MARITIME HERITAGE ASSOCIATION JOURNAL

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A quarterly publication of the Maritime Heritage Association, Inc.

C/o: The Secretary (Ross Shardlow),
23 State Street,,
Victoria Park, W.A. 6100.

Annual General Meeting

at

12 Cleopatra Drive

MANDURAH

on

Sunday 26 March 2006 – 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, please bring along some of your handwork or an heirloom treasure for a SHOW & TELL.

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 Ross Shardlow who may be contacted on 9361 0170, 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.)

Material for publishing or advertising should be directed, preferably typed or on disk, to:
The Editor, 12 Cleopatra Drive, MANDURAH, Western Australia, 6210.

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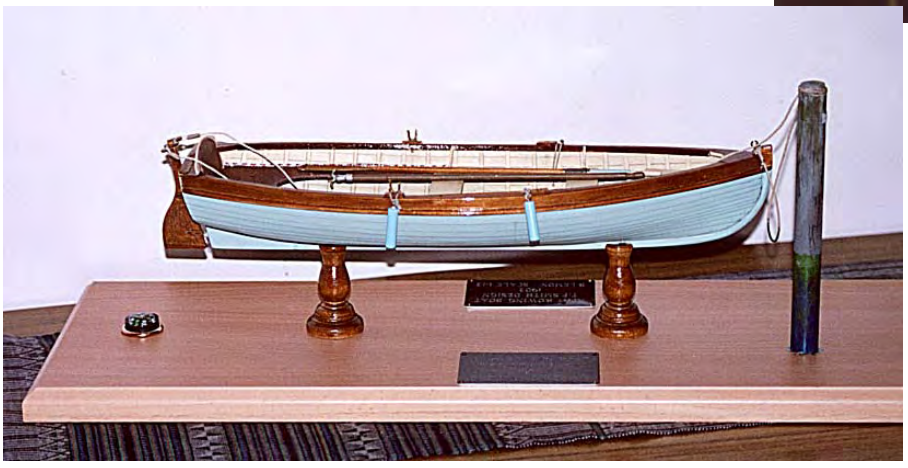
EDITORIAL

The photo on this page is of Honorary Member Barry Hicks on the day of his 80th birthday. The celebration was at Barry's museum and was attended by a good gathering of friends to mark the auspicious occasion. He was presented with one of Brian Lemon's superb models, this one of a dinghy.

After some more computer problems I think the future editions should be a little more on time. Please send articles, of any length, to me. Even snippets of news or small items for the Ditty Bag or to use as fill-ins for small spaces at the end of articles.

Just before Christmas it was good to catch up with our friend MHA member Tony Duvollet, shipwright from Darwin, and to introduce him to another friend and shipwright (retired), Jack Gardiner. Both Tony and Jack have contributed to this journal over the years.

Barry Hicks admiring his present during celebrations of his 80th birthday



Lorna Kemp

MHA member, Lorna Kemp, passed away recently. The following is from Mary and Mike Igglesden.

MHA member Lorna Kemp died aged 83, on the 22nd February 2006.

It was our misfortune not to have known Lorna, Barbara Shardlow's mum, until 1962 when she and her husband Brian became deeply involved in the formation and development of the GP14 Dinghy class in WA.

Born in Sydney in 1922, Lorna, in an article written for the MHA Journal in 2003 outlined her childhood memories of Bondi and South Head area. She came of impeccable naval stock with three of her father's cousins becoming Admirals, two of whom became Governors of NSW and one, Admiral Collinson, of exploratory fame. She recalls that, apart from regular holidays at Newport, she had little contact with things nautical. Her father's English cousin was Chief Steward with the P&O Line and Lorna and her brother thereby visited the *Orama*, *Orontes* and the *Oronsay* whenever they were berthed in Sydney during the 1925-40 era. But until she married Brian, her contact with small boats and boating was limited. Brian certainly changed all that! He had visions of sailing around the world in a small yacht – Lorna, with a small baby daughter, and being a non-swimmer was not impressed. For various reasons the idea was shelved (I can imagine) and they bought a house instead. Then followed a series of small boats, during which the family grew to have three lovely daughters that we know today. Which brings me to the Lorna that my wife Mary and I knew as the passionately involved, wonderful lady foundation member of the GP14 Class, which by the way is possibley its 30th State Championships to be sailed out of Mounts Bay Sailing Club on the 4th, 5th and 6th of March 2006. Lorna was Honorary Secretary at MBSC for a while and also spent hours on the beach looking after the GP14 children so that mums and dads could go sailing. The Brian Kemp Memorial Trophy has been hotly contested over the years and is regarded as something special. It is warded to the First Family Boat in the State Championships as an encouragement to husband/wife and various combinations of 'the family' to join in this wonderful sport of sailing. In 1983 Mary and I were proud to have won this trophy, which we have on display in our playroom.

When living in Sydney Brian built one of the first GP14's in Australia. *Fairwind* won her fair share of races when over here and 40 years on is still racing.

Her beautifully written and detailed booklet recording the trials and tribulations, results, picnics and functions of the fleets 'family' during the first seven years of its formation remains an invaluable historic record for the Association.

Of course I can only outline a very tiny area of influence Lorna has had in her versatile life.

Those of us who enjoyed the privilege of knowing Lorna are so much the better for this priceless contact.

Thankyou Lorna.

The Ditty Bag

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

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

The steam Launch *Lady Ord* was built by W. & S. Lawrence in 1875. She was bought by Bill Kennedy in 1904 and used by him to tow flats full of firewood from the Canning River to Perth. At one stage the steamer blew the top from her cylinders and was going to require a costly tow to Fremantle for repairs. However a new head was cut and made from jarrah by George Passmore, son of the boat-builder Henry Passmore, and the *Lady Ord* proceeded to Fremantle under her own steam!

Governments of other states in Australia insisted in 1851 that passengers from the Swan River Settlement carry a pass to show that they were not convicts. Two classes of pass were issued by the Customs Department. Both cost the bearer 1/-. The first for those who had completed their sentence read:
This certifies that the bearer, John Smith, is not a convict of the Crown in Western Australia.
The second read:
This certifies that the bearer, John Smith, is not, and never has been a convict of the Crown in Western Australia.
The requirement ceased first in South Australia because of the resentment that a member of South Australia's Parliament named Sandover had that his sons were required to produce this certificate each time they returned to Adelaide from a visit to Western Australia.

I have recently looked through a copy of the book "Mr Rasberry Jamwood", a self-published autobiography by Reg Nicholas. Reg was in WW I and then became Chief of Army Intelligence in Western Australia during WW II. He states that the 6" guns on Rottnest Island first fired in anger during WW I when they fired a shot across the bows of the Stateship *Bambra* when that vessel failed to show identity.

The first warship lost by the Royal Navy during WW II was the submarine *Oxley*, sunk on 10 September 1939 off the coast of Norway. However she was not sunk by enemy action, but torpedoed by another Royal Navy submarine, the *Triton*, after failing to answer recognition signals. The *Oxley* therefore also became the first warship to be sunk by the British in the war.

The following figures for the rank of Vice-Admiral and above in the Royal Navy of 1840 show just how old the senior members of Queen Victoria's navy were:

Over 90 years of age	1
Between 90 and 80	7
Between 80 and 70	25
Between 70 and 65	7
Under 65	1

Royal Navy personnel were still wearing straw hats with wide brims and a ribbon on them as recently as 1913. A photograph of naval ratings on board HMS *Bellepheron* taken in 1913 shows them so dressed, the caption stating that they were only worn in summer and were soon to become outmoded.

HMS *Resistance*, 5th Rate, 44 guns and 895 bm tons, was launched in 1782. While anchored in the Banka Straits, under the command of Captain E. Packenham, the vessel was struck by lightning and blew up; 13 of her 342 crew survived. They built a raft from wreckage but only 5 survived to reach Sumatra. Only one man survived at the hands of the Sumatrans to tell the tale.

HMS *Conflagration* was a fireship of 425 bm tons, built in 1783 and carrying 14 guns. On 18 December 1793, at Toulon, she could not be made ready for sea in time and had to be burnt

SHIPS OF THE STATE SHIPPING SERVICE

The sixth in the series by Jeff Thompson of the Fremantle Branch, World Ship Society. The article is reprinted with their permission.

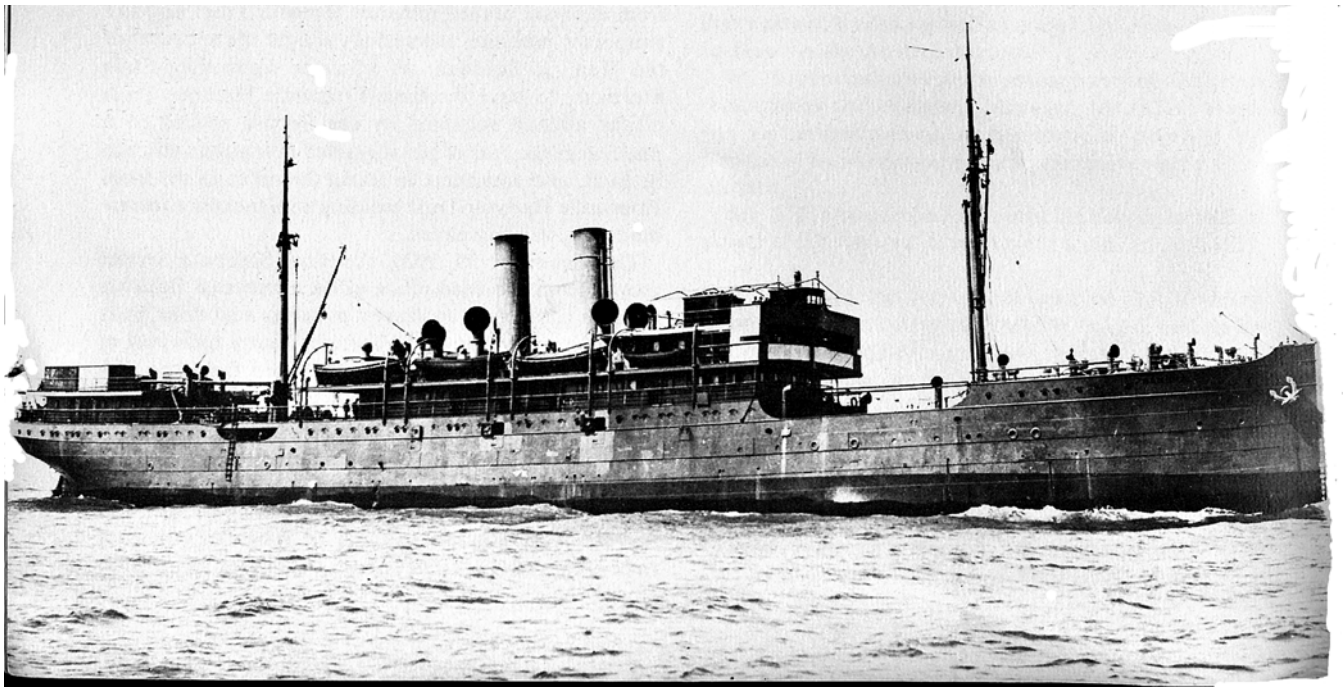
No.6 *Bambra* Official Number 139033

On 4 August 1914, at the outbreak of World War I the German passenger ship *Prinz Sigismund* was seized by the Australian authorities whilst at Brisbane, at the request of the British government. The vessel was subjected to court action, but was subsequently renamed *N2* and for a short time operated by the Royal Australian Navy. This proved to be unsatisfactory and was laid up before being offered to the Western Australian Government as a replacement for the *Western Australia* which was being put up for sale. On 13 June 1915 the *N2* arrived at Fremantle to begin service to North West ports. The vessel left Fremantle on 29 June 1916 as the *Bambra* for the first time, having been renamed.

The *Prinz Sigismund* was built in 1903 by AKT GES Weser, Bremen for Nord Deutscher Lloyd for their service Sydney - New Guinea - Hong Kong - Yokohama. With the last port being deleted from the run a few years later. As built the vessel was 3,302 gross registered tons, 2,578 deadweight tons, 99.6 metres long, 12.8 metres breadth and could carry up to 90 passengers. She had triple expansion engines with two screws, giving a speed of 14 knots.

In service with the State Shipping Service the vessel was not really suitable for the ports in the North West and often ran aground or collided with the jetties that were subject to large tidal ranges. It tended to be cantankerous in operation and was not popular with the crew. On 16 October 1920 she left Fremantle for Melbourne for hull repairs and a new propeller after grounding on Success Bank. The passenger accommodation was also upgraded at the same time.

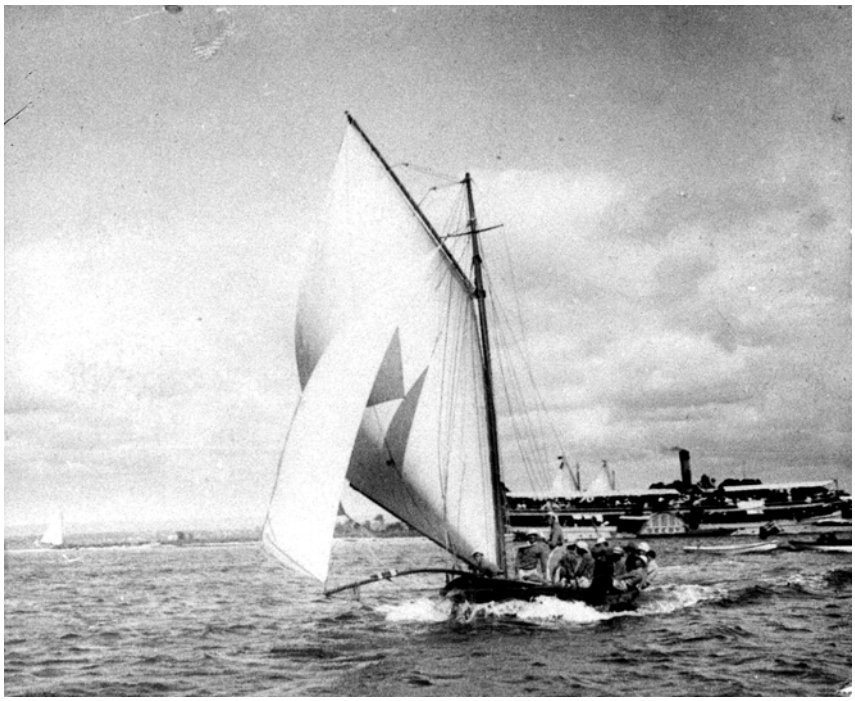
Never the less, the *Bambra* remained in service until it was returned to the British Board of Trade, departing Fremantle on 28 February 1927 for Harwich, upon delivery of the new *Koolinda.* It was sold for demolition in 1928.



This photo of Bambra *is from the collection of Jeff Thompson*

Early Swan River Yachts

As promised in the last journal here are two more photographs taken on the Swan River in the early years of the twentieth century. Ross Shardlow has pointed out that s.s. *Decoy* seen, at the landing at Applecross in the December journal, was only here from 1905 to 1907, confirming the date for that photo as



Our Jack

Our Jack's crew

Do You Know? (part 3)

Further to the queries on vessel identification in the September 2004 and December 2005 journals. The following are some of the responses that have come in so far.

These are the vessels at Rockingham Jetty which MHA are trying to identify

From Ron Richards – The date of 1895 is incorrect as the bare masts on the extreme left of the photo belong to the barque *August Tellefsen* which was wrecked in January 1898, it must therefore be 1898 or later. The *August Tellefsen* is the vessel through which the jetty in the background was built as an easier alternative to removing the wreck.

From Ross Shardlow – *Rollo* on the left, *Suzanne* on the right and maybe *Medbor* in the centre. There is no certainty that the *Medbor* is the central vessel. Date is 1898 or later because of the *August Tellefsen* masts on the left.

From Ron Parsons – The following letter:

November 23, 2005

Dear Peter Worsley
To hand this morning is the latest of your Journal (v. 16 No.4) which maintains its usual high standard.

Looking at the illustration on page 9 and the query I find on consulting the 1895-6 Lloyd's Register, that the first identifications are more likely to be correct. All three named are included in the register book. *LaQueida*, registered in Liverpool to an owner not usually associated with Australia but of the rig and apparent size; *Sepia* owned by Bethell, an iron barque built 1864 of 715 tons, could quite readily be as depicted; and the *Charlotte Padbury*, while by then registered in London, was a well known trader to the area. While with the others listed - the first named does not appear in Lloyd's; the *Rollo* at 964 tons appears to be a little larger than those depicted, while the *Medbor* a wooden barque of 522 tons owned in Norway sounds odd - we imported timber from Norway, but I do not believe we would have also exported some hardwood to Norway, although I would not be surprised to learn a vessel conveying Norwegian deals to Australia did not or would not accept a cargo of hardwood for export.

However, I am fairly certain you will get a much better reply than mine but on the grounds that two is better than none I forward the above.

With best wishes
Sincerely

We do not seem to have a final solution to this dilemma. The editor would be delighted to receive any further correspondence on this intriguing question.

Chofuku Maru

An article by Martin Navarro, printed by permission of the World Ship Society, Fremantle Branch from their Newsletter Vol. 23 No. 6, June 2003.

The Japanese freighter *Shunsei Maru,* 4,939 gross registered tons, was built in 1911 by Napier & Miller, Glasgow, as the *Baron Polwarth* for Hogarth Shipping Co., and was well known in the Australian tramp trade before being sold to Yamamoto Shoji Shipping Co., Kobe. She was travelling in ballast from Nankin to Fremantle to load her second cargo of wheat, when she struck a reef about 13 miles north of Point Cloates, in darkness during the early hours of Friday 6 February 1931, and was stranded.

The first intimation that anything was amiss was received in Perth when the duty operator at the Applecross wireless station, heard the call for assistance, saying that the vessel was sinking. Within minutes he heard an answering signal from another Japanese ship, the *Chofuku Maru*, on voyage to Shanghai with 6,100 tons of wheat, having left Fremantle at l0pm Monday 2 February. She was at the time about 60 miles north of the position reported by *Shunsei Maru* and was steaming at full speed for the area. She subsequently reported that she had reached the area at about 6am the same day and that, although the *Shunsei Maru* was leaking in the forward tank, she was in no immediate peril and that they were standing by her.

Both of these ships were formerly British owned; the *Chofuku Maru*, 4,498 gross registered tons, was built in 1908 by Russell & Co., Port Glasgow, as *Inverkip* for Inverkip S.S.Co. 385feet x 49.6feet x 18.4feet, triple expansion 410nhp engines by Rankin & Blackmore, Greenock. Sold to Lancashire Shipping Co., Liverpool, possibly in 1909, and renamed *Pendragon Castle*. Sold to her present owners, the Kawasaki Shipbuilding Co., about 1926 and renamed *Chofuku Maru.*

Messages later received explained the position of the *Shunsei Maru* as being on the outside of a reef about two miles off shore, she still had steam up and her pumps were coping with the water inflow.

The next message received was at about 8pm from the master of *Shunsei Maru* reporting that the *Chofuku Maru* was on the reef about a mile further off shore with her engine room flooded. Neither ship was considered to be in danger of sinking and they were awaiting advice from their owners.

At this point there was no indication that any other vessel was in the vicinity and it was thought in Fremantle that a tug would be sent to their aid. With this in mind, the tug *Uco* was made ready, but remained in standby. The stranding of these two foreign ships created a problem for various Government departments, particularly in regard to the incoming *Shunsei Maru*, who would have normally been boarded in Gage Roads by the various department officials such as customs and health, so it was expected that a number of officials would have to travel to the scene on board the *Uco*.

Later on Saturday, both vessels were being buffeted by increasing swells and the captain of *Chofuku Maru* decided to transfer 18 members of her crew to the *Shunsei Maru*, as he feared for their safety as a consequence of her wheat cargo absorbing water and expanding to the point of bursting her hull. It was decided not to abandon either ship at this time as two other Japanese ships, the *Miho Maru* and the *Meigen Maru*, had received orders to approach and offer assistance. *Miho Maru* had loaded a cargo of wheat at Port Adelaide for Shanghai, and was proceeding along the West Australian coast, and was expected to reach the stranded ships about noon this day (Monday). The *Meigen Maru* was in ballast coming from Shanghai and was expected to make landfall in the vicinity of North West Cape the following day.

It was reported the following day, (Sunday) that another Japanese ship, the *Manshu Maru*, in ballast, was also coming to the aid of *Shunsei Maru.* All hope of salvaging the *Chofuku Maru* seems to have been given up and it was expected that she would be abandoned in the near future. This in fact became a reality on Tuesday 10 February when it was reported that crew members of *Chofuku Maru* were being given shelter at the whaling station at Point Cloates. Her position had worsened on the previous day when she took a severe list to port, and seas were reported to breaking over her.

On Thursday 12 February advice was received from the master of *Shunsei Maru* to say that he had been told by his principles to await the arrival of salvors from Batavia, and that a Dutch tug was on her way and, upon successful retrieval, she would tow *Shunsei Maru* to a dock in Batavia. This the company thought would be a much cheaper operation than engaging an Australian tug for the work.

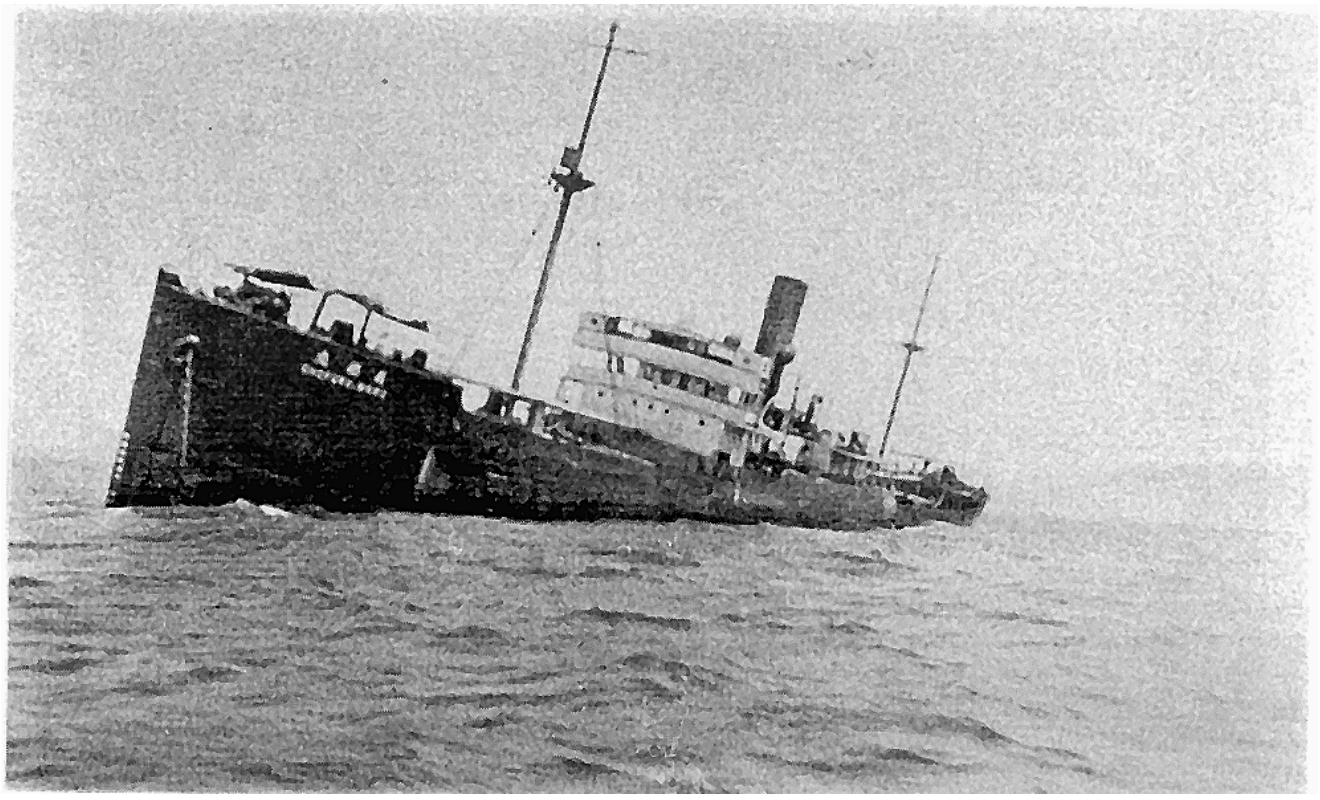
Though *Chofuku Maru* was apparently abandoned, negotiations were still ongoing between her owners and the underwriters, and a skeleton crew were still aboard her to prevent other salvors seizing her. Although it was considered by shipmasters in Fremantle that she was a lost cause.

On Saturday 14 February both *Meigen Maru* and *Manshu Maru*, who were originally expected to be used in pulling *Shunsei Maru* to safety, had left the area to continue their voyages, as it was considered too dangerous for them to approach and render assistance. *Meigen Maru* went to Fremantle to load wheat, and *Manshu Maru* went to Geraldton for the same purpose, leaving *Miho Maru* in stand by role awaiting the tug.

On 17 February Marine surveyor Captain Sinclair for British Register Corporation of Shipping (Lloyds) Fremantle office was flown up by small two seater charter plane to Mauds Landing, about twenty miles south of Point Cloates, and was able to make his way to the wreck by a small charter launch. He then returned to Fremantle on 24 February. I could find no information on the report he delivered to the underwriters so assume that this information was not for public consumption. At this point in time the salvage tug, who's name was *Kraus*, had not arrived.

On 26 February advice was received that crew of *Chofuku Maru* was being taken overland to Carnarvon where they were to board the *Meigen Maru* for the journey home.

The Dutch tug *Kraus* arrived at Fremantle on 12 March for bunkers and engine maintenance. As well as her own crew of thirty four she was also carrying forty three crew members of *Shunsei Maru* for passage home aboard *Shunso Maru. Kraus* then sailed direct for Java, thus ending any association with the salvage attempt. *Kraus* had stood by the *Shunsei Maru* for 10 days while



February 20th 1931. Chofuku Maru *hopelessly on reef, photo from Navarro collection*

negotiations were going on between both captains as to the salvage agreement. The underwriters were firm in their belief that the terms had been agreed to prior to *Kraus* departing Batavia, this was payment on results, but the captain of the *Kraus* refused to begin unless agreement was reached to refer all salvage claims to an independent Arbitrator in London. The crew members from *Shunsei Maru* on arrival at Fremantle reported that fire had broken out in the bunkers of *Chofuku Maru*, and her position was now hopeless. It was thought that she would shortly slip off the reef into deep water of at least 100 feet that surrounded the reef she was caught on.

On 12 March Captain Sinclair sailed from Fremantle aboard West Australian Steam Navigation Co's vessel *Minderoo* with a party of men, including a local diver, a Mr Frank Ball, under orders from underwriters to take what steps he deemed necessary to refloat *Shunsei Maru.* On boarding *Shunsei Maru* Captain Sinclair thought that the situation did not look at all promising. The ship was aground along her entire length on a jagged coral reef, there was some twisting of her frame and she showed evidence of sprung rivets along her bilges. Her engine room was almost waist high with water, and it was almost to the level of her bottom fires in the boiler room, all her holds had several feet of water in them.

The Chief Engineer of the North West Whaling station at Point Cloates, Mr. M.M. MacBolt, was invited by the British Register Corporation of Shipping (Lloyds) to join the venture as Chief Engineer, plus bonus if successful. It was off season at the whaling station and he, along with a number of men from the station, were eager to go along with the attempt. Mr. MacBolt and his fellow workers from the whaling station worked tirelessly for weeks, day and night, often under water in the engine room, inspecting gear, bearings, dynamos etc, making the engines ready for the attempt when steam was got up. The diver reported the hull had not been holed and work was undertaken to tighten rivets where possible and replace missing rivets with bolts from outside the hull. These bolts had to be manufactured either aboard or at the whaling station.

The bilges needed lots of attention too, clearing of dead rats, cottonwaste, etc, which continued to clog the strum boxes and stop the flow of water to the pumps.. For this task a volunteer was called for, and with the promise of a mug of rum, a tall skinny Norwegian from the whaling station soon put his hand up, so in his birthday suit and with a Hessian bag for his collection away he went.

Salvage gear had been brought up from Fremantle by State Ships and, with the addition of gear from the whaling station and some that had been salvaged from the doomed *Chofuku Maru,* set to seaward of the reef. It was while making one of these forays aboard *Chofuku Maru,* that Captain Sinclair noticed a rising of the water on a bulkhead and called for the immediate abandoning of the vessel. The following morning the wreck had slipped off the reef and sunk.

25 March Captain Sinclair reported that the diver had cleared some of the reef that could impede her progress to deeper water after refloating. They had seven anchors with a total of about a mile of chains and stout cables attached, leading to the ships winches and it was thought that she would come off on the next spring tide on April 5 The engine room had been made dry and if engines could carry out their part, she would be moved to a safe anchorage at Port Cloates for a survey of the hull. On the appointed day, the ship's forward tanks were pumped dry and the ships head was moved 60 feet clear of a pinnacle of rock. The vessel was then tipped down by the head with the addition of water so that the stern would be lighter on the reef. Then with the slackening and or tightening of cables, she was hauled off the reef and into the prepared channel. The ship then went astern on her engines and the cables were slipped one by one. Total time for this operation from first order to when *Shunsei Maru* was safely at anchor was six hours.

Following a cursory hull inspection at Point Cloates, was steamed to Carnarvon and there underwent some more repair, including

the internal cementing of some of the damaged areas. On completion, Captain Sinclair and his salvors with the addition of three extra officers to comply with Maritime Law, set sail on the 1,150 mile journey to the dry dock at Surabaya, which with a good following sea they accomplished at an average speed of 8 knots. She was then floated into the dry dock and taken over by her former crew, who had been repatriated home to Japan, but had then been sent to Surabaya to man the ship.

Shunsei Maru was returned to service and subsequently torpedoed and sunk by a British submarine on 1 April 1942 in the Straits of Malacca.

The *Miho Maru* was formerly one of the original ships of the Australian Commonwealth Line. Built in 1906 as *Strathairly* by R. Duncan & Co., Clyde, for Strathairly Steamship Co., a single ship company. Managed by Burrell & Sons, Glasgow, she was one of ten "Strath" ships purchased by the Hughes Labour Government on 13 June 1916. It appears the all the "Strath" ships were from single ship operators. Given the name *Australpool* she was registered at Fremantle. On arrival in 1911, she quickly became involved in the carriage of Australian wheat & wool to overseas ports. In 1920 she carried a full cargo of flour to Greece for famine relief. In 1924, she became the property of Matzuaka Kizen , given her current name she was registered at Fuchu. Subsequently torpedoed and sunk by U.S, submarine *Trepang* on 30 April 1945 about 150 miles south west of Mokpo, Korea.

Meigen Maru was torpedoed and sunk by U.S. submarine *Gudgeon* on 22 March 1943 north of Sourabaya. Newer ship.

Manshu Maru Built 1921 by Uchida Ship Building & Engineering Co. for Dairen Kisen K.K struck a mine and sunk on 5 May 1946 off Yawata, Japan.

Things They Would Have Rather Not Said

Their Lordships felt it their bounden duty to discourage to the utmost of their ability the use of steam vessels, as they considered that the introduction of steam was calculated to strike a fatal blow at the naval supremacy of the Empire.

Lord Melville, First Lord of the Admiralty, 1828

The holding of a number of patents would, in their Lordships' opinion, constitute a grave objection to his being selected for any scientific or administrative post in Her Majesty's service.

The Admiralty, on Sir Percy Scott's attempt to patent his inventions in 1896

(During the 19th century the Admiralty tied to obstruct all technological improvements in shipbuilding and design. They believed by doing so they could cling on to the advantage won by Nelson at Trafalgar. Admiral Sir Percy Scott was one of the most influential modern naval gunnery specialists, and one of the earliest prophets of air power at sea. His innovations included telescopic sights for guns and a device for keeping the sights on the target despite the roll of the ship.)

The "REVENGE"

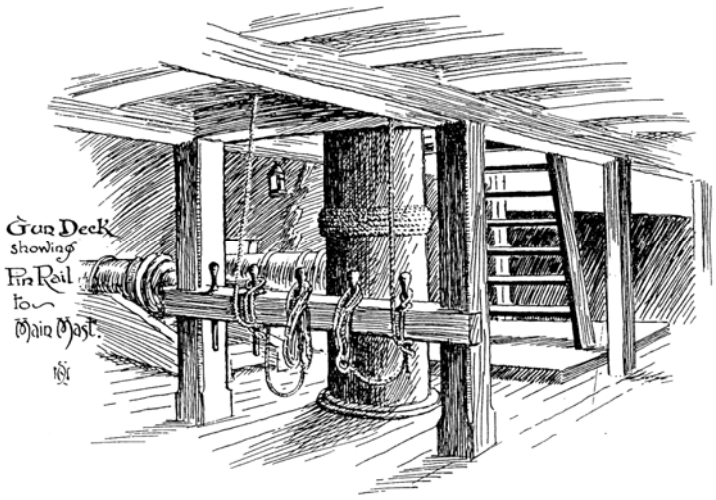
This article is a reprint of one which appeared in *The Yachting Monthly* magazine for February 1913. The author was L.G. Carr Laughton and the illustrations by Norman S. Carr.

In the time of Queen Elizabeth the classification of the ships of the Navy by "rates" had not yet been adopted. This is not, however, to say that there was no system of classification, for the "great ships" were distinguished from "ships of the middle sort," and these again from "small ships", while below these three main classes came the "pinnaces". The distinction between the classes was made primarily for administrative convenience, but war experience showed that each class was particularly well fitted to supply some tactical or strategic need. The "great ships" were ill-adapted for distant cruises, but answered admirably as flag-ships in a general action near home. The "middle sort" were powerful enough to stand the shock of battle, and, being proportionately of stronger construction, more weatherly, and more sea-kindly than the "great ships", not to mention their greater economy in upkeep, they soon showed their peculiar fitness for employment on distant expeditions. It thus befell that the main force of the overseas expeditions at the end of the sixteenth century consisted of these middling ships, of which the *Revenge* was one. They formed, in fact, the backbone of the Navy in much the same way as the well-known seventy-four gun ships did during the Nelsonian era.

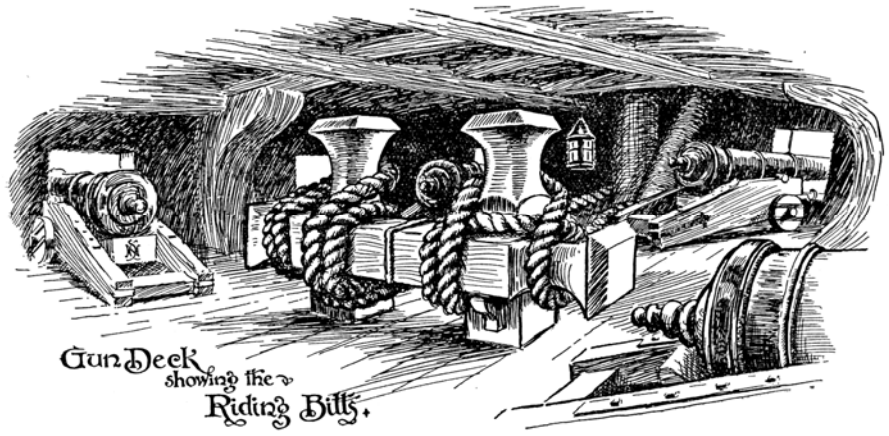
The *Revenge*, in other words, was by no means "the little *Revenge*" to the men of her day, but was rightly held to be a ship able to go anywhere and do anything. Her description as "little" comes from the spirited ballad in which the late Poet laureate was contrasting her with the "great sea-castles" against which she waged her last desperate fight. The contemporary Spanish opinion was that she was one of the best ships the Queen had, as, indeed, she was. She may therefore safely be regarded as the typical battleship (to adopt the modern term) of her period, and the idea of exhibiting a full-sized model of her, as was done at Earl's Court during the past summer, was for this reason the more valuable.

The illustrations which accompany this article are reproductions of drawings made by Mr. N.S. Carr from the actual model, and give a very good idea of what the counterfeit *Revenge* looked like, both within board and without. The model was interesting, and in the main, accurate; certainly enough so to convey a very fair general impression of what an Elizabethan man of war was like. It seems admissible, however, in a technical magazine to call attention to some features in which, when next the opportunity occurs, improvement might be made.

To begin with the evidence from which the actual ship could be reconstructed. In the first place, no contemporary portrait of her has survived, if indeed any was ever made. This, how-



ever, is not a very serious disadvantage, for so many drawings of ships of that age have come down to us that the external appearance of the Elizabethan man-of-war is well enough known. There are also inventories of sails and rigging, tables of dimensions and weights, shipbuilders' specifications, and detailed lists of the guns carried. At first sight it would almost seem that from such a wealth of information any ship of the period could be reconstructed without difficulty. That, however, is hardly the case; both because the lists and inventories referred to are incomplete, so that it is exceptional to find all the desired information for any given ship; and also because in any case such documents give practically no indication of the exact nature of the internal arrangement of the ship, both with regard to accommodation and to the disposal of many technical details. But more evidence is available than the dry official records already mentioned. Much, for instance, may be gleaned, albeit laboriously, from the first hand records of voyages and seafights, such as are preserved in Hakluyt, in Monson, in Purchas, in the volumes of the Navy Records Society, and in unpublished manuscripts. And, finally, great help is to be drawn from the descriptive works of Sir Henry Manwayring, Captain John Smith, and Captain Nathaniel Boteler. All these men, it is true, wrote a generation or more after the Armada campaign ; but their sea service dated back almost to the reign of Elizabeth, and the changes in ships and their equipment during the interval were not very great. Save in some additions to the sail plan and rigging, ships of the early Stuarts differed but little from those of Elizabeth. One more source of information exists, which, though of extreme value, is not yet fully explored. This is a MS. volume on shipbuilding of the Elizabethan era, which is preserved in the Pepysian Library. This, amongst other things, contains cross sections of, and calculations for, some of the ships which fought in 1588; and in it there are two broadside coloured drawings of the hulls of men-of-war executed with the skill of a naval architect and the loving care of a miniaturist. It is to be hoped that the opportunity will presently arise of publishing this unique volume.



The system of ship measurement under Elizabeth, and indeed for long afterwards, was based on the length of the keel, of the main beam, and the depth in hold. I am not aware that exact dimensions of the *Revenge* have been preserved, but she is stated to have been 100ft. long by 32ft. beam, and she was returned as measuring 500 tons burden. The keel length seems slightly too high. It should here be pointed out that the *Revenge* herself, which was built in 1577, and practically all subsequent large English men-of-war, were "galleons." By English writers this term is sometimes used as a synonym for a Spanish man-of-war, with the implication that there were no English galleons. Such a use is erroneous. A galleon was well understood all over Western Europe to mean a sailing ship of war whose keel length was about three times her beam. The *Revenge* on this showing was a galleon; when referred to by Spanish writers she was described as one, and she, like other ships of her class, was not infrequently termed a galleon even by contemporary English writers.

The *Revenge* was, moreover, a very successful ship. She survived a remarkable series of accidents, which in no way abated the confidence which men had in her good qualities; and when at the end of the Armada campaign it was decided to add to the Royal Navy, she was chosen to serve as a model. Three ships were built, with slight variations, from her lines. These were the *Merhonour*, the *Garland*, and the *Defiance*. We have copies of the actual contracts for building

these ships, and know, consequently, as much of the details of their hulls as of any ships of that age. And we have, in addition, a series of careful drawings which are believed by so high an authority as Dr. Jules Sottas to represent the *Defiance*. These drawings were reproduced in the *Mariner's Mirror* for May of this year. Elaborate details of all these three ships, their dimensions, tonnage, and the weight of their armament and equipment, will be found in Mr. Oppenheim's "Administration of the Royal Navy".

Of the three the *Garland* was nearest in size to the *Revenge*. She was 95ft. long on the keel; her "rake", or overhang, forward, was 32ft., and her rake aft was 5.8ft. She was thus 132.8ft. long over-all. Her beam was 33ft., her depth in hold 17ft., and she measured 532 tons. The *Revenge* can hardly have exceeded her in any one dimension, unless 500 tons - as is perhaps possible - is but a loose statement of her burden. The *Garland's* masts and yards weighed 17 tons 7 cwts., which is small compared with later usage. She had 7 anchors, as was then usual, and these weighed together 53 tons, their cables weighing 10 tons. Her guns weighed 47 tons. Her sails contained 66 bolts of canvas of 28yds. each and ¾yd. wide. This would give a sail area of little more than 3,500 sq. ft., which is not only impossibly small for such a ship, but does not agree with the known squareness of the yards. It is reasonable therefore to infer that this canvas was for the courses only, and that the bonnets and topsails, which were of a lighter material, were not included. Under full sail the *Defiance* can hardly have spread less than 8000 sq.ft.

As the model showed, the ordinary sails in use at this period numbered only six: viz., mainsail and main-topsail, foresail and fore-topsail, mizzen, and spritsail set on the bowsprit. The topsails were still small in proportion to the lower sails, a topsail yard being in length but two-fifths the corresponding lower yard. There were no reefs, as we use the term ; but on the other hand extra strips of canvas, named bonnets, were laced on to the foot of the lower sails on occasion. Thus, the mainsail consisted of the course (*Fr.* corps) or body of the sail with two bonnets, which, together, were about equal to the course. In bad weather the courses only were set. In a storm a ship would, if the sea would allow her, scud under the goosewings of the fore course, that is with only the clues loosed, all the bunt of the sail being furled to the yard. When she lay to in a storm she did so sometimes under bare poles with her lower yards on the gunwale ; sometimes with a main course set, sometimes with a "hullock", .i.e, corner, of the mizzen; sometimes under one goosewing of the main course. As the bonnets were taken off ("shaken off" was the term in use) the yards were lowered proportionately. With the courses only set the lower yards were about half mast high, and that was their position when the sails were furled. A topsail had no bonnet, but could be set low down on the mast when a bonnet had been shaken off the course. The spritsail, owing to the want of a place to which to board its tack, could not be set on a wind. When furled it, with its yard, was stowed fore and aft in the beak-head. When two ships fought, to take in the spritsail was, for obvious reasons, a recognised threat of boarding. Top-gallant sails, having been experimented with as early as Henry VII's reign, were only now beginning to be adopted. A few of the largest ships in the English Navy - probably including the *Revenge* - had them in 1588, but I think only one ship, the *Victory*, had two such sails. The rest had only a very small main top-gallant sail. In such a ship as the *Revenge* its yard cannot have been much more than 10ft. long. The square mizzen topsail and the spritsail topsail came in in James I's reign; staysails are first found in large ships under Charles II, and jibs not till the eighteenth century. Studding sails, however, were already in use, being set on the mainmast.

Owing chiefly to the need to leave room for the intrusive public, but also in part, no doubt, to the dictates of economy, the Earl's Court *Revenge* was exceedingly ill-found. She was not half rigged, and below deck she was a mere shell of a ship. Had it been possible it would have been much more interesting to have seen all her gear

in place both alow and aloft. As it was she exhibited a bare minimum of standing rigging, and still less running gear. What there was, as will be seen from the sketch, was by no means accurate. The extraordinary duplication of nearly all rope gear was a most characteristic feature of the Tudor period, and the model consequently gave but a poor impression of what the *Revenge* must have looked like when ready for sea.

Below deck, too, the ship was full of cabins both forward and aft; but the model was open almost from end to end. It may be added, that as far as can be determined, the *Revenge* would seem to have had no stern and quarter galleries: but the model was equipped with a gallery of the standard pattern of the age.

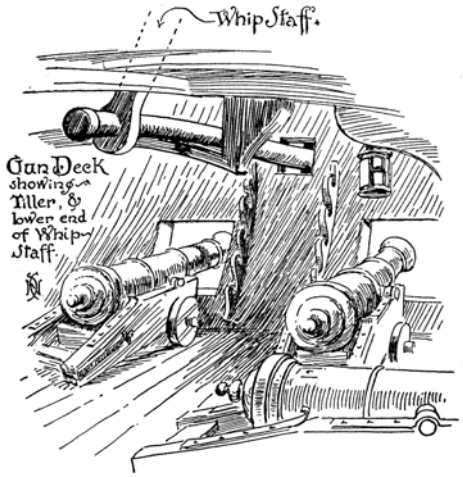
There were other features of the model which conveyed a false impression. The most important of these was the absence of sheer, as may be seen from the drawing. It was very usual at this date to let the rail rise in an unbroken sweep from the waist to the taffrail. This was seemingly not the case in all ships, especially not in such ships as had no bulwarks in the waist, but in no case would so straight a sheer or so high a relative freeboard have been found as were shown by the ship at Earl's Court. An Elizabethan galleon was comparatively snug and low in the water and of a comely aspect.

The Earl's Court *Revenge* had a beautifully standardised armament of iron guns - culverins on the lower, and demi-culverins, or sakers, on the upper deck. The guns were provided with no gear of any kind. There were no breechings, no tackles, no rammers, no sponges; by which omission much of the effect was lost. But it is more to the point to mention that a uniform armament was not adopted until after the loss of the *Revenge*. We have a precise statement of her armament, and know that it consisted of nine different types of guns. There were two demi-cannon (30-pounders); four cannon periers (short light 24-pounders); ten culverins (long 18-pounders); six demi-culverins (long 9-pounders); ten sakers (long 6-pounders); and two falcons (2-pounders). In addition to the above, forming the main armament, there were 2 portpieces, 4 fowlers, and 6 bases. These were light guns of different calibres for use with hail shot against bodies of men, and formed the secondary armament. As is well known these light guns were quick-firing breach loaders. A few such which might perhaps be considered as bases, were mounted on board the model; but no portpieces were shown. Also the cubbridge heads, which were the bulkheads of the half-deck and forecastle commanding the waist, were not in the model loop-holed and armed with small guns as was the custom in the Tudor and later periods. Another important oversight was that the *Revenge* carried a complete armament of brass guns; but in the model iron guns, which had been almost completely banished from the Navy by the beginning of the Spanish war, were shown.

It was, of course, legitimate, even in the absence of evidence, to put so characteristic a piece of furniture as a whip-staff into the model. This whip-staff is illustrated here. It is not an easy thing to describe satisfactorily; but, to be brief, it was a lever attached by a ring to the fore end of the tiller. It passed through a deck, in which it had its fulcrum. Thus to port the helm, the head of the whip-staff was pushed to starboard. The artist has made a slip in illustrating this. But though the whip-staff itself was satisfactorily represented I am unaware of any evidence for such a raised platform as that on which the helmsmen are shown standing, nor yet for the curved "awning" over their heads through which they are represented as looking forward. Manwayring says of the whip-staff-"in great ships they are not used, for by reason of the weight of the rudder and the water which lies upon it in foule weather, they are not able to govern the helme with a whipp, because conveniently there can stand but one man at the whipp". It is quite likely that the *Revenge* was big enough to have no whip-staff at all; but if she had, she almost certainly had but a little square scuttle in this deck over the head of the helmsman, through which he could see the leech of the main-sail or main-topsail, and could hear the voice of

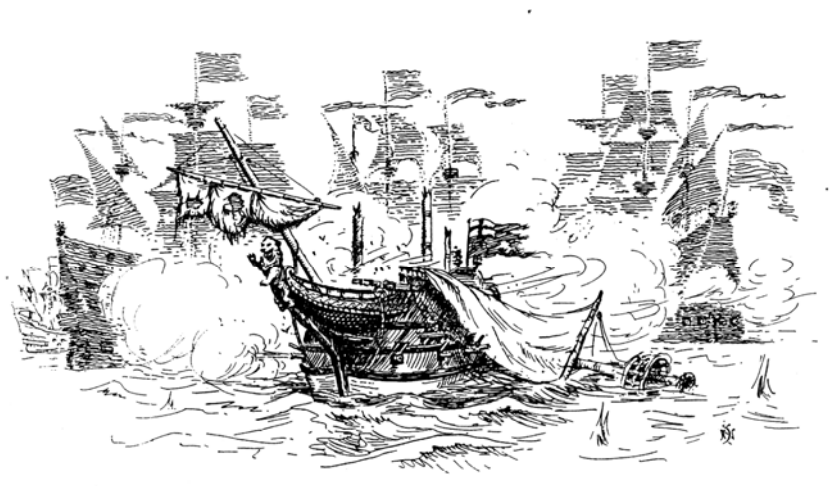
the quartermaster at the con.

The flags flown by the model were, with one exception, flags actually in use in the Navy in Elizabeth's reign, but it may be doubted, indeed more than doubted, if the *Revenge* ever wore the Royal Standard, the use of which was confined to the Lord High Admiral alone of naval officers. Neither Drake, nor Frobiser, nor Sir Richard Greynvile, each of whom is intimately associated with the history of the *Revenge*, ever had the right to wear that flag. The flag shown on the ensign staff was a piece of artistic licence. No "fly ensign" of any kind is known to have been used until long after the *Revenge* was lost ; nor is there any reason to suppose that the leopards of England were ever displayed in the fly of any ensign. On the other hand the *Revenge* herself would, on any festive occasion, have been gaily bedecked with pennants and streamers of the Tudor colours at the yard arms. This method of decoration might appropriately and with advantage have been reproduced.



The men on board the model, as will be seen from the accompanying drawings, were suitably dressed, but probably gave a greater impression of uniformity than was ever actually attained. There were, for instance, no seamen in trousers, and we know from a contemporary sketch that at least some of the Elizabethan seamen wore trousers of a very wide pattern.

Of the deeds of the *Revenge* I have made no attempt to speak, judging that at least the more important of them will be fully familiar to every reader. She is a ship whose record is "memorable even beyond credit, and to the height of some heroical fable".



Life of Bob

Another in the profiles of MHA members. This one from Bob Johnson.

My first 'boating experiences' were with my father as a young school boy. He had always wanted to sail and decided to buy a GP14 for us all to learn in. We were fortunate to have a mere at the foot of our garden – a small expanse of water normally referred to as a lake or pond but seemed peculiarly grander as a mere.

I can still vividly remember my father, younger brother and myself struggling to attach rigging, sheets and halyards to the appropriate places. But the real challenge was on the water, or even in it, as we learnt from a book, *Teach yourself Sailing*, how to tack and gybe. This early watery experience wet my appetite for things marine We progressed as a family into a tiny Firefly and then into a more appropriately sized Albacore. Unfortunately my father died at the young age of 50 from a heart attack and sailing took a back seat for a couple of years. We finally and rather sentimentally decided to sell the Albacore and my brother was keen to continue his club dinghy racing, purchasing a 505. In contrast, having completed my mechanical engineering degree at Manchester University, I was tired of racing around pond buoys and decided to purchase an ocean racing yacht.

I took a friend's advice, but then ignored it, as I fell for a beautiful Linton Hope designed 58' cutter called *Quickstep*. Built in 1903, the yacht was stuck in the Wivenhoe River mud, de-rigged for winter and protected by a faded green tarpaulin. We scrambled the awning into the accommodation and lit a couple of Paraffin lamps. The 'one lump' coal stove gave a warm and welcoming glow to the panelled and varnished interior. It was love at first sight! *Quickstep*'s registration papers went back to early owners who simply described their occupation as 'gentlemen' and I felt obliged to follow their tradition.

I signed up for a navigation correspondence course but my enthusiasm outpaced the lessons as I moved *Quickstep* to a mooring at Burnham on Couch and then off to what would then become my home port of Holyhead in Anglesey. After gaining more experience in the delicate art of 'dead reckoning' more commonly referred to as navigational guesswork, I was ready for maritime adventure. These were the days before radar, GPS, Satnav and VHF radio. All we had was a compass, Walker's log for measuring boat speed, radio direction finder and a box of flares.

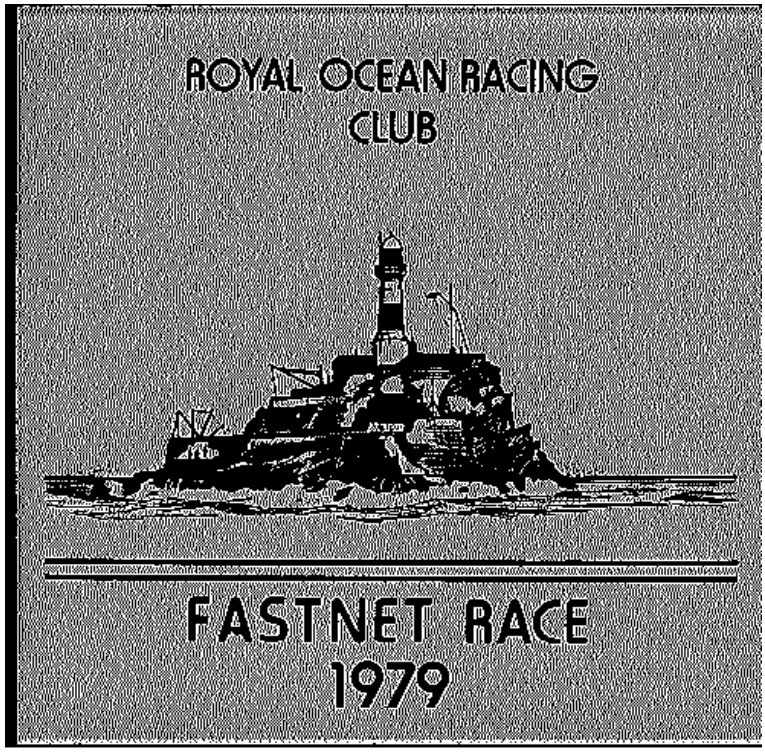
I sailed through the infamous Bay of Biscay to La Corunna in the north west tip of Spain then

on to Gibraltar. I then spent nearly eighteen months cruising the Mediterranean Sea and voyaging through the Sea of Marmara to Istanbul then through to the Black Sea Soviet countries of Bulgaria and Rumania. I wintered in the Greek islands of Rhodes and Symi before sailing back to Holyhead via Madeira and the Azores. Various friends joined me for different legs of my voyage and thus I avoided the normally inevitable falling out with the best of friends in ridiculously close and confined quarters!

On returning to England, I needed to replenish my bank account and work commitments restricted my sailing to summer weekend sailing. I sold my classic yacht for a 42-foot plastic fantastic two-tonner designed by Dick Carter for ocean racing and low maintenance. Because I had sold *Quickstep* to German owners, I was able to keep the British registered name for my new boat. Each weekend the *Quickstep* crew of eight would charge around the Irish Sea competing in the numerous overnight races and the obligatory parties that followed.

Highlights for me during this period included competing in the non-stop Round Britain Race organised by the Royal Ocean Racing Club. This race started at Cowes and involved sailing outside of the Scillies, Fastnet Rock, Ireland and as far north as Muckle Flugga off the Shetland Islands. The race took us 14 days and 7 hours to complete. In that time we only had one seven hour spell out of wet weather clothing! Everything on the boat was wet, everybody was wet and everything was on the nose! But we were second in our class!

We also completed the Fastnet Race in 1979. This race has been the long distance race for the Admirals' Cup, and always attracted the best from Australia as well as the British racing fleet. The '79 race was justly remembered for the unanticipated storm conditions that took the lives of 15 yachtsmen and resulted in one of the biggest air sea rescues. A number of issues created the ingredients for the disaster. Firstly, we all carried the magical liferafts that inflated in 30 seconds with chocolate and water, etc. for survival. The participants all believed that if 'S' hit the fan, then all you did was jump in the liferaft. Unfortunately, a liferaft is no place to be in a force 11 gale! Secondly, many offshore sailors had opted to stay in the yacht club bar when a gale was forecast rather than participate in a weekend race. Consequently they had no experience of the wild and woolly conditions experienced by the Fastnet fleet. Thirdly, and this will appeal to our MHA book club members, the only reference book on this subject had been written by K. Adlard Coles in the 50s and related purely to cruising long keel boats with the rudder securely fastened to the keel. He recommended and proved that running down hill with warps or sea anchor worked a treat, but for the Fastnet fleet in 1979 this recipe was disastrous. The modern hull design of fin and skeg lacked the natural directional stability of the classic yachts. In running down the waves, the yachts tended to broach, lose their rudders under the side strain, and the waves broke over the cockpits that were exposed by their truncated counters. On *Quickstep*, we had been lucky to sail in rough conditions before and had learnt that by continuing to windward under reduced sail we presented the bow to the oncoming sea, gave the crew in the cockpit maximum protection and rode out the worst of the storm. We raced

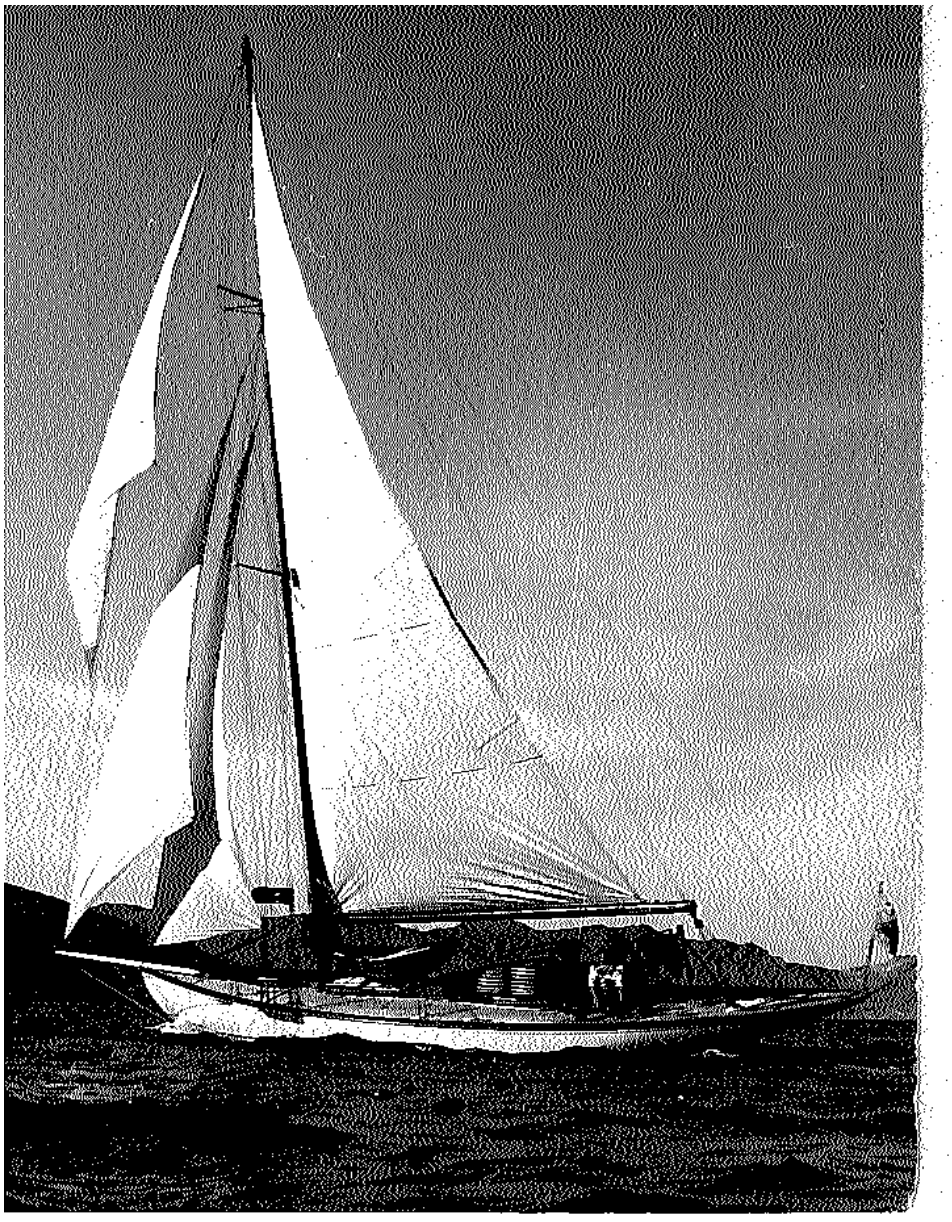


again in the 1981 Fastnet and won our class. Many great memories have been experienced and the friendships have proved long lasting and valuable. You basically learn something of your character through adventures shared with others.

Which neatly moves me on to my employment with the Sail Training Ship *Leeuwin* as the Chief Executive Officer from 1987 through to 1997. Ten great years that hopefully helped many young people grow and mature through the adventure and challenges of teamwork on a square rigger. Having just arrived in Western Australia the year before, *Leeuwin* became an instant family and I am pleased to have made so many great friends through my work.

From my office window, a book title I should copyright, I saw the excitement of the America's Cup races, Jon Sanders return from his triple circumnavigation of the world, David Dicks complete his youngest circumnavigation, the arrival of Britain's bi-centennial gift of *Young Endeavour*, arrival of the First Fleet, the *Endeavour* and *Duyfken* replicas, Captain's dinner on the *Kruzenshtern*, the International team that completed the trans-Antarctica trek with husky dogs, the exciting match racing duel between *Rothmans* and *Merit* on the Whitbread Round the World Race, the list could go on!

Many of my *Leeuwin* friends have become the cornerstones of the Maritime heritage Association. I take pleasure in the Book Club meetings, the Hicks Museum open days and



Quickstep

QUIZ

Answers to December 2005

1. Morning Reef, Noon Reef and Evening Reef are in the Abrolhos Islands.
2. A cable is 200 yards or 100 fathoms or 183 metres.
3. Cheeks are the wooden or iron pieces on either side of the mast, below the masthead, which support the trestle-trees, which in turn support the cross-trees and the top.

Questions

1. What is a kevel?
2. The Beaufort Wind Scale describes a Hurricane as Force 12. What is the wind speed above which the winds are considered to be a Hurricane or Force 12?
3. In March 1827 Captain James Stirling named Cockburn Sound and Rous Head. After whom were these two places named?

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