers lost overboard from the container ships, some of which have sunk yachts and damaged the bows of other ships.



forced if the master and officers said nothing and saw nothing and heard nothing is difficult to understand. How would the Government or the enforcing officers know if the ship had been near or far from a derelict.]

As most of the derelicts were ships of the American Flag and a lot of the ships running into the wrecks were American, it was the American Government that began to take the most interest in the derelict problem. To solve the problem they created the American Coast Guard. These

My own interest in derelicts stemmed from the time I served on board the Stateship M/V *Pilbara* in the late 1980's. One of my shipmates, Paul Woolams, told me about his grandfather who went to sea in sailing ships. His aunt still had the original discharge certificates and etc and lent them to me so that I could write a brief history of the life of Frank R. Woolams, a Fremantle born boy. An interesting life to say the least!!

[*Dalgonar*; O/No. 99367, British Ship, 2,665 tons, Capt Isbister, was built in 1892 by the Southamp-



ton Naval Works Co. Ltd at Southampton for Gracie-Bcazley and Co. Her dimensions were :- 283 x 42 x 25 feet.]

Frank Woolams joined the *Dalgonar* as ordinary seaman on the 16th of August 1905 at Antwerp, Belgium, but during the voyage, (on September 3, 1905) was promoted(?) to the position of Cook. After a 14-month voyage he paid off in Rotterdam, Holland, on October 16, 1906. Along with his discharge certificate Captain Isbister wrote a recommendation for Frank, which reads thus :-

Rotterdam; October 16; 1906.

The following is to certify that the bearer, Frank R. Woolams has served with me as Cook on a voyage from Antwerp to Antofagusta, via Valparaiso and Iquique and Arica, [Nitrate Ports in Chile]. As per Discharge and has given me every satisfaction, careful, cleanly and attentive to his duties. As such I can highly recommend him to any shipowner or Master requiring his services.

Signed: J. Isbister; Master.

Captain Isbister commanded the *Dalgonar* from March 1900 until the end in October 1913. At this time, the ship in ballast departed from Callao bound to Taltal for Guano. In a storm on October

9 the ballast shifted and she was thrown onto her beam ends. Briefly, when trying to launch a boat, Captain Isbister and three of the crew were swept away into the icy waters and drowned. A French barque, the *Loire*, sighted the wreckage on the 10th and stood by to give assistance. On the 13th the wind and seas subsided enough for the *Loire* to launch a boat and rescue the rest of the crew.

Lying on her beam ends, masts in the water, the old ship refused to sink and after drifting for more than 5,000 miles across the Pacific Ocean, finally found her berth on the reefs off the Island of Mopihaa in the Society Group.

References:-

ALL V.G's.

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SHIPPING WONDERS OF THE WORLD.

Edited by Clarence Winchester, Vol 1.

Fleetway House London.

THE LAST OF THE WINDJAMMERS.

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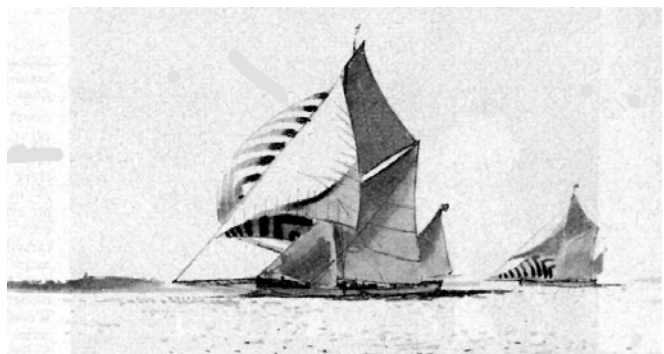
Deft Adze Work

The following two extracts from *Spritsail Barges of Thames and Medway* by Edgar J. March (Percivall Marshall, London, 1948) give an indication of the skill of the shipwrights who designed and built wooden barges.

Wooden barges were built by eye, or from half-models, working drawings were not used, hence the few plans in existence have been taken off the actual vessel. The accuracy of these old rule-of-thumb methods can be gauged from the following facts. The foreman at Taylor's yard, Sittingbourne, was asked to build a barge to load about 200 tons. He took some pieces of wood, whittled them into shape with saw and draw-shave, and from the resulting half-model the barge was built, and load 197 tons.

The adze is considered the most difficult of all tools to handle well, yet they could hew to the

line with dexterity, dubbing the outside of oak planking and leaving it almost as smooth as if planed, fairing a frame by eye alone, or taking off paper-thin shavings to get a knee to fit home tight. This art is not completely forgotten, for I have recently seen an oak covering board, a third of the length of a tennis court, and some 3 in. thick, roughly shaped out and brought down to a barge to be offered up. A few measurements and back to the bench to be finished. The second time it went into position perfectly.





Convicts in NSW

The following may be of interest to readers. It gives an insight into the opinions of a farmer from Cawdor, NSW, regarding convicts in this country in 1839.

TO THE EDITOR of *The Cambrian*, Swansea, June 10th, 1840.

Sir, - Enclosed I send you an extract (a long one, I must confess) from a letter I have just received from Sydney), which I dare say will be interesting to your readers.

I remain, sir,

Yours truly,

WILLIAM COX, Jun.

Vanderville, Cawdor,
29th November, 1839.

You inquire particularly about the convict system here, and wonder that on the return of prisoners from this country, they are not reformed characters. When you reflect that convicts are chiefly made up of the scum of the earth, ought it not to be a matter of surprise that they are so well conducted? I assure you, that a more orderly, respectful, hard-working set of men could not be found anywhere than the convicts on my estate, and one circumstance will speak more in favour of their honesty than if I was writing for a week, viz., we have not fastening of any kind - not even a button, to our hall door for years, and we have never been robbed, although there are more than fifty people on the farm. With of course a few exceptions, those I have had to deal with (which embraces a great number) have been better disposed, more useful, and superior workmen, to seventy-five out of a hundred of the emigrants. When convicts arrive in the country, they are assigned to private service for four, six, or eight years, as they are transported for seven, fourteen, or life; - they then obtain a "ticket-of-leave," which is equal to a pardon to those whose behaviour is strictly proper; but the indulgence is held on a ticklish tenure, the least fault throws them into the same position they occupied on their arrival in the country - every punishment adds one year to the time they must serve for a ticket. We employ them in every capacity and entrust them with property to a large amount with perfect safety. The bell rings at sunrise, and they work till sunset, with the exception of one hour for breakfast and another for dinner, they are all well fed and clothed. When they become free or obtain a ticket, their services are so much more valuable than those of emigrants, that they get much higher wages, and we generally consider them reformed after a few years; indeed, very many instances have occurred of their becoming men of respectability and of vast wealth. The country has, *through their means*, arrived at a state of prosperity, hitherto unexampled in the

world in so short a time. Nine-tenths of the free people who come out here are vagabonds, who expect to be masters or overseers at least, and appear never to have expected to work. It is the intention of Government to cease sending out convicts except to Norfolk Island - a measure universally reprobated here, as only attended with immense expense, without benefitting any one - here, even if not assigned to private individuals, their labour would be of incalculable value in making roads, bridges, and other works so much required; - but the case is quite different at Norfolk Island, a place only twenty-one miles long by five wide, where their sole employment will be insufficient to furnish even bread for them; there is not even a harbour there, and vessels must ride at great risk in the open ocean, and the surf exceedingly high and dangerous. I forgot to say that the rations my men receive weekly is 9 lbs. beef, 10½ lbs. best flour, 1 lb. sugar, 2 oz. tea, 2 oz. tobacco. They really, under proper management, work excessively hard; they are severely flogged and otherwise punished for the slightest faults. I may as well mention that Norfolk Island is about 1000 miles from hence - that it is very healthy, and the soil most productive for *tropical* fruits, &c. This place will materially injure New South Wales without benefitting the *morals* of the convicts, and will increase twenty-one fold the expense of maintaining and guarding them. Whilst spread all over this Colony in small numbers, and associated with decent people, and under the immediate presence and superintendence of exact masters, much might be done and has been done; but pen them up in such a fold as Norfolk Island, and what will, what must be the consequence? Why, crime, flogging, murder, and hanging! That hell on earth has been peopled with trebly-convicted felons for twenty years past - it has been found a difficult task to keep a few hundreds in subjection, under more favourable circumstances than can in future be expected, when thousands are jammed together in so small a space. Very many settlements are springing up along our coast, and several such as Port Philip [sic], South Australia and Illawarra, are thriving wonderfully. Emigration is progressing in a surprising manner to all parts of our adopted country - to Sydney alone some weeks as many as 3000. The last year has been a bad one for them, as well as for ourselves, in consequence of drought, the crops failed, and flour was 80s. per cwt., and substitutes for that indispensable article proportionately exorbitant; but a splendid harvest is now coming in, and our troubles in that way, it is to be hoped, are over.



A Strange Coincidence

Charles Richard Wynn Brewis was born in Buckinghamshire, UK, on 7 October 1874, and joined the Royal Navy at the age of 14 years. As a midshipman he joined HMS *Curacoa* in May 1891 on the Australian Station. He returned to England in May 1894 to attend the Royal Naval College.

In January 1896 Brewis returned to Australia to serve on the survey ship HMS *Penguin*. Amongst other areas he, as Lieutenant Brewis, assistant surveyor, helped survey the south coast of Western Australia, including the coast around Cape Leeuwin. While surveying the east coast of Tasmania he met and married a Hobart girl, Corry Jeanette Crosby. They were married in Sydney on 20 February 1900. In 1903 Brewis returned to England where he assisted as navigating officer in the training of men under the Dreadnought programme, and was promoted to the rank of commander on 30 June 1908.

In 1910 his wife and three children were in Tasmania visiting their family in Hobart. Her father was William Crosby, M.L.C. Their return passage to England was on board the Aberdeen White Star Line's steamship *Pericles* which, on 31 March 1910, struck an uncharted rock some 3½ nautical miles south-east of Cape Leeuwin. No lives were lost in that shipwreck. However, Corry Brewis's health suffered as a result, so her husband resigned his commission and they migrated to Hobart the following August.

He unsuccessfully sought a position in the Royal Australian Navy, and then became a farmer in northern Tasmania. In 1911 he was appointed as consultant to the Australian government on the requirements for a national lighthouse system. At that time most lighthouses were staffed and funded by state governments, but the states were pushing for control to pass to the Common-

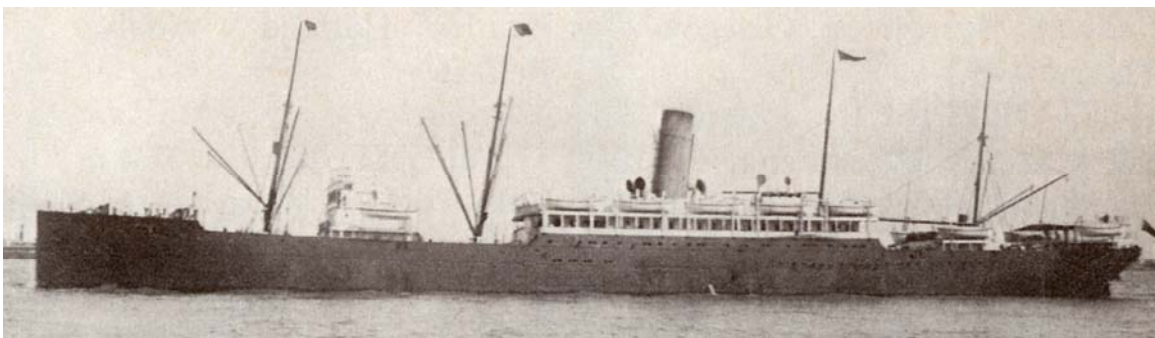
wealth. His reports were published during 1912-14 and when the position of Director of Lighthouses was advertised in 1913 he applied. Despite being the best-qualified candidate he was not successful in his application due to his 'unsuitable temperament', having had various conflicts in the past with public service colleagues. The successful applicant was, in fact, from the Western Australian Public Works Department, Joshua Fielden Ramsbotham.

When World War I commenced Brewis eventually got his wish to join the Royal Australian Navy. He was appointed principal naval transport officer in the RAN and commanded the second convoy in December 1914. He was promoted to captain in 1916. In 1920-22 he was district naval officer in Victoria, being awarded a C.B.E. in 1920. He retired from the RAN at the end of 1922, returned to England, and died on 31 January 1953.

The irony of the *Pericles* being wrecked in an area that he had surveyed, and the resultant affect on his wife's and his own life must not have escaped Brewis's attention. It may have had something to do with his irascible nature, which held him back from being the first Director of Lighthouses.

As a result of the sinking of the *Pericles*, *Penguin* was sent back to locate the wreck and, more particularly, the rock pinnacle the steamer had struck, as it was obviously a danger to shipping. Although the wreck was located the search for the rock was unsuccessful, as was a further search by HMS *Fantome* in December 1910. The assumption was made that, in striking the rock, the *Pericles* had knocked it over, or at least knocked off the top of it.

Peter Worsley



Pericles



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
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.



QUIZ

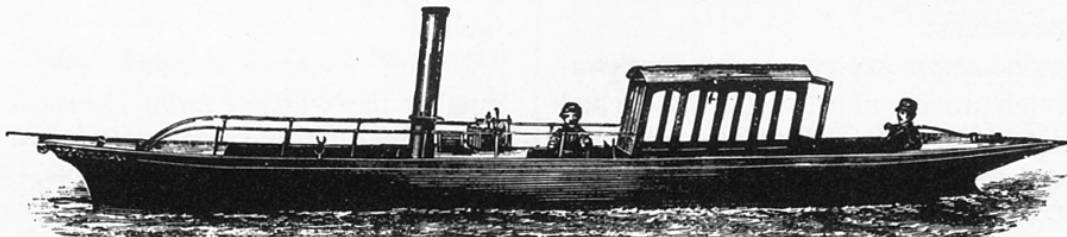
Answers to March

1. Ensign Mingault claimed Western Australia for France at Turtle Bay, Dirk Hartog Island on 30 March 1772.
2. A snotter is the support into which the foot of a sprit is fitted; in barges it is an iron ring, in small boats it is usually a loop in a rope.
3. A brigantine has two masts.

Questions

1. In 1616 Dirk Hartog was the first Dutchman to come upon the west coast of Australia. What was the name of his ship?
2. What is gammoning?
3. Who named Lancelin Island, and who or what was Lancelin?

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