

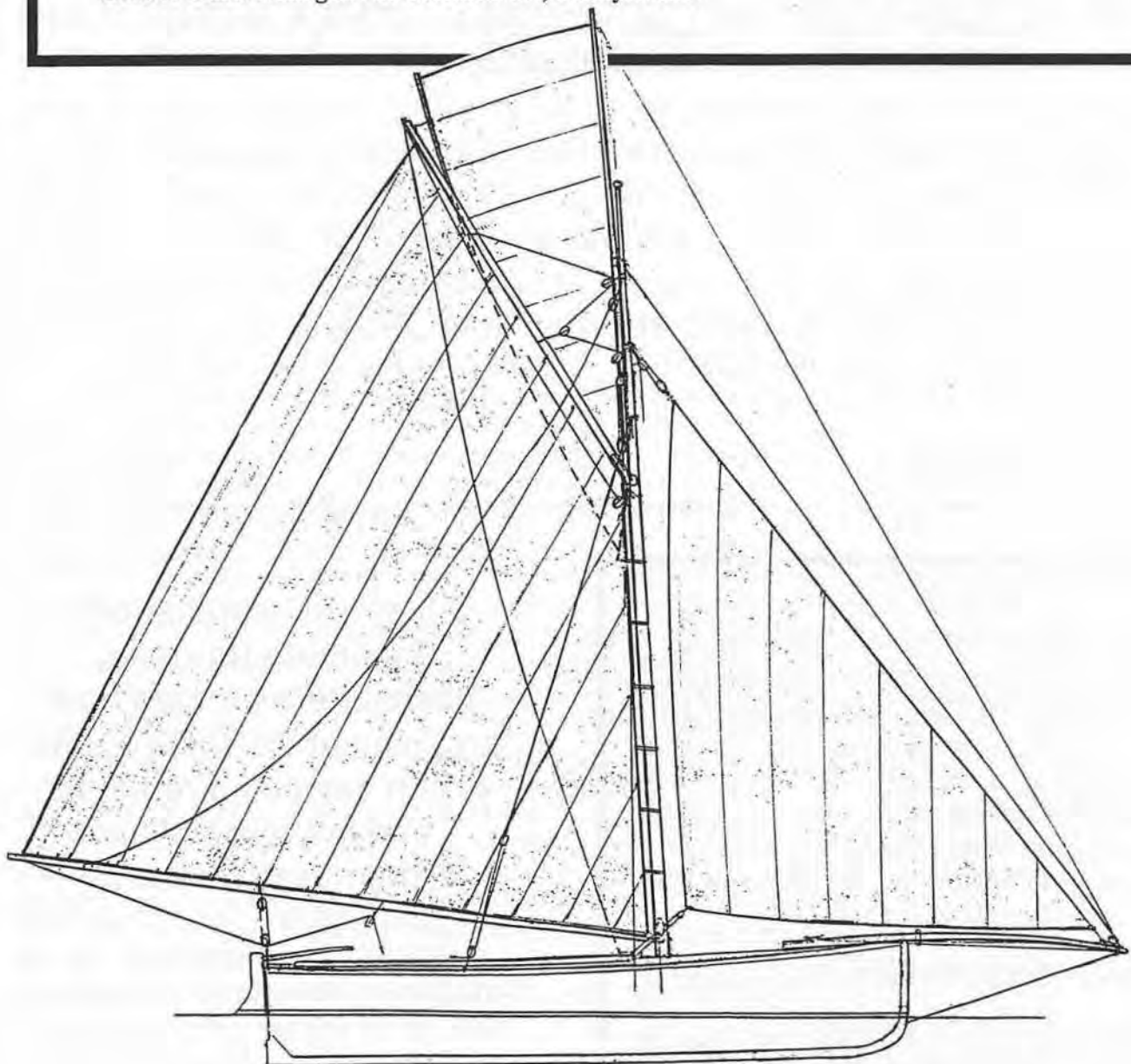
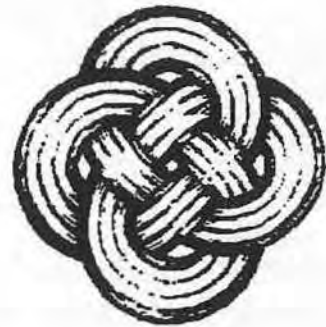
MARITIME HERITAGE ASSOCIATION JOURNAL

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WA 6160

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Provisional sail plan of the 22 foot WUNGARA, built by George McCarter in his Barrack Street, Perth, yard in 1912. (See Ross Shardlow's comprehensive article, page 6.)

Schedule: S.T.S. LEEUWIN ADVENTURE VOYAGES

No.	Departure	Arrival	Remarks
5/96 10 days	ALBANY 5/3/96 Tue	FREMANTLE 15/3/96 Fri	DEET Services charter.
6/96 10 days	FREMANTLE 25/3/96 Mon	FREMANTLE 4/4/96 Thu	School voyage. Visiting Abrolhos Islands.
W1/96	FREMANTLE 5/4/96 Fri	FREMANTLE 7/4/96 Sun	Weekender. Min. Age 21 years. Fare \$375.00
7/96 10 days	FREMANTLE 9/4/96 Tue	FREMANTLE 19/4/96 Fri	School holidays. Visiting Batavia coast, Abrolhos.
8/96 7 days	FREMANTLE 20/4/96 Sat	GERALDTON 28/4/96 Sun	Advanced Leadership Course.
9/96 10 days	GERALDTON 30/4/96 Tue	DAMPIER 10/5/96 Fri	Visiting NW Cape, Ningaloo Reef, Exmouth Gulf.



Day Sails: Mon 1st, Sat 6th & Sun 7th January 1996. \$80.00 adults, \$45.00 children (5 - 12 years). Includes smorgasbord lunch.

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Articles will be published at the earliest opportunity.

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(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; it may just be interested in archiving the collection.)

The NADEZHDA

And Her Rig



Fremantle Harbour recently hosted a visit by the Russian sail training ship NADEZHDA, a very large three masted full-rigged ship, built in Gdansk, Poland, as recently as 1991. With a length on deck of 94.6 m, she makes an interesting comparison with DITTON, the largest ship similarly rigged in the days of commercial sail. DITTON was of almost exactly the same length. It was generally held that she and her slightly shorter sister SPEKE should have been rigged as four-mast barques. Indeed, many four-masted barques and virtually all the four-masted full-rigged ships ever built were shorter on deck than DITTON or NADEZHDA.

NADEZHDA's rig is an interesting combination of heavy, 20th century, Eastern-bloc engineering and traditional design. Built to provide training for up to nearly 100 cadets, NADEZHDA has very few labour-saving devices except that none of the yards can be raised or lowered. They are all fixed to standing trusses which are so massive as to require no chain slings to share their load. The lack of any halliards on the square yards must reduce the heavy work that the crew would have to do. But there are no brace winches and the brace tackles have very little purchase, each brace above the course yards is simply rove through one single block.

NADEZHDA is rigged with big single topgallants and very deep royals which are carried in wind speeds up to 27 knots. The fore and main royals must be about the biggest royals ever set. Each square sail, except the two enormous courses (she carries no crossjack), has a pair of clewlines led to the yardarms and a total of three buntlines, which is not a lot of gear for getting control of such big sails. Like any really big three-master, NADEZHDA's sail plan shows some gap between the square sail of each mast, but she is quite a lofty ship with well-raked masts and a quite adequate sail area.

NADEZHDA has made as much as eighteen knots under sail although on this voyage she has not made more

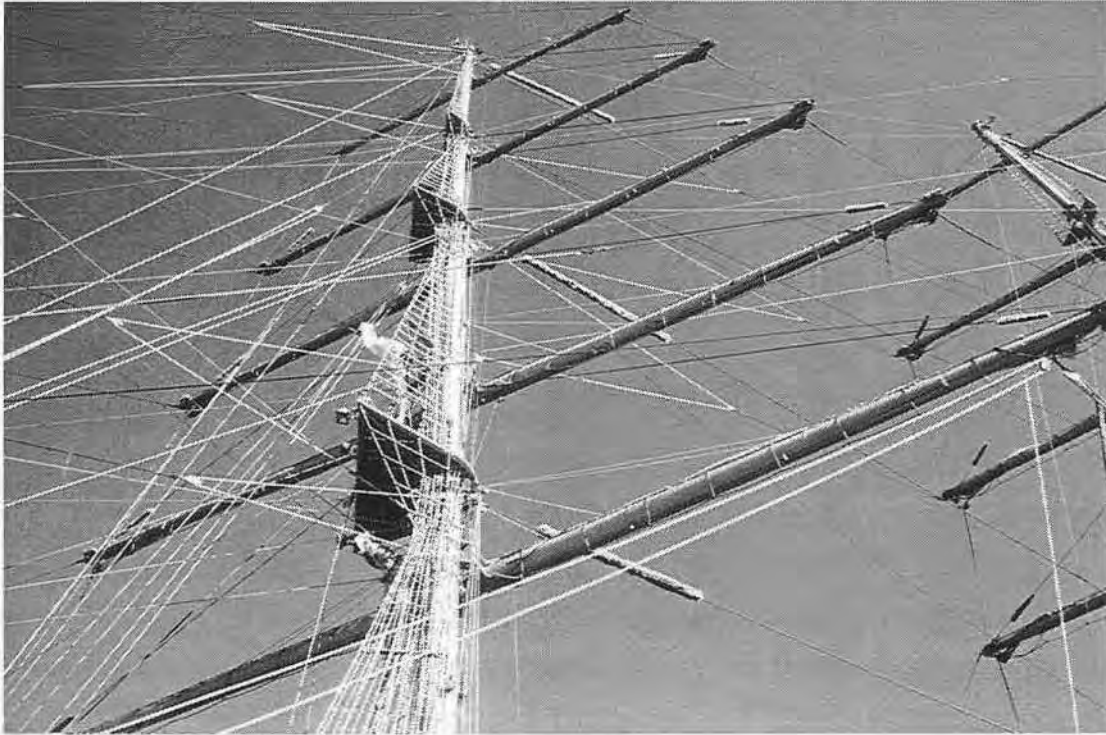
than fifteen, which is still a very respectable speed.

The masts are single poles. They are bolted to stumps just above deck level and the royal masts are similarly bolted onto the rest of the mast.

Because the royal yards cannot be lowered to the topgallant mast cap, and the royals are such big sails, royal mast shrouds and ratelines are required. Each mast has three platform tops, the uppermost top being at the top of the topgallant mast to spread the royal mast shrouds. All futtock shrouds are solid steel rods welded in place.

The backstays are led much further aft than they were traditionally. The tack of the mainsail must actually touch the fore royal backstays when close hauled and those backstays have baggy-wrinkle about halfway up where they foul the main royal staysail which is set on a stay that goes from the height of the fore lower topsail yard (where the foremast cap would be if there was one). The maintenance and handling of each mast is under a bosun, each of them have used baggy-wrinkle differently on their respective masts.

It is my impression that although her courses are fairly deep, NADEZHDA cannot be braced up particularly hard, and her crew say that they do not attempt to sail within 60 degrees of the wind with square sails set. In this



The mainmast of NADEZHDA. All yards appear to be mastheaded. In fact there are no halliards and the yards can only be lowered using dockside cranes.



MHA Chairman, Nick (Bickeringtone) Burningham picks a fight with a Russian seaman (who it turns out is also a Nick.).

respect the set of her unusually deep royals is interesting. In the days when similarly deep square sails were set, it was normal to rig bowlines to keep the luff hauled out to windward when close-hauled. But NADEZHDA does not appear to have any such gear. Perhaps modern sail cloth produces a sail that does not need bowlines, or perhaps the royals are braced up rather more than was traditionally the case.

The stem has a concave "clipper" bow profile but carries no figure head. The stern is less traditional in shape and not particularly attractive, though below the waterline she appears very sharp (unlike LEEUWIN which seems to drag a rather abrupt run). The rudder is not hung on the sternpost, rather it is a semi-balanced rudder fitted aft of a large variable-pitch propeller. NADEZHDA is flush-decked with open rails and no bulwarks. Her three large deck structures are linked by catwalks so that it is possible to walk from aft of the foremast to the stern without going on deck. The wheel is positioned on the catwalk between the bridge and the midships structure. The appearance is that she relies on power-assisted steering at all times.

In May we are expecting a visit from another Russian sail training ship, KRUZENSTERN, arguably the most impressive of all sail training ships operating today and certainly the only big sailing ship that was built as a commercial cargo-carrier that is still sailing. (The other Russian four-mast barque *Sedov* was originally built as an auxiliary sailer.)

KRUZENSTERN was built as PADUA for Herr Laeiz's "Flying P Line" of nitrate clippers in 1926 by Tecklenborg at Wesermunde in Germany. She was the last big square-rigged sailing ship built purely for cargo-carrying.

The nitrate clippers had to sail out to Chile on the west coast of South America to load nitrate and this involved their regularly beating to windward around Cape Horn. The German Laeizs ships were undoubtedly the queens of the nitrate trade. At the end of the 19th century Laeizs experimented with a very large five master, the exceptionally fast barque POTISI. And in 1902, Laeizs commissioned the only five-mast full rigger ever built, PREUSSEN.

The fleet was confiscated for reparations after the defeat of Germany in the First World War, but Laeizs repurchased many of his best ships and added two new four mast barques: PRIWALL, built in 1918, and PADUA, built in 1926. PADUA was built to have good cargo capacity, she loaded 4800 tons on a registered tonnage of 2678 , but she made a number of very fast passages. Her sail area was 36500² ft. In 1928 she sailed home from Chile in 72 days, which was the best passage made after the First World War. During the 1930s she sometimes took part in the Grain Races. In 1934 PADUA and PRIWALL both ran out to South Australia in 65 days, 62 days from the Isle of Wight, the best passage out to Australia ever made by a big cargo-carrier and comparable to the record passages of the fastest clippers. In the last Grain Race, in 1939, PADUA came home in 93 days, two days more than the winner MOSHULU.

Although PADUA had accommodation for up to 40 cadets, she was built to be sailed efficiently by a small number of men. Like virtually all of the big nitrate clippers she carried double topgallants and broad, shallow royals, quite different from NADEZHDA's sail plan.

Nick Burningham



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George McCarter, Barrack Street Boat Builder

In response to Peter Worsley's article Bits 'n Pieces (MHA Journal, September 1995), in which he asked the whereabouts of George McCarter's old boat-building yard, as well as for information on George himself, Ross Shardlow put pen to paper and came up with the following invaluable record of Perth's old boat-building scene - all the more invaluable as it includes the reminiscences of George's son, Roy, who is still with us and keen to share his experiences.

In earlier days the Swan River was the transport artery that linked Perth to Fremantle and Guilford. Due to the shallowness of the river, Perth really never developed a 'waterfront', but it did boast a 'Port of Perth'. This was an extensive system of jetties, wharves, warehouses, a Customs House and boat-building sheds that extended from Barrack Street to the corner of Mounts Bay Road, and known as Shipwright's Bay.

Some well known boat-builders and boat hire proprietors operated in this area, including W & S Lawrence, Sutton & Olson, Tommy Rann, Charlie Hawkins, Woodhead & Flower, and Tom Hill. Besides catering for the needs of the thriving river trades, some also built sizable ocean-going vessels, particularly for the pearling industry.

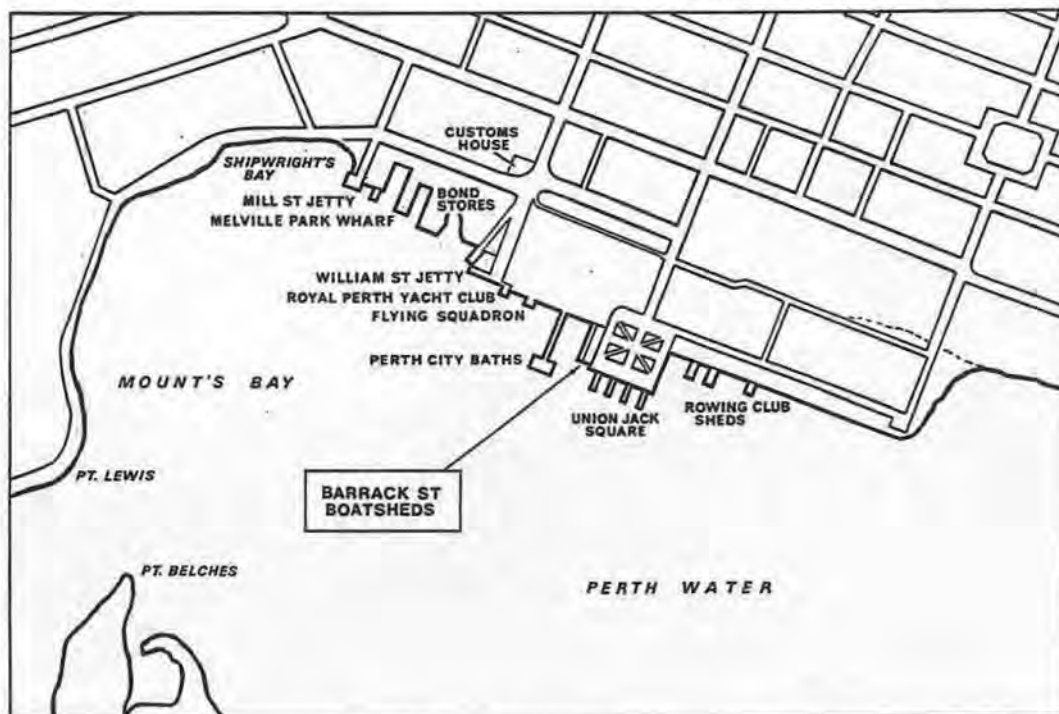
One of this community was boat-building identity George McCarter. Geo. McCarter, Yacht, Launch and Boatbuilder was one of the proprietors who operated from a complex of sheds on the western side of Union Jack Square at the bottom of Barrack Street. The Company's shed, slipway, cradle and winch gear were located about midway along the complex. A sailmaker, Alex Hood, worked in the loft above the workshops.

George McCarter was born in Londonderry, Ireland. When he was just fourteen or fifteen years old, he and his uncle, a skilled boat builder, "took the boat" and migrated to Australia in search of a new life. George was never to see his family again. He and his uncle settled in Richmond, Victoria, and, as boat-building opportunities were

somewhat limited, worked mainly as carpenters. When George heard of fabulous gold discoveries in Western Australia in the 1890s he decided to try his luck at prospecting. Like so many gold seekers, he did not find his fortune, and after working for a while as a mine carpenter, he shifted to Perth. In 1897 he established himself at Barrack Street Jetty, resuming his old trade of boat building. He began his business venture building a fleet of row and sailing dinghies for hire.

In 1901 the Duke and Duchess of Cornwall and York (later King George V and Queen Mary) visited Perth as part of their "Royal Tour of the British Empire". The Royal party were to have called in at Fremantle aboard the Royal Yacht OPHIR. Unfortunately, the OPHIR was detained at Albany due to heavy weather in the Bight and their Majesties had to catch the train to Perth! The Royal visit was the talk of the town. George McCarter decided to name his developing enterprise in honour of the occasion, bestowing upon his business the grand title of The Royal Ophir Pleasure Boat Company.

George married in 1902 and the couple raised four children in their Hardy Street home in South Perth. Business flourished with the building of a variety of craft including row and sailing boats, racing eights and sculls, steam launches and motor vessels. Boating on the Swan was a very popular pastime. Boats could be hired for an outing, a weekend or even longer. Some of the sailing boats had a "standing crew" that would stay with the boat all season. George's son, Roy, 93 years old at the time of this article



Map of Perth Water circa 1913. Union Jack Square, built in 1903, replaced the earlier Barrack Street Jetty which projected diagonally into the river towards Pt. Belches.

being written, recalls: "Sunday was the girls' day. The young blades were always keen to take their girlfriends out for a row or sail. Our rowing boats were varnished, not painted. They were handsome boats, quite narrow, up to four to a boat. Our hire boats were usually named after a popular musical comedy, like FLORADORA, and our yachts, which were 14, 16, 18 and 22 footers, were given Aboriginal names like KOONAWARRA, BALLAWARRA, and WUNGARA.

WUNGARA, meaning wild duck, is still sailing. She was built in 1912 for Edward Shenton, described as a "gentleman" on the register. WUNGARA was a champion sailer and won many trophies with the Royal Perth Yacht Club which, at the time, was located at the foot of William Street. Bruce Stannard, eminent author and boating enthusiast, realising the true value of these beautiful 22 footers, bought her, sight unseen. Although partly restored, WUNGARA was in fact in a sorry state and much of the so-called restoration work had to be redone. Bruce trailered her to Sydney where he faithfully and lovingly restored her to her former glory. WUNGARA is now sailed regularly and is again winning trophies, these days with the Sydney Amateur Sailing Club.

South Perth Ferry Service

The first ferry service from the city to South Perth was started in 1897 by Joseph Charles, with the paddle steamers

EMPRESS and PRINCESS. The run departed from the William Street Jetty.

In 1898 Samuel Copley joined Joseph Charles to form the South Perth Ferry Company. Later that year, the EMPRESS and PRINCESS were replaced by the COUNTESS (ex COOLANUP) and the newly built DUCHESS. Both vessels were built by Lawrence & Sons. It was not a wonderful service, the vessels being slow and uncomfortable, the COUNTESS described as being "almost unmanageable in a breeze". Later, Copley took over the company and promised to provide a faster, more efficient service once a planned upgrading of the Barrack Street jetties went ahead. Barrack Square, also known as Harper's Square, Flagstaff Square, and Union Jack Square (the plaza is laid out in the pattern of the Union flag), was completed in 1903.

The ferry river boats fast became a lucrative business. By 1904 it was estimated that 100 000 passengers were being carried by river steamers. With the completion of new jetties at Barrack Square, and the widening of a dredged channel to South Perth in 1910, George McCarter decided to enter into the ferry business himself. Between 1906 and 1907 he designed and built three passenger-carrying pleasure launches, OPHIR I, II and III. In 1908 he and Peter Anderson built the MAYFLOWER, a motor launch capable of carrying 77 passengers and which was regarded as a superior vessel to Sutton & Olson's VAL boats*.

* Sutton & Olson had the shed next door to George McCarter. By 1925 they had built up a fleet of nine ferries and charter boats all with names beginning with VAL. Like Georgee. Harry Sutton had come from the eastern states in the hope of finding gold, but, in 1897, started a boat-building business at the Barrack Street Jetty instead.



"BOATS FOR HIRE AT BARRACK STREET JETTY, PERTH, c. 1908"

The building in the centre is McCarter's original "Royal Ophir Pleasure Boat Company" at Barrack Street jetty. There are two rowing skiffs on the slip behind George's sailing dinghies and a third skiff surrounded by admirers in front of the Western Australian Rowing Club sign. With the development of Union Jack Square, these buildings were replaced with Government-owned boat sheds.

In 1911, in partnership with Jim Dorward, George formally went into direct competition against Copley. A full-on price war ensued. McCarter & Dorward cut the price from 6d to 3d and started a tradition that some ferry operators practise to this day. Eventually an agreement was reached whereby Sam Copley chartered George's OPHIRs and the MAYFLOWER and George went back to boat building.

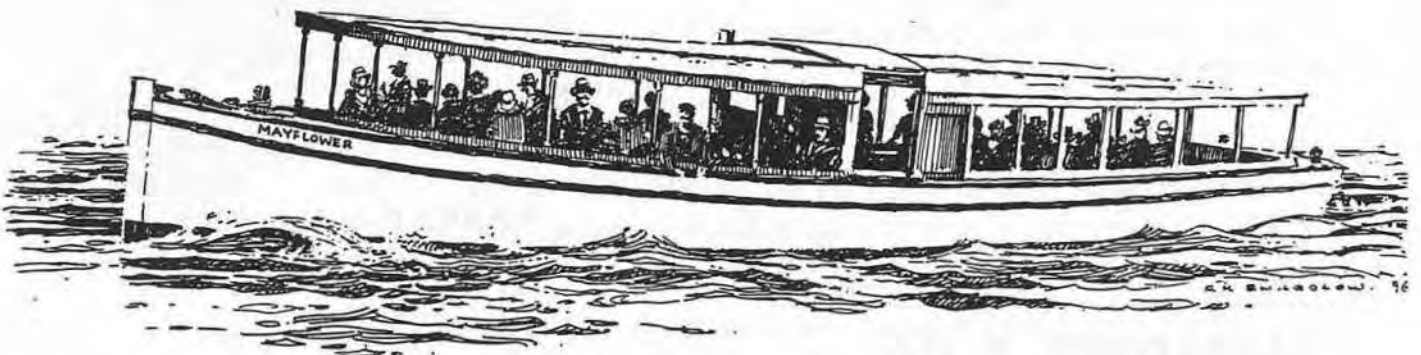
The Government took over the South Perth ferry service in 1912, including the MAYFLOWER which went on to give a long, sterling river service. By 1931 her superstructure and decking were found to be in an "advanced condition of dry rot" and had to be replaced. In spite of running aground in fog in 1932, breaking down on her last run for the night on October 12, 1940 (the Government was obliged to send everyone home in taxis), and uncharitably accused of being responsible for South Perth people becoming "tall and slab-sided due to overcrowding on the MAYFLOWER, she continued her gallant service through to the 1960s. She then had a series of owners, had her superstructure removed and was

eventually abandoned in the backwaters of Bull Creek.

In the September 1995 issue of the MHA Journal, Peter Worsley highlighted another notable vessel built by George McCarter, the PANDORA. She was an early copy, in fact the second built, of Joshua Slocum's SPRAY, and was the first small vessel to sail round Cape Horn. PANDORA was launched early in 1910. Roy McCarter remembers his father building PANDORA at Barrack Street; indeed Roy was recruited at odd times to act as dolly boy during her construction. He says that she was originally named DISTANT SHORE but after her initial shake-down cruise to Mandurah she was renamed PANDORA. On May 3, 1910 the tiny vessel set sail on her maiden voyage to Melbourne, Sydney, New Zealand, and across the Pacific, around Cape Horn (where she was knocked down), to eventually arrive in New York on June 23, 1911. Sadly, she vanished without trace after setting out on the next leg of her voyage to the United Kingdom. Strangely enough, PANDORA was last heard of when off Cape Hatteras,



The 22 footer WUNGARA being prepared to be put back into the water after her restoration in Sydney, 1989. (Photo: Bruce Stannard.)



The motor launch MAYFLOWER, built in 1908 by McCarter and Anderson and first used on the South Perth ferry service in 1911. (Sketch by Ross Shardlow.)

where Slocum's SPRAY is assumed to have foundered.

In 1906 - 1907, when the OPHIRs were being built, George employed a boat-builder named Tom Rann to work in the Royal Ophir sheds. Tom later left for the eastern states, returning to WA after several years to find that George was considering retirement through ill-health in 1919. He duly bought-out his old employer and George retired, living the rest of his life at Coffee Point (near what is now the South of Perth Yacht Club), and later at Canning Bridge near where the Raffles Motel is currently sited. He died in 1937.

Tommy Rann continued to operate the shed until the night of February 22, 1922, when fire ravaged the boat sheds at Union Jack Square. George McCarter's old shed was razed to the ground, as was Charlie Hawkins' shed next door. Sutton & Olson and Woodhead & Flowers boat-hire were also burnt out. Even Mrs. Pound's refreshment rooms were lost in the blaze. Chris Garland's famous 18 ft skiff MELE BILO was also consumed in the flames. The sheds, which were owned by the Government, were not replaced. Tommy Rann salvaged part of one of the shed walls and relocated his business to the bottom of Mill Street.

As Perth progressed into post-WWII development, the last of the wharves, bond stores and boat sheds vanished with the building of the Narrows Bridge and freeway interchange between 1955 and 1967. Even the beautiful waters of Mounts Bay disappeared, and certainly little Shipwright's Bay, where Mews & Cox had a boatshed in the very early years, was lost forever.

On the other hand, Barrack Square witnessed a revival. Ferry services and river excursions continued to operate from the site. In recent years new life has come to the Square with the development of the Swan River Trading Company's "Old Perth Port", Moorings Cafe and Restaurant, new ferry terminal buildings in the old style and the restoration of the old rowing sheds. At least a part of Perth's waterfront is still alive.

Ross Shardlow

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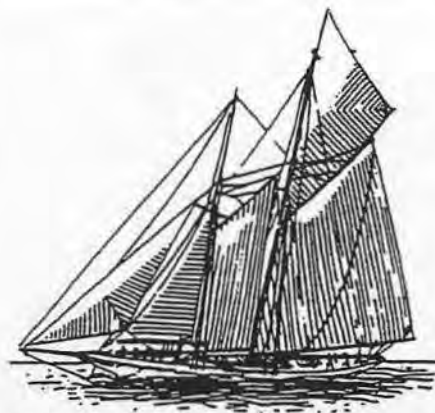
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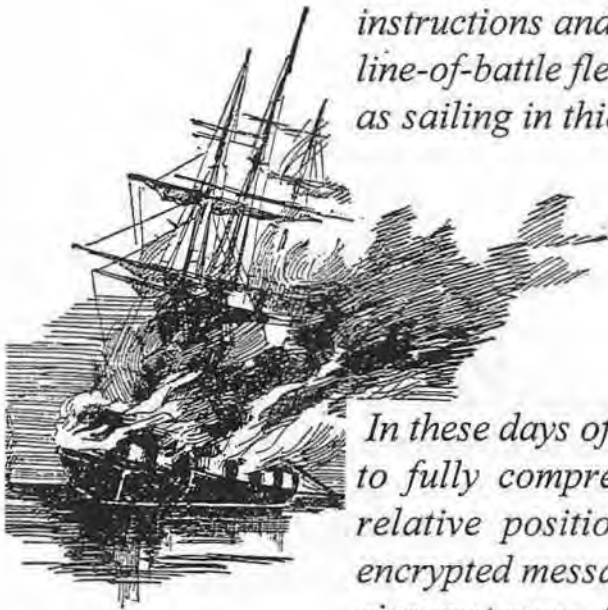
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Notes on *Signals and Instructions 1776–1794*

The other day I was leafing through a borrowed copy of "Signals and Instructions 1776-1794", a fascinating publication printed by Conway Maritime Publications in 1971 but comprising mainly original 18th century material. It is one of a series of books which lists, explains, and discusses the evolution of the systems of signalling battle instructions and other commands, plus procedures to be followed by line-of-battle fleets and detached vessels in a range of situations such as sailing in thick fog.



In these days of mobile phones, VHF radio, e-mail, etc., it is difficult to fully comprehend the problems of trying to direct the course, relative positions, and actions of a whole fleet of ships, using encrypted messages signalled only by flags and cannon fire. In ideal circumstances, things might not be too difficult, but there were always ships that were foul, or had damaged rigging and therefore fell to leeward and could not keep their place in the all-important line of battle. In those circumstances, the whole fleet had to be reconfigured. Meanwhile the wind might change direction ... and every ship in the fleet had to have the same understanding of what was being done. Of course it didn't always work out; and the book reproduces some humorous comments made about captains who couldn't read signals correctly.

*But the thing about *Signals and Instructions 1776-1794* that particularly attracted me was that the signals and instructions reproduced therein contain many old-fashioned nautical terms that are not explained in most modern dictionaries of nautical terms. My *Oxford Companion to**

Ships and the Sea is a pretty comprehensive inventory of the Royal Navy's significant admirals, but its accuracy is unreliable when it comes to sailing ships' rigging, and it is entirely silent on the meaning of such venerable terms as "sailing large" and "hauling one's wind". However, a sub-

clause to Admiral Howe's instruction 5, entitled "When to come to the wind in succession on either tack from sailing large", reads:

And when the fleet is sailing large, or before the wind, in order of battle, and the Admiral makes the signal for coming to the wind, on either tack: the ship stationed to lead the line on that tack, first, and the others in succession, as they arrive in the wake of that ship and there seconds ahead respectively, are to haul the wind without loss of time accordingly.

Which seems to make the meaning of those terms unambiguously clear.

There is no end on minutiae that could be of great assistance to anyone planning to write a Hornblower-like

work. Did you know, for instance, that:

The spare topmasts and yards (wind and weather permitting) will be best secured from injury in action by being lashed alongside under the lower deck ports, or towed astern in smooth water when no opportunity offers for leaving them in the care of any of the ships or vessels attending on the fleet.

It strikes me that with the accessibility of material such as this, so much better now than it was when Forester wrote the Hornblower opus, as curious, and disappointing, that all the imitators of Forester's Hornblower write such unmitigated @\$%&*!!!

Robert J. Simonsen, RN (Retired)



A Light Comedy ...



The first lighthouse to be constructed in Geraldton was in 1874. This was a large stone tower carefully built on the top of Flagstaff Hill, directly inland from the Esplanade Jetty and almost in the middle of what was then the town. However before the authorities could install the light on the top, "Navigating Lieutenant Archdeacon, of the joint Coast Survey, reported that the position had been wrongly chosen".

This was obviously very embarrassing to Governor Weld, who then wrote a letter of apology to the Secretary of State on July 11. In the letter he said that he had since ordered the tower to be taken down by convict labour, part

I have recently carried out some research into the lighthouses and jetties in the Geraldton and Dongara areas. Some interesting information was found, but the early efforts to have a lighthouse built at Geraldton provide a little light (excuse the pun) relief from the technical and academic side of research.

of the stonework to be used on public buildings then being erected in Geraldton, and part for a new lighthouse's foundations.

On Archdeacon's recommendations, the new site was to be at Point Moore, some two miles further south. I assume that they ran out of money, because it would be three years before they got round to building the foundations for the lighthouse at the Point. The Governor also decided to house the 3rd-class light ordered for Geraldton, at Fremantle, "where a light of that description is urgently required", and he obtained a 2nd-class light for Point Moore.

On August 1 1877, the foundation was laid – but it was

subsequently found to be in the wrong position! This base was then removed that November and a new one (number three) laid about 200 metres further south again. Finally, the present iron tower, prefabricated in Birmingham, was erected the following year. Its light originally consisted of a revolving white light above a fixed red light. It now has a revolving white light only, the red one with its balcony having been removed some time after 1911. According to comments in a newspaper of the time, the re-siting of the lighthouse from Flagstaff Hill to Point Moore, and the second re-siting of the base in that area had resulted in a cost blowout of from £4 000-£5 000, to a formidable £14 000. This was considerably more than the £300 quoted by Governor Weld in his letter to the Secretary of State as being the probable cost of re-siting to Point Moore! It seems that governments seldom get their figures right.

Peter Worsley

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Feedback on the CHAMPION

In response to Roy Dedman's feature article on H. M. Colonial Schooner CHAMPION (MHA Journal, December 1995), Ron Parsons, founder member of the Australasian Maritime Historical Society, has provided the following additional details on CHAMPION, ELLEN and SALLY ANN:

CHAMPION - constructed in 1830 at New Shoreham, Sussex; measured 115 & 42/94th tons on dimensions of 75' x 18'10" x 11'7" when enrolled in Hobart in 1836 having been transferred from London. She was of two-mast schooner rig, square stern, carvel build, and the property of Kerr, Alexander & Co. The Hobart register was closed in November 1836 upon sale to the WA Government. She had arrived in Hobart from Bordeaux in September 1835.

ELLEN - originally named EMELIA & ELLEN, and driven ashore on May 22 1830 at Fremantle. After being salvaged she was purchased by the Colonial Government. When sold out of government service and enrolled at Hobart, she was described as measuring 92 & 91/94th tons, on dimensions of 63.4' x 18.5' x 10.1'. This register was closed in 1837

with "Condemned and broken up".

SALLY ANN - was built in Bermuda in 1826, and measured 58 & 48/94th tons, on dimensions of 55'7" x 16'7" x 8'7", and is first noted in Australia as arriving in June 1835 at Launceston from the Swan River, under Captain McTaggart. Henty enrolled her in the Swan River in May 1836, and left for the east on the 28th. On arrival in Launceston on July 5 it was reported that she had put in to Port Phillip in distress and short of provisions. She was wrecked at Portland on November 18, 1844.

Further feedback - on the SAMUEL PLIMSOLL

In response to Peter Worsley's article THE SAMUEL PLIMSOLL (MHA Journal, December 1995), Ron Parsons says that he does not believe the ship was ever classed as a "clipper", although he admits that the very vague term could possibly have been used in advertising material at the time. While fitted to carry a small number of saloon or cabin passengers, the vessel was not always in the migrant trades and by the end of her career would have long seen the end of migrant work.

According to Ron, the statement that British composite-built tea clippers were relatively small when compared to American softwood clippers is incorrect. This statement overlooks the different system of measurement used in America and Britain. The CUTTY SARK, for example, measuring 963 gross tons, had a length of 212.5' x 36.0', while the FLYING CLOUD, which is quoted on the American measurement, and when reduced to the British measuring system, was only seven feet longer, at 219.0', although of greater beam at 40.2' - and came out at 1139 gross tons. [The book: *Great Classic Sailing Ships*, Giggall, K., Chancellor Press 1994, provides further interesting reading on this point. Apparently, "... in the early days of English merchant sailing, when trade with the Continent was largely in wine, ships were listed according to the number of *tuns*, or casks, they could carry, and there was no separate word for a measure of weight until *ton* began to appear in the language around 1688. Later, the Continental near-equivalent was of course the metric *tonne* of 1 000 kilogrammes, or 2 204.6 pounds, as against the English ton of 2 240 pounds and the American ton of 2 000 pounds. So far as shipping was concerned, this did little to obviate confusion because originally a ton was still taken to indicate

the amount of space previously taken up by a tun of wine. There was an attempt at uniformity in 1718, when one ton of cargo began to be generally accepted as meaning one hundred cubic feet of 'tween-decks cargo space. However, it was not until much later that ships and shipping adopted the actual one ton weight although, according to the Oxford Dictionary, the word *displacement* appeared in this context as early as 1802. Linear measurements were similarly complicated". Editor]

Far from large-ship iron construction being in its "infancy" at the time of the construction of the SAMUEL PLIMSOLL, Ron goes on to say that iron-hulled vessels had become so numerous in the 1860s that the Liverpool Underwriters Association began to issue a register book in that decade in opposition to Lloyd's Register as so many metal-hulled vessels were built outside London and not included in Lloyd's files.

Ron also states that SAMUEL PLIMSOLL was sold to Shaw, Savill & Albion (not "Young Savills", as given in the article) because, having taken fire in Thames in 1899, she was scuttled in order to put out the flames. When subsequently raised in 1900, she was sold and repaired and placed on Shaw Savill's New Zealand run.

He continues: "Despite the story offered by Lubbock, a more reliable description of the 1902 dismasting incident appears in Brett's "White Wings" - she was wallowing and unable to make any headway when she was picked up by the Union Company's SS OMAPERE and towed into Gisborne Roads for shelter. She was then towed to Port Chalmers by SS HAWEA, which proved to be a very difficult voyage, and, after discharge, she was sold and towed to Sydney where she was resold in 1903 for use as a coal hulk in Western Australia".

The fate of the Ship

Different versions of the fate of the SAMUEL PLIMSOLL are supplied by Doug Rickman and Ron Parsons, though the World Ship Society's records seem to corroborate the latter.

Doug says that while serving as a coal hulk in Fremantle Harbour, the ship was cut in two and sunk by a warship shortly before World War Two. (The hulks would be anchored in the middle of the harbour when they were not in use.) The Harbour Trust then decided to dispose of the wreck by blowing her up where she was, however old charts from the period when the harbour was under construction showed it to be built on top of subterranean limestone caves. Explosives were therefore out of the question, as it could have resulted in the bottom of the harbour literally collapsing into the caves! The steam crane PELICAN was therefore used to lift each half of the ship

and drop it onto the LYGNERN wreck south of the South Mole.

Ron's book *Scuttled and Abandoned Ships in Australian Waters* states: "[SAMUEL PLIMSOLL] acquired 1903 by J & A Brown, Newcastle coal factors [?] and converted into coal hulk and towed to Albany by S/S DUCKENFIELD. Acquired January 1922 McIlwraith, McEacharn & CO., registered Fremantle. Register cancelled April 1948 with: *vessel sunk in Fremantle Harbour June 18, 1945*. She had been sunk following a collision with the BISN's [British India Steam Navigation] DALGOMA, and was raised in sections and the pieces dumped on the wreck site of the LYGNERN ...".

JL Thompson, Secretary of the Fremantle branch of the World Ship Society, has provided further details, compiled by one of the Society's members: "... if my memory serves me right she went down in the vicinity of what was then known as G and H ramp, Victoria Quay, sitting on the bottom with about an 8 degree list and only about 6 feet of masts visible, parallel with the wharf and about 60 feet out. As it was still war time [?] there doesn't seem to be much information published on this event ... October, 1947, cut by explosive charges...".

Because of the shortage of metals during the war, salvagers subsequently cut a lot of plate from the two wrecks, as well as from the wreck of the ALACRITY further south on the beach, but some scantlings must remain.

The PELICAN

JL Thompson also kindly forwarded the following information on the PELICAN, taken from the West Australian newspaper of June 7, 1945 [he assumes it refers to PELICAN]: "... A steam operated Floating Jib Crane. One of the heaviest steel launchings to be undertaken in this State is nearing completion at Fremantle. Built by Structural Engineering Co. of W.A. Ltd., Welshpool. Taken to Fremantle in sections and assembled. The pontoon of 400 tons with a length of 1200 ft and a width of 55 ft was launched in early June. When finished the total weight will be about 900 tons; it will have a full circle of 75 ft with a lift of 80 tons".

[What a shame! As this article is being written, PELICAN is being cut up on the Slip Street ways, its top structure having already all but disappeared. Talk about my comment in the previous Journal being prophetic. Somebody told me PELICAN's sale to an overseas buyer fell through as it was not seaworthy. Has any of its steam machinery been saved?

Thanks to all those who made this such an informative post-script on the SAMUEL PLIMSOLL - Editor.]

Did You Know . . . ?



The use of copper sheathing is of course well known - HMS ALARM being the first, in 1761 - but prior to this, vessels were sheathed with lead or timber, or painted with various mixtures that were intended to kill the worms or at least slow them down. According to the book: *The Construction And Fitting Of The Sailing Man Of War 1650 - 1850* (Goodwin, P., Conway Maritime Press Ltd., London 1987) the Royal Navy in earlier times used three mixtures, known officially as *White Stuff*, *Black Stuff*, and *Brown Stuff*. The base ingredients of these mixtures were turpentine, rosin, tar and pitch - all obtained from pine trees - to which were added sulphur, fish oil, tallow, soap and horse hair. The tallow, pitch and tar acted as the binding elements, while turpentine and sulphur were organic poisons. The major Elizabethan warships were effectively protected against the ravages of the toredo worm by having the cavity between the double-planking of their hulls below the water line packed with such a mixture. The horse hair was employed because it was believed to choke the worms as they attempted to devour the timber! (*Who ever said that an old horse was only good for the glue factory?*) [Thanks to Peter Worsley.]

ARTICLES WANTED URGENTLY!!!

THE MANY MEMBERS WHO ENJOY RECEIVING AND READING THEIR JOURNAL MUST LONG AGO HAVE REALISED THAT THE MAJORITY OF CONTRIBUTIONS ARE LARGELY BEING MADE BY THE SAME FEW HARDWORKING INDIVIDUALS. IT'S TIME TO REDRESS THIS IMBALANCE! If each "silent" member were to contribute just one article, my problems would be resolved, the regular contributors could take a break, and the real value of the Journal would be realised. - Editor.]

Forward Planning ...

The following item appeared in the Australian Forester:

... New College, Oxford, built much later than the others, in the 1590's, has great oak beams 18" square and 20' long supporting the roof of the hall.

A young entomologist climbing up found the beams were full of beetles, which he reported to the College Council. Wondering where replacement beams could be found, a junior fellow suggested there might be some on College lands scattered around the country.

The College forester was asked about the oaks, though he had not been near the College for years. He pulled his forelock and said: "Well, Sirs, we was wonderin' when you'd be askin'".

He then disclosed that when the College was founded in the late 16th century, a grove of oaks had been planted to replace the beams in the dining hall when they became beetly, because oak beams always become beetly in the end. This plan had been passed down from one forester to the next for 400 years, along the lines of: "You don't cut them oaks. Them's for the College Hall".

(Thanks to Robin Hicks.)

A Tree by Any Other Name

by Barry Hicks

I was pleased to read in an issue of 'This England' that Sherwood Forest - of Robin Hood fame - is to be re-planted. In its prime, Sherwood Forest covered 100 000 acres, but its present size is a mere 400. It is good that other parts of the world are as conscious of the need to preserve trees and forests as we are here in Western Australia.

A small corner of the forest was once called The Dukeries, because of the number of dukes who built their homes and castles there - and helped themselves to the giant trees of the forest to beam and roof their very large homes. However, although they took what they wanted, some of them were concerned about the diminishing size of the forests, even in those far off days.

- The Duke of Portland was so alarmed by the prospect that England could eventually run out of timber that he planted trees wherever he could - to the extent that his park resembled a plantation.
- Another Duke, of Newcastle, built the famous Avenue of Limes - over two miles long - at Clumber. He was so proud of his tree planting that he built a 90' high folly, called Briglee Tower, from which he could admire his new forest lands. A Latin inscription there said:
Look around you - I myself have measured out all these things. They are of my ordering. Many of these trees I have planted with my own hands.
- An eccentric Duke, Montague the Second, was known as Planter John. It was his ambition to plant an avenue of elms from his country seat at Broughton, to London, a distance of 72 miles. However this was not feasible, so he planted the same distance in avenues that linked a number of villages around Broughton.
- Another great planter was the fourth Duke of Bedford. He wanted to thin an experimental plantation of evergreens which he had earlier planted. Because his gardener said that the action would be disastrous and would ruin his professional reputation as a gardener, the Duke erected a notice which read:
This plantation has been thinned by John, Duke of Bedford, contrary to the advice and opinion of his gardener. But his gardener was proved to be right ...
- The third Duke of Richmond retired from a stormy political career and planted 1000 Cedars of Lebanon on his estate. Even one such cedar, in its prime, is a magnificent sight. That this man should have planted 1000 is spectacular thinking.
- Lower down in the aristocracy is, one Lord Armstrong of Craggside, Northumberland, who is reputed to have planted seven million trees and shrubs on his estate. (One suspects, however, that he did not have too large a personal hand in this monumental achievement!)
- It took 30 000 oak trees to build a ship like HMS VICTORY (1765). Admiral Collingwood did his bit for a sustainable forestry industry by planting trees everywhere he could. It was he that was responsible for the plantation known as the Collingwood Oaks.
- The famous landscape gardener, Capability Brown, was a renowned tree planter. He could plan a huge estate, visualising how it would look in another 300 years - and there is now living proof of this man's greatness.

Tree planting is a very controversial issue. Some say that softwood pines should not be planted - I do not know the rights and wrongs of this issue, but the Duke of Buccleuch is reported as having said: "Many conifers are outstandingly beautiful and would provide six or seven times more jobs than sheep farming" (In the present day, sheep farmers may well beg to differ!)

The Call of Nature, When at Sea

“HEADS” ... the name given to that part of the older sailing ships forward of the forecastle and around the beak that was used by the crew as their lavatory. The term was always used in the plural to indicate the weather and lee sides, seamen being expected to use the lee side so that all effluent could fall clear into the sea. The heads were floored with gratings so that the sea could assist in washing them clean, though there was always a small working party to clean the heads - never a very popular task and one usually reserved as a punishment for small misdemeanours.

The definition given above is taken from the *Oxford Companion to Ships and the Sea*, edited by Peter Kemp and published by Oxford University Press in 1976. The term is derived from Beakhead, the part of a sailing ship (in particular a warship) immediately in front of the forecastle. It was the area between the forecastle and the figurehead below the bowsprit. It was also the name given to the extension forward of the upper part of the stem on which the figurehead was fastened. As the definition states, this area was used as the lavatory by the crew, and the abbreviation, heads, is used by sailors to this day.

The rails of the head (see diagram) were more than just decoration or strengthening elements on the elaborate bows of the sailing ships of two centuries or more ago. There were three of these rails on each side of the bow and they were called, respectively, and from top to bottom, the back rail, the seating rail, and the foot rail. The back rail

was also known as the hair rail, as its forward end was at the top of or hair of the figurehead. The seating rail was what you sat on; you leaned back against the back rail with your feet were on the foot rail. In this position, assuming the sea was not too rough, you could comfortably answer the call of nature.

In very large ships, the rails were too far apart, so seats were built either side of the bowsprit or up against the ship's bows.

Beakheads went out of fashion around 1815 and gave way to the plainer bows seen on the ships, barques, barquentines and other vessels of the mid to late nineteenth century. Their memory lingers however in the use of the word “heads”, wherever it may be situated in the ship.

Peter Worsley



NOTICE OF ANNUAL GENERAL MEETING

Monday, April 15, at 7.30 pm

*At the Leeuwin S.T.F. Conference Room
B-Shed, Victoria Quay, Fremantle*

Following the AGM will be a showing of the video "The China Voyage" - a voyage undertaken by Tim Severin on the bamboo raft HSU FU. (Nick Burningham supervised the construction of this vessel in Vietnam.)

Refreshments will follow. Guests welcome

COMMITTEE

Nominations are called for the positions of President, not more than four Deputy Presidents, Treasurer, Secretary, and not more than four Committee members. Nominations should be in the hands of the Association by April 8.

MHA COMMITTEE NOMINATION 1996

I nominate:

.....

for the position of:

.....

Signed:

.....

Signature of nominee:

.....

NOTE: Only financial members may vote.

Maritime Heritage Association: PO Box 1100 Fremantle WA 6160 Fax: 470 5251



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