

MARITIME HERITAGE ASSOCIATION JOURNAL

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*A quarterly publication of the
Maritime Heritage Association, Inc.*

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78 Forrest Street
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Editor: Peter Worsley. 12 Cleopatra Drive, Mandurah, W.A. 6210

Annual General Meeting

at

12 Cleopatra Drive
MANDURAH

on

Sunday 18 April 2010—10.00am

Come for morning tea and stay for lunch

Spouses and friends may be interested in seeing the latest textiles, artefacts and photos which Peter has brought home from recent trips to Asia



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.)

Material for publishing or advertising should be directed, preferably typed or on disk, to:
The Editor, 12 Cleopatra Drive, MANDURAH, Western Australia, 6210. mha.editor@gmail.com

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EDITORIAL

We hope to welcome members who have not been to an AGM before, and also those members who have not been to an AGM for a long time. Please come along and meet others who have similar interests. For those who would prefer to travel down by train, if you ring from the Mandurah railway station we can pick you up, and then later drop you back there.

The meeting on Monday 1 February failed to get a quorum but those present held an interesting discussion on Fremantle Ports and whatever ideas they might be hatching regarding development of their fiefdom in Fremantle. There were a few proposals regarding obtaining a copy of the Lovell-Chen report. The meeting was held in Michael Brocx's workshop, and we wish to express our appreciation to Michael. It was a good venue for our meeting.

Syd Corser has put forward some interesting ideas

including one regarding a membership drive, and articles for the journal. Members are invited/requested to send me the name and address of a friend who they think might enjoy receiving a copy of the journal, and who then may consider joining the Association. Your suggestions can be sent to me either by mail or by email at:-
mha.editor@gmail.com

I will need this information ASAP so that I can work out the number of copies of the journal to be printed. The urgency arises as I am going to Bhutan in the near future, so don't have a great deal of time to prepare the June journal.

Jill and I are looking forward to seeing you all at the AGM.



Things They Would Rather Have Not Said

Now there be some that are very inquisitive to have a way to get the longitude, but that is too tedious for seamen, since it requireth the deep knowledge of astronomy, wherefore I would not have any man think that the longitude is to be found at sea by any instrument;...

Anonymous writer, sixteenth century



The Ditty Bag

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

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



The Royal Navy Hydrographic Department supplied 7,000,000 charts during the peak years of World War II, including many for the Normandy landings.

The last Royal Navy ship to have quarter galleries was HMS *Shropshire* in 1930.

Ropes are frequently wormed and parcelled in places where heavy use may fray or gall them or where it is desired to make them impervious to water. An old rhyme instructs us to *worm and parcel with the lay, turn and serve the other way*.

Prison hulks were a fact of life in mid-19th century England, as they also were also in Australia. In February 1857 Victoria had four convict hulks – the *President*, *Success*, *Sacramento* and *Lysander*. They contained 73, 119, 123 and 193 convicts respectively.

30 August 1833: The convict ship *Amphitrite* bound for Sydney was wrecked on the French coast. All 101 women convicts aboard, together with 34 of the 37 crew were drowned.

12 April 1835: Of 220 male convicts aboard the transport *George III* bound for Hobart only 81 survived when the ship sank after striking rocks in the D'Entrecasteaux Channel, Tasmania. All the guards and 43 of the 45 crew survived.

The first warship built in Australia was HMAS *Albatross* of 6,000 tons. *Albatross* was built as a 'mother ship' for the six Seagull Mk III amphibious aircraft ordered from England in 1925.

The Fremantle bridge was opened on 2 October 1867.

The first purpose-built motor fishing boat built in the British Isles was the *Ovaca*, a 48-foot ketch rigged vessel. Fitted with a 20hp hot bulb engine,

the *Ovaca* was launched at Arklow, Eire, in January 1908. She worked until 1966.

The first Australian metric chart was published by the RAN Hydrographic Office on 10 December 1969.

The first offshore oil well was drilled in 1947 off the coast of Louisiana, USA.

Kentledge: Pigs of iron cast as ballast to provide additional stability to a vessel. If they are laid in the limbers they are called limber-kentledge. Heavy cargo stowed low in the hold of cargo vessels to aid ballasting is sometimes called kentledge goods.

March 1872—the schooner *Flying Foam* under the command of Charles Reeves was lost somewhere south of the Abrolhos Islands. Despite extensive searches no trace of vessel, the crew or the three passengers was found.

12 November 1944. On this date the German battleship *Tirpitz* (42,000 tons, 8x15in guns) was sunk by RAF Lancaster bombers using 12,000 lb bombs.

*Colonial Secretary's Office, Perth,
May 15, 1852.*

His Excellency directs it to be notified that the Coxswain of the Water Police Boat is in future to be styled Head Constable of the Water Police Force.

By His Excellency's Command,
W.A. Sanford,
Colonial Secretary.

(*Government Gazette*, 18 May 1852: 1)

4 December 1945. The first jet propelled plane, a De Havilland Vampire, landed on an aircraft carrier, HMS *Ocean*.



The Whale-boat

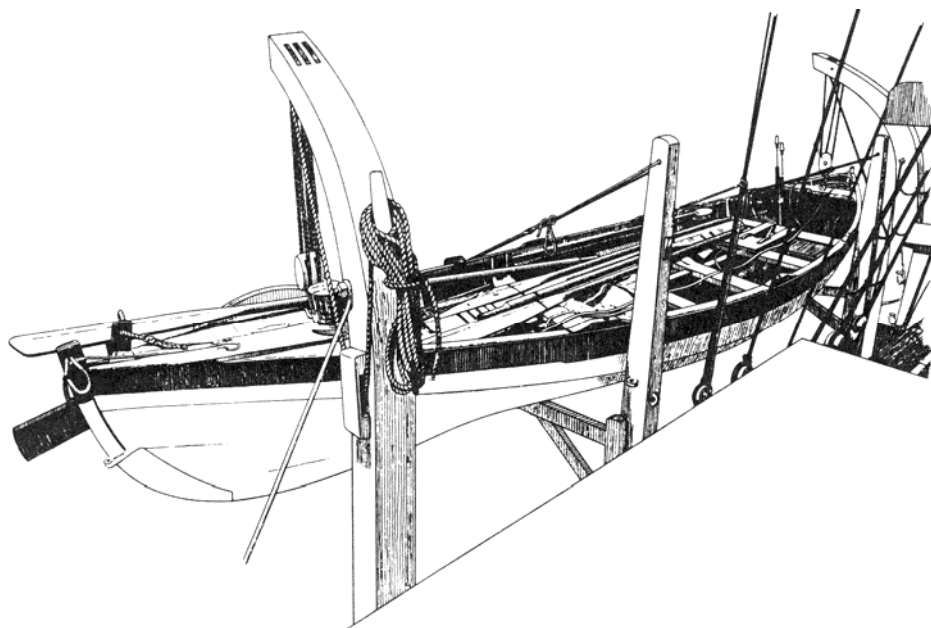
An article by Geoff Vickridge on one of the most remarkable boat types built anywhere

The whale-boat was a happy combination of beauty and usefulness. Its design was the fruit of experience. It rode the seas like an albatross, and for lightness, grace, seagoing qualities, and speed it had no peer. This paragon of a boat, shallow in draft, undecked, light to the point of frailness with its half-inch cedar planking, would ride dry where ordinary boats would fill. Every feature of a whale-boat suggested perfect fitness for its work. It must be able to retreat without losing precious time in turning, so they gave it a sharp stern; it must be buoyant, so they built it of thin white cedar; it must row easily, so they gave it fine lines; it must ride heavy seas, so they gave it upswept ends and a low centre of gravity. In length it was about thirty feet, and it had four or five thwarts, the forward one being pierced with a hole for a mast that carried a lugsail. On the short, decked-over stern was the loggerhead, a post shaped like a top-hat, and used for snubbing the line on when fast to a whale. The stem had a groove lined with lead, or fitted with a brass roller, over which passed the whale-line when running out. The thole-pins were padded to deaden the sound made by the oars when approaching a whale. In the bows was a forked crutch of wood in which rested the harpoons when not in use.

large tub in British boats, and two smaller ones in American boats. The line, 300 fathoms long, was made of manila rope two-thirds on an inch thick, very flexible, and of sufficient strength to bear a weight of three tons. The three harpoons carried were rods of soft, malleable iron, three feet long and set in heavy, five-foot shafts of wood. The blade of the harpoon, like an arrow-head with but one barb, moved on a swivel at the end of the iron shaft. Besides the harpoons were those lethal weapons, the lances, which were used to give the whale its *coup de grace*. The rest of the gear which burdened the frail boat were the oars (five to seven of them), a short flagpole, for signalling, the mast and lugsail, an axe foe cutting the line, a tail knife, for cutting a hole in the flukes for towing the whale, grapnel, boat-hooks, mallet, swab, baling bucket, and one or two other items of gear put in the boat as a precautionary measure, such as a keg of fresh water, a tin of biscuits, and a lantern. A rudder was carried, but not often used, the steering being done by the boat-steerer's long oar. With a steering oar the boat could be manoeuvred much more rapidly than by a rudder. It is easily understood that a quick turn of the boat meant the difference between safety and disaster.

Between the after thwarts stood the tub, or tubs, containing the carefully coiled line – usually one

Rogers, Stanley 1934 *Sea-Lore*. George G. Harrap, London.





Ships Of The State Shipping Service

By Jeff Thompson

No: 19 - KOOJARRA Official Number: 196877

Following the success of the *Kabbarli* and with increased trade, an additional passenger vessel was needed on the North West service. This was duly ordered from the NSW State Dockyard in Newcastle as Yard No 59. An improved version of the *Kabbarli* with the total accommodation being fully air conditioned, the first in an Australian built ship.

The *Koojarra* was launched on 14th January 1956. As built she was 2,959 Gross registered tons, 2,320 deadweight tons, 89.3 metres overall, 14 metres breadth and 5.6 metres draught. Fitted with 2 British Polar M45M diesel engines of 1,820 bhp, electro magnetically coupled to a single screw. 59 passengers were accommodated in single, double and triple berth cabins.

On the 14th September 1956 the *Koojarra* was officially handed over by the builders. Departing Newcastle on the 22nd September 1956 for Fremantle, arriving on the 3rd October 1956 and departing Fremantle on her maiden voyage to the North West on 17th October 1956. Proving to be

very popular with the travelling public. On 1st May 1964 *Koojarra* left Fremantle on the first interstate service of the State Shipping Service to the East coast, circumnavigating Australia.

Withdrawn from service in 1971 but later that year was recommissioned to make one voyage to clear a backlog of cargo. Finally laid up on 6th October 1971. During 1972 it was proposed by several Perth business people that the ship be bought and fitted out as a floating hotel and convention centre for up to 350 people and be anchored off Rottnest Island. Lack of finance prevented this from happening and the *Koojarra* was tied up at North Quay for several months.

On 29th August 1973 *Koojarra* left Fremantle under tow of tug *Wongara* to Singapore to be used as an accommodation vessel for oil rig teams in Malaysian waters by Robin Dredging (Pte) Ltd. By March 1977 as this had not eventuated, the vessel was sold after having been at anchor in Singapore Roads until this time.

During February 1978 demolition of the ship began at Gadini Beach, Pakistan.





Does Anybody Know?

I have a copy of an old photo (restored copy below) which had the following information attached:

Black Simon

Built in Singapore for Mr C.F.F. Wearne and Mr T.J.B. Wearne in 1926.

Sailed from Singapore to Fremantle in 1928.

Mrs M.M. Easton (nee Cooper) was a passenger on the Sailing Ship which also had a motor.

Later in 1928 they left for the U.K. via Capetown, and had the position of Honour at Cowes Regatta.

Black Simon changed hands a couple of times, eventually sold to an American owner.

Has anyone heard of this vessel?

I think the photograph may have been taken at the Cowes Regatta and the black 2-funnel vessel may be the Royal Yacht *Alexandra* (2,050 tons, launched 1907).





Wreck of the *Neva*

The following is from the *Hobart Town Courier*, 3 July 1835, and relates the loss of the convict ship *Neva* which struck Harbinger Reef off King Island in Bass Strait at 4.00am on 13 May 1835.

We have this week the melancholy task to record another most distressing shipwreck almost contiguous to our island, attended with loss of life still more extensive and awful than that of the late unfortunate *George the Third*. The female convict ship *Neva*, Capt. Peck, left Cork on the 8th of Jan. last, bound to Sydney, having on board 150 female prisoners with 33 of their children, 9 free women with 26 children, and a crew of 26 persons, under the charge of Surgeon Superintendent Dr. Stevenson, R.N. They had proceeded prosperously on their voyage, until on Wednesday the 13th of May last, anticipating in a few more days to arrive at their destination, and being by the reckoning kept about 90 miles from King's island. So early as two in the morning, the man on the lookout discovered land in sight, and about four, a reef of rocks suddenly appeared right ahead.

Orders were instantly given to tack about, but while yet in stays the vessel struck and unshipped the rudder. The ship then became altogether unmanageable, and obeying the impulse of the wind only, was driven upon her larboard bow with violence on the rocks, and swinging round, immediately bilged. The boats were speedily lowered, but they had no sooner reached the water than they were upset, and in a few minutes more the vessel parted and fell asunder in four pieces, when dreadful to relate, with the exception of 22 persons who clung to the fragments, the whole on board perished.

After enduring unspeakable hardships the survivors reached King's island, but 7 of the number were so exhausted that they died soon after, leaving only 15 saved out of the entire complement of 244 - namely, 6 of the prisoners and 9 of the crew, viz. - the Capt. B. H. Peck, the first officer Joseph Bennett, Thomas Sharp, John Wilson, Edward Calthorpe, Thomas Hines, Robert Ballard, John Robinson, William Kidney, and 6 women, Ellen Galvin, Mary Stating, Ann Cullen, Rosa Heland, Rose Dunn, Margaret Drury. Mr. Charles Friend in his small vessel providentially discovered them on King's island, and has

brought the whole, with the exception of one of the women and two of the crew, to Launceston. The government vessel, *Shamrock*, was to be dispatched immediately to bring these persons off the island, and also to secure any stores or other property that may have been washed ashore from the wreck.

It is a most melancholy and afflictive event, from the horrors of which the mind as it were turns away in vain, and coming so suddenly on the sad catastrophe that overtook the prison ship *George the Third*, the question very naturally suggests itself, 'what can be the reason of these successive and awful shipwrecks now, which since the first settlement of these distant colonies had never before occurred?' The investigation that took place with the circumstances attending the loss of the *George the Third*, shewed that that ship was almost too old and frail to have been chartered for so long a voyage with so many souls on board, and if the inquiry which, we learn, the government is now instituting into the circumstances of the present distressing wreck, should come to a similar conclusion, which from the so abruptly falling to pieces of the vessel, we almost anticipate, it will appear that some more care in these points is necessary at head quarters than appears to have been used. Neither can we shut our eyes to the fact of the recent arrangements adopted almost single eyed with a view to economy and saving, by which vessels of inferior size and quality have been engaged for the important duty. Compare the fine vessels commanded by able and experienced naval officers, which in former years were employed as transports, with the ships of the present day, and to say nothing of the present catastrophes, the successful voyages of those periods will at least be in some degree accounted for.

Editor's note:

The Neva (331 tons) was built in Hull and launched in 1814.

The George the Third (494 tons, built on the Thames in 1810) was wrecked in D'Entrecasteaux Channel, Tasmania, on 12 April 1835 with the loss of 133 lives, mostly prisoners.



THE *EDWIN FOX*

The Edwin Fox is well-known to Western Australian historians. The following is from a book published in 1924, when the vessel was still being used as a hulk.

A Record of 32 Years.

Lying in shallow water near the freezing works in Picton Harbour there is an old hulk that is picturesque even in her decrepitude, and, like a broken-down aristocrat, she bears about her unmistakable signs of having seen better days. Her elliptical stern, which once boasted square windows - a style that sufficiently suggests her age-still has the remains of the elaborate scroll-work with which the builders used to adorn the old wooden ships, and the name "*Edwin Fox*, Southampton," is still legible. Dismantled and stripped of everything, the old barque has defied the hand of time, and is likely to do so for many years to come, for she is built of good solid teak, and now, seventy years after she left the launching ways in Calcutta, which was her birthplace, her timber is as sound as a bell. She has been in her present position for 24 years, and is now used as a storage hulk for coal and other materials of a non-edible nature for the New Zealand Refrigerating Co. She lies alongside the land, and a railway line has been run through the width, and an opening made on the seaward side at the rail-head. This allows small coastal vessels to come alongside and load or discharge cargo through the opening. Large coastal vessels of the coaling type come alongside and discharge their cargoes on the top deck by means of a winch hoist.

For thirty-two years she sailed the seas, and if the old hull could speak it would be able to tell some interesting yarns. She was a full-rigged ship of 836 tons, built to the order of the famous East India Company. In 1878 her rig was changed to a barque. About the year 1873 she was bought by the Shaw, Savill Company, and in that year she made her first trip to New Zealand, Lyttelton being her port of call, with 140 immigrants. She arrived on June 27, after a rather tedious passage of 114 days from Brest. Captain Johnston, who was in command, reported that on the voyage there had been six deaths - Dr. Langley, an A.B. killed when the Bay of Biscay was being crossed, three adults from fever, and one infant. When the ship arrived at Lyttelton she was placed in quarantine, as four of the deaths reported were from fever.

In 1874 the *Edwin Fox* sailed from London on December 23, and arrived at Wellington on April 18, 1875, bringing, 209 immigrants. She originally left London on November 24, but during a gale at Deal lost her anchor and put back. The vessel was then in command of Captain Walpole. On resuming her voyage again she ran into and sank a collier schooner, the *Edwin Fox* drifting on to the rocks at Deal. She was towed off and docked, and finally left on December 23 in command of Captain Davis.

In 1875 the barque sailed for Nelson with 244 Government immigrants, and arrived at her destination on November 18. She was then 25 years old. Another passage was made to Lyttelton in 1880. The barque sailed from London on January 7, and arrived on May 3, in command of Captain J. Phease, making the run in 115 days. She brought out 20 saloon, 12 second-class, and 77 steerage passengers. For the most part fine weather was experienced, light winds prevailing. There were many complaints over the sleeping accommodation. Some of the quarters were almost in darkness, and some berths wet from water finding its way down the side of the ship. The passengers also complained of the scantiness and quality of the food. This was the case with a large number of the ships bringing immigrants in the early days. Some of the passengers were booked for Auckland, and came on by steamer.

The same year, on December 31, the *Edwin Fox* sailed from London for the Bluff, and arrived there on ^May 19, 1881, making a long passage of 139 days.

The *Edwin Fox* came once more, in 1855, to Port Chalmers, under the command of Captain Paterson, the run out having occupied 116 days.

During her long sea life the *Edwin Fox* saw some stirring times. On one occasion, in the English Channel, she had a close call in a furious gale. The crew managed to get at some cases of spirits, and were nearly all drunk, so the passengers had to turn to, man the pumps, and do what they could to save the ship. Eventually, leaking badly,



she was towed by the steamer *Copernicus* into Brest. On another occasion she grounded on the Goodwin Sands, but was successfully refloated from that grave of gallant ships and towed back to London for repairs.

Once a Freezer

With such a sound old hull the *Edwin Fox* did not suffer the usual fate of the wooden craft, and she played rather an important part in the early days of the freezing industry of New Zealand. As those who have followed the history of the industry are aware, there were no land freezing works when the industry started. The freshly-slaughtered carcasses were taken straight aboard the ship, and there frozen. Refrigerating plant was fitted in the *Edwin Fox* in London by the Shaw, Savill Company, and she was sent out to Dunedin to act as freezing and store-ship to the other vessels of the company that had been fitted up to carry frozen meat Home. This was in the year 1885.



Still living in Auckland is Mr. H. Weatherilt, who came out in the *Edwin Fox* on this voyage to Dunedin as engineer-in-chief for the Union Steamship Co. He fitted up all the machinery in the ship, and had the entire management for five years, until she went to Napier. Subsequently Mr. Weatherilt was appointed senior superintendent of machinery and surveyor of ships for the New Zealand Government. He held this position for many years, and retired in June, 1912. Mr. Weatherilt, it will be remembered, was one of eight survivors rescued from the raft sent out from the ill-fated *Elingamite*, wrecked on the Three Kings on November 9, 1902. He with seven others were 5½ days on the raft before being picked up by H.M.S. *Penguin*.

Mr. J. Gibb, who was employed on the *Edwin Fox* in her new capacity, is also alive, and living

at Napier in good health. Mr. Gibb had then been in the employ of the company for several years, sailing in the seventies as boatswain of the *Nelson* and the *Canterbury*. When the *Edwin Fox* arrived at Port Chalmers in 1880 Mr. Gibb was sent aboard to dismantle the superfluous gear and assist in getting her ready for the ensuing season's freezing. After being used at Port Chalmers for a few years the *Fox* was sent up to Lyttelton, then to Gisborne, and later to the Bluff, and then finally she was sent to Picton under engagement to freeze for the Wairau Company. After two seasons the Christchurch Meat Company, now the New Zealand Refrigerating Co., bought the *Fox*, and Mr. Gibb went with her. A season later the company built works ashore, and the old vessel was stripped and hauled up in shallow water, where she now lies, and is used as a coal bulk for the works.

Reference:

Brett, H., 1924, *White Wings: Fifty Years of Sail in the New Zealand Trade 1850-1900*. The Brett Printing Co. Ltd, Publishers, Auckland.

Editor's note:

The hulk of the *Edwin Fox* was eventually abandoned in Shakespeare Bay, where it lay deteriorating for many years. The hulk was purchased by the Edwin Fox Restoration Company (or the Edwin Fox Society, depending on the reference) in 1965 for one shilling. This group of concerned individuals attempted on a number of occasions to pump the mud and water from the hull, without much success, and with the loss of many small artifacts. It was not until 4 December 1986 that the hulk was cleared and towed to Picton Harbour and later placed in a specially built dry-dock. A roof helps protect the vessel from the weather, and extensive chemical treatment has been undertaken to preserve her timbers. She now forms the centrepiece of the Edwin Fox Maritime Museum at Dunbar Wharf, Picton.



Two old photos of the *Edwin Fox*, the top one as she looked when a refrigeration hulk.



Michael J Galoundris

Rod Dickson provides his usual wealth of information; this time in relation to the short article in the December 2009 journal on the above named vessel.

The article in the last issue of the magazine regarding the wreck of the *Michael J Galoundris*, brought to mind that I had copied quite a lot of the extensive files held in the Australian Archives in Bentley.

Without going into too much detail of the actual wreck (it appeared to be a navigational error), the ship struck Southwest Reef, about 4 miles off Cape D'Entrecasteaux.

The Port Line steamer *Port St John* was requested, by radio at 0200, December 22nd, 1944, from N.O.I.C, Fremantle to go to the *Galoundris*' assistance and Captain Lawrey altered course and reached the scene at 0440. Following are parts of Captain Lawrey's statement.

No boats could be seen on the stranded vessel on the side visible to Port St John, and no communication could be established by daylight signalling, but men could be seen on board the stranded vessel, which appeared to be fast on the reef forward with swell breaking over her forepart. We lowered our motor boat, the Chief Officer in charge and by noon he returned towing the Greek lifeboat with the remainder of the crew and all their effects. The boats were hoisted in board with difficulty and by 1500 we left the scene and resumed our voyage.

The Chief Officer informed me that between his two visits to the stranded vessel, she was much deeper in the water and was grinding and working. The swell had increased and was breaking over the forepart of the stranded vessel with great force at times. He noticed that the Wireless Aerial and Jumper Stay had carried away and he had great difficulty in manoeuvring his boat near the wreck and in keeping her close to the side.

The Position of the vessel when sighted was on S.W. Reef, 4 miles off D'Entrecasteaux Point and appeared to be heading W.S.W., which heading had altered to the South when we left the vicinity at 1500.

E. T. N. Lawrey; Master, Port St John.

According to the 'official' news of the day, the *Michael J Galoundris*, was carrying a cargo of coal from Sydney to Fremantle. Being 1944 and in the 4th year of war the authorities weren't overly keen to advertise shipping movements and cargoes carried, however, it wasn't long before the residents of the South Coast in the vicinity of Denmark noticed quantities of rather valuable wreckage coming ashore onto the beaches. The party telephone lines began running hot throughout the southwest and cars, trucks, tractors, horses and carts and even a primitive bull dozer made their ways through the forest to the beaches. It was a week or so before the Customs' Officers managed to get down to Denmark and when they got to the beaches they found half the population there helping themselves to whatever floated ashore. The cars, trucks and etc. were loaded up and being driven away back to the towns and farms, much to the consternation of the Authorities. Shades of the Cornish Wreckers!!

And now they had to try and get it back, all of it. The main centres where the contraband was being held was in the districts of Manjimup, Pemberton, Bridgetown, Northcliffe and Denmark. The Police Sergeants were issued with instructions from Perth to visit every farm and property and request the return of the Military Material, which strangely, didn't appear to be COAL! Without mentioning names and addresses of those involved in the removal of the goods from the beaches and whether they returned the material voluntarily or not, the following is an incomplete list of goods washed up from the wreck of the *Michael J Galoundris*. I say incomplete because the complete list runs to about 30 A4 pages and includes the names and addresses of the 'receivers, finders and removalists of the cargo.'



This list comprises just some the goods that were being held at one Police Station.

S.S. *Michael J Galoundris*; casualty, 22/12/1944.

List of Salvaged Cargo at Country Police Stations. PEMBERTON.

6 Blouses. 12 Pairs Sox. 2 Sheets Leather. 23 Pairs Sox. 3 Pencils. 2 Axe Handles.

9 Prs Ladies Pyjamas 3 Sheets Leather. 2 Sweat Rags. 3 Petticoats. 13 Elastoplast.

1 tin Dettol. 2 Pantettes. 2 Botts Dettol. 1 Case Milo. 1 Night Gown. 4 Shirts.

1 x 44 gal drum of Oil. 3 doz Sweat Rags. 6 x d'oyleys. 2 Lavatory Seats. 1 Sheepskin Coat.

1 Fur Coat. 4 Axe handles. 6 Gloves. 6 botts Peanut Oil. 4 Axe handles.

2 Baseball Bats. 2 Cases Milo. 13 Sweat rags. 1 Light Buoy. 1 Bundle Sox. 6 doz Handkerchiefs.

1 Barometer. 3 Shaving Brushes. 5 Sides Leather. 6 Axe Handles. 1 Broom. 1 Pan Lid.

25 Electric Light Globes. 4 Tins Milo. 1 Broom. 3 Botts Aspro. 1 Bott Ink. 15 Prs Sox.

6 Shaving Brushes. 2 Bott Ink. 2 Cuddle Seats. 2 Books. 2 x 44 Gal Drums Oil.

1 x 44 Gal Drum Metho. 1 Doz Dettol. 1 Bundle Sweat Rags. 5 Doz Pencils. 3 Tins Brasso.

Quantity Pencils. 3 Prs Gloves. 1 Distributor. 7 Botts Dettol. 5 Botts Dettol. 15 Singlets.

15 Cakes Soap. 6 Botts Aspirin. 7 Singlets, babies. 4 botts Drugs. 3 Hides. Rubber Washers.

1 Bott Vegetable Laxative. 2 doz Handkerchiefs. 4 Gloves. 1 Bott Unknown.

1 Piece Leather. 1 Brush. Quantity Soap. 2 Balls. 1 Broom. 1 Bread Board. 4 Books.

2 tins Lactogen. 2 tins Brasso. 8 axe handles. 11 tins Milo. 1 bott Ink. 1 hammer handle.

2 tins Yeast. 2 Brushes. 1 tin VI Lactogen. 2 tins Tapa. 3 tins Elasto Bandages.

3 pr Sox. case Milo. 5 Light Globes. 1 Jacket. 1 Life Boat Barrel. 2 doz Pencils.

1 Primus Stove. 1 gal Brasso. 3 cases Milo. 4 Blouses. 6 Rubber Mats. 10 doz Pencils.

20 tins Milo. 7 pieces Leather. 1 pr Gloves. 4 tins Lactogen. 15 Handkerchiefs. 2 prs Sox.

1 Hammer Handle. 6 axe handles. 16 pencils. 2 doz tins Milo. 3 botts Glue. 34 pencils.

2 sheets Leather. 7 ladies Blouses. 6 axe handles. 3 tins Lactogen. 1 piece Leather. 5 tins Dettol.

5 axe handles. 12 tins Milo. 7 botts Aspirin. 3 tins Elastoplast. 5 tins Lactogen. 2 botts Glue.

1 broom. 3 botts Glue. 13 electric light Globes. 7 cases Milo. 6 Axe Handles. 1 bott Ink. 80 cakes Soap. Quantity Pencils. 1 Primus Stove. 2 Dresses. 12 tins Milo. Bundle Sweat Rags.

4 shirts. 3 tins Lactogen. 1 Cuddle Seat. 9 Handkerchiefs. 1 Primus Stove. 11 cases Milo.

4 gals Benzol. 14 P'cs Leather. 7 tins Lactogen. 1 Broom. 1 pr Pyjamas. 1 bott Glue.

1 doz Pencils. 1 pr Shorts. 1 bott Ink. 1 tin Unknown. 3 d'oyleys. 2 pr Gloves.

6 Axe Handles. 2 cases Milo. 1 pr sox. 12 tins Elastoplast. 1 x 44 gal drum Benzol.

Quantity Soap. 2 Brushes. 3 Pcs Leather. Quantity Timber. 1 Broom. 6 Axe Handles.

2 tins VI Lactogen. 4 prs Gloves. 2 Books. 3 tins Milo. 5 pieces Leather. 1 Primus Stove.

5 doz Pencils. 1 bott Ink. 14 cakes Soap. 1 Eiderdown. 1 bott Unknown. 4 Axe Handles.

14 Shirts. 1 x 44 gal drum Liquid ? 1 large bott Essence. 9 bales Leather. 12 tins Milo.

1 propeller blade. 4 gal tin Grease. Quantity Wire Brushes. Scrubbing Brushes. 12 Sheets.

Quantity Singlets. Quantity Clothing. 1 Torpedo Propeller. 11 Celanese articles.

This is just one page of 2 pages of items listed at Pemberton Station. The quantities and items are similar for the other three Police Stations named.

Bridgetown also had the following interesting items :-

18 prs Celanese Bloomers. 5 prs Celanese Ladies



Bloomers. 2 Celanese Night Dresses.

13 Ladies White Coat Blouses. 37 Children's cotton Singlets. 74 Medical white cotton Singlets, (ladies)

27 large White Cotton Ladies Singlets. 13 White Shirts. 32 prs Boys' Hose. 12 bots Laxatives.

Manjimup claimed in their list :-

4 Complete Celanese Women's Pyjama Suits. 5 Celanese Slips, Ladies. Celanese Pants Womens and Childs.

14 prs Celanese Ladies Pantettes. 52 prs Men's Grey Sox. 5 Women's Singlets. Gloves. Celanese Bloomers.

Some of the Salvaged Items removed from Private Properties by the Military and Police, no names are given here, but they are in the original files.

7 parts of TORPEDOES. 18 bars P & G Soap. 30 Doz Pencils. Lavatory Seats. 3 Cuddle Seats.

2 Base Ball Bats. 4 Base Balls. 5 Cricket Balls. 1 Trouble Light. 2 prs Ladies Celanese Pants.

Ladies Celanese Pyjamas. 12 cakes Cashmere Soap. 1 Brass Air Tank. 1 Jar Ether. 8 gals Metho.

Dresses. Tinned Meats. 51 tins Graphite Flakes. 1 Motor Dash Board. 1 Prop Blade.

Pairs Pantettes. Pairs Pyjamas. 3 gal tins Res-Q-Steel. Torpedo Propellers. Typewriter Ribbons.

Bags Sweat Rags. 3 tins Aunt Marys Baking Powder. 3 lb tins Lactogen. Bots Aspirin Tablets

Cases Milo. 60 sticks Camphor. 5 buckets. 1 Electric Welder. Light Buoys.

Metacal brand Primus Stoves. Minerva Varnish. Kneeling Pads. 1 child's Lounge Chair.

5 Costee's. (women's) Celanese Child's Pants. Quantity Cotton Singlets, Ladies and Children's.

Quantity of Handkerchiefs. And etc.



Great White Fleet Centenary

The following is from the newsletter of the Fremantle Branch of the World Ship Society, Vol. 28, No. 8, October 2008.

In 1908 the U.S. Navy sent what was to be called "The Great White Fleet" on a World Wide voyage to "show the U.S. Navy strength to the world." This fleet called at Albany between September 11-17 1908 and comprised 16 battleships which gave the might of the U.S. force of the day. The fleet consisted of:

U.S.S. *Connecticut*
U.S.S. *Georgia*
U.S.S. *Illinois*
U.S.S. *Kansas*
U.S.S. *Kearsage*
U.S.S. *Kentucky*
U.S.S. *Louisiana*
U.S.S. *Minnesota*

U.S.S. *Missouri*
U.S.S. *Nebraska*
U.S.S. *New Jersey*
U.S.S. *Ohio*
U.S.S. *Rhode Island*
U.S.S. *Vermont*
U.S.S. *Virginia*
U.S.S. *Wisconsin*

The event was of great interest to the public and to cater for the large crowds that were expected in Albany, the Swan River ferry T.S.S. *Zephyr* made a voyage to Albany. The *Zephyr* took 74 hours to get to Albany and was used for excursions both in the harbour and in King George Sound.

To celebrate the Centenary the Arleigh Burke class guided missile destroyer U.S.S. *Shoup* (DDG86) (2002/9238 displacement tonnes) visited the Port of Albany. *Shoup* called at HMAS Stirling on September 8 and sailed for Albany on the 9th. Royal Australian Navy vessels HMAS *Darwin* and HMAS *Sirius* were also in Albany for the event.



Mail-ordering a smaller perahu to mess about in

Part 14 of Nick Burningham's reasons for not getting a proper job

After Dan Dwyer and I had sold HATI SENANG, I wrote to Haji Syukri who had managed the construction of HATI SENANG asking him to organise the construction of a smaller *lambo* for me. As far as I can recollect, all I stipulated about the design was that it should be a long-keeled design like HATI SENANG, that the vessel should be about 11m long on deck, and I wanted an *ambeng* (gallery) on the stern. I wrote that I would collect the finished *perahu* in one year's time.

The following year Haji Syukri wrote saying that the *perahu* was ready for collection. I flew to Bali with my then wife Eike and two friends Nick and Sally Haig. Eike was not planning to sail with us. We had a couple of weeks holiday in Bali before Eike flew back to Darwin and Nick, Sally and I flew up to Makassar, the capital of South Sulawesi. There we started buying the necessities for a cruise in the tropics: rice, garlic, coffee and kerosene lanterns. Sally must have been concerned that our diet was going to be excessively repetitive and added Chinese sausages and pickled vegetables to our store of provisions.

We looked around the *perahu* at Pao Tere harbour in Makassar for a passage down to Jinato where we would collect the new *perahu*. I asked on board one rather nice, well-finished and sporty-looking *lambo*. The skipper asked if I was going to Jinato to buy a *perahu* from Haji Syukri?

"Don't bother." he said, "I will sell this *perahu* for four million rupiah (which was a very fair price). I declined and explained that I'd already ordered a *perahu* from Haji Syukri.

"Oh, in that case forget it, don't tell Haji Syukri I tried to sell you this *perahu*." the captain said.

It was an attractive vessel. Sharp-lined, low and very wide decked, with a big airy cabin. The crew were cleaning the bilge having unloaded a cargo of sand and it was obvious that she didn't leak a drop of water. She had a tall rig, huge mainsail, and would have been a handful in windy conditions; but she was in some other respects the ideal cruising *perahu* and would have been very comfortable to live on.

It didn't take long to find a passage to Jinato. I went aboard a medium-sized motorised *lambo* with a cut-down rig and was almost immediately promised a passage by the captain so long as we didn't mind waiting a few days until she was loaded. I stayed on board for a while chatting and making friends with the crew. They were from the Passi Talu islands to the south of Jinato. They said they were Bugis, and the captain Masuki said he was related to Haji Syukri, but after a while something struck me as odd. They were not talking to each other in Bugis. From the few words that I knew, I recognised that they were speaking Bahasa Sama – the language of the Sama, also called Bajau, Bajo or Sea Gypsies.

I asked "If you are Bugis, why do you speak Bahasa Sama?"

"Oh, we're Bajo-Bugis." one of them said.

As sailing time approached, Nick, Sally and I loaded our luggage with help from the crew so that the harbour officials wouldn't realise what we were up to. Masuki planned to sail in the middle of the night and asked us to embark at about 10:00pm when the officials would all be at home or asleep. When we boarded, we found RAHMAT ILAHI deep laden with bags of cement and the cabin full of passengers. Finding a space to lie down was difficult.

I was carrying some five million rupiah cash to pay for the new *perahu* which I entrusted to Masuki. He thanked me for doing that and said that as captain he was responsible for the cash whether I told him I had it or not, but it was much better for him that he could take care as well as responsibility for it.

As planned, we left Pao Tere at about midnight on a cool and blustery night. A mile or two out we were signalled by a patrol boat of the Sea Police (*Polisi Laut* or Coastguards) which came alongside.

"Should we keep out of the way?" I asked.

"Doesn't matter." said Masuki with obvious disdain.

The patrol boat came alongside and after very brief discussion took a package obviously



containing a big wad of bank notes and sped off into the night.

I never counted the full number of passengers on board, but RAHMAT ILAHI wasn't licensed to carry any passengers at all, and quite possibly didn't have any other paperwork that was in order.

During the night we motor-sailed down the South Sulawesi coast in the lee of the land making a good speed. By dawn we were turning eastwards at the southern tip of the land and meeting a stiff wind from dead ahead. The sails came down.

It was a cool hazy morning with the sky more white than blue, a lot of humidity and sea spray in the air. It was blowing hard from the east and out of the shelter of the land the deep-laden *perahu* began buffeting into the big head seas that were running through Salayar Strait. After a while the firebox galley on the foredeck got smashed away from its lashings and I saw some of the cooking pots go by the board. With less than a foot of freeboard, the aft deck was washed by almost every sea as it went past. After half an hour or so Masuki decided to give up. The helm was put hard over and RAHMAT ILAHI turned away from the wind to run for shelter, but as she did so a particularly large sea took her on the quarter and she broached in fact most of the rudder blade had broken off, but the helmsman didn't let anyone know except for mentioning it quietly in *Bahasa Sama* to Masuki.

I could see that the helm was hard over yet the *perahu* was refusing to bear off, and I thought I saw a rudder blade floating astern, but because the crew made no fuss I didn't immediately realise what had happened. Masuki ordered the jib set to pull her head downwind. Steering mainly with the sail RAHMAT ILAHI ran into a creek mouth a few miles downwind of where we had turned back and lost the rudder blade. We stayed there all day and into the night. In the second half of the night the wind had quietened considerable and had gone round to the northeast (the katabatic influence of the mountains) so we sailed again. The tiny bit of rudder blade on the rudder stock was just enough to steer. In the morning we had reached an anchorage under the lee of Salayar and stopped there. One of the crew dived overboard and checked that nothing other than the rudder was damaged (since 24 hours had elapsed and we'd

motored more than sixty nautical miles this struck me as bit late).

I think we waited again until night before sailing out of the lee of Salayar. It was a very dark, cloudy, moonless night with some rain squalls. We were heading for Jinato: an island which is about 1km long, a couple of hundred metres wide, has a maximum elevation of less than two metres and is a long way over the horizon from Salayar and we were on a vessel that was steering very erratically. At about three in the morning Masuki and his second in command were looking intently to windward from the cabin roof. They called to me.

"Is that Jinato?" they said pointing into the intense blackness of the horizon.

"Kurang tau." (Less than certain) I said.

Masuki explained that there was a sector of the horizon which was extra black; a blackness that would be caused by the coconut trees of Jinato lying just under the horizon.

He must have been right because we were anchoring on the edge of the reef at Jinato as the first glimmer of dawn showed behind the island. We were taken ashore in RAHMAT ILAHI's dugout canoe.

Nick, Sally and I surprised Haji Syukri, his family and everyone there by appearing on the beach in the half light of dawn.

We spent some days at Jinato getting a cabin sole and ballast put into HATI MULIA, and putting reef bands in the two sails. (*Hati Mulia* means "Noble Heart")

I had not discussed the price of the new *perahu* with Haji Syukri before getting to Jinato. We haggled a bit and the Haji asked significantly more than he had for the larger HATI SENANG, but the rupiah had devalued greatly and his price was entirely fair.

We sailed on the 16th July. I still have my log which reads.

Departed Jinato 7:30

Stood south 150°

Tacked north at Bungi Kamassi for one hour. Tacked south and fetched Passi Talu Laut. Tacked again. Reached Passi Tallu Tengah at 1600. Searched in vain for anchorage. Sailed south 150° again. Tacked close to Bonerate at 21:30. Stood south again at 2300 and weathered Bonerate during the night.



That brief log entry records our getting to windward of Bonerate within 24 hours, thanks to a consistent and fairly strong trade wind with little south in it. A significantly different circumstance from our departure from Jinato on HATI SENANG four years previous.

It was an intense day's sailing. When the breeze piped up we had reefed the mainsail, which had been a bit of scramble. Sally was on the helm and I shouted at her to keep the head up to the wind but HATI MULIA with only the jib set wouldn't keep her head up; she would bear off to a broad reach, pick up speed, round up and then fall off again. There was nothing the helmsperson could do about it, but it was a nuisance when you were trying to reef or re-hoist the mainsail. HATI MULIA then carried a standard *lambo*'s gunter sloop rig. Later I gave her a yawl rig which allowed her to keep heading to windward under jib and mizzen while the main was reefed.

We had searched unsuccessfully for an anchorage when we reached Passi Tallu Tengah because we were doing a fair bit of pumping while beating into a stiff breeze, and we were pretty tired by a hectic first day's sailing. Like most of those small coral islands on the edge of the huge reef called Taka Bonerate or the Tiger Islands, Passi Tallu Tengah (which means "middle island of the three islands") was surrounded by very shallow fringing reef rising abruptly from water more than a kilometre deep. Those islands, including Jinato,

afforded no anchorage unless one knew the way over the fringing reef at high tide. We were not at Passi Tallu Tengah at high tide, so we were obliged to keep going.

We were lucky to get a slant enabling us to sail to windward of Bonerate easily. I was pleased to find that HATI MULIA was more weatherly than HATI SENANG.

17th July

Kept southerly tack during the night and weathered Taka Bassi. Average course 150°. Squall just before dawn. Course 170° at 0630, remained between 150° and 180° most of the day. Approaching

Paloe at night fall. Mainly calm during the night. Headway reduced by swell from the east.

We were lucky to get to Paloe so quickly, and on one tack from Bonerate it had taken three days and many tacks on HATI SENANG's maiden voyage. We spent the next two days tacking eastwards along the coast of Flores taking advantage of the southeast trade wind backing northeast in the afternoon and veering southerly from the high mountains of Flores in the night. On the afternoon of the 19th we headed into the bay near Tanjung Bunga (The "Cape of Flowers" for which Flores is presumably named by the Portuguese). The wind was somewhat north of east which made it impossible to anchor at the bottom (southwest) end of the bay. Instead, we had to anchor on the fringing reef under some low cliffs, rolling around rather too much for a comfortable night. I caulked a leak that had been giving us plenty of pumping when heeled on port tack.

There were three other *lambo* anchored there: one was a tiny double-ender, smaller than SEJARAH ISLAM (see *MHA Journal* 20:2), which was bound west to Singapore with a cargo of cockatoos from Ambon.

20th July

Sailed at dawn in company with another small lambo [which was heading for East Timor on a fishing trip, or so they said]. Very light wind and a sharp chop from ahead — frequently resorting to the oars to keep HATI



MULIA's head up to the wind and clear Flores Head.

Breeze picked up at 1030. Making a course of 40° with the sheets slightly eased. Large swell running from the east. Tacked at about 1330 and stood in towards Arduana. Land breeze started at about 2000 and blew at varying strengths all night allowing us to make between 90 and 120°.

When we tacked in the afternoon we were slowly overtaking a moderately large *lambo* from Buton. There were only two boys on deck sailing her and they tried to tack a couple of times but missed stays. Eventually the boys got more of the crew on deck and successfully levered her round with the sails. *Perahu* are often sailed rather negligently during daylight hours when making a windward passage if conditions are moderate. They rely on making ground to the east by using the katabatic winds off the mountains in the night.

The next morning at dawn we were off the island of Lembata which has a high volcano. The breeze off that volcano strengthened so that we had to reef the mainsail, it strengthened to gale force so we reefed the jib too, but it soon moderated. We shook out the reefs and by about 0800 we were completely becalmed. We sat there rolling around till 1030 when a stiff southerly started up again. We had three hours of fast reaching and then spent most of the afternoon completely becalmed again. The night was similarly a mix of flat calm and wind off the land. For two hours before midnight we broad reached on a southwesterly that took us to a position off Kokar at the western end of Alor. We were still sitting there at dawn the next morning

A fresh ESE breeze reached us at about 0800 and we spent the day tacking into it, reefed at times. By late afternoon we were approaching Tanjung Babi at the eastern end of the island where there were very confused and steep seas in a tide race. We stood away to the north and during the night the breeze veered more southerly allowing us to make a course of 90° across Ombai Strait. The wind was strong and the seas steep.

By dawn we were on the eastern side of the strait some way to the north of the Liran Strait that leads to Wetar Strait. We tacked south but the wind failed and we drifted away to the north. Sally cooked some of the Chinese pickled vegetables for



lunch; they were about the saltiest thing I ever ate, and we were eating salt-dried fish every day.

In the afternoon a light northerly allowed us to make slow headway towards the Liran Strait. Not far away a small local *lambo* drifted around with no one at the helm while the crew trolled for tuna paddling their dugout canoe round in larger circles.

It was after midnight that an easterly breeze started and we could head southeast through Liran Strait and on down towards the coast of Timor. At dawn we tacked north towards Wetar and went about again mid-morning as the breeze began to back. In the afternoon it backed further and we were able to make good progress eastwards. After sunset the sea breeze gradually faded to calm, but we were close to the coast and a land breeze soon reached us. At times it was fresh, and at times light. We continued to make good progress sailing in fairly smooth water under the land. At times the wind headed and we were forced away from the shore, but at other times we were able to stand back towards the coast. Before dawn on the 25th we were off Tanjung Iro Kuro the northeastern tip of Timor.

We had made an excellent passage from Liran to the end of Timor thanks to helpful wind shifts

first a northeasterly sea breeze and then the southeaster veering southerly as a land breeze at night. The swell running from the east, which often makes the passage eastwards through Wetar Strait difficult, was relatively gentle.

East of Timor we were favoured with a reasonably fresh southwesterly. We headed southeast to pass south of Leti. During the night the breeze backed to south and south-southeast,



and then southeasterly forcing us towards the southern coast of Moa which was a lee shore. We tacked off shore for an hour in the second half of the night, and by dawn we were just a mile or two from the eastern end of Moa and the strait between that island and Lakor to the east. We should have run up the strait to get into the lee of the islands. It was a cool, rather grey morning and the breeze was piping up. I'd had a bad feeling about being on the weather side of the islands and the night wind had seemed to be silently screaming, portending a bad blow. However, at dawn it had gone round more easterly giving a slant for Australia, so I tacked to head south. We put the deep reef in the mainsail and seemed to be sailing well, loping over seas that were big but not steep or close together. The wind kept strengthening. We deep reefed the jib. The seas were getting bigger and sharper, and it was very wet on board. At about 1030 I decided to head back to Lakor. We carried away a running backstay while running for Lakor Strait, and as we ran into the strait the seas stood up steep and rather alarming, but HATI MULIA behaved very well, never giving any hint of wanting to broach. We sailed up the strait and then tacked eastwards along the coast of Lakor looking for an anchorage. Late afternoon we reached the island's main village, Sera, near the eastern headland. There were perahu beached in front of the village, but we could find no way of getting over the fringing reef, so we anchored on the edge of that reef relying on the southeasterly, which was still very strong, to hold us away from it during the night. Sera had no anchorage. Any *perahu* staying there had to enter through the reef on the top of the tide and sit on the beach with legs to hold her upright.

The next morning, at high tide we sailed over the reef and beached. It was my intention, while at Sera, to rig a second set of running backstays and to double the forestay since there was some doubt as to the strength of our standing rigging.

The *Kepala Desa* (Village Chief) was very understanding about why we had come to shelter at Sera. I asked to stay for a couple of days to repair the rigging and rest a little. He said that he was going away himself but he was giving me permission to stay for six days... until the New Moon had passed and the wind would moderate,

he stressed. It did continue to blow pretty strong for several days and the wind was cold. I was able to get some small-gauge steel reinforcing rod to make the inner running backstays and a preventer forestay. I don't know why that backstay carried away. During the following years no other stay or shroud gave any trouble.

Lakor is a very poor and remote island, even by the standards of the southeastern Moluccas. It is clearly a coral reef that has risen out of the sea quite recently. Everywhere the bare limestone is studded with fossilized corals and fossils of animals that live on reefs. To get water we had to walk a mile or two over a hill of broken rock to a spring in a grotto, and so did the inhabitants of Sera. On a few pockets of soil they grew corn and tubers, and at night, if the tide was low, armed with burning dried palm fronds for torches and machetes they scoured rock pools for small fish.

We sailed on the 1st August getting over the reef at high tide in the later afternoon. The southeast tradewind was still blowing fairly stiff but there was enough south in it for us to make a good easterly course past the island of Luang and the great reef that surrounds it in the night.

At dawn the next morning we were passing the eastern end of the extensive reef that Luang projects from. A few miles further east we went about to port tack and stood south for the western end of the high mountain ridge of Sermata island. Under the lee of Sermata the winds were gusty, sometimes dropping away to near calm, at other times forcing us to reef sails. It was a hard day tacking eastwards along the coast of Sermata. By 1700 we were approaching the eastern end of the island and the breeze was more steady. During the night we continued to sail eastwards hard on the wind, heading 70° and sometimes better, although the big headseas, leeway and the current flowing northwest between Sermata and Babar meant our course made good was about 55°.

Before dawn on 3rd August we were approaching Wetan island which lies off the northwest of Babar. We tacked at 0500 and almost immediately the wind backed a little more easterly giving us a good slant for Cape Fourcroy. We steered 160--180° all day making good speed. In the night the wind was lighter and the open Arafura Sea was pleasingly smooth. The



southeaster continued light the next morning. Our noon position was $9^{\circ} 40'S$, $129^{\circ} 35'E$. And during the afternoon, evening, night and the following morning the breeze very slowly faded. Although our heading was east of south nearly all the time, sextant shots showed that the current was taking us gently to the west. The noon position: $10^{\circ} 41'S$, $129^{\circ} 41'E$, showed we'd made 60 nautical miles in the last 24 hours. Not great progress, but very easy sailing.

The wind was a little better in the afternoon until it veered south and headed us. We went about to sail eastwards. We were becalmed at times during the night, and headed somewhat south of east when we could.

On the morning of 6th we tacked south again at 0800 though the wind still had too much south in it for our purposes and our heading was around 220° .

At noon we were at $11^{\circ} 11'S$, $129^{\circ} 42'E$ only 30 nautical miles south of our position 24 hours previous. In the afternoon we tacked eastwards again and passed close to a steel ketch heading slowly north at the tail-end of the Darwin-Ambon

race fleet. Then in the night the breeze picked up a bit and veered southwesterly allowing us to make a near ideal course around $140-150^{\circ}$. By dawn we were fairly close to Rocky Point on the west coast of Batthurst Island.

The whole day was spent tacking slowly down that coast towards Cape Fourcroy. We were obliged to tack close inshore and tuck into bays to avoid a north going current. Fortunately Coastal Surveillance didn't spot us not that we were doing anything illegal, but the authorities would have been more than usually suspicious.

At dusk we rounded Cape Fourcroy and continued hard on the wind till we'd cleared Afghan Shoal at 2100. Then we eased sheets to reach towards Darwin. We picked up Charles Point light at 0400 on 8th August. A light easterly off the land had us tacking slowly in the harbour approaches until we were becalmed. Then an afternoon sea breeze allowed us to romp up the harbour flying a yellow flag signaling for Quarantine Pratique.



Hati Mulia on the beach in Darwin



A Trifecta for the *John Fairbairn*

Recently while researching shipwrecks and strandings for the book Jill and I are now writing I came across a report of the stranding of a vessel I had not heard of before, the *John Fairbairn*. After a little more research and a great deal of help from Ross Shardlow I obtained the few facts that the vessel was a schooner of 93 tons, and voyaged between Mauritius and Western Australia on what appears to have been a fairly regular basis. It was advertised in the *Perth Gazette* of 20 May 1859 as being a new vessel, clipper built, and the master at the time was Captain Hitchens. The main cargo brought from Mauritius was sugar, with timber from Bunbury and Busselton loaded for the return voyage. She carried passengers and the cabin fare from Mauritius was £12 May 1859, but had risen by 25% to £15 only nine months later. The ship's agent at the Vasse, now called Busselton, was John Babbage Locke, after whom Lockeville was named.

On 14 August 1859 the *John Fairbairn* went aground at the Vasse. As there was no damage it was soon afloat, and sailed for Mauritius on 21 August. This in itself was not unusual; many of the smaller vessels went aground during gales, often with little damage. Barely a month later the schooner was back at the Vasse, and went aground again in the same place! However this time it took a little more effort to get her back afloat. The skipper obviously had insufficient money to carry out the salvage and repairs, and an advertisement was placed in the *Perth Gazette* on 23 September 1859 for persons willing to advance £200 to £270 "as may be required under Bottomry Bond on the schooner *John Fairbairn* now on the shore at Geographe Bay". Bottomry is a mortgage on a ship taken out by the master when he needs money for repairs or to complete a

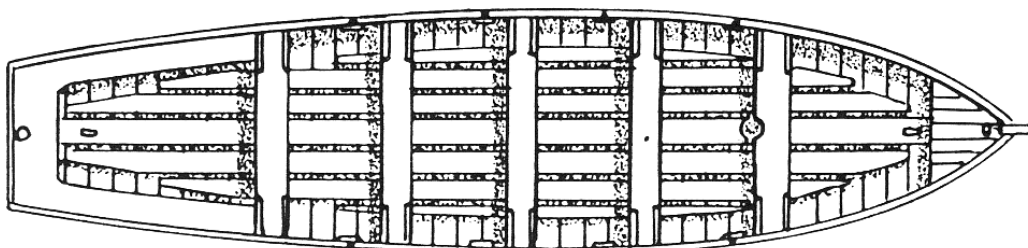
voyage and is out of touch with the owners. Someone must have come up with the cash because by 7 October she was once again afloat.

By early 1860 Captain Hitchen had departed and the new master was Captain J. Tregarthen. Is it possible that the owners may have decided Captain Hitchens, after twice getting his vessel ashore, was not a good risk? The voyages continued until the following report from the Busselton correspondent dated 5 March 1860 appeared in the *Perth Gazette*:

We have had a succession of very heavy weather (for the time of the year), and this has to a great extent paralysed the exertions of that energetic firm, Yelverton & Co., in loading their vessels. One of their cargo boats sank (I think on Friday last) with ten logs on board. These little accidents will happen, but that they are not wholly confined to our neighbourhood, or rather anchorage, is proven by the fact that our little old friend of shore going notoriety, the John Fairbairn, has followed her destiny by going ashore on Bunbury bar. Her agent last year attributed her accidents to the fault of the anchorage and not to her gear. They will have learned by this time the fallibility of their judgement and prejudice (Perth Gazette, 16 March 1860: 2d).

Don't you just love the wording! As I can find no record of the *John Fairbairn* being wrecked on the coast of Western Australia I must presume that she was got off yet again. The newspapers are not helpful in this regard.

Peter Worsley





QUIZ

Answers to December 2009

1. Both spanker and spencer are gaff fore-and-aft sails set on square rigged vessels. The spanker is set behind the mizzen mast, while the spencer is set behind the main mast in place of the mizzen staysails.
2. The *Earl of Pembroke* was three years and nine months old when the Royal Navy purchased her from Thomas Milner for £2,840.10.11. She was refitted, and renamed *Endeavour*.
3. Cape Leeuwin lighthouse was opened in December 1896. The Cape Naturaliste lighthouse was opened over six years later in April 1904.

Questions

1. Duyfken Point on the west coast of Cape York was charted but not named by Willem Jansz on board that vessel in 1606. Who actually named Duyfken Point?
2. Rockingham is named for the ship *Rockingham* that was wrecked nearby at Clarence, May 1830. Who was the captain of the *Rockingham*?
3. The *Cape Don* was a well-known lighthouse tender in WA waters for many years. Where is Cape Don, after which the vessel is named, and who was "Don" after whom the cape was named?



Telephone No.
1714 Gerrard.
Telegraphic Address—
'Parbuckle, London.'

178, PICCADILLY, W.
(Opposite Burlington House).

107-TONS (about) modern STEAM YACHT, by eminent builders; 5 ft. 6 in. draught; saloon, 3 sleeping cabins, bathroom, deckhouse; one of the best kept-up boats afloat. Price 2,000 guineas.

68-TONS (about) handsome SCHOONER for SALE; recently thoroughly overhauled; exceptionally roomy accommodation; saloon, three cabins and steerage berth; decks recaulked.—For further particulars apply as above. Sole Agents.

38-TONS (about) SCHOONER, pretty model; new sails and gear 1902, copper 1903; all lead ballast excellent accommodation, consisting of saloon and three cabins; over 6 ft. headroom; just passed Lloyd's survey.—For further particulars apply as above, sole agents.

16-TONS pole-masted CUTTER, built 1899; two cabins; is very well fitted and found; particularly well built; has full inventory; takes the ground. Cost £900, owner will take £600.

12-TONS YAWL for SALE; water-tight cockpit, copper fastened, well found; accommodation: saloon and sleeping cabin, w.c., pantry, and forecabin (with 2 cots); straight stem; lying near London. Price £250.

9-TONS (about) fast CUTTER; draught 7 ft., comfortable cabin, 2 berths, forecabin, roomy cockpit, w.c., pantry, &c.; 5½ tons lead ballast; hauled up on the South Coast. Price £180.—For further particulars apply as above.

5-TONS CUTTER, built '86, 23 ft. w.l., 7 ft. 6 in. beam, 4 ft. 6 in. draught; lead ballast, full set of sails; is fitted with acetylene gas; cabin with 2 berths, forecabin with one cot; cockpit with water tank; coppered and copper fastened; is well found. Price £75.

Maritime Heritage Association Inc.

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