

MARITIME HERITAGE ASSOCIATION JOURNAL

Volume 29, No. 4. December 2018

Website: www.maritimeheritage.org.au

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

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Stan Austin's journal records: 'Figurehead from Mary Moore, ex-coal hulk & clipper. Donated by Albany Historical Society. The figurehead was found half buried in the back yard of a Policeman's home in Victoria. The lower half was rotten'.

Photo: Ross Shardlow



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

(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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MHA End of Year Party

When: 10.00 am, 18 November 2018

**Where: 49 Lacy Street
East Cannington**

**The winner of David's great framed photograph of the
Warrior will be presented with his/her prize**

**There will also be a range of second-hand books and
boating magazines on offer**

**For catering purposes please let Marcia know if you
are attending:**

Email: vanzellerm@gmail.com

Did You Know?

The world's oldest intact shipwreck has been recently found in the Black Sea. It is the wreck of a 75ft Greek ship, most probably a trading vessel, which sank 2,400 years ago. It was discovered over a mile below the surface with its mast, rudders and rowing benches in position. Carbon dating of a small sample of the timber has confirmed the age.

<https://www.theguardian.com/science/2018/oct/23/oldest-intact-shipwreck-thought-to-be-ancient-greek-discovered-at-bottom-of-black-sea>



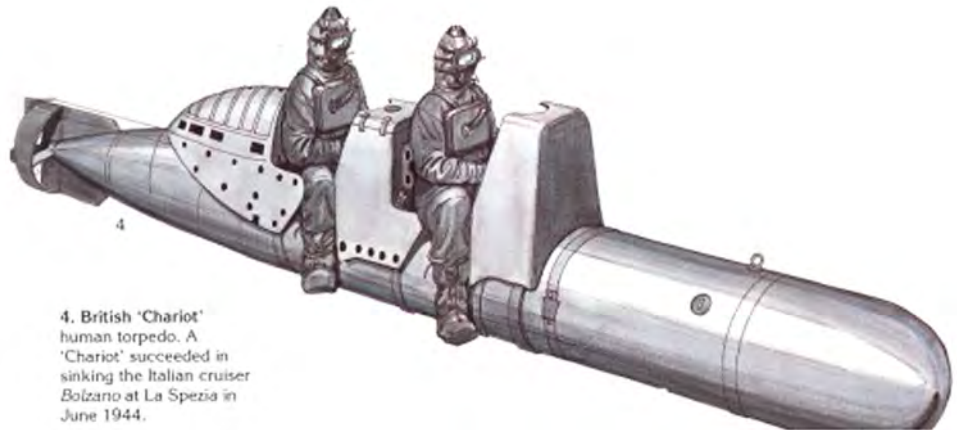
British WWII Submarine Discovered in Mediterranean

An Italian diver has discovered the wreck of a British World War II submarine that sank in 1942 with 71 servicemen on board. Massimo Domenico Bordone, dubbed the "wreck hunter", spotted the ghostly wreck of HMS *P311* as he swept an area 100 metres down off the north-east coast of Sardinia, near the island of Tavolara.

"Immediately I thought of the destiny of the men who met their deaths down there," he said. "It was a fate shared by so many men, submariners in particular, on both sides of the conflict.

The HMS *P311* set out from the 10th Submarine Flotilla, Malta, on December 28, 1942. The mission (the submarine's first) was to attack the Italian cruisers *Trieste* and *Gorizia* as they lay at anchor in La Maddalena, a port off Sardinia's northern coast. The attack was to be made with manned torpedoes called chariots, which were carried in hangars on the casing of the submarine. However, the submarine disappeared without a trace after apparently hitting mines laid by the Italian navy to protect the island. Local fisherman at the time reported hearing a loud rumble at night, but the 276½-foot-long T-class vessel was never found – until now.

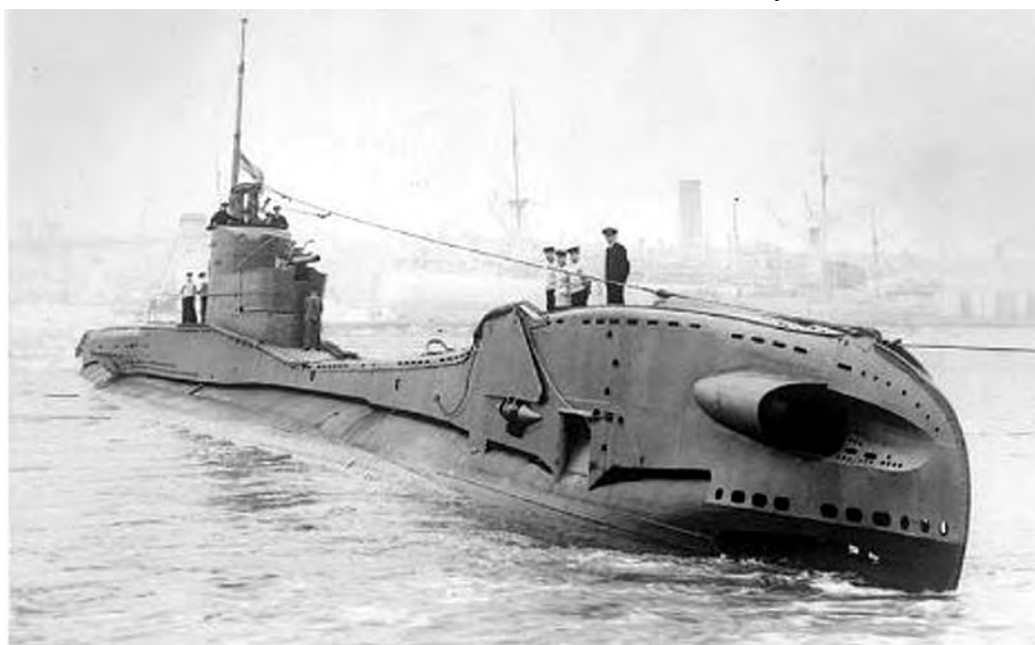
Mr Bordone said it appeared that only the submarine's bow was damaged from the explosion, and it remained airtight as it sank. "It looks like it probably went down with air sealed inside, leaving the crew to die eventually of oxygen deprivation," he reported.



The wreck still has the two chariots ready to be launched underwater to carry the two navy divers into action. The divers would have entered enemy harbours on the chariots and attached mines to enemy shipping. The Royal Navy is investigating the wreck, but there are no plans to raise it.

Note:

HMS *P311* was the only T-class submarine never to be named. The submarine had been assigned the name *Tutankhamen*, but was lost before being formally named.



Peter Worsley

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!)

Nathaniel Ogle in his manual for emigrants to Western Australia dated 1839 stated that:

The Murray has been explored by Captain Gill, and the entrance ascertained by him to be perfectly safe, with three fathoms of water on the bar at the shallowest part, and seven fathoms inside, and an equal depth outside the channel, without any breakers: the space inside is sufficient to contain a navy.

How wrong he was!

The oldest yacht club in the world is the Royal Cork Yacht Club in Crosshaven, Ireland. Beginning in 1720 as the Water Club of the Harbour of Cork, among its earliest rules was Rule IX—*Ordered that no long tail wigs, large sleeves or ruffles be worn by any member at the club.*

The first powered yacht in America was the *North Star* built in 1852 for Cornelius Vanderbilt. The 2,004-ton side-wheel paddle steamer was 270ft long and with a beam of 38ft. The two steam engines had 60inch diameter cylinders with a stroke of 10ft fed with steam by two 24ft long boilers.

We greatly prefer the sea to all our relatives.

Jane Austen, 1801

The 18inch propeller shaft and 7-ton propeller of the famous 522ft steamer *Great Britain* were chain driven. The four side-by-side chains weighed 7 tons, were 38inches wide and geared up to drive the 3,400-ton ship at 12 knots.

In the late 1870s Canada was the fourth biggest ship-owning country in the world, with nearly 7,200 vessels registering 1,333,000 tons

Mersey flats, the sailing barges of the Mersey River, were massively built. They initially had a single mast, and the main boom could be as much as 50ft long and 14 inches in diameter. Standing rigging was all wire rope except the forestay, which was an iron rod.

The last square-rigger to be dismantled off Cape Horn was Finnish 4-masted barque *Fennia*, formerly the French *Champigny*, in May 1927. It was condemned, converted to a hulk and used as a wool store at Port Stanley.

In 1900 the 2,245-ton, 4-masted barque *Poltalloch* ran ashore at the mouth of the Columbia River on the west coast of the USA. The ship was high and dry at low water, so Captain Young ran out 300 fathom Manilla hawsers. As the seas lifted and dropped the vessel the crew gradually took in slack. They eventually got the *Poltalloch* back into deep water, but it took them a whole year.

The first conventional 4-masted barque built was the *Tweedsdale* (1,403 tons) in 1875.

The first building erected as an Anglican church in Perth was built in 1829. It had a timber frame and thatched walls and roof. It was church, recreation hall and court house until 1836. At that time it was sold to a whaling company, which disassembled it and used the timber to build a hut on Carnac Island.

The small (100.8ft long) iron full-rigged ship *George Stage* was launched in Denmark in 1882. It sailed as a training ship under the Danish flag until 1934, when it was bought by Alan Villiers. Under British registration with the new name *Joseph Conrad* it completed a two year circumnavigation. In 1936 it became American owned and registered, initially as a yacht for a supermarket millionaire, then from 1939 as a Coastguard training ship. In 1947 the *Joseph Conrad* was placed at Mystic Seaport, Connecticut as a floating museum and training ship. It remains there; 96 years old and still afloat.

Pitcairn Island is named after Midshipman Robert Pitcairn, who in 1767 on board HMS *Swallow* was the first European to sight it.

The 1,327-ton full-rigged ship *Dartford* was built at Sunderland in 1877 for J.T. North of London. It changed hands a number of times until sold in 1908 to the Union Steamship Co. of New Zealand. In 1912 it was hulked, but due to the shipping shortage during WW I it was re-rigged, this time as a barque. It traded for two years before once again being hulked. It was finally broken up in 1946.





QUIZ

Answers to September

1. In a 19th century whaleboat the man who killed the whale was not the harpooner. The steersman, also called the headsman on shore-based whaling boats, killed the whale with a lance after the harpooner had done his job.
2. Wallace Island is a very small island off Bickley Point, Rottneest Island.
3. Captain James Harding drowned on 23 June 1867 when his boat capsized as he was returning during a gale from the stranded barque *Strathmore*. He had been Harbour Master at Fremantle for 16 years.

Quiz

1. Name three types of baleen and three types of toothed whales.
2. Large sailing ships normally carried four headsails before the foremast. Can you name them starting from the outermost end of the jibboom?
3. What is the name of the first vessel to be acquired by the Western Australian Government's State Shipping Service in 1912?

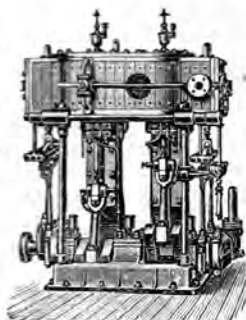
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Goodbye & Thank You

Since 2010 the MHA Journal has been printed by our good friends Leith and Julie at Par Excellence in Victoria Park. Unfortunately (for us at the Maritime Heritage Association) Leith will shortly be retiring and this business will be closing at the end of 2018. We extend to them our very best wishes for the future, and are very happy that both will be continuing to have an association with the MHA. Julie's position as our current President will be very close indeed! It is with regret that we also note that this will be the last journal printed on their giant machine 'Hercules'.

Your next journal may have a slightly different format but we hope that it will continue to provide information and enjoyment to readers.



The Forgotten Fleet

Australia civilians whose efforts in WW II have been mostly ignored.

When the US entered World War II and began operations in the Pacific it was realised that there was a critical shortage of small vessels capable of carrying supplies and troops to remote, often shallow landing points. This need had actually already been considered by two brothers. John and Adam Fahnestock were from a well-to-do New York family, and during 1934 and 1940 had participated in two expeditions to the Pacific Ocean in the 130-ft ex-Grand Banks schooner *Director II*. They joined the US Army's 'navy' and helped organise what was hoped to be a small ship section to assist the fighting taking place in the Philippines. However, the Philippines fell to the Japanese and the defence of Australia became the priority. The two men recruited some of the crew who had sailed with them on the *Director II*, flew to Melbourne in March 1942 and started to purchase small ships and crew to man them. This was the start of the Small Ships Section of the US Army Transportation Service.

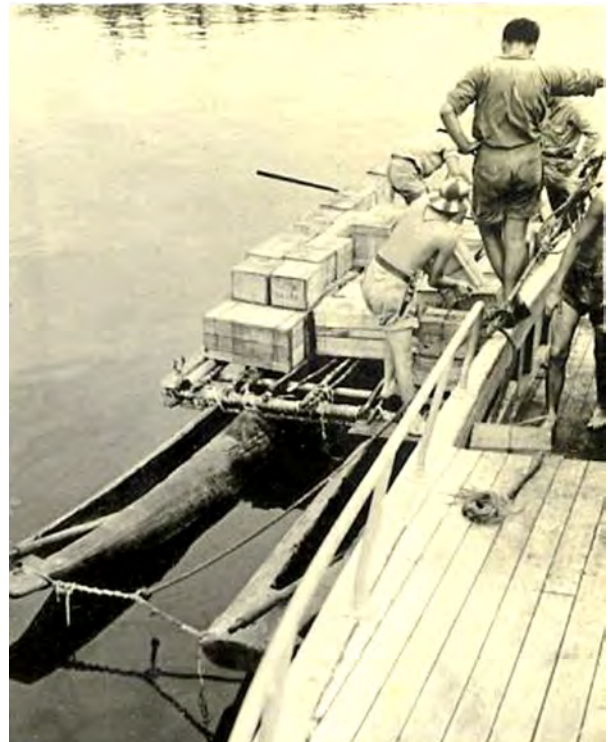


The first Australian they hired was Jack Savage of the boat building firm of J.J. Savage and Son. His task was to inspect likely purchases to ensure their serviceability and approximate value. Because of war shortages in Australia vessels were obtained wherever they could be found. Fishing trawlers were considered very suitable as they had a shallow draft, a stern anchor and a large winch for hauling in nets. This meant that the winch could be used to pull the trawler off the beach once it had discharged troops and cargo. The first trawler purchased was the 62-ft *King John* with skipper Bill Priest. Altogether nearly 30 trawlers were bought. A number of ketches (some ex-pearling luggers others coastal traders), private launches, tugs, ferries and speed boats were added to the fleet as well as a few larger vessels. By the end of the war there were over

3,000 vessels of all sizes and types in the fleet.

Australia was building up its fighting forces and would not allow any man eligible for military service to be employed by the Americans. Consequently those people the US hired to man the various vessels were too young (15 years of age was the youngest), too old or medically unfit for service in any of the Australian services. These civilian crews were on six month contracts, paid American wages and issued with two sets of khaki uniforms, shoes and a cap. At the end of the six months they sailed back to Australia, and had the option of signing on for another six months. This combination of a motley collection of vessels and an equally motley collection of men, some as old as 70 years, resulted in a most unusual formation, nick-named the 'raggle-taggle' fleet.

The fleet travelled to New Guinea, and assisted in various operations, such as delivering supplies and transporting troops to battles. In October 1942 Bruce Fahenstock was on the *King John* when it dropped infantry off west of Buna. The trawler was attacked by an American B 25 bomber and Fahenstock was killed—the first casualty



Unloading supplies from a small ship onto a canoe in New Guinea,

Photo: ANMM



US troops being ferried to the battle front by a small launch

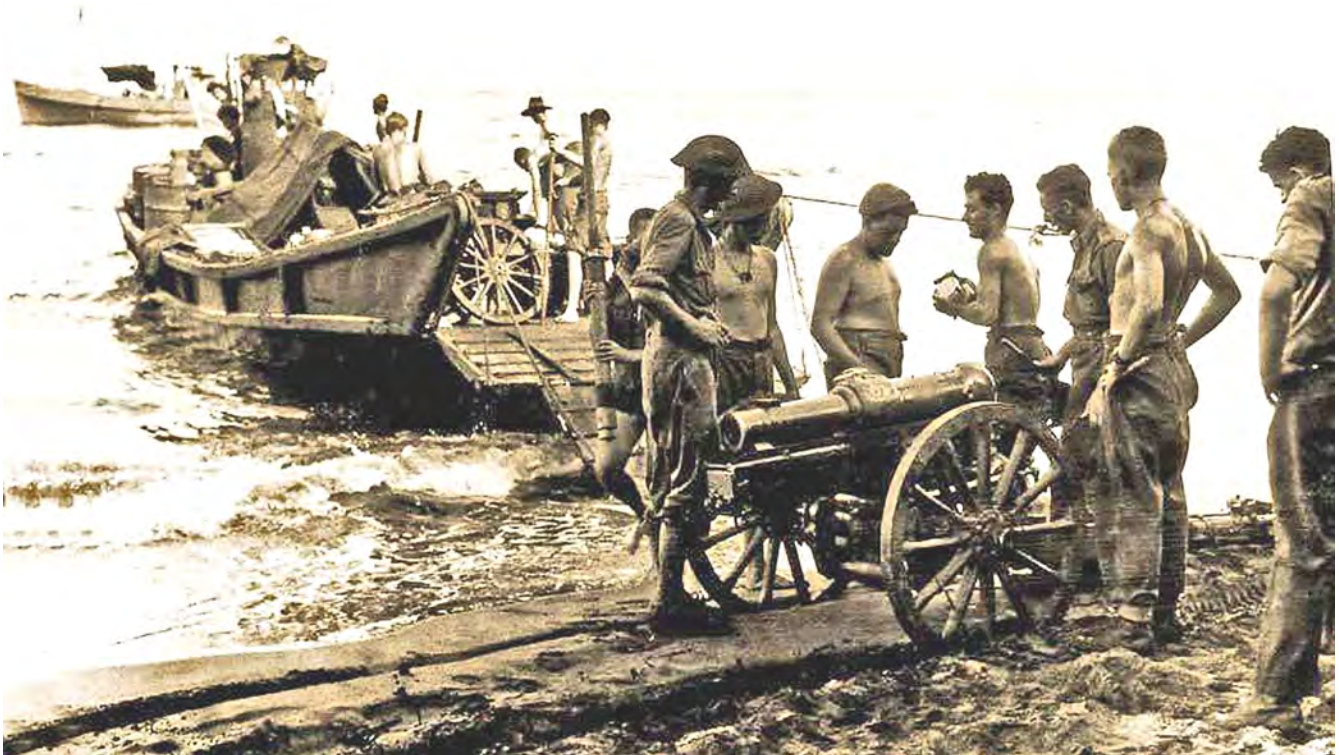
Photo: ANMM

that the Small Ships Section suffered. There were many later casualties, both of men and vessels. Subsequently the section had boats such as tugs

and 112-ft Fairmiles specially built by Australian boatbuilders, and later again lighters and some larger freighters built in America.

In April 1944 General Douglas MacArthur decided he didn't want Australians in the Small Ships Section, and replaced them with Americans. He soon realised that he couldn't do without the Australians, and they were reinstated. Fighting moved further westwards and the Small Ships Section continued to provide its invaluable service, including during the capture of the Philippines in late 1944. By then larger vessels and specially constructed landing craft were becoming more common and the wooden boats and crews unfit for military service became less important, although some continued in service until January 1947. Altogether over 3,000 Australian civilians served in the Small Ships Section, US Army, yet very little is known by the general public about the unit. The Australian National Maritime Museum has described the unit as having served a:

...crucial role in transporting supplies to Allied troops fighting in the Philippines, Papua New Guinea and other South-West Pacific campaigns. Sailing under the American flag, they carried food, water, ammunition and building and medical supplies. They collected the wounded and repatriated the dead.



Small Ships Section men unloading a field gun onto the beach

Photo: US Army Small Ships Association



Endeavour's Watery Grave

By Bruce Stannard

American and Australian marine archaeologists believe they may have now identified the final resting place of the Royal Navy bark *Endeavour* in which Lieutenant James Cook made his historic passage up the eastern coast of Australia during his first voyage of circumnavigation in 1768–1771. Bruce Stannard reports.

Although historians have for many years known that the *Endeavour* ended her life in Newport, Rhode Island during the American War of Independence (1775–1783), there has not been any consensus on the precise location of her final resting place, until now. A team led by American archaeologist Dr Kathy Abbass and including specialists from the Australian National Maritime Museum have, after a 25-year process of elimination, settled on a site known as RI 2394, a rectangle of thick grey sediment in seven fathoms (13m) of murky water off Goat Island in Newport's inner Harbour. This is where she was scuttled in August 1778 by the British forces occupying Newport. At 368 tons, she was the largest of the 23 vessels sunk or burned at strategic locations to blockade the harbour and prevent the entry of a squadron of heavily armed French naval vessels sent in aid of the American revolutionaries. Her masts and standing rigging would no doubt have been left protruding above the surface so that they formed a clearly visible obstacle and hazard to the French vessels. *Endeavour*, then renamed *Lord Sandwich*, was in Newport under charter to the Royal Navy Board, having been part of the great convoy of transports that brought 27,000 British and Hessian troops – infantry, cavalry, draught horses and supplies, across the Atlantic in an attempt to crush the insurrection by the 13 American colonies. The British blockade of Newport succeeded at least temporarily. After firing a warm barrage into the town, the French men o' war stood out to sea. In October 1781 when the British forces under General Cornwallis were defeated at Yorktown, Virginia, in the final decisive battle of the Revolutionary War, the American patriots and their French allies were able to successfully raise several of the sunken ships in Newport and recover some of their anchors and ground-tackle. *Endeavour/Lord Sandwich* was not one of them. She remained untouched in her deep-water grave.

After 240 years beneath those turbid Newport waters only a few remnants of the most famous ship in Pacific history remain visible on the heavily silted harbour floor. Future excavations may perhaps reveal further portions of the lower hull. Digital photogrammetric images show three iron cannon lying on the harbour bed together with material said to be a collapsed futtock, some hull planking and the remains of a few mid-ship frames. The rest of the heavily built bark – 60 massive and closely-spaced oak frames (some of them doubled) and her pine planking and fir decks, appears to have been consumed by the ravages of time and the ship-worm *Teredo navalis*. Although other artefacts may remain hidden in the deep silt on the harbour bottom, anyone hoping for another miraculous *Vasa*-style resurrection would be sorely disappointed. There are currently no plans to excavate the wreck site and with no conservation and storage facilities presently available in Newport, the archaeologists have wisely concluded that any artefacts that have survived are, for the time being, better left *in situ*, bedded deep within the protection of the anaerobic mud with a *No Anchor, No Dive* preservation zone flagged overhead.

While all this may seem like something of an anti-climax, the whole exercise has in fact resulted in the uncovering of the complete story of the *Endeavour*'s truly extraordinary life beyond her famous circumnavigation. In a compelling piece of scholarship, Dr Nigel Erskine, Head of Research at the Australian National Maritime Museum, spent months in the UK on a Commonwealth Research Grant, scouring the Royal Navy's archival records to discover what happened to the ship after Cook completed his historic circumnavigation on July 13, 1771, anchored in the Downs and went ashore at Deal to post up to the Admiralty in London with the logs and charts and artworks that described one of the world's great voyages of discovery. With Dr Erskine's consent, I draw upon his research to explain the events as they then unfolded.

Endeavour was left in the hands of a pilot who took her up the River Thames to the Royal Naval Dockyard at Woolwich where her crew were paid off. Despite the rigours of her recent three-year voyage of circumnavigation, the Admiralty, within days of her arrival, issued orders for her redeployment to the sub-Antarctic South Atlantic, car-



rying supplies to the small British garrison at Port Egmont, a tiny outpost on the bleak and remote Falkland Islands. Lieutenant James Gordon, was her new commander. After four months of hurried preparations to make the Falklands passage within the southern summer months, *Endeavour* put to sea again in November, 1771. The long and arduous South Atlantic passage exposed her structural weaknesses and opened up her seams. Lt. Gordon reported to the Commissioners of the Navy that in Port Egmont it took 12 days for her carpenter and his mate and the carpenter's crew from the sloop HMS *Hound*, to re-caulk her topsides and deck for the return voyage to England.

Endeavour arrived in London in August 1772 and was immediately taken into the Woolwich Dock for repairs and re-victualling in preparation for yet another voyage to the Falklands in the following year. Having experienced one bitterly cold passage to the far South Atlantic, Lt. Gordon wrote a pleading letter to the Commissioners of the Navy begging their lordships' indulgence in requesting the reinstatement of the coal-burning fireplace that had proved such a comfort to Cook and Joseph Banks and the other Scientific Gentlemen in *Endeavour's* Great Cabin during their time in the high southern latitudes. Their Lords Commissioners were unmoved and curtly pointed out that the ship would not have had one before if it had not been purchased because 'they were not allowed.' Nevertheless, if the Woolwich Officers had one in store, it was begrudgingly agreed that it could be issued.

By November 1772 *Endeavour* was at Deptford and once more ready for sea having aboard all the stores and provisions for the Falklands. This time the ship was also carrying Lieutenant Samuel Clayton in charge of 50 men to relieve the garrison at Port Egmont. Included among their equipment was a 36ton armed tender, (the shallow *Penguin*) newly-built at Woolwich but dismantled and stowed in *Endeavour's* hold. *Endeavour* sailed from the Downs on December 4, 1772, making her passage to the Falklands via Tenerife and the Cape Verde Islands and arriving at Port Egmont on March 18, 1773. There, four shipwrights sent out on *Endeavour* immediately set to work reconstructing the *Penguin*. Within three weeks the shallow was completed and in the water. After a further week of discharging stores for the garrison, *Endeavour* took her departure for London accompanied by the *Hound*.

They returned to Deptford in November, 1773 and *Endeavour* was once more made ready to receive

men before returning to the Falklands for the third and final time. Lt. Gordon's mission on this voyage was to evacuate the entire British garrison and return with all the supplies and equipment including the *Penguin*. *Endeavour* had a near miss at the beginning of that voyage when she was blown ashore at Sheerness on Kent's Isle of Sheppey during a mid-winter gale in January 1774. She reached Port Egmont on April 23 and with everyone excited by the prospect of going home, they dismantled the storehouses and stowed all supplies aboard *Endeavour* in just 12 days. They departed on May 22 and after a stormy and difficult passage reached Portsmouth on September 19, 1774. *Endeavour* was back at Woolwich on September 30.

As Dr Erskine points out, *Endeavour* was, at that stage, 10 years old (she was built at Whitby in Yorkshire in 1764) and had sailed some 70,000 miles since being taken into the Royal Navy (as the collier the *Earl of Pembroke*) in 1768. 'The ship had endured extremes of weather from the tropics to Cape Horn,' Dr Erskine writes, 'surviving the coral reefs of northern Australia and the fierce currents of the Torres Strait. Four months after returning to England the full impact of her hard service was revealed when *Endeavour* was surveyed at Woolwich on February 2, 1775. The report listed 47 of the ship's frames and 33 of the transom timbers as 'bone rotten'; described all the decks as 'much worn' and topsides as having 'large seams and much pieced'. The Master Shipwright estimated that the ship required a middling to large repair, taking about six months at an estimated cost of £3420. A day after receiving the report, the Navy Board recommended to the Admiralty that *Endeavour* should be sold and by March 1755 she appears to have been purchased by Master Mariner George Brodrick of East Greenwich. Although she was about to embark on a new career, she continued to sail under the name *Endeavour*.

Searching through the New Lloyd's List for October 27, 1775, Dr Erskine found the reference to *Endeavour* arriving in London after a passage from Archangel in Russia. Her name is believed to have been changed to *Lord Sandwich* after this voyage. Dr Erskine explains that 'the year 1775 marks the beginning of the American Revolutionary War when following armed clashes between British troops and Massachusetts Militia in April, a general uprising against British authority saw British troops besieged at Boston followed by challenges in other American colonies. The outbreak of war represented a dramatic escalation of



Ross Shardlow's painting of the Endeavour (above) and a chart of Newport (below)

a decade of American colonial demands for parliamentary representation and vocal rejection of Great Britain's assumed right to impose taxes on its colonies. British policies previously sparked largely symbolic gestures such as the burning of the revenue schooner *Gaspee* at Rhode Island in 1772 and the destruction of a shipment of tea in Boston harbour the following year.

‘Great Britain's immediate response to the rising tensions was to send military reinforcements to Boston and New York in March and April 1775 with a much larger deployment planned as soon as it could be organised. Apart from British Army troops, this larger force was to include Hessian troops and in late December, the Navy Board received orders to provide transports for 27,000 Infantry, a regiment of cavalry and 1000 draught horses. Finding sufficient vessels to transport such a large force would require looking beyond the resources of the River Thames.’

The contract price had to be increased from 10 to 11 shillings per ton with a minimum six-month contract before it succeeded in attracting the required number of vessels. Among those brought to Deptford was the *Lord Sandwich*. The bark was slipped at Deptford, surveyed and approved for the Transport Service on February 5, 1776.





Two days later she was officially entered for pay in the Transport Service and was licensed to carry goods to America from February 23, 1776. Her first voyage as a transport was as part of a convoy of 74 vessels sent to the River Weser (Bremerhaven) in Germany in March that year. She was to help bring the first embarkation of Hessian troops to Spithead. Many of these ships, including *Lord Sandwich*, were issued with flat-bottom boats to be carried to the American colonies and used to land troops during the war.

Dr Erskine found a note in Lloyd's New List recording the sighting of this convoy off Deal on April 25, 1776. It was carrying 10,000 Hessian troops. On May 7, the convoy, escorted by six Royal Navy vessels, set sail from Portsmouth for North America under the command of Commodore William Hotham. The combined fleet, some 85 ships, sailed via Halifax, Nova Scotia and arrived in New York on August 12. By chance another convoy of 25 ships transporting the remainder of the Hessian troops arrived in New York on the same day. The enormous combined fleet anchored off Staten Island and must have made a spectacular if somewhat daunting sight for the American revolutionaries under the command of General George Washington.

Dr Erskine says the arrival of large numbers of well-trained British and Hessian troops, supported by the Royal Navy, should have been enough to turn the course of the conflict in favour of King George III. Instead, he says, the British Commander-in-Chief, General William Howe, squandered the opportunity to decisively defeat General Washington's Continental Army at New York, which allowed the rebels to retreat across the Hudson River to wooded New Jersey where they made ready to fight another day. At this stage of the war, Howe still had the opportunity to focus all his resources on pursuing Washington but instead ordered a combined force of 7000 British and Hessian troops to Rhode Island under General Sir Henry Clinton in December 1776 to establish a British garrison at Newport on Aquidneck island. Clinton's force was unopposed in taking possession of the town and its safe and deep harbour sheltered within the extensive waters of Narragansett Bay. Throughout 1777 the British controlled Newport and its environs but as Dr Erskine points out, the stalemate materially favoured the rebels by keeping the large British force from supporting efforts against Washington.

October 1777 saw the surrender of a British army of 6,000 men under the command of General John

Burgoyne at Saratoga, New York, a decisive defeat which undoubtedly influenced the French decision to actively support the Americans. In April 1778, a powerful French squadron commanded by Charles Henri Théodat, Comte d'Estaing, sailed from Toulon for North America, arriving off the mouth of the Delaware River in early July. Dr Erskine explains the events that then sealed the fate of *Endeavour/Lord Sandwich*. 'Assuming the French would attempt to take control of New York,' he writes, 'the British commander, Lord Richard Howe, concentrated his forces to defend Sandy Hook at the entrance to New York Harbour, only to see d'Estaing's ships sail past to attack the British force further north at Rhode Island. The French squadron – 18 vessels comprising 11 ships-of-the-line, one 50-gun ship, five frigates and one 16-gun vessel – arrived off Narragansett Bay on July 29, 1778 and was so superior in strength that the British naval forces at Rhode Island declined to engage it. However, the British could not allow d'Estaing or the Americans to increase their strength through the capture of British



The Western Australian built replica of the Endeavour

Photo: Australian National Museum



vessels. Following orders from a senior naval officer, Captain John Brisbane, that all Royal Navy vessels were to be burned rather than permitted to be taken, the frigates HMS *Lark*, *Cerberus*, *Juno*, and *Orpheus*; the sloops *Kingfisher* and *Falcon*; and the galleys *Alarm*, *Pigot* and *Spitfire* were burned and destroyed between July 30 and August 5.

‘In addition, Brisbane issued the following order to the Agent for the Transports, Lieutenant Knowles:

Whereas it is absolutely necessary for the safety of the loaded victuallers and transports in the inner harbour, as well as to prevent the Enemy coming too near the Battereys [sic], that the different passages by which they may be approached should be secured. You are therefore hereby required and directed to cause the ships named in the margin to be scuttled and sunk in the different channels, in such directions as shall appear to you to be most proper to answer the above purpose."

The *Lord Sandwich* was the largest of the vessels named in the margin of Captain Brisbane's order. She was scuttled in about seven fathoms of water between Goat Island and the North Battery. The desperate strategy of burning and sinking some 23 vessels certainly achieved its immediate objective in denying the French access to Newport's inner harbour. Nevertheless, the French squadron which had been anchored three miles from the mouth of the harbour, weighed on August 8 and stood in under light sail keeping up a warm fire on Brenton's Point, Goat Island and the North Battery. Fire was returned by British gun crews landed from the destroyed Royal Navy frigates

before the French withdrew to open waters where they prepared to engage the approaching British fleet under Admiral Howe. A violent storm subsequently damaged and dispersed both fleets.

In the aftermath of the attack the British set about re-floating some of the vessels scuttled to protect the harbour. *Lord Sandwich* was not among them. She continued to lie on the bottom, slowly succumbing to the ravages of worm and decay. Despite all our wishful thinking, that process now appears to be almost complete. The three iron cannon undoubtedly will be raised once the relevant conservation facilities can be installed ashore. In the meantime, all those with an interest in our maritime heritage will now be aware of the profound debt of gratitude we owe to Dr Nigel Erskine whose scholarship and erudition has helped write the final dramatic chapter in the *Endeavour* story.

Dr Erskine injected a final and entirely understandable note of caution. "I think," he said, "that we must wait until excavation has revealed more of the remains and we can take more measurements and compare those with details of *Endeavour* before we are able to say anything definite. As a marine archaeologist myself, and someone who has spent a lot of time involved in this project, I would have preferred to see more evidence before making any claims one way or another. We may be close but in my opinion it is still premature to claim that we have definitely found the *Endeavour* at this time. We have mined the archives to give us the chance to locate the *Endeavour*. Now we must hope that archaeology can provide the final proof."



Replica cannon being loaded aboard the Endeavour replica at Fremantle

Photo: Peter Worsley



CSIRO Find Wreck in Bass Strait

Recently the CSIRO research ship *Investigator* was conducting routine mapping of the sea floor between Brisbane and Hobart. In Bass Strait those on board realised that one of the 'blips' on their screen looked as though it might be a shipwreck. Lowering cameras confirmed that this was a previously unknown wreck. The information was passed on to the Maritime Archaeological Association of Victoria. Members visited the site, and identified the wreck as that of the barque *Carlisle*, lost on 6 August 1890 when it struck a rock.

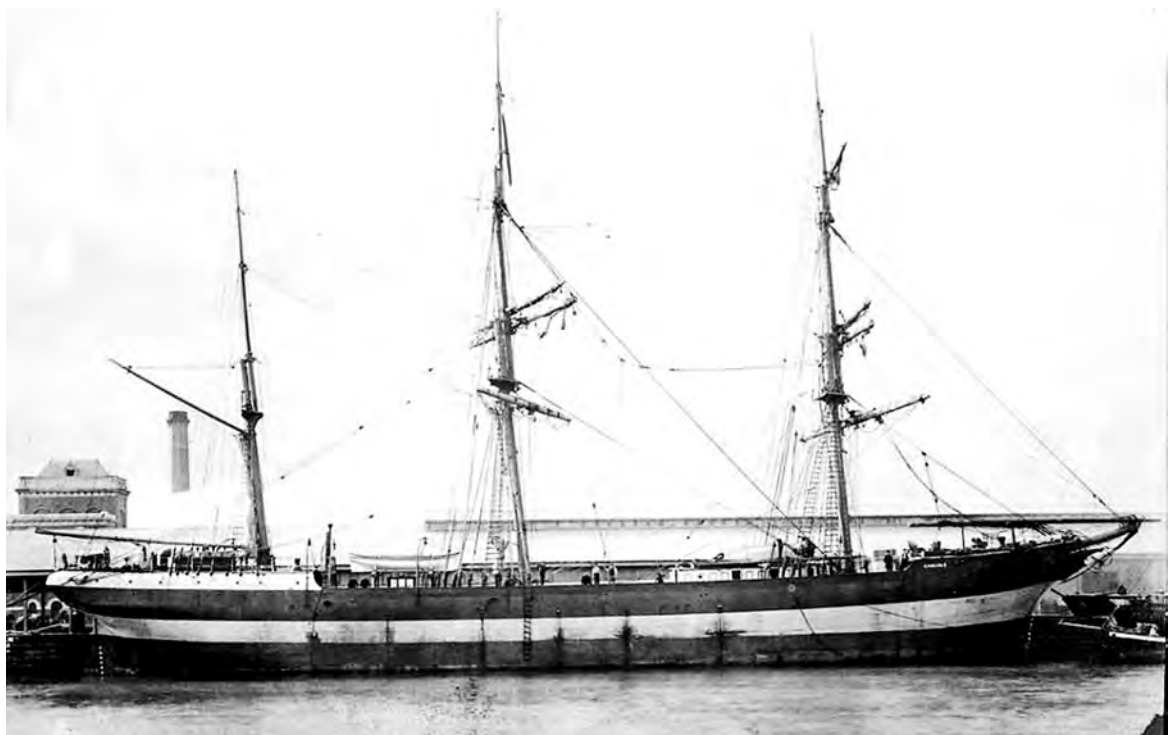
The *Carlisle* was built by Denton, Gray and Company in Hartlepool, UK, and launched in June 1864. It was built of iron, ship rigged and of 1,131 gross tons. The owner at the time it was wrecked was R. Nicholson and Son of Liverpool, and they had converted the rig to that of a barque. The *Carlisle* had departed Melbourne in ballast for Newcastle, NSW, there to load coal for Valparaiso.

At 9.30pm on the night of 6 August 1890 the *Carlisle* under the command of Captain August Arndup was sailing at 4½ knots in a gentle 8 knot breeze when the lookout saw breakers ahead. His shout of warning came too late and the helmsman, Peter Blonquist, had no time to alter course. The barque struck a rock, and began bumping heavily. Water began rising in the vessel, and within minutes it was 7ft deep in the hold. About 10 minutes after striking the *Carlisle* slid off the

rock, sailed forward a short distance then sank. The 21 crew on board had barely enough time to launch the ships' lifeboat, gig and pinnace and scramble into them. The captain, first and third mates and 10 men were in the biggest boat, the lifeboat, the second mate and seven men were in the other two boats.

The captain headed for Port Albert, but ended up at Woodside on 90 Mile beach. The smallest of the other two boats proved inadequate, and it was abandoned, all eight men going in the one remaining boat. They drifted through what was a very dark night and the following morning until they reached Clifly Island. During their attempt to land, the boat was washed against the rocks and smashed. However, all of them made it ashore after over 14 hours adrift, and were subsequently cared for by the lighthouse staff on the island. They were subsequently taken off by the Government steamer *Lady Loch*.

The Court of Inquiry found that the captain was not to blame for the wreck, as it appeared the *Carlisle* struck an uncharted rock. The Court recommended that an examination to ascertain the position of this danger to navigation be made as soon as possible. It was pointed out during the hearing that a rock awash had been reported in *Welbank's Australian Coasters' Guide* in this vicinity, but there was no mention in the Australian Directory, nor was it marked on Admiralty charts.





Tasmanian Wrecks Uncovered

Sand washed away by a swollen creek and heavy surf associated with wild weather in June has exposed the remains of the schooner *Zephyr*, which was shipwrecked near Bream Creek in Marion Bay in Tasmania's southeast, in 1852. The *Zephyr* was a schooner of 63 tons and 62 feet in length. It was built at Pittwater only a year before coming to grief. It was carrying general cargo and about 14 passengers when it was wrecked, with the loss of eight lives.

The *Zephyr* reappears every few years when conditions shift the sand from the beach.

Parks and Wildlife Service maritime archaeologist Mike Nash said another wreck had also been exposed at Friendly Beaches, near Freycinet National Park on the east coast, and the service was still checking to see if any more wrecks had been

exposed. Mr Nash said the PWS was keen to inspect the Friendly Beaches wreck — last reported in 1976 — and to take wood samples that could confirm the wreck's identity as the *Viola*, a 139-tonne Canadian-built brig. The *Viola* became embayed and was forced ashore during strong winds in November 1857 while carrying coal from Newcastle to Hobart. However, the timbers, only visible at extreme low tide, may have already been concealed again by sand.

There are more than 1000 known shipwrecks in Tasmania but only about 70-80 have been located. Under the Historic Shipwreck Act, all wrecks that occurred more than 75 years ago are protected.

Note:

The brig *Viola* was built in Hull, Canada, by Millar Parkinson & Company in 1847.

The wrecks of the Tasmanian schooner Zephyr (right) and the Canadian-built brig Viola (below) uncovered during wild weather in Tasmania



Heron



Imperial Japan's Last Floating Battleship

An article by Assistant Professor Robert Farley, University of Kentucky

Only one of the Imperial Japanese Navy's first class battleships survived to see the end of the Pacific War.

HIJMS *Nagato* entered service in November 1920. She displaced 33,000 tons, carried 8 x 16" guns, and could make 26.5 knots, a combination that made her the world's most powerful and versatile warship. *Nagato* and her sister *Mutsu* were the first two ships of Japan's 'eight and eight' program, designed to provide the IJN with eight modern battleships and battlecruisers, and ensure Japan's regional dominance. The Washington Naval Treaty entered into force shortly after *Nagato*'s commissioning, freezing battleship development and extending her reign at the top.

After undergoing a pair of interwar reconstructions, HIJMS *Nagato* served as the flagship of the Combined Fleet until the commissioning of the battleship HIJMS *Yamato*. Admiral Isoroku Yamamoto gave the final order to attack Pearl Harbor from the bridge of *Nagato*, even though the ship did not participate in the task force that launched the raid.

Nagato served in, and survived, most of the important battles of World War II, with the exception of the Guadalcanal campaign. Because of her symbolic role in the Pearl Harbor attack, the USN made a special effort to find and destroy *Nagato* in the last months of the war. The Japanese successfully camouflaged the ship, however, and it survived the huge air raids that sank the rest of the surviving battleships of the IJN. *Nagato* was on hand for the Japanese surrender on September 2, 1945.

As the U.S. fleet entered Tokyo Bay, some officers worried that fanatics aboard *Nagato* might take the opportunity to fire a suicidal last salvo. Relations remained peaceful, however, and *Nagato* was surrendered to American con-

trol after a brief scuffle over lowering the IJN flag.

Nagato was far too old to serve usefully in the United States Navy, which had a surplus of aging battleships. The United States wanted to ensure, however, that the ship would not become a focus for revanchist Japanese nationalism in the future. Like many ships seized from Germany and Japan, along with a fair portion of the older cohort of USN ships, *Nagato* would meet her end at the Bikini atom bomb tests. The USN used the Bikini tests to understand the impact of atomic weapon strikes on fleet concentrations. The Navy used a variety of older capital ships and support vessels, including battleships, carriers, cruisers, and smaller ships. Many of the ships allocated to the tests survived, often for later use as targets for more conventional explosives. *Nagato* did not.

In early 1946 an American crew took possession of the battleship, and worked her up sufficiently to get underway towards Bikini Atoll. *Nagato*'s condition was poor before the tests began, as age, battle damage, and poor maintenance had resulted in leakage and seaworthiness issues en route to the testing area. Nevertheless, she survived the first test (Test Able) on July 1, 1946. The second test, on July 25, left *Nagato* with a list that worsened over the course of a week, until she capsized and sank.

Thus *Nagato*, like the war and Japan's dreams of empire, ended with a nuclear explosion. A more considered policy might have taken *Nagato* as a prize, and left her in Pearl Harbor, near the USS *Arizona* Memorial, where she likely never would have become a focal point for Japanese nationalism. On the other hand, battleships and memories of empire may both be best left at the bottom of the sea.

The Imperial Japanese Navy battleship Nagato at speed





My Time on Singa Betina

Episode 14 of Ted Whiteaker's tale.

We geared up for another trading run, stocking up on fuel and food supplies. We went out to Yirrkala for farm produce, and called in to get some kava. The Fijian community advisor was in his office, and I stopped in his open doorway. He looked up for a brief second, and immediately dropped his gaze back to his paperwork on his desk. I waited for a couple of minutes, but there was no further acknowledgement of my presence. The waiting became tiresome, and I decided that this rudeness was not something with which I wished to engage, so we left. We now had a problem: there were a lot of Yolngu who were going to be mightily displeased if we turned up without kava. A friend then put me on to a local Tongan fellow. I rang him, and he was very cooperative, providing some \$500 worth at a discounted price per bag and happily delivering it to us at the Boat Club.

Singa Betina was on her way again on 05 February. The inhabitants of most outstations generally left for the central communities when the rains came in the Wet and the grass grew long everywhere. Land transport inevitably became impossible as roads and tracks washed out, and hunting became difficult. Insects proliferated, and life in the bush was uncomfortable enough to swell the aggregation of the populations into the main centres until the next Dry Season walkabout fever hit, and once again people returned to the bush.

So it was on this trip. Most of the outstations were now deserted, other than a few die-hards who traditionally maintained a continuous presence come rain, hail or shine. After overnight stops at Gikal and Mata-Mata, we spent a few days at Wapuruwa dealing with Galiwin'ku Yolngu, before a quick fuel delivery to Mapuru, and a return to Gove via Gikal. The kava had sold out quickly, and there was a shortage of fuel at Galiwin'ku which had steadily drained our drums. Yolngu liked to visit the boat and buy stuff from us, and we were usually empty before returning to Gove, with all fuel and goods converted into cash. We were back in port a week after having left, preparing for our next trip.

We doubled our kava expenditure to \$1,000 with the surprised Tongan, fuelled up, and replenished the general goods in a three-day turnaround. We left Gove, spending a night at Gikal before anchoring at Wapuruwa again, where we stayed ten

days until the last of our stock was sold.

The Wet Season had been a fizzer so far, with no real weather to speak about and a generally mild wind-flow from the north-west. Wanting a break, we headed up to Raragala Bay in the lower Wessel Islands. The sky was heavily overcast, with occasional storms and heavy rain, and the steep cliffs of Raragala Island wore a cascading curtain of miniature waterfalls from countless small rivulets draining the stony high ground. The air was cleansed by the passing rain, producing clear vistas of dramatic magnificence, and Raragala Bay opened before us like a dream; a safe and comfortable haven in our sole possession.

We spent a couple of easy days of doing nothing much, other than exploring the nooks and crannies of the bay in the dinghy. There was a short, steep, sandy beach in the bay which had a running freshwater stream at each end, and we careened the boat there. We motored in to the beach on the morning high tide, scrubbing and antifouling one side of the hull and returning to anchor on the afternoon high tide, to repeat the exercise next day with the other side of the hull. Antifouling was always a tense time, with a frantic scrubbing as the tide dropped and the water disappeared, and after a short break while any dodgy hull seams were attended to, another frantic effort to get the paint on before the tide came back in again. However, the surrounds here were idyllic, with an unlimited supply of cool, clean, running water at either end of the boat, and the job was easily accomplished.

It was about a kilometre from our overnight anchorage to the beach, and when we motored to and fro we trolled a lure, catching small mackerel and queenfish, which were abundant here. On the first day careened, we filleted a couple of fish and left the carcasses at the low tide mark. The next morning, they were gone. I had noticed a lot of big-fish activity off a rocky point about a kilometre off the beach, and around mid-day I was scanning the area with binoculars to observe a large, irregularly-shaped fin flopping about. The fish attached to the fin must have been huge to have had such bulk in the binocular lenses, and it was visible for several minutes.

Later that afternoon, Jude was down below while I was on deck, surveying the vista from beside the mast as we waited for the rising tide to float us



off. I suddenly became aware of a large dark shape rising out of the deep water and cruising parallel with the beach in about a metre and a half of water. It was a huge groper, as long as our dinghy, and completely filling the depth. I have never seen a fish as big anywhere, and called excitedly to Jude to come and have a look, but the groper sensed my interest and took off into the depths, leaving only a receding bow wave to mark its departure. This was most likely what had cleaned up the fish carcasses, and I thought that the fin I had previously observed was probably the groper floating head down and waving its tail about.

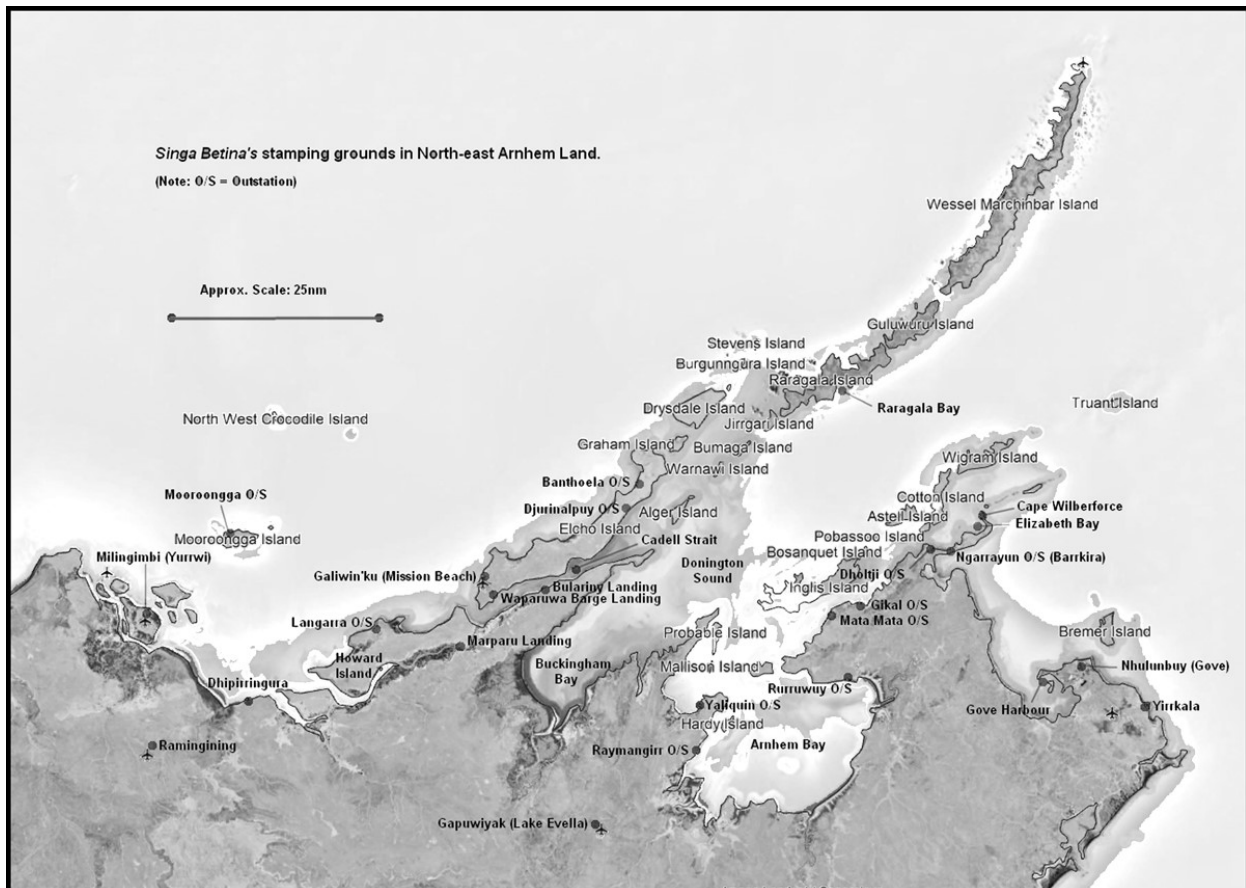
Some years later I discussed the sighting with old Jimmy, my Grandfather at Milingimbi. He said gropers do not hang upside down in the water and wave their tails about, and the floppy fin I saw was a pectoral fin. Big gropers are known to lie floating on their sides just below the sea surface, and wave their pectorals about as I had seen. He said it was as if they were sunning themselves, maybe to shed themselves of lice or other parasites.

The weather continued unsettled and rainy as we left Raragala Bay for another overnight stop at Gikal on our return journey to Gove. From Gikal, we took the bungawah from Dholtji home to his tents at his outstation further up Malay Road, on a point on the mainland opposite Pobassoo Island.

Dholtji was a beautiful location with its island vistas and clean, clear waters. The location was identified by a couple of ceremonial flags flying from bush pole flag staffs on the point, and I had often wondered about the place as we steamed past on our way to and from Gove. We only visited outstations by invitation, and no request had been received to stop there. Coincidentally, the bungawah, George L., asked me why we never visited his place, which opened up another occasional stop for us when the weather conditions were favourable for anchoring there.

The weather was not the best at the time, and we had an uncomfortable night on anchor at Dholtji in ten-knot north-easterlies, with frequent squalls. ABC radio weather reports warned of a tropical low centred over Croker Island, with strong winds forecast around the coast between Bathurst Island and Gove. The next morning had the low reported at 998mb of pressure, 30km east of Goulburn Island and moving slowly east in our direction. Wind speeds at Dholtji had picked up to 15-20 knots, and it was time to seek shelter. Our best bet for a safe anchorage was in the Rainbow River, which emptied into Nalwarung Strait between Gikal and Mata-Mata. The river was not a major system, and was considered a sacred site by the Yolngu, but there were no problems with us sheltering there if necessary in inclement weather.

To be continued.....





HM Colonial Brig *Amity* – replica

By Ross Shardlow, from the Sound

HM Colonial brig *Amity*, under the command of Lieutenant Colson Festing RN, arrived at King George Sound on Christmas Day 1826 to establish the first European settlement in Western Australia. To commemorate the 150th anniversary of Albany's foundation in 1876 (two and a half years before Perth), local boat builder legend Stan Austin built a full-size replica of the *Amity*, which now stands as a monument on the foreshore of Princess Royal Harbour where the original landing took place 26 December 1826.

The idea to build a 'ship-ashore' replica of the brig *Amity* was floated by Mrs Mavis Watterson, secretary at the ABC Albany News Office. With support from the Town of Albany an *Amity* Committee was formed in 1972. Historian and author Les Johnson was appointed Publicity & Research Officer and boat builder Stan Austin offered his services as honorary builder and designer. It was also Stan's suggestion to build the replica in time for Albany's sesquicentenary celebrations in 1976. Grants were applied for under a Commonwealth Regional Employment Development Scheme and managed under the supervision of the Albany Town Council. Additional funding came from the Government of Western Australia. Managed by Stan Austin, construction began in 1975. Stan's leading hand was Pieter van der Brugge and the principal carpenters were brothers Rod & Richard Olsen and Albertus Kunas.

On 26 December 1976, Western Australia's Premier Sir Charles Court 'launched' the replica brig *Amity*, albeit minus her yards – and minus Stan Austin. Stan wrote in his journal:

Huge crowd on foreshore. Mavis Watterson & myself not invited and had to pay \$1.00 to pass through the ropes. We laughed about it as evidently an oversight. Stood on the other side of the pond & couldn't even hear the speeches.

The yards and rigging were in place by the time Queen Elizabeth and the Duke of Edinburgh came aboard 29 March 1977 and unveiled a plaque 'To commemorate the 150th anniversary of the first British settlement on the Western part of Australia'. Stan's journal expresses a little concern when he learnt that he was to meet the Queen to say a few words about the *Amity*:

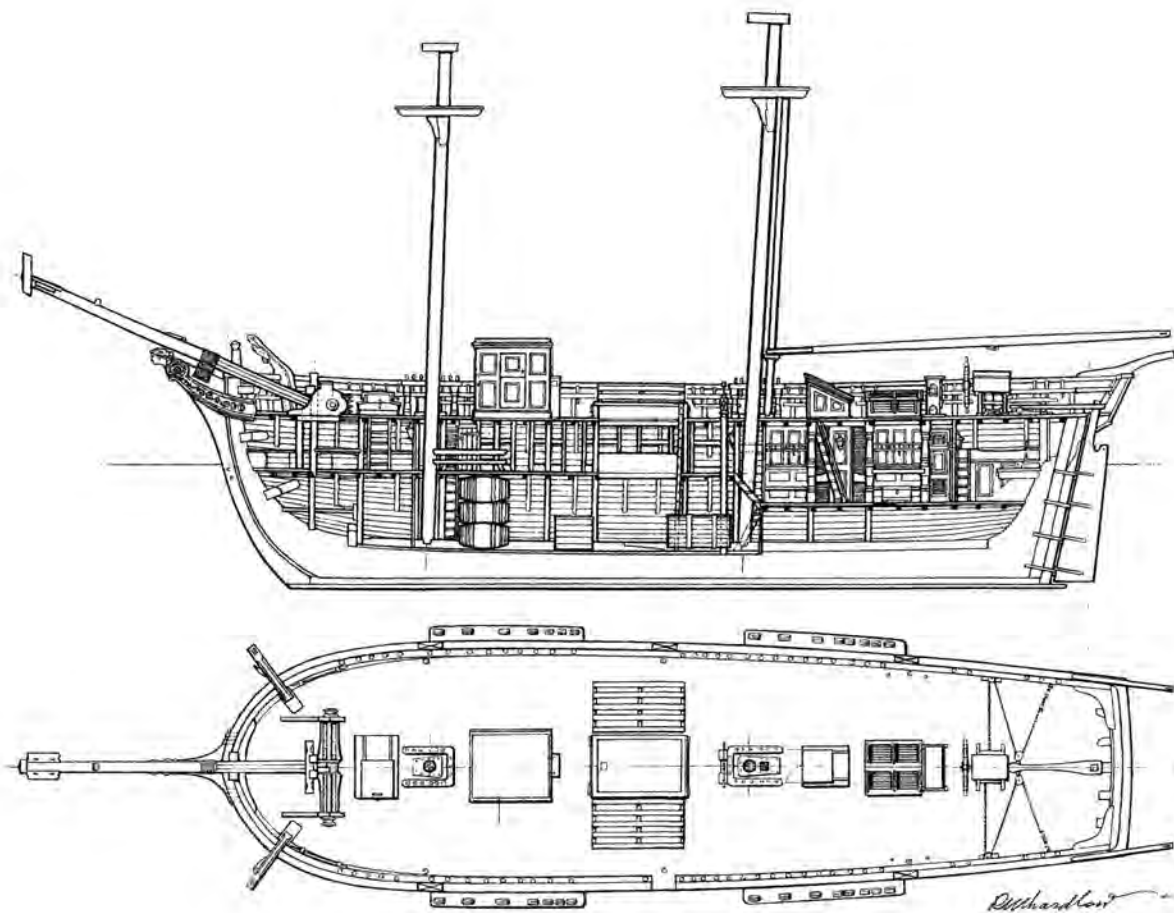
I had a fair mop of hair & it was all over the place in the strong wind. I put a few dabs of Aquadhere glue on it to hold it down (had some on the brig). Did the job but it took a month to get rid of it.

The replica, built from local jarrah, karri and she-oak was only meant to last about forty years, the normal lifespan for a wooden working ship. Forty years on, having become an iconic feature of Albany and its community, surveys were undertaken to see if she might last another forty years. Despite significant maintenance and repair issues there was an encouraging determination and willingness to extend her working life. Accordingly, the brig's owners, the City of Albany, passed the helm over to the WA Museum in August 2017 and work is now under way to stabilise, repair and maintain the *Amity* replica in readiness for Albany's bicentennial celebrations in 2026. This is also an opportunity to recognise and pay tribute to Albany's Stan Austin and Les Johnson by maintaining and carrying on the legacy they started in 1975.

The original *Amity* was built in 1816 at St John, New Brunswick, Canada. Her register of 1st August 1816 listed her as a brig of 142 tons. From the time she arrived in Hobart Town in 1824, however, she was listed as 148⁷³/₉₄ tons register. Her dimensions were 75ft 6ins x 21ft 5ins x 11ft 5ins depth of hold. She was built of black birch and pitch pine, had a square stern with no quarter windows, was sheathed with copper in 1823 and had a single flush-deck with lower beams that could be decked-over to form a 'tween deck if required. Though built without a figure-head, Australian registers describe a later addition of a half-woman's bust figurehead.

According to Stan Austin's journal, Les Johnson's research also revealed *Amity* 'was a Snow, which was a brig with the addition of a small lower mast abaft the mainmast'.

We know *Amity* carried at least three boats when she arrived at King George's Sound in 1826. Deputy Harbour Master Daniel Scott recorded she had 4 guns and 15 men when she called at the Swan River Colony 23 September 1829. In general trade she usually carried a master, two mates and between eight and ten hands.



HM Colonial brig Amity. Inboard Longitudinal Section and Upper Deck Plan of the replica built by Stan Austin in 1976. With no original plans or images of Amity to work from, Stan used the original measurements to carve a 1:25 scale half-model and lofted the full size sections direct from the model

Plans prepared by Ross Shallow for the Museum of the Great Southern, 2018

Contemporary sources suggest *Amity* had qualities other than just being a 'sturdy little brig' as described by descendants of her former owners. On her arrival at Sydney in 1824 the *Sydney Gazette and New South Wales Advertiser*, Thursday 3 June 1824, described the *Amity*: 'as a fine and convenient brig, a vessel that is so well calculated for commercial purposes between the Colonies'. Governor, Sir Thomas Brisbane, on purchasing *Amity* for HM Government Service said he had 'succeeded in getting a vessel adapted to the purpose' [of establishing a Settlement], and when the brig changed hands in 1834 the *Hobart Town Courier*, Friday 2 May 1834, reported: 'Mr Rowlands has purchased, we learn, the beautiful brig *Amity* ...'....'.



Amity's 'tween deck with copious 4ft 11in headroom between beams. Mess table in foreground, two-upon-two berths (right) and a brig=upon-brig (left) - records show Amity carried a 'detention cell' for prisoners of bad character.

Photo: Ross Shallow



Measuring up the after cabin for the Inboard Longitudinal Section drawing. The teak and mahogany panelling came from old railway carriage doors supplied by the Railway Workshop, Bassendean.

Photo: Barbara Shardlow