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MARITIME HERITAGE ASSOCIATION JOURNAL



The *City of Adelaide* undergoing restoration

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Photo: Julie Taylor

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EDITORIAL

The Annual General Meeting was held at the South of Perth Yacht Club on 6 April with the following members being elected to committee positions:

President	Ross Shardlow
Vice President	Nick Burningham
Treasurer	Bob Johnson
Secretary	Ely Spillekom
Editor	Peter Worsley
Committee	Gerard O'Neil, Roger Price, Charles & Rose de Bruin, Jill Worsley, Steve Loach, Tom Saggars, Robert Shawcroft, Paul Reiffer on the Fremantle Port Inner Harbour Community Liaison Group

Thanks are due to the Commodore and members of the South of Perth Yacht Club for allowing MHA the use of the Heritage Room and for the

use of the Quarterdeck for a pleasant lunch followed by a Book Club meeting.



Correction

Thanks to Elly Spillekom there are some corrections to make to the article which appeared on page 4 in the last journal. The names should have been Jacob le Maire, Cornelisz Willem Schouten, Prinz Maurits and Willem de Vlamingh.

The correct date for Dirk Hartog's visit to Dirk Hartog Island is 25 October 1616.

Did You Know?

The name *Cutty Sark* was given to Hercules Linton's inspired design of the tea clipper by the ship's owner John Willis. He named it after an incident in Robert Burn's poem *Tam O' Shanter*. In the poem Tam has a few too many drinks, and late at night rides home to his wife on his horse Meg. He is chased by some witches and one, Nannie dressed only in a 'cutty sark' or short chemise, manages to almost catch up with him. Nannie reaches out, but can only manage to get hold of Meg's tail which comes off in her hand. Tam and Meg escape.

The *Cutty Sark*'s figurehead is of Nannie clutching Meg's tail, and on the mainmast truck is a gilded shirt.



President's Annual Report 2024–25

AGM 6 April 2025

I would like to thank the members and committee who subjected me to the time-honoured tradition of leaving me high and dry when all the old hands took one step back at last year's AGM. I believe it actually put me one step forward. Coming into our 35th year, taking one step forward to the Presidency was just like old times, I even found an old wooden boat and a maritime heritage precinct to play with. This day, however, the 6th April 2025, is pretty close to our 35th Birthday. We were officially launched as the Maritime Heritage Association on board the STS *Leeuwin II*, 30 March 1990 – and were Incorporated as an Association 2 April 1990.

We lost too many friends over the past twelve months: Hugh Edwards, Jim Gregg, Jan Miller, Doug Miller, Graham Datson, Shirley Cook, Chris Buhagiar, Margaret Rodriguez and Doug McKurdy – from the A-Shed Café.

We also very nearly lost our STS *Leeuwin II* – though a recent letter from Len Randell happily reports, 'You can disregard all the rumours about lost plans & a new boat. Timber is available for spars. Original plans have been located, even in-

cluding my original sail/rigging plan of 1984. Maybe not in 2025, but she will sail again: preliminary work is in hand.. Congratulations are also due to Len on receiving the OAM in last year's King's Honours List (10 June 2024) for service to sailing and to naval architecture – and on another happy note, we extend the best of birthday wishes to Len who turned 99 years on 1 March 2025.

PUBLISHING – Our mainstay, as always, is our *MHA Journal*. Congratulations and hearty thanks are again extended to our editor Peter Worsley and his dear wife Jill for their continued production of excellence. In the belief that nothing promotes our maritime heritage better than a hard copy of our journal in the hands of those who wish to read it, we have expanded our Associations List to include those libraries, societies and institutions who wish to receive the *MHA Journal* free of charge.

Thanks to the diligence of our webmaster, Bob Johnson, all those stories go online, free to maritime heritage readers and researchers. We get enquiries and acknowledgements from all over the world.

As Ron and Ian Forsyth's *A Hazardous Life* has sold out, Ron has just published a new 'print on demand' edition, which is now available through the usual outlets. Following the success of a *Hazardous Life*, Ian Forsyth has just published his new book *A Hazardous Port: Fremantle 1600-1900*. Elly circulated invitations for book launches at five outlets earlier this year (Fremantle Ports, WA Maritime Museum, Fremantle History Centre/Fremantle Society, Navy Historical Society and Royal Perth Yacht Club) all of which were booked out to full capacity.

Jill Worsley's *The Waugal and the Swan* continues to do well and is now in its second printing. Peter Worsley's 150-page *Smokestacks on the Swan* would have been published long ago except I keep forgetting to send him photos he requires from my files.

BOOK CLUB – We had three book club meetings this year, one hosted by Peter and Jill at Mandurah, one hosted by Barbara and me in Albany and a third hosted by Graeme and Kandy



Len Randell OAM, turned 99 in March. "One to go to hear from King Charles"

Photo: Elly Spillekom



Henderson in Bicton.

EVENTS – The MHA's involvement with the month long Albany Maritime Festival (July 2024) was a great success and much improved over our previous attendance. Roger Price suggested we hold the second Book Club meeting in Albany to coincide with Albany's Maritime Festival and kicked it off with a brilliant talk and presentation on George Vancouver's explorations around the Albany coast in 1791. Barbara and I gave a talk at the Albany Library on marine artist George Bourne and Elly Spillekom arranged for Graeme Cocks to give a talk on his book *Through Darkest Seas*, appropriately, at the old Duyfken shed now established in Albany as The Boatshed, run by our friends at the Albany Maritime Foundation (formerly the MHA-Albany Branch). MHA members coming down from Perth to attend the MHA gatherings were able to stay over to take in a range of festival events and exhibitions including the newly opened Gary Tonkin Gallery at Albany's Historic Whaling Station featuring the 4-metre sperm whale jawbone that Gary engraved and carved to depict the voyage of the whaleship *Kathleen*.

Once again Elly and Bob (with support from Jill & Peter, Trish & Roger, Julie Taylor and Len Randell) arranged a successful MHA/ABBA/OGA stall at Fremantle Ports Maritime Day (2 November 2024) at the Fremantle Passenger Terminal. Jill supplied another of her exquisite quilts for a fund-raising raffle. The quilt was appropriately themed 'The Four Names of the River', and the lucky winner was Alex Deeprose. Over 8,000 visitors attended the festival that featured over 80 displays including RAN and Australian Harbour Force displays, harbour tours, models, photos and wooden & classic boats on the hard standing.

A good crowd of about a hundred mariners made up of MHA, Old Gaffers and Amateur Boatbuilders, gathered for the MHA's End of Year Wind-up (Sunday 17 November 2024) at Robin Hick's Sailmakers & Riggers Shed. We are indebted to Robin and Pam for their warm hospitality and the enormous effort they put into this annual event. As befits the occasion, Robin and Pam were presented with a superb Jill Worsley Maritime Quilt, the inner panel of which was taken from a sketch from the MHA's first brochure (35 years ago) and bordered by the tools of the shipwrights, sailmakers and riggers trade (see Editorial, page 2). David Nicolson also presented Robin with a photo he took of Robin's father, the late Barry Hicks,

'to keep Robin company while working in his shed'.

A presentation was also bestowed to our beloved Bill Leonard OAM, in the form of a brass plaque to pay tribute to the master of the shipwright's trade who takes delight at doing the best he can when only the best will do. Elly, who arranged the dedication, added that the plaque will be placed close to where Bill 'worked his genius' – in Fremantle.

Elly also attended the Fremantle Harbour Heritage Interpretation Strategy and Framework meetings that seek to capture the stories of cultural significance related to Fremantle Harbour.

We owe Elly a debt of gratitude for the capability and dedication she gives as MHA Secretary and Events Manager and her role as Independent Art & Projects Curator.

PROJECTS:

Albany Pilot Station -- In May 2024, the WA Treasurer, Rita Saffioti, announced that the old Albany Pilot Station would receive \$8.3 million to 'preserve and celebrate the rich maritime and cultural history of the State's oldest port'. MHA members attended three workshop/seminars presented for public consultation. We were delighted with the concept of restoring the old Pilot Station - but felt the plans lacked maritime content. I spoke to City Councillor Malcolm Traill and asked if the MHA might add something to the Precinct concept plans – like a 110-year old Pilot Launch that was attached to that Station. Discussion followed with the Project Manager of Southern Ports Albany (owners of the Pilot Station Precinct) who showed an interest in the Pilot Launch – but no interest in our concept plans for the Precinct believing that our proposal for a boat museum, flagstaff, jetty, boathouse, maritime library, reading room and signal gun were over the top – actually, they were not entirely opposed to the flagstaff and signal gun.

Pelican – Charles De Bruin and I have acquired the 28ft Albany Pilot Launch *Pelican* built by William Forsyth in Albany in 1915 for the Harbour and Lights Department. The pilot launch was gifted to Charles and me by Peter Wilson, current owner of the launch and proprietor of the Denmark Boatshed, on the understanding the launch will be returned to Albany for safekeeping and assessment with a view of gifting her to the proposed Pilot Station Precinct – provided that group demonstrate a willingness and capability to



care for her. Though the pilot launch itself is not an MHA project, several members of the MHA have shown a keen interest to support her restoration. Plans are currently underway to relocate the *Pelican* to the De Bruin Boatshed in Willyung



Pilot launch Pelican, built by William Forsyth at Albany in 1915, looking for a new home

Photo: Charles De Bruin and Great Southern Historian).

(Albany) for safe keeping and assessment. De Bruin Boatshed -- The rescue of the *Pelican* has been largely driven by MHA members Charles and Rose De Bruin who offered to purchase the *Pelican* and/or store her in their property shed at Willyung to save her from neglect and decay. The shed (38ft x 46ft) currently houses their art studio/gallery, model collection and a grey fergie tractor. Though the shed is privately owned, Rose and Charles have offered the use of the shed to the MHA in the style of Barry Hicks's Private Maritime Museum and/or Robin Hicks's Sailmakers & Riggers Shed.

BHP Models -- Four BHP company models have been offered to MHA committee member Steve Loach. Despite extensive enquiries, BHP has not been able to find a home for these models which are now surplus to requirements. Steve, who works for BHP, is also a modeller and President of WA Scale Model Expo, and was offered the models in appreciation for repair work he did (gratis) on another company model, the *Iron Baron*. On learning of the De Bruin Boatshed offer to accommodate MHA artefacts, and Charles De Bruin also being a modeller himself, WASMEX and MHA proposed a joint venture to take custodianship of the BHP models and house them in safekeeping and/or display at the De Bruin Boatshed -- subject to the acceptance of the pro-

posal by the respective committees. I wish to take this opportunity to acknowledge and thank the members who have put so much effort and support into these projects -- Charles and Rose De Bruin, Steve Loach, Ron and Ian Forsyth, Tom Saggars and Gary Tonkin -- not to mention a raft of other (non MHA) supporters including David O'Sullivan (WAM Assistant Curator Maritime History), Peter Wilson (Denmark Boatshed) and Malcolm Traill (City Councillor

and Great Southern Historian). I think they call this a groundswell, or is it a maelstrom? Whatever it is, it is certainly gratifying to be involved with such a fellowship of like-minded people.

I also want to give thanks to Paul Reiffer who is doing a fine but challenging job representing the MHA on Fremantle Port's Inner Harbour Community Liaison Group. Also to Gerard O'Neill (not travelling so well just now) who constantly keeps us up to date with book reviews for the book club -- and to Roger Price for taking the book club to new heights.

Special thanks are extended to our steadfast treasurer Bob Johnson who keeps us on a steady course through all weathers -- and to our auditor Jim Hunter to complete the crew list.

Special thanks are also due to the Commodore and staff of the South of Perth Yacht Club for allowing us to have our meeting in the Heritage Room and the pleasure of a very pleasant afternoon on the Quarterdeck.

The toast for the occasion -- 35 years of Maritime Heritage.

Ross Shardlow - President



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!)

Puffin chicks are called pufflings. What a delightful name.

Sailing on the sea proves that motion disorders the body.

Hippocrates (c 460–370 BC)

It may seem strange, but the Atlantic end of the Panama Canal is 27 miles **west** of the Pacific end.

Present Mill Point Road use to be called Suburban Road. During 1926 floods the water rose so high that houses along Suburban Road were invaded by rising waters.

A yacht in full sail went up Suburban Road, or Suburban River, or Suburban Canal-whichever may be adjudged the best title to apply to it. It sailed up and then sailed down again.

Western Mail, 29 July 1926

In 1950 the fishing port of Grimsby, UK, landed over 300,000 tons of cod. In 2015 this had dropped to under 300.

....yet the coasts of England were still largely uncharted, indeed until 1693, only seven years from the eighteenth century, no adequate survey of the British coastline had ever been made. Such work as had been done, was done by the Dutch, and inaccurate, for the surveyors were engaged in hostilities off the coast they were surveying.

Douglas Phillips-Birt, *A History of Seamanship*

Tobias Furneaux was believed to be the first man to circumnavigate the world west to east. As commander of HMS *Adventure* he sailed as companion vessel to Cook on his second voyage of discovery in 1772. Separated from Cook before they reached New Zealand, eleven men were killed by Maori at Queen Charlotte Sound while collecting wood and water. Furneaux decided to return to Britain sailing via Cape Horn. He arrived back two years less one day after his departure.

Compare local living legend Jon Sanders who has completed eleven solo circumnavigations. He was the first to sail solo around the world twice non-stop, unassisted completing approximately 48,000

nautical miles in 1981–1982. He was the first to sail a solo triple circumnavigation of the Earth non-stop and unassisted in 1986–1987. He covered more than 71,000 nautical miles in a voyage lasting 658 days. A lifetime of sailing has seen him complete eleven circumnavigations and over 1 million nautical miles so far.



In 1846 Frederick Hale Holmes patented an electric arc lamp, i.e. a strong current forced to jump between two carbon rods. This gave an absolutely brilliant light, perfect for use in lighthouses. The first carbon arc light in a lighthouse was installed in December 1858 in the South Foreland lighthouse near Dover.

Was the earliest sighting of Point Cloates from a British ship in 1620 by the East India Company ship *Royal Exchange* (Captain Humphrey Fitzherbert)?

Those who happened to be at Robb's Jetty this morning, where the steamers Minilya and Moonta were berthed discharging livestock, noticed a large number of sharks swimming about in the water at Owen's Anchorage. At one time no less than 20 sharks were observed close to the jetty. They remained in the vicinity throughout the forenoon, and at about 10 o'clock received a little food in the way of a bullock. It appears that the unfortunate beast had landed from the Moonta, and by some means found an opening at the edge of the jetty, and took to the water. After swimming about at the end of the jetty it soon got into the track of the sharks, and the large number of cattlemen and others having business with the ships there were onlookers of a ghastly sight, the animal being torn to pieces in a very short space of time. When the bullock went overboard a boat from the steamer Moonta was promptly lowered, but before the animal was reached the sharks had taken charge, and thus put an end to its existence.

Daily News, 23 June 1909



The North-West Cyclone of 1912—Part 3

Enterprise

Official Number:	120010
Port of Building:	Perth
Year built:	1896
Port of Registration:	Fremantle (13 of 1906)
Rig Type:	Schooner
Hull:	Wood
Length:	78.2ft (23.8m)
Breadth:	19.2ft (5.9m)
Depth:	6.5ft (2.0m)
Tonnage:	43.5 net
Port to:	At anchor
Date lost:	21 March 1912
Location:	Depuch Island

The schooner *Enterprise* was built by W. & S. Lawrence for the Swan River Shipping Company. By 1912 it was being used as a lighter by Whim Well Copper Mines Limited to carry copper ore from the jetty at Balla Balla to large vessels anchored off Depuch Island. On 20 March 1912 it was under the command of Nicholas Pappastatis with four crew and two passengers, Isaac Timmins and Asala Khan. The passengers were due to appear as witnesses in a murder trial at Roebourne. It also was carrying a cargo of 110 tons of copper ore for offloading into one of the two large vessels anchored at the Depuch anchorage. As the wind and seas were worsening the *Enterprise* dropped anchor.

At 3.00pm the following day, 21 March, the anchor was cast off to allow the schooner to be blown ashore to prevent it foundering. A passenger on the lighter *Steady* reported to a Perth newspaper that the *Enterprise* which was anchored about a mile nearer Balla Balla than we were, disappeared around the south-east side of the island (*West Australian*, 10 April 1912). A short while later it hit a rock, so one of the crew named Scordese or Scordis swam a line ashore, and with the help of the rope the other three crewmen and the two passengers got ashore. Another witness to the accident stated that the lighter was smashed up round the point on the Maud Island side of Depuch (*Northern Times*, 13 April 1912). By early daylight next morning the *Enterprise* had been smashed to matchwood on the rocks where she struck (Report by Police Constable Frederick Henry Growden, S.R.O, Cons 430, Item 1912/1727). The remains of this vessel have to date not been found.

One of the passengers, Isaac Timmins, who was seriously hurt during the cyclone, later died from his injuries.



The Schooner Enterprise lightering copper ore

Photo: State Library of Western Australia

Clyo

Official Number:	101617
Port of Building:	South Beach
Year built:	1892
Port of Registration:	Fremantle (4 of 1893), after refit 11 of 1906
Rig Type:	Schooner
Hull:	Wood
Length:	70.0ft (21.3m), after refit 92.7ft (28.3m)
Breadth:	14.06ft (4.3m), after refit 16.5ft (5.0m)
Depth:	5.86ft (1.8m), after refit 4.9ft (1.5m)
Tonnage:	24.57 net, after refit 56.7 net
Port to:	At anchor
Date lost:	21 March 1912
Location:	Depuch Island



The schooner *Clyo* was built by Robert Howson for John Bateman, but in 1906 it was sold to the Swan River Shipping Company who substantially altered the vessel. The *Clyo* was another lighter being employed by Whim Well Copper Mines and was under the command of Captain Con Kelagis or Celezis. His crew were George Carlos, Dimmitris Chandros and John Pitsikas or Pechalis. On 20 March 1912 the lighter was unloading copper ore into the barque *Concordia*, and at about 5.00pm anchored at the Depuch anchorage.

On Wednesday 20 March the company's launch was taking some passengers out to the steamer *Bullarra*, expected at that time to pick them up and take them to Point Samson to appear as witnesses in a murder trial being heard at Roebourne. The steamer was delayed leaving Port Hedland, but this news had not reached Balla Balla so they were taken out to the Depuch anchorage in the company's launch ready to go aboard. When the launch left the shelter of the Balla Balla Creek those on board realised that the seas were far larger than they had realised, but the launch reached the anchored *Clyo* and managed to get Thomas James Hill the licensee of the Federal Hotel at Whim Creek, Edward Peter Maginnis the wharfinger or harbour master at Balla Balla and Robert McGregor Thompson, a mining engineer, on board. The launch returned to the comparative shelter of Balla Balla with another witness, Slaven or Slavin, who had not been able to transfer to the *Clyo* because of the rough weather.

The following day *Clyo* remained at anchor, but as the seas increased during the cyclone the lighter looked as though it would be overwhelmed, so the anchor was cast off in the hope that the vessel would be blown ashore. It struck a rock some

100m from shore, the tide was falling and seas constantly broke over the vessel. The lighter sank at about 7.00pm, but all on board clung to the rigging which was still above the sea. Two hours later Maginnis was struck on the head by part of the rigging and fell. Hill attempted to swim ashore but was swept away by the current. Thompson had not been sighted once it got dark, and it was assumed that he too had been knocked into the sea. One of the crew, John Pitsikas, was also drowned. Another crewman fell into the sea, but managed to grasp a piece of floating wreckage and was washed ashore safely. The captain and the other crewman clung to the rigging all night and were rescued at daylight on Friday.

The bodies of Maginnis, Hill and Pitsikas were later recovered, that of Thompson was never found. The three were buried at Balla Balla, the burial service being conducted by mine manager H.R. Sleeman. Hill was to have been married the following month, and Maginnis's mother had only just arrived at Whim Creek to spend a holiday with her son.

Friday morning revealed that the *Clyo* had sunk with the deck showing at low tide, and as far as could be seen appeared to be a total wreck.

Steady

Little is known of the specifications of the 44-ton lighter *Steady* which was under the command of Captain Harold Olsen with a crew of two, Karl Larson and Nels Nelsen. On 21 March 1912 it was carrying eight passengers, some of them witnesses in the Seleno trial in Roebourne, and all due to board the *Bullarra* which was due to arrive from Port Hedland.



The sunken Clyo with the stranded Concordia in the background

Photo: Wikimedia Commons

The *Steady* was at anchor when the cyclone struck, but at 7.00pm it was blown ashore close to the stranded *Concordia*, but well above the normal high water mark. The reason for the lighter being washed well ashore was that the vessel had a flat bottom, and therefore a lesser draught than the other lighters employed at the anchorage. All those on board got ashore safely. They collected some of the provisions washed ashore from the wreck of the *Crown of England* and later had our first good meal for four days (*West Australian*, 10 April 1912). The *Steady* was de-



scribed as being badly damaged with little hope of being made seaworthy again.

Clara

Little is known of this pearling lugger owned by Michael J. 'Jim' Scanlan which had seven crew, six Japanese and one Malay, on board and was anchored on the south side of Depuch Island. When the cyclone struck, one named Shi Kata or Shi Raata, was drowned, but the others managed to get ashore after spending four hours in the water. Two of the survivors reached Balla Balla, and the police cutter was used to search for the remaining crewmen. They were eventually found about eight miles from Balla Balla, having wandered about for two days without food. They discovered a dinghy and had been rowing towards Balla Balla when they were found. The survivors stated that Shi Kata had refused to put on a life-belt and hidden below deck. It was presumed he had gone down with the lugger. A search was carried out for the missing man, but all that was found was some wreckage from the *Clara* near Sherlock Island. It was reported that the lugger had sunk in 3 fathoms (5.5m) of water.

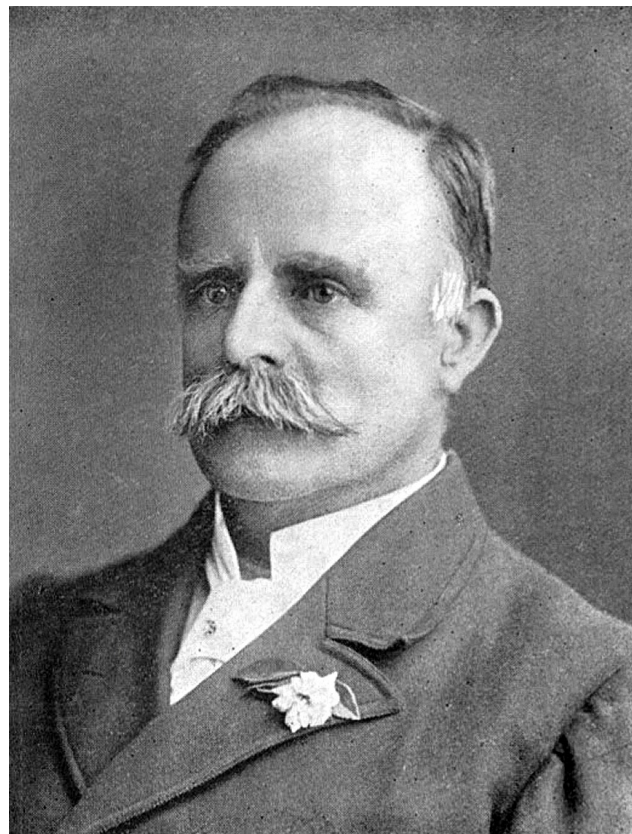
The five surviving Japanese were put on a lugger to be taken to Port Hedland. The Malay made his own way overland to Roebourne.

Karrakatta

Official Number:	102253
Port of Building:	Fremantle
Year built:	1901
Port of Registration:	Fremantle (6 of 1901)
Rig Type:	Schooner
Hull:	Wood
Length:	38.5ft (11. m)
Breadth:	12.0ft (3.7m)
Depth:	3.7ft (1.1m)
Tonnage:	12.3 net
Port to:	At anchor
Date stranded:	21 March 1912
Location:	South side of Depuch Island

The *Karrakatta* was built by A.E. Brown and owned over a number of years by various pearlers all of Broome. On 20 March 1912 it was owned by Michael Scanlan, and was anchored near the *Clara* on the south side of Depuch Island near West Moore Island, as it had failed to get into Balla Balla due to the tide and increasing wind as the cyclone approached. At 11.30pm on 20 March one of the anchors cables parted, the sec-

ond dragged, and the schooner was driven parallel with the mainland. At 2.30 a.m. [Thursday] the lugger drifted ashore within 8 yards of the mouth of a creek. The foremast snapped off on Thursday night, and the mainmast was cut away' (*Hedland Advocate*, 30 March 1912). The *Karrakatta* must have been soon re-floated, as it was sighted under tow towards Port Hedland by another lugger on



Alfred Edmund Brown, builder of the Karrakatta

Photo: Hitchcock, 1929

Sunday 24 March.

Britannia

No specifications are known of the lugger *Britannia* which was owned by Harold Talboys. It was anchored near the *Karrakatta*, and was wrecked at the same time as the *Karrakatta* and *Constance*.

Constance

Port of Building:	Fremantle
Year built:	1889
Port of Registration:	Fremantle (1 of 1891)
Rig Type:	2-masted lugger
Hull:	Wood
Length:	35.4ft (10.8m)
Breadth:	13.6ft (4.2m)
Depth:	6ft (1.8m)
Tonnage:	10 net



Port to: At anchor
Date lost: 19 March 1912
Location: Port Smith

The lugger *Constance* was built by William Alexander Chamberlain, and was owned by a number of people, most of whom were pearlers from Broome. On the 19 March 1912 the owner was Edmund Harold Hunter. At that time it had been working south of Broome. During the night the lugger was totally wrecked at Port Smith, *a creek with its narrow entrance about 4 miles south-south-westward of Cape Latouche Treville...a snug harbour for small vessels, with a depth of 12 feet (3.7 m) (Australian Pilot, Vol V: 287).* All the crew got ashore safely.

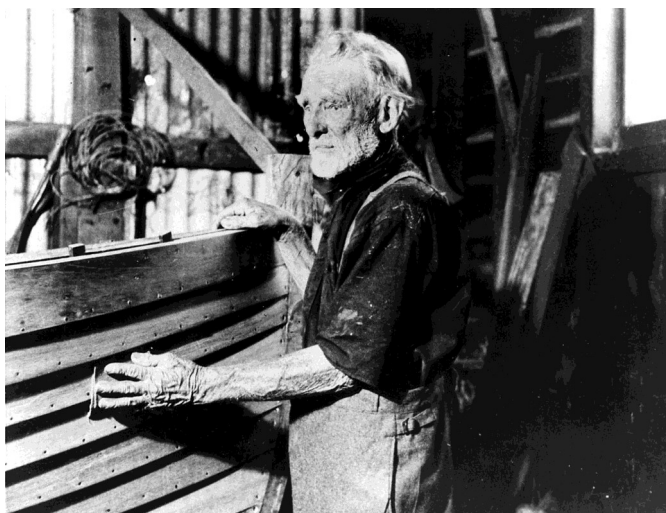
Kooki

Official Number: 124995
Port of Building: Perth
Year built: 1909
Port of Registration: Fremantle (6 of 1909)
Rig Type: Auxiliary motor cutter
Hull: Wood
Length: 39ft (11.9m)
Breadth: 14.75ft (4.5m)
Depth: 5.54ft (1.7m)
Tonnage: 18.5 gross, 14.5 net
Engine: Union petrol engine
Port to: At anchor
Date lost: 19 March 1912
Location: Barrangarra or Banningarra Creek

The *Kooki* was built by W. & S. Lawrence in Perth for Frank S. Thompson of Pardoo Station. It had a Union petrol engine manufactured in 1908 by the Union Gas Engine Company of East Oakland, California, USA. Thompson was taking supplies to some Aborigines living further north-east along the coast from Pardoo homestead. On board were Frank Thompson, a man named Bertrand and some Aborigines.

When the winds reached gale force on 19 March 1912 Thompson was forced to anchor as the tide prevented him from running into the shelter of Barrangarra Creek. At 9.00pm the anchor cable parted and the *Kooki* was being driven towards the shore. The engine was started but was not powerful enough to make headway against the wind and tide, and the boat hit rocks. All but two of those on board either jumped or were washed overboard and suffered injuries as they were knocked onto the rocks. Two Aborigines, stated

in one report to have been women, had remained on board, so one of those who had got to shore went back out to persuade them to leave the stricken vessel. Before he got there a sea broke over the *Kooki* which by this time was breaking up, and the two on board were washed overboard on the seaward side and drowned. Their bodies



Samuel Lawrence, builder of the Kooki

Photo: City of Melville Photographic Collection

were never found.

Bonza

Official Number: 125021
Port of Building: Fremantle
Year built: 1910
Port of Registration: Fremantle (18 of 1910)
Rig Type: Schooner
Hull: Wood
Length: 41.25ft (12.6m)
Breadth: 12.75ft (3.9m)
Depth: 4.9ft (1.5m)
Tonnage: 14.8 net
Port to: At anchor
Date damaged: 19 March 1912
Location: La Grange

The schooner *Bonza* was built by Alfred Edmund Brown and owned by Charles Stuart. It was reported lost at La Grange during the cyclone of March 1912, but in fact had only lost both masts. The masts were replaced with those taken off a previous wreck, and the schooner sailed to Broome. It was later re-registered (No.7 of 1940) after having an 18 HP Studebaker engine fitted under the ownership of Arthur Streeter Male. After a long, hard life this vessel was finally abandoned in 1965 on the beach at Broome, and allowed to rot.



Pearl

Few specifications are known for the 12-ton *Pearl* which was also owned by Charles Stuart, and was wrecked at either La Grange or the mouth of Condon Creek, depending on the reference. Charles Stuart was on the *Koombana*, so he also was lost when that ship sank.

Vera

Official Number:	12004
Port of Building:	Fremantle
Year built:	1898
Port of Registration:	Fremantle (14 of 1905)
Rig Type:	Schooner
Hull:	Wood
Length:	38.3ft (11.7m)
Breadth:	12ft (3.7m)
Depth:	4.7ft (1.4m)
Tonnage:	12.25 net
Port to:	At anchor
Date stranded:	20 March 1912
Location:	Mulla Mulla Creek

The *Vera* was built by Alfred Edmund Brown and owned by either Thomas Clarke or Ward, depending on the reference. It was reported to have been blown ashore at Mulla Mulla Creek, but suffered only slight damage. When of no further use it was broken up in 1927 on the beach at Broome.

Alto

Official Number:	83796
Port of Building:	Port Macquarie, NSW
Year built:	1885
Port of Registration:	Fremantle (13 of 1900)
Rig Type:	Topsail schooner
Hull:	Wood
Length:	80.5ft (24.5m)
Breadth:	22.0ft (6.7m)
Depth:	8.3 ft 2.5m)
Tonnage:	91.28 net
Port to:	Moored at jetty
Date stranded:	20 March 1912
Location:	Port Hedland

The topsail schooner *Alto* was built at Port Macquarie by Edward Davies for Frank Biddles. Originally registered at Adelaide, the vessel was re-registered at Fremantle in 1900. There were various Western Australian owners, but in March 1912 it may have belonged to Dalgety and Company at Port Hedland as at that time it was moored alongside the Port Hedland jetty. The *Alto* was undergoing repairs prior to sailing

to Fremantle. When the cyclone struck the schooner broke loose, smashed railings on the jetty and washed ashore. It suffered little damage, and was soon re-floated. The *Alto* disappeared without trace after leaving Hong Kong on 3 February 1919 bound for Fremantle.

It was reported that 51 luggers took shelter at Port Hedland as the cyclone approached. None of them suffered any major damage.

Mary

Official Number:	102252
Port of Building:	Fremantle
Year built:	1901
Port of Registration:	Fremantle (9 of 1901)
Rig Type:	Schooner
Hull:	Wood
Length:	40.0ft (12.2m)
Breadth:	12.5ft (3.8m)
Depth:	3.6ft (1.1m)
Tonnage:	13.97 net
Port from:	Fortescue
Port to:	Cossack
Date lost:	21 March 1912
Location:	East of Lewis Island

The schooner *Mary* was built by Charles Walker at Fremantle in 1901 for Alfred E. Gunmow of Broome. In March 1912 it was owned by Thomas Williams, also of Broome, and was under the command of Captain H.F. Shaw. The *Mary* was wrecked east of West Lewis Island during the cyclone while sailing between Fortescue and Cossack. According to Western Australian Museum records it was subsequently re-floated.





Captain Albert Edward Gilmore

Part 2 by Vicki Cooper (great-granddaughter)

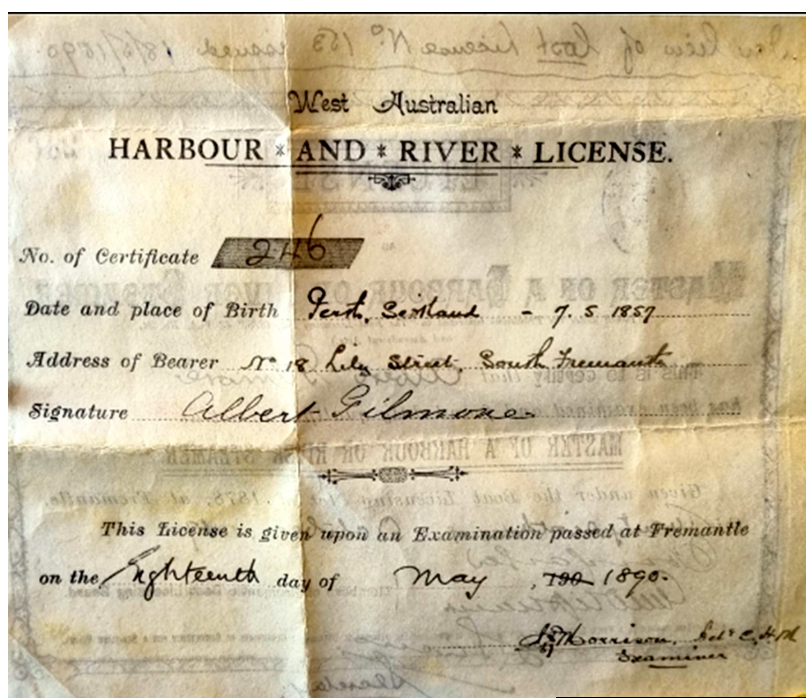
Albert obtained a "Master of a Harbour or River Steamer" License on May 18th, 1890. At that time W.A. boomed with a gold rush and it appears that the number of ships being piloted into Fremantle increased to about one per day. It should be remembered that Fremantle was only served by a sea jetty until the harbour was opened in 1897. After Fremantle Harbour was opened then to shipping the Rottneest pilots continued to bring ships close to the harbour only. Then the Fremantle pilot, known as 'River Pilot', brought the vessel to her berth.

the service and predicted that lives would be lost in heavy weather. Nothing had changed, except an increase in shipping, since Harbour Master Harding had drowned along with four of his crew over three decades earlier. Lausen noted that Pilot Gilmore was wringing wet from the heavy winter sea (*Daily News*, 30 June 1900).

September that year saw him urgently rowing the same dingy five miles to bring news of the stranding at Rottneest of the 998-ton barque *Denton Holme* to Fremantle. The pilot boat was becalmed. With bad weather impending he rowed for assistance from Harbour Master Russell.

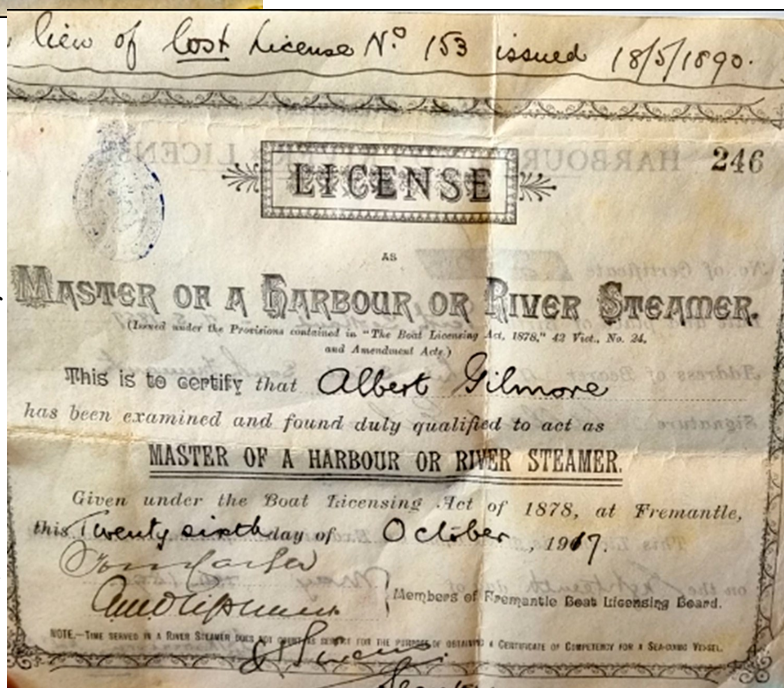
Gilmore was proud to have been associated with the Engineer-in-Chief, C.Y. O'Connor and had occasion to convey him around Cockburn Sound when he was formulating plans for Fremantle's new harbour. A frequent correspondent to the newspapers, he reaffirmed in later years O'Connor's opinion on the need to develop harbour facilities at Owen's Anchorage.

Around 1903 the Gilmore family left their contented, idyllic life at Rottneest as Gilmore saw promotion as Harbour master at the port of Geraldton.



Albert Gilmore seems to have left a positive impression with all he associated with. After Captain Lausen had berthed his Danish barque *Danmark* in the inner harbour at Fremantle in boisterous weather he was interviewed by the papers. He recalled anxiously approaching Fremantle on a winter's morning with a cargo of steel plates for the Coolgardie pipeline. A gale of wind was blowing, and he came in close to the island to signal for a pilot. Hardly had his signal gone up before Pilot Gilmore was aboard.

His praise of the pilot contrasted with his opinion of the craft provided them for boarding vessels. He considered the cutter adequate but the dingy a disgrace to





Their parting Rottneest was a memorable if unpromising occasion with tears shed by son Ted and a ten-hour passage across to the mainland as the wind failed them before finally reaching Fremantle at 8 p.m. They slept the night in the Round House prison!

He was to serve Geraldton as pilot and harbour master for seven years.

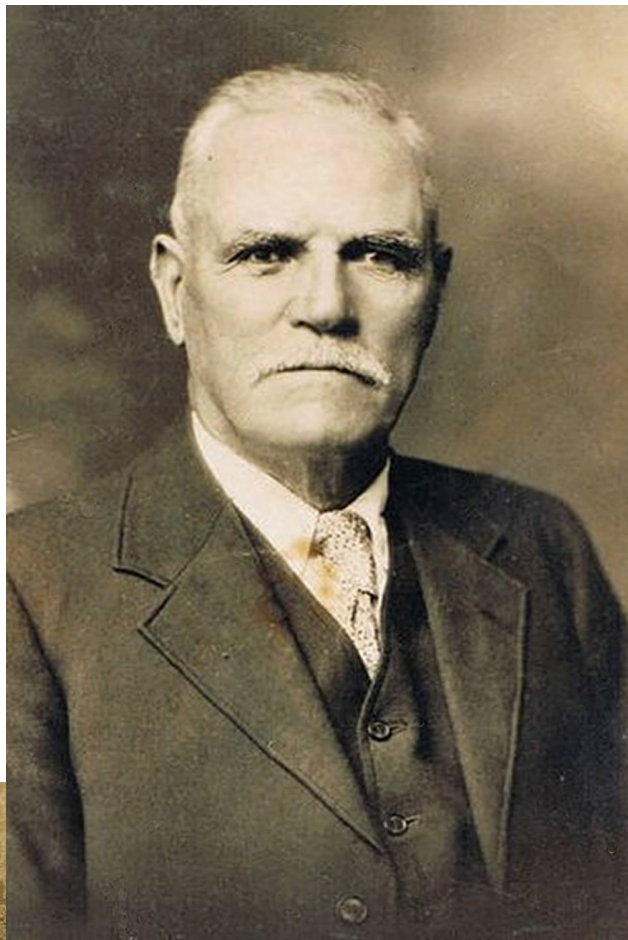
For bravery shown in rescue work at the wreck of the s.s. *Windsor* on the Half Moon reef on the Abrolhos in 1908, he was presented a gold medal, certificate and letter from the Mayor and townspeople of Geraldton. The steamer was on its way to Hong Kong with what was the largest shipment of sandalwood (2,600 tons) to have left the colony. Three men were lost and of the twenty rescued, fifteen Chinese crew were detained under the White Australia Policy until the s.s. *Sultan* could take them to Singapore. The *Windsor*'s charterers were informed they must pay for the Chinese crews' sustenance and deportation.

Returning to their house in Lily St, South Fremantle Gilmore served as Fremantle pilot until his retirement in 1913, the Rottneest station having been closed.



He passed away in June 1933 aged 76 years.

His obituary considered him '... a sturdy Scot, of rugged physique, honest as the day and courageous.'



He served the state with distinction through the age of sail to steam – one of the best from the 'old school.'

Family photo at the occasion of the marriage of my Great Grandfather Henry Albert Gilmore, 1902

To the Editor

Mr Worsley, sirr.

An item, on moulding planes, in the ditty bag, September 2024, piqued my memory from when I was an apprentice shipwright on Sydney Harbour, mid sixties. One of the old shipwrights, a real character, Bluey Robertson, took me to his home one day and in the garage were three seaman's chests full of home made wooden moulding planes. Then he showed me the latest in technology...a Stanley Combination plane, which replaced virtually every plane in the sea chests! Now, of course, even the combination plane has been replaced by the humble router! What one can do with such a tool is only limited to one's imagination.

Tony Duvollet, Shipwright (Rtd)



A New Book on WA's Maritime History

By MHA Member Ian Forsyth

On 23 February I launched my new book, *A Hazardous Port: Fremantle 1600-1900*, at the WA Maritime Museum. Unfortunately, it was not possible to do a presentation on the book to fellow members of the MHA during my visit to Perth, so the following may be of interest to members.

The book attempts to provide in one volume a fresh account of the history of Western Australia from the time of its European discovery in the early 1600s to the end of its colonial period in 1900. It does so through the lens of its Port of Fremantle, thus giving the story a strong maritime focus. These are approaches that I found in my research had rarely been attempted before.

Hopefully, the book resets the impression of many in the East that this was primarily a story characterised by pitiful 'sand gropers' – and that it was not, as many believe, Captain Cook who first 'discovered' Australia, or that France's involvement in our history began with La Perouse's visit in 1788.

The book is intended to provide a comprehensive introduction to Australia's early West Side Story. It is very much aligned to the mission of the MHA and would make a great gift to friends who you may wish to introduce to this story.

The book has 415 pages and includes well over 80 historic photos and 30 charts and maps. It is divided into two parts: the discovery and settlement period; and the operation and development of the port during its colonial period. It emerges, I believe, as a dramatic, epic saga. It includes the daunting discovery of a continent, tragic shipwrecks, a flawed experiment in colonisation, extraordinary challenges, particularly those presented by its hazardous port and ocean, and numerous errors of judgement.

Of particular interest to MHA members might be the new material and commentary it contains on the operation of the port during its colonial period that has been discovered in historic newspapers of the times. Many of these colourful reports bring aspects of this story to life.

The book also has an eye for bizarre and humorous incidents, such as Naval Surgeon Captain

T.B. Wilson's satirical account of Lt Governor Stirling being bushwhacked by some local settlers, and James Lee Steere's extraordinary criticism of CY O'Connor's port on the celebration of its opening to SS *Sultan*.

It also includes, for example, chapters on the development of knowledge of the hazards of the port (including on the evolution of the charting of the port); the roles of the Royal Navy and the Royal Mail Service in this story; the quest to develop a safer and more efficient port; the development of its infrastructure (its jetties, lights, etc.); and the first overview of the colonial Harbour Masters Service at Fremantle and Rottnest Island.

The book documents 168 serious accidents with vessels in the port during the colonial period, including 88 wrecks; and it discusses the impact that many of these had on the development of the port. It identifies 12 sets of official inquiries and many more unsolicited recommendations on ways to develop the port – including a proposal that would have rendered Arthur Hill an island – and the often-peevisish handling of those reports.

It also raises a number of instructive 'What Ifs' and 'Why Nots' in this story, such as why the Dutch East India Company did not establish at least a transit port south of the Abrolhos, as they did at Cape Town in 1653; what If the Company had not exercised its monopoly rights with respect to Le Maire's expedition to the East Indies in 1615; what If the French had really been interested in establishing settlements on 'New Holland', as was believed by the British at the time it established settlements at Sydney Cove, King George Sound and on the Swan River; what If the Colony of Western Australia had been better resourced and supported by the British Government (e.g. had been supplied with a steamboat) etc.

Some reviews include the following comments: *People like me have been saying for years that we need a better history of Fremantle. Our prayers have been answered. ...It is an essential addition to the catalogue of Western Australian history*

Dr Garry Gillard (Freotopia 2024)

A Hazardous Port provides in one groundbreaking volume a fresh perspective on the early



history of Western Australia through the lens of its critical gateway to the world, Fremantle.

UWA Graduates Association (ACT)

'The stories of the early encounters by seafarers with the West Coast and the subsequent battles which ensued around the location of the main port for the colony are carefully documented using a huge range of sources and supplemented by historical maps, paintings and charts. Forsyth tells tales of the grief and eventual glory of the founders of this most isolated port.'

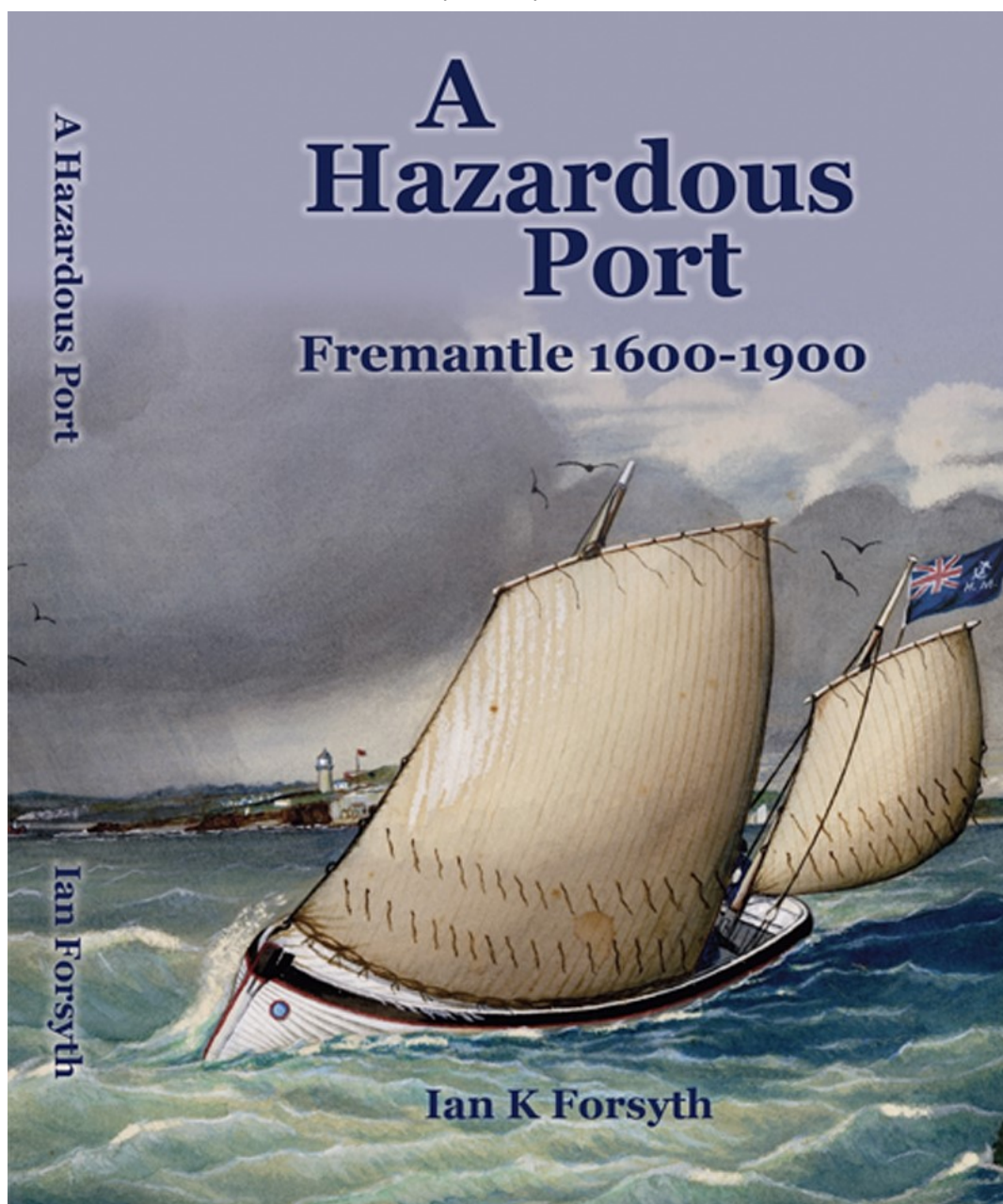
The book is a valuable resource for anyone wishing to research the early history of Western Australia and is particularly fascinating for current and past residents of the now thriving town of Fremantle.

Fremantle History Society

In this new book Ian explores how an isolated and hazardous port transformed into the safe and efficient harbour that is Fremantle. Ian starts his account with the earliest known European contacts with the southwest corner of Australia progressing towards Governor Stirling's arrival in 1829 and thereafter the development of the port of Fremantle to 1900.

Australian Association of Maritime History

The book can be bought by members for \$40 from Ron Forsyth (ronforsyth0@gmail.com or 0428 795 136); or from book stores in Fremantle at a RRP of \$45; or it can be ordered online through The Book Merchant Store (WA) on miriam.mortimore@bookmerchant.com.au or telephone +61 0417 900 145.





A Visit to the *City of Adelaide*

By Julie Taylor

Many MHA members will be aware of the clipper ship *City of Adelaide*, which was saved from destruction in Scotland and delivered to Port Adelaide in 2014. I recently paid a visit to this ambitious restoration project.

The composite clipper ship *City of Adelaide* was completed in 1864 and was built for the trade between England and South Australia. Between 1864 and 1887 she made 23 round trips, carrying emigrants and general cargo to South Australia and returning with wool and copper.

It is claimed that a quarter of a million Australians can trace their family history to the *City of Adelaide*. (I recently found out that two of my ancestors emigrated to Adelaide – unfortunately not on the *City of Adelaide*!)

Apart from two incidents (running aground in 1864 and losing her rudder in 1877) the *City of Adelaide* had a largely uneventful career. When her seagoing days were over she became a static vessel and had a number of uses (see the timeline). It was when she reached the end of her useful life that she became a very lucky ship indeed; she was condemned and saved a number of times.

The most serious threat to the *City of Adelaide* came in 2000 when the Scottish Maritime Museum applied for permission to break the ship up. The application was eventually refused. At a conference in 2001, a group from Sunderland, where the ship was built, and a group from Adelaide presented proposals for the *City of Adelaide*'s long-term future. Nearly a decade later, the volunteer-led organisation Clipper Ship City of Adelaide Ltd was finally successful in its bid to take the ship to South Australia for conservation.

The *City of Adelaide* arrived in Port Adelaide in February 2014. The ship was placed on a barge and it was hoped that within 10 years the ship would have a permanent home on land with all the work completed. As it turned out, it took 10 years of fundraising and dealing with bureaucracy to achieve just the first step. In June 2024 the ship was moved to its final home in a shallow concrete-lined pit. Now the real work can begin! It is intended that the *City of Adelaide* will be the centrepiece of a 'seaport village', a recreation of

a colonial seaport for education and tourism. I did say that it's an ambitious project!

At the moment, a visit to the ship is akin to visiting a building site. This is not a criticism; it's just the way it is – shipping containers and scaffolding. But all the temporary stairs and walkways do allow visitors to go inside the ship for a guided or self-guided tour.

Our volunteer guide was excellent. He was genuinely enthusiastic about the ship and it was clear that he was not just trotting out a script. The oohs and aahs showed that his vivid descriptions of life on board were hitting the spot, and he was keen to answer questions and generally chat about the ship.

Visitors are not allowed on the open deck because there are no railings but are reasonably free to explore the hold (on a walkway) and the lower and upper decks. The latter has a new deck, and carpenters are constructing two replica first-class cabins

The lower deck, where the second-class passengers travelled in much less private conditions, is currently used as an exhibition area. Displays include part of a hospital isolation ward, stories of prominent citizens connected with the ship, the story of the move from Scotland, a replica of the former Adelaide coat of arms that used to be fitted to the stern, and the ship's life as a naval reserve club rooms.

As can be seen from the photos, there is a vast amount of work to do. Obviously, decisions have to be made about what to tackle first. Some necessary structural work has been completed, but despite the sorry state of the ship, probably wisely, interpretation and visitor experience is coming before cosmetic work.

Once complete, the ship will again have masts and rigging, and it will be accessible to all visitors.

See more on the website:
www.cityofadelaide.com.au.

How to get there

The *City of Adelaide* is very well signposted from the centre of Port Adelaide and there is plenty of



parking. We took the very pleasant 25-minute train ride from Adelaide to Port Dock. From Port Dock it's an approx. 25-minute walk to the *City of Adelaide*. The walk takes you through an industrial area on busy roads. While safe, it is not a walk to be attempted on a hot day!

More to see

Port Adelaide is a delight. It has a heritage area where most of the original buildings have been

preserved. It is also transport museum heaven – maritime, railway, aviation and the *City of Adelaide*. When you visit one museum, you can claim 25% off entry at all the others. The iron lighthouse that originally stood at the entrance to the Port River now stands in the town and is sometimes open for tours.

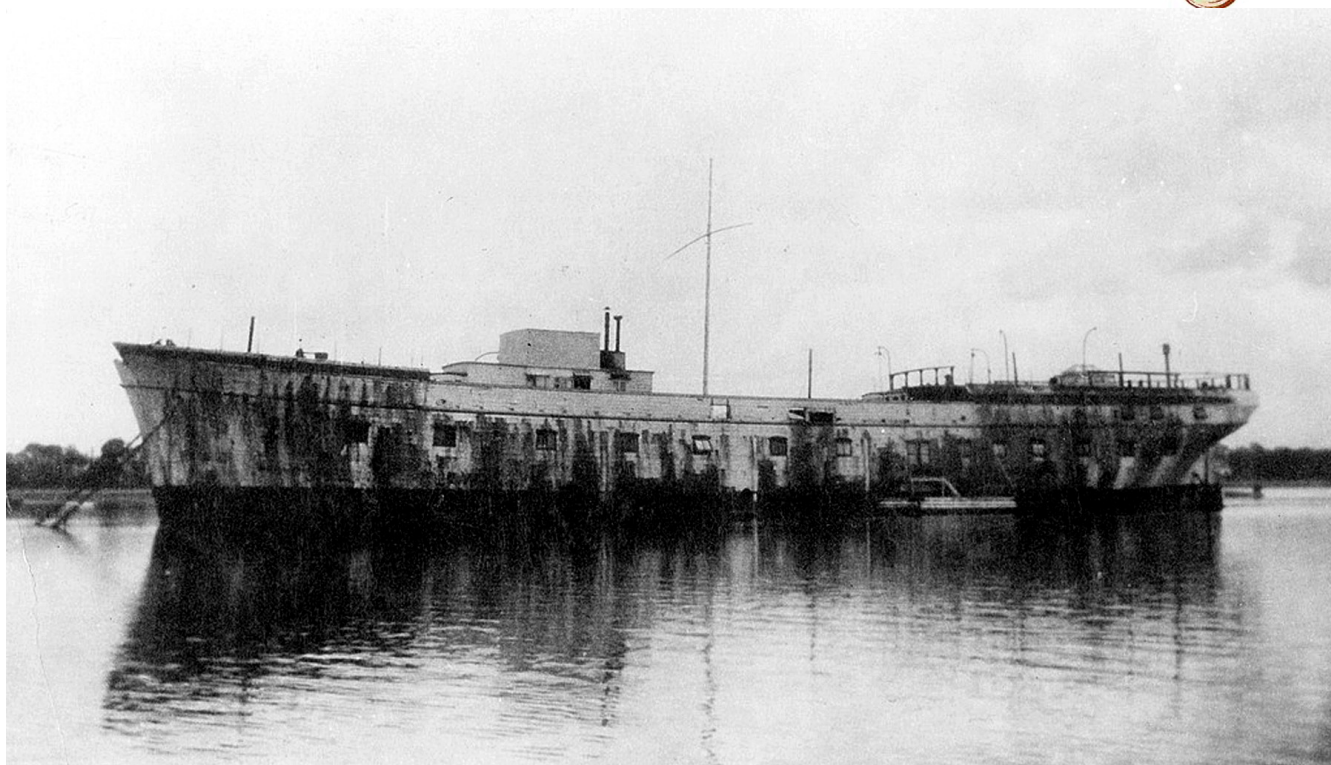
City of Adelaide *Timeline (below)*

1 October 1863 Construction began, Sunderland, north-east England	1989 Partially flooded and declared a total loss
6 August 1864 First voyage from London to South Australia began	1990 Purchased by the Clyde Ship Trust for £1
7 November 1864 Arrived at Port Adelaide	February 1991 Sank at mooring at Princes Dock, Glasgow
1865 to 1887 Twenty-two further voyages to South Australia	1992 Saved by the Scottish Maritime Museum (SMM)
August 1887 Sold to a Dover coal merchant	2000 Conservation project abandoned owing to lack of funds
August 1888 Sold to a Belfast timber merchant	2007 SMM made renewed call for proposals to take the ship
September 1893 Sold to the Borough of Southampton for use as an isolation hospital	August 2010 Clipper Ship City of Adelaide Ltd successful in its bid
April 1923 Sold to the Royal Naval Volunteer Reserve (Scottish Div.) as a training ship	3 February 2014 Arrived at Port Adelaide on a heavy lift ship
1948 Scheduled for breaking up but refitted as club rooms for the Royal Naval Reserve (Scotland)	16 June 2024 Moved to present, permanent home on land in Port Adelaide



City of Adelaide rigged down as a barque

Photo: State Library of South Australia



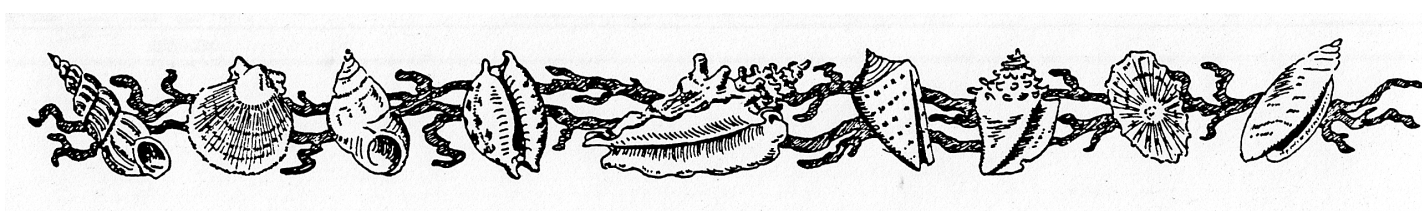
The City of Adelaide as a hulk at Southampton, where she was used as an isolation hospital, c. 1938. The square windows, which were cut in the hull for light and ventilation, are clearly visible

Photo: State Library of South Australia



*First Class
New decking,, and
replica first-class
cabins under con-
struction. Plenty of
daylight showing
through holes in the
hull*

Photo: Julie Taylor





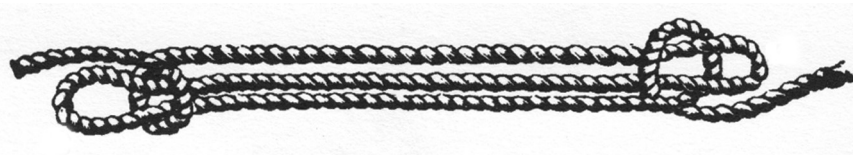
QUIZ

Answers to March

1. The mutiny on HMS *Bounty* occurred on 28 April 1788.
2. *Cutty Sark* was launched on 22 November 1869.
3. Ratlines are horizontal ropes tied to the shrouds and used as a ladder to climb aloft.

Quiz

1. What is Australia's oldest European maritime relic?
2. What is the name of the ship which collided with STS *Leeuwin* on 30 August 2024?
3. Two barques were wrecked close to Fremantle during a storm on 11 July 1899. One had no survivors, the other lost 11 crew including its captain. What were the names of these vessels?



Towed by an Iceberg.

By Ron Forsyth

The ingenuity of Captain Chase of the bark *E. O. Clark*, which arrived at Philadelphia a short time ago from Greenland, has earned for him the proud distinction of being the first sailing master to make his vessel fast to an iceberg and allow it to pull him toward his destination without a sail being set. The bark sailed from Ivigtut, a port on the south-west coast of Greenland, on 21st June, for Philadelphia. She was loaded with a cargo of cryolite. She is one of the seven vessels that are regularly engaged in carrying that little known mineral from the far north.

For three days after leaving Ivigtut she was surrounded on all sides by monster icebergs, but they soon became lost to sight in a dense fog, and it was then that the skill of a master mariner was brought into play and thoroughly tested. Captain Chase and his crew of ten men were kept constantly on the alert, and the vessel beat to and fro until the fog lifted. Then the most dangerous ice was well astern, and the ship was out of immediate danger. For six days afterwards huge bergs were in sight, but too far away to preclude the possibil-

ity of collision. Drift ice was sighted on June 30, having been driven off shore by a north-east wind. It was drifting almost in the direct course, which the *Clark* was endeavouring to pursue.

The vessel was soon on the outer edge of an immense field of drift ice, which extended in a northeasterly direction as far as the eye could reach, with an occasional berg reaching high into the air. On the other side was the clear water. The *Clark* was soon caught in the drift and was so firmly held in the ice that she was carried many miles on her course, a line having been made fast to one of the nearest bergs to keep her steady. For several days all hands enjoyed the novel experience of being towed by an iceberg, but finally the wind began to change the direction of the drift. Then the rope was cut, the sails were set, and the vessel soon freed herself, and in a few days was clear of the Arctic current. The rest of the long journey was devoid of special interest.

Petersburg Times, 4 June 1897



The Opening of the HMAS *Perth* (I) Memorial

Words and Photography by David Nicolson

On the 1st of March this year, the 83 anniversary of the sinking of HMAS *Perth* (I), the memorial to the ship and her crew was opened by the Governor of WA, His Excellency the Honourable Chris Dawson in front of a crowd of 260. He was accompanied by representatives of the Army, Airforce, State and Federal parliament. A fly past of three RAAF trainers was a highlight of the moving ceremony. Also in attendance was the United States Consul in recognition of the loss of the USS *Houston* on that fate-

ful day in the Sunda Strait.

There was a Navy band and Tri Service Catalfalque party that included a sailor from the United States navy. (A photo is attached.)

As a follow-up, the West Australian Museum is holding an exhibition in recognition of the men who died in the battle and in the POW camp, and those who survived and returned home.

