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MARITIME HERITAGE ASSOCIATION JOURNAL

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Singa Betina in Darwin 10 October 2010
See article page 17

Photo: Ted Whitewaker



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End of Year Windup

When : 10.00am, Sunday 22 November 2020

Where: 33 Gosnells Road East, Orange Grove

It would be appreciated if you would bring a plate of nibblies or finger food to share

Robin and Pam will be supplying tea and coffee

Features of our celebration will be:

- ♦ **A raffle of a maritime quilt to raise money for MHA**
- ♦ **A display of further maritime quilts to be later distributed by MHA members (perhaps you?). They will go to community groups in order to help with *their* fund raising**
- ♦ **A continuous slide show of MHA photos which have been taken over the past 30 years**

We look forward to catching up with all our friends at the end of this most unusual year



Congratulations

From MHA President Nick Burningham

It is with the greatest of pleasure that I offer, on behalf of the MHA, hearty congratulations to Ross “Dunbar” Shardlow on his being appointed a Member of the Order of Australia for his “significant service to the visual arts as a painter, and to maritime history” in the Queen’s Birthday Honours this year.

Ross is undoubtedly Australia’s outstanding marine artist ... but is there any living marine artist in the world who has mastered the genre to the extent that Ross has – I think not. His paintings capture the surge and scend of the sea, and a ship cleaving through it, with a fidelity that is unmatched. His sailing ships heel and make way exactly as one feels they should given the wind and sea conditions depicted, while so many other accomplished marine artists never get that pairing quite right.

Ross’s pen and ink drawings have made our *MHA Journal* a veritable collectors’ item for nearly three decades now. I’ve been looking through back-numbers and find myself shaking my head in amazement at the excellence of the drawings. You could frame them and put them on the wall with real pride and pleasure. Check out “The brig *River Chief* and the schooner *Eagle* at Hobart Town” in *The Journal* 14(2) for example, and then read the article which it illustrates to experience another aspect of Ross’s pre-eminence as a marine artist – the research.

Ross, in collaboration with Barbara Shardlow, is a meticulous and authoritative historian. There are so many examples of this in *The Journal*. Particularly significant is their identification of the site and layout of Clarence Town, the short-lived early-colonial settlement south of Woodman Point, which was published in a series of definitive articles in 2006–7. No reputable academic would now dispute their conclusions ... but there is another type of academic.

Meticulous research and a formidable talent are a fine combination. But there’s more to it. Ross has a genuine spiritual connection to the last days of merchant sailing ships through his mentor Vic

Falls. Vic had served his time on windjammers and had sailed round Cape Horn on the three-masted ship *Monkbarns*. Ross had an unaccountable interest in sailing ships since earliest childhood, ‘but listening to Vic’s stories and reading the various seafaring books he lent me, set me on a new course.’ Ross said in an interview in 2004.

Ross is the founding father of the MHA as it has existed since he took up the presidency in 1992. He was president 1992 to 1994, and again for a year, 2007–8, but no one else has been president without his imprimatur and mentorship. We on the committee have strived to imperfectly attain some fraction of his vision ... and even that imperfection has been no bad thing. This veneration of Ross could run to many pages. What to mention, what to leave out? It should not be forgotten that Ross designed the rig of STS *Leeuwin II*, and did a very fine job too. And that was far from his only contribution to *Leeuwin*. How many postage stamps has he designed for Australia Post?

Following an ABC interview about the Queen’s birthday honour there were many congratulatory messages on the ABC Perth Facebook page. The honour is a recognition of accomplishment, but most comments stressed what a kind and generous man Ross is. He is a paradigm of courtesy, the very emblem of gentle rectitude. A serious man, living a considered life in the Socratic sense, and yet a man who seems to live with a quietly humorous view of it all. I find myself writing with an almost obituary tone – not because Ross is anything other than living life to the full, but because of he has a kind of sanctity, an almost transcendent eminence that his quiet modesty cannot mask.

Just one year ago I was offering similar congratulations to Jill and Peter Worsley. Soon the MHA Committee will necessarily become bicameral with an upper-house for the ennobled members and a lower-house for the *hoi-polloi* such as me.

STOP PRESS! The Hon. Kim Beazley AC, Governor, has summoned Ross to the Big House on 28 September - and we all know what that means - PEERAGE! Ross, Earl of Dunbar.



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!)

Bottomry: A contract in the nature of a mortgage of a ship, when the owner of it borrows money to enable him to carry on the voyage, and pledges the keel, or bottom of the ship as security for the loan.

The first people to row across the Atlantic were Frank Samuelson and George Harbo in 1896 on board the *Fox*. This was an open lapstrake, double-ended boat 18ft 4in long with a beam of 5ft.

On 5 July 1879 the Hydrographic Department of the Admiralty issued a Notice to Mariners containing information collected by Lieutenant Tooker during his survey from August to December 1878 of the islands off the north-west of Western Australia. The information included the following regarding Ashmore Reef:

Fresh water having a better taste consequent on its filtering through the guano has been found in considerable quantity on the western islet (Victoria Government Gazette, 24 October 1879: 2514).

In 1890 the famous tea clipper *Thermopylae* was sold to a Canadian timber company, and in 1895 to the Portuguese Government. After being renamed *Pedro Nunes* it served as a naval training ship until no longer seaworthy. Used as a coal hulk on the River Tagus, on 13 October 1907, being too small and decrepit for that task, it was towed to sea. In the presence of Queen Amelia de Orleans of Portugal the *Thermopylae* in full naval honours and with colours flying was torpedoed.

Luters: Men once employed smoothing the mud and ensuring a good flat river bottom for the Thames barges to rest on when the tide went out.

In 1275 Edward I enacted the first custom duties in England.

Launched in Bombay, India, on 12 October 1817 the Leda-class frigate HMS *Trincomalee* is the UK's oldest warship that is still afloat.

Never be afraid to try something new. Remember, amateurs built the ark; professionals built the *Titanic*.

The royal sail was introduced during the seven-

teenth century, and was originally called topgalant-royal.

In South Georgia during the early 20th century the whaling industry, which employed over 1,000 men, was not interested in catching sperm whales. The oil from sperm whales will not mix with the oil from other whales, and none of the 12 companies in South Georgia had the facilities to store it separately.

The French explorer Jules Dumont d'Urville named the three 'nesias', Polynesia ('many islands'), Melanesia ('black islands') and Micronesia ('little islands').

A boat built by the Gaol Yard was launched on Friday; she is the property of the Chief Constable, and, from the circumstances of her birth, has been baptised "The Prisoner at Large" (Sydney Gazette and New South Wales Advertiser, 11 September 1803: 3a).

A story regarding the full-rigged ship *Grace Harwar* relates that on one voyage the captain's wife was aboard. From time to time quarrelling and screams were heard emanating from the saloon. Later in the voyage the wife died. This was at a time when the crew were being obstreperous, and they lost no time in accusing the master of murder. To prove his innocence he pickled her corpse in salt in a harness cask, and brought it home for a post mortem.

The largest composite ship ever built was the *Sobraon*, launched at Aberdeen on 17 April 1866. Until 1891 it carried passengers between England and Australia. In that year it was bought by the NSW Government and used as a reformatory school ship until 1912. It was commissioned into the RAN in 1912 as the training ship HMAS *Tingira*. De-commissioned in 1927, it was sold to a private buyer who wished to preserve this piece of history. During the 1930s Depression it was used to house homeless men. It was finally broken up in 1941 and the various components used in Australia's war effort. A very long and useful life.





The Loss of the *Sea Horse*

On 30 January 1816 the troop ship *Sea Horse* was wrecked in Tramore Bay, near Waterford in Ireland, with the loss of 363 lives. This loss is one of the worst maritime disasters to have occurred in that country.



Sea Horse had been built at Gravesend, UK, in 1782 for the Hudson Bay Company. It sailed between England and Canada for 10 years before being sold and used in trade to the Mediterranean. After also being used for two years as a whaler, in 1805 the *Sea Horse* was used to carry troops in the expedition that captured the Cape of Good Hope from the Dutch. It continued to serve as a troop transport for the following 10 years, sailing to European and American ports.

In December 1816 the *Sea Horse* embarked five companies of the 2nd Battalion, 59th Regiment at Ramsgate. The battalion had been present at the Battle of Waterloo, and were being returned to garrison duty in Ireland. On board were Captain James Gibbs and his crew plus 16 officers, 287 men, 33 women and 38 children from the battalion. In company with two other troop ships, *Lord Melville* and *Boadicea*, on 25 January 1816 *Sea Horse* sailed for Cork in Ireland. On 29 January, when in the Irish Sea, the weather deteriorated, and that afternoon the mate of the *Sea Horse*, John Sullivan, fell from the foremast and was fatally injured. He was the only ship's officer familiar with the Irish coast near Cork, and Captain Gibbs was unable to locate the Kinsale lighthouse to accurately fix his position. The wind rose to gale force, and by early morning on 30 January Captain Gibbs decided to seek shelter in Waterford Harbour. At 10:30am the fore top mast fell over the side, and two anchors were dropped in an attempt to prevent the ship running aground.

By this time seas were breaking right over the vessel and the anchors began to drag. The main and mizzen masts were cut free in an attempt to stop the drift, but at 1:00pm the *Sea Horse* hit a shoal a mile from shore, the rudder carried away and the ship began to break up.

The gale had destroyed *Sea Horse*'s boats and, because of the seas, no help could be had from those on shore. Of the 393 on board only 30 survived, none of them women or children. The survivors were three lieutenants, an ensign, a sergeant, a drummer, two corporals, 19 privates, Captain Gibbs and two of his seamen.

Sea Horse was by 1816 an old ship, having had 34 years hard sailing. It was also conjectured that it was overcrowded. Transport Board regulations laid down that ships could carry one soldier for every ton of a ship's tonnage. *Sea Horse* should therefore have been carrying no more than 295 passengers, not nearly 400.

The lasting effect of this tragedy was the incorporation of a sea horse into the town crest of Tramore, a symbol also used in the school crest, the golf club badge and other town facilities. The famous firm of Waterford Crystal now also incorporates a sea horse in their trade mark.





QUIZ

Answers to June

1. The designer of *Bluenose* was William James Roué (1879–1970).
2. There were 37 convict transports to Western Australia between 1850 and 1868. The first was the *Scindian* (Captain Cammell, 650 tons) and the last *Hougoumont* (Captain Cozens, 875 tons). The *Pyrenees* (Captain Eagles, 832 tons), *Merchantman* (Captain Gardiner, 1,018 tons) and the *Norwood* (Captain Bristow, 849) each made two voyages carrying convicts to this State.
3. The steamer *Sultan* (Captain F. Pitts) entered Fremantle's Inner Harbour on 4 May 1897. The entrance of the *Sultan* heralded the official opening of the new port.



Quiz

1. Where is the clew of a fore-and-aft sail?
2. How many bells are struck at the end of each four hour watch?
3. In what year was the 1,484-ton iron barque *Carlisle Castle* wrecked on Coventry Reef off Rockingham with the loss of all on board ?

Interesting Internet Sites

You may find some of these internet sites of interest:

<https://artsandculture.google.com>

<https://artsandculture.google.com/partner>

<https://nationalinterest.org/blog/buzz/nukes-couldnt-kill-her-wreck-battleship-uss-nevada-discovered-ocean-floor-154001>



Forget about almost being French, might WA have been Dutch?

Survivors from the wreck of the English ship *Trial*, wrecked north of the Montebello Islands on 24 May 1622, arrived in Batavia on 5 July 1622. Arrangements were made to send the Dutch yacht *Hazelwind* to search for the wreck.

The instructions given to the master were most comprehensive, and from the point of view of colonial development very interesting, for, had the voyage been carried out, it is possible that the whole of the western side of the continent would have been then and there annexed as a portion of territory belonging to the United Provinces.

The thoroughness with which the voyage was conceived, and the advantages open to be gained, may be gathered from the following extract from the instructions:—

The main object for which you are dispatched on this occasion is that from 47° or 50°, or from the farthest point to which the land shall be found to extend southward within these latitudes, up to the northernmost extremity of the South-Land, you will have to discover and survey all capes, forelands, bights, lands, islands, rocks, reefs, sandbanks, depths, shallows, roads, winds,

currents, and all that appertains to the same, so as to be able to map out and duly mark everything in its true latitude, longitude, bearings, and conformation. You will, moreover, go ashore in various places and diligently examine the coast in order to ascertain whether or not it is inhabited, the nature of the land and the people, their towns and inhabited villages, the divisions of their kingdoms, their religion and policy, their wars, their rivers, the shape of their vessels, their fisheries, commodities, and manufactures, but specially to inform yourselves what minerals such as gold, silver, tin, iron, lead, and copper, what precious stones, pearls, vegetables, animals, and fruits these lands yield and produce (Battye, 1915: 3).

For some unknown reason the *Hazelwind* was never despatched, and so what would have been a most comprehensive exploration of the shores of Western Australia had to wait.

Reference: Battye, J.S. (ed.), 1915, *The History of the North West of Australia Embracing Kimberley, Gascoyne and Murchison Districts, Illustrated, with Descriptive and Biographical Information compiled by Matt. J. Fox*. V.K. Jones & Co., Perth.

Western Australian places and features named after vessels. Can you add to the list?

Cervantes
Cossack
Kwinana
Rockingham
Twilight Cove
Mandalay Beach
Beagle Bay
Roebuck Bay
Eglington Rocks
Esperance

Cartier Island
Cygnet Sound
Recherche Archipelago
Cape Naturaliste
Geographe Bay
Mermaid Sound
Batavia Road
Tien Tsin Harbour
Zuytdorp Cliffs
Flying Foam Passage





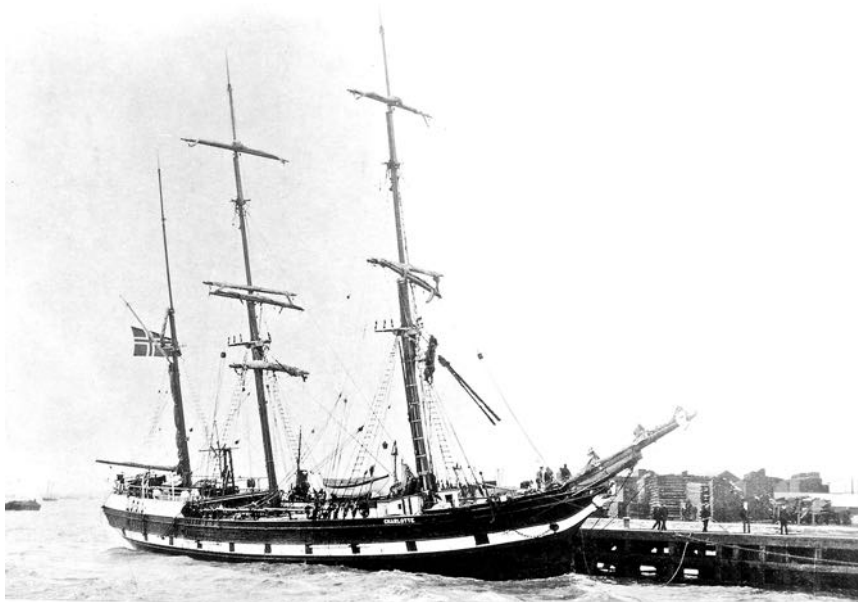
Charlotte Padbury / Charlotte 1903

Tony Pawlyn is the Head of Library, National Maritime Museum, Cornwall, UK. In early 2019 he and I corresponded regarding information on the well-known Western Australian barque *Charlotte Padbury* which had been built in Cornwall. We met in May 2019 when he travelled to Western Australia, and he subsequently sent me the following newspaper extracts.

The following episode bears testimony to the strength of construction with which Henry Trethowan's shipwrights had endowed the *Charlotte Padbury*. When nearly thirty years old, and under the command of Captain A. Amundsen, in the spring of 1903 she got into serious difficulties in the Orkneys – accounts differ in detail but she was clearly in danger of foundering.

NORWEGIAN BARQUE ON BEAM-ENDS, Kirkwall, Friday. – A telegram from Longhope, sent off last night and received this morning states that the Norwegian barque *Charlotte Padbury*, from Kragero, timber laden, lost her deck cargo in the North Sea during a strong gale, and in coming into Longhope last night struck the rocks at Cantick Head. She now lies at anchor waterlogged.

Later, - The vessel is now on her beam-ends.¹



A BARQUE'S FATEFUL VOYAGE.

The Norwegian barque *Charlotte Padbury*, (Amundsen master) 640 tons, of Arundel, from Kragero to Liverpool, with mining timber, left on February 4, and experienced stormy weather. She put into Stavanger about

a fortnight after. She sailed again in March, and experienced a succession of gales, losing her deck-cargo on coming to Longhope. The vessel had a Stroma pilot on board. She struck a reef off Cantick Head, where she sustained damage. After getting into Longhope she was found to be making water. The water gained so rapidly, that it was on her decks. She engaged a trawler to tow her to the beach next morning with the flowing tide. The vessel gradually turned over on her beam ends, and remains in that condition. The crew were all saved, but they lost some of their effects.²

WRECK OF A NORWEGIAN BARQUE. –

A Longhope correspondent says: - On Thursday afternoon of last week a large Norwegian barque, *Charlotte Padbury*, struck on a rock at Cantag Head known as "The Hagan," having about two fathoms of water at low water, the vessel being laden with pit-props. She kept afloat until she was anchored underneath the old Custom House in Longhope Bay. The crew took all their belongings ashore the same night. The following morning the vessel lay down on her port side, and is now nearly submerged. Lloyd's agent visited the wreck on Saturday. The vessel is fully covered by insurance.³

The wreck was duly advertised for sale.

SALE OF SHIP AND CARGO.

There will be Exposed for SALE, by PUBLIC AUCTION, at LONGHOPE, ORKNEY, on WEDNESDAY, 29th April, 1903.

The Waterlogged Barque "Charlotte Padbury," 589 Tons register, as it may then lie on the ground at Longhope, on Beam Ends, in about 16 Feet at Low Water.

Boats, Oars, and Materials landed will be Sold



in Lots.

The Hull, Spars, Anchors, Chains, Sails, &c., attached to the Vessel, and the Cargo of Mining Timber, consisting of about 260 Standards on Board, will be Sold in One Lot at 1 P.M. Intending Purchasers leaving Edinburgh and Glasgow by morning train; arrive Kirkwall same night.

A Steamer will leave SCAPA, PIER KIRKWALL, on the morning of Day of Sale, at 10.30 A.M., for LONGHOPE weather, &c., permitting. Fares – Return Tickets, Cabin, 4s; Deck, 2s 6d.

For further particulars apply to Captain ROBERTSON, Lloyd's Agent, Kirkwall.⁴

KIRKWALL.

SALE OF CARGO. – The waterlogged Norwegian Barque *Charlotte Padbury*, 589 tons registered, is lying on the ground at Longhope in about 15 feet at low water. Her cargo of mining timber was yesterday exposed by public auction at Longhope. The cargo consists of about 200 standards. After keen competition, it was knocked down to Mr. W. Firth, contractor, Kirkwall, for £520.⁵

Local Intelligence.

SALE OF WRECK. – The wreck of the Norwegian Barque *Charlotte Padbury*, which recently struck on a rock near Cantick Head, Walls, and turned over on her beam ends after getting into Longhope, was, together with her cargo, sold by auction last Wednesday. After a keen competition the ship and cargo were knocked down to Mr. W. Firth, contractor, Kirkwall, for £520. Mr. T. Smith Peace, Kirkwall, was auctioneer.⁶

BARQUE RAISED AT LONGHOPE.

The Norwegian salvage boat from Bergen, which has been engaged in lifting the barque *Charlotte Padbury*, at Longhope, which was on a voyage from Norway to Liverpool, with mining timber, has succeeded in raising the vessel, after cutting the topmasts away. The salvage boat, with the barque in tow, left Longhope the other night for Granton. After the vessel had been towed into Longhope, she went over on her beam ends, was sold, and is now salved.⁷

STRANDED VESSEL TOWED INTO LEITH. – The Norwegian schooner *Charlotte Padbury*, 589 tons, from Kragero, with mining timber, which went ashore at Longhope, Orkney, some months ago, has been got off, and

was this morning towed into Leith by the tug *Achilles*.⁸

When the salvage boat cut away her topmasts, as they went overboard, they stuck in the sea bed, remaining in a submerged, but upright position, creating a significant hazard to shipping.

DERELICTS AND WRECKAGE.

London, Aug. 20. – A quantity of wreckage, consisting of two topmasts and other spars from the recently stranded barque *Charlotte Padbury*, is lying in Longhope roadstead in such a position as to be dangerous to navigation. These spars were cut away during the salvage operations and left in their present position. It appears that the wire rigging attached to the masts is keeping them a perpendicular position, only their upper ends being visible at low water. An anchor and chain is also said to be near the wreckage, which appears to be lying in the fairway of vessels approaching either the inner anchorage or the new pier at Longhope.⁹

Having been towed into Granton as a derelict, on June 10th, she berthed at Boness, to discharge her cargo of Uddevalla pitwood. Her cargo of timber having been discharged she would appear to have been taken up the Firth to Alloa for repair and refitting. It was about this time that the *Charlotte Padbury* was acquired by A/S Charlotte (O. M. Halvorsen, Spro), Kristiania, and restored to a seaworthy condition, when they re-named her *Charlotte*, as the name of the new owning concern implies.

She seems to have been repaired in Scotland, as she was first reported in the British press, under her shortened name, in August 1903, when on the 23rd of that month she sailed from Alloa for Christiania, with Captain A. Amundsen still in command.¹⁰

¹ *Greenock Telegraph & Clyde Shipping Gazette*, Saturday, April 11th, 1903.

² *Newcastle Evening Chronicle*, Tuesday, April 14th, 1903.

³ *John o'Groat Journal*, Friday, April 17th, 1903.

⁴ *The Scotsman*, Saturday, April 25th, 1903.

⁵ *Aberdeen Press & Journal*, Thursday, April, 30th, 1903.

⁶ *Orkney Herald, and Weekly Advertiser & Gazette*, Wednesday, May 6th, 1903.

⁷ *Aberdeen Press & Journal*, Wednesday, June 10th, 1903.

⁸ *Edinburgh Evening News*, Wednesday, June 3rd, 1903.

⁹ *Lloyd's List*, Friday, August 21st, 1903.

¹⁰ *Edinburgh Evening News*, Thursday, June 11th, 1903.



Launching HMB *Endeavour*

By Ross Shardlow, AM, FASMA



Launch of HMB Endeavour (replica), Fremantle, Western Australia, 9 December 1993.

Photo: Shardlow Marine Art

As 2020 is the 250th anniversary of HM Bark *Endeavour* gracing our shores I thought I might reflect on a few ‘marine-art-moments’ associated with building the *Endeavour* replica. I was engaged by the Endeavour Replica Project to paint two watercolour ‘broadside’ ship-portraits and to design the carvings and scrollwork for shipcarver Jenny Scrayen. One of my greatest marine-art-moments, however, was to witness the launching of the HMB *Endeavour* replica, in ‘fine company’. My work diary records the event:

Thursday 9 December 1993

We were assigned on board the *Captain Cook* and were joined by Richard Grono, Bob Johnson & Doug Ewart – fine company, and by Dennis Adams whose company I en-

joyed immensely. We had a wonderful time with an uninterrupted view, I couldn’t have asked for more. We had time to enjoy a few drinks, we saw *Tokio* come in with the Whitbread Race – and at 5.30 pm *Endeavour* slid beautifully down the ways – no hitch, full confidence, dipped her bow & then turned towards us. I cried and cried, so did Dennis, so did everyone.

I am proud of the people who built her, I am proud to have played a role, it is a good thing.

The greatest moment, for me, was standing by Barb [on the *Captain Cook*] as we followed *Endeavour* back to C-Shed at dusk, beautiful light, & *Endeavour* passed by *Leeuwin*.



And now it is time to start something new.

The 'fine company', of course, was Captain Richard Grono, late master of the barquentine *Leeuwin II*, and Bob Johnson, Operations Director of the Leeuwin Sail Training Foundation, also Vice President of the MHA. Standing by my side was Doug Ewart, Manager of Bunnings Welshpool Timber Centre, supplier of timber to the Endeavour Replica Project. Doug is also my brother in law.

Back in 1972, my sister Jill, Doug and I were all living together in my duplex unit in Shoalwater Bay. Through his connections with the Rockingham Golf Club, Doug spoke with one of the or-

ganizers of the annual 'Rockingham Fair' and made arrangements for me to exhibit my paintings at the Flinders Hall Art Show 1972. This was not only my first public art exhibition, it was the exhibition that set me on my course as an Exhibition Artist.

The gentleman standing on my other side aboard the *Captain Cook* was the Sydney based marine art legend, Dennis Adams, OAM. Dennis had also been assigned to the Endeavour Replica Project as a marine artist and this was the first time we had met. Little did I know then that Dennis Adams was soon to become a foundation member and First President of the Australian Society of Marine Artists. I joined the ASMA in 1998 and



Brian Lemon, *Hilda* - Bristol Channel Pilot Cutter 1899–1913, scratch-built, scale 1:24, presented to Ross and Barbara from Brian Lemon (1993) for services to maritime heritage.

Photo: Shardlow Marine Art



shortly after received the inaugural President's Medal for my painting 'Leeuwin Beating out of King George Sound' from none other than Dennis Adams.

The post launching celebrations continued with a large gathering of marine artists, modellers and friends of Maritime Heritage at Barry Hicks's Private Maritime Museum, where Dennis Adams again joined us to assist with the presentation of a surprise award. I did not know then that Barbara and I were to be the recipients of the surprise award – that was the surprise. My work diary continues:

Friday 10 December 1993

We arrive to find the company of Ray & Jan Miller, Roderick Anderson, Dennis Adams (whom I met & kept company with yesterday), Brian & Irene Lemon, Arthur Jones &

his wife, Ted Sturgeon & his wife, Bill Wright & wife etc. – quite a delightful gathering.

Brian Lemon called order & with a lovely speech gave Barb and me a model of *Hilda*, a Bristol Channel Pilot Cutter! Brian said it was for helping him with the *Krait* model and for the Wooden Boat Show and for Services to Maritime Heritage.

Words of thanks seemed so shallow. We are astonished at these people – their skill, their friendship, their generosity – we are overwhelmed. It is a beautiful model, the plaque simply reads, "To Ross and Barbara from Brian Lemon". And of all boats – a pilot cutter – once more it symbolizes our change of direction, a new beginning. This was a great day.



Did You Know?

100 years ago in 1920 the American yacht *Resolute* defeated the British yacht *Shamrock IV* in the 13th challenge for the America's Cup. This was the last challenge to take place in New York, and had been originally scheduled to take place in 1914. *Resolute* won the last three of the five races. *Resolute* (New York Yacht Club) had an overall length of 106ft and carried 8,650 sq ft of sail. *Shamrock IV* (Royal Ulster Yacht Club) was 110.3ft in length and carried 10,459.3 sq ft of sail. Both yachts were gaff cutters.



Pirates of the *Flowery Land*

George Carlos (8228), George Marchelino (8356) and Basilio de los Santos (8410)

By Ron Forsyth

Amongst the many forgotten convicts exiled to Western Australia numbered three men reprieved from the gallows for mutiny on the high seas and murder. George Carlos, George Marchelino and Basilio de los Santos all were consigned to Fremantle on the convict ship *Racehorse* in 1865. Their partners in crime were not so fortunate. In what was a huge spectacle, with more than 500 police called on to maintain order, thousands gathered to witness the gruesome public hanging of five men outside Newgate Prison. *The Daily Telegraph* described the scene:

*In grimy, haggard thousands, the thieves and prostitutes of London and the suburbs gathered about the foot of the big gallows, jamming and crushing each other for a share of the spectacle.*¹

*Besides the masses on the streets there were hundreds more, among whom were to be seen here and there well dressed women, who witnessed the spectacle from the opposite windows and housetops.*²

The doleful tolling of the St Sepulchre bell announced the arrival of the condemned men. Newspapers of the day gave graphic descriptions of the public hangings, still seen by authorities as a moral lesson to the masses against crime some questioned its effect.

The accounts of the demeanor of the crowd answer the question, whether it is good to gather for such a sight the scum and dregs of a vast city. Coarse, heart-less, bestial, and brutalised by the official manslaughter which they had witnessed, the drabs and pick-pockets made a "finish" of it in the public-houses, canvassing the skill of Jack Ketch [the executioner] and the "gameness" of each of his swarthy patients. The hideous roar that went up at the various stages of the sight was not the expression of gratified justice: it was the howl of the circus at the smell of blood—the grunt of what is hog-like in our nature at suffering we do not share. And yet this, if any, was an occasion when the advocates of public strangulation

*had it all their own way. Nobody questioned the justice of the verdict; nobody felt sympathy for the dark-skinned pirates, shivering at once with the cold winter air and the colder atmosphere of imminent death. In all that sea of white foreign faces the nervous glance of the Manilla men did not note one little wave of pity; hysterical women screamed at them, and strong men showed the faintness that comes in the presence of death; but their last look of earth promised them no compassion there; and with that supreme condemnation they passed to another tribunal. Before that awful court they must stand as murderers. They went undoubtedly with red hands to their grave, and the awful doubt that sometime adds to the horror of the gallows could not be present yesterday. Let us dismiss this devilish carousal of agony on one side, mid eager excitement on the other, with its accompaniment of brutality and disorder ten times aggravated, and ask whether such a sight was wisely furnished, since we cannot call in question its justice, so long as blood is purged with blood and a Mosaic law governs a Christian nation?*³

Apparently London had not changed so greatly from Hogarth's depictions from the eighteenth century.



William Hogarth's work shows Thomas Idle arriving for his execution at the gallows at Tyburn, 1747.

On the 28th July in 1863 the handsome barque *Flowery Land* left London for Singapore laden with wine and carrying 20 people. Arthur Conan

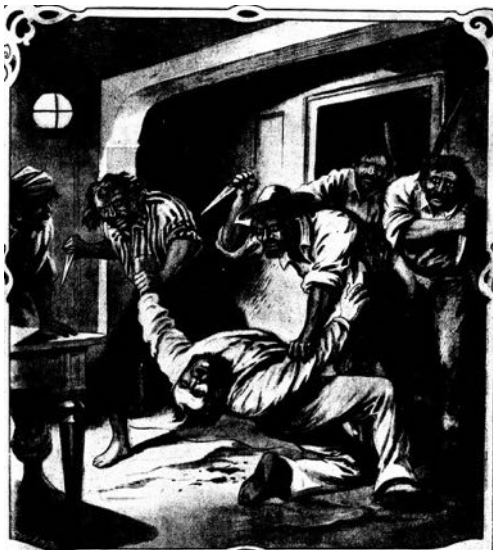


Doyle, in relating the tale, believed it was an example of the way the British seaman was being elbowed out of existence. For the crew was a mixture of Chinese, French, Spaniards, Malays and Turks.⁴



Matilde Wattenbach painted at the time of her launch 1853. It was later renamed *Flowery Land*.

Tensions simmered between the crew and the first mate, Karswell, who was a brutal, callous tyrant. Violence erupted off the east coast of Africa at six bells or three o'clock in the morning in September. The first mate, Captain Smith and his brother were all brutally stabbed to death along with three other crewmen. All were disposed of overboard. The second mate's life was spared as they needed a navigator. His orders were to sail to the River Platte in Argentina. Buenos Aires was Spanish speaking and far from British jurisdiction, and the ringleaders felt that there they would be safe. Meantime the mutineers broached the cargo of champagne and divided up the spoils of the ship. Ten miles off the South American coast the ship was scuttled. After reaching land two of the innocent survivors escaped and the eight mutineers were quickly brought to justice at the Central Criminal Court in London in March 1864.



*Are they coming for your daughter next? Cover illustration for the "penny dreadful" Police Crimes.*⁵

George Carlos, aged 23, was acquitted of murder but subsequently sentenced to 10 year's transportation for scuttling the ship *Flowery Land*. George Marcelino, aged 32, and Basilio de los Santos (alias Joseph Sando), aged 22, received a last minute reprieves from the gallows and were sentenced to transportation for life. On learning of his reprieve one of the men made a request for Blanco's boots which he apparently coveted.⁶

Official records of these three men are limited to dates of their tickets-of-leave, etc. They apparently lived peaceably in their land of exile so maybe they were caught up in the mutiny by their more violent crewmates on the *Flowery Land*. Carlos received his ticket-of-leave in 1868, his conditional pardon in 1871 and worked as a sailor, boatman and labourer. He left the colony in 1876 for Tasmania.⁷

Michael Marchelino received his ticket of leave in 1876, his conditional release in 1876 and worked in Fremantle as a boatman. He died at the Fremantle prison hospital in July 1884 aged 53 after suffering for some time from bronchitis.⁸ Reporting that an inquest would be held into his death, the *Inquirer* went against convention of the day and reminded its readers of his past.

*An inquest was held, on Thursday last at the prison hospital on the death of a man named Michael Marchelino, who, it has transpired, died from the effects of bronchitis, from which he had been suffering for some time past. The deceased, I understand, was one of the Flowery-land pirates, five of whom were hung at the Old Bailey in 1865, while two were transported to this Colony per the convict ship Racehorse, upwards of eighteen years ago. The charge against those men, as many of your readers are aware, was 'mutiny on the high seas.'*⁹

Basilio de los Santos received his ticket of leave in 1874 and his conditional release in 1885. Turning his back on the sea he worked as labourer, sawyer, general servant and fence maker at Vasse.¹⁰

Two letters to the papers in 1940 recalled two Spaniards, 'Santos' and his ticket-of-leave companion 'M'. Neither correspondent recalled Carlos though. The first correspondent, 'P', remembered Santos with some affection and was familiar with his version of the story.



'Santo' was the only name we, his fellow-workers, knew him by. A few present-day 'jarrah jerkers' and some age has compelled to quit that strenuous calling, will remember him during some period of the 50 odd years that he lived and worked amongst the 'big timber.' When I knew him at Wellington Mills bush camp in 1914 he was an old man. Although thin, it was easily seen that he had been a big fellow in his younger days, for he was tall and wide of shoulder, notwithstanding the stoop that age and hard work had put in his frame. He had a small round head with black twinkling eyes and black hair. His earlier seafaring life had tanned the skin that hung loosely on his bones a deeper colour even than that of his weather-beaten companions, and he had a tinge of yellow in his features that caused most of us to brand him of Asiatic descent. In this we were mistaken, as he was a Spaniard and his correct name was Antony Lee Santos. Eventually, Bill Goodson, the bush boss, had to report that Santo was unable to pull his weight, and the manager, 'Big' Herbert Davies, said, 'We've had the best of him, so we'll have the worst. The old fellow was then pensioned off by the company at 5/- a day and given the job of hunting the bush cattle away from the horse feeders. And so one often met him on the bush tracks, with a miscellaneous collection of dogs at his heels (his camp was ever a home for any stray dogs or cats that came along) ready to hunt the cattle that sometimes for weeks on end did not eventuate. He was ever ready for a yarn, but he was most difficult to understand, for after 50 years' residence in this State his vocabulary had not improved one iota. Another matter that he did not understand was our monetary system, but his solution of this difficulty was simple—he handed his pay packet over to someone in the camp, who paid his store bills for him and when holiday time came round Santo would call for his credit balance.

Alas, with a change of management Santo was, put off. He had worked continually and had held down some good wages jobs, but owing partly to his un-bounded good nature and partly to his fondness for the cup that cheers, he was without a nest egg and was granted the old age pension at the age of 74.

Not the least interesting of Santo's experiences was the one that caused him to become a compulsory occupant of this State, for he was one of the only two survivors of the Flowery Land

Pirates, whose trial took place in England in 1863. Santo was then 23 years of age. The sailing ship Flowery Land received a severe buffeting in a gale, was driven out of her course and then becalmed. Drinking water became scarce and was rationed out to the crew very sparingly. One day the men were given no water, so they went to the captain in a body and demanded it. The captain jerked his thumb over the rail, intimating that sea water was good enough for them. Thus, driven desperate, the crew mutinied, seized the ship and killed the captain, mate, and only passenger. Before throwing the bodies overboard they cut the captain's heart out and nailed it to the mast. One of the crew then pointed to the apprentice and said: 'That lad will squeak when we make shore. A rush was made for the lad and he was knocked down. Then Santo, hitherto an unwilling and passive witness to the proceedings, sprang forward and, standing over the lad with his knife drawn, said: "You will only touch this lad over my dead body." So the apprentice's life was saved by Santo's brave action, which was backed up by the fact that he was the only one left aboard who could navigate the ship. It was then decided to sail for an American port, dispose of the ship, and divide up the resultant cash, but Santo had other ideas and took the ship into London. The whole crew were tried in London in 1863 for mutiny on the high seas and murder of the ship's officers. The apprentice got off scot free. The rest of the crew were found guilty and hanged except Santo, who was sent to Australia.

Years afterwards a relative in Spain sent Santo money for his passage home, but the authorities refused to let him go. Later still the captain of a ship in port at Bunbury spent considerable time and trouble in trying to locate Santo. Eventually he was successful and made himself known as the apprentice of the Flowery Land, whose life Santo had saved so many years ago. Before leaving he presented Santo with a gold watch and £20. The next time the captain visited Santo, the gold watch and £20 had been liquidated in more senses than one, so that there was little that he could do to help his rescuer. Whenever his ship made Bunbury he took a trip out to see Santo in his bush camp. I understand that Santo 'passed on' at Jarrahdale several years ago.¹¹

This letter prompted the memory of another reader of Santos and his companion M-



I knew both of them, as they were in one of the prison parties my father was in charge of. I had heard of the mutiny and when these two were transferred to father's party I as a lad took a lot of interest in them. Santos was the bigger man of the two. After they went on ticket of leave I never saw or heard of Santos until I read 'P.'s' account. M-, his companion, I knew for many years as he worked a flat on the river, boating stone, firewood, etc., but I lost the run of him many years ago. There might be some of the old residents of Perth, especially those who had anything to do on or near the river, who might remember him, a thin old man, broad across the shoulders with a stoop, dark complexion. He wore large ear-rings and many took him to be a Malay.¹²

Some small consideration, a hint of extenuating circumstances, was to be found in one of two ballads produced at the time of the execution.

Sometimes at sea there's cruel usage,
And men to frenzy oft are drove,
They're always wrong by men in power
And that there's many a sailor knows,
But those unhappy seven sailors,
Did commit a dreadful deed,
Killed and slaughtered, sad to mention
On board the Flowery Land we read.¹³

The three men that escaped with their lives were perhaps victims of circumstances. That they led constructive lives in exile, as much as they were able, is to their credit.

Notes

¹ *The Daily Telegraph*, 23 February 1865

² *The Inquirer* 27 April 1864: 3

³ *The Daily Telegraph*, 23 February 1865

⁴ Doyle, Arthur Conan, 1899, *A True Story of the Tragedy of the 'Flowery Land'*.

⁵ ExecutedToday.com

⁶ Doyle, Arthur Conan, 1899, *A True Story of the Tragedy of the 'Flowery Land'*.

⁷ Fremantle Prison Convict Database.

⁸ *Ibid.*

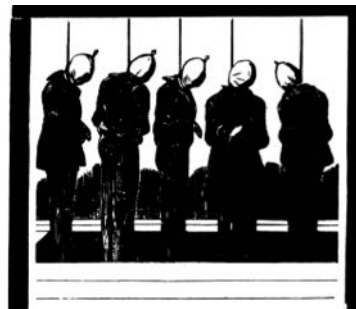
⁹ *The Inquirer* 16 Jul 1884: 5

¹⁰ Fremantle Prison Convict Database.

¹¹ *Western Mail* 22 Aug 1940: 8

¹² *Western Mail* 12 Sep 1940: 8

¹³ Execution of Five Pirates For Murder, Bodleian Library, Frame 19965.



Harpoon and Harpoon Guns

Thanks to Rod Dickson for this article

A novel experiment was tried on Friday in the South West India Dock, in the presence of several of the directors of the Southern Whale Fishery Company, including, Lieutenant-Colonel Colquhoun, R.A. Woolwich, Captain William Pixley, Mr G. C. Redman, and numerous other gentlemen, by Mr Greener, of Birmingham, with a harpoon gun and a double-shanked harpoon, against an improved gun, using a single-shanked harpoon, made by Messrs Blake and Co., of Wapping. Mr Greener fired first, discharging the harpoon, with the line attached, a distance of 25 fathoms. Captain Davison, of the Company's whaling ship *Fancy* then took Messrs Blake's gun and one of Scoresby's ordinary single-shanked har-

poons, which he projected a greater distance, and in a perfect and unerring direction. The improved gun has attracted notice from its simplicity and the saving of expense likely to be ensured when it is generally adopted.

Inquirer, 1 May 1850: 4c





My Time on *Singa Betina*

A Post Script – the remaining history of the vessel by Ted Whiteaker

Finding himself the new owner of *Singa Betina*, Tattooed Tony got her floating again, but was disinclined to do anything about the engine, which ended up a discarded lump of rust. He moved the boat around to the shelter of Sadgroves Creek, putting her on a mooring in a shallow area where the boat occasionally grounded on low spring tides; and he lived on board ... endlessly modifying the living space down below. The boat sank once when she sat down on a low tide astride the mooring block, and failed to right in pace with the rapidly returning tide. This was a relatively minor mishap, and she was re-floated with only minor inconvenience.

experimented with a potpourri of witches' brews spiced up with chilli powder, but all failed to deter the predations of teredo worms. Eventually the hull planks started seriously leaking, and the boat was removed from the water and put up on the hard-stand at the Dinah Beach Yacht Club.

Tony spent the next year or two running around with syringes full of epoxy resin, endlessly squirting the magic potion into the myriad worm holes in the planking. The boat dried out completely and all the caulking fell out, and while she never lost the beauty of her lines, she ended up a skeletal hulk which I thought was destined for a Viking funeral in the not too distant future.



Singa Betina in Darwin 10 October 2010

Photo: Ted Whiteaker

Tony was perennially broke, and worked occasionally as a general hand at a mechanical workshop to make ends meet. His needs were few, which allowed him to exist on a low level of income, but eventually he began to economise on recurrent expenditures, such as anti-fouling. He

Then Tony had some sort of health scare and needed to part company with the old tub. This is where Jamie Robertson, entered the picture.

Jamie was one of the old-wooden-boat fraternity of Sadgroves Creek. He had a history of mari-



time adventures in Indonesia and Malaysia, and had brought a couple of traditional Indonesian boats back to Darwin which were acquired by the NT Museum. (A biography of Jamie, under a slightly different name, appeared in the *MHA Journal* 7(2):9-12, 1996.) He seemed to have itchy feet, and travelled a lot between his home ground in Perth and Darwin, and other parts of Australia, spring-boarding every now and then into the adjacent South East Asian archipelago and back again. He had skippered a range of traditional Asian boats back and forth, and was very familiar with the demands of keeping them afloat, and adept at making the most of materials at hand to maintain function and forge ahead on a minimal budget.

Around 2001, Jamie bought *Singa Betina* for a nominal sum from the disillusioned Tony, and took up the epoxy-filled syringes to continue with long-term restoration. After three or four years spent removing many corroded fastenings, and gouging out the worm-holes and rot, Jamie replanked half way up the sides of the hull and then, for family reasons, shipped the hull to Perth, where the restoration project continued in an old

onion field in Beaconsfield. (A short article about the restoration was published in the *MHA Journal* 17(4):3, 2006)

In late-2007, or early-2008, after seven years of relentless labour, the rejuvenated *Singa Betina* was again afloat, with the rig, deck and cabin layout returned to a traditional *bedor* design. Jamie sailed her down to Albany, and then, late in 2010 she re-appeared in Sadgroves Creek ... back in Darwin again.

Jamie had done a fantastic job on the restoration, and *Singa Betina* had a definite presence, with the air of a vessel meant for serious voyaging. From Darwin, she sailed to East Timor and back, and sailed a second time to Dili in 2013, where in September she broke her mooring in a violent and unseasonal squall and was driven ashore, tearing her bottom out on rocks. The damage was terminal, and within a short space of time local scavengers stripped anything of value, while the Harbour Master charged Jamie a hefty sum to dispose of the remains.

Vale *Singa Betina*.



Sunk in Dili Harbour 5 September 2013

Photo: Robert Crean



HMAS Pioneer

This painting and article courtesy Pat Rodriguez

Readers may remember the short article on HMAS *Pioneer* in the March 2019 MHA Journal. Pat Rodriguez recently sent me a great deal of information regarding his research and paintings including that on HMAS *Pioneer*. This article is based on information from World Naval Ships Forums together with Pat's research and, on the back page, his painting.

The Pelorus class of ships were protected cruisers meaning they had good deck armour but lacked armour along their sides. Today they are considered to be the forerunner of the light cruisers. Eleven of these ships were built but were out of date even before launching. Most were scrapped before 1914. Two were sold to Australia - HMS *Pioneer* and HMS *Psyche*.

HMAS *Pioneer*

Displacement: 2,135 tons
Length: 95.7 metres (314 ft)
Beam: 11.2 metres (37 ft)
Draught: 5.18 metres (17.0 ft)
Machinery: 2 x Triple expansion steam engines, 5,000 HP, twin screws
Speed: 20.5 knots (38.0 km/h) (design speed)
Complement: 230
Armament: 8 x QF 4-inch (101.6 mm) guns, 8 x 3-pounder guns, 2 x 14-inch torpedo tubes
Armour: 50 mm (2.0 in) deck

Pioneer was launched on 28 June 1899 and was transferred to the RAN on 28 November 1912. HMAS *Pioneer* became the RAN's first cruiser. Its initial duty was training naval reserves, a duty for which she was quite suited. When war broke out in August 1914 the cruiser was acting as guard ship in Port Phillip, and was actually under refit at the time. It was, alas, suffering from the dreaded naval disease of 'condenseritis', (leaking condenser tubes).

At the outbreak of war, it was ordered to Fremantle, Western Australia. On 16 August, some eight miles west of Rottnest Island, HMAS *Pioneer* captured the German steamer *Neumunster* (4,424 tons) and took it into Fremantle.

On 26 August *Pioneer* captured a second ship, the 4,994-ton Norddeutscher Lloyd vessel *Thuringen*,

also off Rottnest Island. *Neumunster* was taken over by the Commonwealth Government as a prize of war and renamed *Cooee*. *Thuringen* was renamed *Moorina* and handed over to the Indian Government for service as a troopship.

HMAS Pioneer was to take part in the convoy escorting the 1st AIF to the Middle East but she suffered a major engine room problem and was ordered back to port. Just as well for her. Her duty was to have been to steam ahead. Had she done this, she would have detected the *Emden* with no doubt disastrous results.

On 24 December 1914 the Admiralty requested the aid of *Pioneer* as a blockading ship on the German East African coast, where the German cruiser *Konigsberg* had taken shelter up one of the mouths of the Rufigi River a few miles south of Zanzibar. The *Konigsberg* at this period was sheltering up the Rufigi River beyond the range of effective fire from the sea but it was thought that it might attempt to break out. The force assembled for this task comprised *Pioneer*, the light cruisers HMS *Weymouth* and HMS *Hyacinth*, HMS *Pyramus* (another of *Pioneer*'s sister ships), the armed merchant cruiser *Kinfauns Castle*, four armed whalers, an armed steamer and an armed tug. Formal blockade was proclaimed on 1 March 1915 and five days later Vice Admiral King-Hall arrived in the old battleship HMS *Go-liath* to take charge.

It was decided to tow to the scene two monitors, HMS *Severn* and HMS *Mersey*, and taking advantage of their shallow draught, take them upstream within range of the enemy. The attack began on 6 July 1915 and while *Hyacinth* and *Pioneer* bombarded the area of the main (Simba Uranga) mouth of the river, the monitors steamed up the northern (Kikunya) arm, anchored and began firing alternate salvos. The monitors, however, failed to destroy the German cruiser and in her turn it hit *Mersey*'s foremost gun, killing six men. At 3:30 pm and after firing 600 6-inch shells, both were withdrawn.

The operation was repeated on 12 July. This time *Konigsberg* straddled the *Severn* as it prepared to drop anchor, but *Severn* quickly got the range and hit the German several times, setting it on fire and

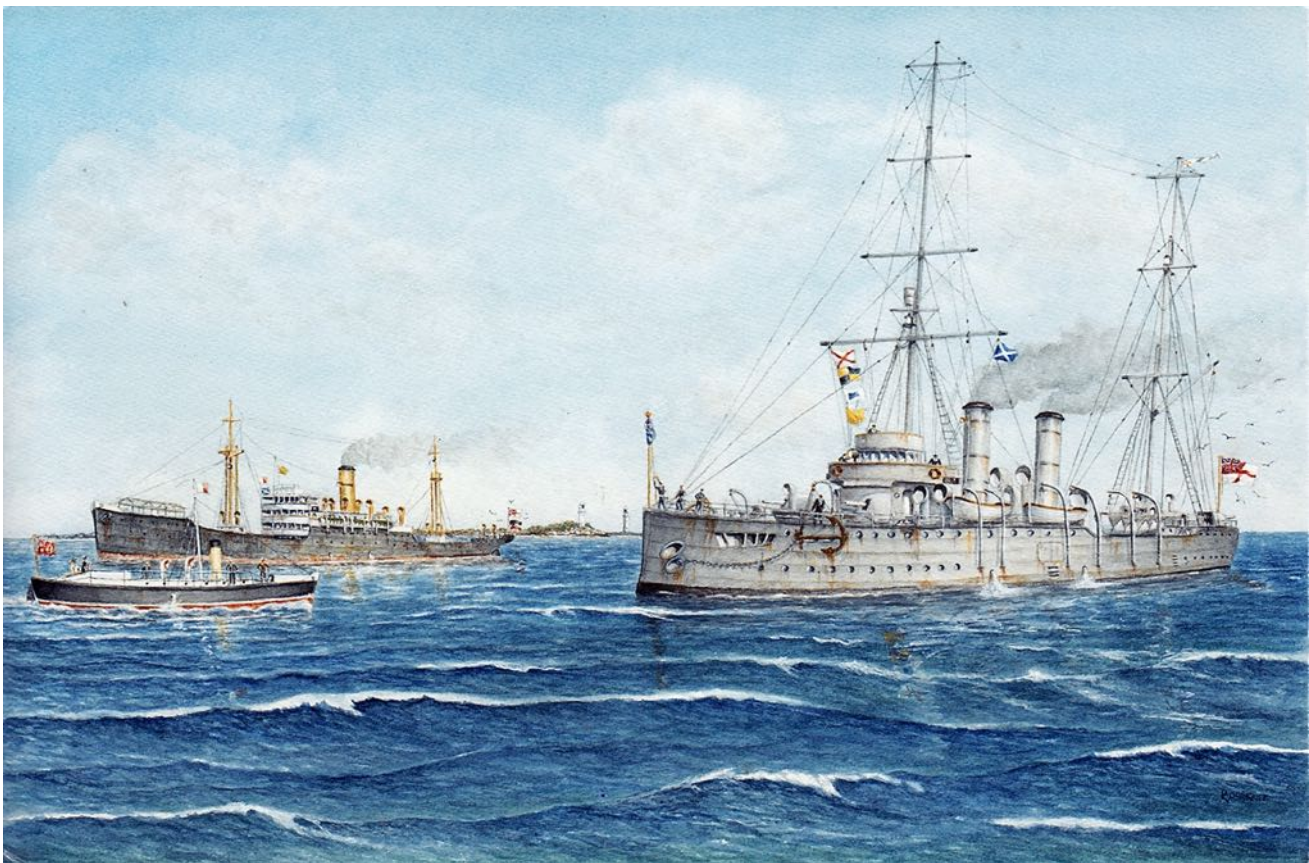


forcing the enemy to complete demolition after removal of the guns. In the twelve months ending 9 January 1916 HMAS *Pioneer* steamed 29,434 miles, was under way on 287 days and consumed 7,496 tons of coal. She coaled on an average every ninth day (39 coalings) from a total of 17 colliers. It was sixty-eight days in harbour including thirty-six days under refit. Its final duties were in and around Zanzibar, the only excitement being the capture of a German ship that was pretending to be a hospital ship.

Pioneer finally slipped into Port Jackson just before midnight on the 22nd October 1916, and anchored in Watsons Bay. *Pioneer's* seagoing career was at an end.

Paid off in November 1916, it was used for quite some time as an accommodation ship, and incidentally, the site of the first dental surgery for the RAN. Sold in 1925, it was stripped down to a bare hulk and scuttled in 1931. *Pioneer* is largely forgotten, many present day officers and men have never heard of her, very few relics remain. On show in the Australian War Memorial in Canberra are the binnacle and one of the little 14-inch torpedo tubes. Little else remains of this very important ship.

HMAS *Pioneer* saw more combat and fired more shots in anger than any other Australian ship in World War I. The cruiser also held the records for the longest period away from Australia and the greatest distance steamed.



The Painting depicts Pioneer and Thuringen stationary in Gage Roads awaiting the pilot boat Lady Forrest to deliver berthing instructions to Pioneer then proceed to place the pilot on board Thuringen

Watercolour painting: Pat Rodriguez

