

MARITIME HERITAGE ASSOCIATION JOURNAL

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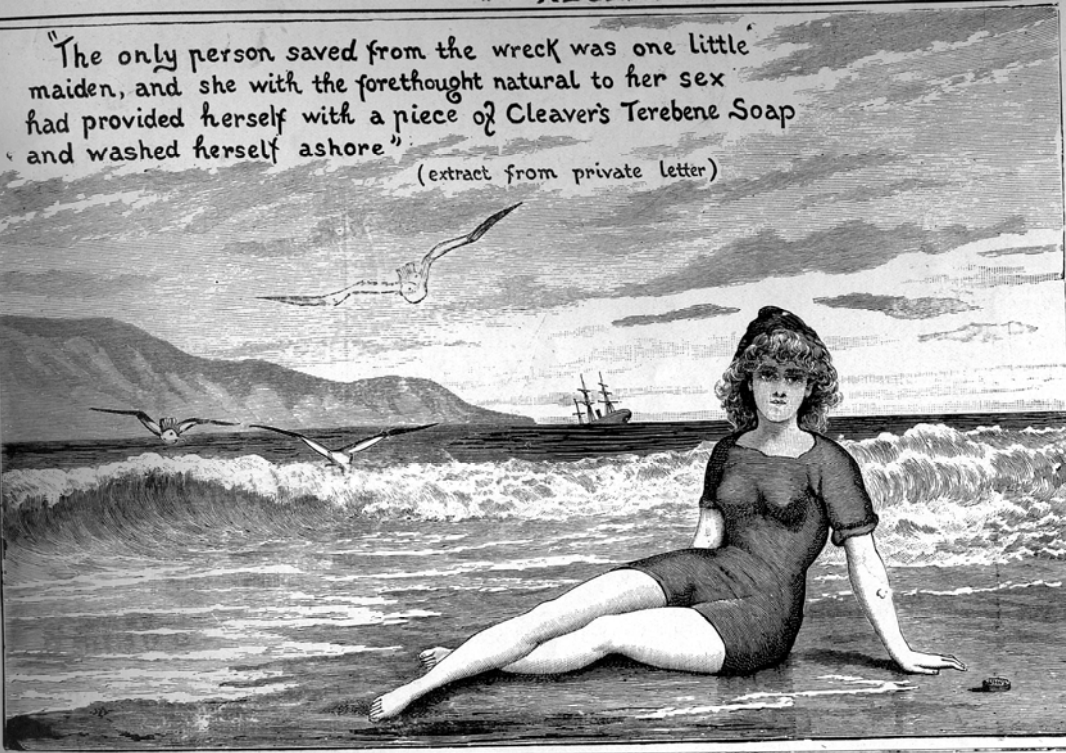
*A quarterly publication of the
Maritime Heritage Association, Inc.*

C/o: The Secretary (Ross Shardlow),
23 State Street,,
Victoria Park, W.A. 6100.



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

"The only person saved from the wreck was one little maiden, and she with the forethought natural to her sex had provided herself with a piece of Cleaver's Terebene Soap and washed herself ashore"
(extract from private letter)



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**Cleaver's
Terebene
Soap**
Patented

Without Exception
The Best Soap for the
Skin and Complexion
in Existence.

An advertisement from
The Gentlewoman
11 June 1898



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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; we may be interested in archiving the collection.)

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EDITORIAL

Members will note the first of a series of articles by Jeff Thompson of the Fremantle Branch of the World Ship Society on the vessels of the State Shipping Service. Jeff has said that these articles are not intended to be the definitive history of each vessel, but only one in which the basic elements are included. Despite this I am sure that they will be of great interest to all readers.

Bob Johnson and his son Lloyd are working on the web page for the association. It looks as though it will have the address of maritimeheritage.org.au, but this is yet to be confirmed. When it is up and running, it will be linked to other web sites of similar topics and should showcase our association.

I have requested Ian Brayshaw of the recently formed Albany Maritime Foundation to write an article outlining that organisation's aims, and this should appear in the December journal. The Albany Maritime Foundation have taken over the Duyfken Boat Shed on the foreshore at Princess Royal Harbour and will be putting it to good use promoting Albany's rich maritime history.

A phone call to Ross Shardlow has resulted in a new member to MHA, and lead to considerable interest in a dinghy which appears to have had an interesting history. The 10ft clinker dinghy has been presented to the Rottnest Island Museum by its owner, who understands that it belonged to the Sergeant of Police on Rottnest around 1900, although this claim is a little doubtful. MHA has been offered the chance of taking off the lines and

advising on the requirements for restoration of the dinghy, which will eventually lead to its display alongside the Rottnest Island Pilot Boat replica. The dinghy has been in use until comparatively recently, but will require a fair bit of restoration work. Although its history has to be researched the number of coats of paint on it indicate it is definitely very old!

Careful readers will notice that I have done a restoration job on the heading of the Ditty Bag. That improbable drawing which has graced (?) the page since its inception has been retired.



Tea Catty

The basic measure of tea carried by the clipper ships in the 19th century was the "catty" of 1.33 pounds. A full chest of tea measured 24" x 20" x 20", although this was somewhat variable. There were half chests and quarter chests, the latter holding about 10 catties and measuring about 10" to 15" square. The various sizes were so that the maximum amount



Presidential Tidings

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

Since the last issue of the magazine some of us have been fortunate to have seen an old dinghy, supposedly belonging in the past to the police on Rottenest Island. Even though the woodwork has deteriorated, especially about the bows, it seems that it would be possible to restore the boat to at least display standard to complement the other craft in the Rottenest boatshed. One of the interesting features of this dinghy is the bailing well, just forward of the after thwart and very obviously, well used.

Once the lines have been taken off it is hoped that somebody will be able to recreate a piece of history as there is very little of this type of craft still in existence. People don't seem to give a thought to the common type of boat, such as the dinghy, and generally they just end up as firewood. Every boatbuilder had his or her own shape and design and it is a pity that they haven't been recorded for posterity.

If anybody, or their friends or rellies or neighbours out there, has an ancient dinghy or any sort of very old water craft, please let somebody know so that it can be evaluated and the lines taken off for the future historical records.

12 months have passed since I walked down the

gangway for the last time and I can honestly say that I haven't missed going away to sea one bit. I have been kept very busy researching and writing about the whalers on the south coast of Western Australia and at last count 605 ships, barks, brigs and schooners sailing under the colours of America, Britain, France, the Australian Colonies and at least one German went awhaling in the southern waters. When I began evaluating the voyages of the sperm whalers it was interesting to discover that the average length of the vessels cruise was 48 months and 3 weeks and that a ship with a full cargo of 2,000 barrels had ironed or killed about 50 whales or approx. one per month. All whales were measured by the barrel and the average sized whale was around 55 barrels.

As each barrel held 32.5 U.S. gallons each 55 barrel whale gave approx 1787.5 gallons of oil. The log books of these ships make fascinating reading and I hope that in the near future the results of this round of research will be made available to the public.

Rod Dickson..

A "Lock" for a Small Boat. (From an old American newspaper)

A very ingenious device is sent us by "E. R. N.," Wasco Co., Oregon. He writes:

"The 'Lock' for a boat, a sketch of which I send, is very useful, especially where unceremonious 'borrowers' frequent the locality. The 'lock' is made as follows: a piece 5 inches in length by 1½ in width is removed from the bottom of the boat. The edges of this piece should be bevelled so as to

fit closely into the bottom of the boat. A strap of iron, with a thumb screw, is placed over the whole, and the 'lock' is complete. All one has to do is to simply remove the piece held in by the thumb screw and take it with him, when there is little or no danger of the boat being used. In fact, it is rendered useless until the piece is again restored to its place, and held there by the thumb screw."



1.—"LOCK."

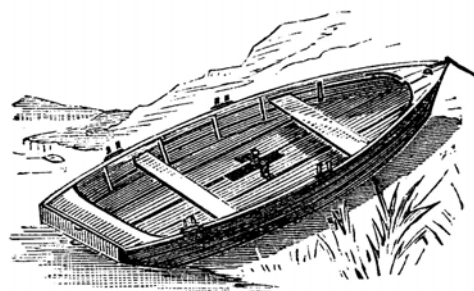


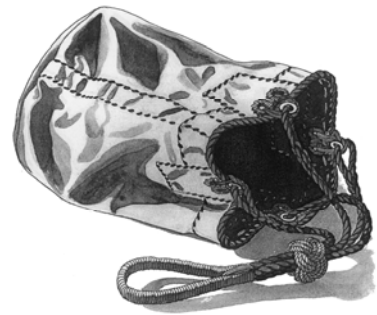
Fig. 2.—BOAT WITH LOCK IN PLACE.



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 following comes from *Workhorses in Australian Waters* by Mike Richards:

There was the well known case when a large cargo steamer appeared one morning off the West Australian coast, with the strangest rig extemporised from hatch tarpaulins and cargo derricks, having sailed over two thousand miles across the Southern Ocean after the loss of her propeller.

Does anybody know what vessel is referred to, and the date it arrived under its strange jury rig?

Prize money was paid to the crew of the State Ship *Kangaroo* (4,348 grt) after action in the Mediterranean Sea. The *Kangaroo* had been requisitioned for war duties and was attacked by a submarine on 5 April 1917. The *Kangaroo* returned fire and sank the submarine.

The British ship *London* passed the Abrolhos Islands in 1681, describing and charting them.

In 1862 the Government proclaimed that a voyage from Champion Bay to Fremantle was allowed to take up to 14 days in summer and 10 in winter, and the reverse from Fremantle to Champion Bay.

Thirty four different ships made a total of thirty seven voyages bringing convicts to Western Australia in the period 1850-1868. According to the authoritative book *The Convict Ships 1787-1868* by Charles Bateson, a total of 9,297 convicts, all males, were sent and of these 53 died on the voyages.

The State Ship *Kangaroo* carried a variety of animals during its career – camels, lions (born at South Perth Zoo), kangaroos, and “large birds” (emus?) - to Singapore. It brought in snakes, monkeys and elephants. One snake escaped from its cage and fell into the bottom of No.

1 hold. It was re-captured by volunteer Thompson, using a canvas sling and the vessel’s lifting gear.

The State Ship *Wambiri* carried the pearling lugger *Ancel*, now on display outside the Maritime Museum, from Port Hedland to Fremantle as deck cargo.

The State Ship *Boogalla* brought two prawn trawlers damaged as a result of Cyclone Tracy, Christmas Day, 1974, from Darwin to Fremantle. They were the *Zora IV* (65 ft) and the *Medusa* (60 ft), and were carried diagonally as deck cargo.

The first State Ship, *Una* (178 gross registered tons), carried passengers in a temporary deckhouse over the hatch, and this was lifted from the hatch onto the wharf whenever cargo was to be worked. On one occasion in Esperance the deckhouse and hatch were removed without anyone remembering to tell the passengers inside what was being done!

In November 1881 there was a rumour that a group of Fenians in America had bought an old warship and had sailed from San Francisco to raid Western Australia. The authorities must have taken the rumours seriously as Her Majesty’s Survey Schooner *Meda* (125 tons) had her rudder removed and all her stores taken ashore to prevent her being taken.

Nathaniel Ogle in *A Manual for Emigrants* written in 1839 estimated that 17,920 line-of-battle ships or 20 British navies could be built from the timber in the vicinity of Perth.

Bonnet. An additional part made to fasten with lashings to the foot of a sail, in order to increase the sail area in light winds.



PICTURES

“Some likes pictures o’ women”, said Bill, “an’ some likes ‘orses best”,
As he fitted a pair of fancy shackles on to his old sea chest,
“But I likes pictures o’ ships”, said he, “an’ you can keep the rest.

An’ if I was a ruddy millionaire with dollars to burn that way,
Instead of a dead-broke sailorman as never saves his pay,
I’d go to some big paintin’ guy, an’ this is what I’d say:

‘Paint me the *Cutty Sark*,’ I’d say, ‘or the old *Thermopylae*,
Or the *Star O’ Peace* as I sailed in once in my young days at sea,
Shipshape and Blackwall fashion, too, as a clipper ought to be...

An’ you might do ‘er outward bound, with a sky full o’ clouds
An’ the tug just dropping astern, an’ gulls flying in crowds,
An’ the decks shiny-wet with rain, an’ the wind shakin’ the shrouds...

Or else racin’ up Channel with a sou’wester blowin’,
Stuns’ls set aloft and alow, an’ a hoist o’ flags showin’,
An’ a white bone between her teeth so’s you can see she’s goin’...

Or you might do ‘er of Cape Stiff, in the high latitudes yonder,
With ‘er main deck a smother of white, an’ her lee-rail dippin’ under,
An’ the big grebeards racin’ by an’ breakin’ aboard like thunder...

Or I’d like old Tuskar somewhere abound...or Sydney ‘Eads maybe...
Or a couple o’ junks, if she’s tradin’ East, to show it’s the China Sea...
Or Bar Light...or the Tail o’ the Bank...or a glimpse o’ Circular Quay.

An’ I don’t want no dabs o’ paint as you can’t tell what they are,
Whether they’re shadders, or fellars’ faces, or blocks or blobs o’ tar,
But I want gear as looks like gear, an’ a spar that’s like a spar.

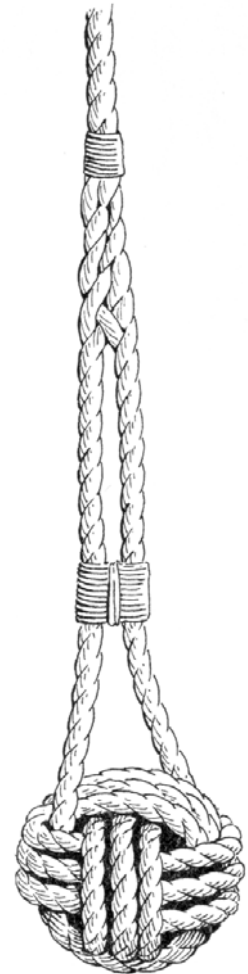
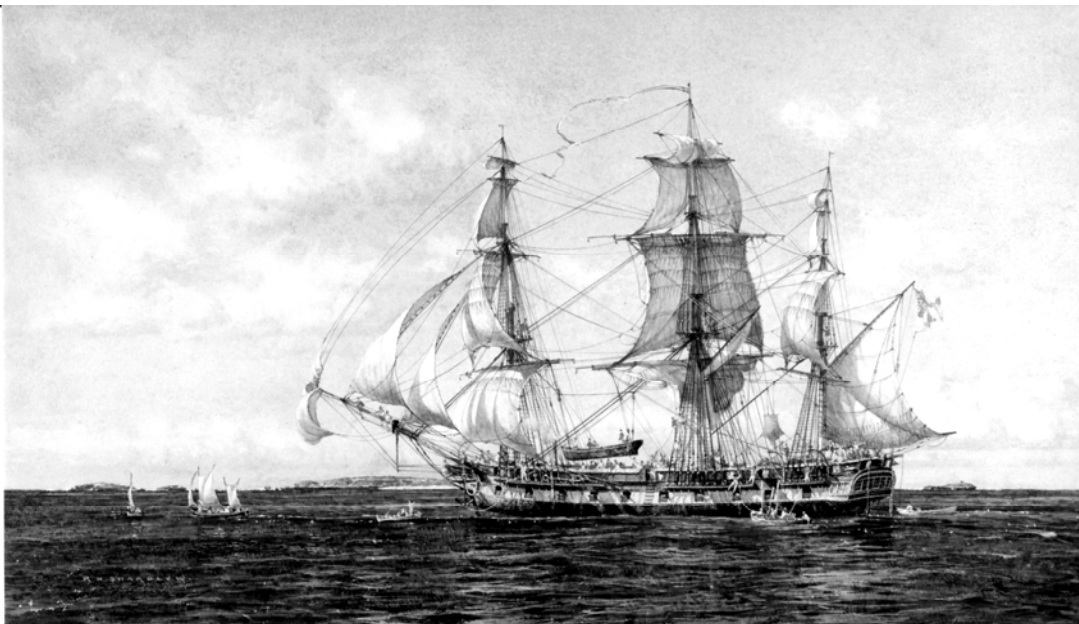
An’ I don’t care if its North or South, the Trades or the China Sea,
Shortened down or everything set – close-hauled or runnin’ free –
You paint me a ship as is like a ship...an’ that’ll do for me!”

C. Fox Smith

HMS Success *Hove to*
off Carnac Island

By

Ross Shardlow





Brian Lemon

The fourth in the series of profiles on MHA members features Brian lemon.

was born in December 1932, in conjunction with my twin sister Jeanne, in Perth. In 1937 the family moved from Mt Lawley to Floreat Park. The following year we both started school at the then quite new Wembley Primary School. The following year the Second World War started. From Wembley School I went to West Leederville School and then in 1945 to Perth Boys High School. In 1948 I started a five year apprenticeship in the photographic section of the block making department of J. Gibney & Sons. In 1951 I was called up for National Service in the Army, which lasted for two years. Towards the end of my apprenticeship in 1953 I was approached by my examiner, who had been given the job of forming the Air Photo Section for the Lands and Surveys Department if I would be interested in coming into this area when fully operational. The answer was Yes. I spent another two years with Gibneys before this eventuated. In 1954, while in the city on my lunch break an event occurred that was to start a new phase of my life.

It was in Forrest Place that I noticed a crowd of people gathered around a most peculiar small car. A sticker on the rear window said VOLKSWAGEN. When I returned to work I asked a Czechoslovakian chappie who was working with me about this vehicle. By an amazing coincidence he had driven a captured one of these vehicles for a couple of years while in the Czech Army. "They are air-cooled, four cylinder, overhead valve rear engine, four-wheel suspension, very rugged, very reliable". Some weeks later I read where this car had created a new record from Perth to Melbourne across the Nullabor. On January 13th 1955 I bought my first Beetle, new. On January 17th I drove it to work and at lunch time went to the traffic branch and got my licence. I taught myself to drive in those five days. Shortly after this I helped to form the Volkswagen Club of WA. For the next five years I was heavily involved with the club in helping with Redex Trials at Caversham and many other car club events.

Needless to say I very quickly taught myself to service and repair these vehicles, which continues to this day, although somewhat less vigorously. In all these years I have only had five vehicles, all Beetles, plus in partners with a mate, a Kombi Camper and a VW Transporter. My current vehicle is a 1973, 1300cc (now 1600cc) series Beetle which I purchased in 1979. This vehicle has done well over 1,000,000kms. I have done seven over-land trips in VWs including around Australia and three weeks touring Tasmania in 1982.

In 1968 I met Irene, who at the time was a widow with two young boys. In 1970 we were married. In 1971 Irene and our then next door neighbour



A younger model of Brian with one of his older models



won first prize in the State Lottery. This allowed us to take a trip to Singapore and I bought my first twelve volt series Beetle.

Some time in 1975 I decided I needed to do something at night time instead of watching TV, so I bought a wooden kit of a model Torpedo Boat. This was to start the third most important phase of my life. My first thirty models were all fully Radio Controlled as I soon joined the WA Model Boat Club. During the ten years or so in this club I won many championships for scale models, including the Australian Championship in 1977. In 1983 I won the first prize by the judges at an all model show at Bunbury, and also the public's choice. I have three models permanently on show at the Whaleworld Museum at Albany. My model of the Townsville RAAF crash tender is at the Bullcreek Air Force Museum. Somewhere touring around the world is a model of mine of one of the two motorised lifeboats carried on board the First World War hospital ship called *Brittanic*. This is in conjunction with the "Titanic Exhibition".

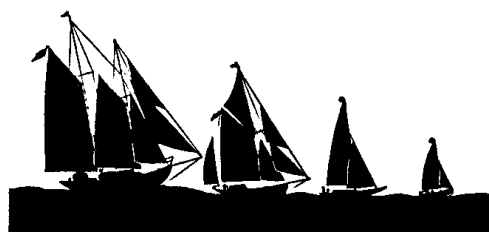
It was around 1992 at that year's Classic and Wooden Boat Show that I met the Hicks family. This was the beginning of an amazing friendship, that of course still exists to this day. Many people have had the privilege of visiting their wonderful Maritime Museum. I have of course had the privilege of exhibiting some of my models at this Museum, and making a number of models for permanent display. I have also been fortunate enough to use their museum for a number of presentations. Over the years I have made some wonderful friendships from both the maritime modelling side of things and the full size marine scene. I recently had the humbling privilege of being made an Honorary Member of the Maritime Heritage Association of WA.

Although I have built many models and contributed many articles to *Model Shipwright*, and some other journals, there are a number of models that have special significance for one reason or another. I feel the foremost of these would have to be the model of the *Krait*, for which I have a debt of thanks to both Ross Shardlow and Arthur Jones,

the last remaining of the six specially trained commandos who did so much damage to Japanese shipping during "Operation Jaywick" in 1943 in Singapore Harbour. The model was "launched" at Barry Hicks' Museum on the 50th anniversary of "Jaywick" in 1993. Then there was the surprise gift to Ross Shardlow of the model of the Bristol Pilot Cutter *Hilda* for his "leg work" in getting the plans for *Krait* out of the Canberra War Museum.

Very close behind *Krait* is the privilege of making the model of Mike Igglesden's beautifully restored motor sailer *Oriel*, which I consider possibly the best model I have built. Another was the model of the Albany ferry *Silver Star* for Tom Sagers. And also the model of the Hull tug *Tollman* for Dave Nicholson, who has about eight of my models now. Dave is the man who has done some wonderful digital photos of my models. In recent times is the model of the Rottneest Pilot Whaler of 1853 for Ross Shardlow, reward for his work with the full size one (28ft) which is now part of the museum system at "Rotto". The model of the Swan River barge for the Melville Shire from plans drawn by Ross is now on permanent show at the Shire office. The *Little Dirk* model hopefully may be of some use in restoring the full size one at Carnarvon. There is the model of the sailing barge *Cambria* for Barry Hicks. Some day they may restore the full size one in England. The models of the drifter *Strive* and trawler *Master Hand* were made for the Hicks' Museum. Of course there was the surprise of Bill Leonard on receiving the model of the fife, *Reaper*, then recently the presentation of the pretty little model of the Maltese water taxi to that lovely man Bill Morris.

With a bit of luck, both of my hobbies and interests will continue for many years to come.





HMS Driver

The following notes came from Rod Mackay who has recently completed the model of this vessel shown in the photograph.

First class steam sloop built of wood, Portsmouth 1840-41. A modified "Stromboli" which is a derivative of "Gorgon".

Length overall	203' 9"
Breadth	45'
Depth	13' 6"
Tonnage	1058
Engines	Scott Sinclair 2 cylinder direct drive of 280 nhp
Guns	1 x 110 pdr pivot 4 x 32 pdr carriage 1 x 10 pdr pivot

Designed as a 2 masted sloop but as was commonly practised, owing to poor sailing qualities, a third mast was added later.

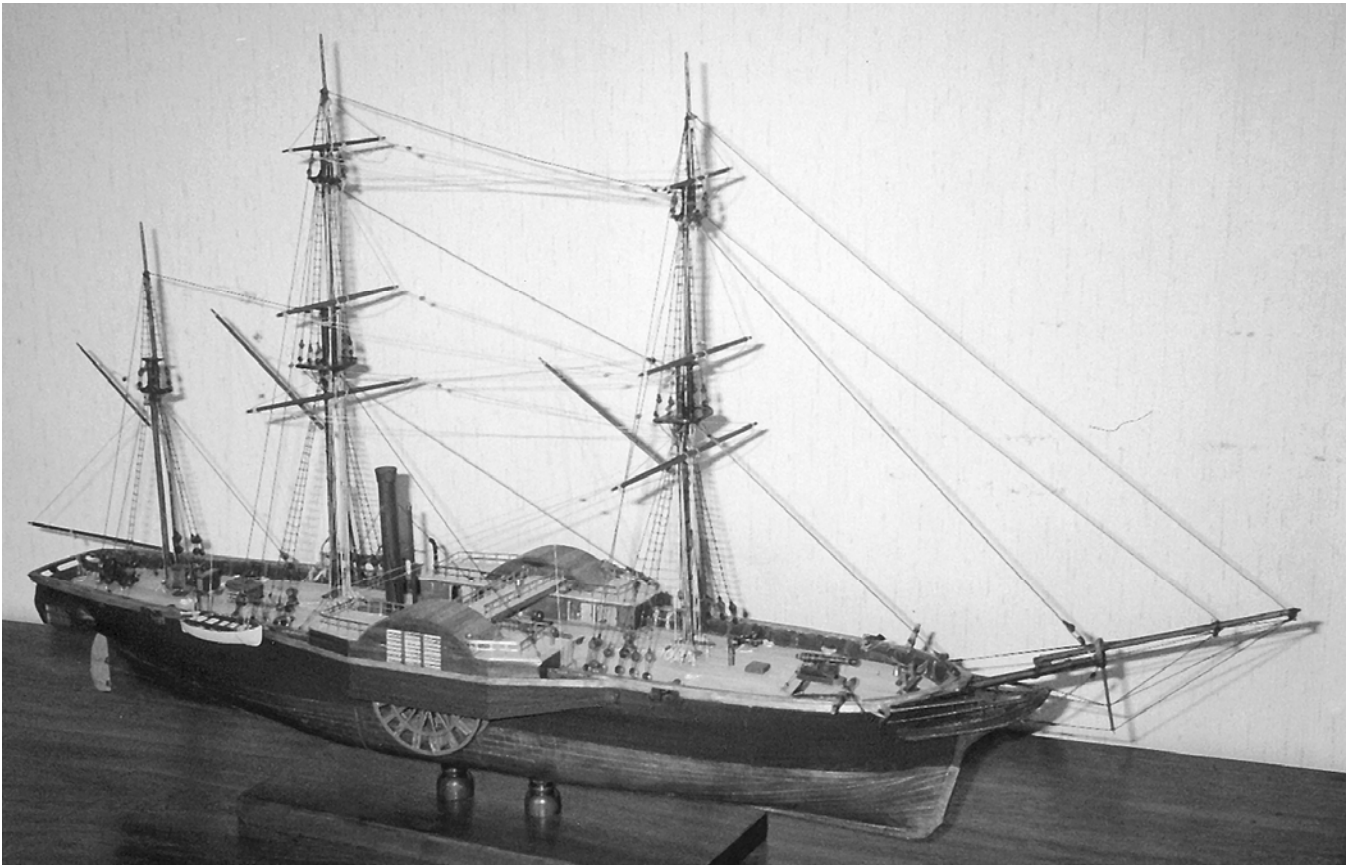
Went to the China Station during the Opium Wars. Then transferred to New Zealand for the Maori uprising. On the way there she called at Fremantle on 14 December 1845 "sorely in need of coals" making her the first steam warship to visit Australia. When first sighted coming around Rottnest she was thought to be on fire and the fire engine and many volunteers were waiting on the beach to help her. When she left Fremantle her ship's carpenter decid-

ed to stay so he jumped ship. James Bell became one of Rockingham's early pioneers. She went on to Hobart and Port Jackson. After her duty was finished in New Zealand she carried on to become the first steamship to circumnavigate the world and her time taken was set as the world record (5years).

Editor's Note:

According to further information I have been able to ascertain, *HMS Driver* was designed by Sir W. Symonds (or Symmons) and John Eyde and had a speed of 9 knots. She could carry a complement of 175, although there were only 140 aboard when she arrived at Fremantle, under the command of Captain C.O. Hayes. Her sail area was 17,737 square feet. She was strongly built to withstand the weight and vibration of the engine and paddles, utilising diagonal iron straps and double planking four to seven inches thick. *HMS Driver* had three boilers, each 26 feet long, 9 feet wide and 12 feet 6 inches high, and considerable problems were experienced with these at Fremantle. The following is from the *Inquirer* of 17 December 1845:

H.M. Steam ship "Driver"
This vessel has been detained here for



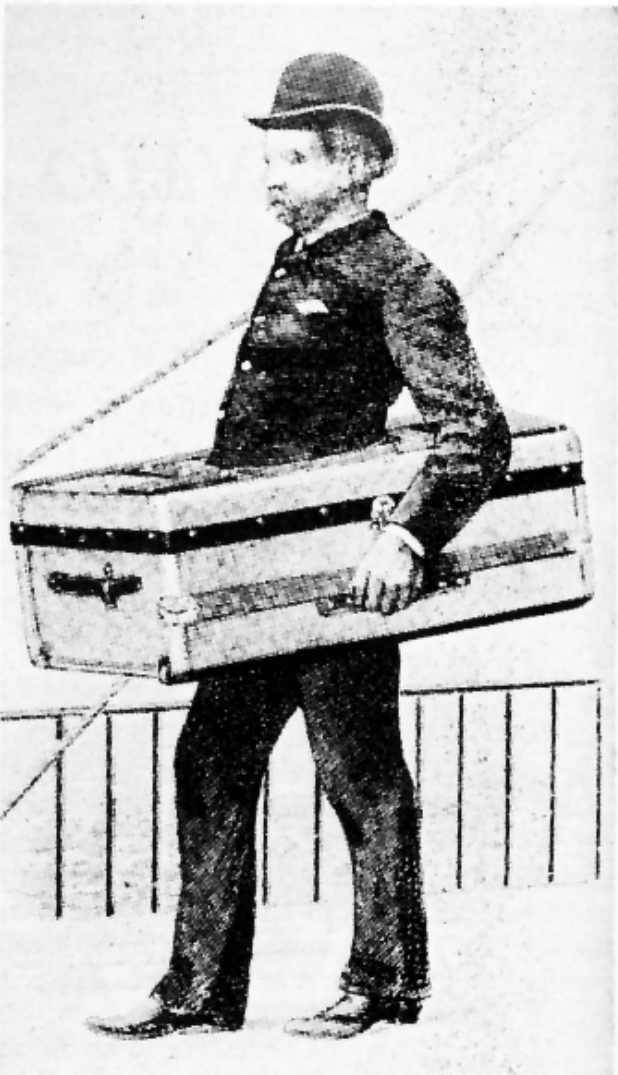


the last three or four days in consequence of the very defective state of her boilers having rendered it impracticable for her to put to sea. The boilers, of which there are three, are so worn by nearly four year's use, that they are unable to sustain the pressure upon them, and any attempt to get up steam is followed by one or other of the boilers giving way. All last week the engineers were hard at work repairing damages by screwing down new plates over the unsound places, but the old parts are so bad that they tear away from the new, and no sooner is one rent repaired than another presents itself. The condition of the boilers has been happily compared to that of an old coat, which has been patched and darned in innumerable

places, until it has become past mending.

The boilers were repaired well enough for her to depart Fremantle, having taken aboard 10½ tons of coal on 12 December, according to the ship's log, or 150 cords of wood, according to a contemporary newspaper account.

HMS Driver was wrecked on Mayaguana Island, Bahamas, in August 1861.



Krenkel's Life Saver

In 1825 a man from the German town of Leipzig named Krenkel invented a life preserver consisting of a cork lined cabin trunk. In the event of being shipwrecked the contents of the trunk were dumped and the trunk then put over one's head and slid down until it was around the waist like a life-belt. Holding tight, the shipwrecked person then jumped into the sea. It may have been better than clinging onto a spar or other piece of floating wreckage, or then again, maybe not!



Thames Barges

The third part of Jack Gardiner's reminiscences on barges.

The stack barges had nearly all finished trading by my time but there were still a few about. There were a lot of horses used round the docks still. They loaded not only the holds but also a huge stack of hay on the main hatch half way up the mast. The skipper or mate had to sit on the top of the stack and tell the others where to steer. They still managed to sail even to windward. They reckoned the wind got round to the lee of the stack and pushed them to windward. When the horses had finished with the hay it was called 'London Mixture' and carried back to the farms where the hay had come from.

Eastwood's, the brickmakers had a large fleet of small barges to carry bricks from their works in Sittingbourne in Kent up to London or wherever they were needed.

Some of them, which worked up above the bridges, were 'stumpies', that is, had no topmasts to handle when shooting bridges. If they were going right up to Hammersmith or Teddington they dropped their mast at London Bridge and went the rest of the way on the tides and a barge oar. The mate worked the long oar through a rowlock on the gunnel as he walked backwards and forwards on the mainhatch. It was not particularly hard to row a small barge. Even the big ones carried an oar on the main hatch.

Eastwood's barges were not certified dry, it did not matter much if the bricks got wet from a leaky deck. It has been known for a lighter to sink when loaded right down with bricks that got wet from rain over a period and absorbed so much water the extra weight sank the lighter.

Beer was another cargo carried in company barges. They had lockable hatch covers (I don't know why!) There were also some specially built barges to load sand. They had low sides so that the sand could be easily thrown over the narrow decks into the hold. They would sit down on a sandbank and when the tide left them the skipper and mate would start shovelling. I suppose the sand never cost them anything but it sounds like hard work.

There were one or two old wrecks which did the same thing with river mud except they had a gang of navvies to load them with special shovels made of

wood and only about 6 inches wide. The mud was used to make a special sort of cement.

Some of the paper mills had their own fleets and Woolwich Arsenal had two barges which did nothing but carry shells and explosives to Chatham and Sheerness Dockyards for the Navy. They had lead patches over every bolt head in the holds presumably to prevent sparks when they used to carry gunpowder. Naval ammunition was always carried by sail.

Timber was unloaded from little schooners from Norway and Sweden. They anchored way down in the estuary and transferred cargo into barges alongside. The softwood was not all that heavy so the barges used to carry quite a stack on deck. It was the only time the mainsail was reefed. Sometimes the cargo was doors, made in Sweden but always left with the two styles of the frame left 1 inch long. This was so that they came in unfinished and so missed an import tax. The doors and window sashes came in bundles of ten. Timber was mainly 9 inch by 3 inch random lengths.

Wheat was another common freight. The reason for this was there were a lot of small flour mills in Essex that used to grind locally grown wheat. Suddenly a lot of farms changed to growing sugar beet so the mills imported wheat from Canada and Australia and had it transported from the big flour mills in Millwall Docks by barge. The flour was shipped away from the local mills by narrow boat on the canal systems. Some of the small river barges were built with less than 15 foot beam so they could move on some of the canals. They were the smallest of the barges, some could only load 60-80 tons but they could and did get into places the bigger ones could not. They only drew 3 or 4 feet loaded and got surprisingly long ways inland from the main river, on spring tides. Often they got nipped and had to wait for the next springs to get out. They carried a lot of farm produce out and stores and or machinery and things for the farmers. There was no, or very little, road transport in those days, only railways and they survived right up to the beginning of the war and even after the war till things got back to normal. There were still about 100 barges sailing then but as they needed a refit the best kept ones were stripped and an engine installed in the cabin



aft. These were only 40 or 50 horse power and gave a calm water speed of about 3 knots but as they always worked the tides they had a two or three knot current under them and could compete with the sailormen as far as speed went. The skip- pers were not all that impressed, they reckoned it was boring having nothing to do but steer and the only advantage was knowing where you would be by tide time. A lot of them went home and spent very few nights on board. They were only a train ride away from home most of the time and left the mate in charge while at anchor or tied up alongside somewhere. Quite a few went the other way and lived aboard with their wives as mate. It would be very cramped (or cosy), the toilet would be a galva- nised bucket in the foc'sle. The bath another bucket of hot water in the same place and the little cabin aft with a bunk on each side and a table in the middle. A coal stove on the forward bulkhead and lockers round the after one. People still do it today on yachts so it must work for some. Coal was another common freight. Coal to a foundry and castings, lamp posts, drain covers, letter boxes etc. away. A cargo of lead ingots was just a few little piles in the bottom of the hold. One of roofing iron spread out, but was not very deep.

THE BIG COASTERS

They carried at least 200 tons and most of them were still built of wood. Of the four biggest ones the 'WILL EVERARD' is still afloat, I saw her in London a few years ago still with her sails rigged but with an engine. They were built with a stern post with the shaft hole already and the aperture filled in with timber. The 'FRED EVERARD' was converted to a proper little motorship with a larger engine and a deckhouse and wheelhouse aft and would not be recognised as a sailorman unless you know her, she could and did still go to sea.

The 'ETHEL EVERARD' did not come back from Dunkirk and I don't know what happened to the 'ALF EVERARD'. They were named for the chil- dren of the firm's founder. Will Everard himself was the firms managing director and was at least 60 years old when I know him (at least I saw him once at the firm's office). The firm had some motor ships as well as sailormen, lighters and tugs and they are still in business. I have a newspaper cut- ting of a new ship of theirs, an edible oil tanker for coastal work. A smart looking little ship (not so lit- tle at 750 tons). Going back to the sailormen, they all had bowsprits which were made to swing up ver- tically to keep out of the way in the river and docks, they also had a wheelhouse aft. It was open fronted but had a return at the sides and curved down roof,

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STEAM AND MOTOR SHIPOWNERS.



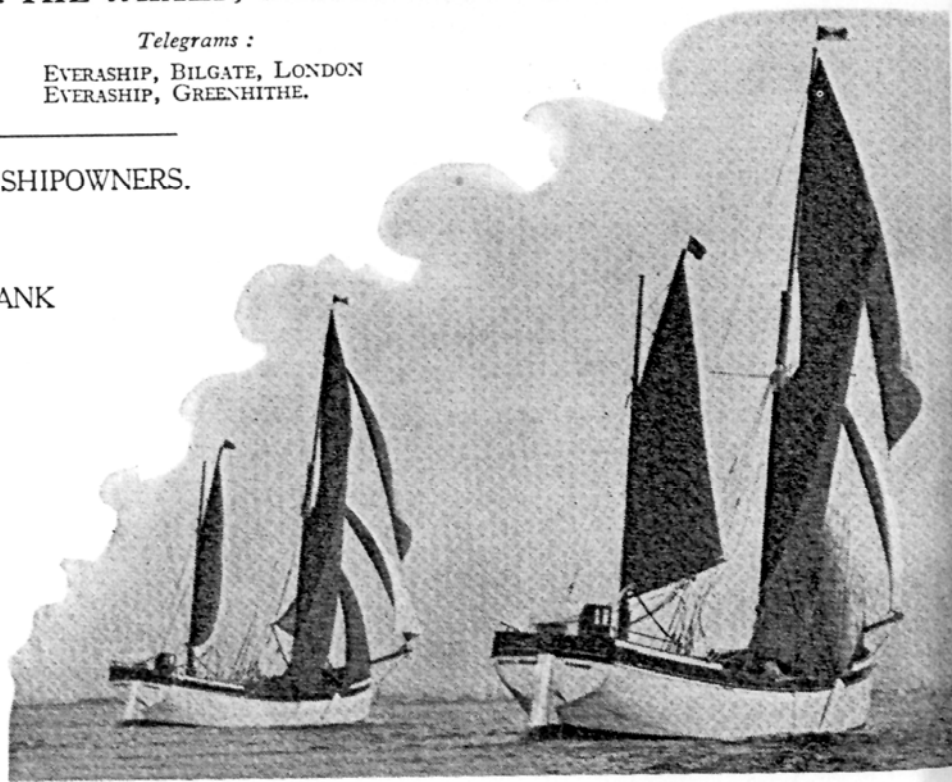
TANK STEAMERS AND TANK BARGES.



COASTING AND RIVER SAILING BARGES.



TUG AND LIGHTER OWNERS.





it also had a kerosene tank and deck locker on one side and a toilet on the other with the steering gear shaft between them. The toilet was still a galvanized bucket but the place to use it was unique, the compass was also unique to these barges, it was double sided and set into the top of the skylight just in front of the wheel. This meant that it was visible from down in the cabin as well as for the helmsman. A binnacle light was not needed because the cabin lights which were kept alight all night shone up through it. All lighting was by kerosene lamps and all heating and cooking by coal. It was the cook's job to fill and trim the lamps every morning and there were a lot of them. Port, starboard, stern and navigational lights, all bucket sized things all with thick dioptic lenses. Two coach and one overhead swinging in the foc'sle, two coach and two overhead in the cabin and one in the skippers cabin and the riding light used when at anchor. The riding light was hoisted up the forestay with the for'sl halliards with a rope tail made fast on the windlass to stop it swinging. The stern light was also lit when anchored, anchoring in a fog was done in shallow water on the theory anything big enough to hurt could not get near enough to hit. This of course was long before radar. There was a big battery powered radio in the cabin but used only for the shipping forecast and news headlines. It had three batteries only one of which was rechargeable. The cooking was done on a big cast iron range in the foc'sle, it had two ovens with the fire in between. The fire was not allowed to go out all through the winter so the foc'sle was always nice and warm. The cabin fire was like a tiled boxlike thing it was lit as required and it was always a job scrounging kindling wood along the wharf sides to light it. The space under the cabin floor was the future engine room and held about three or four tons of coal. Presumably for ballast cos I never saw any of it used. The locker seats round the 'U' shaped table held the coal for the cabin and the foc'sle had a big coal locker which was filled from the deck.

The crews on the big barges nearly all included a 3rd hand and some carried a boy as cook as well. The cook always had all night in, so it was the 3rd hand that was roused if an extra hand was wanted on deck. The skipper and mate shared the watches mostly 4 hours on and 4 hours off if possible. It was not always possible because very often the skipper wanted to be around when a certain buoy or light was to be passed and the course altered. The 3rd took the wheel during the day but was not al-

lowed to at night without the mate or skipper around. Steering was as hard as you made it. The skipper could hold a course with just a gentle spoke or two every now and again. He could screw the brake down on the steering gear shaft and go down to the foc'sle and put the kettle on or make a pot of tea if it was already on and wander back and check the course. He knew what she was going to do before she did it and checked her with a couple of spokes. I did not and had to give half a turn to stop her doing it then another to stop her doing it back again. I did learn a lot but never to be as good as the skipper or the mate either. There was a chain on the rudder made loosely fast on the transom. When at anchor it was pulled up tight and the rudder swung against it. This stopped the rudder from swinging to and fro against the slack of the steering gear and also gave a permanent sheer. The brake on the shaft locked it in. It was named the 'kicking strap'.

The coaster's boats were fitted with tanks and a lot of lifeboat gear, which had to be carried, two pairs of oars and the big one for sculling. The river boats always towed their boats and only ever had one oar in them. People must have been a lot more honest in those days because nothing ever seemed to go missing. One useful feature on all of the boats was that the bow thwart was extended right up to the stem so that it was possible to pull her up and step in without falling down the hole between the thwart and the stem. The breast hook had a strip of half round iron round it and the boat's painter a short length of chain so that the rope did not chafe. They all had double thwart knees some had knees under the thwarts too as they were always getting squashed between lighters and other barges. The lightermen thought they made good fenders and the call of 'sailorman watch your boat' usually came to late to do much about it. The coasters had a pair of davits and could hoist their boats inboard out of harms way. The davit falls could be taken to the leeboard winch that had a warping drum as well as the leeboard pennant. Its main use was to heave the stern in when tying up alongside a jetty.

The anchor windlass was a massive affair consisting of a pair of bits of 12 inches x 6 inches timber standing chest high above the deck and going right down and fitted to and bolted to the frames. Between them was an eight sided drum with a 3 foot diameter cog wheel on each side driving this was a small cog about 4 inches in diameter. This was driven by a handle with two sockets, so you could



take a long swing or a short one. The drum on the coasters had a double pawl in the middle of the drum as well as two at each end working in the cogs so that when the drum was working it only had to move an inch or so till a pawl dropped in. It was a continuous clink-clank-clonk of pawls. The cable was stacked on a grating on deck in front of the fore hatch from there it led to the drum and three turns round it then out the hawser hole to the anchor. In use enough cable was pulled over the drum so there were only two turns left then a couple of buckets of water thrown over the chain on the drum and on the order 'let go' you gave the chain a good kick and it started running till all the chain you had piled in front of the drum had run out. If more scope was needed the operation was repeated. Getting the cable in was a bit harder, you shipped the windlass handles and started to wind in, as the cable came in it walked across the drum so when it got to the edge a claw on a short chain in front of the drum was hooked onto the chain which was then loosed up and thrown back across. The hook removed and the process repeated till the anchor was up to the hawse. Coming alongside or moving in the docks the anchor was always dropped and hung just under the

forefoot so that it was not used as a fender.

The river barges just left theirs hanging but the coasters dropped a chain round the flukes and hauled it up as high as possible to prevent it swinging. They all had sacrificial bill boards so the flukes did not chew into the bow planking. The coasters carried two anchors but the starboard side one was stowed on deck with its chain undone and stacked at the grating by the forehatch. The chain was handled with chain hooks like a stevedore's cargo hook without a sharp point. These saved a lot of crushed fingers, heaving heavy chain around.

To be continued...

Editor's Note:

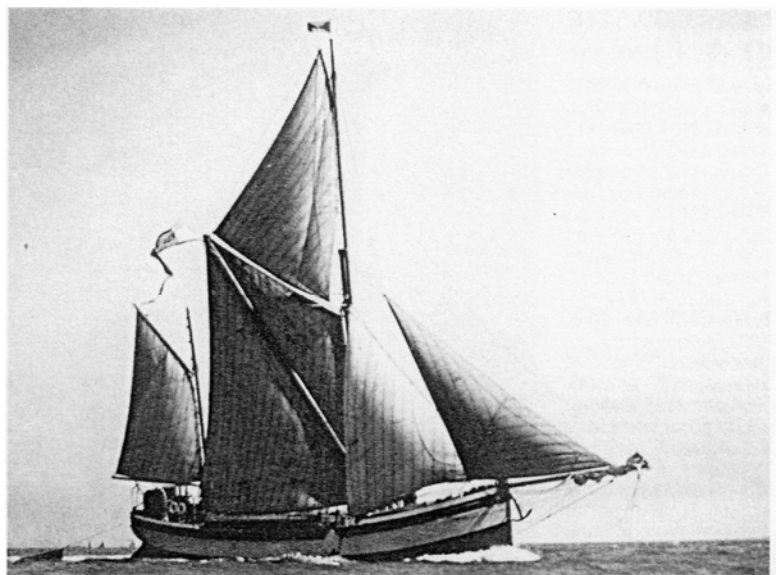
Here are the particulars of some of the Everard barges named after family members. All four were made of steel to virtually identical specifications by Fellows & Co. Ltd., Great Yarmouth:

Will Everard

Official No. 148677
Registered length 97.6 feet
Breadth 23.1 feet
Depth 9.6 feet
Tonnage 187 gross, 148 net, 190 deadweight.
Launched July 1925.
Fitted with 6 cyl oil engine made by Newbury Diesel Co. Ltd. October 1950.
Sold by Everard in November 1966.

Alf Everard

Official No. 148691
Registered length 97.6 feet
Breadth 23.1 feet
Depth 9.6 feet
Tonnage 187 gross, 148 net, 190 deadweight.
Launched October 1925.
Converted to motor coaster June 1943.



Will Everard



Ethel Everard

Official No. 149723
Registered length 97.6 feet
Breadth 23.1 feet
Depth 9.6 feet
Tonnage 190 gross, 158 net, 190 deadweight.
Launched September 1926.
Became total loss during Dunkirk evacuation 1 June 1940.

The barges in the advertisement for F.T. Everard & Sons, Ltd. are *Fred Everard* and *Ethel Everard*.

Fred Everard

Official No. 149743
Registered length 97.6 feet
Breadth 23.1 feet
Depth 9.6 feet
Tonnage 190 gross, 158 net, 190 deadweight.
Launched September 1926.
Converted to motor coaster December 1938.



Does anybody know what vessel, where is it and about what year?

The photograph is from the Edenvale Collection in Pinjarra.



SHIPS OF THE STATE SHIPPING SERVICE

This is the first of an ongoing series of articles by Jeff Thompson of the Fremantle Branch of the World Ship Society. The article is reprinted courtesy of that Society and the editor of their newsletter.

No.1 *Una* Official Number 96214

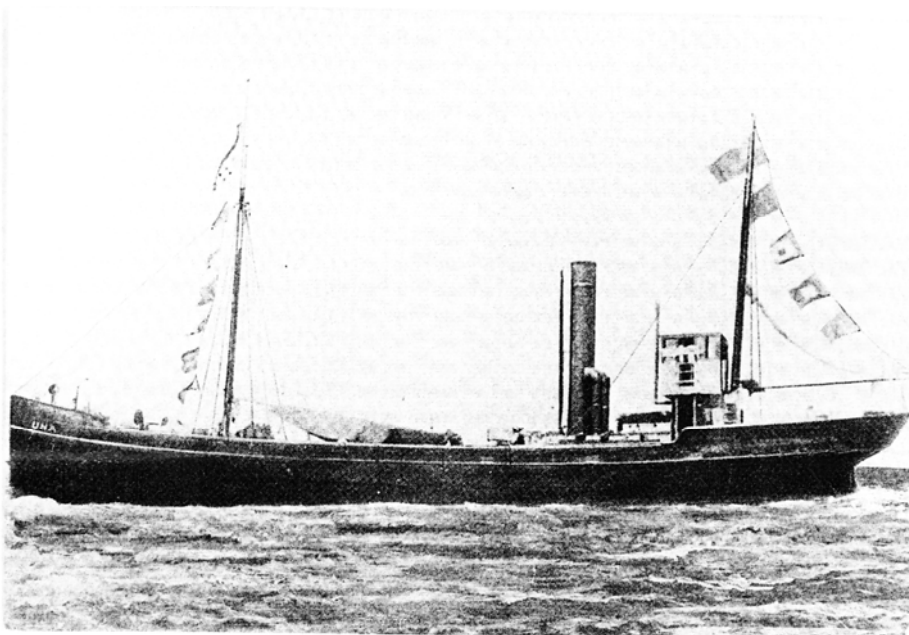
The State Shipping Service was formed in 1912 as the Western Australian Steamship Service by the Scaddan labour Government in line with new Government policy of State owned enterprises. After the loss of the coaster *Koombana* in a cyclone in 1912, the residents of the Northwest petitioned the new Government to provide them with a more reliable, regular and cheaper shipping service that would even lower the cost of beef to metropolitan consumers. As a consequence State Steamship Service was opened for business on 5 May 1912 in premises in Cliff Street, Fremantle, now occupied by the Western Australian Maritime Museum. As well as servicing the Northwest, the new organisation was to provide a service to the remote areas along the South coast as far as Eucla. The two areas of operation varied greatly in their requirements of vessels needed to adequately meet the conditions of the ports.

Along the Northwest coast there were large and unusual tides and inlets with the need to rest high and dry on tidal mudflats. On the south coast, seas were often rough and the cargoes, mainly bales of wool from the numerous sheep properties, were left on the shore to be picked up by the ships' boats whilst the ship remained a safe distance off shore.

The first vessel acquired for the new service was the *Una*, purchased from the local company, R.G. Lynn Ltd in May 1912 for the equivalent of \$4000. The *Una*, first registered in Fremantle in 1904 was built as a fishing boat by Cochrane and Co at Beverley, Yorkshire. Of 178 gross registered tons, 164 deadweight tons, 33.86 metres overall, with a coal fired triple expansion engine and a clinker built iron hull.

On 1 May she left Fremantle on her first voyage along the south coast to operate between Albany and Eucla. Passengers were carried in a removable structure placed upon the hatchway and lifted off when access was required to the hold below. The *Una* became known as 'the submarine' as she was almost continually awash in the heavy seas encountered along the south coast. It has been reported that passengers often left the vessel at the next port after fearing for their lives.

In July 1917 the *Una* was sold to Irvin & Johnson Ltd, Capetown, South Africa, for use as a fishing trawler, the purpose for which she had been originally built. In 1926 the vessel sank in shallow water at Cape Hangklip, South Africa and was used to form a jetty-hulk for a whaling station.



Una
The first of the State Shipping Service vessels.

Photo courtesy of the World Ship Society, Fremantle Branch and the collection of Martin Navarro.



Torpedoed

By Ben Sandham

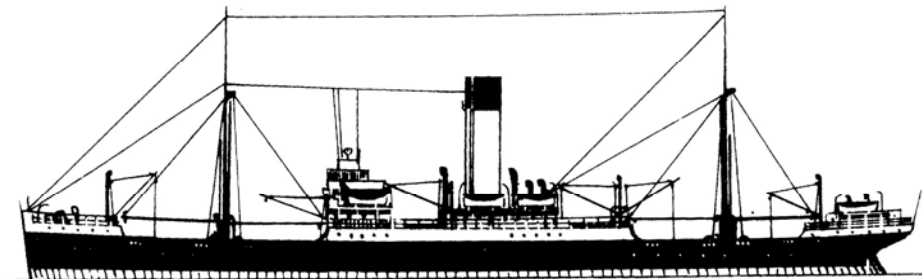
In 1941 at the age of 25, I was the Senior Victualling Store Officer in the victualling ship *Demodocus* alongside in the naval dockyard at Singapore. *Demodocus* had been attached to the victualling store in Singapore for the previous twelve months supporting the shore side organisation. The ship herself was quite ancient, dating from 1912, and she was a coal burner. She had been requisitioned by the Admiralty at the outbreak of the war, but in spite of her age she was quite comfortable. In early December of 1941 we had assisted with the storing of HM Ships *Prince of Wales* and *Repulse*, and I clearly recall one of my storemen complaining that the *Prince of Wales* had cleared us out of batteries as she had taken a full two year supply!

What happened to these two very fine ships is now part of history, but the swift Japanese advance through Malaya meant that we in *De-*

ventful, but whilst in Colombo on 5th April we suffered an air raid from carrier borne Japanese aircraft. It was at this time that the warships *Hermes*, *Dorsetshire* and *Cornwall* were all sunk by enemy aircraft.

Eventually after coaling in Ceylon, I arrived in Mombassa in May 1942 and spent the remainder of the year working in support of the Eastern Fleet. With the loss of Singapore, there were now only two bases available to the Fleet, Mombassa in Kenya and Trincomalee in Ceylon. The Fleet at this time included such capital ships as *Warspite* and *Illustrious*.

In early 1943, I was ordered home and having handed over to my relief, I left the *Demodocus* in Durban and took passage in the 21,500 ton liner *Empress of Canada*. By this time I had been away from the UK for four years.



Demodocus

modocus were ordered to sail. Before sailing, I asked for some naval signalmen and was fortunate enough to get three RN signalmen who were survivors from the *Prince of Wales*. We also embarked about a dozen women and children and sailed in mid-January some two weeks before the Colony fell to the Japanese.

We headed south at our best speed through the Sunda Strait to Freemantle in Australia, where we disembarked the women and children before heading to Melbourne to re-store. Then it was back to Freemantle before sailing across the Indian Ocean to the Maldives and eventually Colombo. The passage was un-

Initially the passage was uneventful and everyone entertained themselves with dances and by attending the ship's race meetings. By the second week in March the ship was making excellent progress through the South Atlantic travelling at 17 knots, and because of the good speed the ship was unattached and not in a convoy. At one minute to midnight on 13th March, under a thin moon and a calm sea we were torpedoed! There was a thump and the lights went out but there was no panic. The emergency lights came on and the POW's were released. Liferafts were thrown into the water and some lifeboats were



launched, but others remained in their davits. When I thought that there were sufficient life rafts in the water, I grabbed one of the boats and started down towards the water. Unfortunately, the person above me hurried my descent because he was wearing hobnail boots! This resulted in me descending far too quickly and I burnt both my hands quite severely. I found myself in the water which was calm and quite warm and I was clinging to a small raft about 4ft x 2ft with three Italian prisoners of war! The Italians were not good conversationalists and I seemed to be alone. In no time at all the rafts and boats became separated and my fellow countrymen had drifted away.

Immediately after the first torpedo, the U boat surfaced and illuminated the ship with its searchlight. (The U boat was Italian and although no-one knew at the time, it turned out to be the *Leonardo da Vinci*. She herself was sunk just two months later off the Azores by HMS *Ness* and HMS *Active*). The Captain of the U boat hailed the ship - "What ship? What tonnage?" It was the Italian doctor who replied, and he was heard yelling - "Don't shoot, fellow countrymen!" The U boat took the doctor on board and ordered everyone to clear away from the ship, and then just half an hour later, a second torpedo was fired which caused the ship to sink almost immediately. I saw her go down gracefully, her bows at an angle of 40 degrees.

Fortunately, before the *Empress of Canada* sank she had been able to get off a distress signal which was picked up by the Admiralty and HM Ships *Corinthian*, *Boreas*, *Crocus* and *Petunia* were all sent to the scene. Nevertheless I was in the water for three days along with many other survivors, all of us trying to fend off the sharks and barracuda of which there were many. We were covered in fuel oil, and I suppose I must have been very unappetising, as well as very lucky. There is no doubt that many people were attacked and killed by the sharks. One doctor, a British naval Lieuten-

ant, swam from raft to raft tending people who needed urgent medical attention, but he too suddenly disappeared, no doubt the result of a shark attack. I was among the last to be rescued and was eventually picked up by *H.M.S. Corinthian* an ocean boarding vessel. I did not see the ship approaching at all as I was semi-conscious, suddenly and unexpectedly one of her sea boats came up to our raft and hauled all four of us on board. I was landed a few days later on a stretcher at Freetown, Sierra Leone.

There were 1,892 people on board, which included 499 Italian prisoners of war. Other passengers were Poles and Frenchmen and there was a small group of English Wrens, all destined for Liverpool. The Italian prisoners of war were detained well below decks in the holds of the ship, except for one, a commissioned army doctor, who was allowed to mix with the other passengers. Naturally, some resented this and believed that as a prisoner of war he was given too much freedom.

After a brief two week spell ashore to recuperate I embarked in, the *Queen of Bermuda*, for the remainder of my passage to the Clyde and home. Of the 1,892 people on board at the time of the sinking, 1,519 survivors were rescued by the four Royal Navy Ships, but unfortunately many of these later died either as a result of exposure, or as a result of the bites they had received from the sharks. HM Ships *Crocus* and *Petunia* each saved 348 people, an all time record for small corvettes! There is no doubt that this was one of the great sea rescues of the war.





A Whaling Pioneer

By Peter Worsley

Although **bay whaling** was carried out in Western Australia from the very early days of the colony, it was solely foreign nationals, mainly American, which operated **whaling ships** around this coast until 1873. In that year a syndicate of six Albany business men purchased an American whaler which happened to be in Albany at the time. The new owners were William J. Gillam, Sir T. Cockburn-Campbell, Thomas Sherratt, Nathaniel McKail, William G. Knight and William H. Graham. The vessel, *Islander*, was a 3-masted barque built in Fairhaven, Massachusetts, for a Nantucket owner in 1856 with the following specifications:

Length 104 feet
Breadth 26.7 feet
Depth 15.1 feet
Tonnage 277.28

Her first captain had been Charles Starbuck, a member of one of America's best known whaling families. In 1865 the *Islander* was sold to New Bedford interests. On 25 July 1871 she sailed for the Indian Ocean under the command of Captain John C. Hamblin. The barque arrived in Albany on 22 October 1872 with a full cargo of 150 barrels of oil.



Tilley & Williams yards at Battery Point with what is believed to be *Islander* listing to port, broadside on to the beach and with her bulkheads removed.



After her purchase she sailed to Hobart in 'a fine passage of nine days', with Gillam and three other syndicate members aboard. At Hobart the barque was completely refitted and overhauled, the total cost of purchase and refit amounting to £4,500. The *Islander* was then registered at Fremantle in September 1873 with the Official No. 57533.

The American captain returned home and the owners promoted Hiram Ellis Swift of Massachusetts, the first mate, to take command of the *Islander*. The officers were all American. She carried a crew of 30 and operated out of Hobart, as that port was the centre of the whaling industry in Australia. The plan was to fish the southern coast of Australia, with short cruises to the west coast around Shark Bay in winter.

The *Islander* was a successful whaler, although in 1876 a man, Charles Goldsmith of Hobart, was lost when his leg became caught in a loop of the whale line and he was dragged overboard. In 1878 the barque returned to Hobart with a full cargo of oil after a 17 month voyage. In 1880 after sixteen months she brought in 52 tuns and 65 tuns in 1884 after a 13 month voyage. This latter was her last trip, the crew were paid off and Captain Swift and his family left for America. *Is-*

lander was then moored off McGregor's slipway until purchased by the Imperial Government for use as a hulk. The hulk was then moved to a mooring off Government House at Hobart until 1890, when she was sold for £50 to the ship-breaking firm of Messrs. Tilley & Williams who broke her up at Battery Point.

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The Rockingham Jetty in 1895 with the barques *La Guerida* (at left), *Sepia* (at right) and *Charlotte Padbury* (on the other side of the jetty)

Photo courtesy of Edenvale, Pinjarra



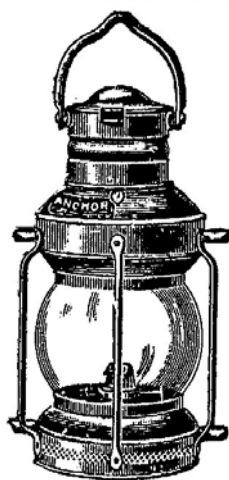
QUIZ

Answers to June 2004

1. Sixteen bells are struck at midnight on New Year's Eve to usher in the New Year.
2. Mangles Bay was named after James Mangles in 1827. Captain James Stirling named the bay after his father-in Law, a Director of the Honourable East India Company.
3. The abbreviations stand for:
Wk – Wreck PD – Position Doubtful Fl – Flashing Occ – Occulting

Questions

1. What is a froe?
2. What was the cargo of the 4-masted barque *Mayhill* when she was wrecked while attempting to enter Geraldton Harbour in 1895?
3. In what year did Frederik Houtman sight Houtman Abrolhos, now commonly called Abrolhos Islands?



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