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March 2022

MARITIME HERITAGE ASSOCIATION JOURNAL



HDML 1321

This mobile phone shot was taken by Ted Whiteaker on 11 November, 2021 (Remembrance Day ...).

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* Notice of AGM

* HDML 1321 –The question answered

* Between the Devil and the Deep Blue Sea, part 2

* An Account of the Expedition of HMS *Success* in 1827

* The Marine Art of Pat Rodriguez



Office Bearers

President: Nick Burningham Email: nickb3@iinet.net.au

Minutes Secretary: Jill Worsley Email: mha.editor@gmail.com

Treasurer: Bob Johnson Email: lindabob@gmail.com

**Editor: Peter Worsley Email: mha.editor@gmail.com
12 Cleopatra Drive, Mandurah, 6210**

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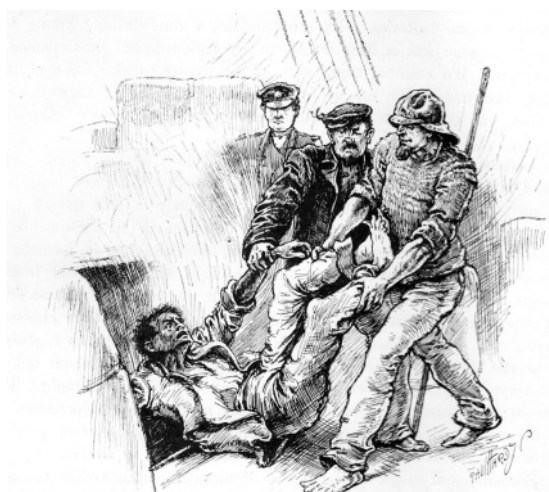
Annual General Meeting

When: 11.30am, Sunday 3 April 2022

Where: Heritage Room, South of Perth Yacht Club

At 12.30 following the meeting MHA members are invited to book their lunch and refreshments at the bar

Note: The AGM has usually been held in Mandurah, but we hope that the Perth venue will encourage more members to attend.



We are looking forward to meeting many of our friends at this social event.

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!)

Experience is like the stern light of a ship, which illuminates the track it has passed.

Samuel Taylor Coleridge

Squire Thornton Stratford Lecky, author of the famous book *Wrinkles in Practical Navigation* first published in 1881, started his sea career as a midshipman on the East Indiaman *Alfred* (1,291 tons).

Engaged to day for the Meda, Crawley, Carpenter at £8 per month. Newmans, Cook & Stewart [sic] at £6 per month. Albert Ducas, boy at £2.10 per month.

Fremantle Harbour Master, 1887.

Cape Mentelle in the south-west of Western Australia was named in February 1803 during the Baudin expedition after the French geographer Edme Mentelle (1730–1815).

The Adelaide Steamship Company Limited was established in 1875. Among its founders were Thomas Elder and Barr Smith of the firm of Elder Smith and Company.

Albany was first named Frederick Town by Major Edmund Lockyer, but this name did not catch on, and for a long time it was known colloquially as King George's Sound.

Futtocks: The separate pieces of timber which make up the frame of a vessel.

Between 1850 and 1868 there were 37 voyages by ships carrying convicts to Western Australia. A total of 53 convicts died on these voyages.

Part 30 of the *Ordinance Enabling Transportation of Convicts to Western Australia*, dated 29 December 1849, states

And be it enacted, that all foreign letters from, and all inland and foreign letters to a convict under sentence of transportation, detained at any penal settlement or elsewhere in the said colony on the public account, shall be free of any colonial postage.

Copper sheathing of a wooden hull was an expensive undertaking, and the copper did not last very

long. After only two voyages from the UK to Asia the copper needed to be replaced, so Muntz metal was introduced in 1830. This 50/50 mixture of copper and zinc was later changed to 60% copper and 40% zinc.

The mainsail of the famous Canadian fishing schooner *Bluenose*, launched on 26 April 1921, had an area of 4,100sq ft. and was set on a boom 81ft long.

Most sailing books state that the first person to have sailed singlehanded across the Atlantic was Alfred Johnson. He sailed from Shag Harbour, Nova Scotia, to Abercastle, Wales, in 1876, taking 46 days for the voyage. However, the first person to sail single-handed across the Atlantic, in fact across any ocean, was American Josiah Shackford, who sailed his 15-ton yacht from Bordeaux, France, to Surinam in 1786. Shackford took 35 days to sail the 3,700 miles. His feat was recorded in the *Essex Journal and New Hampshire Packet* of 2 May 1787.

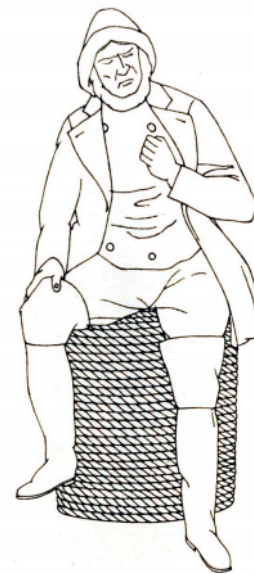
The famous Tasmanian barque *Harriet McGregor* was launched at Hobart on 22 October 1870. It made 24 voyages from Hobart to London and return, all in excellent times for such a small vessel, being only 134.2ft long and 331 tons. In 1895 the barque was sold to Danish interests, and on the first voyage under the new ownership from London to Rio it caught fire in Rio Harbour and was destroyed.

Weigh: To lift the anchor from the ground. Not to be confused with 'way'. A vessel is *under way* from the moment the anchor is *weighed*, or off, the ground, even though she may have no way on her.

Ansted, 1920

Blue whales are probably the largest animal to have ever existed, but sperm whales have the heaviest brains, weighing in at a monstrous eighteen pounds.

Rutherford, A., 2018





MHA Publications

MHA has published the following books.

Johnson, L., *Albany and the Whalers*.

Forsyth, R.K. & I.K., *A Hazardous Life: Captain George Forsyth, Mariner and First Harbour Master for the Colony of Western Australia*.

Worsley, J., *The Waugal and the Swan: The Story of a River*.

MHA members have also had the following books published.

Burningham, N., *Messing About in Earnest*.

Worsley, P. & J., *A Windswept Coast*.

Worsley, P. & J., *Capes of Sunset*.

Worsley, P. & J., *Green Seas and White Horses*.

Blue, T., *Whale Hunters of the West: Whaling off Western Australia in the 19th Century*.

Van Zeller, M., *The Capes*.

Leonard, B., *In Search of Fish and Fortune Along Australia's West Coast*.

Dickson, R., The Late Rod Dickson has had so many books published that we are unable to list them all here.

How many of these have you read?

The editor would like you to review any of these books, your reviews will be included as a special feature in forthcoming journals.

Vale

Redmond Patrick 'Pat' Rodriguez (17 October 1930–27 December 2021)

Pat Rodriguez joined the MHA in April 1997. Pat was a distinguished marine artist, historian and expert model ship maker. His paintings and the information on the vessels depicted have been featured in a number of this Association's journals. He has donated copies of much of his material to MHA, so his paintings can continue to feature in future editions.



Between the Devil and the Deep Blue Sea.

The Bar at the Mouth of the Swan River

Part 2 of the article by Ron Forsyth

The s.s. *Chusan* visited Fremantle in November of 1852 to assess potential coaling stations for the first contracted mail service to Australia. In what was another setback for the colony it was decided the exposed nature of the open roadstead would render the port too unreliable and King George Sound at Albany was selected. This of course meant that international and colonial mails would have to be transferred more than 400 km overland. This did little to decrease the settler's feelings of isolation as the arduous journey was impeded by boggy tracks and flooding rivers.

In 1854 *The Inquirer* expressed fears that removal of the rocky bar could on the one hand silt the whole river mouth and expose the river-front of the town to the full brunt of north westerly gales. On the other hand, if a sand bar replaced the rocky bar winter floods could be damned up and the river find its way down Cliff St into South Bay.²⁰ Previous floods had indeed seen the river break its bank in this manner.

A report by Capt. Henderson R.E., Comptroller General of Convicts, in 1854 recommended partial removal of the bar and the building of a breakwater extending to sea from Arthur's Head. He emphasized that no work should be done at the bar until a navigable channel had been established upstream.²¹

Subsequently two rock groynes were built about 600 to 800 metres upstream from Ferry Point. These were angular and oblique, and extended far enough to almost impede navigation. Their object was to deepen the river channel between them and the south channel at the river bar. They had the opposite effect, creating eddies and triggering a steady increase in silting within the river mouth. There was a buildup on a sand bar to seaward of the rocky bar and pressure was placed on the narrow tongue of land behind Rous head that separated the ocean from the river. It was claimed that the navigable channel was to admitting vessels drawing some two feet of water. Instead of removing the offending groynes a failed attempt was made to dig a canal through the peninsular extending to Ferry Point.^{22, 23, 24} A later correspondent to the papers claimed to have seen at times some hundreds of tons of seaweed covering

the bar. This was no doubt the result of big storms that battered the coast.

Compounding the problems of handling cargo at Fremantle was the exposure of the River Jetty to seas passing over the bar. This made it difficult for cargo vessels to come alongside and almost impossible for steamers such as *Les Trois Amis* and *Lady Stirling* who invariably had to row passengers to shore. In 1857 the harbour master recommended to the Colonial Secretary that a jetty be built in the sheltered and deeper waters upstream from Ferry Point. This was referred to the Swan River Navigation Board which appears to have shelved the idea.²⁵

In 1865 Governor Hampton commissioned a Board headed by the Surveyor General John Septimus Roe to advise on improvement to navigation at the river mouth. The Board reported that sand was being eroded from the narrow sand cliffs behind Rous head and being carried out through the Monkey Channel and deposited on the outer bar there. This process was not affecting the northern end of the bar. It was recommended therefore that the Trigg Channel be widened and deepened.

In 1866 almost eleven tons of sugar was lost when a cargo boat belonging to Mr Owston was stranded on the bar. She was transferring cargo from Messrs Padbury & Co.'s *Bridgetown* and a rock knocked a hole in her bottom.²⁷

The winter of that year saw a huge bank of seaweed drifting inside the bar through the recently widened Trigg Channel. It had temporarily blocked all traffic through this channel. Fortunately it had been cleared by tidal action.²⁸

At Rous Head pilings and a sea wall were installed to stop the breaching of the narrow neck of land into the ocean.²⁹

Not only was the bar a problem for imports but also a great problem for exporters of timber and sandalwood, etc. A correspondent to the papers complained how in nine out of ten cases, boats had to unload at the River Jetty and transfer goods to the South Jetty from whence it was lightered out to ships anchored in the roadstead.³⁰



To the discomfiture of officialdom the steam launch carrying the Duke of Edinburgh on his departure from a visit to the colony had problems crossing the bar in 1869. A number of prisoners jumped into the river and soon cleared away the obstructions. The reward for their conduct was to have a portion of their terms of hard labour remitted.³¹

Captain James Reilly wrecked the cutter *Faith* in August 1869 attempting to cross the bar through the 'new channel' by Rous Head. Laden with general cargo, the experienced skipper and his crew were trying to pole the vessel into the channel when a sea struck the vessel smashing it onto rocks. At a subsequent inquest he claimed to have come over the Bar hundreds of times when it had been in a worse state. He was cleared of any negligence or want of skill and the new entrance was declared unsafe.³²

No single factor held back the progress of the colony more than the lack of a safe harbour at Fremantle. The growing international reputation and demand for the local jarrah hardwood timber highlighted this. During the winter months ships had to anchor behind Garden Island or forfeit insurance. This added 7s. 6d. per ton to the exporters' costs. *The Herald* reported that in August 1869 two vessels left the port without their orders for timber as merchants were unable to deliver within a reasonable time.³³

In 1869 a boatman wrote to the newspaper commenting on the ineffectiveness of the thousands of yards of stone that had been used for groynes within the river. He complained that in twenty years of experience never had the navigation within the river been in such a bad state.³⁴ With some sarcasm *The Inquirer* noted: 'The sand at the River's mouth plays a more obstinate role to our discomfort ever since we applied our engineering skill to its natural condition.'³⁵ Boatmen feared that navigation through the river mouth would be stopped altogether.³⁶ It recalls the old saying: 'In more trouble than the early settlers.' They seem to have been damned whatever they did or did not do.

Robert King, a somewhat frustrated merchant and shipping agent at Fremantle, considered:

It is surprising that experiments resulting in nothing but obstruction to the navigation, should be allowed to go on at the public expense until they have rendered what was once a safe and navigable part of the river nothing

*but a series of sand banks and shoals, which even the steamer has a difficulty in threading her passage through; and as to the Bar, after all the outlay, it is more unsafe than at any former period; hence the serious losses by grounding, which have recently occurred.*³⁷

The Doyne Report, commissioned by Governor Weld in 1870, identified the lack of hydraulic pressure as the fundamental problem with attempts to open the river mouth for navigation. Small tides and a low seasonal flow were, he calculated, insufficient to prevent any developed channels from silting up.

Illustrating the unpredictability of sand drifts he pointed out that since the building of the open timber South Jetty, which was only a minor im-



A map of Fremantle showing the New Jetty (bottom left) completed in 1873. This was extended later to become the Long Jetty. Also shown is the rocky bar between Rous Head and Arthur Head. Ferry Point is shown running northwards across the river.

Legend:

- 1 - No. 1 lighthouse
- 2 - Powder Magazine
- 3 - Guard House
- 4 - North Jetty

Map compiled and redrawn from various contemporary sources by Ross Shardlow.



pediment to currents, South Bay had silted up to the point where 'boats now lie high and dry 50 to 100 feet outside the line within which they were formerly anchored afloat.'

To the displeasure of people at Fremantle, Doyne recommended moving the port to Rockingham to reduce transport costs to the timber industry. At that time timber was brought down the Canning and then Swan River where it was faced with the crossing of the bar. If bad weather persisted, it had to be unloaded at the River Jetty, taken up Cliff St and lightered from the South Jetty to impatiently waiting ships. He envisaged that the export of jarrah timber could lead the colony out of poverty. Unfortunately the Success and *Parmelia* sand banks which sheltered Cockburn Sound from north westerly gales also restricted access to shipping. Entry for vessels through the Challenger Passage was, like the bar at the Swan, to prove an ongoing impediment to the development of the port at Rockingham.

The unpredictable consequences of opening the river mouth and the probable necessity for ongoing dredging made Doyne apprehensive about development at Fremantle. Subsequent to his report attention was diverted to creating a sheltered harbour outside the river.

'During the winter months,' wrote the editor of one of the papers, 'our storekeepers are perpetually complaining of delay in the delivery of their goods from England and the colonies. Vessels arrive and cannot be discharged, and when discharged the goods are damaged; frequently in the transit in an open lighter, in rough weather, from a vessel thirteen miles away.'³⁹

With no harbour improvements on the horizon and an increase in shipping another ocean jetty was completed in 1873. The jetty, later extended and called the Long Jetty, could accommodate vessels up to 700 tons. Larger vessels still had to anchor offshore and ferry cargo in.⁴⁰

Early in 1875 W.W. Wardell, Inspector of Public Works in Victoria, was commissioned for another report on possible harbour improvements. He shied away from the river mouth and gave vague observations about possible outer harbours. He even suggested that money could be better used building a railway to the safe harbour at Albany.⁴¹

Expiree Thomas H.J. 'Satan' Browne proposed in 1875 '...the formation of a canal about 40 feet wide, and 7 deep communicating between the end

of the dock and the river with a single pair of lock gates between. This arrangement would enable vessels to proceed to and from the river and South bay without the risks and delays attendant upon passage by the bar. It would also afford facilities for the transshipment of goods to or from upstream vessels and in many and various ways would be beneficial and serviceable.'⁴² This concept had in fact been foreshadowed by Stirling before there were any buildings on Arthurs head across the narrow isthmus. Browne's idea was put forward along with an elaborate plan for a harbour external to the river and protected by a breakwater projecting from Rous Head. It was probably a better idea than an impracticable proposal to cut a channel from the ocean through to Rocky Bay in the river. The mood in the colony toward expirees was fractious, however, and Browne had been in dispute with the Director of Works, James Thomas. Browne disagreed with Thomas' assertion that Fremantle was at a higher elevation than Guildford! This of course would have meant water flowed uphill.⁴³

English civil engineer, Sir John Coode, in yet another commissioned report in 1878 had no answers for 'the evils of the bar.'⁴⁴ Another report by him in 1887 was just as inconclusive.

The Centenary Day Regatta at Fremantle in 1888 saw some of the fleet of yachts 'stuck on the Bar owing to the heavy sea breaking and the strong southerly wind blowing.' The *Caroline* knocked a hole in her hull and was unable to participate.

Finally, after almost seven long frustrating decades of procrastination, the state government was able to commission the brilliant and experienced engineer, C.Y. O'Connor, to create a safe harbour at Fremantle. Rich gold discoveries were placing great pressure on the port but had unshackled the state's parlous finances. Going against the tide of professional and popular opinion he blasted the mouth of the Swan and had two long protective groynes built for an inner harbour. His was no tinkering at the bar – he had almost 800,000 cubic yards of it removed. Fremantle at last became the Western Gateway to Australia.

There was probably no single factor that had been of more hindrance to the progress of the colony than the bar at the mouth of the Swan. Its significance was quickly forgotten, however, with its passing. The flurry of shipping during the gold rush years and its aftermath saw it consigned, along with the early struggles and the stain of the convict era to the past of 'Old Fremantle.'



Plans to build a canal from the ocean through to Rocky Bay were drawn up as early as 1877. Sir John Coode rejected the idea of cutting a canal into Rocky Bay for fear it would silt up. The canal idea continued to be raised from time to time as indicated by this plan drawn up by G. A. Lefroy in 1914 (amended from Plan 1911-12) and presented to the Fremantle Chamber of Commerce for a Proposal for the Extension of Fremantle Harbour.

Rod Dickson Collection – MHA.

The bar and Monkey Rock were recalled in 1915 in a newspaper article written by ‘Hugh Kalyp-tus.’* Writing of a devastating flood back in March of 1872:

Over the bar, with the old monkey rock in its centre, hundreds of drowned bullocks, sheep, horses, and pigs were hourly swept out to sea from the Upper Swan farmers, many of whom were rendered homeless and reduced to penury by the inundations ...

*Hugh Kalyp-tus was the pseudonym of Horace Stirling.

End notes:

¹ *The Waugal and the Swan*, Jill Worsley.

² *Voyage aux Terres Australes*, p175.

³ *Ambition's Fire*, J.M.R. Cameron p35 quoting *Barrow to Hay*, 13 June 1827, CO 323/149, 135.

⁴ Diary and Letters of Admiral C.H. Fremantle, G.C.B., p36.

⁵ *Colonial Times* (Hobart), 11 Sep 1829: 3.

⁶ Diary & letters of Admiral Sir C.H. Fremantle, G.C.B., relating to the founding of the colony of Western Australia, 1829 by Charles Howe Fremantle.

⁷ *Perth Gazette and Western Australian Journal*, 21 May 1836:696.

⁸ *Swan River Guardian*, 19 Oct 1837: 238.

⁹ *Inquirer*, 18 Oct 1854: 3.

¹⁰ *Perth Gazette*, 23rd March 1833

¹¹ *West Australian*, 23 Jan 1932: 4.

¹² *Inquirer* 1 December 1847: 2.

¹³ *Inquirer*, 1 Dec 1847: 2.

¹⁴ *The Britannia and Trades Advocate*, 24 Feb 1848: 3.

¹⁵ *Inquirer*, 17 Jan 1849: 3.

¹⁶ *Ibid.*, 1 May 1850 p3.

¹⁷ *Ibid.* 18 Sep 1850: 3.

¹⁸ *Ibid.* 7 July 1852: 3.

¹⁹ *Ibid.* 14 July 1852: 3.

²⁰ *Inquirer* 22 Feb 1854: 2.

²¹ *The Sydney Morning Herald* 9 Oct 1855: 2.

²² *Herald*, 11 Sep 1875: 3.

²³ *Ibid.*, 2 Oct 1875: 3.

²⁴ *Ibid.*, 13 Nov 1875: 3.

²⁵ *West Australian Times*, 14 Jun 1878: 3. W. Child-low.

²⁶ *Steam Whistles on the Swan*, Rod Dickson, p46.

²⁷ *Perth Gazette*, 20 Apr 1866: 2.

²⁸ *Inquirer*, 18 July 1866: 3.

²⁹ *Inquirer*, 19 June 1867: 3.

³⁰ *Ibid.* 5 Aug 1868 p3.

³¹ *The Herald* 27 Feb 1869: 2

³² *The Herald* 14 Aug 1869: 3.

³³ *The Herald* 28 Aug 1869: 2.

³⁴ *Inquirer* 22 Sep 1869: 3.

³⁵ *Ibid.* 25 Aug 1869: 2.

³⁶ *Herald* 16 Jan 1869: 3.

³⁷ *Inquirer* 11 Aug 1869: 3.

³⁸ *Inquirer*, 2 March 1870: 3.

³⁹ *The Perth Gazette and West Australian Times*, 5 Sep 1873: 2.

⁴⁰ Garratt, D., 1994, *The Long Jetty Excavation* 14 July to 20 August 1984. Report, Department of Maritime Archaeology, Western Australian Museum, No. 78.

⁴¹ *W.A. Times*, 26 Jan 1878: 5.

⁴² *Herald*, 13 Nov 1875: 3.

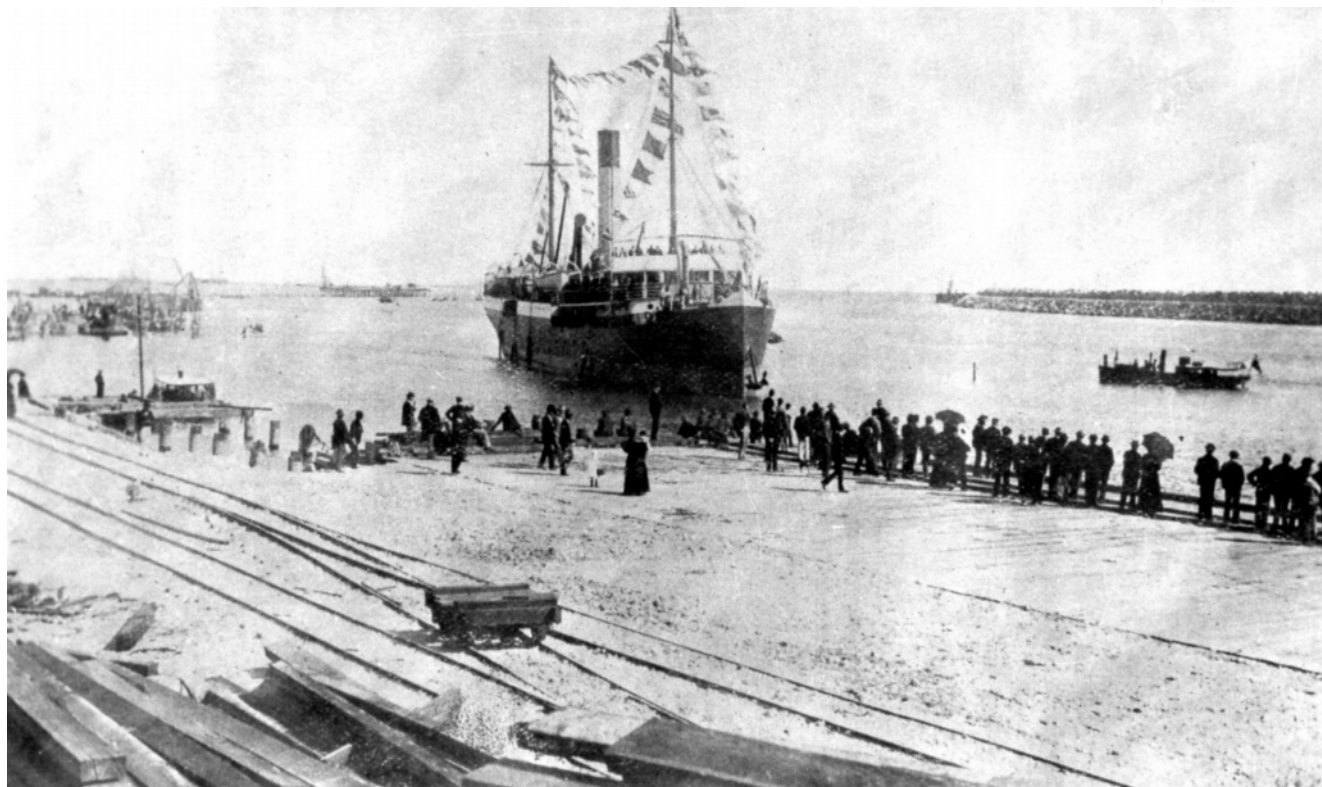
⁴³ *The West Australian Times*, 3 May 1878:3.

⁴⁴ *Herald* 15 June 1878, p3.

⁴⁵ *The Daily News*, 28 Jan 1888: 3.

⁴⁶ *West Australian*, 25 Sep 1897: p3.

⁴⁷ *Western Mail*, 12 March 1915: 12.



Official opening of Fremantle Harbour with the arrival of the S.S. Sultan from Singapore, 4 May 1897.

Photo by Charles Millington Nixon, 1897. SLWA: Call No. BA 1116/18

QUIZ

Answers to December

1. The Fenians boarded the *Catalpa* on 18 April 1876; the *Eglinton* was wrecked on 3 September 1852 and Cape Naturaliste was named by Thomas Nicolas Baudin on 31 May 1801.
2. Dumont D'Urville's ship was named *Astrolabe*.
3. François-Antoine Boniface Heirisson was born on 14 May 1776 in Madrid, Spain. He was a sub-lieutenant on board the French corvette *Naturaliste*, and in June 1801 charted the Swan River.

Quiz

1. Where is Hawley Shoal and what or who was it named for?
2. What are ratlines?
3. The Battle of Trafalgar during which Admiral Lord Horatio Nelson was killed, was fought on 21 October 1805. Why was the battle so named?

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S. A. PAFFORD, Managing Director.

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9, REGENT ST., WATERLOO PLACE, S.W.1.

Telegrams: "Gybe, Piccy, London."

Telephone: Gerrard 1846.



The Marine Art of Pat Rodriguez (1930–2021)

Compiled by Ross Shardlow AM FASMA

Pat Rodriguez was a true marine artist. Largely self-taught, Pat worked in oils, watercolour and modelling in the traditional style to capture his passion for all things nautical. Buoyed by a family history steeped in maritime traditions, a love of the sea, practical sailing experience, raw talent and a distinguished service with the Royal Australian Naval Reserve, Pat was destined to be the consummate marine artist. The following account is compiled from his memoirs, letters and occasional papers.

Redmond Patrick (Pat) Rodriguez, nicknamed ‘Chic’ by close friends and family, was born in 1930 in the Perth riverside suburb of Claremont, Western Australia. Pat’s father, Richard Patrick Gerald (Pat) Rodriguez, solicitor, Police Court Magistrate and City Coroner, was born in 1901 in

Broome, WA, the fourth son of Maud and Filomeno Francisco (Francis) Rodriguez, Pearlring Master, ship’s captain, hotelier, councillor and philanthropist. Pat’s father was also an acclaimed Australian rules footballer, golfer and veteran helmsman on the Swan River. During World War II, he served in the Royal Australian Naval Volunteer Reserve reaching the rank of Lieutenant-Commander in command of minesweeping vessels in the English Channel and European North Sea coastlines. Awaiting his discharge at the end of the war, Pat’s father was appointed RANVR First Lieutenant at the Fremantle naval shore establishment HMAS *Leeuwin*.

With such a strong family maritime heritage to draw on, it is little wonder young Pat Rodriguez spent his formative years swimming, fishing and



messing about in boats on the Swan River. By the time he was fourteen he was seriously involved in competitive sailing and joined the Royal Freshwater Bay Yacht Club, Royal Perth Yacht Club, and later the Fremantle Sailing Club. In 1950, at the age of twenty, Pat joined the Royal Australian Navy Reserve as a recruit seaman at HMAS *Leeuwin*, the same shore-based establishment his father had been in charge of on his discharge in 1946. In 1954 Pat married Margaret Reilly at St Thomas's Church, Claremont and they went on to raise a family of

three daughters. Pat was commissioned as Sub Lieutenant in 1955 and continued to work his way through the ranks of the Fremantle Port Division. In 1973, as Lieutenant Commander in command of HMAS *Acute*, Pat and his ship's company distinguished themselves by apprehending two Taiwanese fishing vessels that were illegally fish-



S.S. Caledonian Monarch. Scratch built model, 1/96 scale, 1.85 metres LOA. Private Collection

Photo: David Nicolson



ing near the Montebello Islands off the coast of WA. In 1976 Commander Redmond Patrick Rodriguez was awarded the Member of the Order of Australia (AM) for exceptional performance of his duties as Commanding Officer (Reserves) HMAS *Leeuwin*. Pat went on to attain the rank of Captain Naval Reserves Australia before transferring to the inactive list in 1984 after 34 years of continuous service, retiring as Captain Redmond Patrick (Pat) Rodriguez, AM, RFD, RD, RANR Rtd.

Pat always had an interest in marine art and had dabbled in it whenever he got the chance. With his retirement from active service in 1984, Pat started painting seriously and got stuck into a new career as a marine artist. Painting in the traditional style of marine art, Pat enjoyed the challenge of fine draughtsmanship to record his subjects in accurate detail with particular regard to perspective, weather, sea conditions, light – and historical fact. As a keen historian he specialised in ship portraits of naval and merchant shipping from the Napoleonic era to the tea and wool clippers of the 1800s. Though he had a love of sail, Pat was not averse to painting steamships, warships, leisure craft and even bulk carriers. To complete the visual record each of Pat's paintings was accompanied by a comprehensive booklet describing the history of that particular vessel. Pat's clipper ship series includes: *Sir Galahad*, *Cutty Sark*, *Flying Cloud*, *Royal Edward*, *City of Perth*, *Aerial*, *Taeping* and *Carlisle Castle*.

In 2016 a South Australian collector of marine memorabilia commissioned Pat to paint what ultimately grew to be fourteen paintings of State Colonial warships and gunboats prior to Federation and early warships of the Commonwealth Naval Forces, which became the Royal Australian Navy in 1911. Pat wrote:

Initially not subjects I would have chosen to paint, but once started each ship had a character of its own and a story to tell and I quickly found myself becoming quite attached to each one...This is the sort of commission that most artists dream about... The paintings were all watercolours (560 x 400 mm) on Saunders medium 648 gsm, a delight to paint on.

Starting with HMCS *Protector*, the Colonial warship series included HMAS *Tingira* (ex *Sobraon*), HMAS *Encounter*, HMAS *Pioneer*, HMCS

Gayundah, HMS *Orlando*, HMS *Katoomba* – and as a personal tribute, Pat added his own command, HMAS *Acute*.

Pat's Napoleonic Period is well covered with his Battle of Trafalgar series. As Patron of the Naval Officers Association of WA and loyal attendee of the association's Annual Trafalgar Day Dinner, Pat confessed that sooner or later any marine artist worth his salt is duty bound to paint The Battle of Trafalgar. Accordingly, Pat completed the Battle in four scenes: HMS *Victory* Leading the Windward Line, HMS *Victory* Breaking the Line, The Battle of Trafalgar and The Aftermath of the Battle – all large oils on canvas. Leading the Windward Line and Breaking the Line are 610 mm x 914 mm in size while The Battle of Trafalgar is 560 mm x 1200 mm (see pages 10–11).



Pat Rodriguez at one of his beloved Trafalgar Day Dinners

Photo: David Nicolson

Pat was also an accomplished ship modeller and built a number of scale models over the years from a well-equipped workshop that included the requisite lathe, bandsaw and other accessories. Pat explained that he built the models when he had nothing else to do! His last two models, the *Caledonian Monarch* and the *Sir Thomas Brocklebank* were built from scratch from plans pur-



chased from Bassett-Loukes, UK, and were built on the sandwich method using jelutong, a tropical timber, very close grain, relatively easy to work and noted for holding its shape. He fitted the *Caledonian Monarch* with a 1/96 scale 3-cylinder steam engine with an LPG-fired tube boiler, reversing gear and gauges and the model was radio controlled. The engine performed perfectly even to scale speed – until the boiler ran dry! Pat wrote:

Running time was a max of 25 minutes – at 35 minutes, no boiler water, disaster! After five very successful outings and lots of interest a malfunction with the radio control started a fire on board. Of course, it was mid-lake, so fully clothed, into the water and save the model. The rescue was successful but considerable damage to the superstructure and a demolished funnel.

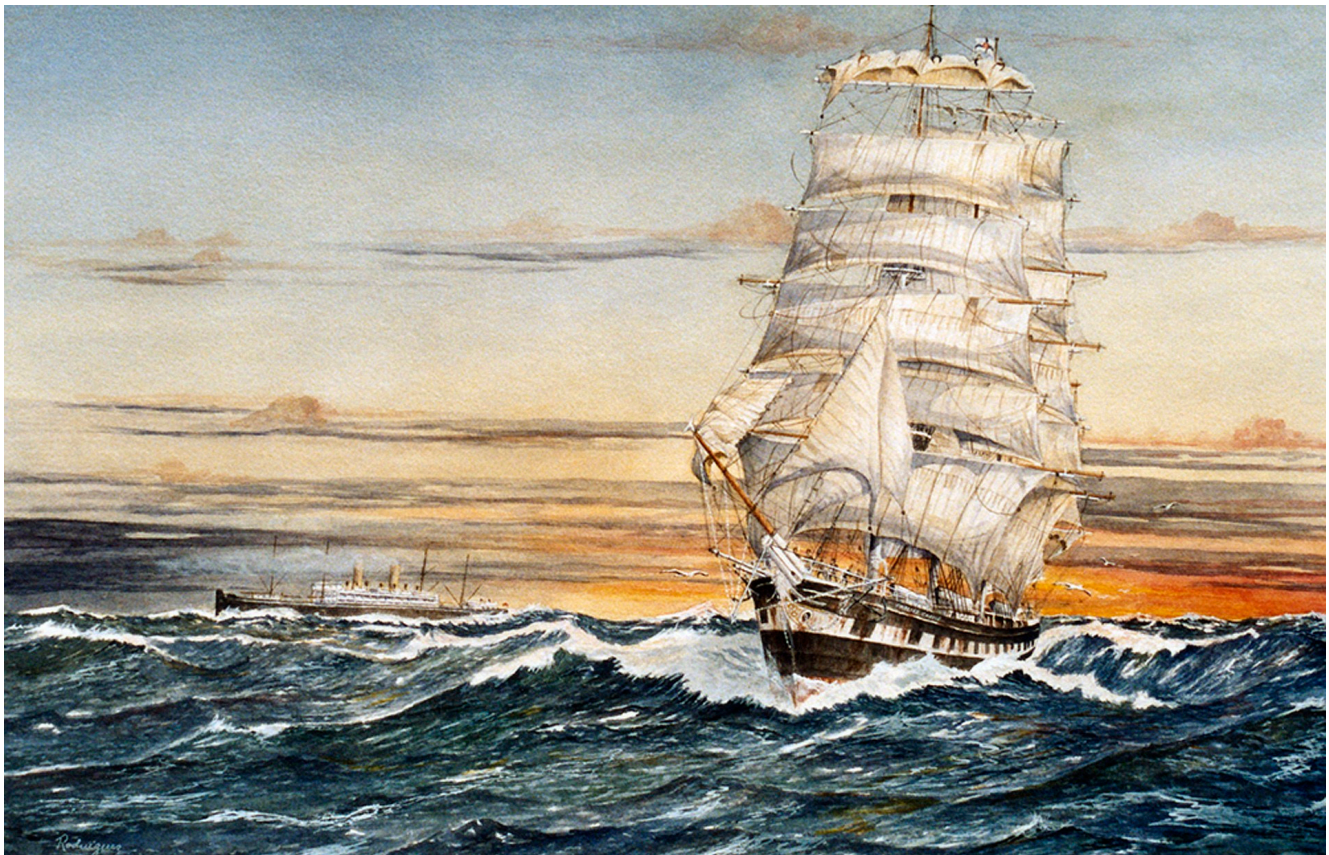
Fortunately, the *Caledonian Monarch* was repaired and with engine, boiler and radio control gear removed, it is now on permanent display and lovingly admired as a static model in a private collection.

In 1997, Pat joined the Maritime Heritage Associ-

ation after exhibiting at the 'Flotsam and Jetsam' marine art exhibition in Fremantle, which was sponsored by the MHA. Not wishing to be tied down to a formal art society or committee meetings, Pat felt relaxed as an Associate Member of the MHA whose charter to promote marine art and maritime heritage, particularly for Western Australia, perfectly fitted with Pat's sentiments. As Associate Member No.133 he regularly contributed cover paintings and articles for the MHA Journal and attended the MHA gatherings at the Hicks Private Maritime Museum to swap notes and rub shoulders with other MHA marine artists and modellers such as the late Brian Lemon and Murray Johnson. In one of his letters Pat reminisced:

I knew Murray for many years following our friendship of four years sailing in 12ft Cadet Dinghies at Royal Freshwater Bay Yacht Club, and through our subsequent interests of model ships of which he was a master builder! Somewhere I have a photograph of Murray taken in Hobart in 1948 when we were sailing in the WA team for the Stonehaven Cup.

Pat also knew some of the service members in the MHA including the late naval historian and Past



Pat's business card featured his painting of the Carlisle Castle off Rockingham c1898.

Photo: Par Rodriguez

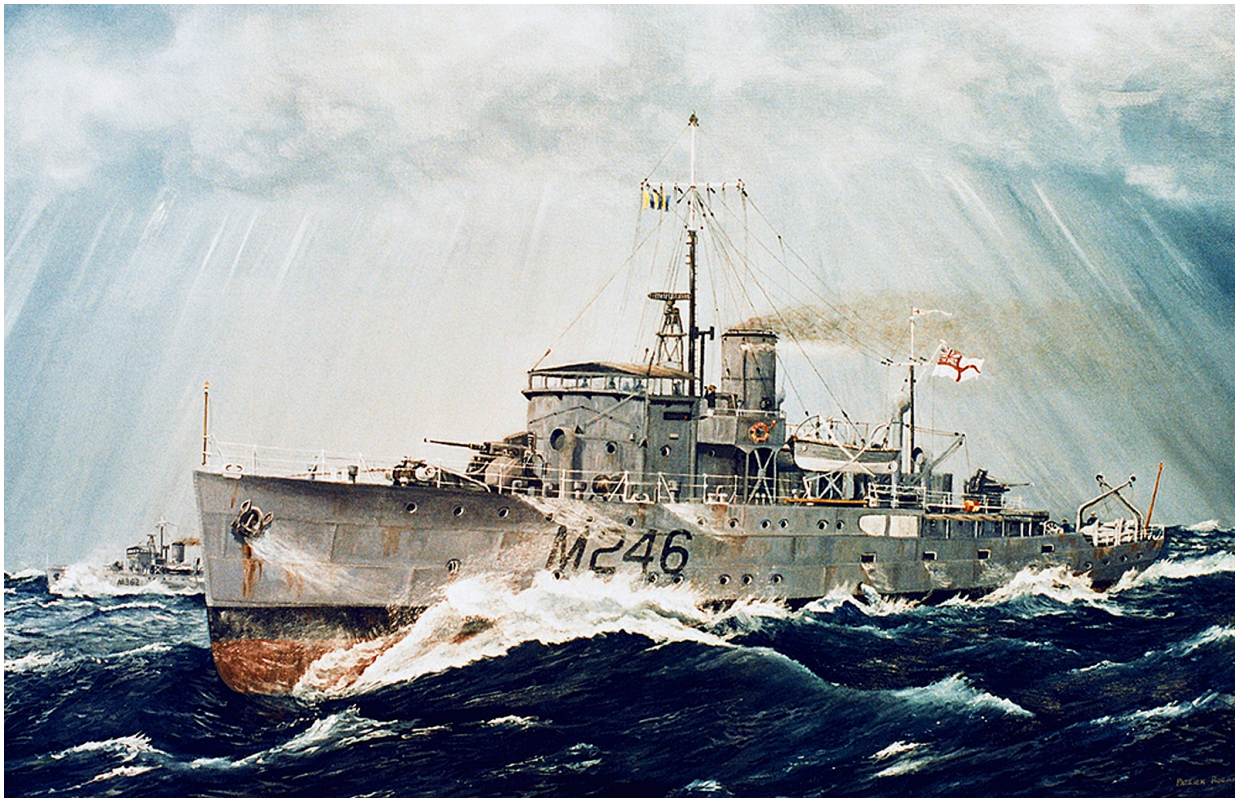


President of the MHA, Commander Geoff Vickridge RFD RANR. Pat reflected:

Geoff and I had a long association through the Navy as well as with his late father, Len and Betty Vickridge. Len was my commanding officer for five years when he was the Commanding Officer of the Reserve Forces HMAS Leeuwin.

Pat exhibited successfully at numerous exhibitions winning a number of awards and commendations and completed many commissions for private and corporate clients in Western Australia, interstate and overseas. His works are well known through The Finishing Touch Gallery in

Fremantle. He is represented in the City of Wanneroo Art Collection, City of Perth Collection, City of Rockingham, Fremantle Port Authority, United Farmers Co-operative, State Shipping Services, Naval Officers Association WA, HMAS *Stirling* (and aboard several ships of the Royal Australian Navy), plus numerous private collections particularly ships' captains and officers and leisure craft owners. Redmond Patrick (Pat) Rodriguez 'crost the bar' 27 December 2021 at the age of 91 years, leaving a legacy of beautiful art works and models for future generations to admire and learn from. He was working on a model of the *Bismarck* up to the time of his passing.



*HMAS Fremantle
Bathurst Class Corvette
Oil on canvas, 460mm x 760mm*

Photo: Pat Rodriguez

Did You Know?

There is a superstition among sailors that to sail on a Friday brings bad luck. The following is from *Incidents of a Whaling Voyage* by Francis Allyn Olmsted, published in 1841:

I have been told, that several years ago a ship was built and sent to sea to test this superstition, and convince the craft of its folly. The keel of the ship was laid on Friday; on Friday her masts were set; she was completed on Friday, and launched on this day. Her name was Friday, and she was sent to sea on Friday; but unfortunately for the success of the experiment, was never heard of again.



An Account of the Expedition of HMS *Success*, Captain James Stirling, RN., from Sydney, to the Swan River, in 1827

Part 2

Here we encamped^[9] for that and the following day, and passed our time in examining the country. We shot as many swans and ducks as we required, and Mr. Fraser made a large collection of various plants. On Wednesday, having got the things into the boat, we commenced our passage down the river. The boats had not proceeded far before both got staved from the large quantity of stumps of trees that had fallen into the river. We repaired this damage and reached the flats. The captain here ordered the first gig to proceed up another of the rivers^[10] and ascertain the depth of water and how far it extended, but not to proceed further than to be enabled to be on board by sunset the following evening. The cutter continued her course down the river, and reached the ship a little after midnight in safety. The gig returned the next night at 10 o'clock, having proceeded as far up the river as they could consistently with the order to be on board by sunset. It is worthy of remark that the whole way the gig went she had 5 fathoms water, and it was equally deep and broad at the place from which they commenced their return as at first, while the water was extremely salt. On the gig's returning down the river she fell in with another party of natives, who were more timid than those we had observed up the river. The boat was obliged to pull on and off the shore for some time, and make every token and sign of friendship before these natives could be prevailed on to remain while they landed. At last one or two remained, when one of our people landed and gave them some presents. They soon became more friendly. One of the boat's crew gave the chief a jacket, and another a pair of trousers, and it was strange to observe him endeavor to put it on as the other had put on his jacket, thrusting his arms through the places for his legs. It was curious, also, to observe the natives put their fingers and rub them on our people's skin, and then look to see if anything came off, being fully persuaded they were painted. The natives opened their waistcoats, and laughed much when they observed that their breasts were the same color as their hands and faces. Our people secured several spears from them and parted good friends. We were employed from this time in surveying the islands of Rottneest, Buâche, and Berthollet, with the adjacent rocks, and the coast on each side of the river. I had almost forgot that we made two gardens about fifteen miles^[11] up the river, and

another on Buâche, and sowed several descriptions of garden vegetables and corn. We left on Buâche a cow, three goats, and three sheep with young, etc.

Our expectations of the advantages of a settlement at Swan River are now fully confirmed, and although it would be impossible for vessels of above ten tons burden to enter the river at any state of the tide in safety, at the present entrance, it would be practicable at small expense to cut a canal at about four miles^[12] from the mouth of the river to the sea. The distance necessary to be cut is only one quarter of a mile, and would immediately lead into water of 12 fathoms^[13] both in the river and in the sea. The land is rocky^[14], and would afford excellent sides to the canal. The climate is most delightful, the soil is good, and in many places exceedingly rich, and capable of producing any of the European vegetables and fruits as well as tropical.

The prevailing botany of this place, as I have collected from Mr. Fraser, consists of the following genera, viz.:—*Eucalyptus*, *Banksia*, *Dryandra*, *Casuarina*, *Leptospermum*, and a species of *Zamia*. The hills near the beach immediately north of the entrance are sandy, but on proceeding two hundred yards the soil changes to a rich red loam, of very considerable depth^[15], improving as the hills are ascended to the richest virgin loam, and capable of producing any crop. The hills continue of the same description for seven or eight miles, beyond which their character was not observed. The stony nature of these hills render them admirably adapted for the culture of the vine. The islands^[16] on the flats are composed of a muddy deposit, evidently brought on by the floods; their banks are covered with thickets of *Casuarina* and *Metrosideros* and their centres with submarine succulent plants. At Point Fraser there is a material change observable in the botany; a magnificent species of *Angophora*^[17] is seen on the summit of the ranges; the *Casuarina* on the banks assume a more arborescent character than any seen hitherto on the river; *Banksia grandis* forming a superb feature in the botany of this part, often exceeding 40 feet in height; the *Zamia* is seen attaining the height of 30 feet; its beautiful pinnated leaves, associated with the superb *Xanthorrhoeas*, so abundant here, imparts to the forest an appearance perfectly tropical. Proceeding up the river, the country opens into immense plains



of the most fertile description. The soil is a rich brown earth, extending to the base of the mountains. The forest land between the river and the ranges is covered with the most magnificent shrubs and stupendous *Angophora*^[17], occupying the same situation in the geography of the botany of this country that the iron bark does on the Eastern coast. Stringy bark^[18] was likewise seen on



Frederick Garling. *View of Swan River, taken at the commencement of the fresh Water* 1827. Pen and ink and watercolour and pencil. 22.5 x 32.8cm. Collection. Art Gallery of Western Australia

won the savages' hearts. At last two chiefs ventured to come on board, and they were struck with astonishment at the size of the ship and the many different things they observed on board, more particularly the galley fire, at which they expressed the liveliest pleasure, vociferating, "Quabba, quabba!" After we had rigged them out in mariners' jackets, trousers, etc., we landed them, much

gratified with their visit and in perfect amity with us.

We then shaped a course for King George Sound, and after having been beating for several days to windward off Cape Leeuwin we, on the 2nd of April, reached our destination, and came to an anchor off the entrance of Port Royal. The settlement consists of about seventy persons, who landed there on the 25th December, 1826. They have erected sev-

the ranges in considerable quantities.

From this time to the 20th we were employed in surveying the islands of Rottneet, Buâche, and Berthollet, but my limits will not allow me to give you any particulars respecting them. On the 21st of March we weighed and stood to leeward, steering towards Jurien Bay; but, the wind shifting, we bore up for Geographe Bay. On the 24th we made the bay, and as we sailed along the shore towards it we observed a party of about thirty natives on the beach. They likewise saw us, and seemed very anxious not to be left behind, and kept pace with the ship, although going five knots, till 2 o'clock, when we anchored in the bay, thus having walked at least thirty miles. They then seated themselves in a body at the base of a mountain, abreast the ship. We collected some presents, such as knives and pieces of stuff, handkerchiefs, beads, etc., and also some bread, sugar, etc., and sent them on shore. The natives seated themselves to await the boats approach, and on its arrival made every sign of friendship and invited our people on shore. We accordingly landed, and by distributing the presents and dancing completely

eral little cottages, or rather huts, made of wood and plastered with mud, but even in the commandant's house the wind blows through in every part. The expectations formed of King George Sound have by no means been realised; the soil is wretched, and with the utmost care and attention they have not hitherto been able to bring anything a few inches above the ground. The town is situated at the foot of an immense mountain. The harbor is excellent, and there is sufficient water for a three-decker up to the town. The people had only thirty days' provisions at half-allowance at the time we arrived, and it was thus fortunate that we touched there, for we found, to our surprise, that the cutter had not reached there. We had but a month's provisions remaining, and we had a voyage of upwards of two thousand miles to go before we could again be supplied. The captain, however, consented to give them all over a fortnight's provisions for the ship's company, and thus supplied them for two months at the same allowance. The day after the people arrived here, from some misunderstanding, the natives attacked a party of six or seven men, who had strayed a short



distance from the spot they had fixed on for forming their town, and obliged the party to make off with all speed back again. One man was severely wounded, being speared through the thigh and the back. Another spear was sent through the fleshy part of the arm, which entered his side, thus pinning his arm to his side. In this condition he managed to reach his companions. He still exists, but is entirely maimed for life. We brought him to Sydney. The natives are in other respects perfectly harmless; they have ingress and egress to any of the huts, and never attempted to take anything unless given to them. They appear to be very ill-used by the sealers, who frequent this part of the coast, by forcibly taking their women away, and shooting them for the slightest offences. Just before our arrival the commandant had caused seven sealers to be apprehended for taking four natives to Michaelmas Island (a small barren rock in the Sound), killing one, and leaving the others there with the evident intention of starving, and for violently taking two of their women away and landing them on some part of the mainland directly away from the tribe they belonged to. They are to be tried for murder the first opportunity that offers to bring them to Sydney. Here, as well as at Swan River, they are naked, with the exception of a seal or kangaroo skin, which they throw over their shoulders and which reaches no lower than their waist. There is no other apparent difference between them.

The scenery as we entered the Sound was bold and magnificent. The lofty mountains in various shapes, the curiously-formed islands, and the sea breaking violently on the rocks, give it a most striking effect; but there is, at the same time, a barren appearance in the landscape that soon fatigues the eye of the spectator. I had procured some specimens of a most curious plant that flourishes in this part of the globe only. It is called the pitcherplant, and grows in the marshy ground here; it consists of thin stalks about 2 feet high, which produce at the top small wild flowers, similar to the lily in form, only much smaller and possessing no smell. On the stalk, just above the soil, grow several (three to seven) small bulbous flowers, shaped similar to a pitcher, with a cover or top to them. When there is rain, or heavy dew, these covers lift up, and receive all the moisture that falls into them; on its leaving off raining, the covers shut down, and thus prevent the water escaping. The pitchers thus contain sufficient to supply the plant with nourishment the whole of the dry season, each pitcher containing from one to three spoonfuls of water.

On the 4th of April we stood to sea, with a strong breeze from the S.W., and at 10 p.m. on the 15th we anchored within the heads of the heads of Port Jackson, and found that the cutter had reached this place a week before us, having, while off King George Sound, carried away her rudder in a gale of wind, which obliged her to bear up. On the^[19] King's Birthday (April 23) the Governor^[20] gave a splendid ball and supper, to which we were all invited, but I have no room left for particulars.

On Saturday, the 28th of April, the first regatta witnessed took place. It was got up on board us by Captain Stirling and Captain Ross, of the *Rainbow*, and on that day we had all the beauty and flower of Sydney on board, together with the 57th Band, and between the races quadrilles were the order of the day. Captain Ross' boat won the pulling match, and our cutter the sailing. Captain Stirling gave an excellent cold collation, and the party did not break up till late in the evening. The river^[21] presented one of the gayest scenes possible, and everybody was delighted.

End Notes

9. This camp was at the junction of Ellen's Brook, named after Mrs Stirling. There is a sketch of camp at the Public Library, but the trees are not true.

10. Canning River.

11. Eleven or twelve miles.

12. Two miles.

13. The deepest water in Rocky Bay and for some distance on the sea coast is only four fathoms. The greatest depth in the Swan River is seventy feet near the Chine in Freshwater Bay, and not very far from Blackwall Reach. Although the coast is known to be rising, it is incomprehensible to account for such considerable discrepancies, both in the given depths and the distances. In another direction also, Stirling figured the height of some hills and mountains absurdly. Mount William he called 3,000 feet, nearly double its own altitude.

14. Rocky Bay.

15. Grossly exaggerated.

16. Heirisson's Islands.

17. Not Angophora but Eucalyptus calophylla, the red gum of Western Australia.

18. The jarrah, Eucalyptus marginata.

19. George IV was born August 12, 1762, but on his accession to the throne, in 1820, directed St. George's Day to be observed as his birthday.

20. General Sir Ralph Darling.

21. Parramatta River.



HDML 1321

At the end of the article on this vessel in the December 2021 journal I put a question regarding its present whereabouts. MHA member Ted Whiteaker in Darwin has answered that question.

HDML 1321 *Rushcutter* sank in six metres of water in Darwin Harbour on Wednesday 19 October, 2016 at 7.55am while moored off Stokes Hill wharf in Frances Bay. The owners were unable to finance recovery of the boat, and a subsequently unsuccessful Go Fund Me campaign was launched.

Around 25 October, the NT Port Authority (NTPA) gave an ultimatum to remove the wreck within 14 days. After some public media response to the history of the vessel, NTPA reportedly agreed to lift the hull and place it somewhere for the owners. By 02 November, the Go Fund Me campaign had only raised \$1,000 of its \$100,000 target, and the Port Authority was extending its deadlines for action. The NT News reported on 03 November a cost of \$50,000 to raise the hull, and the owners were asking Landbridge, the Chinese operators of the port, to bear the costs.

The NTPA acted on their word and arranged to lift *Rushcutter* by an arrangement with local marine contractors, Bhagwan Marine. After three failed attempts, they managed to get the hull up on 11 November at 4pm, and took it to Bhagwan's waterfront industrial plot at East Arm, where she was beached on the high tide.

On 17 April, 2017 a fund-raising video advised that HDML 1321 ownership and restoration plans had been taken over by "Save Motor Launch 1321 Inc", a local non-profit group.

10 May, 2017. At this time, the wreck was becoming a problem for Landbridge, the port operators, who had decreed that the hulk should be moved within 14 days. A "Save Motor Launch 1321" Facebook page (SML 1321 FB) link, in another video funding appeal, stated that Landbridge would not allow the boat to be refloated and moved to a location where it could be restored. They were insisting that it must be lifted by crane and moved by road. This was considered a huge cost.

18 October, 2017 (SML 1321 FB promotional video). The NT Government stumped up funds for construction of a 25-tonne steel cradle to get *Rushcutter* off the beach.

On June 14, 2018, after a long gap in time over another Wet Season, the cradle had wheels attached and plans were afoot to float the ship into it. The passage of Cyclone Marcus on 17 March had intervened and caused some structural damage, and temporary strengthening of the aft hull section was necessary before the move.

On 15 July, 2018, after several attempts were thwarted by inadequate pumps and strong winds, a set of acceptable tides allowed the hull to be finally floated and moved onto the cradle. The boat and cradle were then moved to a nearby common-user hardstand area.

On 27 September, 2019, an announcement by SML 1321 FB stated "We are currently working on installing a pump and sprinklers to saturate the 1321 with sea water to prevent dry rot. She remains where she is at East Arm in her cradle. We are continuing to try and secure funding for the necessary cradle modifications. Both the 1321 and the cradle remain in good nick, the cradle being coated in tough bitumen paint and heavy grease where necessary. With sprinklers in place the 1321 is safe and we will have plenty of time to focus on our options." (The cradle modifications mentioned were necessary to gain approval to use the trailer on the public road system. This was considered the most practicable way to move the boat to a private yard where space had been offered, but the trailer required extensive – and expensive – engineering redesign to meet the requirements).

Enthusiasm for the project had evaporated in the three years since HDML 1321 *Rushcutter* sank off Stokes Hill.

On 25 April, 2021 – Anzac Day – an ABC News website article announced that the NT Government was about to commence work on a \$400 million ship lift at East Arm. *Rushcutter* was again an issue and had to be removed. Save Motor Launch 1321 Inc. was unavailable for comment.

At the time of writing (18 November, 2021), five years after her sinking, *Rushcutter* sits on her lonely, unregistrable cradle on the Bhagwan Marine hardstand while another Wet Season builds



up. Any news of the ship lift has slipped from the media, and there are no visible signs of its construction commencing anytime soon. But any reprieve for *Rushcutter* now is a hollow victory, in my opinion. She would be kindlier dealt with in a Viking funeral.

Post script: HDML 1321 *Rushcutter* Darwin service detail: After WW2, around 1945/1946, HDML 1321 was in use by the Department of the Interior as a coastal patrol vessel in NT waters until 1950. She replaced *Kuru* (1) after the sink-

ing of that vessel in 1945, and was named *Kuru* (2), although the number 2 was not usually mentioned - she was known simply as "*Kuru*". Jack Doolan mentions her in his memoir on "*The Founding of Maningrida*", an occasional paper published online by the NT Library, and confirmation of her NT service is given in the details tab of this link:

<https://arhv.sea.museum/en/objects/details/200079/hdml1321?ctx=974133ae-1c42-4dfb-b601-16c54f6b9bd3&idx=0>



20 November 2016 ex ABC News Facebook—Rushcutter after recovery

12 April, 2017. After sitting over the Wet Season on the Bhagwan beach, the US Marines on rotational duty in Darwin generated some favourable public relations by clearing out the debris and machinery inside the hull. The prior disappearance of the deck superstructure has not been explained. This picture is a screen shot from a promotional video of the Marine exercise:





MHA Get-together November 2021

