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MHA End of Year Wind Up

When: 10:00am, 24 November 2019

**Where: 33 Gosnells Road East
Orange Grove**

**It would be appreciated if you would bring a plate of nib-
blies or finger food to share**

Robin and Pam will be supplying tea and coffee

**If you have any books and magazines of a nautical nature to
sell, please bring them along (proceeds to MHA)**

There will be another quilt raffle

Did You Know?

Two American Admirals received knighthoods at the end of World War II. Fleet Admiral Chester Nimitz was made a Knight Grand Cross of the Most Honourable Order of the Bath (G.C.B.), and a few days later, Admiral William 'Bull' Halsey was made a Knight Commander of the Most Excellent Order of the British Empire (K.B.E.). The investitures were made by Admiral Sir Bruce Fraser, Commander in Chief, British Pacific Fleet, on behalf of King George VI.



Gerry Westenberg and his Model Navy

Article and photos by David Nicolson

At 5.00 pm on Monday the 1st of July, Gerry Westenberg gave a huge sigh of relief, the four day one man exhibition of his seventy nine model ships at the WA Shipwrecks Museum in Fremantle had come to an end. Over eight hundred people had paid the princely sum of a ‘gold coin’ to see the culmination of 42 years work of a master model builder at what was probably the largest collection of ships built by one person in one place ever in Australia.

The exhibition had its genesis in August 2018 when I was visiting a photographic display at the WA Maritime Museum in Fremantle. On the way out I met this person working on a balsa wood model as part of a living display at the museum. His name was Gerry Westenberg and he was the Volunteer Model Maker in Residence at the museum. From our conversation it became evident that he had built numerous models, some of which were on permanent display at the museum. I volunteered to photograph his work and this pho-

Gerry was born in Western Australia and has served in the RAAF and the RANR. His first foray into scratch building a model was an Airfix kit of HMAS *Ajax* which he carefully restyled as HMAS *Perth*. From these early beginnings he moved on to balsa and once again tackled HMAS *Perth* which has been a reoccurring theme through his modelling career.

All the models are built from scratch, that is to say Gerry uses plans of the original vessel to construct every component from the hull up without resorting to off the shelf items. While the hulls and basic superstructure are made using conventional techniques, great use is made of technology to emulate the complex miniature components such as anti-aircraft guns, radar assemblies, carley floats etc. Here 3D printing and photo etching are employed to produce the finished highly detailed result. For example 50 individual parts were photo-etched to make the antenna on HMS *Fife*. These techniques lend themselves to ‘mass production’ which is required when fitting out large ships such as the HMS *Vanguard*.

As with a lot of precision model makers, Gerry does a lot of research in order to build the vessel at a particular point in time. Getting consistent and accurate plans is the bane of any builder who wants to get everything correct right down to the last detail. This includes finding out the precise location and type of guns, radars, antennas, small boats etc etc. Photographic images are a great help but it can often take weeks of careful investigation to decide of the final layout. And even after all that work, you can still get it wrong! Witness the colour of his USS

Huston. Gerry was reliably assured the colour of the ship was a particular shade of blue, only to find out after competition that it was a completely different shade!

Over the years Gerry has had some significant accolades for his creations. These include the presentation of his model of HMY *Britannia* to Rear Admiral Richard Trobridge, a former captain of the *Britannia*, winning ‘Best in Show’ in 2017 at the WA Scale Model Show and presenting



Gerry holding his model of HMS Vanguard

photographic project subsequently became a book showing all of his models. Gerry’s principle interests are in British and Australian naval craft and in particular ships that have been sunk or have played some significant part in history. They are all built to the same scale, namely 1inch to 16ft which translates to 1:192. This is a very demanding scale to work to since the models are large enough to allow the builder to include very small deck detail such as binoculars on pillars!



Captain Pat Rodriguez AM RFD RANA (Rtd) with the patrol boat, HMAS *Acute*. Gerry has also shown off some of his models at functions such as the Trafalgar Day lunch and the Nedlands Yacht Club HMAS *Perth* regatta. Gerry's model making expertise also resulted in a feature article in the UK magazine, *Model Boats*.

Out of the 79 models on display at the WA Shipwrecks Museum, 19 were of Royal Australian Navy vessels. These range from the diminutive HMVS *Childers*, a 118 ft long torpedo boat to the graceful and imposing WW1 battle cruiser, HMAS *Australia* and the aircraft carrier HMAS *Sydney* (III). Also in this group are destroyers, frigates and submarines. HMAS *Perth* is of particular significance, apart from being his first model built, it is one of five vessels which made up the ill fated ABDA, (Australian, British, Dutch and American) fleet that was damaged or sunk by the Japanese in WW II. Gerry has built all five ships, which apart from the *Perth*, included HMS *Exeter*, USS *Huston*, HNLMS *Java* and the HNLMS *De Ruyter*. Another significant set of ships is HMAS *Sydney* (I) and SMS *Emden*. These two vessels represent the first time an Australian warship had engaged and destroyed an enemy warship. Gerry's models of the *Sydney* and the *Emden* were put on display at the Albany Heritage Park as part of the ANZAC WW I centenary celebrations.

A highlight of the display at the WA Shipwrecks Museum was the first public showing of Gerry's painstaking reconstruction of the wreck of *Sydney* (II) on the ocean bottom. This was the result of hours of research using original plans and the incredible images of her mutilated hull now at rest at the bottom of the sea. Of particular interest was the modelling of the sea bed which showed that she had bounced before coming to her final

resting place. This display attracted many visitors and caused plenty of comment and discussion. Gerry recounts that it was an interesting build since he had first to construct it in a complete state and then carefully 'destroy' the model so as to correctly reflect the damage done by the raider *Kormoran*. The result is a truly unique model.

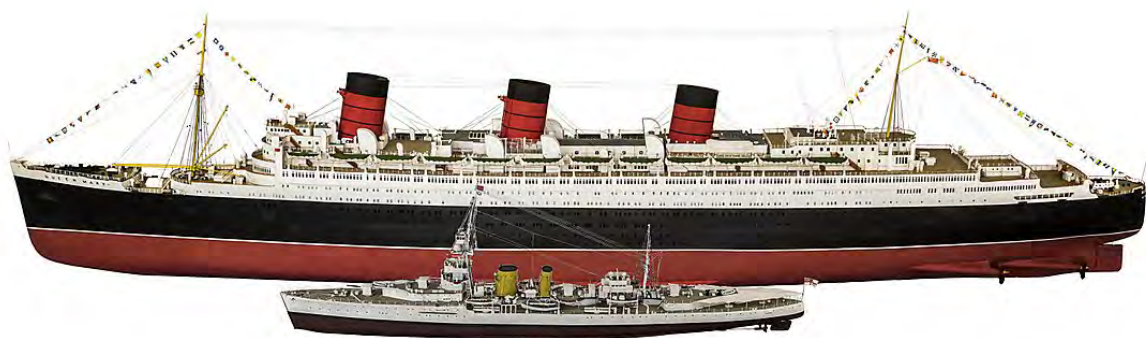
Another set of ships of historical interest is the *Queen Mary* and HMS *Curacao*. During a Trans-Atlantic crossing in WW II, the *Curacao* moved across the path of the *Queen* and was subsequent-



A close up showing the incredible detail in Gerry's creations

ly cut in half and sank with large loss of life. The *Queen Mary* was virtually unharmed and had to sail on due to the ever present danger of submarines. The incident was kept secret until after the war for obvious reasons. The two models were positioned beside each other to emphasise the huge difference in size.

Gerry is continuing his model making with a number of ships in the pipeline including HMS *Hood*. It is hoped that another exhibition, even bigger and better than this year will eventuate at the end of 2020.



A comparison of the *Queen Mary* and HMS *Curacao*

The Ditty Bag

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

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

The first steam vessel in the Royal Navy was the 238-ton paddle wheel tug *Comet*. The 115ft vessel had an 80 NHP side lever engine and carried two 6-pdr guns. Launched in November 1821, it was broken up in 1868.

In 1814 it was claimed that 120–130 men, half of them skilled, could build a 74-gun ship in two years.

During the early 1800s eight times as many Royal Navy vessels were lost to shipwreck as were lost to warfare.

Matthew Flinders is famous for circumnavigating and charting much of the Australian coast in the *Investigator*. Built in Sunderland in 1795 as the collier *Fram*, it was purchased by the Royal Navy in 1798, given 22 guns and re-named HMS *Xenophon*. This was changed to HMS *Investigator* in 1801 when the vessel was fitted out as a survey vessel.

Ships are not navigated through the Great Barrier Reef using compass courses, they are piloted from one visible marked position to another. This is because in the past several vessels have become stranded and others put into danger by compass malfunctions (including that of gyro compasses), variable currents or poor steering. The incorrect bearing given on occasions by a gyro compass is known as compass precession.

When Krakatoa erupted in August 1883 the resultant tidal wave between the island and the mainland of Java was 120ft high, and penetrated up to 5 miles inland.

A vessel is anchored when it lies to one anchor. It is moored when at least two anchors are down.

You maybe surprised to learn that on VJ Day, 15 August 1945, the British Pacific Fleet numbered 265 ships. This figure included four battleships, 19 aircraft carriers, 10 cruisers, 40 destroyers and 29 submarines.

Alcohol was banned in the US Navy from 1 July 1914. However, this was more recently altered to an issue of two cans (opened) of beer after 45 consecutive days at sea.

HMS *Success* which carried Captain James Stirling to the Swan River in 1827 and ran aground at the same destination two years later, was the seventh ship to bear that name in the Royal Navy.



At the surrender of Japan at the end of World War II there were 286 Allied vessels in Tokyo Bay. These included 14 battleships, 19 aircraft carriers, 24 cruisers and 86 destroyers. Eleven of the 286 vessels were Australian.

The commander of an Honourable East India Company ship was allowed 11 tons of wine, beer and other liquors, reckoning 86 dozen quart bottles to the ton. The chief officer was allowed 24 dozen of wine or beer and a puncheon of rum.

Jackass barque: A 4-masted sailing ship square-rigged on the two foremost masts and fore-and-aft rigged on the two other masts.

The 212½ft composite clipper ship *Cutty Sark* was designed by Hercules Linton, and launched on 22 November 1869 from the yard of Scott & Linton, Dumbarton, for John & Robert Willis, London. Scott & Linton was a new company, and *Cutty Sark* was only their fifth vessel.

Of all the wrecks in Western Australian waters only six are known to have been carrying large quantities of coins. These were the four Dutch ships *Batavia*, *Vergulde Draeck*, *Zuytdorp* and *Zeewijk*, the American *Rapid* and the Portuguese *Correio de Azia*. The largest number by far was from the *Batavia* with over 94,000 coins having been recovered from that wreck.

The largest number of convicts brought to Western Australia in one ship was on the 655-ton *Robert Small*. It landed 303 prisoners at Fremantle on 19 August 1853.

In sailing ships during the 19th and early 20th centuries the port watch worked under the First Mate and the starboard watch under the Second Mate. Each watch was responsible for certain masts and the sails on them.



QUIZ

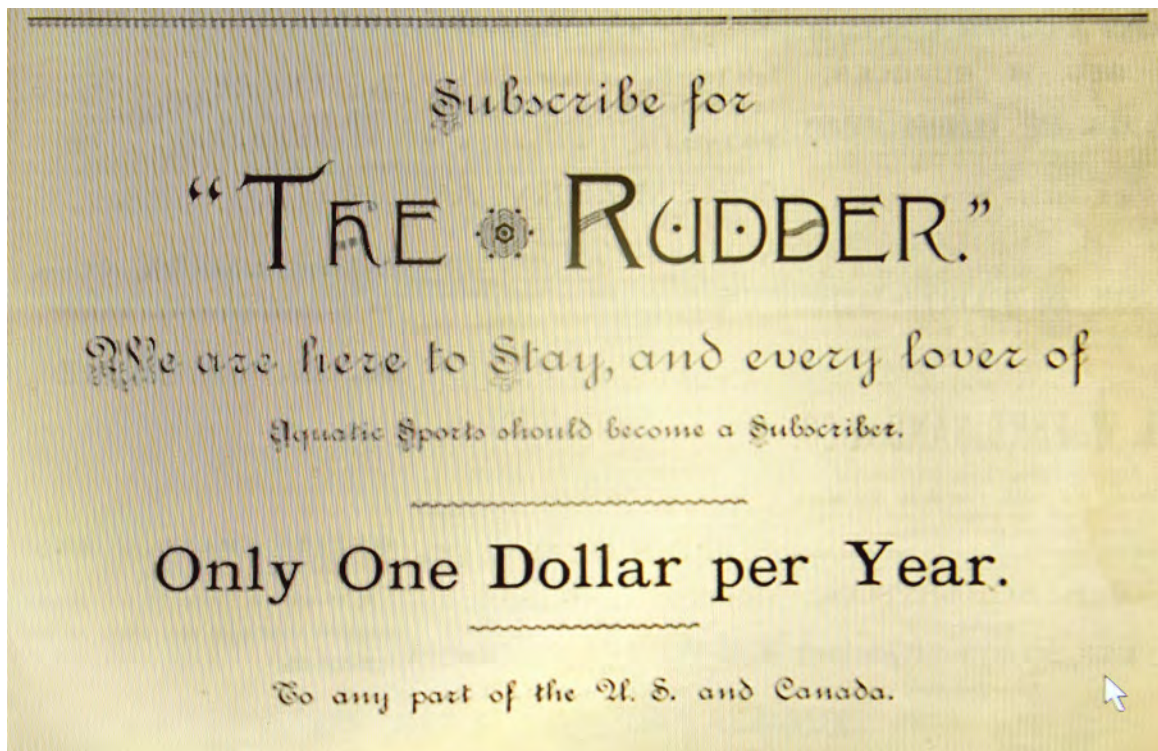
Answers to June

1. George Grey's whaleboats were wrecked in Gantheaume Bay near present day Kalbarri on 31 March 1839.
2. The commander of the German cruiser SMS *Emden* in 1914 was Captain Karl von Müller. HMS *Sydney*'s commander was Captain J. Glossop.
3. The mutiny on the *Bounty* occurred on 28 April 1879.

Quiz

1. You have heard of the mutiny on board the *Bounty*, and that subsequently Bligh made another voyage to Tahiti to collect breadfruit trees, his original task on the *Bounty*. What was the name of the vessel Bligh commanded on this second, successful, voyage?
2. When was the 6,077-ton Royal Mail steamer *Orizaba* wrecked on the coast near Point Peron?
3. On what date was HMAS *Perth* sunk in the Battle of the Java Sea during World War II?

Advertisement from the first edition of The Rudder, May 1890.



Maritime Heritage Association Inc. Membership Fees

	1 Year	3 Years	5 Years
INSTITUTIONAL	\$110	\$300	\$480
FAMILY	\$45	\$120	\$200
ORDINARY	\$35	\$100	\$155

Fees can be paid directly into MHA's account – BSB 306-048, Account No. 4177001
Please include your name when making a payment.



Video Tapes

For those readers with a VHS player or who have the wherewithal to convert VHS video tapes to DVDs, MHA is giving away (for the cost of packaging and postage) the following VHS video tapes. If you would like some/all then please contact the editor on mha.editor@gmail.com or Tel: 9586 9003 or 12 Cleopatra Drive, Mandurah, 6210.

The Great Liners – Volume 1: P&O and Orient Lines

The Great Liners – Volume 1: P&O and Orient Lines (copy video)

(From the archives of two great shipping lines – The Peninsular & Oriental Steam Navigation Co. and the Orient Line – comes this unique record of eight great liners. *Chusan, Himalaya, Orcades, Oronsay, Arcadia, Oriana, Orsiva & Canberra.*)

Square Riggers of the 1930s – SV Viking, The Cape Horn Road & SV Passat.

(This tape contains three programmes showing unique footage of ships of the famous Erikson Line, taken at sea before WW II, narrated by Alan Villiers & Karl Kahre).

Yachting in the 1930s – Four Great Yachts & The First Endeavour

Yachting in the 1930s – Four Great Yachts & The First Endeavour (copy video)

(Yachting in the ‘Big-class’ between the wars, two short films on one video – the four yachts in the 1st film are *Britannia, Velsheda, Astra & Westward*).

Around Cape Horn

Around Cape Horn (Copy Video)

(The famous film by Irving Johnson on board the *Peking* in 1929).

Tall Ships: Sailing the Windjammers (faulty tape)

Tall Ships: Sailing the Windjammers (Copy video of the original which has a faulty section)

(The first detailed ‘on board’ study of some of the world’s greatest sailing ships taking part in a Cutty Sark Tall Ships race).

The Battle of the Atlantic: The Dramatic Story of the U-Boat War

(Film of the battle between U-boats and the allied merchantmen and their escorts. Divided into four sections – The Convoys, The U-boat Hunters, The Merchant Navy & The Stories).

The Port of Southampton: Past, Present & Future

The Port of Southampton: Past, Present & Future (Copy video)

(A modern history of Southampton, including WW II).

U-Boat War

U-Boat War (Copy video)

(Rare archival footage of the war carried out from U-boats).

Gateway to the World - Cunarders at Southampton & Port of Destiny

Gateway to the World - Cunarders at Southampton & Port of Destiny (Copy video)

(two short films made in 1949 & 1950 of the liners, and of the development of the city and port during the 1930s and 1940s, including the war effort. This latter section made for the British Railway Southern Region).

Queen Mary: A Legend of the Atlantic

Queen Mary: A Legend of the Atlantic (Copy Video)

(The story of the liner from launch to convention centre in Long Beach, California. Includes archival footage from private collections, much in colour, and interviews with former crew and passengers).



Tragedy on Manus Island

Manus is the main island of the Admiralty Islands, a group of islands north of the mainland of New Guinea, which are part of Papua New Guinea. Manus has featured a lot, for all the wrong reasons, in recent news broadcasts. During World War II a very large naval base was established on the north-east end of the island at Seeadler Harbour. As many as 400 vessels including seven battleships, ten aircraft carriers, eleven cruisers and 38 destroyers



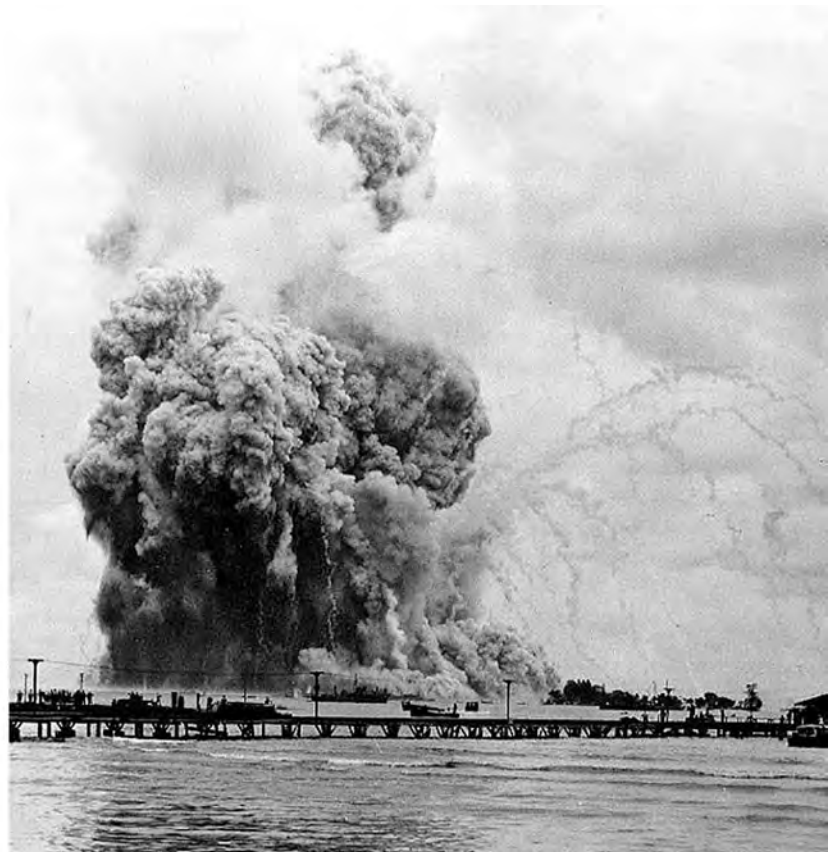
USS Mount Hood soon after launching

were at anchor at one time during the Pacific Campaign. In November 1943 preparations were being made for the Allied attack on the Philippines. One of the ships in Seeadler Harbour was the US Navy munitions ship *Mount Hood*.

On 28 November 1943 the 13,910 ton *Marco Polo* had been launched by the North Carolina Shipbuilding Company in Wilmington, USA. Two months later it was acquired by the US Navy, re-named *USS Mount Hood*, converted to a Type C2-S-AJ1 munition ship and commissioned on 1 July 1944. The ship was 459ft long, had a beam of 63ft and was powered by a 6,000 SHP turbine which gave it a speed of 16 knots. *USS Mount Hood* carried a total complement of 267, was armed with a number of different guns ranging from 5 inch down to 20mm and had a cargo capacity of 7,700 tons.

After loading a cargo of bombs, shells, rockets and other munitions *USS Mount Hood* sailed to Seeadler Harbour on Manus Island, arriving on 22 September 1944. Also at anchor in this very large Allied base were a great many other vessels preparatory to attacking the Japanese in the Philippines. On 10 November 1944 ammunition and explosives were being unloaded from *USS Mount Hood* to some of the other vessels. It was anchored in 19 fathoms (114ft) of water and had an estimated 3,800 tons of ordinance still on board. The munitions included bombs from 100lb to 1,000lb, shells ranging from 5 inch to 14 inch and 6 inch rockets.

At 8.55am there was a small explosion on board the *Mount Hood* followed within seconds by a considerably larger one. In an instant the ship had disintegrated along with the 276 men on board. The resulting mushroom cloud from the explosion rose 7,000ft into the air. The repair ship *USS Mindanao* anchored only 350 yards away from the explosion had 197 crew killed or injured. One of the survivors was knocked unconscious and had his clothes blown off. His mate alongside was cut in half by flying shrapnel. Debris was hurled over 2,000 yards from the explosion, causing many casualties and destroying or damaging ships. *USS*





USS Mindanao, here being repaired, received 33 holes in the hull and 197 killed or wounded.

Argonne lying 1,100 yards away recovered 221 pieces that were still on board after striking it, although many more had hit and then fallen into the sea.

Twenty-two of the smaller vessels such as landing craft close to the explosion were sunk, many with the loss of their crew. Thirty-six other vessels including an aircraft carrier, seven destroyers, some tankers and supply ships and 18 minesweepers were damaged, 10 of them suffering severe damage. The total casualty list was 743 killed and hundreds wounded. Those killed were buried on Manus. Divers later reported that the explosion had blown a trench in the sea bed 300ft long, 50ft wide and varying from 30 to 40ft deep. The biggest piece of the *Mount Hood* was later found in the trench. It measured 16ft by 10ft, the hundreds of pieces that struck other ships were much smaller. Repairs to the many damaged ships required more than 100,000 man-hours of work before they were made seaworthy.

Luckily for 18 men from the *Mount Hood* they were ashore (two under arrest and awaiting court martial) when their ship blew up. They survived, but no trace was ever found of their 249 fellow crewmen, 27 other men assigned to help with the unloading and many others who had been in the small vessels close to the explosion.

Those dead that were recovered were gathered onto the shore and piled up three deep. Because of the necessity in the tropical climate to bury them quickly it was decided to bulldoze a large pit and have a mass grave. There was an immediate outrage, so the bodies were buried in individual graves, Japanese POWs being used for this task. The remains

would have been dug up in 1948 and repatriated to America, as occurred in other parts of Papua New Guinea.

Ironically, the *Mount Hood* was named after a volcano in Oregon.

Peter Worsley

The cemetery on Manus with the dead from the explosion of USS Mount Hood





The Rescue of George R. W. Bourne – from the skip-bin

by Barbara & Ross Shardlow FASMA

By a remarkable set of circumstances two previously unrecorded watercolours by George R. W. Bourne (1858–1910) were recently rescued from skip-bins – one in Perth, the other in Albany.



R.M.S. “Orizaba” off Michaelmas & Breaksea, W.A. c.1900 - watercolour on paper, 10¼ x 15¾ inches, signed ‘Bourne’ l.r., private collection, Albany. Digital image David Nicolson.

Robin Hicks, traditional sailmaker and rigger, rescued some maritime artefacts from a skip-bin near his workshop in Orange Grove, Perth. Amongst the items were some attractive marine prints that Robin very generously passed on to us. Included in these items was a print that Robin described as a ‘rubbishy piece of work’ but as it had a reasonable frame and looked ‘a bit old’ he thought we might like it. Robin’s ‘rubbishy piece of work’ turned out to be an *original* George Bourne watercolour.

The painting is in poor condition with foxing, water stains and bleached pigments. Typical of Bourne’s work, the painting has been top-mounted and glued onto a backboard that has a single gold line border and a hand printed title. The work is signed ‘Bourne’ (lower right) but not dated. The painting is still in its original frame and like many of Bourne’s

works it is not glazed. A portion of *The West Australian* newspaper dated Monday, December 6, 1909 can be made out under the backing paper suggesting the painting might have been completed some time before 1909.

The subject of the painting is the Orient Line RMS *Orizaba* approaching the entrance into Princess Royal Harbour from King George Sound with Michaelmas and Breaksea Island (with lighthouse) in the background. The *Orizaba* was built by the Barrow Shipbuilding Company in England in 1886 and was one of the largest passenger liners in the Anglo-Australia service at that time. *Orizaba* made her maiden voyage to Australia in October 1886 calling at Adelaide, Melbourne and Sydney – but not Albany. It was her practice, however, to haul-up off Breaksea Island to make her signal on arrival and departure from Australian



waters. Albany became the principal mail port (over Fremantle) after 1887 when a new mail contract was agreed to that would supply the Royal Mails to all Australian colonies. On 9 February 1888 the *Orizaba*

Stephanie retrieved the painting just as it started to rain. We were right behind her. The painting was everything we hoped it would be. Not only did it depict the Albany Harbour Master's launch *Petrel*, it dis-

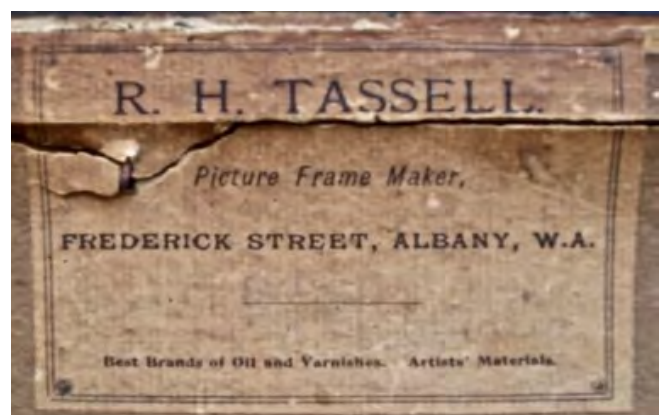


W.A. Govt. Launch "Petrel" c.1900 - watercolour on paper, 5½ x 9½ inches, no signature or date, framer's label on verso, private collection, Albany. Digital image David Nicolson.

became the first Orient Line steamer to enter King George Sound and continued in that service until August 1900 when Fremantle took over as the preferred mail port. While making her approach to Fremantle Harbour, 17 February 1905, RMS *Orizaba* ran onto the Five Fathom Bank off Cape Peron and became a total loss.

By a chance introduction to Stephanie Bennett at the Albany Farmers Market in 2018 another delightful and previously unrecorded George Bourne watercolour came to light. Stephanie wanted to know something about 'old boats and paintings' and was in the process of winding up her father's estate, the late Matthew Stephens. Included in the estate were items that once belonged to her grandfather, the acclaimed Albany historian Robert Stephens. Amongst the Stephens collection was a small, naïve, unsigned, undated and badly damaged marine painting, which was the subject of Stephanie's enquiry. On asking if we had heard of a Government Launch called *Petrel* we showed 'enthusiastic interest' and asked if we might see the painting. "Oh dear," exclaimed Stephanie, "I have just thrown it in a skip-bin."

played all the unmistakable naïve characteristics of a George Bourne original. The painting was top-mounted onto a backboard in the same style and materials as the *Orizaba* painting. The backboard also had the same single gold (now turned green) line border. The hand printed title, presumably in Bourne's own hand, is identical in style to the *Orizaba* painting. The painting was still in its original frame but unglazed, which is a pity because it is severely damaged by an oil-spill. Remarkably, the framer's label had survived:





Richard H. Tassell of Frederick Street, not to be confused with John C. Tassell of Stirling Street, who bore “no relationship whatever with anyone trading under the same name”, only worked as a framer in Albany for a short time. Advertisements for Tassell as a painter & decorator ran in the *Albany Advertiser* and the *Post Office Directory* from 1897 to 1903 – but dropped the reference to ‘framer’ after 1898. In 1902 he was awarded tenders to clean, repair and paint the Albany Town Hall, Post Office and Customs House before moving on to Katanning in 1903. The framer’s label suggests the *Petrel* painting was probably framed between 1897 and 1898 but could be as late as 1903.

The Steam Launch *Petrel* was built in England in 1895 and shipped to Albany aboard the S.S. *Cornwall* in 1897. She was 47ft overall x 10ft 6in beam, teak planked over oak frames and coppered below the waterline. She was variously employed as a Harbour Master’s launch, pilot boat, tug and Customs launch. In 1912 she was fitted with a new oil engine at Fremantle before moving down to Bunbury where she served as a pilot boat and Harbour and Lights launch until 1960 when she was given to the Bunbury Sea Scouts. The Sea Scouts used the *Petrel* for training purposes until she was driven ashore in a gale in 1969. She was then purchased by Mr George Mardon who refloated and repaired her sufficient to take her up to Perth for further restoration. Mr Mardon sold *Petrel* in 1973. She was later purchased by Mr Paul Riley of Victoria Park who did further restoration work on her at the Maylands slipway. *Petrel* was variously used as a training vessel, leisure craft and showboat. In 1987 *Petrel* was ignominiously scuttled off Rockingham for use as a dive site.



Detail from ‘S.S. Dunskey off Peak Head, W.A.’ with *Orizaba* in the background, private collection.

Bourne has placed a steamer in the background of his *Petrel* painting, which looks remarkably similar to the three-quarter view of the *Orizaba* in his ‘*Orizaba* off Michaelmas and Breaksea’ painting. George’s painting of *Dunskey* off Peak Head (Albany) also has the same three-quarter view of the *Orizaba* in the background.

The best time-line we can place for the *Orizaba* and *Petrel* paintings is somewhere between 1897, when the *Petrel* arrived in Albany, and August 1900 when the *Orizaba* made her last call to Albany. As Bourne was in Esperance between 1897 and 1898, we can probably narrow the date down to 1899–1900.

Thankfully, most of the Robert Stephens collection of books, notes and correspondence is now housed in the Albany History Collection of the Albany Public Library. When Stephanie Bennett realized we had an interest in maritime history she alerted us to a few books and other items of maritime interest scattered amongst the remnant pile of material that was destined for the skip-bin. With Stephanie’s permission, relevant material was absorbed into our own archives and the remainder sold at ‘donation prices’ at the Albany Festival of the Sea and the Museum of the Great Southern old-book sales, the proceeds of which went into the funding of the Albany Colour Supplement of the *Maritime Heritage Association Journal*. By this means the Stephens Collection has stayed in Albany.

We are indebted to Stephanie Bennett, and to Robin Hicks for their generosity and thoughtfulness in bringing a little more of George Bourne into our lives and for helping us preserve our marine art and maritime heritage.

George R. W. Bourne (1858–1910)

George Bourne was born in Dover, England, 16 July 1858. In 1874 he entered the merchant marine service as an apprentice and while on the barque *Decapolis* distinguished himself by assisting in the rescue of the crew of the ship *Eblana*, for which he received two medals and a sextant.

George settled in Brisbane in 1879 where he married Florence Payne and had the first of six children. He served as chief officer on QGS *Pearl* before moving to South Australia in 1882 to work for the Customs Department.

George was actively painting in South Australia from 1877 to 1896 when they left Semaphore in South Australia for Western Australia. Bourne lived and painted in Western Australia for thirteen years, first at Esperance (1897–1898), Albany (1899–1902) and Bunbury (1893–1910). He also painted at Eucla, Hopetoun, Fremantle and Rottneest.

George died at Bunbury Hospital 15 November 1910 at the age of 52 years and is interred at the Bunbury Cemetery.

Our research into the life and works of this Australian marine artist is ongoing and will be the subject of a future article for the Journal.



The Problem and Costs of USA Museum Ships

Since World War II thousands of retired warplanes have been stripped of their weapons, engines and most electronics and donated for use as displays in museums or public spaces. This used be rather cheap, compared to retired warships. But that is changing as the first stealth aircraft (an F-117) was prepared for use as a museum display. That was because most stealth aircraft incorporate expensive, and toxic, paint and other materials to obtain their ability to defeat detection by radar. Removing these materials is necessary because of security concerns. The composition of the materials and paints still contains information you want to keep secret. So it cost several million dollars to ‘scrub’ the F-117 so it could be safely (in terms of health and national security) displayed in a museum.

The situation is worse for ships, in large part because of rust and now the removal of nuclear power plants. Starting in the 19th century it became increasingly popular, especially in the United States, for the military to donate retired ships, and then vehicles and aircraft to local governments for display. The ‘museum ships’ became particularly popular after World War II. Most of these were smaller ships, like PT Boats, patrol boats or landing craft. A small seaside town could afford to maintain these small craft with local volunteers and some cash donations. But many cities sought to obtain large ships. The big problem, for whoever takes the ship, is money. Lots of money. Hundreds of millions to outfit the ship as a museum and maintain it.

The US navy has long been willing to donate old ships to groups that were willing to maintain the retired vessels as museum ships. But the navy attaches some very expensive strings. That is, the navy expects the ship to be kept in decent shape. This is a problem with many old metal ships, as they rust. And eventually they rust so much that the hull is breached, and ultimately will collapse.

For example, one museum ship, the World War II Essex class carrier USS *Intrepid* in New York City, returned to its display berth in 2009 after a two year refurbishment costing \$120 million. The entire hull was examined, in dry dock, for decay, and over a hundred square meters (nearly a thousand square feet) of hull had to be replaced.

Current nuclear powered carriers are a lot more expensive. Not only are they larger ships but you now have costs of over half a billion dollars to retire a nuclear powered carrier. Most of that goes to removing and disposing of the nuclear reactors. That leaves the carrier partially disassembled and in no shape to be a museum. In contrast, a non-nuclear powered carrier costs less than \$60 million to decommission. The first nuclear powered carrier (the 93,000 ton USS *Enterprise*), began the decommissioning process in late 2012 with the lengthy removal of all classified or reusable equipment. The cost of dismantling this ship (and disposing of radioactive components) may be close to \$2 billion.

Note: With a length of 1,123ft USS *Enterprise* was the longest naval vessel ever built.



The aircraft carrier USS Enterprise entering Norfolk Virginia at the end of its last voyage. It was subsequently decommissioned and partially dismantled.



Richard Harford

Ticket-of-Leave No. 394

By Ron Forsyth

Richard Harford was a fresh-faced seventeen year old when he appeared before court at Wells, Somerset, England in 1847. Charged with larceny he was sentenced to ten years transportation, having a previous conviction. Alongside him in court was George Young, a literate shoemaker, six years his senior. Young Richard was a farm labourer and illiterate. They had spent four years in prison, initially at least, at Wilton Gaol in Taunton, Somerset, before both being transported to Western Australia on the *Pyrenees*. His father, also a farm labourer, had died the year previous to his arrest and as the eldest of four children no doubt sought to support his mother and young family in difficult circumstances. How his mother coped in his absence is not known. The Poor House was their most likely fate. As for Richard, he would come to realize that a prisoner of the crown was better fed than the honest poor. But no doubt he grieved the imposed abandonment of his family.

On their arrival at Fremantle on 28th June 1851 the two were granted their tickets-of-leave. The Comptroller General of Convicts, Edmund Henderson, advertised the two associates on a list of Ticket-of-Leave men available from the North Fremantle station for employment. They were both granted conditional pardons later in 1853 with George ending up in Perth as a shoemaker, marrying and leading a quiet life with three children. The papers noted that he employed 'A dusky son of Crispin*, in the shape of an aboriginal native, is now employed in the service of George Young, shoemaker of this city.' The unnamed employee was said to be a very good tradesman who had been trained at Bishop Salvador's mission at New Norcia. [**St Crispin was patron saint of cobblers*]

Richard was to make his new life by the sea. By 1861 he had established himself in business with an industrious free settler, Charles Howlett, as boatman. Their employment was to lighter cargo from vessels in the harbour to the South Jetty from whence it was transferred overland to the River or North Jetty to be ferried to Perth. When the weather and seas permitted he lightered cargo across the shallow bar at the mouth of the Swan River. Richard was signatory to a delegation to the governor which advised refusal to pay a bond

on imports to the colony under an almost universally condemned new Customs Ordinance introduced by Governor Kennedy. It was in effect the first class action against a government ordinance taken in the colony.

By 1862 he was master and owner of the coaster *Victoria* with Howlett. This was a two-masted ketch of 12.43 tons with dimensions of 37.4 x 11.8 x 4.6ft. She was built in Perth in 1858 for Alfred Lewis. Shipping Arrivals note that '2 Feb 1867 *Victoria* 12 ton, Harford, master, from Lancelin Island. Cargo 4 tons guano.'

The same year saw Richard married to Harriet Binge on 23 December. Harriet had been previously married in 1851 to John Thomas Alfred Shill and had two daughters from that union.

The wrecking of the American barque *Cochituate* on a voyage from Melbourne to Singapore on 14th June 1861 at the Abrolhos Islands began a series of search and rescue operations. It began with a Dutch crewman from the wreck, near to starvation, almost crawling into Fremantle. That is another epic story. The *Speculator* and *Mystery* were despatched by Mr Wellard who purchased the rights to the wreck. It had been a winter of violent seas and storms and the *Emma*, *Lass of Geraldton* and *Brothers*, small coasters that serviced the recently settled north-west, had gone missing. When the *Speculator* was overdue the Government sought to charter a vessel to seek its whereabouts and also, if possible, that of the missing coasters. Messrs. Bateman rejected terms offered of £3 per day and Richard Harford was subsequently engaged with his cutter *Victoria* at half this rate at 30 shillings per day. This was evident bias that expirees endured in the colony. His charter was to cruise along the coast as far as the Abrolhos looking for wreckage or any sign of survivors. When, adding insult to injury, the *Victoria* became overdue feared wrecked, the governor 'at once ordered a boat to be despatched in search immediately. Fortunately the coaster came into harbor an hour or so before the search party intended to start, and the fears of friends and the public were set at rest'. Perhaps His Excellency felt a little guilty at the price he had paid for men to risk their lives.



The following subsequent report appeared in the papers:

We have been favoured with a perusal of the official report made by Mr. Harford, the master of the cutter Victoria, which vessel it will be remembered, was despatched early in August last for the purpose of searching the coast, northwards as far as Champion-Bay, and examining the Abrolhos for traces of shipwrecks or shipwrecked persons; the impression that such existed in that neighbourhood having arisen from the discovery, just previously, by police constable Watson, of large quantities of broken ship's stores, &c., on the beach near the Irwin River. There is little interest in the report beyond observations made by Mr. Harford of evidences of a shipwreck having recently taken, place on our North Coast. The diary commences on the 7th August, on which day the vessel, left Fremantle. Coasting along with an adverse wind, she anchored on the 14th under Lancelin Island about 65 miles from Fremantle, having observed nothing to induce the master to land Mr. Harford says "while we lay at anchor at Lancelin Island, I went ashore and walked along the beach some distance, when I saw some choppings of a spar; they seemed like the splinters of a large mast." Having failed to notice any traces of wrecks on the mainland, the Vessel proceeded to the Abrolhos, visiting first the South or Pelsart group, where she arrived on the 27th, and where several broken spars were observed washed on shore. On the 28th the vessel was worked along the islands for about ten miles, and anchored in the afternoon at Long Island, where, on going ashore a chopped spar and a portion of small broken yard, were found, which bore evidences of having been very recently cut. At Middle Island, a short distance off nothing of interest is recorded as having been noticed, beyond a gravestone inscribed to the memory of John Williams, and the frame of an old wooden house; a good well of fresh water was also discovered there. Mr. Harford mentions, in reference to the supposed heap of stones seen by the master of the Albert, "I passed by the island where the heap of stones is, and made it out to be Hummock Island where I had long before observed the stones piled up." In following up the search, he further observes- "We coasted down to an island further to the east in the same group, and having anchored the cutter, we proceeded to examine the shore in a dinghy, when we found a ship's boom, about 45 feet long, fresh from the water; a water cask evidently just come

ashore; a lot of cabin fittings of a ship perhaps of 300 tons burthen, fresh broken away, and an oak plank, about 14 or 15 feet long, by about 3½ inches thick and 14 inches wide, which we brought on board, as also some of the bolts and a block, not at all corroded, which we had contrived to cut from the spar." The whole of the Abrolhos was examined by Mr. Harford as far as practicable, having visited most of the islands from the southern part of the Pelsart group to North Island, after which he assisted in floating off the Albert, and started for Fremantle on the 16th Sept, which he reached on the 22nd Sept., having encountered nothing but boisterous weather the whole passage. Mr. Harford is of opinion, since it is proved that no wreck exists between Fremantle and Champion Bay, that a ship, probably an American whaler, is wrecked and has sunk between the Beagle's Islands, which lie off the coast to the southward of the Irwin River and the southern part of the Abrolhos, from the fact that the spar and other parts of a ship he found had drifted there by south-east winds, and from no great distance. Whether there is any connection with these discoveries and the portions of wreck found by Constable Watson near the Irwin, it matters little; but certain it is, we think, that a large vessel has short time since been wrecked on our coast, the circumstances attending which will, in probability, remain a mystery.

The seamanship acquired as an adult by Richard is quite remarkable given his background as a poor, illiterate country lad. Over the centuries the coast to the north of Fremantle where he ventured has gathered a litany of shipwrecks – *Batavia*, *Zeewyck*, *Ocean Queen*, *Ben Ledi*, *Marten*, *Windsor* and *Cochituate* among them. Regrettably this was not the last search for a missing wreck involving Richard. But more of that later.

In the meantime his successful partnership with Charles Howlett was wound up on 25th June of the previous year. Richard's capital and effort were channeled into a general store in Essex St, Fremantle. He traded as a grocer, baker and confectioner, no doubt creating employment for his wife and her two growing daughters. His dream was, however, to have his own schooner built. Robert Wrightson of Fremantle was commissioned to build the *Emily*, a two-masted schooner of 40.13 tons burthen. Her dimensions were 60.35 x 16.17 x 6.89 feet. Two Fremantle merchants, Edward Newman and William Barham were co-owners. To fund his new venture he sold



by auction all his stock, equipment and some of his household furniture.

For seamen, known for their superstitions, *Emily* had a rather inauspicious launching. The daughter of successful fellow expirée, William Leach, performed the honours.

On Saturday the 25th inst., the smart little schooner belonging to Mr. Harford was launched from her berth behind the Jail Hill. The day was fine, and a large concourse of spectators was assembled to witness the interesting event. The vessel was gaily decorated from stem to stern with flags, and everything wore quite a holiday appearance. Precisely at 1 p.m., Miss Leach, (daughter of Mr. W. Leach of this town), with the customary formalities, and amid the cheering of the bystanders, gracefully performed the ceremony of naming the vessel. The shores were then knocked away, and the pretty craft moved forwards towards her proper element. When near the end of the ways however, she stuck fast, and it was not until Sunday morning that she was got fairly afloat. She was named the Emily, and is one of the smartest of our coasting fleet. We wish her a long and successful career.

The newspapers advertised that the *Emily* would run regularly between Fremantle and the Irwin. The port at the latter place (now Dongara and Port Denison) serviced the Greenough Flats. Prior to the visitation of red rust in the crops, Greenough had been regarded as ‘the granary of the colony’.

Despite many in the colony believing the convict class best served as ‘hewers of wood and carters of water’, Richard was a popular and successful member of the community. He sportingly entered his new vessel in the Foundation Day Regatta off Fremantle even though she was partly laden and some of the rigging not sorted. ‘Great credit is due to Mr Harford for his spirit and pluck in entering his vessel under such disadvantages,’ said the Fremantle paper.

The author’s great grandfather George Andrew Duncan Forsyth had resigned in June from the Water Police to take command of the *Emily*. After coming to the colony a few years earlier he had crewed on the topsail schooner *Favourite* before joining the land based force. He was no doubt well acquainted with Richard in the small seafaring community at the port. Perhaps he crewed on the *Emily* in the regatta to become ac-

quainted with her handling. Richard, however, skippered the schooner on her first two voyages. On her second voyage, laden with flour from the mills at Greenough he left Port Irwin on the 13th of the month. By the beginning of July, however, apprehensions were felt for the safety of the vessel. The papers spoke of ‘the furious gales and heavy seas’ of the past month. The *Sea Bird*, *Twinkling Star*, *Albert* and *Sea Spray* had all run aground, and the *Sea Nymph* condemned.

For my great grandfather anticipation dwindled to disappointment when portions of wreck found at and near Fremantle were identified as belonging to the *Emily* by her builder. A search found the body of crewman William Bailey, several bags of flour, a small boat and pieces of wreckage near Eglinton Rocks on the beach between Waneroo and Moore River about 50 miles north of Perth. Driven ashore by gale force winds the crew had apparently, in a desperate last-ditch effort to save the ship, tried to anchor only to see the hawse torn out. All lives were lost.

When George read the papers he would have had conflicting feelings when he considered his altered fortunes and those of the man he was to take over from and work for. The paper stated:

Mr. Harford, the owner and master of the Emily, was known as an honest, steady, sober and industrious man; he had just accomplished the dearest wish of his heart, the possession of a smart coaster. He had toiled years to gain it, and she represented the entire earnings of half a life time of labor. He leaves a widow, and two young daughters to mourn his loss. The vessel was we believe uninsured, so that the loss is total ruin to his family.

For Richard’s wife, Harriet and her daughters, they had lost their breadwinner.

Messrs. Newman and Moore lost no time in sending off a vessel to search the coast and adjacent islands, in the hope that the crew might possibly be thereon. Everything necessary for them in such case has been provided, but no news has yet arrived. All that man can do has been done; the Omnipotent Ruler of land and sea alone can save them now, and bring comfort to the desolate homes of Harford and his crew, three of whom are married men.

So the final maritime search to involve Richard failed to find his body and the colony had lost a member of the ‘class’ who had put a grim past



behind him and become a faithful servant in his new land. He was just 38 years of age.

George Forsyth went on to become port pilot and then harbour master at Fremantle.

Harriet, a resourceful lady, quickly sought to re-establish her and her daughter's lot and the following notice appeared in the paper in August:

NOTICE.

MRS. HARFORD,

W IDOW of the late Master of the Wrecked Schooner *Emily*, begs to inform her friends and the public generally that she has opened

An Eating and Boarding House in High Street, Fremantle,

and hopes by strict attention to the wants and comfort of her customers to merit and secure the patronage and support of the public.

Fremantle, August 12, 1868.

In September of 1872 Harriet and her two daughters left by the *Twinkling Star* for Melbourne. She passed away at South Yarra 21 May 1880 aged just 48.

STOP PRESS!

The Western Australian Museum's recent display of Gerry Westenberg's ship models was so successful (800 people visited in four days) that they will be on display again, this time for three months starting February 2021. Gerry anticipates having at least ten more models for the display.

I strongly recommend that MHA members go to see this collection of Gerry's models when they are next on display. Presumably it will be held again at the Fremantle Maritime Museum in Cliff Street.

World's Oldest Lighthouse

Hook Lighthouse on Hook Head, County Wexford, in Ireland, is the oldest continuously operating lighthouse in the world. Hook Head is at the entrance to the River Suir. The village of Crooke and, further upstream, the city of Waterford, are two towns on the river. Hook Lighthouse was built in 1172 by William Marshall, Earl of Pembroke. Originally it had a coal burning beacon tended by monks from a nearby monastery. The monks were replaced by lighthouse keepers in the mid-17th century, and in 1791 the coal burner was replaced by 12 lamps burning whale oil. In 1871 these burners were replaced by gas burners until 1911 when kerosene became the fuel. In 1972 the light was converted to electricity, and in 1996 it was automated. The tower is 36m high, and the lower walls are up to 4m thick. The stairway is set within the walls.

The saying by hook or by crook is attributed to Oliver Cromwell who, in December 1649, declared he would capture Waterford "by Hook or by Crooke".

There is an older lighthouse in Spain, but in 1791 its present tower was built around and over the original 2nd century structure.





My Time on *Singa Betina*

Episode 17 of Ted Whiteaker's tale.

A couple of weeks were to pass before *Singa Betina* was ready to leave Gove for the last time.

I noticed another two aluminium dinghies in the Boat Club yard which appeared to be abandoned, and tracked down the owners, who agreed to sell. One was a bare boat around thirteen feet long, while the other was a forward steering set-up with a windscreen and a collapsible canopy, about fourteen feet long, with a 40hp Mariner outboard which ran a little rough. I cleaned out the carburettor thoroughly, and filled the tank with fresh fuel, but the rough running persisted. I was beginning to suspect the coil may have been breaking down, or some other mysterious electrical malfunction beyond my limited understanding. An outboard mechanic on another boat in the harbour advised me to change the spark-plugs, even though the existing plugs looked brand new. I did so, and was grateful for the advice – it ran like a charm.

We took on our last load of sweet potatoes from Yirrkala, and stocked up on the usual groceries, tobacco, playing cards, fishing gear, and fuel. Our kava supplies had arrived from Sydney bulk-packed in five-gallon biscuit tins, and we spent some time bagging up the powder in the accustomed 200 gramme serving size. Someone at Galiwin'ku wanted another second-hand lawnmower, and someone else wanted a portable black-and-white television set. Limited black-and-white television reception had recently become available in Galiwin'ku, and the phosphorescent loom of the TV screen quickly became a common feature of the community landscape; a testament to the Yolngu propensity to early adoption of new (to them, at least) technologies.

Our scrap-metal accumulation from the stash on-shore was loaded, and we pulled up our mooring rig, cleaning off the mud and marine growth of sixteen months and stowing the anchors and chain down below. The two motor bikes were wrapped up in plastic on deck, our dinghy taken on board, and with the other two trade dinghies in line astern, *Singa Betina* began to wend her way to Darwin.

It was 19 May, 1984. As we motored out of Gove in the breaking dawn, I found myself noting every feature of the landscape along the way, try-

ing to imprint a lasting mental picture imbued with all the meaning I could muster from our time in the area. I wondered if I would ever return. Whatever happened in the future would be a different set of circumstances, and it was clear that being there right then on board *Singa Betina* was a unique experience. I felt a sense of reluctance about leaving, and we dawdled along, anchoring for overnight stays in all the beautiful spots we knew about on the way to Elcho.

One of our first stops was at Dholtji. We arrived early in the morning after overnighting in Elizabeth Bay, just around the corner from Cape Wilberforce. The bungawah, George L., came on board. The outstation did not have a functioning dinghy at the time, and George suggested we use the dinghy with the motor that we were towing to do a turtle hunt. Always up for an adventure, I readily agreed, and three of us set off; myself as the driver, George as the spearman, and another as an observer. We scooted along in the shallow waters of the bay, and before long we were on the chase after a turtle that was clearly visible in the clean waters in a couple of metres of depth.

After shadowing the animal for a few minutes to tire it out, George fitted a detachable harpoon head to his spear shaft. The harpoon head was fastened to a light rope with a polystyrene net buoy on the end, and from his position poised on the bow, George waited for the right moment as we tracked the turtle closely. The moment arrived, and he plunged the spear into the thick shell of the animal. The harpoon head went in with a solid thwack, aided by the extra force imparted by a woomera. The turtle took off on a desperate last run, running out the line and net buoy from the harpoon head as the spear shaft detached and floated back to the surface. We picked up the shaft and chased after the buoy, which was streaming along after the fleeing turtle at a fair rate of knots. As the turtle tired, the rate of progress slowed, and the buoy was finally retrieved and the rope taken in until the exhausted beast was pulled on board.

There were smiles all round. There were about a dozen people at Dholtji, and turtle on the menu was always something to smile about. Then George suggested I have a go at spearing another turtle. I demurred, feeling that I was a novice and such a vital undertaking should not be wasted on



my inexperience, but George insisted, so off we went again. Another animal appeared, and after the initial chase George directed the action as I stood with the spear trained on the turtle as we shadowed it above. George finally gave the signal to strike, and I thrust the spear downwards, using all of the force advantage of the woomera and feeling the harpoon head penetrate the shell at the end of the stroke. The buoy line was paid out as the turtle took off, the spear shaft was retrieved, and the turtle was carefully pulled in after we had chased and retrieved the buoy. George was a little concerned that I had not sunk the harpoon in hard enough for a fail-safe purchase, and sank a second harpoon into the shell. We then hauled the animal in over the gunwale, and George, after examining my harpoon strike, gave me a thumbs-up – my strike had purchased well, and I had gained a notch in stature in the Yolngu way of things.

The turtles were prepared and cooked over the coals on the beach in the late afternoon. There is never any waste (other than the shell) from a turtle, as all parts are eaten after suitable preparation. The animals are decapitated and stood upright,

into the cavity with a knife, removing the intestines and gut contents. The intestines are washed out in clean seawater, and replaced in the shell with any other edible offal. Meanwhile, a dozen or so fist-sized rocks of heat-absorbent stone have been warming up on the coals of a fire. These hot stones are then placed in the shell cavity. As the juices sizzle and the contents are stewed within, a dried grass plug blocks the opening to preserve the heat. When this part of the cooking is judged complete (around 15 minutes), the intestines and cooked offal are removed and eaten as an entrée. The carapace is then split from the underside of the shell, and the fat removed for later consumption. The flippers are removed from the body and placed in the upturned carapace with all meat cut from the shell. With the bottom part of the shell as a cover, the carapace is placed on the hot bed of ash and embers in the fireplace. Large sheets of paperbark then cover the whole dish, carefully secured by heaping sand around the perimeter. Some fresh water is poured over the paperbark to raise a bit of steam, and after maybe an hour (depending on how hungry everybody is) the shell is removed from the oven and the feasting begins.

Hearts and livers are delicacies, and the stewed blood and body juices are relished to the final drop. All flesh is consumed, with the uncooked green fat taken in proportion to round out the flavour. It is delicious.

Next morning we moved on to Gikal, spending the night there before entering Arnhem Bay for a two-night stopover at Rurruwuy. Then we traversed the bay to Raymangirr. Being on a lee shore, we left when the wind sprang up in the late afternoon,



Preparing and cooking turtle, Yirrkala, Northern Territory, 22 August 1948. (American-Australian Scientific Expedition to Arnhem Land, Northern Territory, 1948). Removing the gut contents (note the eggs) and cleaning out intestines prior to cooking.

Photo: R.R. Rush courtesy National Library of Australia

wedged into the sand. Access to the body is initially gained through the neck aperture. Someone familiar with the anatomy plunges an arm deep

finding shelter for the night near Yaliquin Outstation, just outside the entrance to Arnhem Bay and to the south of Gwakura Island. After a stop for a



few hours at Djurinalpuy the following morning, we finally arrived at Galiwin'ku around midday.

We stayed here for two weeks while selling down our trading stock, interspersed with a quick trip to Mapuru and return for a fuel delivery. Then we said our goodbyes and short-hopped in easy fashion westward along the coast, with stops somewhere every night. The easterly winds were persistently ten to fifteen knots on the stern, with a mildly lively sea producing a constant roll from beam to beam as the miles slipped by under the keel.

About half way between Maningrida and the Goulburn Islands, the Walker log cord was severed by something and the impeller was lost, but navigation was not an issue as we were within continuous sight of land. I was feeling a tad too confident with my navigation, perhaps, while passing through Bowen Strait two days later. Just north-west of Point David, at the southern end of Croker Island, we grounded on a mudbank while travelling close to the island shore on the lookout

for any place that might look interesting enough in which to anchor. We were in the lee of the island, with easterlies of ten knots or so, and stuck fast for three hours over the low tide. Eventually the breeze swung us into line, pivoting somewhere near the bow as the stern floated into deeper water and the engine pulled us off in reverse.

Two days further on, we left Alcaro Bay, near Cape Don, at 1620 hours in the afternoon in deference to the best tidal flow around Cape Don itself. As we motored along overnight, a sou'-sou'-easterly strengthened around midnight and blew for a couple of hours to produce a rough beam sea which made things uncomfortable for a few hours, until we gained some degree of shelter passing through the Vernon Islands. Heading on as dawn broke around us, at 0950 hours on 19 June, 1984, *Singa Betina* dropped anchor off Lameroo Beach. We were back in Darwin.

Note: For a brief story of the early life of *Singa Betina* readers are referred to the MHA Journal Volume 17, No. 4, December 2006.



Three men preparing and cooking turtle, Yirrkala, Northern Territory, 22 August 1948 (American-Australian Scientific Expedition to Arnhem Land, Northern Territory, 1948). The turtle has been decapitated and gut contents removed prior to placing hot stones from the fire into the shell cavity.

Photo: R.R. Rush courtesy National Library of Australia