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MARITIME HERITAGE ASSOCIATION JOURNAL

Cape Leeuwin, a visually rather unimpressive cape is, nevertheless, one of the great capes of the world

See article page 9

Photo: Peter Worsley

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Annual General Meeting

When: 11.00am, Sunday 26 March 2023

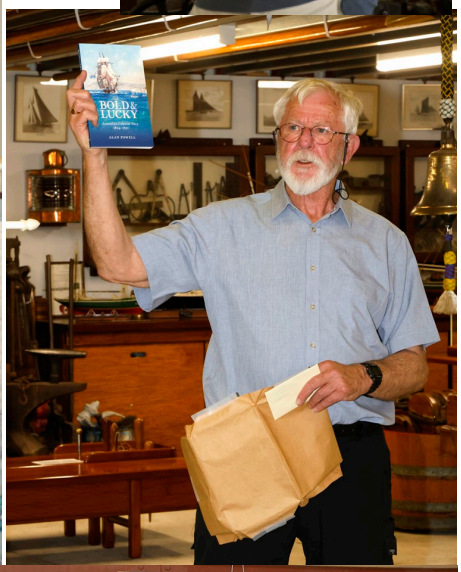
Where: Heritage Room, South of Perth Yacht Club

At 12.00 following the meeting, MHA members are invited to adjourn to the Quarterdeck Restaurant at the club and book their lunch and refreshments at the bar

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

End of Year Wind-up 2022

Photos by David Nicolson & Peter Worsley



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!)

When you transport something by car it's called a shipment, but when you transport something by ship it's called cargo.

"Do you know I know nothing about boat sailing?" he said, and laughed. "All right, Boss," I replied, "I do, this is my third boat journey."—Ernest Shackleton admitting to Frank Worsley his lack of knowledge on their first day after leaving Elephant Island on the famous boat voyage to South Georgia.

The 27,000-ton US battleship *Texas*, the only remaining US Navy ship that saw action in both WW I and WW II, is being moved to Galveston, Texas, for a US$35,000,000 restoration. It was decommissioned in 1948 and became a museum ship.

In January 1833 prices in Perth per pound for the following items were—salt pork 1 shilling, flour 6 pence; fresh mutton 1 shilling and eight pence, kangaroo 1 shilling and sixpence and tea 4 shillings.

The Panama Canal was opened on 15 August 1914. It has a length of 82km, and can take ships up to 366m (1,200.75ft) in length, maximum beam of 49m (160.75ft) and draft of 15.2m (50ft).

Cheynes II, the whale chaser which has been aground in Princess Royal Harbour, Albany, since 1992, was built in Middlesborough, UK, in 1947.

Sailors on the windjammers during the 1920s dried octopus tentacles, and, when out of tobacco, chewed the rubbery pieces.

The world's first purpose-built coastal rescue craft was built by Henry Greathead in South Shields, UK, and launched in September 1789. It was an open boat 30ft long with a beam of 10ft and a depth of 3.25ft. It was made unsinkable by a belt of cork outside from the gunwale down, and on the inside of the planking below the thwarts.

A knot is a speed of one nautical mile per hour. However a nautical mile differs in length depending on where you are in the world. At the equator it is 6,045.94ft and at the poles it is 6,107.85ft. This is based on the nautical mile being equal to one minute of latitude at that point. An arbitrary figure of 6,080ft is used in the UK. In the USA it is 6,080.27ft, and in France and Germany it is 6,076.23ft. The statute mile equals 5,280ft. None of which is of real interest if you are sailing at 5 knots in a gentle breeze.

In May 1682 James Stuart, Duke of York and the future King James II, was sailing north off the coast of Norfolk when the ship he was on, HMS *Gloucester*, was wrecked. The Duke, of course, was saved, but the whereabouts of the ship remained unknown. Its was recently located by two brothers, and has been described as the greatest shipwreck discovery in the UK since the *Mary Rose*.

In 1878 Canada ranked fourth among ship owning countries of the world with 7,196 vessels totaling 1,333,015 tons.

Frederik Hendrik af Chapman (1721–1808) is credited as being the first to apply scientific methods to ship designing and building. His famous book *Architectura Navalis Mercatoria*, first published in 1768, is still in print.

Had HMS *Victory* been holed below the waterline, her chain pumps would have been manned by 30 men and pumped out about 120 tons of water per hour.

A ship is said to be *moored* when it has two anchors down.

Horatio Nelson was in command of HMS *Agamemnon* when, in 1793 at the siege of Calvi, Corsica, he lost the sight in his right eye. In 1797 he lost his right arm in a raid on Tenerife.

The first large vessel known to have been built in Van Diemen's Land (Tasmania) was the 40-ton schooner *Henrietta* (sometimes referred to as *Henrietta Packet*), launched in December 1812. The first square-rigged vessel built there was the 133-ton brig *Campbell Macquarie*, launched in January 1813.

Misadventures in Nature's Paradise

Australia's Cocos (Keeling) Islands and Christmas Island during the Dutch Era

Misadventures in Nature's Paradise provides a pre-settlement historical account of the Cocos (Keeling) Islands and Christmas Island in their Indian Ocean context. The project began as a search for clues to locations of two 18th century Dutch shipwrecks and was expanded into a general account of the early island histories and associated mythological Indian Ocean islands and creatures

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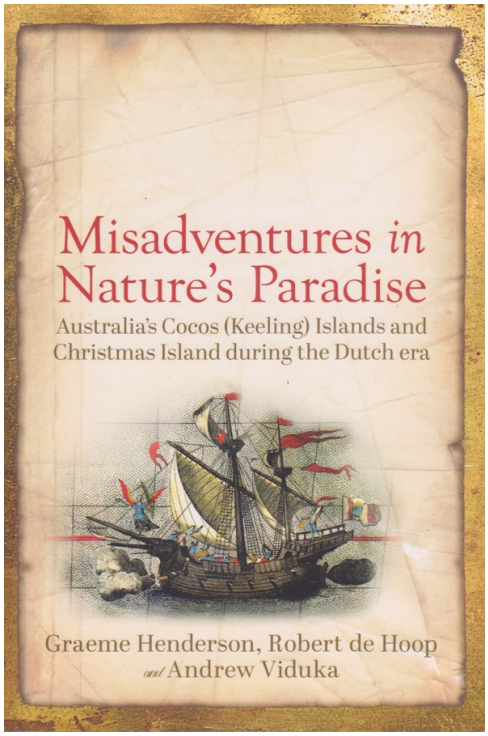


Misadventures in Nature's Paradise explores the earliest history of Australia's Indian Ocean territories of the Cocos (Keeling) Islands and Christmas Island.

A time possibly coined the Dutch Era, saw Dutch cartographers voyaging eastward across the southern Indian Ocean to the East Indies, and occasionally falling victim to shipwreck disasters. On their journey, Dutch voyagers would rely upon trade routes established by seafarers from Africa, the Middle East and Asia. These local seafarers would speak of terrible dangers in the unknown waters of the south: strong ocean currents, dark shadows and giant birds of prey. The Dutch would later develop a shorter trade route between South Africa and Indonesia which would take their vessels southward and then toward the Christmas and Cocos (Keeling) islands as we know them today.

The authors of this volume, historical maritime archaeologists Graeme Henderson, Robert de Hoop and Andy Viduka, tease out some of the real-life ramifications of the Indian Ocean and European myths upon the destiny of the Cocos (Keeling) and Christmas islands and provide evidence that indicates several eighteenth-century Dutch ships foundered close to these beautiful islands. Their wrecks still await discovery.

Order your copy via the University of Western Australia Press website:
https://uwap.uwa.edu.au/products/misadventures-in-natures-paradise-australias-cocos-keeling-islands-and-christmas-island-during-the-dutch-era

Did You Know?

James Baines, co-owner of the famous Black Ball Line of sailing ships was born in Liverpool on 26 October 1823. After leaving his employment as an engineering apprentice, he moved to being an apprentice shipping clerk with his uncle, shipbroker Richard Baines. By the age of 25 he was a well established shipbroker, and, after owning a number of small, second-hand vessels, James Baines and Company went into partnership with Thomas Mackay and Company to form the Black Ball Line. This company owned some of the fastest and best equipped vessels from 1852 to 1871. Between 1852 and 1871 the two firms owned a total of 151 ships, but only 85 were part of the Black Ball Line. These were the ships that were in the Australian trade, and included such famous vessels as *Marco Polo*, *Flying Cloud*, *Great Victoria*, *James Baines* and *Lightning*. His second bankruptcy in 1871 saw the decline of his fortune and the end of the Black Ball Line. James Baines died of cirrhosis of the liver on 8 March 1889.

QUIZ

Answers to December

1. First rock, Second Rock and Third Rock are in a line south of Penguin Island off Warnbro Sound, Western Australia.
2. The ship which rescued 705 of the Titanic's passengers was the Cunard liner *Carpathian*.
3. The inn mentioned on the first page of *Treasure Island* is The Admiral Benbow.

Quiz

1. What is the name of the captain known as the Flying Dutchman, doomed to sail for ever around the Cape of Good Hope?
2. What was the names of *Titanic*'s two sister ships and what was their fate?
3. In what year was the 231-ton American whaler *Cervantes* wrecked? The wreck gave its name to the town of Cervantes on the mid-west coast of Western Australia.

UP STREAM AND DOWN

Romance of Lightering

USEFUL, NOT BEAUTIFUL

By Q.C.

Step down the steep and narrow companion into the tiny cuddy, dignified by the title cabin, on one of the lighters on the Swan River, and you must be conscious of the sense of romance which urged W. W. Jacobs to write *The Lady of the Barge* — only there are no ladies on our counterpart — of the canal boats of the Old World.

If you are of the temperament which is susceptible to environment, on stepping aboard you will instinctively cast your eyes around in search of the barge pole of immortal memory. This is a barge, and surely there must be a barge pole; and assuredly the wharf timbers above your head are merely a kerbing on the edge of the tow-path; and the smooth water alongside, turgid and discolored by freshets from the hills, surely that is the canal of fabled beauty and romance. The environment of the river lighter, seen and felt as I saw and felt it one day this week, with six of these ungainly craft, without the slightest pretension to beauty, moored in pairs along-side Victoria Quay, is distinctly calculated to induce day-dreams. One would not be startled, or even mildly surprised if suddenly there appeared on the wharf above the

traditional tow path boy and the equally venerated broken-down dobbin to take the tow-rope and stumblingly haul us, lighter, barge crew, day dreamer, and all, down enchanted canals and through age-old locks.

UP STREAM AND DOWN

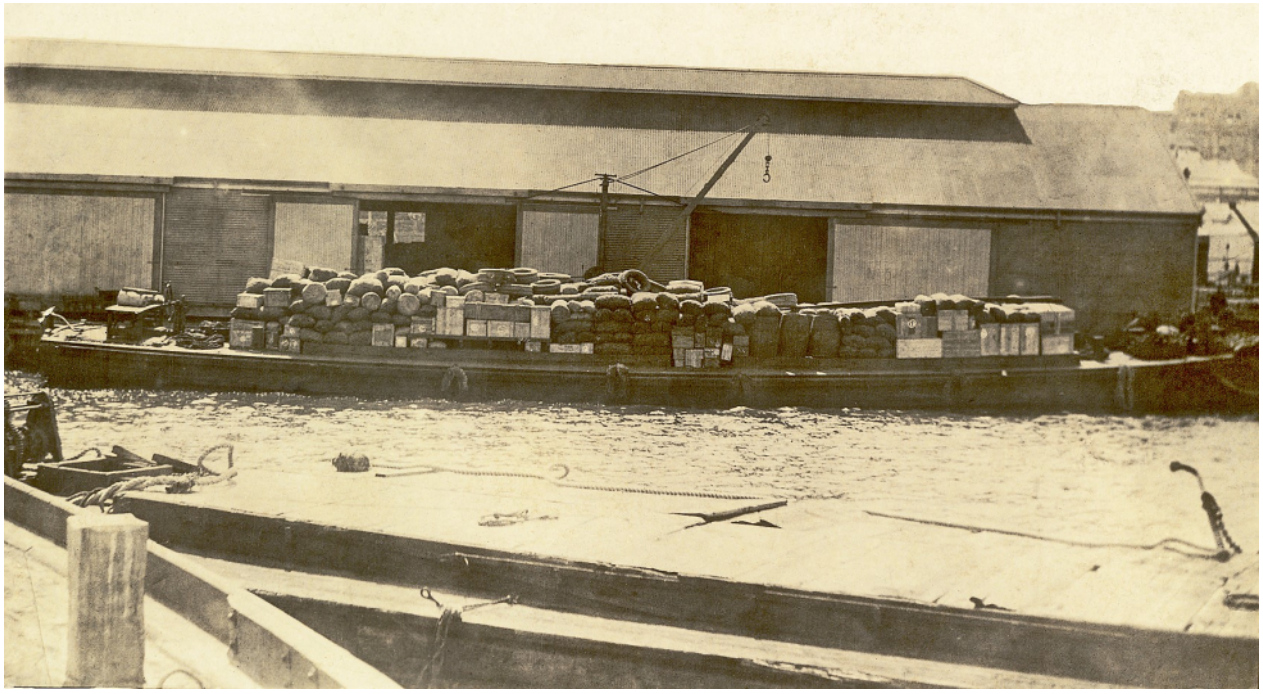
Who has not seen a fussy tug, proud in the possession of motive power against wind and tide, jauntily towing one, two, or maybe three, barges twice her own size and weight, up stream or down between Perth and Fremantle? And who, having seen that sight, has not paused to wonder what manner of men they are who thus pass their lives standing at the antiquated wheel or still more antiquated tiller, to keep the unwieldy craft steady and to guard against the natural tendency of a towed craft to yaw and sheer off her course? And his mate, contemplatively smoking and looking with unseeing eyes on the changing panorama of our river which so enchants those who see it for the first time. What of him, and what are his thoughts as he stolidly attends to his business — to see that naught comes amiss to the all-important tow-rope?

NOT TYPICAL

Meet the lighterman or his mate, and you at once realise that he is not typical of the crusty, tobacco-chewing, hard swearing bargee of a bygone generation. Instead he is a former 'sea-dog,' a deep-waterman of the old days, who, tiring of the sea, still longs for water under him, and has taken to the river and the lighter as supplying in small measure the thrill of a maritime life and a touch of the tang of the sea. Of that class is Nils Andersen, the doyen of lightermen on the Swan, who has hauled cargoes between Fremantle and Perth for the past five and twenty years. Born in Denmark, Nils — or Neil, as he is more commonly called— has long since become Australian in speech and sentiment, and he is the antithesis of the preconceived individual whose speech and manner made the phrase 'swears like a bargee.' Neil has many reminiscences of the river, and he tells them in a pleasant way — of the days of the stern-wheelers on the river, of lighters sunk after collision, of where and when the lighters of today were built, of struggles through the narrow arch way of the railway bridges against a strong tide, of derelicts of the industry whose bones now rest on the bottom outside the moles or on the adjacent rocks of Penguin Island. And he sums his stories up with the remark that it's not a bad life. But the lighterman's life is not altogether idyllic. To stand on the unsheltered deck at the wheel or tiller for hours in winter at all or any hours— for the work goes on in winter, as well as summer— is not desirable or comfortable; to act as watchman and guard against pilferers at the dockside; to be alert against the possibility of fire all these, and more, form part of the lighterman's obligations. Neil can tell you, if he will, of the occasion on which a chute full of hot ashes from a steamer alongside which his lighter was working set fire to his craft; and of the times innumerable when careless smokers on the promenade deck of a steamer have thrown lighted cigarette butts over the side and set fire to his tarpaulin hatch covers. The lighterman has to be alert; but, as he says, it's not a bad life.

NOT THINGS OF BEAUTY

The lighter is not a thing of beauty. Solidly built to withstand the hard buffetings, her timbers are



staunch, her lines are not yacht-like, her bluff bows and bulging midships suggest carrying capacity. Mostly she has a square stern which adds to her general ungainliness, but even the 'double-enders' of the fleet make no claim to streamlines; they are as bluff aft as for'ard. Add to this a fleet painted dull black, with broad pitch lines hiding the oakum rammed into the deck seams to make them water tight below, with huge wooden rudders to steer by, and there is a picture which to the seafarer's eye may be picturesque, but is certainly not beautiful. But the lighter is utilitarian. How many thous ands of tons of cargo has been ferried up the twelve miles of waterway between Fremantle and Perth it would be difficult to compute. Take a peep into the lighter's hold, in ordered disorder, so to say, may be seen pianos, case goods, unwieldy lengths, of iron rails, cases of butter and a miscellany of general merchandise coils of wire, sacks of malt, barrels, hogsheads and kilderkins, cases of salmon, drapery and on the deck probably motor cars in their huge casings. But it is no part of the lighterman's job to stow these, that is the function of the lumper. The lighterman has to see that the cargo gets to Perth, and seldom indeed does it happen that that is not done.

SOME VETERAN LIGHTERS

The Swan Brewery Company's *Kentish Lass* is the veteran of the lighter fleet. Captain Francis, formerly in the interstate trade and retired many years, recalls that forty years ago, he discharged his cargo from Eastern States ports into the *Kentish Lass* in Gage Roads, his draught being too great to permit of his berthing at the old sea jetty. For years the *Kentish Lass* was a picturesque stern-wheeler, propelled by means of a huge single wheel over the stern. In her career she has on at least three occasions been raised from the riverbed. Another old-timer is the *Nerimba*. Originally a paddle-wheel steamer her engines were removed years ago and she is today one of the towed fleet. Built on similar lines and at the same time as the *Nerimba* was the *Garrenup*, which ran the service for many years and was eventually rammed and sunk by a tug. An under-water examination was made and it was decided, in view of her damage and her great age, to abandon her. A wire hawser was run around her and a powerful tug raised the hulk from the bottom sufficiently to permit of her being dragged beneath the surface clear of the north mole, and there allowed to go again to the bottom close by the remains of another veteran, *Hume*, which amongst other vicissitudes sank between the bridges and was salvaged. The *Dolphin*, after many years as a lighter, was taken to Penguin Island by the late Seaforth McKenzie, and used for a time in the sea scout movement. Her bones are on the rocks off Penguin Island.

ACCIDENTS AND CASUALTIES

More than once a lighter has been sent to the bottom through steel rails slipping from the sling and piercing the hull and many years ago, a sail lighter loaded with stone sank in deep water in Freshwater Bay. where at time's there is a considerable seaway. The ill-fated craft, which was of the half-deck type, was swamped with all sails set. For the best part of a week on one occasion the fairway through the rail-way bridges was blocked by the steam tug *Albatross* splintering her bows against the piles of the bridge and settling down. With the *Eagle* the *Albatross* is the tug of the lighter fleet. Originally built as a paddle steamer, she was lengthened some years ago by putting in a fifteen-foot section amidships and fitted with a propeller.

Thanks to Ron Forsyth for this article from:
The Daily News, 26 July 1930: 5

A REWARD OF TWO GUINEAS will be given to any person producing a Plan (which shall be approved of by the Committee appointed for that purpose, as the best) of a BOAT, capable of containing 34 persons, and calculated to go through a very shoal, heavy, broken Sea: The intention of it being to preserve the Lives of Seamen, from Ships coming ashore, in hard Gales of Wind.

Plans will be received on any Day, at the Law-House, South Shields; and the Committee will meet at THREE o'Clock on the 10th of June, 1789, to determine who shall be entitled to the reward.

The Committee will be obliged to any Gentleman favouring them with his Hints, or sending a Plan prior to that Day.

Newcastle Advertiser, 2 May 1789

SKIPPER OF THE *LEEUWIN* NO LONGER A MYSTERY

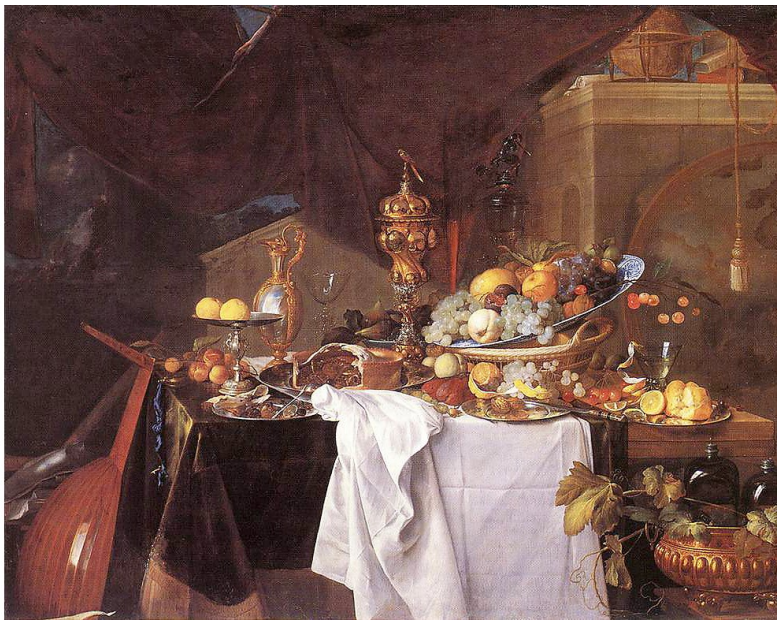
By Nonja Peters

In March 1622, the Verenigde Oostindische Compagnie (VOC), or in English, the United East-Indies Company vessel *Leeuwinne* (Dutch for 'lioness' and pronounced 'Laywin', I spell it *Leeuwin* in this article), happened upon the coast now known as Western Australia in the region where the Cape Leeuwin lighthouse, named in its honour, now stands. Before moving on to Batavia (modern-day Jakarta) on the island of Java, it charted around 150 km of the coastline of Wadandi Land.

This article is based on the minutes of the meetings for the Amsterdam Chamber of the VOC 1620–1621 and of Fort Batavia, 1620–1623 and the resolutions reached and incoming and outgoing letters as detailed in the digitised copy of Dr H.T. Colenbrander's publication, *Jan Pietersz. Coen, Beschieden omtrent zijn Bedrijf in Indië*, Vol I -V (1919–1923): https://www.cortsfoundation.org/pdf/COENV3.pd. I also refer to information as per the VOC archives at the Nationaal Archief The Hague: NA 1.04.02 and the digitised diary of Arnoldus Buchelius: https://www.uu.nl/bijzondere-collecties/de-schatkamer/particuliere-collecties/collectie-bucheliu held in the Special Collection at the University of Utrecht library. There were two editions, and I chose the one that Kees Smit and Bart Jaski, archivists at the University of Utrecht library, edited in 2013 and 2020. It was a good decision as the Old Dutch text was easier to read in typescript. In this article, the translation of the quotes and paraphrasing from Dutch to English being the author's, she takes full responsibility for inconsistencies. The input from Meeno Leenstra is per personal communication.

Ross Shardlow has done a sterling job detailing the navigational coordinates of many VOC ships that chanced upon the WA coast. It enables me to confine my article to describing how our perspectives on the *Leeuwin* narrative differ. Shardlow correctly identifies the unexpected presence of these ships on the WA shore with the explicit orders given to skippers leaving the Netherlands for Batavia by the VOC board of directors, the Heren XVII (Gentlemen XVII), that they sail Hendrik Brouwer's new route. Brouwer's new route was shorter and cooler and as a result, his crew had experienced less illness and fewer fatalities, and the food and water had stayed fresher longer. The disadvantage of the new route is related to the inability of current navigational devices to precisely measure longitude, which is necessary to decide when to turn north towards Batavia.

However, the foremost reason VOC ships were in the region in the 17th century was to trade in spices, luxury products and exotic items for which the demand was introduced in Europe by Silk Route merchants, from the time of the Han Dynasty (206BC–220AD). Daubed the 'Golden Age' by 1960s historians, its nomenclature is currently hotly debated by politically correct historians. However, to my way of thinking, it most aptly describes the 'good life' many Dutch were then living. At that time, the Netherlands had the highest levels of affluence, longevity, and education in all of Europe.



A Table of Desserts, c1640
by Jan Davidsz. de Heem, 1606–1684

Painting: Public Domain

The advances in the sciences, humanities, art and architecture the wealth had generated were visible in the many books in print and mansions along the most prominent waterways. The wealth for these changes had developed gradually from the Middle Ages via trading activities in staples in the Baltic, Atlantic, and Mediterranean regions.

Called the Moedernegotie (mother-of-all-trade) the increase in wealth was exponential from 1585 when thousands of highly-skilled Protestant refugees fleeing religious persecution in Flanders made Amsterdam their home. The wealthy merchants, intellectuals, entrepreneurs, traders, bankers, writers, artists, scholars, pastors, schoolmasters and printers possessed the skills and zeal to rebuild their lives. Their previous decades of business expertise and international perspective helped revive stagnant Amsterdam by regenerating its businesses with innovative new industries. Their drive and energy brought about a shift in the economic and cultural centre of gravity which saw Amsterdam in the north soon replace Antwerp in the south as the economic and Staple Centre of Europe. It included a financial market which provided cheap investment capital and insurance. This robust economic climate spawned the VOC in 1602, the Amsterdam Exchange Bank in 1609, the stock exchange (Beurs) in 1611 and the West Indies Company (WIC) in 1621. In 1595, Petrus Plancius, a Dutch cartographer and protestant minister, uncovered the Portuguese sea passage into SE Asia from the charts of cartographer Bartolomeu Lasso, that Cornelis de Houtman had acquired for him during his educational/intelligence gathering sojourn in Portugal. Now in possession of a sea route and owning the wealth to finance trade missions, the Dutch could finally free themselves from the stranglehold the Portuguese had held over their access to luxury and exotic goods since 1590. It was the socio-economic context in which *Leeuwin* operated.

AMSTERDAM

The *Leeuwin*'s Voyage 1620–1623

Researching the *Leeuwin* narrative has been challenging. Particularly notable, a fact also expressed by Shardlow, is that none of the leading maritime scholars, including Leupe in 1868, Heeres in 1898, and Schilder in 1974, have identified the skipper on the ship's 1621 outbound voyage from Amsterdam to Batavia. My research on the *Leeuwin* from 2012 provided no more information than the specialists had already uncovered. However, my interest was reignited in 2021 by recently digitised documents, such as the Resolution of the Governor General and High Council of the Indies in Batavia and the Board of Directors of the VOC's Amsterdam Chamber, plus incoming and outgoing letters. These made my recent hunt far more absorbing.

Minutes of the meetings of the Directors of the Amsterdam Chamber of the VOC 1621

On January 4, A week later, on January 11, the minutes note that the minutes record Reyer Simonsz. van Wtgeest, the son of Simon Michielsen, had presented his services as skipper. Adam Verhuldt, a 12-year company stalwart, had requested that the directors consider him for the post of 'merchant' on the *Jacht van Advis* and that Jacob Reijersz Swardt had offered his services as skipper. The names appeared a positive find, particularly as Leupe 1868 was inclined to think that either Wygeest or Swardt would have acquired the job.

I reconnected with Menno Leenstra, an excellent researcher and interpreter of 17th-century Dutch script, who had assisted my research before, to alert him that I was again trying to track down the skipper of the *Leeuwin*. He informed me that only Reyer Simonsz. van Wtgeest had requested the directors consider him for the job of 'skipper' on the *jacht van advis.* A French idiom, *jacht van advis* means 'ship on notice' for the voyage under consideration. The Resolutions for March 4, 1621, also designated the ship *Leeuwin*, with a capacity of 400 tonnes and about to carry 80,000 reals in seven chests, to assist the then Governor General of Batavia, Jan Pietersz Coen (JPC), finance his lucrative intra-Asian trading schedule – the *jacht van advis*. At that time, dozens of closed and sealed chests made up of silver reals, riksdalers, ducats, and bars of silver or gold made their way to SE Asia on outbound journeys. Typically, these were stored in pine chests, wrapped in canvas, fastened with rope and then sealed with red wax with the skipper's seal.

At this point in the investigation, Leenstra introduced me to the diary of Arnoldus Buchelius (see sources). Also known as Aernout van Burchell, he had Latinised his name, a habit among savants. A Dutch antiquarian and humanist with a focus on genealogy and heraldry, his diary is particularly relevant to the *Leeuwin* story as he was one of the directors of the Amsterdam Chamber of the VOC from 1619 to 1621. Also, he was prone to jot down or elaborate on details

of the chamber meetings and include snapshots of daily life. I began by browsing the various configurations of the name *Leeuwinne* (*Leeuwin*, *Leuw*, *Leeuw*) in the diary entries for 1621, and record entries relevant to the *Leeuwin* narrative as per below.

On March 7, Buchelius writes,

Door strenge vorst en langzame dooi opgehouden, ben ik uit Utrecht in Amsterdam aangekomen (*held up by severe frost and slow thaw, I finally arrived from Utrecht for the March meeting of the Amsterdam Chamber*) (Fol.64v, p.100).

Between the end of November 1620 and March 7, 1621, Buchelius was unable to attend the January chamber meetings due to the severe weather. As a consequence his endorsement of the January 4, 1621 resolutions, which could have specified the choice of a skipper for the *jacht van advis*, is not noted. The weather had also kept ships that would typically have sailed for Asia contained in their winter mooring.

Winter scene on a frozen canal, c1620, by Hendrik Avercamp 1585–1634
Painting: Artsey open access

On March 8, Buchelius writes,

A large mob, including numerous women, blocked easy access to the building. It seems, it was rumoured, albeit wrongly so, that we were hiring women to send to the East Indies. Moreover, no sailors nor craftsmen were to be accepted unless travelling to Java with their spouses to help populate the new colony of Jakatra. This rumour originated from discussions—which have been addressed previously—about the benefits of sending young ladies to the Indies to spread Dutch culture there. J.P. Coen, the Governor General, has continually requested that the VOC send free Dutch people to reside in the company's operative region where they could establish a living in commerce, industry, or agriculture. Moreover, in the event of an emergency, they would be available to contribute to the region's defence. Coen had observed this done by the Portuguese. However, the Amsterdam Chamber's directors and the Gentlemen XVII had expressed a variety of opposing viewpoints on this plan in previous meetings and letters. While most could see the advantages of having our country's children born there, as local births would immediately acclimate and immerse those children in local mannerism, numerous arguments were also made against the notion..... Again, so the rumour goes, at least one in ten of the women already sent to the Indies hadn't given birth. Moreover, recruiting indigenous women was not an option as they had already been so abused and were so depraved, that little support could be expected from them. The Heren XVII also feared that any young girls sent to the Indies would already be corrupted en route by rough ship's personnel and onshore by others. Consequently, they would be more of a disgrace to our nation than a benefit. The groups sent earlier of low origin from urban poor houses were the sort Jan Pietersz Coen was trying to avoid. The women chosen had to enter into a contract with the VOC to get married and stay in the Indies in return for which they would receive free crossing, clothing, and a dowry (Fol.62r, pp.96–97).

Buchelius' comment at the end of his March 8, 1621 diary entry took my breath away. He writes:

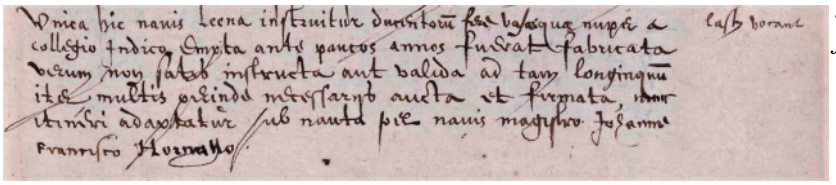
Alleen het schip de Leeuwin*, van ongeveer 200 lasten, wordt hier toegerust. Het is onlangs gekocht door de VOC, en was enkele jaren eerder gebouwd. Maar het was niet goed toegerust of sterk genoeg voor zo'n verre reis, en is daarna met veel noodzakelijke aanpassing en vergroot en versterkt, en nu voor de reis geschikt gemaakt,* ***onder SKIPPER JAN FRANSSEN VAN HOORN*** (fol. 62r, p.97).

English translation

The Leeuwin*, a ship of about 400 tons, is the only one being refitted here. It was built a few years ago and recently purchased by the Amsterdam Chamber. However, it was found to lack the structural integrity necessary to go*

Shipyard of the Dutch East India Company, Amsterdam, 1720 by Joseph Mulder, 1658–1743
Engraving: Public domain

a great distance. After many crucial adjustments, including enlarging and strengthening, it is now suitable for the lengthy voyage under ***SKIPPER JAN FRANSZ. FROM HOORN (Hoorn being the city where he was born)!***



Latin script as it appears in the diary of Buchelius noting the name of the Leeuwin's skipper for the outbound voyage of April 20, 1621
Attached is the text from folio 62 (recto) of the Diary by Van Buchel

Illustration: Nationaal Archief 1.11.01.01, inv. nr. 256

There was his name, the skipper of Leeuwin's outbound journey - Jan Fransz. an alternate spelling could be Fransen or Franssen. I was incredulous! Why hadn't Leenstra seen this? It appears that in 'book one' the original copy, which Leenstra had been reading, these three sentences are written in Latin as above. The women's quandary had piqued Leenstra's interest, and the Latin went unread. Finding his name was serendipitous - needing input from both Leenstra and me. From my side, it was the luck of having chosen to read the edited version of Buchelius's diary.

The Latin below was transcribed from the original by archivists Kees Smit (2013) and Bart Jaski (2020):

Unica hic navis Leena instruitur ducentorum fere vasa (lasten vocant), quae nuper a Collegio Indico empta, ante paucos annos fuerat fabricata. Verum, non satis instructa aut valida ad tam longinquum iter, multis perinde necessariis aucta et firmata, nunc itineri adaptatur, sub nauta vel ***navis magistro Johanne Francisco Hornano.***

Why in Latin, I wondered? Archivists, Kees Smit (2013) and Bart Jaski (2020) note in footnote 52, p. 55 of Buchelius' diary, Book One, *Het is opmerkelijk dat Buchell dit gevoelige onderwerp in het Latijn beschrijft.* Translated into English, it reads, 'It is noteworthy that Buchell (aka Buchelius) describes this sensitive subject in Latin.' The VOC's acquisition of a ship of inferior quality was possibly a sensitive topic. Perhaps Buchelius was partly to blame for the poor decision!

I would like to have waxed lyrical about the private life of Jan Franssen as a child in Hoorn and why or when he left there to pursue his maritime career. However, no such information has

as yet come to hand, despite a great deal of searching.

On March 8, Buchelius also noted that the Chamber hired Cornelis Abrahamsz. van Hoorn, as *onderstuurman* (deputy steersman) on the *Leeuwinne* at 34 guilders a month. They had fired the bottlier/steward (Jan Simonsz), *When we (directors) learned of his subpar supervision, drunkenness, and continued propensity to drink*. Botteliers were responsible for the victuals on board the ship.

On March 9, Buchelius records that a letter had arrived for the directors from Councillor Pieter de Carpentier brought over with the *Vrede.* In it, Carpentier notes 'how happy the English are with the Defense treaty concluded in Europe between our nations. However, we are still blockading Bantam with yachts and small boats' (fol.63v, p.98).... Additionally that Fort Batavia was taking shape [physically] but needed more capital for trade and more personnel including tailors, shoemakers, ABC books and pens, young girls, notaries, carpenters, masons and the materials and tools to build good houses.'

On March 11, Buchelius's diary entry mentions that just four ships, including the *Gouden Leeuw* and *Leeuwinne*, would travel to the Indies that spring. He adds that at the Chamber meeting that day, the Directors had overturned Jan Simonsz.'s dismissal (fol. 62r, page 99).

It seems the claim of intoxication was untrue. 'The bottelier (Jan Simonsz) gave us a document today, signed by several people attesting to the fact that the skipper on his previous ship had fired him without cause, trial, or provocation. In Jan Simonsz.'s opinion, he was possibly fired out of enmity or hostility as he had provided good service. For when the English confiscated their ship, it was he who had leapt overboard to warn the other members of the crew. The crew then forced the English to release their skipper. Consequently, 'we (the directors) agreed not to renegotiate his salary. Instead, we awarded him a special allowance in recognition of his remarkable loyalty and left what is currently recorded in our books as is' (fol. 64v pp. 98–99).

On the same day, Buchelius expresses concern about the tardiness of mustering the crew. He also noted that the Resolution they'd reached concerning the transport of women to Batavia, was to postpone it until autumn (see also Resolutions for the Amsterdam Chamber April 9, 2021, NA 1.04.02, scan 228 and 353).

On March 16, Buchelius writes, *today it was resolved to muster the crew for the* Leeuwinne *next Tuesday' (fol.66v, p.102* and NA 1.04.02 (VOC) 228 (scan 353). Mustering entailed registering the ship's name, its owner's name and destination, and the names of all crew members beginning with the captain. Each ship that left the Republic carried a separate pay-ledger known as the *scheepssoldijboek* or *principaal grootboek.* On arrival in Batavia, these pay-ledgers were reworked to reflect changes to a person's career. The Nationaal Archief in The Hague holds copies of ninety per cent of the pay-ledgers of ships that went from the Republic to Asia in the eighteenth century. Sadly, not many from the 17th century have survived.

The skippers of the *Leeuwin* and *Gouden Leeuw* would have received their sailing orders around this time. However, they failed to materialise and have perhaps been lost forever, given the timespan. To follow Brouwer's course would have been the directive. Leenstra notes that understanding the east and west monsoon seasons that impacted the Brouwer route only gradually emerged after the first flush of success of the '1000 miles east' concept. The *Eendracht* was likely the first ship to experience the problem of the west monsoon, which in the north of WA, is at its worst in December, January, and February. To the south of the anticyclonic system, westerly winds and a procession of cold fronts associated with the 'roaring forties' (the windy zone between latitudes 40° and 50°S that underpin Brouwer's route) bring cool and cloudy weather, rain and westerly gales along the southern coast. These may have impacted *Leeuwin*.

The second part of this manuscript will appear in the June edition

Captain William Owston

From: *History of West Australia: A Narrative of Her Past Together with Biographies of Her Leading Men*, by W.B. Kimberly, published in 1897 by F.W. Niven, Melbourne.

Thanks to Ron Lindsay for directing me to this article.

A good deal of the romance of the sea has departed since the advent of the great ocean liners, and in place of the blood-stirring roar of the boatswain's mate at midnight to "reef topsails," neatly-clad stewards screwing up ports are the only indications passengers now have that dirty weather is expected.

It is a pleasant change, therefore, to meet with hardy seafarers, who braved the perilous passages on the badly-surveyed coast line of Australia in the sturdy "wind jammers" of fifty years ago, and hear a few of the many exciting incidents which go to build up the maritime history of the country. No one is more competent to speak on this subject than Captain William Owston, who has been associated with the shipping interests of Western Australia for more than half a century, and has done as much as any other navigator to develop its large trade.

Captain William Owston 1824–1903

Captain William Owston was born in Kent in 1825, and after leaving school was apprenticed to a shipwright. Subsequently he worked in that home of shipbuilding, the Chatham Dockyard, where he acquired a wide knowledge of the craft. The adventurous spirit of young Owston would not, however, allow him to remain on shore, so he went to sea, and at the age of twenty-four years was second mate and carpenter on board the barque *Mary*, which dropped anchor off Fremantle in 1849. The barque then made a prosperous run back to the old country, and the young officer, with admirable foresight, saw so great a future before the new colony that he decided to return here. He made arrangements accordingly, and in 1851, when the *Mary* again reached the Fremantle roads, he was among the first to land. Shortly after his arrival he shipped on board the schooner *Pelsail*, engaged in the trade between Fremantle and Champion Bay. The growing trade caused a demand for cargo craft, and two years later he undertook the construction of a large lighter. The material (jarrah timber) used for this was obtained some five miles up the river from Preston Point, where Mr. Owston established a shipbuilding yard.

At this time Fremantle was a port of call for the American whalers requiring repairs, and Captain Owston's experience and ability gained at the shipbuilding yards of the old country enabled him to secure the work, which he executed so satisfactorily, that Mr. Pope, the then American Consul, saw that he got all the work. The perilous nature of the trade in which the vessels were engaged required that the workmanship should be of the highest quality, and the continued demand for his services when vessels came to the port to refit shows his popularity with perhaps the hardest taskmaster in the world—an American whalers' skipper. For three years Captain Owston had a hard but happy life, and then the old craving for blue water again seized him, and he became owner and captain of a smart schooner of 127 tons, appropriately named *The New Perseverance*. With this vessel he established a lucrative trade between Fremantle and Champion Bay, and he carried horses, sandalwood, and jarrah timber from there to Batavia. It was while engaged in

this trade that Captain Owston had an unpleasant experience, which, but for his presence of mind and promptitude of action, would doubtless have caused great hardships, if not the death of several men. The adventure was brought about in this way. A prisoner serving a sentence in the Fremantle Gaol informed the authorities that while engaged as mate on board a Spanish schooner, which had put into Camden Harbour, he had gone ashore and picked up several pounds of gold, which he sold in Liverpool. He offered to point out the locality of the find on the condition that he was liberated from gaol. The authorities naturally regarded such a statement with suspicion, and before agreeing to the conditions communicated with the Home Authorities to ascertain whether a similar quantity of gold had been sold in Liverpool about the date stated. The enquiries were duly made, and it was learned that gold corresponding with the description given had been sold by a seafaring man at Liverpool, but it was not known where it came from. The receipt of this information caused quite a sensation in the colony, and it was decided to accept the convict's terms.

A party consisting of Mr. T. K. Panter, Inspector of Police, who was appointed leader, Constable Buck, Dr. Martin, the convict, whose name was Wildman, and thirty-four volunteers was formed, and Captain Owston's schooner was chartered to convey them to Camden Harbour. The party and twelve pack horses were embarked, and in the early part of 1864 the anchor was dropped at a remote place on the north-west coast. The convict, who had been treated on terms of equality with other members of the exploration party, watched the preparations being made for landing the stores and horses with apparent interest, but when the time came for him to disembark he refused to point out the spot where he had previously landed. Inspector Panter attempted to reason with him, but to no purpose, the man maintaining a stubborn silence, and neither promises nor threats could make him change his demeanour. The convict was reduced from the status of a passenger, and installed in the position of cook. As a suitable landing could not be discovered near where the schooner was anchored, it was decided to go on to Camden Harbour. The voyage thence was marked by an exciting incident, the schooner getting into a "willy willy" near the ‘Treacherous Reef.’ Fortunately for all concerned, Captain Owston saw the danger in time, and managed to bring the schooner up in good holding ground, thus saving the vessel and the lives of passengers and crew. As the convict persisted in his refusal to go ashore, Inspector Panter determined to land, and discover the auriferous country without the assistance of a guide. The horses were disembarked, and the party set off in high spirits, sanguine of returning in a few days with untold wealth. They went to a place named Glenell, about twenty miles from the coast, and made a careful search for gold-bearing country, but without success. Inspector Panter then suggested that they should endeavour to discover some good pastoral country, and a start was made in the schooner for Carnot Bay. On arrival there, however, the beach was found to be crowded by natives, whose hostile demonstrations discouraged any attempt to land. As the navigation of the Bay was intricate, Captain Owston decided to wait until the following morning before attempting to work his vessel out to sea, so the night was passed quietly at anchor. The natives remained on the beach all night, their whereabouts being marked by the hundreds of fires that pierced the gloom until morning, and at daybreak the schooner was got under way, a course being shaped for Cape Vailaret. A boat was sent ashore to see if any natives were in the vicinity, and finding the coast clear, Inspector Panter and party landed to examine the nature of the country. The horses swam ashore.

The convict was left on the schooner, and for a couple of days performed the duties assigned to him without demur. This apparent contentment, however, was evidently only to lull suspicion, for one night the startling discovery was made that the convict and the two boats belonging to the schooner were missing, thus preventing any communication with the shore. Captain Owston at once came to the conclusion that the man had made his escape in the smaller boat of the two, with the intention of reaching Java, and cut the other adrift to prevent pursuit in case his absence was discovered before he got away from the ship. He determined to make an attempt to overtake the fugitive, and sailed at once, and the following evening had the satisfaction of picking up the big boat drifting out to sea. He then returned to the anchorage, and on landing found the other boat, but no trace of the convict, who was, however, caught several days later.

On the return Of Inspector Panter and party, after a successful trip of four days, the schooner started on her return journey to Fremantle, with the convict in irons. The arrival of the schooner in Fremantle with the news of the fruitless result of the exploration was a great disappointment to the many people who were anxiously waiting her return, and the convict, for his perfidiousness, was

sentenced to three years' additional imprisonment. The good work done by Captain Owston in navigating almost unknown waters was appreciated by the authorities, and his opinion was so esteemed that he was consulted as to the quality of the land at Camden Harbour. It was due to his report, as to the unhealthy nature of the country, that any thought the authorities had of attempting to open up the port at that time was abandoned.

The Captain again went into the Java trade, giving the command of the vessel to his mate, who made three successful voyages to Roebuck Bay and Cossack with the ship. The little schooner which had navigated the treacherous coast successfully so long then met her 'Waterloo,' being wrecked on what is now known as 'The Perseverance Rock,' named after the vessel. Captain Owston's next venture was the *Eliza Blanche*, the command of which he took himself, and from 1868 to 1871 this well-known trader successfully ran with several cargoes to ports in Java, China, Mauritius, and Melbourne. He also owned the *Macquarie*, *Bonnie Lassie*, *Ribston*, *Singalee*, *Mary Smith*, a fleet of vessels engaged in the same trade.

Captain Owston started business as a general merchant in partnership with the Messrs. Pearse.

His ability as a seaman was so well recognised that he was appointed Lloyd's surveyor over forty years ago, which position he held until a few years ago. As a nautical assessor, he was not to be surpassed, and during the twenty-five years he filled the position his decisions gave satisfaction to all concerned.

Editor's note:
William Owston was born in Chatham, UK, on 29 September 1824 and died on 29 March 1903 at Fremantle.

In 1857 he married Sarah Eustace Caporn Jones, and after her death he married again, in 1882 to Hannah Elizabeth Lloyd.

His business concerns included Owston's Buildings, 9–23 High Street, Fremantle. This was on the southern side of High Street, and occupied almost all the space between Mouat and Cliff Streets.

His obituary read:
One of the oldest residents of Fremantle in the person of Captain William Owston passed away on Saturday morning. A medical man, who was called in on the previous evening, did not regard the patient's condition as serious, but in the morning Captain Owston was found dead in his bed, at his residence in Howard-street. The deceased was 79 years of age, and he arrived at Fremantle from England 54 years ago. At that time he was carpenter on the barque *Mary*, but he left her and worked as a shipwright at Fremantle for 15 years. Then he became master of the schooner *New Perseverance*, trading between Fremantle and Singapore, and after the wreck of that vessel he purchased the brig *Eliza Branch*. In this vessel he traded between Australia and the China seas for about twenty years, when he set up business in Fremantle as a merchant, and retired only about six years ago. The deceased gentleman was one of the largest property-owners in Fremantle. The funeral took place on Sunday afternoon, and was largely attended. The pallbearers were Messrs. J. J. Higham. M.L.A., G. F. Payne, and Cowan, and Captain Smith. Wreaths were sent by Mrs. E. Liddelow and family, Mr. and Mrs. P. J. Wilson. Mr. Gawler, Mr. and Mrs. J. Twinem, Cr. and Mrs. F. Jones and family, Mr and Mrs. Mason Owston, Hilda, Alma, and Ida Owston, Mr. and Mrs. Wade, Mr. and Mrs. Tregurtha and family, Mr. and Mrs. Hardman, and the deceased's executors.

Western Mail, 4 April 1903: 54.

William Owston's grave in Fremantle Cemetery

War Service of Colonial Navies

By Dr J.K. Haken

Maritime defence of the Australian Colonies was provided by the Royal Navy. Ships of the East Indies Station patrolled until 1859, when the Australia Station based in Sydney was founded. This continued duties after Federation until 1913, when the first Royal Australian Navy fleet arrived from England. All Colonies except Western Australia had local naval forces but no major ships. Little is known of the New South Wales naval volunteers of 1854[1] except that they first used HMS *Adoeron*, a paddle steamer unsuitable for sea duty, then HMS *Torch*, another paddle steamer, and then briefly HMCS *Spitfire*, the first warship constructed in the Colonies. The volunteers were disbanded on 1 July 1855[2]. Previously an armed schooner *Eliza* had been constructed at Port Arthur and manned by the convicts and engaged in the operation of the Penal Settlement. A continuous local naval force in New South Wales, The Naval Brigade was founded by a proclamation on 1 May 1863[3].

While some problems were experienced over land occupation by settlers on the Australian mainland, these were minor compared with problems in New Zealand where a series of wars with the Maoris raged between 1842 and 1872 with much intensity in 1860. New Zealand was part of New South Wales until it became the Colony of New Zealand in 1841. Several thousand Australians travelled to New Zealand to join local militia units to fight with British troops. These fighters were unofficial combatants and were not eligible for the campaign medal struck (New Zealand Medal).

The Colonial Government of Victoria offered the loan, which was accepted, of the ship which became HMVS *Victoria*, a steam-sail sloop which had arrived in Victoria on 31 May 1856 and was operated by the Victorian Police Department. In an attempt to regularise the loan, the Victorian Legislature passed the Armed Vessels Act[4]. This Act was disallowed by the Crown, but effectively marked the start of a local navy in Victoria. The status of Colonial Navies remained in doubt until passage of the Colonial Naval Defence Act 1865 by the British parliament. The vessel left Melbourne and proceeded to Hobart to embark 154 soldiers of the 40th Regiment of Foot (2nd Somersetshire Regiment) reaching New Zealand on 1 May 1860. The ship departed New Zealand on 29 January 1861, being required in Victoria. The crew of HMVS *Victoria* were awarded the New Zealand Medal

At the time of the Boxer Rebellion when fighting was intensifying in China in 1900, Australia's contribution to the International Force was restricted. Some 16,000 participated in the 2nd Boer War and local naval resources were exploited. Small contingents from New South Wales, Victoria and South Australia travelled to China, including a contingent from the New South Wales Naval Brigade which contained a small number of soldiers termed the N.S.W. Marine Light Infantry and the South Australian ship HMCS *Protector*.

In July-August 1900, the Victorian Naval Brigade was embarked on ss *Salamis* in Melbourne and then to Sydney to embark The N.S.W. Naval Brigade. The ship arrived in Hong Kong on 7 September 1900. The N.S.W. Contingent was under the command of Captain F. Hixson VD.RN Officer Commanding N.S.W. Naval Forces with Lieutenant H.O. Hixson as Staff Officer. In Hong Kong command was transferred to Lieutenant A. Gillespie RN of HMS *Mildura*, who assumed the rank of Captain in the N.S.W. Naval Forces. The Victorian Contingent was commanded by the Commandant of the Victorian Naval Forces Captain F. Tickell.

The South Australian Contingent of 100 men formed the crew of the gunboat HMCS *Protector*. The offer of the vessel for war service was accepted. HMCS *Protector* left Adelaide on 6 August 1900 and Captain (later Vice Admiral Sir) W. Creswell assumed command at Brisbane on 14 August 1900. The ship arrived at Hong Kong on 9 September 1900, and, after brief war service, on 7 November 1900 left Wei-Hai-Wei in Northern China for Australia. The ship reached Port Adelaide on 6 January 1901 after having stopped at Cairns, Brisbane and Sydney.

The Victorian and New South Wales Contingents left on the troopship *Chingtu* from Tientsin via Hong Kong on 29 March 1901 and arrived in Sydney on 25 April 1901. Due to smallpox on board, quarantine delayed departure. The contingents from the Australian Colonies arrived late in the war and action was restricted.

All members of the contingents including the

crew of HMCS *Protector* were awarded the China Medal (1900). The Medal was issued with three clasps, the clasp *Relief of Pekin* being on the medals awarded to members of the Australian Contingents.

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[4] An Act to provide for the better regulation and discipline of Armed Vessels in the service of Her Majesty's Local Government in Victoria. No XCV 1–4, 8 June 1860 (Victorian Parliament)
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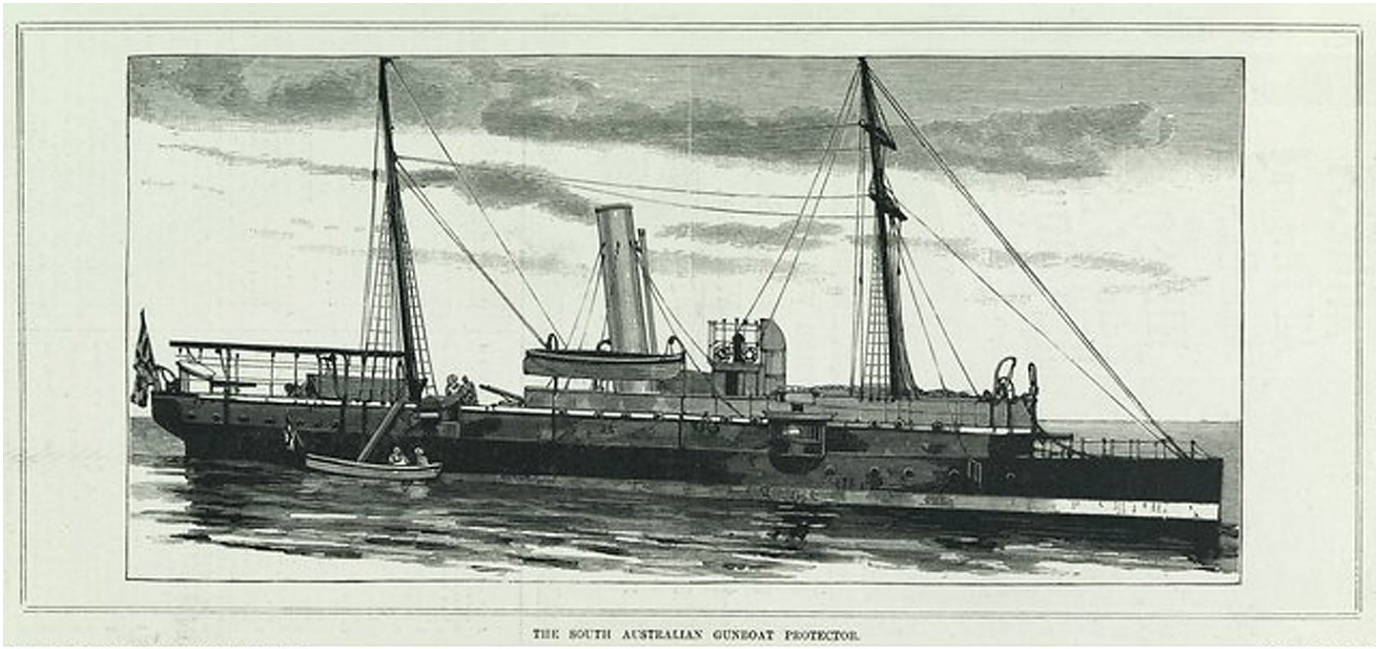

THE SOUTH AUSTRALIAN GUNBOAT PROTECTOR.

AUSTRALIAN WAR MEMORIAL ART19863

The First Woman to Circumnavigate the Globe

The first woman known to have circumnavigated the globe was Jeanne Baré (also spelt Baret and Barret) (1740–1807). Disguised as a man, (women were not allowed to sail on French naval ships) she enlisted as valet and assistant to Philibert Commerçon, naturalist on the expedition led by Louis Antoine de Bougainville which departed France in 1766. Commerçon certainly knew of her disguise, as the two had been lovers for some time prior to him ensuring she came on the voyage. Her disguise was not discovered until the expedition reached Tahiti in 1768, although there were considerable suspicions beforehand regarding the young 'man' who did not shave and wore voluminous, shapeless clothing. It is said that the Tahitians uncovered her disguise as soon as they saw her. She left the ship at Mauritius where she ran a tavern and married an NCO from the French Army. The couple later sailed to France, arriving probably in 1775 and so completing Jeanne Baré's circumnavigation.

Peter Worsley

A Bright Idea: The Ingenious Apparent Light

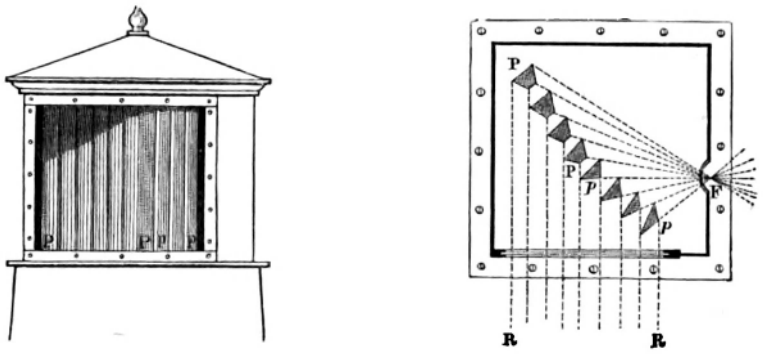
By Julie Taylor

In 1850 Thomas Stevenson made a presentation to the Royal Scottish Society in which he described an innovation he called the 'apparent light'. The apparent light is a box of optical tricks that gives the mariner the impression that there is a light where there is none. Intended for use on hazardous rocks and reefs close to shore, the apparent light is an ingenious solution that overcame the technological limitations of the day.

The principle is this: a box containing prisms is mounted on a base of iron or masonry on the offending rock or reef. From the shore, a powerful single beam of light is directed at the prisms which disperse the light to produce an arc of light in the desired direction or directions.

Stevenson established the first apparent light in Stornoway Bay on the Isle of Lewis, Scotland. The bay was a well-known anchorage that was frequently used as shelter during storms. The entrance to the bay is around 800m wide but sea room is substantially reduced by a dangerous reef that is submerged at high tide.

The idea of constructing a lighthouse on the reef had been rejected because of the cost, but a lighthouse was established on Arnish Head at the southern entrance to the bay in 1851. Built by Stevenson, it was Scotland's first cast iron lighthouse. The apparent light was established on the reef 152m from the shore. It was mounted on a truncated conical beacon nearly ten metres tall.



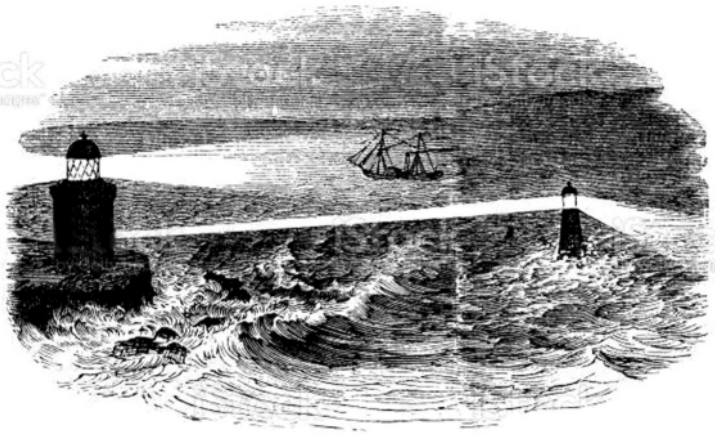
Optical arrangement of the Stornoway apparent light. Left: the chamber window facing the holophote with prisms visible inside. Right: light from the holophote enters at R, is refracted by the prisms to meet at F and from there is diverged over an arc of 62° to seaward.

From Stevenson, T., *Lighthouse Construction and Illumination*

At the base of the lighthouse tower is a window from which the beam of light was projected. The apparatus that produced the beam was called a holophote, or 'all the light'.

Local fishermen are quoted as saying, 'The deception is so perfect that we cannot believe a light is not there.'

Stevenson had briefly considered running a submarine cable to a beacon on the reef but rejected the idea because of 'the then existing state of electrical science'. He also abandoned the idea of running a gas pipeline to the reef. He believed that the advantage of the apparent light was its 'absolute freedom from risk of extinction; for the means of illumination being on the shore are always accessible'. He went on, 'Unless the beacon itself is knocked down by the waves, no storm or accident can interrupt the exhibition of the light.'



Artist's impression of the apparent light at Arnish Head, Isle of Lewis.

From Stevenson, T., *Lighthouse Construction and Illumination*

In his *Lighthouse Construction and Illumination*, published in 1880, Thomas Stevenson lists five apparent lights: the original at Arnish Head; Grangemouth and Ayr, also in Scotland; Odessa on the Black Sea; and one at Gatcombe Head in Queensland.

The apparent light at Gatcombe Head, at

the entrance to Port Curtis (Gladstone), was first exhibited on 3 October 1871 after some initial problems with positioning and alignment. Gatcombe Head is at the southern end of Facing Island, one of a number of islands that separate the mainland from the open sea. A lighthouse was first built there in 1867 and replaced in 1900 (since demolished). The apparent light was 5.5m above high water and was illuminated by a sixth order (150mm radius) holophote showing a fixed white light. The apparent light was visible for about four miles.

The apparent light was built on the Oyster Rock, about 137m off Gatcombe Head. The rock was treacherous, awash at high water and dreaded by mariners, according to a report in *The Queenslander*. The visibility of the rock on dark nights was further hampered by the shadow of the cliffs above it.

The apparent light consisted of a rectangular cast iron chamber 3 ft wide, 3 ft 6 inches high and about 2 ft, 6 inches deep. Inside the chamber were eleven vertical prisms arranged in two lines. On three sides were glazed windows of varying sizes according to the range of the light to be emitted. The fourth side faced the holophote. In this way the apparent light threw a 60 degree arc of illumination out to sea, 45 degrees of illumination across the channel and a further 45 degrees was projected up the harbour.

The holophote burnt kerosene in an Argand burner and used a catadioptric system to project the light: a silvered copper reflector was positioned behind the burner and the light was concentrated by a Fresnel lens towards the apparent light. The holophote stood on the shore some distance from the Gatcombe Head lighthouse.

The apparent light and the holophote were manufactured by Chance Brothers and supplied at a cost of £500. The apparent light was fixed onto a cast iron stand that was manufactured in Queensland.
By 1897 the volume of traffic using the port had greatly increased and more aids to navigation, including leading lights and buoys, had been established. In that year the apparent light was discontinued and replaced by two fixed white lights.
The Arnish Head apparent light continued until 1900; the beacon itself survived until 1971 when it was washed away in a storm.

Sources

Stevenson, Thomas. *Lighthouse Construction and Illumination*, 1880
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Victoria Government Gazette, 1 December 1871 (Notice to Mariners)
The Queenslander, Saturday 4 March 1871, p. 4

Arnish Head Lighthouse and the narrow entrance to Stornoway Bay. The window from which the holophote projected its beam is at the bottom left of the tower.

Photo: conner395; CC 2.0, https://www.flickr.com/photos/conner395/14860492530

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