

MARITIME HERITAGE ASSOCIATION JOURNAL

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

The Secretary-(Ross Shardlow)
23 State Street,
VICTORIA PARK,
W.A. 6100.



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

ANNUAL GENERAL MEETING

at

12 Cleopatra Drive
MANDURAH

on

Sunday 23 March 2003 - 10.30 am

Come for morning tea and stay for lunch

For those spouses and friends who do not wish to be involved with the AGM there will be a “show and tell” of Jill’s beautiful textiles and embroideries which Peter has brought home in his backpack from his various trips to SE Asia and China

Everybody very welcome



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

All of the Association's incoming journals, newsletters, etc. are now archived with Ray Miller who may be contacted on 9337 2614, and are available to members on loan. Please note that to access the videos, journals, library books, etc it is necessary to phone ahead.

(If you have an unwanted collection of magazines of a maritime nature, then perhaps its time to let others enjoy reading it. Contact the Association; we may be interested in archiving the collection.)

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EDITORIAL

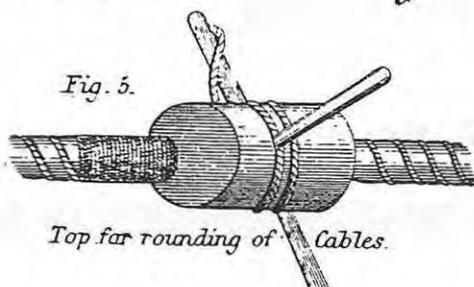
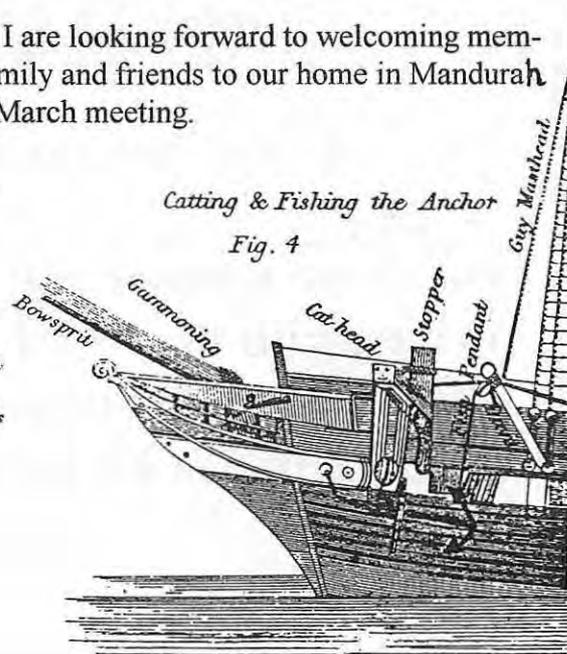
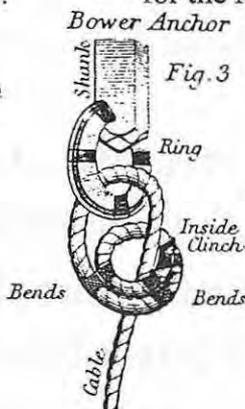
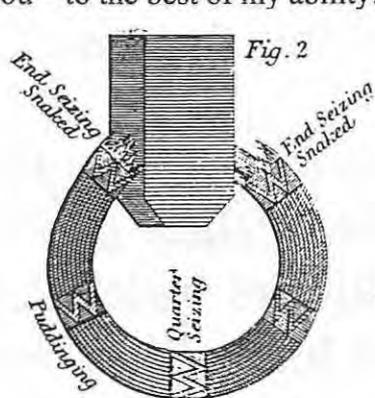
This copy of the journal is earlier than usual as I am going away on holidays for part of February and part of March. I have endeavoured to get a reasonable journal out with limited input from members and in a fairly limited timeframe due to other commitments.

I believe it is time the members of this association did a little recruiting. Please try and interest a friend in to joining the Maritime Heritage Association. The annual dues are not excessive. We need more members, especially those who are willing to write an article, send in a small snippet of information for the Ditty Bag or just submit a paragraph on something of interest to publish in the journal. The task of finding material to put in each three months is getting harder and harder. Surely someone out there has knowledge or stories to pass on. If you think you are not a good writer then send it to me and I will edit it for you – to the best of my ability!

I don't know how many of you have been to the new Maritime Museum in Fremantle. If you haven't been there I recommend you take a visit. The exhibits are very good and include material from around the eastern Indian Ocean area, and not just Western Australia. There is Australia II set at the angle of heel she had when sailing across the finishing line to win the America's Cup. The Mele Bilo, a beautiful looking varnished 18 footer from pre-war. A variety of Indonesian craft as well as a full size replica of the conning tower of the World War I Australian submarine AE2. Many more exhibits, all of interest.

It appears that Rod Dickson may have to put out a second edition of his latest book to include the new information he has come up with!

Jill and I are looking forward to welcoming members, family and friends to our home in Mandurah for the March meeting.





Presidential Tidings

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

Greetings to all and I hope your year is going well. Thanks to Ross and Barbara for throwing their studio open for our Christmas meeting and social at short notice. It was a very pleasant evening and enjoyed by all

Isn't research a strange hobby? I thought I had exhausted every avenue I could think of, both in the State Records Office and the National Archives, when writing the story on the White Divers Experiment in my latest book, 'The Price of a Pearl'. Every file and article I have consulted tells of the deaths of just two divers and it was them that I wrote about. But lo and behold, I have just received another file from Canberra which tells of a third British diver's death. This was Stanley John Saunders and the manner of his death is almost exactly the same as the others. It becomes apparent that the reason he is not mentioned in the local files is that he was not employed by anyone at the time. He had given up his employment with Sydney Piggott and had requested passage on a lugger going to the pearling grounds to try and get employment as a shell opener. On the way south the Japanese diver took sick and was expected to be out of the suit for three days. Stanley stood in for him and on the afternoon of the third day became paralysed and died shortly after. Once again the lugger

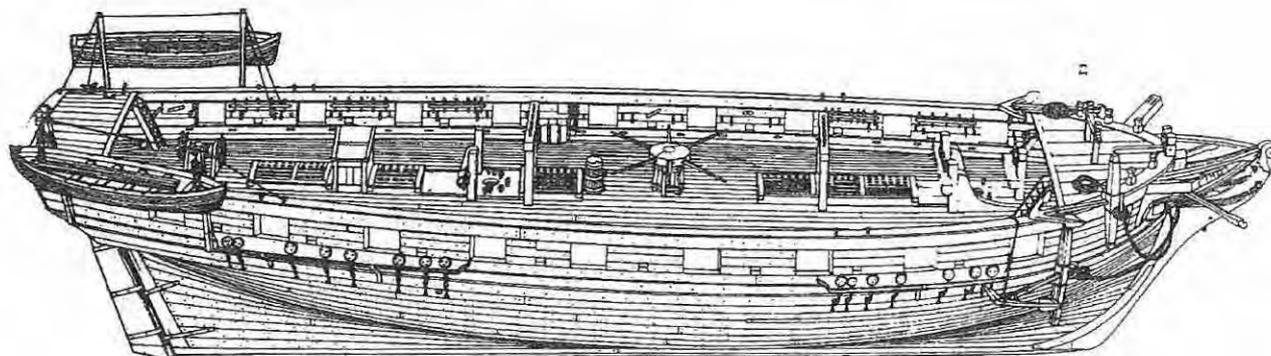
had just had compressor installed. So it just goes to show that even though every file and resource has been used something else is bound to turn up eventually.

When last in Japan I read a slogan in a local English language newspaper. Unfortunately I didn't copy the whole paragraph but two of the lines stuck on my mind as follows,

**REMEMBER, AMATEURS BUILT THE ARK,
PROFESSIONALS BUILT THE TITANIC.**

I have had the chance to visit the new museum and while I personally don't particularly like the building I must congratulate Bill Leonard, Ray Miller and their dedicated team for the restoration of the pearling lugger *Trixen*. I well remember the vessel at Maylands in the early sixties with her bow up on the bank lying over at about 40 degrees and her stern under water. Even though my interest in Maritime History was a long way in the future I still felt sorry at the state of neglect she was in. I would never have dreamt that she could ever have been restored. Another fine tribute to the old time ship and boat builders.

Rod Dickson.



The Ditty Bag

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



The line honours winner of the 1979 Parmelia Race from Plymouth, UK, to Fremantle was *Siska*, designed and sailed by Rolly Tasker. Her time was 57 days, 13 hours, 41 minutes, a record at that time. There have been number of round the world races that have called into Fremantle since then. Does anyone know whether *Siska*'s time still stands as a record?

The replica *Endeavour* rounded Cape Horn on its voyage to England at 0920 hours on Tuesday, 16 April, 2002. Their position at that time was 56° 03.4'S and 67° 09.6'W.

During W.W. II Fremantle was the biggest submarine base in the Southern Hemisphere and the second biggest submarine base in the history of Allied submarine warfare. There were more than 160 American, British and Dutch submarines based in Fremantle. They made 416 war patrols out of the port between March 1942 and August 1945.

The Falmouth 18ft Restricted class yachts have been around for a little over 100 years. The only restriction appears to be on the maximum overall length of 18 feet. Masts can soar to any heights and one, *Chin Chin* of 1896, had one that reached upwards 60 feet! Evidently 40-45 feet was not uncommon.

Lieutenant Phillip Parker King, commander of *HMS Mermaid*, who did so much of the early survey work along the Western Australian coast and elsewhere, was the first Australian-born officer in the Royal Navy. He was also the first Australian to reach the rank of Rear-Admiral.

HMS Success made two visits to Australia. The first was in 1826 under Captain James Stirling. The second was in 1829 when Stirling came to Western Australia as this state's first governor.

All the World's Fighting Ships was first published by Fred T. Jane in 1897. It has set the standard as a reference work since then. Fred T. Jane was born 6 August 1865, the son of an Anglican clergyman. He died in March 1916 at Southsea, UK. Health reasons prevented him from entering the Royal Navy.

The equivalent to the Naval rank of Rear-Admiral is - in the Army a Major-General and in the Air Force an Air Vice-Marshal.

The International Code signal flag of a white square in a blue border, **P**, means "vessel is about to sail". The opposite flag with a blue square in a white border, **S**, means "my engines are going astern".

In early March 1899 Cyclone Mahina struck the pearling fleet on the Queensland coast. 307 people were killed and over 100 vessels, including the Channel Rock Lightship, were wrecked. This death toll is of those on vessels; over 100 people were also killed on land.

The Blue Riband for the fastest passenger ship across the Atlantic was first won by the *Acadia*, built in 1840. The final holder was the *United States* in 1952.

The *United States* was heavily subsidised by the US Government for the prestige of holding the Blue Riband. Her voyages did not pay for themselves, crew outnumbered passengers three or even four to one and the government paid US \$9.7 million per year subsidy. She was mothballed in 1969.

Glut. A patch at the centre of the head of the sail, having an eyelet for the becket rope.



Typhoon

Rod Dickson tells of a severe typhoon at sea.

After 46 years at sea I thought I had seen and experienced all that the sea and nature could throw at one, but how wrong I was. On our first voyage north to a place named Ohgashima, just inside Tokyo Bay we were followed by a tropical depression which gave no cause for alarm as it was expected to swing N.E. and peter out. On our arrival at the pilot station we were informed that the depression had deepened and become a tropical typhoon named HIGOS, but not to worry it will swing N.E. and peter out. We duly berthed, 30 October, and discharged our liquid natural gas at the Ohgashima terminal and next morning prepared to depart. With two pilots on board we headed for the entrance to Tokyo Bay and south, only to be informed that HIGOS was now classified as a SUPER TYPHOON with wind gusts of 135 knots near the centre. We dropped the pilots at 11 a.m. and from then on we frantically lashed and double lashed all we could about the ship as we were going to be fifteen miles from the eye about 5 p.m.

The official Tokyo weather report for 1800 hours, 30 October reads :- Typhoon Warning, HIGOS 301800Z Posit. Near 27.1 N, 136.6 E moving 015 degrees true at 20 knots. Max seas 35 feet. Winds 110 knots, gusts to 135 knots.

As we moved closer the winds increased and the seas were building up rapidly. By 4 p.m. it was in excess of force twelve, (65 knots). By 5 over 100 knots. And about 6 p.m. we recorded our maximum winds of 137 knots, not sure how much over but well over 200 kilometres per hour. It was a total whiteout, or rather light grey out. The ocean was blowing horizontally. Visibility really was next to nothing.

The seas had built up to 11 metres on a 5 metre swell and seas were confusedly coming from both quarters at the same time. Another record was broken during the typhoon when the ship began rolling. The inclinometer went off the scale at 45 degrees port and starboard and it is presumed that we went over the 50 degrees each way. These ships are NOT supposed to perform

such manoeuvres, however this one most certainly did. As you can well imagine there was a fair amount of damage done about the ship and it took days before we were reasonably back to normalcy.

Strangely it is hard to remember all the events of that evening as at about 5 p.m. all spare hands were required in the engineroom to clean up oil spills etc. and from then on it was finish one job and rush off to the next problem.

By 8 p.m. and only four hours after reaching hurricane force it was all over and we were back to force 12 and next morning the winds were about 20 knots and it was a pleasant day again!!! Some of the more interesting happenings during the event. Every single tool and item on the workshop shadow boards leapt off and found somewhere to hide. The large tool chest decided that it no longer wanted to be one, so fell over and threw all the drawers out. The ones with the taps and dies and all the other small tools. We are still looking for some !!!

At one stage during the oil spill cleanup on the 2nd deck, about 200 litres, our 3rd engineer slipped over and was seen to be sliding up and down the deck on her bum, until somebody grabbed her before she was injured. She reckoned she was enjoying herself !!!

On the bridge an officer, who remains nameless, had a Magnum icecream in the freezer compartment of the fridge. At the height of a roll the door flew open, the freezer door opened and the icecream jumped out. It amazingly then reversed course, in midair, around the door and disappeared back behind the fridge, where it was found melted and mutilated two days later !!!

In all my years it was not the worst storm as they are the ones that last for days and days and physically and mentally wear you down as if you'd been in a washing machine, however TYPHOON HIGOS was definitely the most violent.



River Chief

Some further information on the brig *River Chief* mentioned in the December 2002 Journal. The following information is courtesy of Ron Parsons of the Australian Maritime Historical Society.

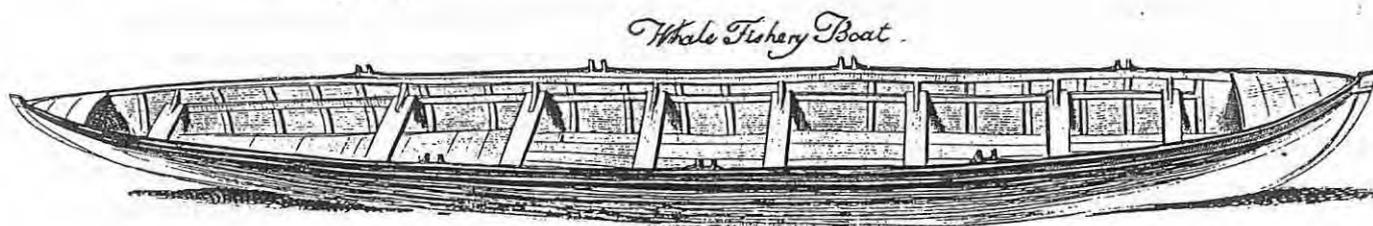
The vessel was registered at Port Adelaide but as Official Numbers were not in use until 1855 she was not allocated one until returning to British Register on her return to Australia from San Francisco. It appears that, as the builder is stated as Edwards, Murray River, Western Australia, William Hughes Edwards was the builder and Joseph Morris the financier. The vessel is described as wood hull, 1 deck, square stern and carvel build.

The *River Chief* was registered in Adelaide in May 1847 by H. Collier of Albert Town, S.A.

(No. 4/1847). The same year she was then registered at Hobart Town (No. 24/1847) by George Wilson. She was sold at San Francisco on 14 December 1850 to pay the wages of the crew.

The next registration is by M.E. Murnin at Sydney (No. 96/1854). By June 1856 she was owned by M.E. Murnin and Edward Lane and in September 1856 by Edward Lane.

The *River Chief* was a total wreck at the Richmond River Heads, N.S.W. on 25 November 1865.



Flogging

This is an extract from the Naval Chronicle Volume IX of 1803. Readers should note that the prisoner "appeared of a delicate habit" as he couldn't take much more than 100 lashes without moaning!

Portsmouth Report 28 January 1803.

Yesterday morning, at 10 o'clock, the Royal Marines were drawn up in the Court of the Barracks to hear the sentence and attend the punishment of Sergeant Schmitt, of that corps, for desertion and embezzling money with which he had been entrusted as Pay Sergeant. The proceedings of the court were read by Lieutenant and Adjutant Varlo. The charge being proved, the prisoner was sentenced for the desertion, to be reduced to the ranks and receive 500 lashes; for the embezzlement of the money (which was stated to be sixty-seven pounds, eighteen shillings and four and a half pence) to have all sums due to him for pay etc. applied to the repayment and to have his

future pay stopped, to an amount not exceeding a half, till the whole deficiency be made good. The approbation of the sentence and the order to carry it into execution by the Lords of the Admiralty was then read. The Prisoner, when he was brought out to hear his sentence and while it was reading, carried himself with a firm but modest air. Before he had received 100 lashes, his body began to writhe excessively, though his countenance was little moved. After that he moaned and complained at intervals with a low and evidently smothered voice. Once or twice he said, "I cannot bear it". He appeared to be of a delicate habit. When he had received 300 lashes, the surgeon took his pulse, after which he received 50 more, and was then taken down.



SS Richard Halliburton

In the late 1920s an adventure traveller named Richard Halliburton obtained permission from the Governor of the Panama Canal Zone, General M.L. Walker, to swim the length of the Panama Canal.

*Mr. Richard Halliburton,
Hotel Tivoli,
Ancon, Canal Zone.*

Sir: With reference to our personal conversation of today, you are informed that there is no objection on the part of the Canal authorities to your projected swim from Colon to Panama.

In this connection you are advised to take a course of anti-typhoid vaccination. You are also informed that alligators have been observed frequently in Gaillard Cut.

You are authorized to have a row-boat containing a rifleman accompanying you. You are also authorized to swim through the locks.

It is understood that any expenses in connection with this expedition will be borne by yourself, and that the Panama Canal will not be held responsible for any damages sustained.

*Respectfully,
M.L. Walker, Governor.*

Halliburton registered himself as the *S.S. Richard Halliburton* with the following specifications.

Length overall	5 feet 10 inches
Beam	1 foot
Displacement	140 pounds or one thirteenth of a ton.

The admeasurer at the first lock did some calculations and Halliburton was charged 36 cents on the basis of the above measurements for the sole use of the three up locks and the three down locks.

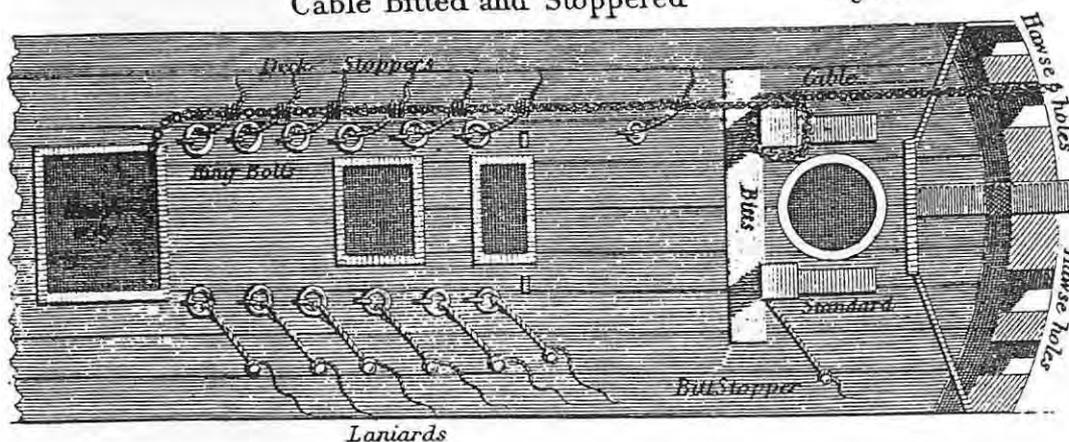
The rifleman who was sent along by the American Army to protect him from alligators and other harmful creatures was Sergeant Thomas Wright, and the oarsman for his dinghy was a Jamaican named Quentin.

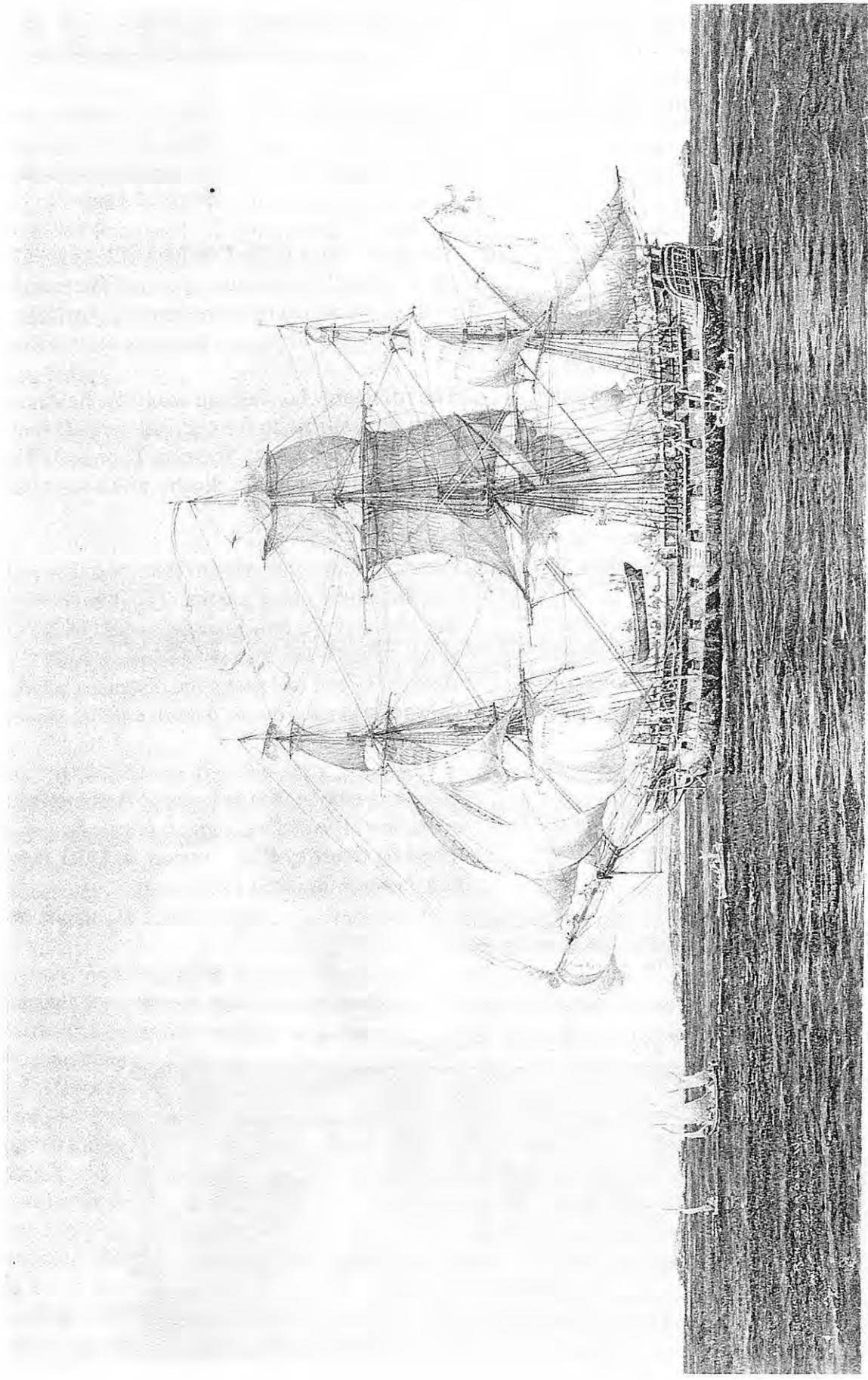
His swim took eight days to cover the fifty miles with the nights spent ashore. This was the first and probably the only complete swim of the full length of the Canal. In 1915 a man named Wendell Green had swum the distances between the various locks, but he did not enter any of them.

This story can be read in Richard Halliburton's book *New Worlds To Conquer*, originally published by Geoffrey Bles, London, in 1930. My edition is a reprint dated 1947.

Cable Bitted and Stoppered

Fig. 1





Photocopy of the painting by Ross Shardlow



HMS SUCCESS HOVE-TO OFF CARNAC ISLAND, WESTERN AUSTRALIA - 1827

Painted by Ross Shardlow August 2002
Watercolour on Arches Aquarelle 300 gsm
36cm x 59cm

HMS SUCCESS continues to attract our attention. Past issues have covered the building of her model (see Vol. 3/3, Vol. 412, Vol. 10/3), while Nick Burningham made some significant observations on the rig of her boats (Vol. 4/4). Now marine artist Ross Shardlow gives us some further information on the ship as he describes his latest project.

The 28 gun frigate HMS SUCCESS, built at Pembroke in 1825, and commanded by Captain James Stirling, was posted to the East India Station for her first tour of duty. Stirling's orders were to proceed to Sydney, (at that time still part of the East India Station), and there to receive instructions to rescue and relocate the distressed settlement on Melville Island in the north of Australia. SUCCESS arrived at Sydney 28 November, 1826 but did not immediately proceed to Melville Island. Reasoning that it was the wrong time of the year to be sailing to the far north, Stirling successfully applied for permission to explore the Swan River region of Western Australia to investigate its prospects as a site suitable for settlement and to discourage French and American interests in the process.

Having first called at Hobart Town to deliver a large amount of silver specie for the Commissariat's use, SUCCESS anchored off the mouth of the Swan River 6 March, 1827. While exploring parties pushed upriver and others surveyed the surrounding bays, reefs and islands, SUCCESS moved from her exposed anchorage towards the sheltered waters of Cockburn Sound. In doing so she had to cross an extensive shallow sand bank (now named the Success Bank) and so impressed was Stirling with his first officer's efforts in accomplishing this feat, that he ignored the accepted protocol of recognising given place names and re-named the adjacent island Pulo Carnac after Lieutenant John Rivett Carnac - it had been named Ile Berthollet by Baudin in 1801. Similarly, the nearby Ile Buache was later changed to Garden Is-

land. Presumably, this had more to do with snubbing the French than honouring Stirling's horticultural pursuits.

The painting captures SUCCESS in the lee of Carnac. She has just crossed the hazardous Success Bank and ahead of her is another equally perilous obstacle, later to be named Parmelia Bank. SUCCESS has backed her mainsails and lowered her boats so that they may take soundings ahead and around the ship. According to her chart SUCCESS prudently selected her anchorage about where she is shown in the painting. Two years later Carnac Island was to play another, far more significant role in SUCCESS's history.

After a brief and disparaging visit to the newly established garrison at King George Sound, Stirling arrived back at Sydney in April with glowing reports of a new *Hesperia* (a land looking towards a western sun). SUCCESS's next role was to do a quick run down to Batemans Bay with Surveyor General John Oxley, to complete some survey work there before returning to Sydney on 13 May, 1827. On 19 May, in company with the MARY ELIZABETH and the MARQUIS OF LANDSDOWNE, SUCCESS finally departed for the far north of Australia to relocate the beleaguered garrison of Fort Dundas on Melville Island which had succumbed to the rigours and hostility of the tropics. Stirling selected Raffles Bay as a more suitable site.



They built a stockade and barracks, established yet another garden and, it being the anniversary of Waterloo, named the site Fort Wellington. Stirling then sailed SUCCESS off to Fort Dundas to advise the base commandant, Major Campbell, where he was to move to, stayed three days to see them off, then sailed on to Penang and Madras to rejoin his base at the East India Station. Here, learning that his glowing reports about settling Swan River were not being received with his same enthusiasm, Stirling relieved himself of his command and returned to England to present a more determined view. He was, in fact, quite successful. His persistence, (and influence), eventually led to the establishment of a new, free colony at Swan River - with himself as Lieutenant-Governor. His settlement at Fort Wellington, however, proved less successful. Within a few months serious cases of scurvy were being sent back to Melville Island! By 1829 both settlements were abandoned in favour of a new site at Port Essington to be called Victoria - this too was abandoned. Eventually, an appropriate site was located at a place discovered during the BEAGLE voyages and named after one of her former crewmates Darwin.

Captain William C. Jervoise replaced Stirling as commander of SUCCESS and sailed her from Madras back to Australia, arriving at Hobart Town, 2 June, 1829 ... this is the same day that the PAR-MELIA, the first ship to bring settlers to the new Swan River Colony, and with non-other than James Stirling in command at the time, ran aground on the bank that now carries her name. SUCCESS returned to Sydney on 15 June. During her time back at her Australia base she completed a tour to New Zealand, returning to Sydney from the Bay of Islands on 10 October, 1829. Jervoise then received orders to proceed to Madras, and thence to England, leaving Sydney on the 26 October, 1829 and taking with him the Archdeacon of NSW, Thomas Hobbes Scott. As no official confirmation had been received from Stirlings settlement in the west, Jervoise decided he would call in at Swan River on his way to India to see how the fledgling colony was fairing. A decision he was very much to regret. On 28 November Jervoise was standing off Garden Island and using Stirling's chart, attempted to bring SUCCESS into Cockburn Sound through the Challenger Passage between

Garden and Carnac Islands. Something went terribly wrong and HMS SUCCESS was driven into the rocks of Carnac Island. She was in a desperate situation and sustained severe damage to her bow, keel and stem. A rudder gudgeon, horseshoe plate and other fittings ripped off during this episode were discovered by divers in 1965 and are now on display at the Western Australian Maritime Museum. In an attempt to lighten her, spars, upper masts, stores and guns were sent ashore. It took five days before they were able to kedge her off and bring her into Cockburn Sound and it took another thirteen months of repairs before she was ready for sea again, leaving for India 10 January, 1831. During the time of her repairs she was hove-down to HMS CRUIZER which had come down from Madras to assist. To effect her repairs, local timber was cut at Mt Eliza on the Swan River. The timber proved to be not only effective but caused a great deal of interest when the Admiralty surveyed SUCCESS back in Portsmouth in 1832 and found the new *Swan River Mahogany*, (now called Jarrah), to be in a remarkable state of preservation. So impressed was the Admiralty that they placed an order for 200 loads of the timber. Not surprisingly, the new colony was somewhat overwhelmed with such a request and did not have the means or infrastructure to fulfil the order.

Still under the command of Captain Jervoise, HMS SUCCESS arrived off Spithead from Madras on 25 November, 1831. She was removed from active service when her pennant was struck at Portsmouth on 16 December, 1831. Thereafter, she was hulked as a harbour 'Receiving Ship'. Experiments were conducted sheathing her hull with zinc below the waterline - but the nails reacted with the zinc and the sheathing fell off. She was also used as a salvage support vessel for raising the ROYAL GEORGE at Spithead. Another reference gives her assisting with the refit and re-rigging of HMS BUFFALO prior to her taking Governor Hindmarsh out to found the Province of South Australia in 1836.

HMS SUCCESS remained in commission until the 5 May, 1849. She was then 'taken to pieces', one piece being kept by the Royal Naval College at Greenwich as a fine example of the Western Aus-



tralian hardwood, Jarrah.

The SUCCESS painting came about after I received a call from the Defence Departments Navy Video section. They wanted permission to reproduce an earlier painting I had done of HMS SUCCESS and wished to use the image as part of a training video they were putting together for HMAS SUCCESS. My earlier painting was not something I was particularly fond of, earlier paintings seldom are. Furthermore, it portrayed SUCCESS stranded at Carnac Island, with her rig sent down and looking very unwarship like. It was mutually agreed that something more noble would be desirable so I offered to paint a new image from which they could make a copy.

It was not long after this that I received an email from Commander John Connor, Commanding Officer of HMAS SUCCESS, stating that they just happened to be on their way to Fremantle and would I like to join him and his officers for lunch and a tour of the ship after they docked at the Stirling Naval Base at Garden Island. I was pleased to accept. The Commander of the base, Commodore Michael Deeks, himself a previous Commander of HMAS SUCCESS, also joined us for lunch. It was an exceedingly pleasant afternoon.

One of the nicest things I saw that day, something Commander Connor and his officers were keen to show me in the wardroom, was a fine painting of HMAS SUCCESS by the late Dennis Adams, past President of the Australian Society of Marine Artists.

A framed print of the HMS SUCCESS painting was presented to the ship on her recent return to HMAS Stirling. The original painting has been included in the private collection of a Western Australian gentleman.

Ross Shardlow - State Vice-President, Australian Society of Marine Artists

HMS SUCCESS

6th rate, 28 gun frigate
504 tons

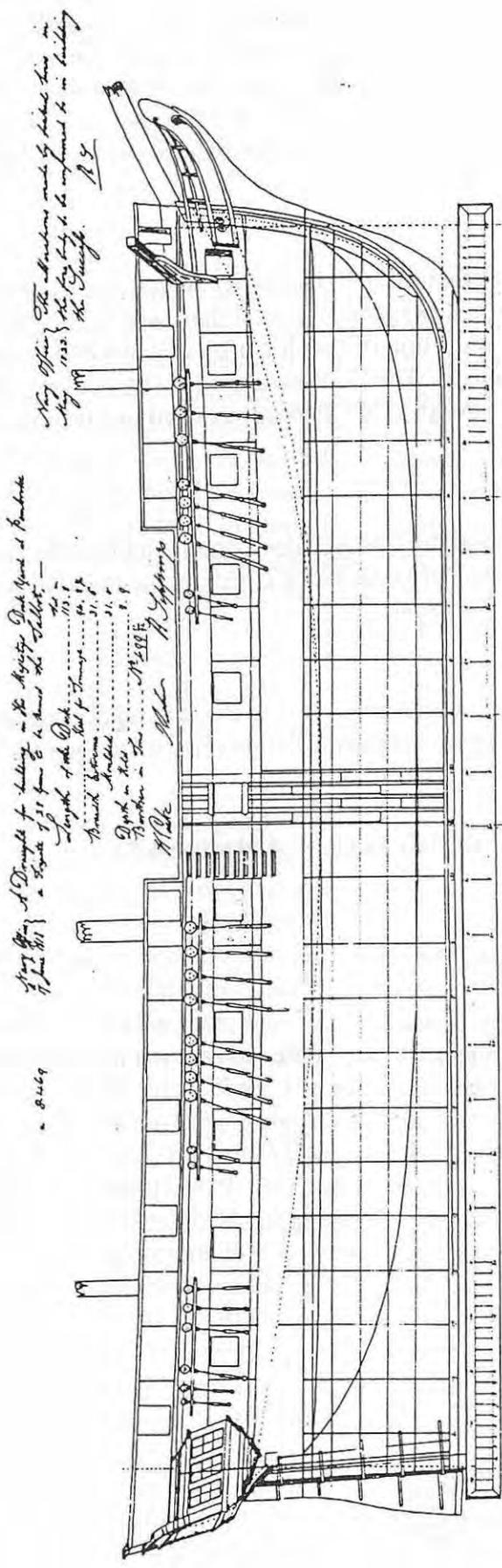
113' 8" x 31' 6" x 8' 9"

Built Pembroke Dockyards:

Keel laid down	July 1823
Launched	30 August 1825
Commissioned	25 January 1826

Armament: 20 - 32 pdr
 6 - 18 pdr carronades
 2 - 6 pdr

Service	East India Station	1826-1831
	Reduced to harbour service	1832
	Broken up, Portsmouth	1849



Plan of H.M.S. Success

Courtesy of the National Maritime Museum, Greenwich



Fremantle - September 1906

Below is a photograph and article which appeared in the World Ship Society Fremantle Branch Newsletter of November 2002. Reproduced here by kind permission of the editor and author, Martin Navarro. A very good piece of detective work!



The above photo appeared on the cover of the June 1988 newsletter, and I have seen it in other publications, always with the same caption, said to "be taken between 1910–1920", altogether too broad a field I felt. I have been trying for some time now to put a more accurate date to the photo, and seem to favour the date as being September, 1906

The vacant land seen in the foreground is the block of land where the Royal Australian Artillery Officer's homes were built in about 1912. To the rear of this block is what was known as Cantonment Hill, where the Artillery Barracks were built in 1910.

The street frontage to the block is Queen Victoria Street, running NE-SW from Fremantle Traffic Bridge to Parry Street. The street that can just be seen to the left of the paddock where the white horse is standing is Burt Street and this passes the front of the Barracks square.

As for the buildings on the other side of Queen Victoria Street, these have all gone and are now taken over by car yards, Officeworks, vacant lots, etc. The two storied building at the far left, is where the present day Flying Angel Club is built. The original building (the one seen in photo) was built in 1898 for a Mr Kidson, Solicitor. Ownership was transferred to Mr G.F. Moore in 1902

In 1902/03 a Mr Carl Peter Ludwig Ratazzi took over occupancy and then ownership in 1904/05. The Ratazzi family remained in occupancy until 1923, the house was known at this time as "Branksome". Mr Ratazzi was born in Frankfurt-on-Main, September 21st 1865 and came to W. A. in 1900 and with his partner Otto Lürman established an agency for the Imperial German Mail Line. Mr Ratazzi was also responsible for the establishment of the first German Club in Fremantle in 1901. He became a JP in 1905 and was appointed Consul for the German Empire and Consular Agent for Italy 1902/14.



Further history of this building shows that from 1923/34 it was a Girls Friendly Society Hostel and provided accommodation for young ladies. From 1935/43 it was named "Torrington Everest House" and carried out the same service for young ladies. Between 1944/46 it was the Eastern Seaman's Club, becoming a private residence in 1947. Demolished in May 1965, with work commencing on the new Flying Angel Club in December of that year, with official opening in November 1966.

Opposite the hoarding, seen in front of the vacant block aforementioned, you will notice a closed picket fence; this fence has O'Sullivan and Davidson Wood and Coal Yard painted on it. This business only operated from Queen Victoria Street, between the years 1903/06 and then shifted to East Fremantle. This gave me the first clue to a date.

The next thing was to identify the sailing ship on the buoys in the harbour. It looked to be of a barque rig, and though not overly low in the water, certainly seemed to be loaded and had obviously suffered some damage. A search of various old papers and scrapbooks only seemed to list two sailing vessels that arrived in Fremantle in distress over the period 1903/1906. The first being an American "Full Rigged Ship" named *IVY* that arrived on May 6th, 1903, as I didn't think that the vessel on the buoys was a "Full Rigged Ship", I moved on to the second vessel.

From the Morning Herald, Perth, dated 7/8/1906 I discovered that a notice was posted on the Shipping Notice Board at Fremantle Telegraph Office as follows: *6/8/06 Busselton 3.26 pm. Barque in distress anchored 4 miles off jetty. This was followed up the next day with report, thus: The Italian Barque STEFANO RAZETO, Captain Fortunato Bozzo with a cargo of phosphates for Bluff, New Zealand, having departed Liverpool 27th April 1906 drifted into Busselton and anchored about 4 miles out. STEFANO RAZETO had been built in 1880 by Oswald Morduant & Co, Southampton, as BRITISH YEOMAN for British Yeoman Shipping Co, Limerick, and registered at Dublin. A three masted barque of 1966 gr, on dimensions of 269.2ft x 39.8ft x 24.2ft. She later passed into the hands of S. Razeto, Fiume, Italy*

Next day Captain Bozzo told his story: "The ship experienced continuous heavy weather over the last weeks of July, mountainous seas and hurricane force winds continued to batter the ship, clearing away boats, rails and everything movable off the decks. On July 31st about 800 miles S.W. of Cape Leeuwin the foretopmast carried away and she lost most of her sails and spars. She had drifted at the mercy of the seas towards the coast of W.A and what proved to be Cape Naturaliste was sighted at about 9am on the 6th August. Signals were made from the vessel but to no avail and she continued her drift, until she was sufficiently close enough to habitation and was brought to anchor". The Captain, who had no charts of the area, was particularly lucky to avoid the reefs off Cape Naturaliste.

The tug *VIGILANT* stood by her, awaiting a decision as to whether the barque would remain at Busselton or go on to Bunbury for repair. It was subsequently decided that she should be towed to Fremantle for the work to be carried out. The *AWHINA* left Fremantle on August 9th to bring *STEFANO RAZETO* to Fremantle, and departed Busselton with the barque in tow at 10.50 am on 10th August. Securing her to the Harbour buoys on the 11th. Dalgety & Co agents *STEFANO RAZETO* remained at the buoys awaiting a decision on her repair. Her requirements were a new steel fore topmast, spars, etc, besides new rigging and rails.

From September 22nd she was joined at the buoys when the barque *AULDGARTH* laid up alongside her awaiting orders. *AULDGARTH* departed direct for Newcastle to load coal on October 8th 1906.

Approval for work to be commenced on *STEFANO RAZETO* was received mid November, and on November 19th, she was moved to Victoria Quay. During the repairs, she moved back to the buoys on December 14th to make room on the quay for the *CHARLES TIBERGHIE* that had arrived with a cargo of case oil, *STEFANO RAZETO* had been occupying the berth where it was customary to unload this particular cargo. At this time, she was taken over by a new captain, whose name was Denegri. Captain Bozzo, who



had resigned his position, returned to Genoa as passenger aboard NDL's *GROSSER KURFURST*. December 19th 1906.

Returning once again to Victoria Quay on January 4th 1907, she was subsequently shifted to North Wharf on January 27th and remained there until being taken to Gage Roads on the 18th March. Finally departing for Bluff, NZ with her cargo of superphosphates from Liverpool, at 8.30pm on March 27th 1907.

Some other points of interest in the photo:
 Note rail line travelling along top of embankment heading for the old Railway Bridge and cycle way/walking path. Originally, this bridge was much further to the west than it is today, and crossed the river just east of the old "H" shed, emerging on the other side and crossing Tydeman Road via an overhead bridge about 100 m west of the Railway Hotel, North Fremantle. On the Fremantle side you will see it passes to the rear of a double storey building with the walkpath passing in front, the interesting thing about this building, is that on the original photo, you can read the name Port Brewery. The walkpath actually connected with the Beach Street end of James Street.

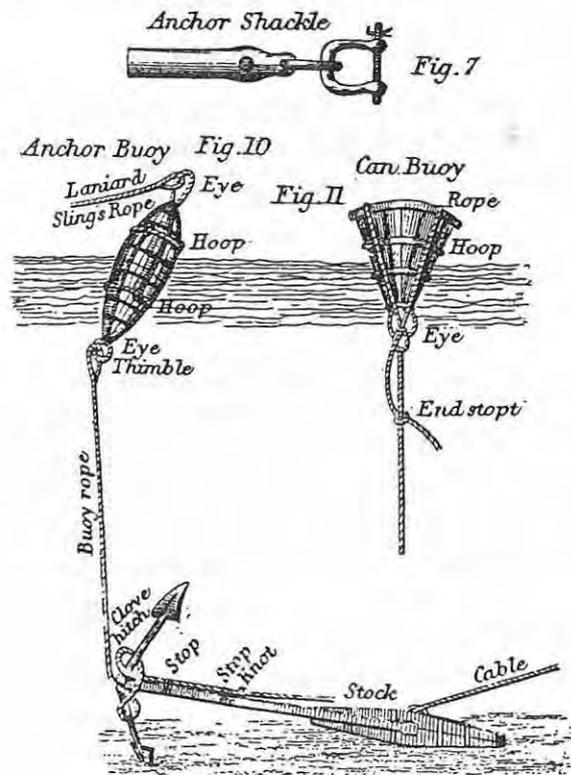
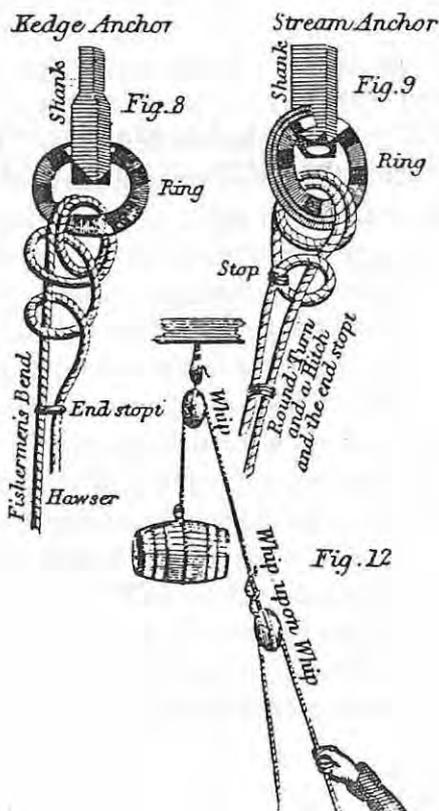
The vehicle access to the Eastern end of Victoria Quay was via an overhead horseshoe bridge that spanned the rail lines. This can be seen just to the left of the Port Brewery. The bitumen remains of

the access road to this bridge can still be seen at the foot of James Street. On the North Wharf side it is just possible to make out a number of coal hulks tied up to jetty jutting out in to the harbour.

I thought that I might be able to more accurately put a date on the photo, by identifying the vessels at Victoria Quay. I'm pretty convinced that the vessel furthest away is AUSN's *KYARRA* in Fremantle September 11th, 1906.

The barque alongside, at what was known as "I" shed, I think is *AULDGIRTH*, Capt J. Winchester from Glasgow & Liverpool, arriving August 24th, 1906.

The small steamer, is probably either Adelaide Steamship Co's *KOLYA* which arrived Fremantle September 10th, 1906, having finished her N.W cattle contract, she departed for the Eastern States on September 13th 1906, or Howard Smith's *CYCLE* ex *BOVERIC*, also listed as being Fremantle at this time. The information on shipping in the newspapers of the period never gave berths information and sometimes failed to give information of any sort. In the background in Gage Roads a four masted barque can be seen at anchor, by arrival dates I take this to be the 1893 Connell, Glasgow built *GLENCLOVA* of the Dundee Shipowning Co.





YARNS

Some more yarns from Chris Buhagiar's friend Sid in the U.K.

Watch that lighthouse

It is difficult to imagine today that on many ships in the old days the officer of the watch was not allowed to alter course one degree without the master's permission. In some cases the Master would insist that he must be on the bridge for any alteration of course.

It was widely said in Brocklebanks when I was with them during the war that the present Marine Superintendent was Third Mate on one ship proceeding South out of the Gulf of Suez. Mariners familiar with that route will know that there is the Deadalus Reef directly on the route with a big tall lighthouse on it which stands out like a phallic symbol and is plainly visible for many miles. The ship was due to pass it late in the Third Mate's morning watch and as the lighthouse appeared dead ahead he blew down the voicepipe and advised the Master that the Deadalus lighthouse was dead ahead. The Master told him to hold his course and after some time the Third Mate again told the Master that they were now getting quite near and should not they alter course. The Master told him to hold his course and after further warnings from the Third Mate the ship grounded with the stempost only yards from knocking over the lighthouse.

The Master was disciplined at the subsequent enquiry but the Third Mate was found blameless! Would that happen today? I doubt it.

Paper collars

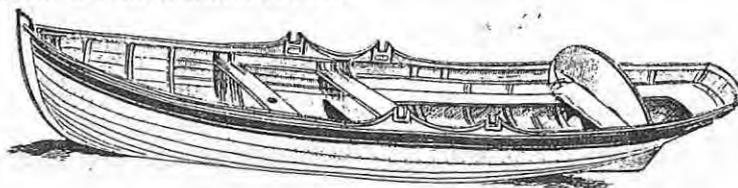
This tale is true. In 1946 a Brocklebank ship, which shall be nameless, was en route from Britain to India and was approaching the Straits of Gibraltar. Because of the shortage of passenger accommodation during the war some cabins had been erected on the boat deck on either side of the Captain's deck and were referred to as the "horse boxes" by the crew. In all about twelve passengers were carried and they were usually

Brits serving in the Indian Civil service or ex-ship's engineers working in the jute mills on the Hooghly. Radar was in its early days and was considered a wondrous novelty. The rotating aerial was housed in a steel erection on the monkey island and the screen occupied the locker on the left of the chart table where normally the chronometers would be. The radio officer would be summoned if the radar was to be switched on and the lid of the locker lifted and propped open. A black canvas cover would then be placed over the lid and there was a slit in the canvas so that one could put one's head into the slit and view the screen. The radar screen would show a line of shimmering green "grass" and any land or object within range would show up as a "blip" rising from the "grass". The compass was magnetic - giro compasses were unknown to us, and the notation was quadrantal and not 360 degrees as became the norm. When taking bearings for a fix at the compass on the monkey island with the azimuth mirror, such bearings would have to be corrected for variation and deviation to convert them to "true" before being bid off on the chart for a "fix". At dinner Captain "Horsefall" (not his true name), told the passengers in his nasal drawl - "If any of you passengers would like to see the radar as we pass though the Straits tonight, you would be welcome on the bridge at about half past midnight". Now the Second Mate was a renowned joker and, having heard this invitation, he hatched a plan. Some of your older readers may recall that years ago you could buy hard white paper collars at half a crown a dozen and the Second Mate wore them regularly. They were just discarded when dirty. Captain Horsefall was a stickler; he would be very cross if anyone scribbled on the charts. All calculations were to be made on scrap paper and only courses and bearings were allowed on the chart. The Second Mate, as soon as he took over the watch at midnight cleared the chart table of all paper, leaving only the chart, pencil, parallel rulers and dividers. The radio officer had started the radar and opened the locker with its canvas cover etc and shortly thereafter about six passengers and the Master crammed into the narrow space between



the chart table and the settee behind and took it in turns to stick their heads into the canvas to see the radar. The Second Mate climbed the vertical ladder to the monkey island, took three bearings, clattered noisily down the ladder and edged his way into the wheelhouse muttering the bearings ostensibly so that he would remember them - "North 82 East,- South 42 West- North 17 West ". The occupants of the chartroom squeezed together to give him room whilst he pretended to search urgently for some paper to write down the bearings. The passengers and the Master looked

on curiously at his increasingly panicky search. Suddenly he appeared to have found an answer; he put his hand up to his neck and tore his paper collar from around his neck, put it on the chart table and wrote down the bearings. He then corrected the bearings and laid them off on the chart and casually walked out onto the bridge wing with his black tie sagging around his collarless neck. Captain Horsefall was too flabbergasted to say anything but there were wry smiles among the passengers.



HMS Driver

Here is some further information to add to the small item in the Ditty Bag of the September 2002 edition of the Maritime Heritage Association Journal regarding the arrival at Fremantle of *HMS Driver*, the first steam driven vessel to visit this state.

The date was 6 December 1845 and *HMS Driver* was en-route from Hong Kong to New Zealand to take part in the Maori Wars.

Launched on 24 December 1840 she was commissioned the following August and then sailed to Hong Kong. *HMS Driver* was built of wood and was 180 feet long with a beam of 36 feet and a displacement of 1,058 tons. Her two steam engines totalling 280 hp drove paddlewheels giving her a speed of 12 knots. She was the first Royal Navy ship to be fitted with an automatic stoking device. A crew of 175 and an armament of two 10 inch muzzle loading and four 32 pounder muzzle loading guns made her a considerable force in her battles with pirates in the China Sea.

The start of the Maori Wars in New Zealand in 1845 caused the hurried departure of *HMS Driver* to New Zealand. Leaving Hong Kong on 27 September 1845 the ship was damaged by a hurricane and forced to put into Singapore for repairs to her boilers. These were repaired and she continued to Fremantle. Further repairs to her boilers were

made in Western Australia. As there was no coal in Fremantle she took on a load of Jarrah to be used as fuel until she reached Sydney, via Hobart, where coal was available.

After active service in New Zealand, *HMS Driver* sailed for England via Cape Horn. Her arrival in England on 11 May 1847 marked the first circumnavigation by a steam-powered vessel. She had sailed 75,696 miles in her six years of service. She later served in the Crimean War and was lost in 1861. One source says she was lost in North America, while another states that she was blown ashore on Mariguano Island after returning to the East India Station.

An interesting side note is that while in Fremantle a crewman named John Bell deserted from *HMS Driver* and settled in Rockingham. He died in 1911.

Lind, L., 1988. *Fair Winds to Australia*. Reed Books Pty Ltd, Frenchs Forest, NSW.

Russo, G., 1979. *HMS Driver. The First Steamer to Visit WA*. In Port of Fremantle Magazine, Spring 1979.



ASTRO-NAVIGATION

For those of you who are interested in astro-navigation here is an article by Captain Peter Piggford, retired Master Mariner, who has contributed a few other articles to past editions of this journal.

Before the advent of electronic satellite navigation systems such as the early Transit and the current GPS, 90% of all ocean navigation was performed by sextant and astro-navigation, using the observed apparent positions of the sun, moon, planets and stars. In practice, of all the millions of stars in the firmament, only the fifty brightest are commonly used in position finding, and the four brightest planets, Venus, Jupiter, Saturn and Mars together with the sun and the moon.

Before the invention of the chronometer, and latterly of radio time signals, it was easy to find latitude but not longitude. To calculate longitude required observations of the occultation of Jupiter's moons or very involved calculations of lunar distances from a fixed star. Neither were very practical nor accurate at sea and required mathematical skills beyond the level of those pertaining to the average seaman.

With the advent of the chronometer in the eighteenth century, and of radio time signals, a great filip was given to the art of astro-navigation, as it was then possible to calculate longitude as well as latitude from celestial observations taken with a sextant. A knowledge of the precise time on the Greenwich meridian at the time of a local observation of a body's position is the essence of longitude. Time indeed is longitude in point of fact. By our determination of mean solar time, the earth revolves 360 degrees in 24 hours, therefore the relationship is $360/24$, or 15 degrees of longitude is equal to one hour of time, and if you carry this ratio to the value of 1' of arc (Which is equal to one nautical mile at the equator) this is the same as 4 seconds of time. So if your chronometer had an unknown error of four seconds, the calculated position by astro-navigation would be one minute of arc wrong in longitude or a distance of up to one nautical mile.

There were other constraints to astro, the principal one being that to observe the altitude of a body it was obviously essential that the body be visible, and not so obvious perhaps to the layman, that the horizon should simultaneously be visible. Thus the

whole panoply of stars on a dark night was more or less useless to the navigator except to provide azimuth (direction). It is possible to use an artificial horizon, but at sea it was not of sufficient accuracy or reliability to be used for any but very rough position finding, errors of four or five miles using this method being common.

In high latitudes where there is usually much cloud, it was not uncommon to go for many days without being able to take observations. During WWII on the Northern Patrol in the Arctic, two naval ships in close company had not been able to obtain sights for ten days. On exchanging their estimated positions there was a discrepancy of nearly fifty miles.

Stars could only be observed in the brief period of twilight when it was possible to see both star and horizon. either at dawn or dusk. Occasionally it was possible to observe the planet Venus in daylight if it was not too close to the sun. (Venus is never more than three hours from the sun), but for the other navigational planets, Jupiter, Mars and Saturn were subject to same restrictions as are found with the fixed stars.

The sun of course is present during daylight hours, and is visible when clouds permit, but owing to varying and unpredictable degrees of refraction at low altitudes, is not used for precise navigation until at least fifteen degrees above the horizon. Another problem was that even when the sun was visible the horizon was not always sharply defined.

It will be well appreciated then, to understand what a boon satellite navigation is to the navigator, as today with the Global Positioning System, fixes to an accuracy of a few yards can be continuously obtained by day or night and in all weathers at the push of a button, anywhere in the world. Available today is a hand held GPS which fits in the palm of the hand. It is smaller and lighter than a sextant and comparable in price.

In some ways the passing of astro navigation is a little sad to me personally. I have spent many years of



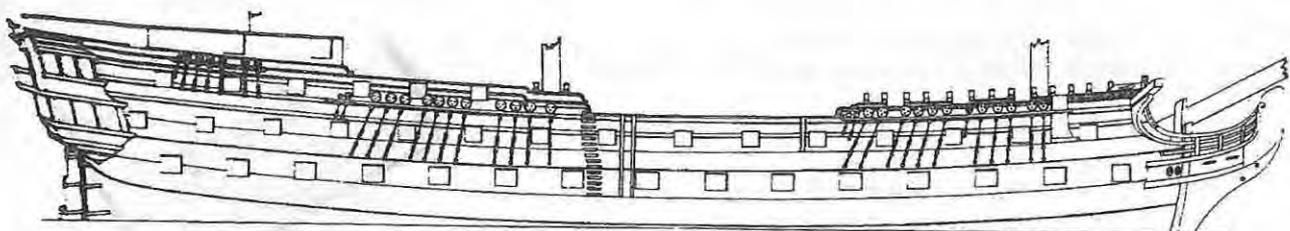
my life navigating ships around the oceans of the world using the old skills, now anyone who can press a button can navigate with a higher degree of accuracy than I ever could. By the end of this century, I believe that astro-navigation will be completely superseded, just as the old skills of observing lunar distances or Jupiter's moons had gone by the board in my day, so will celestial navigation disappear except perhaps as a means of last resort.

Using meridian altitudes (mainly of the sun) it is possible to find latitude quite simply without using any more mathematics than addition and subtraction, provided an almanac of the body's declination is available. The ancients and early voyagers of discovery used this method which is known as parallel sailing. The latitude of a destination if known, enabled a navigator to find that destination simply by sailing north or south until the required latitude is found and then go east or west along the parallel until the landfall is inevitably made.

A variation of this method was the Polynesian magic coconut. Wishing to sail to another island, the navigator could consult his medicine man, who had an array of coconut shells drilled with three holes. Two holes were at the same height above the base, and when the nut was filled with water to the level of these holes it enabled the observer to hold it level, a crude form of artificial horizon. The third hole was drilled, so that the sun at that season of the year could be seen at noon through that hole, when sighted through the opposite level viewing aperture. A

very elementary fixed angle sextant type of instrument. These coconuts for various destinations were exchanged between the wise men themselves among the islands, no doubt in great secrecy to preserve the force of their magic. Prudent seamen would carry a homing nut for the return voyage to ensure they did not miss their own island and sail past into the wide blue yonder. The Polynesians were skilled navigators who also used extended methods of pilotage based on wind and sea states and how these were affected by the configuration of groups of islands. They also observed the flight of birds.

Navigation as I knew it will almost certainly become a lost art, that is technological progress which is not just confined to the art of navigation which is no longer a real art, but whatever advances are made on the other nautical art, that of seamanship, the essence of that will not change. Seamanship is largely common sense, discipline organisation and the whole art of negotiating the oceans in vessels of whatever size with safety and despatch. Technology may well help, but will not displace sense of responsibility and level of sheer competence that is so commonly found among those who go about their business in great waters today. The pure button pushers and academics will still be well out of their leagues when the weather gets bad, the ship is labouring, and the chips are down. Seawater gets into the electronics and the GPS and the radar is on the blink. That is when the true seaman comes to his own.





QUIZ

Answers to December 2002 quiz

1. The Rowley Shoals were named after Ableseaman Rowley who first sighted them on 16 March 1818 as a crewman on the *Mermaid* under Philip Parker King.
2. An eyebrow or wriggle is the semicircular guttering above a port hole or scuttle.
3. Frames in large wooden vessels have to be made up from a number of pieces of timber scarfed or otherwise fastened together. These pieces of timber are called futtocks. The word is believed to originate from *foot hook*. Foot from the lower part of the timber and hook being an old shipbuilding term for anything bent or curved.

Questions

1. When were the two plates put on Dirk Hartog Island by Dirk Hartog and Willem de Vlamingh?
2. Who erroneously named Pelsaert Island in the Southern Group of the Abrolhos Islands?
3. What was the name of the captain of the mythical ship *Flying Dutchman*, condemned forever to sail around the Cape of Good Hope?