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MARITIME HERITAGE ASSOCIATION JOURNAL

Special Edition



Watercolour of the Leeuwin ('Lioness'), 400 ton jacht, built in Amsterdam in 1621, painted by Ross Shardlow 2015.

Private collection

- * *Leeuwin 1622*
- * *The Mary Herbert*
- * *The Gage Roads Leading Lights*



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EDITORIAL

The Annual General Meeting of the Maritime Heritage Association (Inc.) was held at the South of Perth Yacht Club on 3 April 2022. The main business of the day was the election of officers, and the following were elected:

President	Nick Burningham
Vice-President	Jill Worsley
Treasurer	Bob Johnson
Secretary	Elly Spillekom
Editor	Peter Worsley
Committee Members	Tom Saggars, Paul Reiffer, Heather Campbell and Ross Shardlow (Albany Representative).

A big thank you is due to the South of Perth Yacht Club for allowing us to use their facilities in order to hold our AGM. They also allowed us to have lunch in their restaurant and this also was much appreciated



Did You Know?

The discovery in Europe of Birds of Paradise goes back to 1521 when the *Vittoria*, the single surviving ship of Magellan's expedition round the world, anchored off the island Tidore and was visited by the ruler of Batjan. He brought two Bird of Paradise skins with him as a present for the King of Spain, but the wings were missing. The natives used to remove the wings (and sometimes the head and feet) from the carcass. It is not surprising then, that the arrival of these specimens on 6 September 1522 immediately gave rise to the story that the birds came from an earthly paradise, gliding through the air on the wind with their long plumes. There was much speculation among the naturalists about this, which lasted until research was carried out on a scientific basis in the eighteenth century.





Presidential Tidings

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

MHA AGM President's Report, 2021-22

This is the third annual report covering restricted activities in the age of Covid, an age in which the Maritime Heritage Association has been quietly maintaining a steady course ... rather as the *Mary Celeste* famously did. But there have been actual committee meetings with hands on deck, as it were (and also Zoom meetings) but I have not been able to attend them in person because I have not been in Western Australia.

Following the last AGM the Association made significant efforts to contact organisations, around Australia and even overseas, with similar interests and aims, looking for ways in which we could collaborate or assist, or exchange publications. The response was not overwhelming.

The Association has undertaken to furnish stands at events such as the Dutch Australia Foundation's Maritime Day, but as far as I can see none of the events actually occurred as intended.

One of the MHA's most enduring and culturally inspired traditions is the discussion of an MHA Maritime Art Competition and Exhibition. That tradition has been reanimated in some detail these last twelve months.

A distinguished past-president of this Association, Mr Rodney Arthur Dickson, passed away on 1st June last year. Rod was a man with a passion for Maritime Heritage and History. Rod may have marched to the beat of a different drum at times, but he had the courage, conviction and tenacity to keep doggedly marching. He accomplished a great deal and he fearlessly made his research available. We will not see his like again.

Our thanks are keenly offered 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.

Paul Reiffer has been representing the MHA on Fremantle Port's reincarnated Inner Harbour Community Liaison Group.

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.

Special thanks to the Worsleys, Peter and Jill. 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.

Finally I observe with regret that Murray Kornweibel, who has been a long-standing, effective, and much called-upon vice president of this Association is not standing for re-election to the committee this year. It is to be hoped that Murray's life is not too greatly diminished by this mistake.

Nick Burningham

The Ditty Bag

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

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

The Treaty of Tordesillas dividing the newly discovered territories in the Americas between Spain and Portugal was signed on 7 June 1494. This boundary was a north-south line 370 leagues west of the Cape Verde Islands.

Between 1610 and 1700 the Dutch sent 1,730 ships to the East.

The mark of a great ship handler is never getting into situations that require great ship handling.

Fleet Admiral Ernest J. King (1878–1956)

The light cruiser HMAS *Pioneer* (2,200 tons), launched in June 1899 as HMS *Pioneer* and gifted to the RAN in March 1913, still holds a number of RAN records. The longest time away from Australia, the greatest distance steamed and the most number of rounds fired. Paid off in 1916, it was stripped at Garden Island Dockyard, sold as scrap in 1924 and the hull scuttled in February 1931.

A blazered gentleman came up to the boat, sniffed as he looked at her and enquired: "Are you the this Johnny who thinks he's going to sail alone around the world non-stop?" I answered I was going to have ago, and his response was so stupid, it made me laugh rather than get angry. "Well, it can't be done and anyway you couldn't do it" - a nice vote of confidence from someone I had never met before, who knew nothing about me, and who I was never going to meet again.

Robin Knox-Johnston, 1968, preparing *Suhail* for his record breaking non-stop solo circumnavigation

The Spithead and Nore mutinies by Royal Navy sailors occurred between April 16 and May 15 1797. At its height there were 40,000 sailors involved in the mutiny.

One of the reasons for the mutinies was that they had received no raise in either pay or pension for many years. Another was the inadequate rations they received. At that time a Navy pound was only 14 ounces and not the normal 16.

A pivoting centerboard was invented in 1809 by an Englishman, Shulldham, while he was a prisoner-of-war at Verdun. However, a patent for a pivoting

centerboard was granted on 10 April 1811 to Americans Joshua, Henry and Jacobs Swain.

At 1.30pm on 6 July 1876 the emigrant ship *Lightning* (1, 248 tons, Captain Alexander Cameron) running under full sail stranded on Troubridge Shoal in St Vincent Gulf, S.A. Captain Cameron had been drunk, and, disregarding his chief officer's warning, sailed the ship between the lighthouse and the land. All 449 emigrants (my great grandfather and great grandmother among them) were rescued safely. Captain Cameron lost his Captain's certificate. *The Editor.*

He then presented to us a small bundle wrapped up in cloth, which he brought under his arm, and it is impossible to describe the horror which seized us, on finding in it a piece of human flesh, about nine or ten pounds weight. This, he said, was all that remained of the body....

Phillip Gidley King on the death of James Cook, February 1779.

A ship is always safe at shore but that is not what it's built for.

Albert Einstein

Also by Albert Einstein and worth remembering:

There is a major difference between intelligence and stupidity; intelligence has its limits.

The famous German raider of World War I, the steel sailing ship *See-Adler* (1,571 tons, Captain Graf Felix von Luckner), was built by Robert Duncan and Company of Glasgow, and launched in August 1888 as the *Pass of Balmaha*, owned by Gibson & Clark.

After arriving in Balboa, Panama, in May 1925 the single-handed circumnavigator Harry Pidgeon commented:

If for no other reason, I would have loved them for the absence of the network of overhanging electric wires that usually make hideous the skyline of small cities, these necessary appendages of civilization being here confined to underground conduits..





The *Mary Herbert*

By Ron Forsyth

When Frederick Aloysius Weld departed Government House at the end of his governorship of the Crown Colony of Western Australia he travelled overland via Bunbury to Albany. Accompanied by his eldest son, seven-year-old Humphrey, he farewelled colonists along the way. His wife Filumena was said to be expecting one of their eleven children and was to ship with the rest of the family later.

The colony's next governor, William Robinson arrived on the P & O mail steamer s.s. *Pera* and Fred Weld and his son boarded the same vessel for Hobart on 4th Jan 1875.

The ship that was to bear Filumena and family to Hobart Town was apparently sold and without being able to contact her husband she chartered another vessel for the purpose. Ironically Weld's last official function at Albany was to drive the first telegraph pole in the line that would connect Western Australia with the rest of the world.

The Inquirer newspaper of 21 April 1875 announced:

'...a new and smart-looking schooner belonging to Mr. James Herbert, of Fremantle, for Hobart Town, whither she is engaged to convey Mrs. Weld and family.'



P & O Co SS Pera. [1868].

Liverpool, Cecil George Savile Foljambe, Earl of, 1846-1907 :[Sketchbook] 1868. Ref: E-304-046. Alexander Turnbull Library, Wellington, New Zealand./ records/23251601

Unlike his more adventuresome predecessor, Robinson boarded the s.s. *Georgette* and made his way to Fremantle in the relative comfort of the little steamer.

Weld was content to take on the governorship of Tasmania at a lesser salary, as government house in Hobart Town was larger and better suited to his increasing family. Tasmania had Responsible Government as well, which meant his role would be more ceremonial and less demanding than it had been as Administrator of a Crown Colony.

Filumena Mary Anne Lisle March Phillips Weld was apparently not of a superstitious nature and was no doubt anxious to settle her family in their new home in Hobart with her husband. For the vessel she chartered was the *Mary Herbert* which had been eight long years in the making. Her gestation had been long and vexatious.

In a letter to the editor of the *West Australian*, years later on 10th April 1941 W. Lynch recalled:

She was built by an old shipwright by the name of Jackson, and he built her for a publican named Herbert. When the boat was about half built he had a dispute with the owner, and he flung in his job and for about eight years she remained in that state.

*Then, with his three big sons, he again took on the job and finished her, but the old man did not launch her. There was again a dispute between Jackson and Herbert, and his leading hand, Fred Jones, did the launching, or tried to. The old man predicted she would never see the water. He was not quite right, but near enough; she broke down in the slipway. Just as the owner's wife broke a bottle of wine over her, and called her the *Mary Herbert*, after herself. She had just then got to the water's edge and remained there for weeks before they got her into deep water, where she was rigged and completed and got ready for her first voy-*



age, which was to be Hobart. Her first passengers were to be Lady Weld, the Governor's wife, and her two daughters; also the owner, Mr. Herbert, who was making the round trip in her.

Jackson had a serious drinking problem which no doubt contributed to the long delay in her launching. In 1868 the Fremantle Resident Magistrate had called him a notorious drunkard and chose to imprison him for fourteen days rather than impose a fine to make a lasting impression.

The passage of the *Mary Herbert* was said to be rough with the deck and cabin constantly flooded. Weld later wrote:

The captain [J. McKenzie] turned out to be an ex-convict who drank like a fish, and new so little about his work that Mena had to give directions to the crew when to reef the sails.

Nevertheless, the Weld family of eight and nurse were delivered safely to their destination

On the return voyage the owner James Herbert secured a backload of flour at Adelaide. They encountered rough weather crossing the Bight and called into the haven of Albany for respite. It was reported that the crew were all drunk on their departure early in September.

After leaving port a heavy north-west gale set in for nine days. When she didn't run back to Albany it was presumed she had been driven as far eastward as the Bight, and it was hoped news of her safety would come from South Australia.

After fifty-six days at sea, she was believed lost with crew and twelve passengers including the owner. Wreckage strewn along the south coast was thought to have come from her.

Captain Miles, of the schooner *Mary Ann*, was at the time supplying materials for the east-west telegraph line. He appeared '... to favor the supposition that the *Mary Herbert* was not driven ashore and wrecked, but that she foundered in the open ocean. On the second day after her departure from King George's Sound, the weather then being very unsettled and boister-

ous, the *Mary Ann*, lying at anchor in Bremer Bay — some 120 miles to the eastward of Albany — was struck by a 'white squall' from the westward, and thrown on her broadside. The squall gave no warning whatever of approach, and lasted about twenty minutes. The consequences of a squall, of only half such force, striking a vessel like the *Mary Herbert*, in light draught as she was, under canvas, would doubtless be most disastrous.

The s.s. *Pera* was wrecked in 1882 when it hit an iceberg off Newfoundland on its way from Quebec to London.

Sources:

Early Western Australian newspapers.
Bicentennial Dictionary of Western Australians
Rod Dickson, *They Kept This State Afloat*.

Editor's note:

Mary Herbert

Official No. 72471 was launched in April 1875 from the yard of William Jackson at South Beach. The 92-ton brigantine was 76.58ft in length, had a beam of 19ft and a depth of 8.33ft



The builder of the Mary Herbert, William Jackson, and his wife Caroline.

Photo: Fremantle City Library



QUIZ

Answers to March

1. Hawley Shoal is west of the north end of Garden Island, and was named after the 420-ton barque *Alfred Hawley* (Captain George Phillips) that briefly grounded on it in 1883.
2. Ratlines are a series of evenly spaced rope steps up the shrouds of a mast to enable sailors to reach the yards on a sailing vessel.
3. The Battle of Trafalgar was so named after Cape Trafalgar on the south-western coast of Spain. The name Trafalgar is of Arabic origin.

Quiz

1. Before Federation many of the states had their own navy. Did Western Australia have one?
2. What is a parrel?
3. Sir Ernest Shackleton's famous ship *Endurance* (sunk in 1915) has been discovered in the Weddell Sea in Antarctica. However, Shackleton had been to Antarctica twice before, once as a member of Robert Falcon Scott's *Discovery* in 1901–03 and once as leader of his own expedition in 1907–09. What was the name of the ship Shackleton used in this second expedition?

For those who have not heard the news, Michael Young, the founder of the Duyfken Project, passed away on the 27th of February. Without Michael's passion and enthusiasm, *Duyfken* would never have been built. Without Michael, none of us would have been able to be a part of the *Duyfken* experience.

On 23 December 1993, Michael wrote a short letter to the editor, titled 'A new *Endeavour*?' which was published in the Fremantle Herald newspaper owned by Andrew Smith. In early 1994, a small group of us met at Michael and Janine's house and it was agreed to form a community group to build the ship. The group became

the Friends of the Duyfken, and from that disparate group, the Duyfken 1606 Replica Foundation was born. Michael dedicated several years of his life to the *Duyfken* dream.

Michael's passion was infectious. We were all spun into the *Duyfken* web. His close association with the project continued for many years. To honour Michael there will be a memorial before the lecture of the Duyfken Replica this Sunday at the WA Maritime Museum.

Thanks Michael, may you have fair winds and following seas.

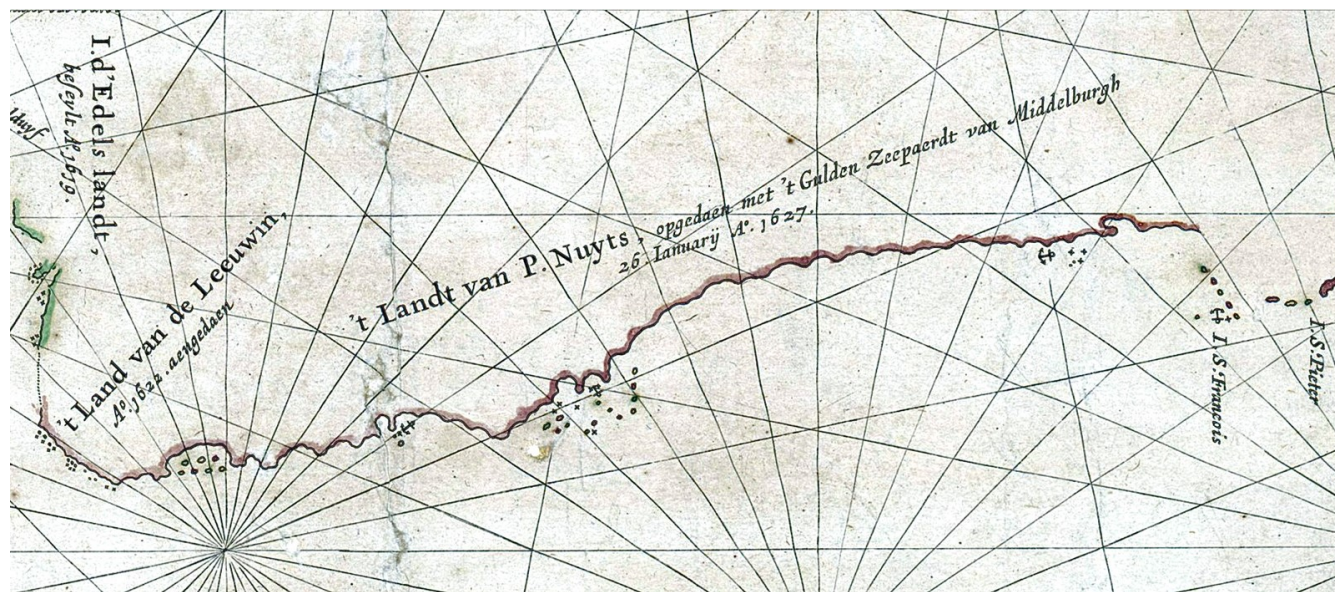
Graeme Cocks





LEEWIN 1622

by Ross Shardlow AM FASMA



Detail from Hessel Gerritsz' *Chart of the Malay Archipelago and the Dutch Discoveries in Australia*, created 1618–38, showing the southern coastline of Australia charted by François Thijssen in the *Gulden Zeepaerdt* after making their landfall 26 January 1627. This section of the chart is named after Pieter Nuyts the senior dignitary aboard the ship and joins up with the *Land van de Leeuwin* in the south-west and *d'Edels land* on the west-coast. North is pointing the right way up to the top of the chart.

National Library of Australia

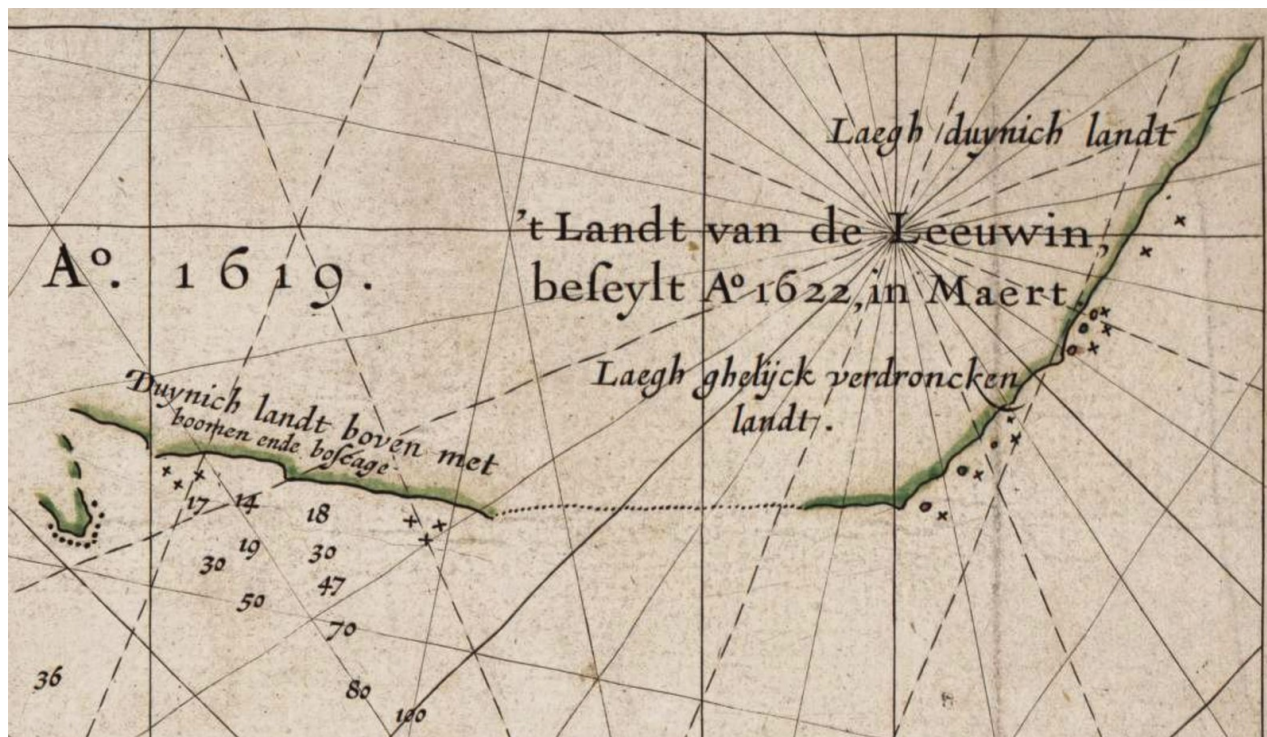
In March 1622, the VOC ship *Leeuwin* ('Lioness') made the first recorded European landfall on the south-west corner and southern coast of Australia. Historians writing about early discoveries of Australia usually preface their reference to this historic event with: 'very little is known about the *Leeuwin* of 1622'. Ross Shardlow casts a new light on the *Leeuwin*.

In his book *Australia Unveiled: the share of Dutch navigators in the discovery of Australia*. (Amsterdam, 1976), eminent historian of cartography Günter Schilder laments little is known of *Leeuwin*'s discoveries as her journal has been lost, but from a few documents and letters from the VOC we can glean some details about her existence, the most significant being the fortuitous inclusion of *Leeuwin*'s name on Hessel Gerritsz' (1627) chart of the west coast of Australia that records, '*t Landt van de Leeuwin, beseylt A° 1622, in Maert*' (the Land of the *Leeuwin*, sailed along in the year 1622, in March). Gerritsz' chart shows the land that *Leeuwin* sailed along extending to latitude 35° south. *Leeuwin*'s name also appears in a summary of previous discoveries made in Australia in Abel Tasman's sailing instructions of 1644. Schilder cites his reference

for Tasman's instructions from: Koloniaal Archief, VOC 868, fol. 40, General State Archives, The Hague. The reference also confirms that *Leeuwin* was in latitude 35° south when she 'unexpectedly' made her discovery:

... in the years 1616, 1618, 1619 and 1622 the west-coast of the great unknown south-land was unexpectedly discovered in 35 to 22 degrees by the ships Eendracht, Mauritius, Amsterdam, Dordrecht, and Leeuwin coming from the fatherland...

Other Dutch documents reveal that *Leeuwin* set sail from Texel in northern Holland on 20 April 1621 and arrived at Batavia in the East Indies after a long voyage of thirteen months on 15 May 1622. Günter concludes the delay of the long voyage 'greatly annoyed the officials of the VOC,' while J. E. Heeres in his *The Part Borne by the Dutch in the Discovery of Australia 1606–1765*. (London, 1899), states the *Leeuwin* arrived after a very long voyage, 'of which the Governor-General and High Council did not fail to complain'. Schilder explains why the *Leeuwin* was delayed:





[India] and stayed in the indies and was laided [laid] up in 1640.

There are however no pictures or other drawings of the ship.

Bill had also learnt that a Dirk Gerritsz Krul was, at one time, captain of a 400-ton VOC vessel called *Leeuwin* that had a full complement of 250 people, and wondered if this might be the same master and same *Leeuwin* that graced our shores in 1622.

I put it to Bill that I had painted a watercolour back in 1986 to represent the *Batavia* of 600 tons built in Amsterdam in 1628, and that it might answer very well for the *Leeuwin* of 400 tons built in Amsterdam in 1621. After a short consultation Bill and I concluded my painting actually looked more like the *Leeuwin* than the *Batavia*!

In June 2002, I had a chance meeting with Dr Maarten van Boven, Director of National Archives of the Netherlands. Maarten was planning a trip to Western Australia to see his daughter and asked if he could call at my studio to see my work, he also asked if there was anything he could look up for me in the Dutch National Archives. I asked if he had anything on the VOC ship *Leeuwin*. Maarten replied:

Your question about the history of the Leeuwin was a reason for my colleagues to search in our VOC-archives and we've found very interesting never published things.

I send you as an attachment the report of our expert Miss Trix van Hooff [who also translated the Od Dutch documents].

REPORT RESEARCH LEEUWIN,
by Trix van Hooff, National Archief Nederland 07 June 2002

The yacht Leeuwin, with a volume of 400 tonnes, was fitted out by the Amsterdam Chamber of the VOC and left from Texel on 20 April 1621. There is no information about the construction of the yacht.

According to Dutch Asiatic Shipping, there were 250 people on board. The name of the captain is not mentioned, which was not uncommon in those years. The Leeuwin arrived in Batavia via the Gulf of Guinea and the West coast of Australia on 15 May 1622.

The following information can be found in the Resolutions of the Amsterdam Chamber from 1620 (VOC 228):

22 October 1620: *The managers of the wharf are told to look for a suitable ship that can be used as an "advice yacht." These yachts were small, fast yachts that were used to transfer messages and orders or for reconnaissance.*

4 January 1621: *Reyer Simonsz. van Wtgeest, son of Simon Michelsen, presents himself as captain on the advice yacht of the Chamber.*

11 January 1621: *The "adviso" yacht Leeuwin will be fitted with a crew of 175 men.*

12 January 1621: *The Board of the VOC (the "Gentlemen XVII") decided that this yacht will take 7 chests with Reals to the Indies. On 24 February this was changed to 10 chests!*

11 March 1621 *The crew of the Leeuwin will be contracted on Tuesday (= 16 March). The drum will be sounded on Monday [for the crew to go aboard]. Sending some girls or women along with the Leeuwin will be postponed/extended until autumn.*

9 April 1621: *It turns out to be difficult to find enough Reals. However, 3 chests with unminted silver are loaded on board.*

The question remains: was Reyer Simonsz. van Wtgeest captain on the Leeuwin during its outward journey? Looking at the resolutions of 4 and 11 January 1621, this does seem plausible. Unfortunately, the name of the captain is not given anywhere else, so it cannot be verified.

On 15 May 1622 the Leeuwin finally arrived in Batavia. Unfortunately, the diary/day-register of Batavia Castle for this year is missing. It would have included a refer-



ence to the arrival of the *Leeuwin*, perhaps even with the name of the captain.

In the Resolutions of the Governor-General and High Council of the Indies in Batavia of 18 May 1622, it is mentioned that the *Leeuwin* arrived on 15 May (VOC 658).

On 6 September 1622 the same Governor-General (Jan Pieterszoon Coen) and the High Council dispatched a letter to the Board in the Netherlands, also mentioning the arrival of the *Leeuwin* (VOC 1076, folio 3-26): “The *Leeuwinne* and the *Gouden Leeuw* (‘Golden Lion’) departed from the Netherlands together, the one arriving here four months later and the other 13 months later, which is a big difference indeed. The reason why the *Leeuwinne* and others have made such a long journey and ended up stuck in the Bight of Guinea, we understand to be that when heading South from the islands of Cabo Verde they encountered unfavourable winds which led them to take an easterly course thereby ending up in the Bight before they realized it.” They therefore recommend that the Board of Directors issues an order for all captains to take a westerly course from the islands of Cabo

Verde: “We think that they will soon cross the equator and not end up in the Bight. In our opinion, nobody goes there without the intention of arriving there.”

In this same letter – which is in fact taken to the Netherlands on board the *Leeuwin* – they also mention that the *Leeuwin* departs for Holland on 6 September 1622. The *Leeuwin* was not to wait for the other retourships/home bound ships, but to return home ahead of the others.

The *Leeuwin* was loaded with a cargo with a value of 106.659:2:2 guilders. The ship was to sail together with the English ship *Cleyne Jeems* (‘Little James’), but “we instructed our people not to trust the English/ but we have decided not to trust the English.”

In a Resolution of the Governor-General and High Council of 31 August 1622 it is decided to appoint Cornelis de Maeijer (or Meijer) as merchant and Dirk Gerrits Crul as captain of the *Leeuwin*.

We know that this Crul/Krul arrived in Banten on 22 October 1617 as captain of



Watercolour of the *Batavia*, 600 tons, built in Amsterdam in 1628, painted by Ross Shardlow in 1986. Though the *Batavia* was a retourship of 600 tons and the *Leeuwin* a yacht of 400 tons, they still look similar in a broadside view.



the yacht Tijger. He then remains in the Indies. We know [by the] end of December 1620 he served as captain on the Amsterdam. This means that Crul/Krul cannot have been captain of the Leeuwin when it left Holland on 20 April 1621.

The Leeuwin arrived in Texel on 19 May 1623, via St. Helena.

Crul/Krul makes at least one other trip to the Indies: 3 May 1626 he is captain on the yacht Sloten.

Trix van
Hooff, National Archief Nederland 7 June
2002.

Voyages and Fate of the *Leeuwin*:

There were at least three vessels named *Leeuwin* sailing for the VOC between 1598-1664. There were also other ships named *Leeuwin* that were either naval, West India Company or general merchant vessels. The first VOC *Leeuwin* in this period was a vessel of 250 tons, one of two ships on the Second Asia Expedition trading to East India and Sumatra. The *Leeuwin* was commanded by Frederick de Houtman, the same de Houtman that came to the west-coast of Australia in 1619. Frederick's brother Cornelis de Houtman commanded the other ship called the *Leeuw* ('Lion'). Neither brother returned from the expedition, Cornelis was killed and Frederick captured. The *Leeuwin* returned to the Netherlands in 1600. The second *Leeuwin* was the 400-ton yacht built in Amsterdam in 1621 that made five voyages to the East Indies and came to the southwest and south coast of Australia in 1622. The third *Leeuwin* was also a 400-ton yacht, 26 guns, but was built in Middelburg and traded to the East Indies from 1653 to 1664 when she was wrecked near Macassar.

Leeuwin, 400-ton yacht built in Amsterdam 1621 for the Amsterdam Chamber.

Voyage 1: Texel to Batavia, master Reyer Simonsz. van Wtgeest, 20.04.1621 - 15.05.1622

Batavia to Texel, master Dirk Gerritsz Krul, 06.09.1622 - 19.05.1623

Voyage 2: Texel to Pulicat, master —
08.01.1624 - 04.08.1624

Pulicat to Texel, master Oostzaner Over toom, 31.03.1625 - 21.03.1626

Voyage 3: Texel to Pulicat, master Willemsz., Jan, 19.03.1627 - 04.01.1628

Batavia to Texel, master —
17.11.1628 - 11.07.1629

Voyage 4: Texel to Batavia, master —
18.02.1630 - 23.09.1630

Batavia to Amerlander Gat
(Netherlands), master —
08.03.1631 - 09.10.1631

Voyage 5: Texel to Batavia, master —
18.04.1632 - 16.09.1632

The last voyage of the *Leeuwin* was in 1632 to Batavia. On that voyage she made no ports of call and stayed in the Indies where she was laid up to 1640. Other reports give her final destination as Pulicat in India near Madras and that she stayed in the Indies and was laid up in 1640. It is likely her destination was Batavia where she arrived 16 September 1632 and was then taken to Pulicat at some time where she was laid up until 1640.

Captain Reyer Simonsz. van Wtgeest:

The Resolutions (minutes) of the Amsterdam Chamber of the VOC for the 4 January 1621 state: *Reyer Simonsz. van Wtgeest, son of Simon Michelsen [van Wtgeest], presents himself as captain on the advice yacht of the Chamber.* Maarten van Boven from the National Archives of the Netherlands surmises, '*the captain was most probably Reyer Simonsson van Uutgeest*' – but without verification in a journal or log-book we cannot, in an academic sense, be certain Reyer was the captain. Maarten points out, however, that the Resolutions of the Chamber continue to describe the fitting out of the *Leeuwin* and her crew in some detail, but there is no indication that Reyer Simonsz. van Wtgeest did not accept the appointment, nor do any other captains present themselves for the position. I have not been able to find another Reyer Simonsz. van Wtgeest on the VOC captains list. The spelling of the name Wtgeest varies considerably from Wthgeest, Uutgeest, Uytgeest, Uijtgeest, Uytgeest or Uitgeest. Uitgeest is a municipality and a town in the province of North Holland. Curiously, cartographers Willem Janszoon Blaeu and Hessel Gerritsz are both said to have been born in Uitgeest.

There is, however, a Captain Dirck Simonzoon van Uitgeest/Uytgeest, and if we consider the possibility that Reyer is a variant of Richard and Dirck is a variant of Richard, then Captain Reyer and Captain Dirck might be one and the same. Captain Dirck Simonzoon van Uitgeest was a



Dutch pirate. In 1628, Dirck Simonzoon van Uitgeest commanded a fleet of twelve ships on a privateering commission for the Dutch West India Company targeting Brazil and the north coast of South America to attack Spanish and Portuguese shipping and colonies. Uitgeest was very successful with his venture returning to the Netherlands in April 1629 with over a dozen Spanish and Portuguese prizes.

The Dutch West India Company:

Much has been made of *Leeuwin*'s exceptionally long thirteen-month voyage from Texel to Batavia. Ships normally took about six or seven months to make the passage, while the 550-ton *Gouden Leeuw*, which departed Goeree in South Holland the day before *Leeuwin*'s departure from Texel, took just four months to make the trip – something of a record at that time. Schilder claims the delay '*greatly annoyed the officials of the*



Watercolour of the Vergulde Draek ('Gilt Dragon'), 260 tons, built in Amsterdam in 1653, painted by Ross Shardlow in 2015. This is my second attempt to pass off an image of the *Leeuwin*. The Vergulde Draek, at least, was a yacht like the *Leeuwin*, and though the Vergulde Draek was of a smaller tonnage and built thirty years later, probably looked more like the *Leeuwin* than the painting of the retourship Batavia.

Private collection

It is a tantalising speculation that if Reyer and Dirck are one and the same, or from the same family, then there is a possibility the reason for the captain not being named on the *Leeuwin* voyage of 1622, and the disappearance of the logbooks and journals from the same voyage, was not for the shame of a captain being delayed and far off his course, but because the captain might have been a pirate commissioned as a privateer to undertake a covert mission that must at all costs be kept secret particularly from the Portuguese and Spanish.

VOC while Heeres affirms they '*did not fail to complain*'. The translation supplied by Dr Maarten Boven at the National Archives of the Netherlands, however, simply noted the Governor-General's attention to the difference in the passage times as, '*a big difference indeed*', hardly a reprimand. The same letter from the Governor-General and the High Council in Batavia to the Board of Directors in the Amsterdam Chamber also explained why the passage took so long:



The reason why the Leeuwinne and others have made such a long journey and ended up stuck in the Bight of Guinea, we understand to be that when heading South from the islands of Cabo Verde they encountered unfavourable winds which led them to take an easterly course thereby ending up in the Bight before they realized it.

On asking Maarten van Boven on the subject of the captain's reprimand he said it was his opinion that Captain Reyer Simonsz. van Wtgeest was NOT reprimanded. Maarten succinctly puts it, '*I don't think the VOC had taken the captain ill [did not think ill of him]. It was all in the game.*' The answer may well lie in the last sentence of the Governor-General's letter to the Board of Directors where he recommends new sailing instructions for all VOC captains to avoid sailing into the Bight of Guinea: '*In our opinion,*' he states, '*nobody goes there without the intention of arriving there.*' That is to say, Captain Reyer Simonsz. van Wtgeest had every intention of going into the Bight of Guinea, unfavourable winds or otherwise.

The date of *Leeuwin's* arrival in the Gulf (or Bight) of Guinea on the West Coast of Africa is of interest. She left Texel 20 April 1621 and, based on subsequent voyages to Cape Verde, should have taken a month or so to get to the Gulf arriving at the beginning of June. Coincidentally, on 3 June 1621 the Dutch West India Company (GWC) was formed and head-quartered at Fort Nassau at the head of the Gulf of Guinea. After the collapse of the Twelve Years' Truce with Portugal-Spain and the Dutch Republic, the GWC was formed and granted a trade agreement that allowed them to seize Portuguese and Spanish shipping and colonies which soon gave them a trade monopoly over the Americas, West Indies and the African Gold Coast, thereafter known as Dutch Guinea or the Dutch Gold Coast; rich in gold, ivory, pepper – and slaves. The *Leeuwin* spent six months in the Gulf of Guinea. It would be difficult to believe she was stuck there the whole time by 'unfavourable winds.' It would not be difficult to imagine the *Leeuwin*, an advice yacht '*used to transfer messages and orders or for reconnaissance*', was sent to the Gulf of Guinea as a despatch and support vessel for the establishment of the Dutch West India Company – something she might not want the Portuguese and Spanish to hear about. There does not appear to be a record of *Leeuwin* calling at the Cape after leaving the Bight suggesting she might have re-provisioned at Walvis Bay north of the Cape

away from prying eyes as she continued on her next venture, the (unofficial) quest to discover the extent of the Unknown South Land.

The Search for the Unknown Great South Land:

In 1611 Hendrik Brouwer introduced his new route that reduced the sailing time from almost twelve months to six months between the Cape of Good Hope and the Dutch East Indies. After 1616, when Brouwer's Route became mandatory for all VOC vessels, parts of the Western Australian coastline started to take shape after unexpected discoveries were made by Captain Dirk Hartog in the *Eendracht* in 1616, Captain Haevick Klaasz van Hillegom in the *Zeewolf* in 1618, followed a few weeks later by Captain Leendert Jacobsz in the *Mauritius*. These early discoveries were in northern waters from latitude 27° to 22° south, extending from about Dirk Hartog Island to North West Cape. Postulating that the new unknown land might be part of the fabled Great South Land, and also a hazard to navigation, the Gentlemen XVII in Amsterdam ordered the captains of their ships to look out for the unknown land and to chart and determine the extent of the coast. These were not necessarily 'secret orders', but the VOC certainly did not want the Portuguese, Spanish, English, or any other trading competitor, to find out about it.

On 19 July 1619 Captain Maarten Cornelisz in the *Amsterdam* was sailing in company with Captain Reyer Jansz in the *Dordrecht*, when they made a landfall on the 'Southland lying behind Java' and anchored in latitude 32° 20' south, opposite Warnbro Sound and a long way farther south than the earlier Dutch discoveries. Each ship just happened to be carrying a dignitary aboard, fleet commander and member of the Council Frederik de Houtman on the *Dordrecht*, and Councillor of the Indies Jacob Dedel on the *Amsterdam*. In the language of the day, these ships came upon the land unexpectedly (all of a sudden), not accidentally (unintentionally). De Houtman was a very experienced explorer, navigator, astronomer and now a member of the same Council of the Dutch East Indies that had just ordered their captains to look out for and chart the unknown land. The *Amsterdam* and *Dordrecht* were both cumbersome 800-ton retourships not suited to coastal navigation in heavy weather on a lee shore. As it was not practicable to attempt a landing they worked their ships northwards as close inshore as they dared to chart the land de Houtman named *Dedelsland* (later changed to *d'Edels land*) after the highest-ranking member aboard the ships. On the 29 July 1619 in latitude



28° 26' de Houtman made the important discovery of an extensive group of treacherous low-lying islands that were given the name the Houtman Abrolhos. The ships continued sailing north until they caught up with Dirk Hartog's *Eendracht-Island* in latitude 27° 40' then held their course north and north-west for Bantam, Java.

The Houtman discoveries were important not only for the extensive charting of the west-coast of Australia, but for the letters de Houtman and Jacob Dedel wrote to the Board of Directors in Amsterdam urging the Gentlemen XVII to do further exploration with a properly fitted out vessel or a couple of smaller ships. On the 9 September 1620, the Board of Directors in the Amsterdam Chamber wrote to Governor General Jan Pieterszoon Coen and the High Council in Batavia asking for a ship to be sent to examine the extent of the Southland from the northern to the southern-most extremities. By the following month, 22 October 1620, the Resolutions of the Amsterdam Chamber recorded they were looking for a suitable ship to be fitted out as an 'advice yacht' and to be named the *Leeuwin*. Coen received his instructions in Batavia at the beginning of 1621 but answered, '*this year it will not be convenient to explore the Southlands behind Java*'. The Gentlemen XVII would not have received Coen's reply by the time the *Leeuwin* set sail from Texel 20 April 1621, but it seems the Amsterdam Chamber had already decided they would play their part in the exploration of the Southland. After the establishment of the Dutch West India Company in the Gulf of Guinea, *Leeuwin* continued with her sailing instructions by following in de Houtman's wake to determine the southern extent of the Southland. *Leeuwin* approached the unknown coast a few degrees lower than de Houtman in latitude 35° south (Houtman was 32°) to see if land extended that far south. That is to say, Captain Reyer Simonsz. van Wtgeest had every intention of being as far south as he was, and he was not there by mistake, accident or poor navigation. The only thing 'unexpected' about the discovery was the land was a little further east than expected.

The Company instructions issued to Abel Tasman in 1644 state the *Leeuwin* made her landfall in latitude 35° south, Gerritsz' chart does the same, which (if dead accurate as the Dutch navigators were quite capable of doing) would place the *Leeuwin* at what we now call Point Nuyts, near Walpole, on the south-coast of Australia. Reyer Simonsz. van Wtgeest then headed the *Leeuwin* north-westwards along the coast, noting such topographical features as *Laegh duynich landt*

(low-lying land with dunes) along the south-east coast and *Laegh ghelijck verdroncken landt* (low-lying land seemingly under water) behind the cape that Matthew Flinders named Cape Leeuwin in December 1801. *Leeuwin* rounded the south-west corner and continued northwards along a new coastline before losing the land towards Cape Naturaliste and headed north-west by north for Batavia where she arrived 15 May 1622. *Leeuwin*'s discoveries were significant. Not only had she made the most southern landfall of any VOC ship up to that time, she was the first to discover the south-west corner of the Southland and the first to make a landfall of the southern coast of Australia. In observing the land continuing to fall away to the south-east, along with an open ocean swell and current running to the east, speculation grew that this might be the limit of the known Southland, the true *Unknown* Southland, therefore, must lie beyond.

If the arrival of the *Leeuwin* in Batavia on 15 May 1622 didn't galvanize the Governor General Jan Pieterszoon Coen into action to fit out a survey vessel, the arrival of a boatload of shipwrecked sailors certainly did. On 24 May 1622, the East Indiaman *Trial* struck rocks off the Montebello Islands on the north-west coast and foundered. Two boats got away, the first arriving in Batavia on 25 June 1622 with the second boat arriving three days later. As J. P. Sigmond and L.H. Zuiderbaan exclaimed in their *Dutch Discoveries of Australia* (Adelaide, 1976), '*The authorities in Batavia were shocked.*' The loss of the *Trial* (the first recorded shipwreck in Australian waters) proved the new Brouwer Route was likely to put Dutch navigators in peril, or worse still, it proved the new Brouwer Route was no longer a secret, for the *Trial* was a 500-ton *English* ship employed by the English East India Company which clearly had followed the Brouwer Route – the cat was out of the bag! A few weeks later another Dutch ship, the *Wapen van Hoorn* ran aground at night in a hard wind in the '*t Landt van d'Eendracht*'. Fortunately, they got off. Coen did not need any more convincing and outfitted two yachts, the *Haringh* and *Hasewint*, both under the command of Jan Vos, to attend '*the urgent necessity of obtaining a full and accurate knowledge of the true bearing and conformation of the said land*' according to Coen's letter to the Board of Directors in Amsterdam, 29 September 1622. Regrettably, the *Haringh* and *Hasewint* never got passed the Sunda Strait before they came across the *Waapen Van Rotterdam* and the *Mauritius* which were disabled by the scurvy. By the time these ships were escorted into Batavia it was too late in the season to

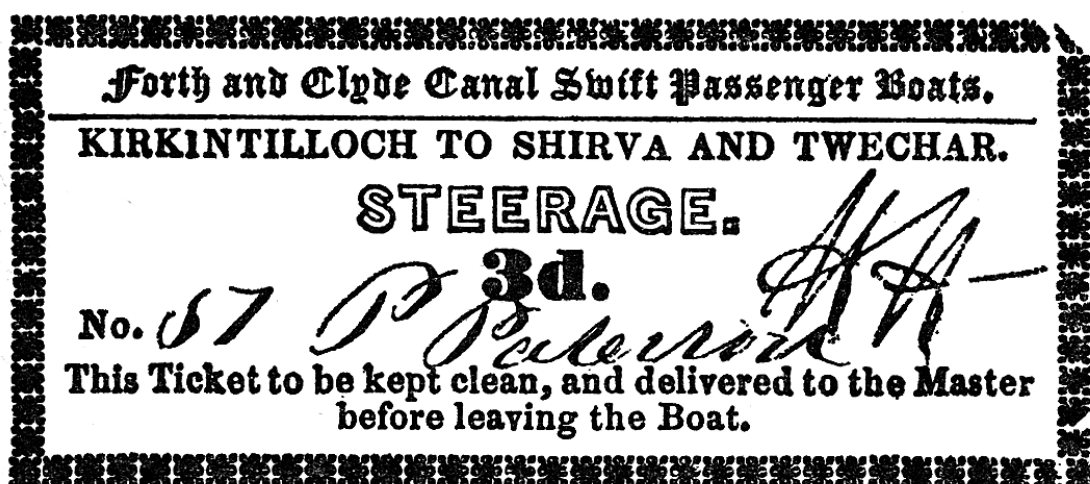


go exploring along the coast of the Great South Land, and certainly not down to '45 or 50 degrees, or from the farthest point to which the land shall be found to extend southward within these latitudes . . . '.

It wasn't until 1626 before the *Gulden Zeepaerdt* ('Golden Seahorse') commanded by Captain François Thijszoon/Thijssen, with extraordinary member of the Council of India Pieter Nuyts on board, followed *Leeuwin's* example to find the southern extent of the Southland by running a few more degrees further south. The *Gulden Zeepaerdt* approached the coast in latitude 37° and found the open sea. After running some 800 nautical miles (1,500 km) from the longitude of Cape Leeuwin she worked her way northwards and on 26 January 1627 sighted a group of islands in latitude 32½° south about 30km off the South Australian coast near Ceduna. The islands were later named Nuyts Archipelago by Matthew Flinders in 1802. Thijssen then turned and followed the coast westward, charting some 1,800km of coastline until he joined up with 't Landt van der *Leeuwin* 120km west of Albany at a point of land appropriately named Point Nuyts by cartographer Beautemps-Beaupré on Bruni d'Entrecasteaux's expedition in 1792. Thijssen named the land behind the coastline he charted: 't Landt van P. Nuyts, opgedaen met 't Gulden Zeepaerdt van Middelburgh 26. January A°. 1627, (the land of P. Nuyts gained with the *Gulden Zeepaerdt* of Middelburgh 26 January in the year 1627) naming the land after Pieter Nuyts the senior official on board the ship. After rounding Cape Leeuwin Thijssen turned northwards and arrived at Batavia 10 April 1627.

With Thijssen and Nuyts discoveries there seemed little doubt that the land mass previously

referred to as the known Southland was not part of the true Southland. Though the eastern extent of the Southland was still unknown, Dutch navigators, cartographers and philosophers were already suggesting the land was simply too small and too close to the equator to qualify as the Great Unknown Southland. It only remained to make that final exploration to confirm that the known Southland was separated from the unknown Southland by a Southern Sea. Though a few other ships touched the known coast, like the *Grooten Broeck* that sailed from Cape Leeuwin to Dirk Hartog Island in 1631 and the *Batavia* that investigated the Houtman Abrolhos the hard way in 1629, not much happened in southern waters until 1642 when Abel Janszoon Tasman was given command of two ships, the *Heemskerck* and the *Zeehaen* to discover and explore the unknown Southland and find a new South Sea route across the Pacific to South America. Tasman's instructions required him to search for the Southland south of Mauritius in latitude 52° or 54° and if no land was found there to sail due east 'until you meet with the land'. Heavy seas prevented Tasman sailing beyond 49° south so he and his steersman/pilot François Jacobszoon Visscher thought it prudent to sail up to 44° and 40° and head eastward. As they worked their way under the Great Australian Bight they levelled off at about latitude 42° and on 24 November 1642 met with the land in 42° 20' south about half way up the western coast of Tasmania. After a short consultation with the officers they decided to sail south-about rather than go north, allowing the ships to pass into the South Pacific to discover New Zealand, Tonga and Fiji. Tasman named the land they had just sailed under *Hollandia Nova* (New Holland) leaving the riddle of the Unknown Great Southland for others to find.





A most excellent lead

The story of the Gage Roads leading light

By Julie Taylor

Before the opening of Fremantle Harbour in May 1897, conditions at the port had been difficult. Shallow water at the jetty and exposure to the weather meant that mail ships eschewed Fremantle in favour of Albany and its natural harbour.

Fremantle's new harbour offered a sheltered position, deep water and proper facilities. The government was at great pains to convince shipping lines that mail steamers, especially British steamers, should make Fremantle their port of call instead of Albany.

There was therefore great excitement on 23 February 1898 when the Norddeutscher-Lloyd mail steamer *Prinz Regent Luitpold* arrived in Fremantle. However, the visit did not quite go as planned. The steamer could not enter the inner harbour because of construction work in progress and, as she was three or four hours late, the planned luncheon on board for the governor, members of parliament and other leading citizens had to be postponed indefinitely. That did not stop the curiosity of the large crowd that had gathered near the lighthouse on Arthur Head.

A month later a second German mail steamer, the *Gera*, called at Fremantle. She did enter the harbour and Capt. Meissel is reported to have been 'intensely pleased with Fremantle, which cannot help beating Albany as a harbour in every respect'. He did, however, have some suggestions for improvements, one of which was a leading light into Gage Roads.

This suggestion seems to have fallen on deaf ears until it was repeated by a representative of the P and O Company. In June 1899 Capt. TS Angus visited Fremantle to inspect the harbour and report on its suitability as a port of call for that company's mail steamers. While Capt. Angus was generally satisfied with what he saw, he suggested some improvements, not least of which was a leading light. He was quite open about the fact that he had got the idea from a captain of Norddeutscher-Lloyd!

Capt. Angus advocated for two lights – an upper and a lower – such that when the lights are lined up, a ship will be on a safe course. He thought

the upper light could be on the mainland and the lower light on the Fish Rocks, off Catherine Point.

The leading light suggestion is taken up

Capt. Angus' suggestion for a pair of leading lights was taken seriously. Through the Agent-General in London, the idea was referred to Admiral Sir William Wharton, the Hydrographer of the Navy, and the government's consulting engineer for lighthouses Mr WT Douglass.

Douglass suggested that a pair of lights was unnecessary; one lighthouse on the mainland would suffice, he said. He pointed out the 'tendency in the present day to provide sectors of light to mark fairways or dangers in contradistinction to the practice ... of erecting leading lights'. Wharton agreed with the principle of one sector light but he believed that it should be on the Fish Rocks.

The proposal was controversial. There were those who supported it. And there were those who were concerned about government debt and were vehemently against spending more money on harbour improvements. Ultimately the proposal to build a sector light on the Fish Rocks was passed, with a budget of £20,000.

Two designs for a stone-built lighthouse, complete with living quarters, were drawn up. The gallery was 19.8m above the low water mark, the total height being 25m to the top of the dome. An order for the lantern and apparatus was placed with Chance Bros.

On the opening of parliament on 15 August 1900 Administrator Sir Alexander Onslow noted in his speech that the leading light had been ordered and that 'the work of preparing the foundations will be commenced at once'.

Finally, in August 1900 two British mail steamers put into Fremantle harbour – on the 13th the Orient Company's *Ormuz*, followed by the P and O Company's *India* on the 20th. There were official functions on board the *India*, and in both cases there was a crush of visitors on the wharf who were eager to get on board and inspect the ships. According to one correspondent, there was much pushing and disorderly conduct. Capt. Worcester



of the *India* 'hoped that the leading light on Fish Rock would be completed as soon as possible, as it would much add to the facilities of the port'.

A rock lighthouse for Gage Roads

The work was soon underway, but there was a problem. Once borings were made into the Fish Rocks it was found that they were brittle, honey-combed and undermined in places. In a letter to the *Daily News* Engineer-in-Chief CY O'Connor wrote that, 'the stability of a lighthouse on [the Fish Rocks] would be somewhat uncertain, and, the collapse of a lighthouse...would be very desirable to be avoided...'. Especially for the poor lightkeeper!

O'Connor believed that a single light on the mainland would serve the purpose just as well, as Douglass had proposed. He added that the building of a light on the mainland would be half the cost of the Fish Rocks project, and there would be a cost saving in maintenance and transfer of keepers.

That was the end of what would have been WA's only rock lighthouse.

A lighthouse on the mainland

A site on a hill near Woodman Point was chosen and WT Douglass drew up the plans.

Mr W Rose secured the contract to build the tower and two keepers cottages for £2,383. The tower is constructed of local limestone and has a concrete balcony. The cottages were described in the press as being 'built of stone, plastered inside, and furnished with good verandahs, forming very comfortable residences'.

The contract did not include the erection of the lantern and apparatus, which had cost £3,650. The apparatus was unusual in that an occulting tube was used to give the appearance of a flashing light; a metal tube was lowered over the burner by means of a clockwork mechanism to produce the eclipse. The outline of this arrangement can be seen on the Fish Rock lighthouse sketch plan.

On 19 December 1901 a preliminary *Notice to Mariners* was issued:

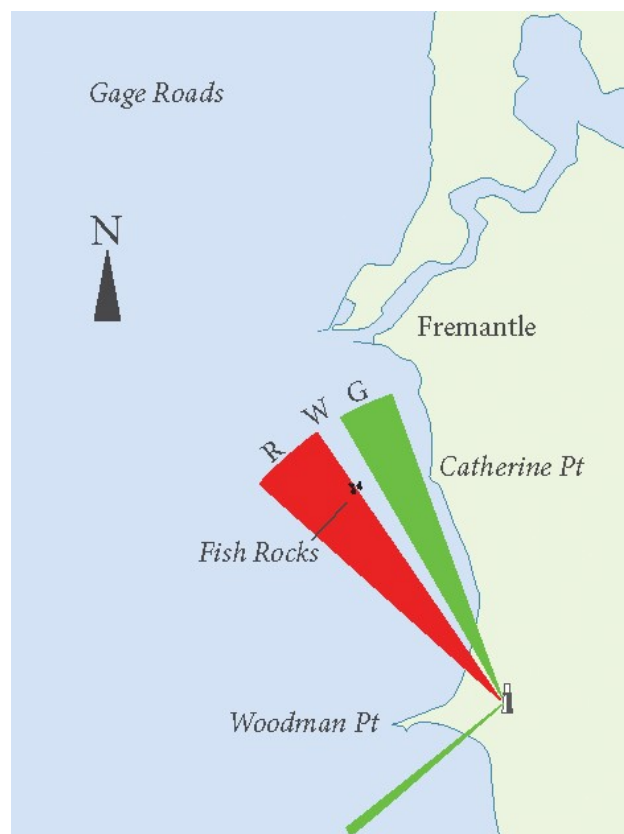
'...a Dioptric, Fixed, Occulting Light of the 1st Order is in course of erection near Woodman Point, Cockburn Sound...

'Three rays will be shown—the centre one white, with a coloured ray on either side, one green, and the other red.'



The Woodman Point, or Gage Roads, Lighthouse with its distinctive paintwork. This window covers Gage Roads (above)

Location of Woodman Point Lighthouse showing the sectors of light (below)





A final notice was issued on 6 August 1902, noting the character of the light, 'an eclipse of three seconds every half minute'; the bearings of the three sectors – the bright central sector covering the fairway; and the advice that the Arthur Head light would be discontinued on 23 August.

The debate goes on

The Woodman Point lighthouse was formally opened on Saturday 23 August 1902. In the late afternoon a party of dignitaries travelled from Fremantle. The opening was performed by Cornthwaite Rason, the Minister for Public Works. In his speech Rason said that he had the honour of opening the lighthouse, but was not sure himself that it was needed! The Mayor of Fremantle called the lighthouse 'a fad of the previous government.' Strangely, the agent of Norddeutscher-Lloyd said that he agreed with Mr Rason that the light was not needed!

The following week *The West Australian* sent a reporter to speak to the captains of the mail steamers berthed at Fremantle to get a 'thoroughly practical opinion on the matter':

Capt. Jenks of the *Oroya* was enthusiastic:

I consider the light is a most excellent one, particularly for deep draught vessels coming in at night time, and also for sailing ships.... You see, it is a leading light—something you can steer for in the dark, and you cannot possibly mistake it. I consider there is no question as to its value; it is of inestimable advantage to us, and how anyone can try to make out that it is unnecessary I can't understand.

Capt. Angus was back in Fremantle, in command of the RMS *China*:

It is a most excellent lead and will considerably add to the safety of the port.... It was absolutely essential and thoroughly well carried out.... I don't think it can be bettered. The cutting of the rays and the fact of its being an occulting light will make it an immense assistance to the big steamers coming in in dirty weather.... If you ask any seafaring man,

he will tell you just what I have said.

Big changes

As well as their praise of the new leading light, captains Jenks and Angus also said that the light would make an outside pilot unnecessary. In March the following year (1903) the Rottneest Pilot Service was duly abolished and from then on the pilots were based at Fremantle and boarded ships in Gage Roads.

There had been a plan to move the now redundant Arthur Head tower to a park where it would become a visitor attraction 'as from it, splendid views could be obtained of the surrounding land and seascapes'. The government and Fremantle Council could not agree on who would pay the estimated £370 to move the tower. Matters came to a head and it was demolished in 1905 to make way for defences on the headland. The lantern and apparatus were used to upgrade the lighthouse at Bunbury.

A plum posting

The first lightkeeper at Woodman Point was William Efford who had been the last keeper at Arthur Head. The assistant keeper was John Lyons who was transferred from the remote Jarman Island station.

Woodman Point enjoyed a low turnover of keepers in its 53 years as a manned station. Isolated stations often saw new keepers every 12 to 24



Comfortable residences. The two keepers' cottages on Cockburn Road; the lightkeeper's on the left, and assistant keeper's on the right, with the lighthouse peeking out over top. The set back means that it's easy to drive past the lighthouse without seeing it.



months (or less!). At Woodman Point they typically stayed until they received a promotion or retired. There were only six lightkeepers over this time and two of those were promoted from assistant keeper when the lightkeeper retired.

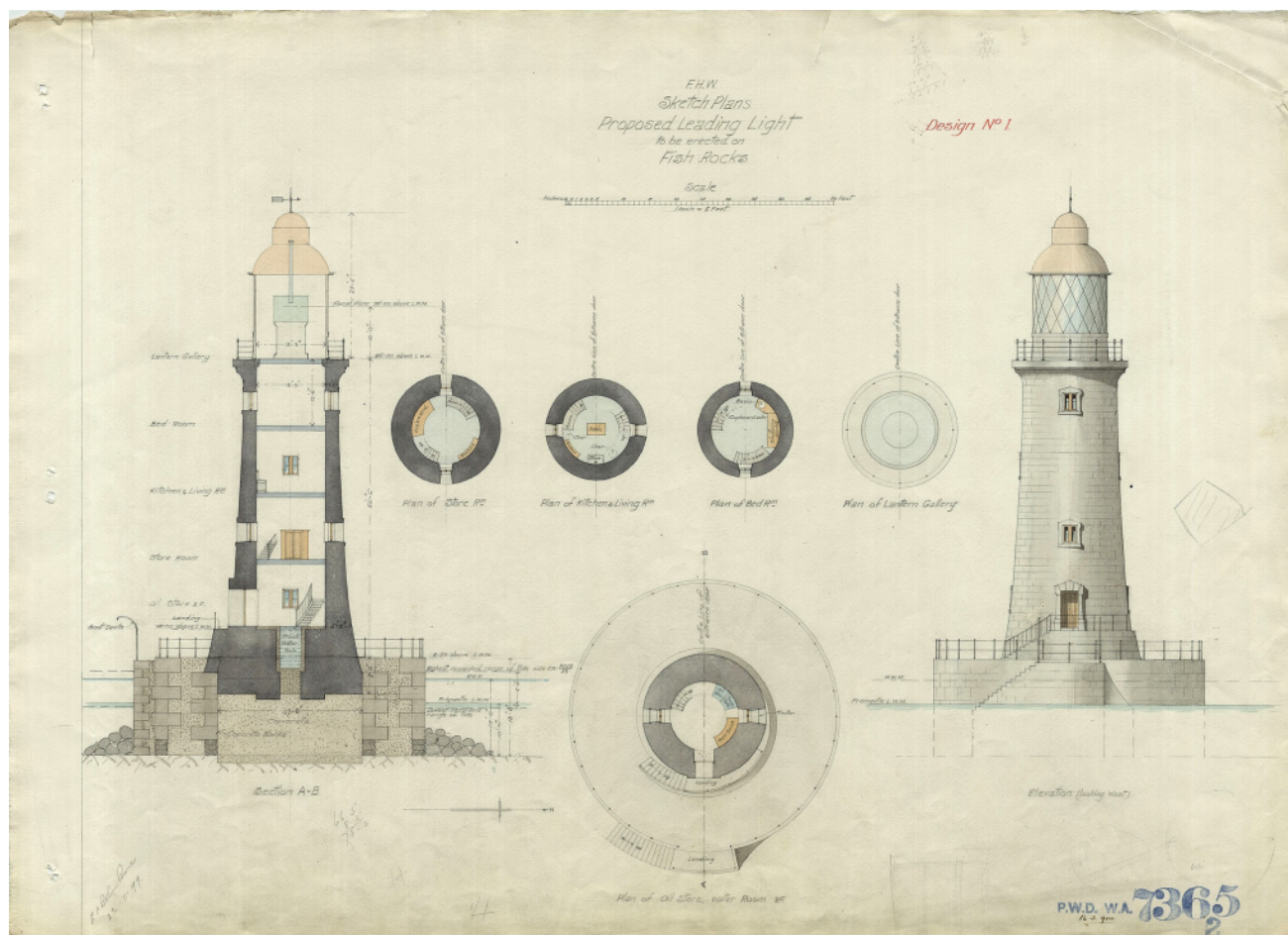
Apart from the attraction of their 'comfortable residences', the local community and proximity to amenities like schools must have played a part in the keepers' remaining at the station. The keepers clearly played a role in the community. In July 1938 *The West Australian* reported that, at her home in Coogee, Mrs W Kingston 'entertained at afternoon tea where the guest of honour was Mrs Bude (sic), wife of the new assistant lightkeeper at Woodman's Point lighthouse'. The new assistant was Laurence McBride, who became lightkeeper in 1944 and remained until automation in 1955.

David Mitchinson was the lightkeeper for 15 years. He was transferred from Rottne Island in

1910 and died unexpectedly during a stay at Woodside Hospital in 1925. During his tenure at Woodman Point he served at least two terms on the Rockingham Road Board, and was a president and life member of the Coogee Districts Agricultural Society. 'A tireless worker at Show times, the Society will have difficulty finding a substitute.... His absence will cast a gloom over the forthcoming Show, when his presence especially in the ring events was very conspicuous,' wrote 'CWW' in an obituary in *The Weekly Herald* (Fremantle) on 6 February 1925.

Perhaps the keepers were enjoying life at their suburban station a little too much. Lightkeeper Carl Hansen noted in the log book on 24 August 1934 that he had received a letter from the manager Mr Ward stating that he insists that one keeper be on the station every day.

To be continued.....



*One of two Public Works Department plans for the proposed Fish Rocks lighthouse.
This would have been our only rock lighthouse.*

State Records Office WA series 399, cons 1647, item 07365