

Volume 32, No. 2



June 2021

# MARITIME HERITAGE ASSOCIATION JOURNAL



*Grace Darling—Eucla Jetty*

Watercolour by George R.W. Bourne, 1901

Painting: Albany History Collection—Robert Stephens Collection

- \* Conrad, Clippers and Coefficients
- \* *Abraham Cijnssen*—The Ship They Couldn't Find
- \* Vale—Malcolm Hay
- \* George R.W. Bourne: Seaman and Artist



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## EDITORIAL

As you may have gathered from recent emails sent to all members, the future of the Maritime Heritage Association was in serious doubt. However, after a good turnout at the recent AGM and lots of good ideas being brought forward I can report that the Association will continue. This just goes to show how much latent talent we have within the organisation, and augers well for the future when ordinary members are prepared to get behind their Maritime Heritage Committee.

Ron and Ian Forsyth recently sent the following message to all MHA members:

*Nick Burningham has been much too modest in his AGM President's Report published in the MHA Journal of March 2021 with respect to his role in the publishing of our book, 'A Hazardous Life'. He was also President of the Association when it took on this ambitious publishing initiative several years ago and put an enormous effort into editing our manuscript. Our text was greatly improved by his vast knowledge and thoughtful judgements.*

*This is not to diminish in any way the terrific work done by others on the publishing committee, particularly Julie Taylor, who oversaw the transformation of our original word doc. manuscript into a professional product and who drove the project*

*throughout; Peter and Jill Worsely, who provided comments on the draft; Marcia van Zella for her advice and support; David Nicholson for his photography; and Bob Johnston for his (ongoing) management of the accounts.*

*Again, we thank MHA for its support. We could not be happier with our partnership on the project.*

*Ron and Ian Forsyth'*

## How to Become a Member

### Contact:

The Treasurer  
Maritime Heritage Association Inc  
PO Box 1080, Guilderton, WA, 6041  
or  
[info@maritimeheritage.org.au](mailto:info@maritimeheritage.org.au)

### Cost:

	1 Year	3 Years	5 Years
Ordinary	\$35	\$100	\$155
Family	\$45	\$120	\$200
Institutional	\$110	\$300	\$480

## Did You Know?

In the Merchant Navy crew serve on a ship. In the Royal Australian Navy they serve in a ship.

Although merchant vessels are referred to as the *Titanic* or the *Queen Mary*, naval ships never have 'the' in front of the name. They are either HMAS *Sydney* or *Sydney*.



# Presidential Tidings

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

## MHA AGM President's Report, 2020-21

This will be a somewhat shorter President's Report than usual because it is an annual report covering six months of activities, because the previous AGM was delayed until November last year because of Covid-related restrictions. During the six months since that AGM the Association has been quietly maintaining a steady course ... rather as the *Mary Celeste* famously did.

The sale of *Jack Tar* to Julie Taylor is perhaps the most notable activity. Bob is to be congratulated on negotiating that despite interference from me. I am confident that the committee and the membership hope that Julie will get many years of pleasure from sailing and rowing the splendid watercraft that was built at Wooden Boat Works for the late Sid Corser.

Our thanks are owed to Bob Johnson, not just for his ongoing and impeccable services as Treasurer, but also his important work as Webmaster, maintaining and augmenting the Association's presence in Cyber-space where all that really matters now resides.

Thanks to all the committee members.

Our thanks go to Ross Shardlow for singlehandedly realising many of the MHA aims in Albany and the other southern outposts ... and for keeping the MHA committee abreast of his many projects and achievements.

I'd like to thank vice-president Murray Kornweibel for undertaking all the duties of MHA President in my complete absence. Murray has brought to the role dignity and generosity that I could never hope to emulate.

Special thanks to the Worsleys, Peter and Jill who are hosting the AGM once again ... and for so much else. Peter continues as Editor of our fine *Journal*, the publication which is the Association's main achievement and raison d'être these days. Jill has served admirably as Secretary reaching out to the membership more than most previous holders of that office.

A sad absence from this AGM is Ken Wiggins who passed away in February. Ken was long a member of this Association and an unfailing attendee of our AGMs who always seemed a man from a more genteel age, possessed of a gentle and courteous soul, and he always voted for me as President ... or for anyone else who could be persuaded to stand for election to the role.

We also mark the passing of Malcolm Hay, one of the most eminent of our members and a giant in the maritime heritage of Western Australia. We will not see his like again I fear.

I advised in last year's annual report that I will not be standing for a position on the committee at this AGM. I have been persuaded to stand again, as President if necessary, or as a committee member if my doing so will enable the Association to elect a quorate committee – one with enough members to satisfy legal requirements of the Association's constitution. There is real doubt as to whether that can be achieved.

Nick Burningham

## Urgent Request

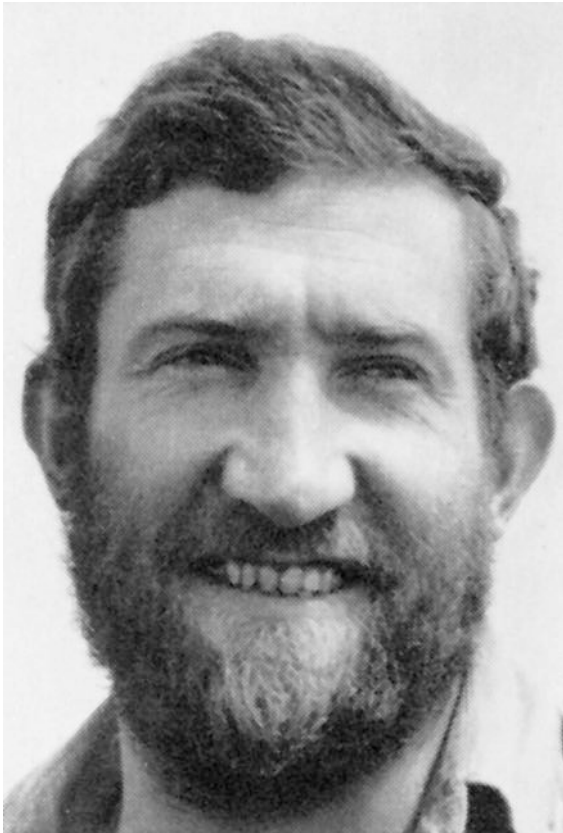
If you know of any upcoming event that may be of interest to other MHA members, please let your Social Secretary Jill know so that she might possibly be able to arrange an MHA group visit to that event. All ideas welcome

Jill: Phone: 9586 9003 or Email: [maha.editor@gmail.com](mailto:maha.editor@gmail.com)



## Vale: Malcolm Cave Hay OAM

**MHA members regret the passing of one of our members, a prominent Western Australian. Amongst so many other things he played an important part in the formation of our Association.**



*Malcolm Hay as the doctor on board the Patanela during the Heard Island expedition*

It is with great sadness that the Maritime Heritage Association marks the passing of Dr Malcolm Hay. His unique drive and passion has been of incalculable value to all of Western Australia, and the state's maritime heritage is spectacularly enhanced by his vision.

Malcolm Cave Hay was born in Bunbury in 1934. He attended Wesley College where he excelled as an athlete as well as academically. He studied medicine at Adelaide University and finished his studies at UWA.

Shortly after graduating he was selected by the Australian National Antarctic Research Expedition as doctor and leader of Davis base in Antarctica.

On his return he married Rosemary Shannon. They travelled widely, practicing in South America, New Zealand and the Marshal Islands.

He went to England and Scotland to study orthopaedics. On completion he returned to Perth and set up a practice in West Perth.

He leaves behind three children Cameron, Gordon and Kirsten. His wife Rosemary predeceased him.

From November 1964 to February 1965 Malcolm was the doctor on board the sailing vessel *Patanela* on an expedition to Heard Island (a sub-Antarctic island) with a 10 man crew. While there they made the first ascent of Mawson Peak, the highest point on the island.

Since his youth Malcolm Hay's had dreamed of a youth sail training ship for Western Australia. With characteristic tenacity, charm, and good humour he eventually made it happen. In 1974, Dr Hay was bedridden with an illness for six-months and watched the late property tycoon Alan Bond enter the America's Cup via donations and a hefty sum from the government. He was inspired by the thought that with similar funding a sail training ship could be commissioned.

"I wrote to every sail training association that I could get the address of around the world – the Americans, the Canadians, the British, the Dutch," Dr Hay said. "They couldn't have been more helpful."

"We had so many people just step out of nowhere. Just to give you an example, this guy wrote me a letter saying he believed we'd need some help with the rig and here's my 23-page specification of what you're going to have to buy. Barry Hicks and his son Robin did an extraordinary job with no expectations of anything in return."

Soon after, renowned Western Australian marine artist Ross Shardlow drew up the sail and rigging design.

"If you've seen a decent painting of a sailing ship in the last 30 years, I'll bet you it was done by Ross and ably assisted by his dear wife Barbara. Ross researched, designed and drew the entire rig over about 1600 hours of work resulting in 60 major drawings ..."



Despite the growing community support, raising the required \$3.5 million was daunting. Dr Hay's vision of something great not shared by the government of the time.

The idea project made little headway for several years, but Dr Hay's enthusiasm never waned.

It took the America's Cup win in 1983 and the anticipation of the 1988 Bicentenary celebrations to fire the necessary spirit. The admiral in charge of the Hobart to Sydney tall ships race, Admiral Ross Swan met with Dr Hay to inform him of a \$10-million bicentenary projects special fund for WA. With six sponsors already on board, Dr Hay had found the funding to complete the project.

Dirk Verboon from Australian Shipping Industries built the ship at cost or less, and in September 1986, the illustrious 45-metre barquentine (Australia's largest sail training ship) was completed and launched.

Dr Hay was for decades Leeuwin Ocean Adventure Foundation's most redoubtable supporter and fund raiser.

His last year were challenging, but his spirit was indomitable. He drove his mobility scooter as if it was a quad-bike, hurling it on and off trains with an impish grin.

society. In so many ways Dr Malcolm Hay has made Western Australia a better place.

Nick Burningham, President.

### **Vale: Dr Malcolm Cave Hay OAM (16 October 1934 – 14 March 2021)**

A personal tribute

When the STS *Leeuwin II* sailed into Princess Royal Harbour on Friday 12 March 2021, Malcolm Hay was still with us.

By the time *Leeuwin* made her departure a few days later he had gone. Barbara and I stood alone with mixed feelings and heavy hearts to bid *Leeuwin* farewell as she came through the Ataturk Channel into the open waters of King George Sound. As *Leeuwin* dropped her pilot we thought of Malcolm and the words of Tennyson:

For tho' from out our bourne of Time and Place

The flood may bear me far,

I hope to see my Pilot face to face

When I have crost the bar.

I first met Malcolm and Rosemary Hay on 28 July 1984 when they came to my studio in Victoria Park and asked me to paint an artist's impression of a proposed sail training barquentine. At that time, I was studying as a mature-aged student to gain qualifications as a graphic designer. That



*STS Leeuwin II dropping the pilot, King George Sound, 16 March 2021.*

*Photo: Ross Shardlow*

STS *Leeuwin II* is still sailing, still bringing meaning and self-worth to the lives of young people who might otherwise become a burden to

meeting with Malcolm and Rosemary 'reframed' my life forever. I never did get my qualifications. I did a couple of paintings for Malcolm and then took on the task of completing the construction drawings for the masting and rigging of



the sail training barquentine *Leeuwin II*. I do not entirely understand how that happened other than to say Malcolm had a remarkable capacity to get people to say ‘yes’ when they meant ‘no’. The good that came out of meeting Malcolm was not just about paintings and drawings, it was about meeting the people in Malcolm’s life; like Len Randell, Barry and Robin Hicks, Ray and Ken Miller, Mike McKenzie, Richard Grono and so many other wonderful people that I would not have met, worked with and became friends of, but for Malcolm Hay.

STS *Leeuwin II* was launched in 1986. No sooner had she sailed off over the horizon than work started on building the replica HM Bark *Endeavour*. Though I became involved with *Endeavour* in 1987 (with Malcolm as my referee), there was still much to do on *Leeuwin*. In November 1987, Malcolm introduced me to the new CEO of the Leeuwin Office, Bob Johnson, who was soon to become a Maritime Heritage stalwart and close friend. In 1988, with the *Endeavour* under construction and the *Leeuwin* underway, a group of enthusiasts supported by the WA Museum and the Sail Training Association of WA (Leeuwin) considered forming a maritime heritage association to preserve and promote our traditional maritime trades. That ‘consideration’ accelerated rapidly in July 1989 when the University of Notre Dame released plans to take over a large portion of Fremantle’s Victoria Quay as a sport and recreation area, which included the demolition of heritage buildings to make way for sporting facilities. This had the effect of galvanising the (yet-to-be-formed) Maritime Heritage Association into action. The fledgling MHA prepared a Heritage Proposal outlining plans to preserve the maritime heritage of Victoria Quay and to save it from imminent destruction. While talks were quietly tak-

ing place with various authorities, Malcolm Hay championed the cause and released the MHA Heritage Proposal to the press- in September 1989 – and single-handedly catapulted the MHA into existence. There was no turning back – the MHA was formalised in November 1989 and officially launched aboard STS *Leeuwin II* on 30 March 1990, Malcolm proudly joining as Member No. 21 to mark the occasion.

There has been a lot of water under that bridge since then. The MHA has made some remarkable achievements over the past 30 years for which we owe Malcolm Hay a debt of gratitude for the support, encouragement, guidance and friendship he has given us.

When Captain George Anthony of the American whaler *Catalpa* was asked why he had taken such extraordinary risks for so little personal gain to rescue the Fenian prisoners from the Convict Establishment at Fremantle in 1876, he answered, “it was simply the right thing to do”. This became Malcolm’s catchcry. Malcolm did what he did through life because “it was simply the right thing to do”. It is very hard to reason against that, and it is very hard to refuse a man asking for help to support a cause because “it was simply the right thing to do”.

To our dear friend Malcolm, so long.

Ross and Barbara Shardlow

Postscript:

Dr Malcolm Cave Hay was awarded the OAM on the Queen’s Birthday Honours List in 1992: For service to youth, particularly through the Sail Training Scheme.



## Who Won the Argument?

**B**efore he rose to the rank of Admiral of the Fleet, Sir George Rooke 1650–1709, was an officer in the Marines stationed on the coast of Essex. When fever struck his troops the parson of the village was so harassed by the frequent necessity of performing the burial service that he refused to bury any more of them without being paid the fee he normally received from burying his parishioners. Captain Rooke made no comment, but the next marine who died was taken to the parson’s house and laid out on his dining table. The clergyman gave in, but remarked that “if the captain would cause the body to be removed, he would never more dispute with him; nay, he would readily bury him and his whole company for nothing.”



# 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!)*

East and West Intercourse Islands were named by Philip Parker King on 27 February 1818 because of the conversation he had with local Aborigines.

**Gellywatte:** An old term for a captain's boat, the original of jollyboat. (Admiral W.H. Smyth, 1867.)

The 414-ton American whaling ship *Thames* returned to the USA in June 1846 from a two and a half year cruise to the south coast of Western Australia. On board were 2,400 barrels of whale oil and 4,000lbs of whalebone.

The shrouds on a sailing ship are put on the mast in the following order—the most forward shroud on the starboard side, then the forward port side shroud, then the next to starboard, the next to port, and so on.

The famous author Joseph Conrad was born Jozef Teodor Konrad Nalecz Korzeniowski in 1857. In February 1878 in Marseille he attempted suicide by shooting himself in the chest.

On 30 April 1877 the barque *Hadda* was wrecked on a reef adjacent to Beacon Island in the Abrolhos Islands. Captain John Parker had sailed to the Lacepede Islands to load guano, but found that his licence for obtaining the guano was not in order. He was sailing to Fremantle to rectify this.

John Masefield only ever went to sea on one sailing ship passage, Cardiff to Iquique, Chile, in 1894 on the 4-masted barque *Gilcrux*. He was only 15 years old, and so violently seasick during this trip that he was invalided home from South America.

The first known naval architect to use scientific principles in ship designing was Fredrik Henrik af Chapman (1721–1808) of Sweden.

Garden Island was purchased during World War I by the Australian Government from the Western Australian Government.

Fletcher Christian of *Bounty* mutiny fame was described as decidedly handsome, muscular and tall for the time at 5' 9" (1.75m). Bligh de-

scribed him as being 'slightly bow-legged and inclined to sweat profusely'. Did Bligh say this before or after the mutiny?

During WW II a 3km long tubular steel hurdle type net was built between Cape Peron and the southern end of Garden Island to stop enemy patrol and torpedo boats entering Cockburn Sound. After the war the dismantled hurdle-net was sold for building scaffolding. The thousands of mussels on the steel were collected, bottled and sold for consumption in Perth.

**Barrico:** A small cask designed for use in ships' boats to hold fresh water for use in case the boat is used as a lifeboat. Pronounced 'breaker', the word dates back to the 16th century.

On 11 July 1810 Captain Frederick Hasselborough on the *Perseverance* discovered Macquarie Island while on a sealing voyage for Sydney merchant Robert Campbell.

The following is a first-hand account regarding the convicts on Norfolk Island:

*During the twelve months we were on the island, one hundred and nine were shot by the sentries in self-defence and sixty-three bayoneted to death, while the average number of lashes administered every day was six hundred.*

From: 'Recollections by a Commandant's wife', a document held in the Mitchell Library.

The last allied ship sunk by the Germans in the Indian Ocean during World War II was the American 7,176-ton *Peter Silvester* (Captain Bernard C. Dennis). On 6 February 1945 the vessel was torpedoed by U-862 (Captain Heinrich Timm). After floating in lifeboats and on rafts most survivors were picked up and brought to Fremantle, although a few were later landed at Exmouth. The *Peter Silvester* was carrying troops, and altogether thirty three were lost, including one of the ship's crew.





# QUIZ

## Answers to March

1. The *Amity* sailed into King George Sound on 25 December 1826.
2. The terms inrigged and out rigged refer to the position of the rowlocks on a rowing boat. An ordinary dinghy is normally inrigged, i.e. the rowlocks are on or near the gunwhales. Most racing shells are outriggered, i.e. the rowlocks are extended out by a framework from the sides of the boat.
3. The two whalers named *North America* were wrecked at Bunbury on 8 July 1840 and 10 April 1843.




Inrigged boat  
(right)  
and  
outriggered boat  
(left)



## Quiz

1. On which of these vessels did Matthew Flinders not serve: *Norfolk*, *Investigator*, *Mermaid*, *Cumberland*, *Tom Thumb* ?
2. What words are represented by the following acronyms: SCUBA, RADAR, SONAR, and for those WW II buffs, PLUTO?
3. What are the scantlings of a vessel?



MESSRS. BROWELL AND CO. ALDERMANBURY,  
GENTLEMEN,

I Beg leave to state to you, that we had an Awning partly made with, and a Main Trysail wholly made of, your PREPARED CANVAS, in the ship Thames, belonging to John Blackett, Esq. on a voyage to Calcutta and Prince of Wales's Island, wherein we were absent from London 16 months, during which period they were in constant use—there is not the slightest appearance of mildew. The Awning was partly made of your Prepared Canvas, and Canvas of the same manufacture, not prepared, the latter has suffered considerably from mildew. The advantage to be derived therefrom to Shipping in general is so palpable that I should recommend its adoption. And I beg leave to mention to you, that Mr. Blackett intends to have the new Sails for the Thames made of Canvas prepared by you. JOHN LITSON, Commander.  
London, November 7, 1823.



# S.S. *Start*

## The First Steamer Built in Western Australia

By Ron Forsyth

The wrecking of the S.S. *Georgette* in April of 1876 saw an opening for another steamer on the West Australian coast. In September that year James Storey stepped up and launched the first steamer built in the colony from his boat works on South Beach, Fremantle. Anticipating the future the vessel was christened the *Start*. The papers hoped it would ‘...prove to be the first of a line of coasting steamers of local build.’ [*The West Australian Times*, 5 Sep 1876] It was hoped she would have more fortune than the colony’s first two imported steamers – *Xantho* and *Georgette*.

Described as a single screw steamship of 52.46 tons its dimensions were 23.65 x 5.39 x 2.19 metres. It was powered by a 20 HP steam engine made in Newcastle-on-Tyne by Patterson & Atkinson. [*They Kept the State Afloat*, Rod Dickson, p258] Her rigging is unknown.

The master was Captain George Allen, appointed by owners William Marmion and WD Moore. She plied the coast between Fremantle and Bunbury. Considerably smaller than the *Georgette* (46 x 6.9 x 3.3 metres and 48 HP) she survived just two years.

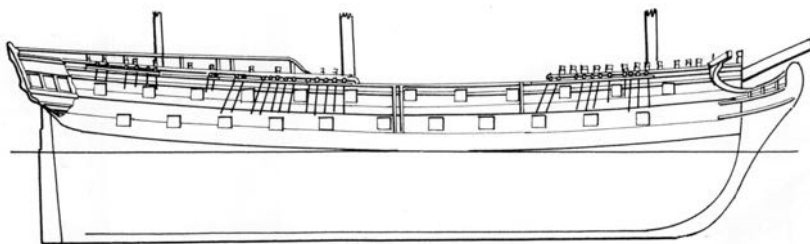
On the 7<sup>th</sup> of March 1878 she embarked on an ambitious voyage to Melbourne. It wasn’t until 20<sup>th</sup>

August, almost 5 months later, that the return voyage to Fremantle was started. It may be that she went to that port for major repairs. About a fortnight out, off the Australian Bight, she was spoken to by Captain Fothergill of the *Cleopatra*. Captain Allen reported that her machinery had broken down and the remainder of the voyage would have to be under sail. [*The Herald*, 5 Oct 1878] By the end of November there was no word of the little steamer and the worst was feared.

In March 1879 relics of the little steamer, branded with her name, were found washed upon the beach at Israelite Bay. [*Victorian Express*, 19 March 1879] The *Start* was declared lost at sea along with Captain Allen and crew. This was another setback to a colony desperately trying to shed its ‘Cinderella’ reputation.

Another Storey-built schooner *Brothers* was lost with all hands during the same period of bad weather. Captain Fothergill believed he sighted the vessel 35 miles south-west of Cape Leeuwin 21 days after speaking with the *Start*.

Editor’s note: The schooner *Brothers* was lost in mid-July 1878, the *Start* in September 1878. The latter was the first propeller-driven steamer built in Western Australia..



A 50-gun Fourth Rate ship

## Beer Anyone?

The Royal Navy 50-gun 2-deck Fourth Rate ship *Rochester* launched in 1749 had a tonnage of 1,034 and was 146ft on the gun deck. When it sailed in September 1757 for a four month voyage with 350 crew on board the provisions in the hold included 58 tons of water in large barrels called leaguers (they each held 189 gallons (860 litres)) in the bottom of the hold. Above these were a further 35 tons of water in slightly smaller casks, and

above those again were casks containing 58½ tons of beer. The beer was carried in puncheons each holding 72 gallons (328 litres). Then of course there were the various casks of beef, pork, oatmeal, peas, flour, bread, butter, suet, vinegar and cheese that went towards the daily diet of the 18<sup>th</sup> century sailor. All this lay on top of 229 tons of ballast.



# George R. W. Bourne: Seaman and Artist (1858-1910)

By Barbara and Ross Shardlow AM FASMA



*Panorama of the entrance into Princess Royal Harbour from King George Sound with Pilot Station and Harbour Master's house in foreground left, signal flagstaff far left, Michelmas and Breaksea Islands in distance. Vessel entering the entrance looks like McIlwraith, McEachern & Co. owned Coolgardie.*

*Watercolour by George R.W. Bourne, 1901*

Photo: MHA –AHS Collection

The 'Port Reporter' of the *South Australian Register*, 18 February 1887, described marine artist George Bourne as a "nautical gentleman who displays great talent". The *Bunbury Herald*, 31 December 1910, described George Bourne as "the well-known marine artist". These two dates, 1887 to 1910, record the span of time and place of an artist who painted ship portraits and harbour scenes in a naïve but colourful and accurate style that recorded our maritime heritage through his first-hand experiences and observations.

With at least four Western Australians carrying the name George Bourne at the same time it is not surprising that contemporary biographers get confused and lament that little is known about George Bourne the artist. Sadly, what little we *think* we know about George can often

be traced to a single primary source misapprehension – namely that George arrived at Fremantle, Western Australia from London aboard the barque *Daylight* 16 August 1876. He did not. *The Bicentennial Dictionary of Western Australians* correctly records that a George Bourne did arrive at Fremantle on the *Daylight*, in 1876 – but that George Bourne was born in England in 1851 and arrived in Fremantle as a 25-year old labourer, married Mary and had the children Mary, Florrie and John and applied for an immigrant grant of 50-acres in the Avon district in 1886. This is not the same George Robert William Bourne, seaman and artist.

## **George R. W. Bourne - Seaman:**

George Robert William Bourne, was born in Dover, England, 9 October 1858 (erroneously given as 16 July 1858 in the Obituary for Mr. G.



R. W. Bourne, *The Bunbury Herald*, Thu. 17 November 1910, p.3). On 6 July 1875, at the age of 16 years, George was indentured to prominent London shipowner Thomas B. Walker to serve a

all six trips in the boats, one of which was stove-in and rendered useless. By using a system of lifelines, they managed to haul off all twenty-two crew from the *Eblana* and return them safely to



four-year apprenticeship on one of Walker's London to Queensland wool-ships, the iron barque *Decapolis*. From the time of her building in Sunderland in 1868, *Decapolis* made a regular annual run from London to Brisbane taking general cargo out and returning with wool. George joined the *Decapolis* in London in July 1875 and arrived in Australia for the first time, not on the *Daylight* at Fremantle in 1876, but on the *Decapolis* at Brisbane on 9 November 1875. As George was indentured to the ship it would be another three and a half years before he would permanently step ashore at Brisbane. *Decapolis* returned to Brisbane in November 1876 and again in December 1877. On making her return run to London *Decapolis* came across the iron ship *Eblana* on 10 October 1878 in a state of distress in the Bay of Biscay. Heavy seas had thrown *Eblana* on her beam ends and her main and mizzen masts had been cut away in a futile attempt to right her. Captain Thomas M. Almond of the *Decapolis* stood by the *Eblana* for fourteen hours and used his boats to rescue the crew from the stricken vessel. It was during this rescue that apprentice George Bourne distinguished himself by manning

the *Decapolis*. For his act of gallantry, the Chairman of the Shipwrecked Mariners' and Humane Society of London awarded George a Silver Medal, £5.00 and a sextant. George also received a Bronze Medal from the Board of Trade in recognition for his part in the heroic rescue.

When George returned to Brisbane on the *Decapolis* 20 March 1879 he was just about to complete his indentures and elected to leave the *Decapolis* and sit for his examinations in Brisbane to gain his first mate's certificate. He also gained a wife. On 11 June 1879, George married Florence Ann Payne, a young lady who had moved to Brisbane from Adelaide with her parents. Such a whirlwind romance might seem a little remarkable and one can't help but wonder if George might have met Florence in Adelaide some time between 17 March and 5 May the year before (1878) when the *Decapolis* was unloading a shipment of cedar logs at Port Adelaide before moving down to Victor Harbour to take on her cargo of wool for the return passage to London. Shortly after their marriage in Brisbane, George was appointed chief officer of the Queensland Govern-



ment Schooner *Pearl* and embarked on RMS *Bowen* on 29 January 1880 to join the *Pearl* at Thursday Island. Under the command of Captain Charles Edward de Fonblanque Pennefather, after whom the Pennefather River is named, *Pearl* made her departure from Thursday Island 17 February 1880 for a series of cruises that included New Guinea, Torres Strait, and the Gulf of Carpentaria. George was at sea when his daughter Pearl, the first of six children, was born. Five months later Florence took passage on the Queensland survey tender S.S. *Llewellyn* to join George (between cruises) at Thursday Island. Their second daughter Ethel was born 26 November 1881 in Brisbane.



*Decapolis*, iron barque, 632 tons, built at Sunderland in 1868. She was employed regularly by T. B. Walker as a London wool and timber trader to Queensland, South Australia, Tasmania and Western Australia. *Decapolis* made her last voyage under the Red Duster from Geraldton, WA, 2 February 1901, with a cargo of wool and other products.

Photo ; A.D. Edwardes Collection courtesy State Library of South Australia, PRG 1373/7/50

QGS *Pearl* returned to Brisbane for a major refit in February 1882, which is about the time the Bournes moved back to Florence's hometown of Adelaide. The *Government Gazette* for 7 December 1882 listed the appointment of George Robert William Bourne as assistant health officer with the South Australia Customs Department. He is also listed as a glut officer, assistant landing waiter and boarding officer in subsequent appointments. Florence's father, Arthur Payne, also worked for Customs as a boarding officer from 1877, while Florence's brother, George Arthur Payne, was a lighthouse keeper on the Althorpe

Islands off the Yorke Peninsula, South Australia. In 1883 Florence gave birth to their third daughter Eva.

#### **George R. W. Bourne - Artist:**

On 18 February 1887 the *South Australian Register* described a watercolour by George called 'The Lost Ship *Kapunda*', as an "excellent work ... remarkable for its close treatment of detail". This is the earliest work by Bourne we have on record. On 3 June 1887 the *Evening Journal* described another of George's works, an oil painting with the dimensions 6 x 3 (presumably 6 x 3 feet), which makes it one of only four oils painted by Bourne that we know of, although a recent

find of a painted emu egg attributed to Bourne is also in oils. The 6 x 3 painting depicted the rescue of the crew of the *Eblana* by the crew of the *Decapolis* in the Bay of Biscay. The article also affirmed that "Mr. Bourne has just completed the picture at his residence at the Semaphore, and it is now awaiting for its removal to the [Adelaide Jubilee International] Exhibition, where it is sure to be an object of great attention." The painting was later shown (on loan) at the Port Adelaide Museum. 'The Rescue of the *Eblana*' was not George's only entry in the Jubilee International Exhibition for he also submitted the 'The Lost

Ship *Kapunda*', referred to earlier, as one of several items given away as door prizes to those who purchased an early ticket! If 1887 was a good year for George's acceptance as a painter, it must have also been a very sad one, for George and Florence lost their daughters Ethel and Eva at the Semaphore that year.

From 1887 to 1896 George produced an impressive collection of works depicting South Australian ports, shipping, windjammers and ocean liners. His works also included the schooners, ketches and coastal traders of the mosquito fleet.



The South Australian Maritime Museum rightfully boasts one of the most comprehensive collections of Bourne's work held by any Australian institution.

The Bournes had more children at the Semaphore, Cecil Charles Drowley in 1885, Violet in 1889 and Ella May in 1892. 1896 proved to be difficult year. Florence's father Arthur died in Brisbane 29 July 1896. Exactly one month later George and Florence lost their oldest daughter Pearl, who died at the Semaphore 29 August 1896, aged 16 years. Subsequently, their two remaining daughters, Violet and Ella, were both baptised on the same day at St Bede's, Semaphore, 16 September 1896. On that occasion George and Florence gave their address as Brown Street, Semaphore, and George gave his occupation as 'seaman'.

George and his family, moved from the Semaphore in South Australia to Esperance in Western Australia in 1897. The *Western Australian Post Office Directory* lists George W. R. Bourne as a painter at Esperance Bay from 1897 to 1899. Their daughter Violet Bourne is also entered at the Esperance State School for 1897 and 1898. The Directory's reference to George's middle initials being W. R., instead of R. W. has caused consternation and confusion for some researchers and collectors who now assume George's middle names are William Robert, rather than Robert William. Of the thirty-three primary source documents we have at hand that include George's full name or initials (births, baptisms, marriages, christenings, deaths, obituaries, indentures, employment registers, census records, electoral rolls, etc), thirty-two give George Robert William, and only the *Esperance Post Office Directory* gives George W. R. Bourne. George completed several fine works at Esperance, most of which are not dated, including: 'The Anchorage - Esperance Bay', 'Grace Darling', 'Dempster's Point - Esperance Bay' and the 'S.S. Flinders'.

It appears by the dates on George's paintings that he moved from Esperance to Albany in 1899. Bourne's emu egg painting inscribed 'The Anchorage, Albany', is credited with having been purchased in Albany in 1899. His 'City of Hankow' is inscribed 'Albany' and signed and dated 'Bourne/99'. The *City of Hankow* was in Albany from March to April 1899. On the other hand, Bourne's watercolour 'On the Rocks, the City of York on the West Side of Rottnest 1899', was also signed and dated 'Bourne/99'. The *City of York* was wrecked at Rottnest Island on 12 July 1899.

Bourne also painted the *Carlisle Castle* which was wrecked in the same gale that claimed the *City of York*, and painted the Steam Tug *Dunskey*, which was involved with the rescue of the crew from the *City of York*. With so many paintings associated with the *City of York* wreck (including three or four paintings of the *City of York* itself) scholars and collectors have assumed George must have been living in Fremantle at the time of the wreck. This, however, is not necessarily the case; George's painting of the *Dunskey* is set in King George Sound and the *Carlisle Castle*, a regular trader to Albany in the late 1890s, is set on the open sea. Only the *City of York* 'On the Rocks' is placed in its setting at Rottnest Island – and there is ample evidence to suggest George painted the *City of York* wreck from a photograph and might not have travelled the 415 kilometres up to Fremantle at all. The *Albany Post Office Directory* has George Bourne listed in Albany from 1900 to 1902. The Albany Rates Book for 1901 has George living at Lot 242 (No.88) Vancouver Street in Albany. The twenty or so works that can be identified as Albany paintings include three panoramas of Albany Anchorages dated 1901 that show the Harbour Master's Residence, Pilot Crew Quarters, and the Breaksea Island Lighthouse. We then have Bourne at Hopetoun, 230 kilometres east of Albany, with 'View of Sailing Ships at Hopetoun, with men unloading Supplies on the Beach 1901', signed and dated 'Bourne/1901', while his recently recovered 'Grace Darling – Eucla Jetty', is also signed and dated 'Bourne/1901'. The last dated painting we know to be associated with Albany is the 'The LOCH LOMOND in a Gale, Albany, Jan.17<sup>th</sup>, 1902', signed and dated 'Bourne/02'. There is also Bourne's painting of the 'Entrance to Princess Royal Harbour, Albany', which is listed (but not confirmed) as signed and dated 'Bourne/03'. One of the *Grace Darling* paintings (there are several) is also listed as dated 1903.

Bourne's painting of the 'Ship ERROL', signed and dated 'Bourne/04', is significant as it most likely places George for the first time in his final home at Bunbury, Western Australia. The Norwegian timber trader *Errol* was at Bunbury to load sleepers for Port Elizabeth, South Africa, from May to July 1904. The *Errol* also called at Fremantle in 1904, but she did not call at Albany, indicating the possibility that George was at Bunbury or Fremantle when he painted this work. Though the electoral rolls only have George listed in Bunbury from 1906 to 1910, the newspapers confirm that George was in Bunbury in 1904. The *Southern Times*, 20 October 1904, in report-



ing on the Wesleyan Floral and Industrial Society's Eleventh Annual Exhibition, noted in the Works of Art, Open (to all) Division, 'Paintings in water colors: Mr Bourne, 2'. The following year the *Bunbury Herald*, August 1905, describing a poster for a fancy-dress ball, noted that Miss Mason dressed up as 'Bourne, artist'! We also have Violet Bourne teaching at the Bunbury State School at this time. We have not been able to verify the various reports that George was appointed Harbour Master at Bunbury in 1909. The Harbour Master records state John George Abrahamson (captain of the barques *Daylight* and *Helena Mena*, the S.S. *Australind* and Chief Pilot at the Rottnest Island Station) was Harbour Master at Bunbury from 1900 to 1912. It is possible, however, that if George was still doing work for the Custom's Department his position as a glut officer or landing waiter might be confused with something of higher status. George certainly did some fine work at Bunbury including the oil on canvas 'Bunbury Harbour' signed and dated Bourne/05, the 'Erins Isle of Liverpool' inscribed 'Bunbury', signed and dated 'Bourne/08', and the iron ship 'Dartford' painted in 1910.

After being in poor health for the last few months of 1910, George entered hospital where he was diagnosed with a tumour on his spinal cord. Paralysis soon set in and he gradually went into de-

cline. George Robert William Bourne died at the Bunbury Hospital 15 November 1910 at the age of 52 years and he was interred at the Bunbury Cemetery the following day.

The Bourne family had social connections with Boulder, Western Australia. After George died Florence moved to Boulder where she opened a laundry business in 1912. The Bournes' son Cecil, who had been working for the Boulder Municipal Council since 1920, died at Boulder 15 August 1938, his memorial headstone rests with his mother Florence who died at Boulder 13 August 1951 aged 90 years. Ella May and her husband William John Morgan also moved to Boulder where William died in 1957. Ella May passed away at Boulder, 3 May 1984, aged 92 years.

George left a remarkable legacy with his marine paintings. His obituary records that his "marine pictures were eagerly sort after" – and they still are.

His works are held in various collections at the WA Museum, WA Art Gallery, SA Maritime Museum and Art Gallery, Australian National Maritime Museum, National Gallery of Australia; the Esperance Museum, Albany Historical Society, Albany History Collection, Bunbury Regional Art Gallery and numerous private collections around Australia.



*Carlisle Castle, watercolour by George R. W. Bourne, private collection*

Catalogue photo: McKenzies Auctioneers



# Conrad, Clippers and Coefficients

By Nick MacBurrningham

I was rereading Joseph Conrad's *The Mirror of the Sea* and trying to fit the incidents he relates therein to the ships he is known to have sailed in. He doesn't name the ships and he identifies skippers by their surname initial, if he identifies them at all. The easiest to identify is *Loch Etive* (built in 1877) under Captain S—, who is Captain William Stuart, previously skipper of *The Tweed*. Stuart consistently made excellent passages in *The Tweed*, and made some good passages in *Loch Etive*. Basil Lubbock wrote of her 'She ... was a fuller ship [than the 'Loch Line' ships built in the early 1870s] and for some years Captain Stuart failed to get anything remarkable out of her, though he drove her unmercifully; but in 1892–3 she made two very good voyages.' Conrad also says that Captain Stuart drove the ship hard, and that she 'was certainly one of the most heavily sparred specimens'. She certainly carried a main skysail yard, but photographs show that she was not as lofty as, for example, *Loch Lomond* built seven years earlier. The Loch Line ships were amongst the finest examples of the iron-hulled clippers of the 1870s and 80s. According the Lubbock 'it is no exaggeration to say that no ships were better kept up than the Loch liners. All over the world the Loch Line clippers were held up by seamen as examples of what well run and comfortable ships should be.'

Conrad tells us that Captain Stuart took some pleasure in the fact that *The Tweed* made no good passages after he left her, but that is not quite true and she tended to make better passages than *Loch Etive*. Conrad himself had a trick for getting the best out of *Loch Etive*. He had her coming home from Sydney in 90 days in *The Mirror*... which is a respectable time if not record breaking, yet in the year Conrad was in her she is elsewhere recorded taking 100 days on that voyage.

I wondered how much fuller than the earlier Loch Line clippers *Loch Etive* was. In photographs she appears quite sharp, so I looked up *Loch Etive* in Lloyds Register and calculated her coefficient of under deck tonnage (cou.d.t.), which is an approximation of her block coefficient and thus the sharpness of her lines – the lower the number the sharper the ship. *Loch Etive*'s is 0.642, which is not tea clipper sharp, but reasonably sharp for an iron-hulled wool clipper and slightly sharper than most of the several Loch Line (Aitken & Lilburn)

ships of near identical dimensions and tonnage built earlier in the decade. I tabulated the data for the thirteen 1200-tonners owned by Messrs. Aitken and Lilburn, and the results are somewhat surprising. The first to be launched, *Loch Katrine*, was rather fuller lined than the other five 1200 tonners built in 1869–70. There were no more 1200 tonners built for Aitken & Lilburn until 1876–7 when *Loch Fyne*, *Loch Long* and *Loch Ryan* were built in Thomson's yard. They have the lowest coefficients of underdeck tonnage. They must have been built from the same plans although there are slight differences in dimensions and tonnage. None of them earned great reputation for speed. In fact *Loch Katrine* and *Loch Lomond* made the best passages to Australia and back.

Ship	Built	Builder	Net Register Tons	Dimensions	u.d tons	Coefficient of udt
Loch Katrine	1869	Lawrie	1200	226.0 35.8 21.5	1134	0.652
Loch Ness	1869	Barclay Curle	1190	225.5 35.6 21.6	1121	0.646
Loch Tay	1869	Barclay Curle	1191	225.4 35.5 21.6	1120	0.648
Loch Earn	1869	Barclay Curle	1200	226.2 35.8 21.5	?	?
Loch Lomond	1870	Lawrie	1200	226.3 35.8 21.5	1123	0.645
Loch Leven	1870	Lawrie	1200	226.3 35.8 21.5	1123	0.645
Loch Fyne	1876	Thomson	1213	228.5 36.0 21.3	1114	0.636
Loch Long	1876	Thomson	1203	228.5 35.8 21.3	1103	0.633
Loch Ryan	1877	Thomson	1207	228.5 35.8 21.3	1105	0.634
Loch Etive	1877	Inglis	1235	226.5 35.9 21.6	1130	0.643
Loch Sloy	1877	Henderson	1225	225.3 35.6 21.2	1105	0.650
Loch Shiel	1877	Henderson	1218	225.3 35.5 21.1	1108	0.656
Loch Sunnart	1878	Inglis	1231	223.4 34.7 21.7	1124	0.656

The fastest wool clippers (excluding the three that had been built as tea clippers: *Thermopylae*, *Cutty Sark* and *Salamis*) ships such as *Mermerus* (co-u.d.t. 0.637), *Samuel Plimsoll* (co-u.d.t. 0.618), *Loch Maree* (co-u.d.t. 0.636) and *Thessalus* (co-u.d.t. 6.55), were all significant larger ships. All else being equal, size is a determinant of speed. Conrad makes the point that iron ships could not be as fast as timber-hulled ships because the copper or yellow-metal sheathing on timber-hulled ships was superior in anti-fouling properties to the anti-fouling paints then available for iron ships. After a few weeks at sea an iron ship would become a little sluggish, 'as if she had grown tired too soon' wrote Conrad, because of the weed and barnacles she was trailing. The tea clippers were all timber planked, except *Salamis*, though most had iron frames.



Leaving aside foul bottoms, sharpness and size were not the only determinants of speed in sailing ships. Some were designed with genius.

Most of the crack tea clippers of the 1860s had a coefficient of underdeck tonnage 0.60 or lower. A significant proportion of those crack clippers were built in the yard of Robert Steele and designed by his brother John. The three ships that raced up the Channel at the end of the Great Tea Clipper race of 1866, *Ariel*, *Taeping* and *Serica*, were all from Steele's yard. *Ariel* was generally reckoned the fastest of the tea clippers, according to Captain Andrew Shewan who would have known, but *Taeping* was perhaps the most successful of all the tea clippers. She was consistently among the first ships home with the new seasons tea and sometimes made the best passage of the season, and yet she was neither a large

clipper, nor particularly sharp. Her lines plan shows a ship with little deadrise for a tea clipper and her entry and run are not sharp by comparison with other first-flight tea clippers. Her coefficient of underdeck tonnage was 0.63. It is recorded that she easily sailed past *Maitland* (coefficient 0.60) although that ship had a far loftier rig. But *Maitland*, unlike all the Loch Liners, unlike Robert Steele's creations, indeed unlike most of the ships mentioned above... *Maitland* was not designed and built in the region of Glasgow, though I must state that *Thermopylae*, *Salamis*, and *Samuel Plimsoll* were all from the yard of Walter Hood at Aberdeen over on the east coast of Scotland. *Maitland* was not built in Scotland. Apart from *Maitland* and *Fiery Cross*, none of the notable tea clippers of the 1860s were built in England, and the same was largely true of the iron wool clippers of the 1870s.



*Loch Etive*

Painting: John Robert Charles Spurling, 1870–1933

## Old Nautical Quotations

When the wind backs and the weather glass falls,  
Then be on your guard against gales and squalls.



# Ships of the State Shipping Service

The final in this interesting series by Jeff Thomson

**SINA** IMO Number: 8917699

With the three locally constructed chartered ships coming out of charter during 1995, the *Sina* was the last vessel to be operated by the State Shipping Service, being chartered from Briese Schiffahrts GmbH & Co., Germany. Delivered in December 1990 as *Emma Helene* by Schiffswerft & Maschinenfabrik Cassens GmbH, Essen (Yard No 198), however the hull was built by Dorbyl Marine Pty Ltd, Durban, South Africa (Hull No 103). Shortly after delivery she was renamed *Sina*.

As built *Sina* was 3,236 gross registered tons, 4,595 deadweight tons, 100.0 metres overall, 94.2 metres between perpendiculars, 14.0 metres breadth and draft of 57 metres. One MWM TBD510BL6 diesel of 2,515 brake horsepower gave a service speed of 14 knots with a controllable pitch propeller.

On 8<sup>th</sup> April 1994 the *Sina* arrived at Fremantle

for the first time. Departing on 11<sup>th</sup> April to commence operations with the State Shipping Service. On the 30<sup>th</sup> September 1995 *Sina* arrived back at Fremantle on her last voyage to officially end the sea going operations of the State Shipping Service after 83 years.

On the 3<sup>rd</sup> October 1995 *Sina* was raised on the Transfield ship lifter for a refit. Departed Fremantle on 11<sup>th</sup> October 1995 for Darwin on special charter to Union-Bulkships for 6 months to maintain the shipping service until a more permanent replacement became available through a tender process by the State Government.

During 1999 the vessel was renamed *BBC Australia* by the same owners. In 2003 was renamed *Skagerak* by the same owners. In 2005 was renamed *Iran Jahanara* by Valfajre Eight Shipping, Co., Iranian flag.

Still listed in 2007/08 Lloyd's Register.



*Sina was subsequently named Tom Ship 2 in April 2008.  
This photo taken 2011*





# *Abraham Crijnsen*

## The Ship They Couldn't Find

The Dutch minesweeper *Abraham Crijnsen* was designed by G't Hooft and laid down at the yard of Werf Gusto A.F. Smulders in Schiedam, Holland, on 21 March 1936. It was one of the Jan Van Amstel-class of minesweepers, and was named after a famous Dutch naval captain of the late 17<sup>th</sup> century. The ships had a length overall of 184ft, beam of 25ft and a draught of 7ft. Tonnage was 525, and they carried one 76mm gun, two twin 20mm Oerilikon cannons and depth charges. Fitted with two triple expansion steam engines and twin propellers, the oil fuel capacity was only 110 tons, severely limiting the vessels' range. They carried a crew of 45. The *Abraham Crijnsen* was commissioned into the Royal Netherlands Navy on 10 March 1937, and with its three sister ships, *Pieter De Bitter* (lieutenant-Commander J.P.A. Dekker), *Eland Dubois* (Lieutenant H. de Jong) and *Jan Van Amstel* (Lieutenant C. de Greeuw), arrived at Surabaya in the Dutch East Indies (now Indonesia) in November the same year. The four ships were involved in minelaying, minesweeping and escort duties.

By February 1942 the Japanese had gained superiority over Singapore and most of Indonesia. After the losses suffered by the Allies in the Battle of the Java Sea the order was given that those vessels still afloat in Indonesia should attempt to reach

either Australia or Ceylon (present day Sri Lanka). To prevent the ship falling into Japanese hands, on 2 March 1942 *Pieter De Bitter* was scuttled at Surabaya. After the war *Pieter De Bitter*'s commanding officer, Lieutenant-Commander Dekker, was court martialled and dishonourably discharged for this action, despite having spent three years as a POW of the Japanese. Six days later *Eland Dubois* was also scuttled and the crew transferred to *Jan Van Amstel*. However, this ship was sunk by the Japanese destroyer *Arashio* while trying to escape through Madura Strait. Many of the crew, including Lt de Jong of the *Eland Dubois* were killed.

*Abraham Crijnsen* was the only one of the four that succeeded in escaping. The reason for its success was that her captain, Lieutenant-Commander A. Van Miert, had the crew rig camouflage nets over the ship. The minesweeper only sailed at night, always close to the coast, and in the early morning the crew would go ashore and cut branches and almost completely cover the ship in foliage. They would remain at anchor during daylight, looking just like a small island. As darkness fell the branches would be discarded and the ship would sail until first light when they would cut new branches to camouflage the anchored ship. The vessel was also painted in different camouflage colours so that it resembled the rock





*George was installed in my cabin. It was agreed however that Miss Hayworth was worthy of wardroom status and she was installed on the bulkhead opposite Queen Wilhelmina.*

Lt Chapman's task was a difficult one. He had a multi-national crew, two sections of which were dispirited to say the least – the Netherlands had been overrun by the Germans and the Dutch crew had no idea of how their families were faring there. Similarly the British sailors had lost their ship and were out of touch with their families in the UK. Chapman was ex-Merchant Navy and the Chief of Staff knew there could be problems with a three-navy crew. He told him "Whatever those problems are,

faces of many of the islands. Because of the limited amount of fuel carried the *Abraham Crijnsen* could not sail very fast, and the speed of only 10 knots also prolonged the passage. When about 100 miles off the WA coast it ran out of fuel, and was towed into Geraldton where it was refuelled. It reached Fremantle on 20 March.

On 26 August 1942 the *Abraham Crijnsen* was transferred to the Royal Australian Navy. It was manned by a mixed crew of Australian and Dutch sailors under the command of Lieutenant Arthur Irwin Chapman, RANR (S). Because all the notices around the ship were in Dutch and the measurements all metric (not then familiar to the Australians), it became necessary to retain 24 of the Dutch seamen, the chief quartermaster and one of the officers, Lieutenant Bertis Van der Weyder. The Australian crew consisted of Lieutenant Chapman, three officers and 21 seamen. There were also a further 21 British sailors (survivors from HMS *Jupiter*) making up the full complement. The *Abraham Crijnsen* was to be used as an anti-submarine escort on the east coast of Australia. Lieutenant Chapman later wrote:

*I marched on board the Crijnsen with a white ensign under one arm and two framed pictures under the other - one of H.M. King George VI and the other of the actress Rita Hayworth (in a very fetching black negligee). The latter had been in the wardroom of my previous ship and was my property. In the interest of international goodwill it was agreed that HM Queen Wilhelmina of the Netherlands would remain in the Crijnsen's wardroom and so King*

we don't want to hear about them." Some unorthodox practices were carried on, but they resulted in harmony among the multi-nation crew. For instance, the RN issued rum to its sailors, the Dutch Navy issued beer, but there was no alcohol issue to the RAN sailors. This was remedied by the Dutch indenting for a double ration of beer, and all the crew received their weekly allowance.

The RAN website states:

Although not designed as an ocean-going vessel, the *Abraham Crijnsen* performed vital escort duties for convoys on passage along the eastern Australian coast. She was low slung, with a flush deck and shallow draught. This, combined with a heavy steel pole mast with a 20-inch search light mounted on top, all contributed to her pitching and rolling heavily in rough weather. During one period of particularly rough weather in early 1943 Lieutenant Chapman recalled that "it was all we could do to look after ourselves, let alone the convoy".

On 26 January 1943 in company with the corvette HMAS *Bundaberg* it was escorting a Sydney bound convoy in Bass Strait when an asdic contact was made. Action stations were sounded and full speed ordered. The contact was 700 yards off the port beam and when the *Abraham Crijnsen* arrived at the site two depth charges were dropped. These were set to detonate at only 50ft, but the minesweeper had not yet reached the speed needed for depth charges set to so shallow a depth. The resultant explosions shook the ship violently, springing all the centreline rivets, dam-



aging the stern frame and causing a lot of other damage. The convoy was ordered to scatter and the two warships continued the attack, this time with a setting of 100ft on the depth charges. There was no indication of success apart from some oil seen on the sea. *Abraham Crijnssen* had to be dry docked in Sydney for a week as a result of the damage it had sustained.

On 5 May 1943 *Abraham Crijnssen* was officially handed back to the Royal Netherlands Navy, and continued convoy duties until 7 June 1945. At that time it was deployed to Darwin. During the voyage north it was towing an oil lighter and the Dutch submarine *K9*. Unfortunately the tow line to the submarine parted and the sub finished up on Seal Rocks in NSW. After the war *Abra-*

*ham Crijnssen* was used to sweep the approaches to Kupang Harbour in Timor so that those vessels taking part in the Japanese surrender could safely enter.

Later it was used to carry out anti-revolutionary patrols in Indonesian waters until August 1951 when the ship returned to the Netherlands. After spending five years as a boom defence vessel it was decommissioned in 1961 and became a Sea Cadet training ship. In 1995 it was donated to the Dutch Naval Museum at Den Helder, refitted to its war-time configuration, and is still on display there.

Peter Worsley



*Abraham Crijnssen as a museum ship at Den Helder*