

MARITIME HERITAGE ASSOCIATION JOURNAL

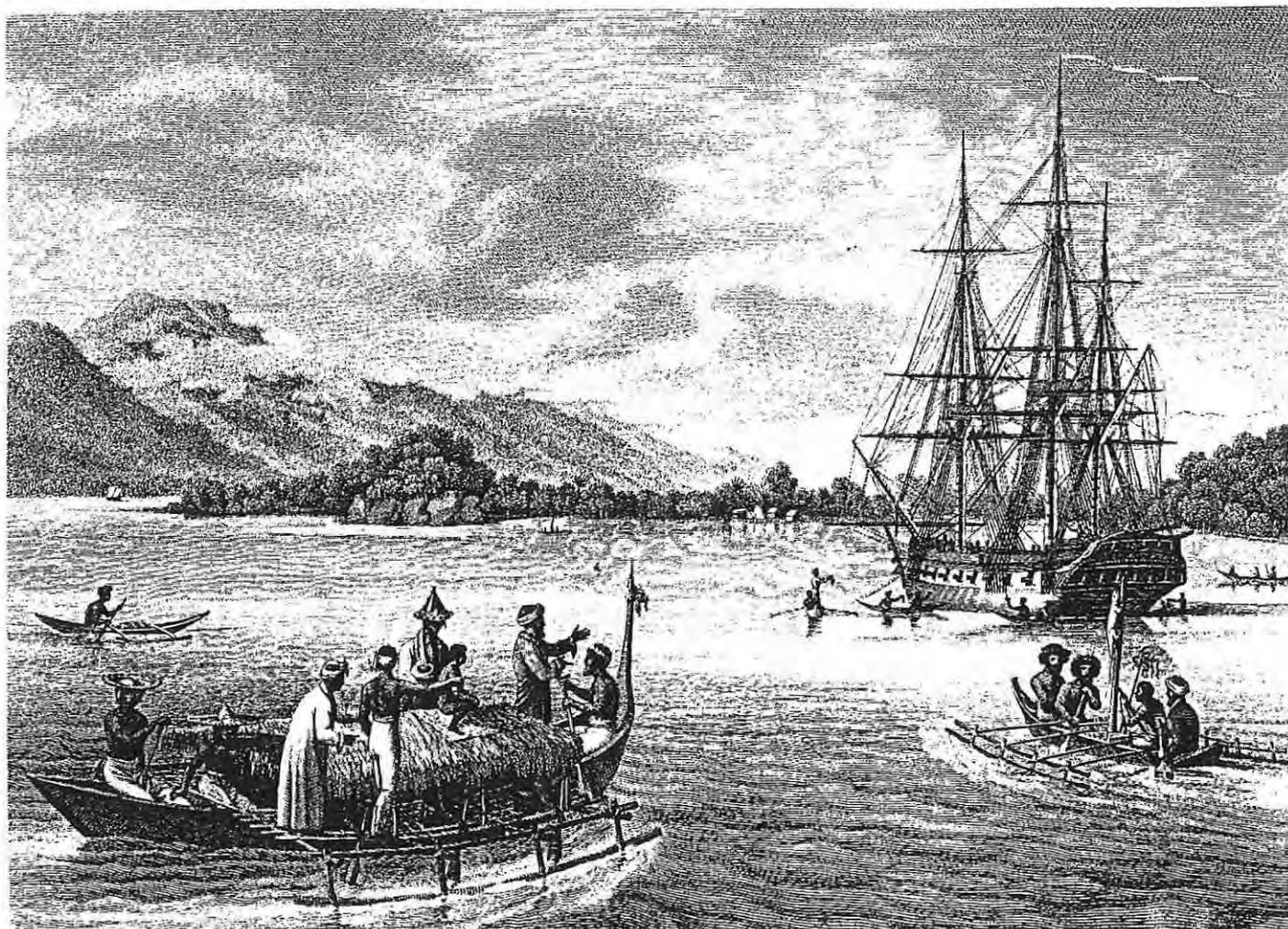
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The Uranie in the East Indies.



The Maritime Heritage Association Journal is the official newsletter of the Maritime Heritage Association of Western Australia, Incorporated.

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(If you have an unwanted collection of magazines of a maritime nature, then perhaps its time to let others enjoy reading it. Contact the Association; we may be interested in archiving the collection.)

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EDITORIAL

As you can see from the address on the cover we have moved. We are now in our new home near Mandurah and the hard work re gardens, etc. has only just started. So this is why this edition is a little later than I would like. As a result of the move I am now looking forward to taking part in group activities and attending more meetings.

However I would like to wish all members and their families a very merry Christmas and a happy, safe and prosperous New Year.

I am back to the eternal winge about lack of articles for the journal. Please send anything of interest so that we can keep the journal at it's present standard or, hopefully, improve.

Again there is an essay from one of the students of

North Albany High School, in this case Gemma Montefiore.

Rod has mentioned in his Presidential Tidings the great work done by the Fremantle Maritime Museum staff in the discovery of the wrecks of the *Roebuck* and the *Uranie*. I would draw your attention to an article on page 5 of the West Australian of Saturday 1 December 2001 in which it is reported by Carmelo Amalfi that the Premier is hoping to obtain some of the relics from the *Roebuck* as loans to Western Australia. I would like to see members of the MHA take positive steps to support this endeavour.

I remind members that copies of the index of articles is available on disk. See advert.

GRACE DIEU - 1418

The planking of Henry V's *Grace Dieu* of 1418 was very unusual. It was triple planked clinker built; the planking consisted of two layers of 12" wide planking and one of 8" wide. The two wider ones overlapped the next layer of planks down and effectively formed five layers at the overlap. The whole was held together with iron nails driven through from the outside and clenched over roves inside (See Ditty Bag in Vol. 12 No. 1). The planks were each 1½" thick but only 6' to 7' long. The standard plank length for most of the 17 - 19 th centuries' ships

was about 24' and it seems odd that these planks should be so short. There was not then the shortage of good lengths of oak that began to occur in later years.

In 1430 Luca di Maso degli Albizzi, a Florentine Captain of Galleys, measured the mainmast of Henry V's *Grace Dieu* built in 1418 to be 22 feet circumference or nearly 7 feet diameter ! He was told that the height was 200 feet. By comparison the *Victory's* mainmast is 3 feet in diameter.



PRESIDENTIAL TIDINGS

Another year is nearly gone and what a turbulent year it has been. The unbelievable acts of terrorism in America shocked the world and brought home to all that no one is really safe. Serving aboard a LNG Tanker as I do has brought a heightened sense of awareness of our safety and all our crews are focused on the security of the ship and her cargo. One can only hope that the world situation will improve in the near future.

It was pleasing to see Ben Killey's essay printed in the last issue and I hope that our readers appreciated his efforts as much as I did. I hope that more of these essays may be

forthcoming in the following years as I intend to remain in contact with the staff of North Albany Senior High School.

Highlights of the year for me were the trip to Carnarvon to investigate and measure the *Little Dirk* and the Maritime Museum's trip to the Falkland Islands and Ascension Island where the staff almost miraculously discovered historically important artefacts relevant to Western Australia.

I would like to thank my fellow committee members for their help during the year and especial thanks to Peter and Jill for their efforts in producing our magazine.

Rod Dickson.

INDEX NOW AVAILABLE

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The Ditty Bag

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



The State Shipbuilding Yard in North Fremantle built 12 wooden vessels for the army during and immediately after WW II. Nine of these were:- *Swan, Margaret, Blackwood, Vasse, Kalgan, Murray, Canning, Gascoyne* and *Murchison*. Does anybody know the names of the other three?

In 1891 Britain produced more than 80 per cent of the world's merchant shipping tonnage.

The first oceangoing ship built of mild steel was the *Rotomahana* built by Denny's of Dumbarton in 1879. This firm maintained its innovative outlook and was experimenting with helicopters prior to World War I.

One of the main uses for a ship's launch was to carry casks of water. The Admiralty ship's 33 foot launch of the early nineteenth century was capable of loading 14 leaguers of 150 gallons each. This is the equivalent of 47.7 x 44 gallon drums.

The velocity of sound in seawater is approximately 4,900 feet per second. In air the velocity is about 1,120 feet per second.

The steamship *Great Eastern*, launched in 1858, had two steam engines. One of 3,400 IHP drove her paddles and one of 4,900 IHP drove her single screw. In 1867 she was fitted with the first steam steering gear in the world.

During the 1840s Liverpool was probably the most important port involved in the Trans-

Atlantic trade. One shipowner counted 300 ships arriving on a single tide.

In 1609 the British East India Company built the *Trade's Increase*, the first British merchantman of over 1,000 tons.

The botanical name for the shipbuilding timber teak is *tectona grandis*. The best teak reputedly comes from Burma.

A third of a whale's total oil yield comes from its bones, which have a thin shell of compact material covering a spongy inner structure full of very fatty marrow. Sometimes these light bones will even float. *Do not confuse whale bones with whalebone which is baleen and is part of the feeding apparatus of some whales.*

The largest reciprocating steam engine ever built into a ship was the quadruple expansion 45,000 IHP engine fitted to the twin screw passenger ship *Kronprinzessin Cecillie* launched at Stettin in 1906. This 19,360 gross registered tonnage vessel could carry a total of 1,808 passengers and a crew of 602. She was broken up at Baltimore in 1940.

The first flush decked aircraft carrier was *HMS Argus* of 1918. Her navigating bridge was raised and lowered by hydraulics as required to ensure a clear deck for the aircraft to land. Boiler smoke and hot gases were trunked to the stern where they were vented. She had been converted from a liner.



The Yarn of the *Nancy Bell*

Rod Dickson has sent in the following poem that I am sure you will find amusing.

Twas on the shores that round our coast
From Deal to Ramsgate span,
That I found alone on a piece of stone
An elderly naval man.

His hair was weedy, his beard was long,
And weedy and long was he,
And I heard this wight on the shore recite,
In a singular minor key:

"Oh, I am a cook and a captain bold,
And the mate of the *Nancy* brig,
And a bo'sun tight, and a midshipmite,
And the crew of the captain's gig."

And he shook his fists and he tore his hair,
Till I really felt afraid,
For I couldn't help thinking the man had been drink-
ing
And so I simply said:

"Oh, elderly man, it's little I know
Of the duties of men of the sea,
But I'll eat my hand if I understand
How you can possibly be

"At once a cook, and a captain bold,
And the mate of the *Nancy* brig,
And a bo'sun tight, and a midshipnite,
And the crew of the captain's gig."

Then he gave a hitch to his trousers, which
Is a trick all seamen larn,
And having got rid of a thumping quid,
He spun this painful yarn:

"Twas in the good ship *Nancy Bell*
That we sailed to the Indian sea,
And there on a reef we come to grief,
Which has often occurred to me.

"And pretty nigh all o' the crew was drowned
(There was seventy-seven o'soul),
And only ten of the *Nancy's* men
Said 'Here!' to the muster-roll.

"There was me and the cook and the captain bold,

And the mate of the *Nancy* brig,
And the bo'sun tight, and a midshipmite,
And the crew of the captain's gig.

"For a month we'd neither wittles nor drink,
Till a-hungry we did feel,
So we drawed a lot, and accordin' shot
The captain for our meal.

The next lot fell to the *Nancy's* mate,
And a delicate dish he made;
Then our appetite with the midshipinite
We seven survivors stayed.

"And then we murdered the bo'sun tight,
And he much resembled pig;
Then we wittled free, did the cook and me
On the crew of the captain's gig.

"Then only the cook and me was left,
And the delicate question, 'Which
Of us two goes to the kettle?' arose
And we argued it out as sich.

"For I loved that cook as a brother, I did,
And the cook he worshipped me;
But we'd both be blowed if we'd either be stowed
In the other chap's hold, you see.

"I'll be eat if you dines off me,' says Tom,
'Yes, that,' says I, 'you'll be, -
'I'm boiled if I die, my friend,' quoth I,
And 'Exactly so,' quoth he.

"Says he, 'Dear JAMES, to murder me
Were a foolish thing to do,
For don't you see that you can't cook me,
While I can - and will - cook you!'

"So he boils the water, and takes the salt
And the pepper in portions true
(Which he never forgot), and some chopped shalot,
And some sage and parsley too.

'Come here,' says he, with a proper pride,
Which his smiling features tell,
'Twill soothing be if I let you see,



How extremely nice you'll smell.'

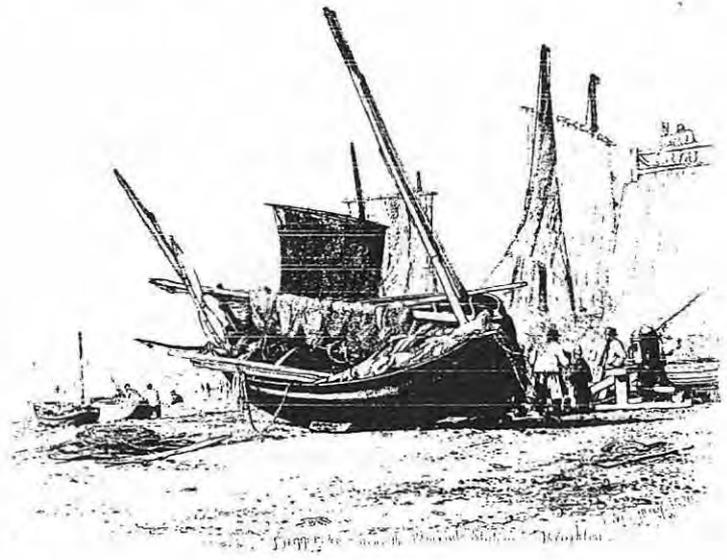
"And he stirred it round and round and round,
And he sniffed at the foaming froth,
When I ups with his heels, and smothers his
squeals
In the scum of the boiling broth.

"And I eat that cook in a week or less,
And - as I eating be
The last of his chops, why, I almost drops,
For a wessel in sight I see!

"And I never grin, and I never smile,
And I never larf nor play,
But I sit and croak, and a single joke
I have-which is to say:

"Oh, I am a cook and a captain bold,
And the mate of the *Nancy* brig,
And a bo'sun tight, and a midshipmite,
And the crew of the captain's gig!"

W. S. GILBERT,
The Bab Ballads



Recipe

Herewith a recipe courtesy of Mike Igglesden and the Old Gaffers Association.

It is Clive Jarman's firm belief that this recipe is a *must have* addition to all sailors cookery books.

Ships biscuits recipe for wayward sailors.

You'll need 2 cups of flour, 1/2cup of water (fresh), 1/2cup of sugar, a teaspoon of baking soda, a teaspoon of salt, nuts and a bottle of rum.

Sample rum to check for quality. Take a large bowl. Check rum again to be sure it is of the highest quality, pour one level cup & drink - repeat.

Grab a large spoon or whatever, beat one cup of butter in a large fluffy bowl Add one spoon tea of sugar & beat again . Make sure the rum is still O.K. Cry another tup.

Throw down the spoon. Break two leggs & add to the bowl & chuck in a nup of cuts, grab spoon again & wix mell. If nuts get stuck to spoon, ply it loose with drewscriber. Sample rum again to check for tonsisticity.

Next sift two cups of saltor something. Who cares? Check the rum. Now sift the lemon juice & straing your nuts. Add one babblespoon of drown sugar, or whatever colour you can find. Wix mell. Grease the ove. Turn the cake pan to 350 gredees.

Don't forget to frow the browl overboard and beat off the shpoon. Check the rum again, inspect the lubber warp & retire to bunk.

Maptain Corgan



THE STRATHMORE TRAGEDY

Thanks to Ross Shardlow the following is the first part of an extract from "The Tapper Family of Fremantle" researched and compiled by the late Robert J. Cook, a cousin to the Tapper family. The manuscript is now in the care of Eddie and Mary Tapper who have kindly allowed the publication of this and a following extract in the MHA Journal.

If John was to be remembered for just one event in his life, it would be for the heroic attempt, made by him and his boatcrew to rescue the Harbour Master and his 5 men on Sunday, 23-6-1867. The innocent cause of the disaster was the 450 ton barque *Strathmore*, which had arrived 16th April with general cargo and 5 passengers; Captain John Burke in command. Although it was the ship's 5th. visit to Fremantle, Capt. Burke (or Bourke) had only been in charge on its last call, which had been in September '65, and so he was not yet familiar with all the hazards of Fremantle's exposed anchorage in a winter gale.

The story of the *Strathmore* tragedy has often been told, but I will go back to 2 original sources; the statements published in "The Herald" on 6-7-'67, and an account given by John's son, Thomas Frederick who was present at the time, although only 11 years old.

Two Inquiries were held. The first, on the day after the event, was a Coroner's Inquiry into the deaths of Lachlan McLean and Issac Price, whose bodies were the only ones that had then been recovered. The only witness that day was Charles Patterson, the sole survivor. A much lengthier investigation was made at a Court of Inquiry held on 29th July.

SUNDAY, 23rd. JUNE:- A westerly gale was blowing with showers of rain and heavy seas were surging onto the shore. The ships *Ivy* and *Strathmore* were receiving the full brunt of the storm as they rode at anchor in Gage Roads. About 3.30 in the afternoon, George Thompson, who was a clerk employed by Charles A. Manning, noticed that the *Ivy* was flying signal flags. Memorising the Flag numbers, he hurried to Manning's house which was on the corner of Pakenham and Short Street. He knew that Manning would be concerned at the plight of the ships as he was the Agent for the *Strathmore*. Manning read the signal as, "We are driving". The anchors were not holding and the ships were being

slowly driven towards the shore by the force of the gale.

At once, the two men set out to the South Jetty and while they sheltered from the rain under the verandah of the Commissariat Guard Room on the corner of Cliff Street, they saw the *Strathmore* run up the "Harbour Master" flag. Manning and Thomson then made haste through the storm to the Harbour Master's residence on Arthur's Head, on the south side of the Round House. The Harbour Master, Captain James Harding, had already been told of the situation by one of his men, so that Manning met him as he was coming out.

By now it must have been about 4 PM and being almost the shortest day of the year, the sun was due to set at 5.15 PM. With that in mind, Manning suggested to the Captain, that as time was precious, didn't he think it would be best to ask what they wanted before he set off. Harding approved of the idea and signalled "What do you want?" The answer came back, "Aground aft". The stern of the ship was striking on the Minden Reef.

Manning then asked if a heavy anchor and a strong cable could be got. When he was told that they could, he sent his clerk, Thompson, to find Thomas O'Grady, Master of the lighter *Maude*, and to ask him if he could take the anchor and cable to the *Strathmore*, and if so, to get ready to do so at once. After Thompson had left them, Manning told the Captain that he would run home and look at his barometer to see if there was any chance of an improvement in the weather.

Just as he left, Captain Burke on the *Strathmore* ran up the signal, "Is the appearance satisfactory?" Apparently this meant, "Does it look as if I will be alright?" Burke said later at the Inquiry, "I wanted an answer to this, so as to know what it was most advisable to do. In the meantime I prepared to slip my anchors. I did not expect the Harbour Master to



come off, not thinking it likely that either of the Government boats would live in such a sea as was then on“.

Manning's plan was for O'Grady and the Harbour Master to go out on the *Maude*, taking the anchor with the cable attached to it. They were to drop the anchor in front of the *Strathmore* and then drift back until they were alongside of her. The ship's crew would throw a light line to the *Maude* to be tied to the free end of the cable, which could then be hauled across to the ship and made fast to a capstan. When the slack was taken up on the new anchor, there may have been enough grip between the 3 anchors for the *Strathmore* to be winched forward clear of the reef.

Perhaps, with darkness almost upon them, the plan could not have been carried out in time. However, as it turned out, the plan broke down. Thompson found O'Grady who was willing to go, and together they went to Walter Bateman who agreed to let them have an anchor and cable; but both items were locked up in Shenton's store and the man with the key could not be found.

Thompson then went back to the jetty and was in time to see Captain Harding going down to his boat. The Captain saw Thompson and said to him, "Tell Mr. Manning I am going off, but I don't think I shall be of any use". Thompson decided to do nothing more about the anchor and cable, but to see the Captain when he came back.

Before Harding left, his second in command, George Trevor Butcher, asked that he be allowed to go in the Captain's place. To which Harding replied, "It is my duty to go". And so the 6 men set out; 3 Ticket of Leave men, Samuel Akers who took his position in the bow, Issac Price, and Lachlan McLean; 2 free men, Charles Patterson and Peter Dandie, alias Johnson, with Captain Harding at the tiller. For some reason or other, their own boat was not available, so they took the Water Police whale boat which was steered by a rudder and not by the usual long oar.

In the meantime, Manning had checked his barometer and the Nautical Almanack and the forecast was not good. He too, returned to the jetty, just missing the Harbour Master's departure. He met

Capt. Bromley of the *Ivy*, and after a short time sheltering at the verandah of the Guard Room they went together to W. E. Marmion's house, where Manning wrote a note for Capt. Harding with another suggestion. As there was no likelihood of a break in the storm, it seemed certain that the 2 ships must go adrift sooner or later, and so the only hope for them was to beach themselves with as little damage as possible. With that in mind, Manning asked that 2 men, well acquainted with the beach, should be sent along the shore to indicate to the ships the best places to which they should try and steer, to beach themselves. Bromley approved of the idea and took the note to give it to Capt. Harding as soon as he returned. Manning, who was not in good health, then went home to bed.

Despite Capt. Burke's doubts, the Harbour Master's boat did arrive alongside and it was taken in tow by a rope from the ship. Capt. Harding went aboard, and according to Tom Tapper's account, when he found that the *Strathmore* still had chain to spare on its anchors, he told Burke to pay it out, which would let the ship drift back a little and pass over the reef into deeper water. I believe that another advantage gained by paying out chain in such circumstances, was that the weight of the chain on the sea bed acted as extra anchorage, and also tended to allow the anchor itself to grip better. However, Harding did not seem to be very optimistic and he told Burke that in the event that he had to slip his anchors, to try and beach as close to the jetty as he could.

After being on board the *Strathmore* about a quarter of an hour, Capt. Harding returned to his boat, but in such stormy conditions, it was not an easy task to perform and he fell across the thwarts (seats).

When the Captain managed to take his place at the tiller, he told bowman Akers to let go the rope. Then disaster struck. Just as the rope was loosened, a heavy sea broke over the bow of the boat and Akers was flung overboard. He sank at once and was never seen alive again. The wave had filled the boat and almost immediately after the loss of Akers, it turned bottom up, throwing the whole crew out. In the short time since the wave had struck, they had already drifted about 15 yards from the ship.

To be continued



Uranie

Earlier this year a party led by the Western Australian Maritime Museum found two shipwrecks of great importance to Australia and Western Australia in particular. The French corvette *Uranie* (350 tons) was located in the Falkland Islands and the *Roebuck* at Ascension Island. Both these ships had explored parts of the Western Australian coast, the *Uranie* in 1818 and the *Roebuck* in 1699, and were wrecked on their homeward voyages.

The *Uranie* was under the command of Louis-Claude de Freycinet and left France in 1817. One of the unusual aspects of this voyage was that de Freycinet smuggled his wife of three years, Rose Marie de Freycinet, on board. Rose was about two weeks short of her 23rd birthday when the *Uranie* sailed from Toulon on 17 September 1817. She kept a detailed journal and it is from this that I will give the story of the shipwreck.

The first sight of Australia was at Shark Bay and the ship anchored near Dirk Hartog's Island on 12 September 1818. The next day Louis de Freycinet sent a boat to remove the Vlamingh plate to take back to France. Leaving Shark Bay after two weeks of scientific observations, the ship set sail for Timor, the eastern Indonesian islands and western New Guinea. After continuing to the north Pacific islands the *Uranie* returned to Australia, arriving at Sydney in November 1819. She set sail from there on 25 December 1819 heading for France via Cape Horn.

The *Uranie* rounded Cape Horn on 8 February 1820 but soon after was struck by a severe storm. de Freycinet decided to go to the Falkland Islands, or Malouines as he called them, as all the sails had been damaged. On 14 February the weather improved and the ship headed for French Bay (now called Uranie Bay) on East Falkland Island. Bouganville some fifty years before had attempted to set up a French colony there and it was therefore known to de Freycinet. As she rounded the last cape at the entrance the *Uranie* struck a rock.

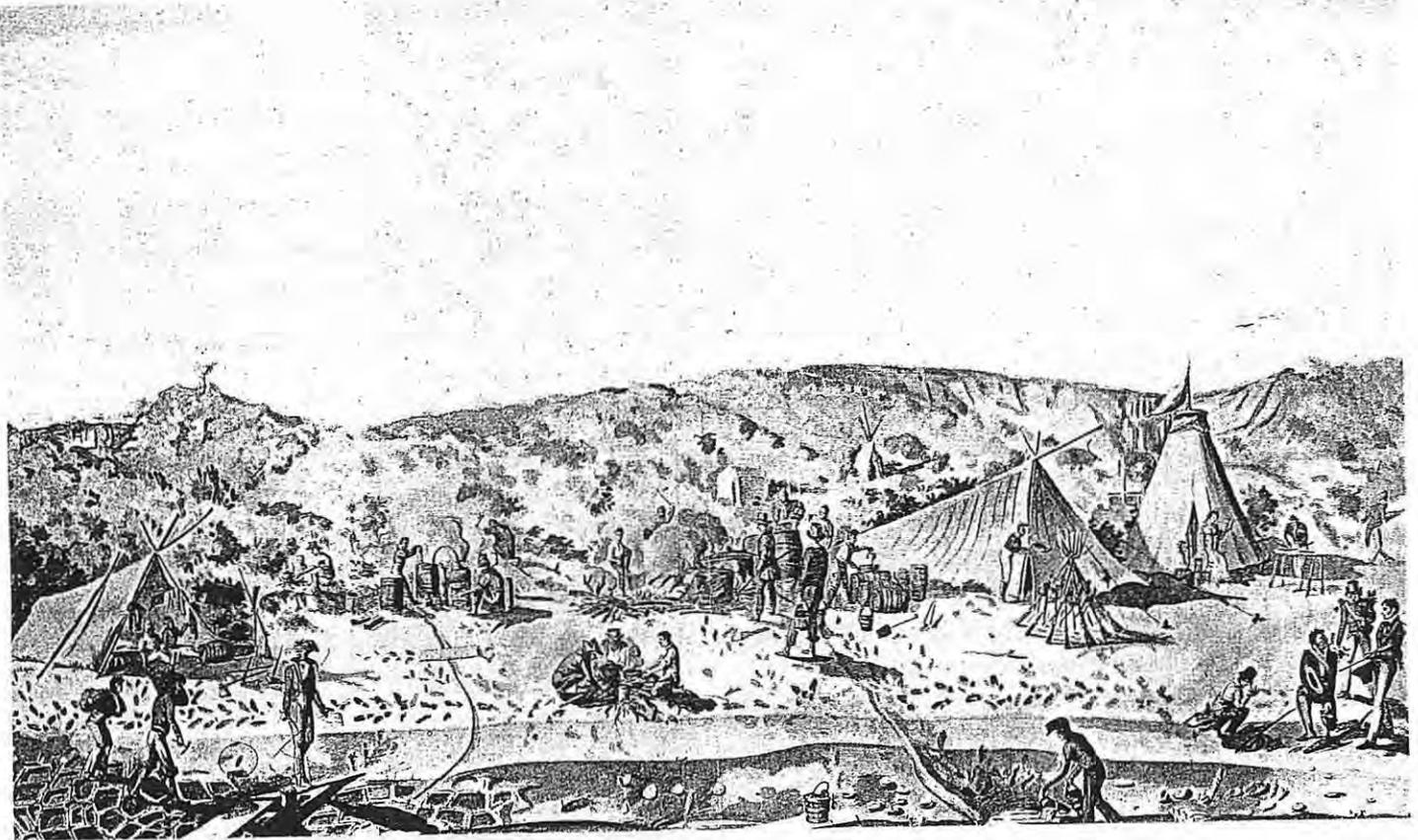
Initial inspection of the hull appeared to show no damage but soon water started to rise in the hold.

It was thought that a piece of rock may have temporarily jammed in the hole but was subsequently dislodged by the movement of the ship. Despite pumping the water kept rising and Loius de Freycinet decided to run the ship aground. This he did at 3am, on a sandy bottom that had been found by an officer sent ahead in the ship's boat to locate a suitable site.

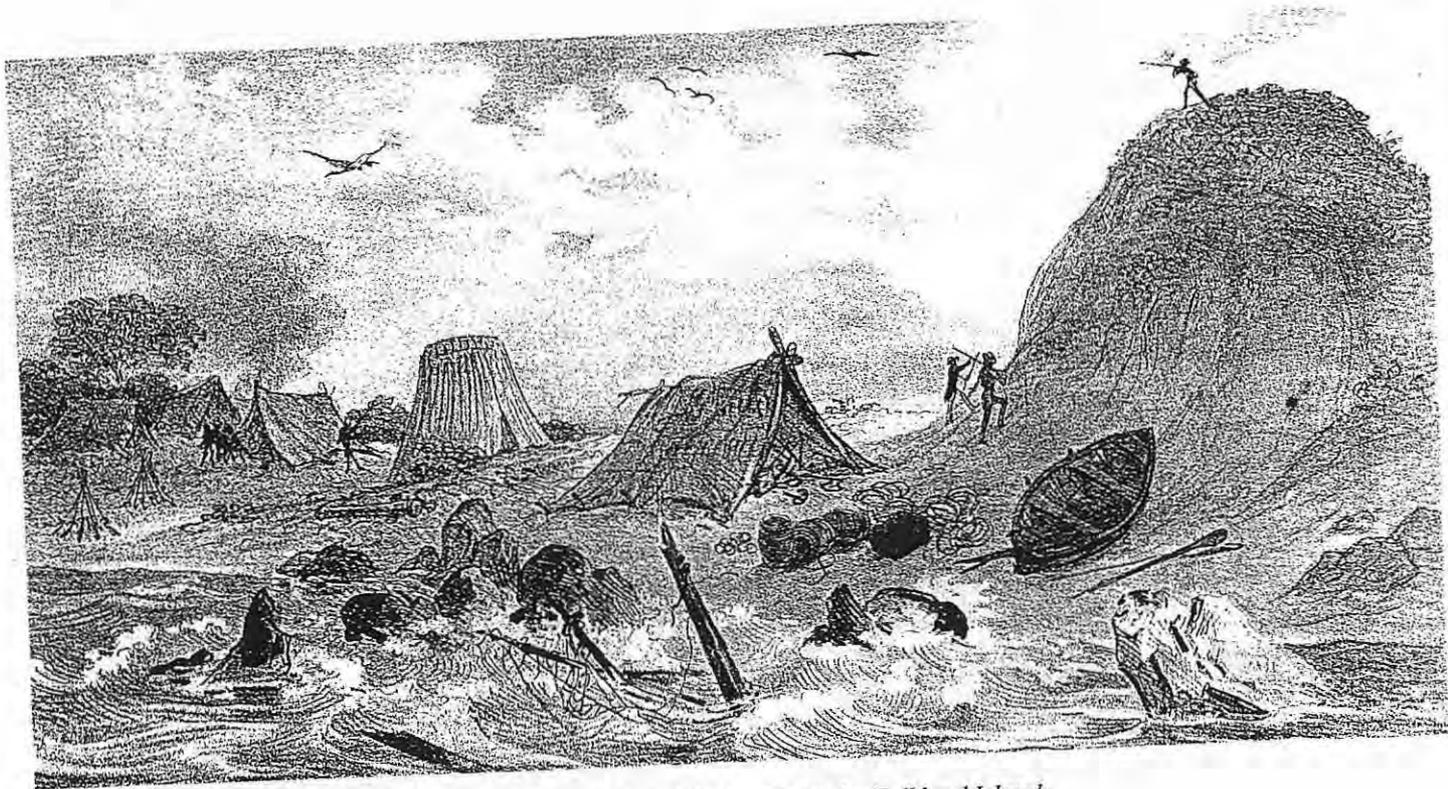
Over the next few days a camp was set up on shore and hunters were sent out to obtain food. It appears the main targets were wild horses that the crew found much more acceptable than seals. Occasionally wild cattle and pigs were shot and geese were, at first, plentiful. Most crew stayed on the ship while essential supplies were taken ashore with the valuable records and scientific equipment.

On 15 March at 8am they witnessed an eclipse of the sun and de Freycinet's staff continued their scientific observations although de Freycinet himself was ill. On the 19th a sloop was seen. It came from a whaler anchored some 60 miles away. The crew of the whaler, the *General Knox*, Captain Orne, had been hunting seals for eighteen months and had ten months more to go to obtain a load. The crew of the sloop were reluctant to leave their sealing work and take an officer from the *Uranie* to their parent vessel to plead with its captain to take the members of de Freycinet's expedition and their gear to Rio de Janeiro. However they at last agreed, and taking one of the *Uranie* officers, they left the bay for their ship.

On 28 March 1820 a ship entered the bay. This was not the whaler mentioned above but an American ship, the *Mercury*, Captain Galvin. Heading for the Pacific she had begun to leak badly after



Observatory and camp set up by the crew of the Uranie at Shark Bay, New Holland.



The camp at the wrecksite of the Uranie in the Falkland Islands.



rounding Cape Horn and turned about for the Falklands to effect repairs. The American was in the service of Chilean rebels and was carrying cannons to Valparaiso. The *Mercury* was in a poor condition and Louis de Freycinet offered the services of his master carpenters and caulkers to repair her. Evidently the heavy weight of cannon in the hold was partly the cause of the planks beginning to spring and hence leak. The ship had no timber or any other gear for repairs so a lot of the material, including rigging, timber and pumps salvaged from the *Uranie* were sent to her. A schooner from the whaler *General Knox* anchored near the *Mercury* and many discussions were held and demands made as de Freycinet tried to ensure passage for his expedition members. The two 'rescue' vessels appeared to be more intent on getting everything that had been salvaged rather than transporting people to a place of safety.

The weather was at times very wet, cold and windy and the hunters were not always very successful. On some days the castaways were reduced to eating seagulls and penguins. Scientific observations however continued. On good days much of the expedition's gear was taken out by boat and put aboard the *Mercury*. Negotiations regarding the cost of passage to safety continued and were eventually finalised on 15 April. The captain of the *Mercury* was to receive 18,000 piastres to take them to Rio de Janeiro.

An English brig, the *Andrew Hammond*, Captain Hales, came to the bay on 19 April after a most successful whaling voyage in the Pacific. By this time Rose de Freycinet and most of the expedition members were on board the *Mercury* and loading of supplies was still being carried out. As the *Andrew Hammond* was sailing direct for England Loius de Freycinet gave Captain Hales packages and mail for France.

Delayed by strong winds the *Mercury* finally left the Falkland Islands on 27 April 1820, still leaking but only two inches per hour instead of the 120 inches per hour she had been taking when the vessel first arrived. They sighted a

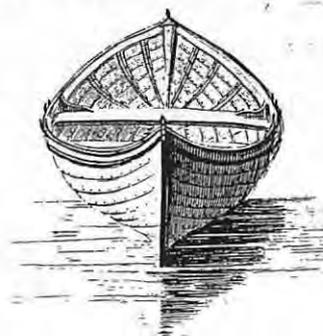
French ship, the *Harponneur*, on 3 May, her captain visiting briefly on board the *Mercury*. On the same day Captain Galvin proposed to de Freycinet that the Frenchman buy his ship at the 18,000 piastres agreed for the passage plus an extra 2,000. This was agreed and the ship became French although Galvin remained in charge until the French could offload him, his goods and crew at Montevideo. The ship, now renamed *Physicienne* by her new owners, arrived there on 8 May 1820. The *Physicienne* set sail from Montevideo on 7 June 1820 and, after having the bowsprit break on 10 June, arrived in Rio de Janeiro in the evening of 20 June. France was finally reached in October 1820.

The voyage of the *Uranie* was Louis de Freycinet's own idea submitted in 1816 and accepted by the Ministry of the Navy, with little alteration, in September 1816. He was made Commander of the Legion of Honour in 1825 for his achievements during this voyage. Louis was not a person of robust health and was often laid low by illness during the voyage. In 1832 he suffered a severe attack of cholera. He recovered but Rose, who had nursed him during his illness, succumbed on 7 May 1832 within a few hours of catching the disease. Louis lived another ten years, dying of a heart attack on 18 August 1842 at the age of 63. The importance of this voyage to Western Australia is de Freycinet's removal of the Vlamingh plate from Dirk Hartog Island to Paris.

Footnote: On Baudin's expedition to Australia earlier in the nineteenth century Louis de Freycinet served on the *Naturaliste* under Hamelin while his older brother Louis-Henri de Saulces de Freycinet served on the *Geographe* under Baudin.

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JAMES CRAIG

Readers will have seen the news earlier this year of the sailing of the *James Craig* on the East Coast. Here is a very brief history of this ship.

Launched on 18 February 1874 from the yard of Bartram Haswell & Co., of Sunderland, England she was originally named *Clan MacLeod*. She was built for Thomas Dunlop, a Scottish ship owner. Built of riveted iron with a timber deck the *Clan Macleod* was barque rigged with three masts. Her overall length was 180 feet with a beam of 31 feet and a depth of hull of 17 feet 6 inches. Displacement was 650 tons.

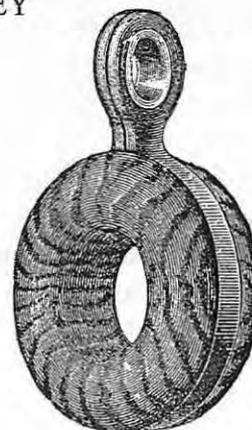
In 1887 Dunlop sold the *Clan MacLeod* to Sir Roderick Cameron and for the next 13 years she traded between New York, Australia and New Zealand. Sold to J.J. Craig of Auckland in 1900 she was used in the trans-Tasman trade for 11 years. Craig renamed her after his son, James, but sold her in 1911 to the New Guinea Development Company. At the end of her first voyage to Port Moresby the *James Craig* was de-rigged and used as a hulk for the storing of copra.

The beginning of World War I saw a shortage of shipping. She was purchased by Henry Jones & Company, recommissioned and re-rigged. The *James Craig* traded along the East Coast of Australia and to New Zealand until the early 1920s. Sold to the Catamaran Coal Mine in Tasmania she was once again stripped down to become a hulk, this time storing coal.

The mine closed during the 1930s and the *James Craig* was abandoned in Recherche Bay. When her moorings parted and she became a drifting menace a hole was blasted in her stern in order to keep her in the one place. She lay there deteriorating until a letter in a 1971 edition of *Sea Breeze* magazine prompted interested people to examine her hull and subsequently start restoration. After plugging the hole in her stern she was refloated in October 1972. Further repairs enabled her to be towed to Hobart in May the following year. Work continued slowly and in 1981 she was towed to Sydney where the N.S.W. Government made a grant of \$1.5 million towards her restoration. 400 of her hull plates and 180 frames have needed to be replaced, riveted with 50,000 rivets.

She is now part of the Sydney Maritime Museum and as proved by her voyage earlier this year the long and arduous process of restoration has been successful. Much of this has been due to volunteer labour and the generous support of many companies.

Peter WORSLEY



Iron-stopped lizard



Young Endeavour

In August this year the Sail training ship *Young Endeavour* called at Geraldton during its circumnavigation of Australia as part of the Centenary of Federation celebrations.

The *Young Endeavour* is brigantine rigged and was a present from the United Kingdom to Australia in 1988. She was designed by Colin Mudie F.R.I.N.A. Mr Mudie is a world-renowned naval architect who is noted for his designs of old boats and ships. One of his more recent designs was the *Matthew* and he designed the *Brendan*, the leather boat that Tim Severin used to cross the North Atlantic Ocean. Built by Brooke Yachts Ltd. In Lowestoft, the *Young Endeavour* was under the command of Captain Chris Blake, currently captain of the *Endeavour* replica, when she sailed to Australia, leaving there on 3 August 1987. She was handed over to Australia on 25 January 1988 at a ceremony at Farm Cove in Sydney Harbour.

Young Endeavour is operated by the Royal Australian Navy who supplies the permanent crew. She has accommodation for 24 youth crew in three cabins, two six berth (for girls) and one twelve berth (for boys). The youth crew is chosen from an age range of 16 to 23 years. The brigantine runs a three-watch system. The *Leeuwin II* by contrast runs a four-watch system.

Young Endeavour has a steel hull with a plywood and laid teak deck and is equipped with two turbo-charge diesel engines driving two fixed pitch propellers of 0.8 metres diameter. There are two 40 KVA generators supplying power. There is tankage for 17 tonnes of fuel. Her 13 tonne fresh water capacity is supplemented by a reverse osmosis desalination plant.

Masts and spars are aluminium and the areas of the ten polyester sails are-

| | |
|---------------|--------------------|
| Fore course | 97.9m ² |
| Topsail | 80.4m ² |
| Topgallant | 65.1m ² |
| Fore staysail | 68.3m ² |
| Mainsail | 99.8m ² |

| | |
|--------------------------|---------------------|
| Main gaff topsail | 42.2m ² |
| Main staysail | 58.0m ² |
| Main topgallant staysail | 55.8m ² |
| Jib | 81.6m ² |
| Fisherman staysail | 97.0m ² |
| TOTAL | 746.1m ² |

Standing rigging is stainless steel while running rigging is stainless steel or synthetic fibre ropes. Something that struck me about the rigging when I first went on board was that unlike the *Leeuwin II* the *Young Endeavour* is equipped with large winches for halyards and sheets and it appears that team building pulley-hauley work would be rare. This teamwork is an essential part of sailing on the *Leeuwin II* and forms the basis of the ship's programmes.

The *Young Endeavour's* specifications are as follows-

| | |
|----------------|------------|
| Length on deck | 35m |
| Length overall | 44m |
| Beam | 7.8m |
| Draught | 4m |
| Displacement | 239 tonnes |
| Ballast | 34 tonnes |
| Maximum speed | |
| Under sail | 14 knots |
| Under power | 10 knots |
| (maximum) | |
| | 8 knots |
| (cruising) | |

Naturally the vessel is equipped with all the necessary navigation and safety requirements in the form of radar, GPS, gyro and magnetic compasses, weather fax, depth sounders, HF and VHF radios, EPIRB, eight 10-person liferafts, lifejackets, life-buoys, and so on.

The normal voyage is of 10 days duration although the youth crew that came to Geraldton would be



on board for 17 days, leaving when the vessel reached Fremantle. Besides her normal voyages along the east coast of Australia *Young Endeavour* has made a previous circumnavigation of Australia, a circumnavigation of the world and two voyages to New Zealand.

For those wishing to obtain more information on the brigantine and the sail training aboard her here are the address, telephone numbers, E-mail and Website.

Young Endeavour Youth Scheme,
PO Box 1661,
Potts Point,
NSW 1335.

Telephone 02 9368 1800 Toll free 1800 020
444 Facsimile 02 9368 0183

E-mail yngendvr@ozemail.com.au
Website www.youngendeavour.gov.au

Gratuities

From the Naval Chronicle of 1799 comes this small piece explaining the "Gratuities to the Relations of Officers and Others Killed in Action".

1. To a widow, her husband's full pay for a year.
2. Orphans, each the one-third proportion of a widow; posthumous children are esteemed orphans.
3. Orphans married are not entitled to any bounty.
4. If there is no widow, a mother, if a widow and above fifty years of age, is entitled to a widow's share.
5. The relations of officers of fire-ships are entitled to the same bounty as those of officers of like rank in fourth rates.
6. Captains are to set down the names of the killed at the end of the muster book, and on what occasion.
7. This bounty extends to those who are killed in tenders, in boats, or on shore, as well as to those on board the ships; also to those who are killed in action with pirates, or in engaging Brit-

French Bounty Ships

Qround the end of the nineteenth century and early twentieth century France tried to build up a large merchant marine of sailing ships and to encourage French ship-builders to build these vessels. To provide encouragement the government paid a bounty or subsidy per registered ton of vessel per one thousand miles sailed of 1 franc, 70 centimes or 1/4½d (one shilling and four pence halfpenny). This subsidy applied even if the vessel was in ballast. French ships could therefore sail long distances in ballast to secure a cargo. It also meant that such a vessel could take low paying cargoes and still make a profit. From the United Kingdom to Tasmania, San Francisco and return to London this bounty amounted to about £5,250.

The round trip from France to San Francisco and return earned a bounty of about £4,360. The criteria for receiving the subsidy was that the vessel had to be built, owned and registered in France and the crew must be French. A further requirement was that the seamen be reservists in the French Navy. The benefit of this was that on retiring from the merchant navy they received a government pension.

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- O'May, H. *Wooden Hookers of Hobart Town & Whalers out of Van Diemen's Land*. Government Printer, Hobart.
Allen, O.E. *The Windjammers*. Time-Life Books, Amsterdam. 1978.



The History of the Point King Lighthouse

This is another of the essays submitted to Rod Dickson's competition, and comes from Gemma Montefiore of North Albany High School. Regrettably the photocopies of the photographs that I received with the essay will not reproduce clearly enough to be included.

To facilitate the safe navigation and arrival of mail steam ships in the nineteenth century, run by Peninsular and Orient Steam Navigation Company, the British Government agreed to fund the construction of two lighthouses in Albany. One on the shore, Point King, and another on Breaksea Island. The mail steam ships were a service between Suez and Sydney using Albany as their port of call. These two lighthouses were the second pair on the Western Australian waters with the first being Rottnest Island and Arthurs Head.

The lighthouses were also closely associated with the development of the 19th century coastal navigation aids in Western Australian waters. Point King Lighthouse is also associated with the development of steam ship and mail services to Australia from Europe and the history of the Port of Albany.

On the 20th May 1857 a Perth inquirer reported that the materials for the construction of the lighthouse had arrived in Albany and that Captain Wray and his "party" were due to survey the area for the sites. (1) Wolfe, A. *The Point King Lighthouses Site Particulars and History*, Albany 1994.

15th May 1858 Captain Wray, Royal Engineers, Sergeant Nelson and a party of men, sent by Governor Kennedy arrived at King George Sound to select sites and commence construction.

The site selected for the lighthouse being Point King, on the northern shore of Princess Royal Harbour near the entrance. The original plans for construction were reported by Wray as, "*The building will stand on a mass of granite, the lowest point of the foundation being 17ft above high water. As there is a heavy wash in easterly winds on this point it would not be safe to build at a lower level, even if it were practical. No tools that I can obtain or get repaired here will make any impression on this rock so as to prepare a level foundation in any*

reasonable time, and I have therefore determined to adopt a plan of building iron frames let into jumper holes 3ft deep and run with lead. As these frames will seldom, if ever, get wet and they will be built in so far they cannot be exposed to the action of the atmosphere there will be no fear of failing from rust. I propose to build the light tower into the passage of the building. Its base being altogether too small to stand by itself, and I consider more essential that the keeper should be under the same roof as his light. There is a good source of water about a quarter of a mile from the house... (2) Wolfe, A. *The Point King Lighthouse Site Particulars and History*, Albany 1994.

The building being close to the edge, described as "within an easy stones throw" (3) with many people commenting on the fact that its very picturesque and an ideal picnic ground but very lonely for those that lived there. (3) McKail, N. Radio Broadcast 6VA, Albany 1970.

Construction began soon after and by early June a road had been cleared from Albany to the site. The light was now expected to be operating by 1st October 1858. Wray reported "*The Road party arrived here on the 28th and I have employed them in clearing a road to Point King. The building at Point King will give work for all the Albany carpenters available.*" (4) Wray then made arrangements for cutting timber for the lighthouse near the bridge on the King River. The lighthouse was erected by local tradesmen under a contract totaling £931/5/6. (4) Bulbeck, D. *The Story of the Pt. King Lighthouse and its Keepers*, 1965.

On Tuesday 9th June the ship *Prince of Wales* entered Princess Royal Harbour bringing the lights and fittings, landed on the 15th.

Problems soon arose and when an inspection was carried out, there was found to be cargo in bad condition and several packages broken. A report was



prepared by the Board of Survey. The report concluded that the cargo was damaged before it was loaded as the external condition showed no evidence of careless treatment; the ships crew and owners were not at fault. Repairs came to a cost of £64/17/0½. These costs proved evidence of Wray's theory that Albany was very expensive.

In addition to these problems it was soon realised that a top for the wooden light tower was not sent. The light would temporarily have to be secure by a cast iron bracket bolted to the timber framework. These repairs meant there was a delay.

On commencing the construction, Wray decided to relocate the site 13ft above and behind the original site, this was due to concern about the safety of high seas. In a report written by Wray he mentions that he had already commenced the foundations on the original site when the decision was made, but no evidence of this has ever been found.

The Perth newspapers were soon on to the story and supplied huge publicity, which created much interest and five people immediately applied for the position of keeper at either lighthouse. A month later another three people applied followed by one more in August. The lighthouse keepers of Point King were to be as follows:

William Hill 1857-1858. Hill was formerly a private with the 63rd Regiment, enrolling as a Pensioner Guard in 1853. He operated the lighthouse for only a few months and later died at Breaksea in 1864, officially declared lost from the cliffs.

Joseph Nelson 1858-1867. Nelson lived at the lighthouse with his wife and children after being transferred to Albany from Newcastle where he was a corporal of the Royal Engineers. Under his instruction the lighthouse saw many changes.

Samuel Mitchell 1867-1903. Mitchell was a religious and studious man who was very deaf from an earlier illness. He lived at the lighthouse with his wife and many children.

John Gregory Reddin 1903-1911. Reddin and his wife and children lived in the cottage until it was decided the light would be attended by the Pilot Station crew.

Construction moved on. The keeper's quarters were a single story four room stone cottage. It contained a central passage running north south. The wooden light tower was located at the southern end of the passage with a small opening for the entry. The kitchen and store were in the northern half and a bedroom and a living room at the southern half. Each room had a fireplace connected to a central chimney stack. The walls and floor were stone, Lime mortar and brick with a roof made with shingles and at a later date iron. There was no toilet and water was obtained from a nearby spring. The light shone for the first time on the night of 1st of January 1858.

More problems arose, the cask of whale oil used as fuel for the light was of poor quality which meant the visibility was poor, only 12 miles. And there were many complaints. The poorness of quality also meant that instead of trimming once a night the light had to be trimmed every three to four hours. Insufficient supply of quality oil led to conflicts with Captain Butcher, as the oil not only had to fuel the light but the lights on the channel buoys at the entrance to Princess Royal Harbour and the lantern on the Pilot Boat.

Throughout the lighthouses working days there were many additions made. These included a boundary wall to prevent accidents, this wall was built more than once due to poor construction. A verandah and a room, to enable a place for the set of barometers and thermometers for meteorological observations and prevent the rain beating into the passage, enabling two additional rooms to be built. A water tank was also installed during summer when the spring dried up.

Although the lighthouse was working, it was far from finished. The ladders in the light tower were unsafe, the plastering of the keeper's quarters wasn't done and there was no toilet. However over a period of time these jobs were completed other than it is not known what happened to the toilet.



By 1874 little or no maintenance had been conducted and being in such an exposed position had deteriorated. The government Resident was advised, "...repairs were absolutely necessary..." (5) Work was done and sufficed until 1875 when a lightning conductor was installed. Further repairs were carried out in 1876 and again in 1894. (5) Wolfe, A. *The Point King Lighthouse Site Particulars and History*, Albany 1994.

In 1910 Reddin's position was abolished and the light was placed under the care of the Pilot Crew who, each night trimmed and lit it. Breaksea would always report it if the light wasn't working. This act created a savings of £120 a year to the government.

Consideration was given to keeping the light operating but the light was in poor condition and not worth repairing. The Chief Harbour Master in Fremantle decided to close the facility and recommended that a skeleton light tower be erected in front of the lighthouse, the new light being fitted with an automatic acetylene light.

So on 10th November 1910 with the improvements of a 30ft skeleton tower, the building of an accumulator shed, supervision and contingencies the cost was estimated at £470/10/- but reduced to £343 after agreeing to a fitting of a 3 month unattended light service by the local Pilot Crew.

The materials for the accumulator shed were ordered and construction commenced on the tower and shed at the end of May 1911. Two extra accumulators were sent by the suppliers and instead of having 3 months service they had six.

By the 5th of December 1911 the light tower had been painted white, the sun valves had been connected and the Point King Lighthouse was again in operation. The Secretary for Public Works also recommended that the light be handed over to the control of the Harbour and Light department.

In 1912 precautions had to be taken to protect the operation of the light. A cover was fitted to prevent bird droppings getting on the glass panes of the lantern, wire netting fitted to protect the

glass from flying birds, a triple-pointed prong to protect the sun valve and each light was thoroughly examined every three months.

The lighthouse was converted into an observation post in the southeast corner of the building in World War Two to cover the entrance to Princess Royal Harbour. The house was connected to the Forts by telephone.

For the first half of the 1950's vandals caused damage to the accumulators shed, this damage was repaired but questions were raised over the security. The following year it was lime washed and the complete tower and light moved up the hill to where it is now located.

The lighthouse is now in a ruined state, the roof is gone and small sections of the walls have either collapsed or been removed. Some of the original wall render has fallen away to expose the lime mortar, which has severely eroded. The southeast corner has been demolished and rebuilt in ferro cement, the northeast room still contains remains of a brick oven and the building stands on a stone platform.

The ruins of this lighthouse act as a landmark for the community. It is situated just off a scenic walk below Marine Drive with the ruins being associated with the ghost of John Reddin (last keeper). It provides evidence of both the development of lighthouse technology in Western Australia during the 19th century and the development of Australian industrial technology. The ruin of Point King Lighthouse is a historical site showing the changes that have taken place throughout Albany history.

Annotated Bibliography

Primary Sources

Oral evidence

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Greenslade, F.N. Unveiling of Memorial Plaque Speech, Albany 1998.

Useful for information on the keepers.



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Hicks, B. *Aspects of Old Albany*, Albany 1991.

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Bulbeck, D. *The Story Of The Pt. King Lighthouse And It's Keepers*, 1965.

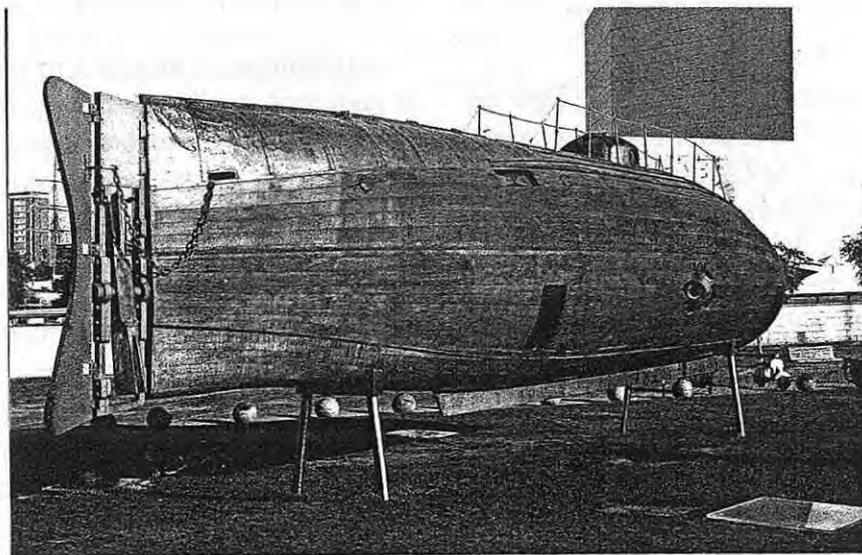
Useful for precise detail and personal accounts on the events.

Heritage Council, *Register Of Heritage Places*, 1996.

Useful for finding the various values of the ruin.

Nayton, G. *Archaeological Investigation Of Point King Lighthouse*, 1998.

Gives a good account of the construction of the lighthouse.



A Project to Consider!

In the article 'Little Dirk Lifting Her Lines' by Ross Shardlow which appeared in the June 2001 edition of the journal Ross concluded with the words "I heartily agree with Bill Leonard that lifting the lines off boats is something the MHA could seriously consider as an ongoing activity of the Association."

At least one project should be organised for the year 2002. Please put on your thinking caps and put forward suggestions of old boats that we can lift the lines from and so preserve them for posterity. This sort of project is practical work that the Association can and should undertake.



Monturiol's Submarine

Mike Igglesden has sent the following article and photographs. It appears that his daughter was recently in Portugal and, being the dutiful daughter of someone interested in maritime history, she obtained the information and photographs for Mike. He has kindly passed them onto the MHA for publishing. It is good that articles published in the journal (such as Jill Worsley's submarine history) elicit further articles and responses from readers.

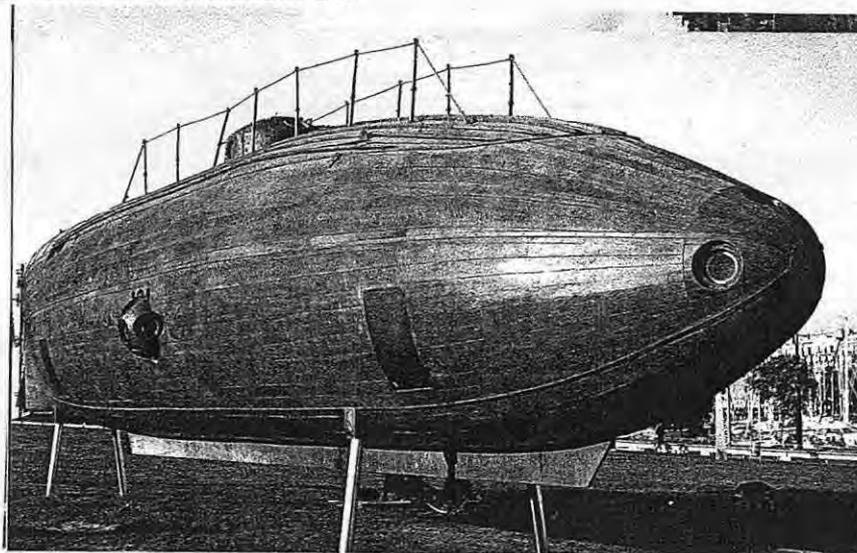
Would the real Captain Nemo please stand up? Narcis Monturiol I Estarriol (1819-85) was a curious character with, from all appearances, a generous heart. His interests were wide ranging. As an editor of publications defending workers' and women's rights he ran into trouble with the authorities and their censor's scissors. He also followed closely attempts to set up some (rather pitiful in retrospect) utopian societies in the Americas.

His optimism reached its high point in a rather different field – scientific invention. The bee in his bonnet was the submarine. By the beginning of the 19th century several attempts had been made to take vessels below the sea, some of them successful. But these projects did not attract funds and generally ended where they had started, on the drawing board.

In 1856 Monturiol got to work on his first wooden, fish-shaped sub, the *Ictineo*. It was about 6m

long – a cramped little underwater beast – but it worked. The screws were driven by the crew's muscle power and a shortage of air made the dives brief affairs, but Monturiol made more than 50 dives in the couple of years after he launched the sub in 1859.

He became an overnight celebrity but got no money from the navy. Undeterred, Monturiol sank himself further into debt by designing *Ictineo II*. This time he really did come up with a first. Seventeen metres long, its screws were steam driven and Monturiol had worked out a system for renewing the oxygen inside the vessel. Nothing like it had been built before. It trialled in 1864 but again attracted no money, either from the navy or from private industry. Everyone had something nice to say about it but Monturiol had spent a huge sum of money on it. In 1868, his creditors lost patience and had it broken up for scrap, a blow from which Monturiol never really recovered.



Two views of a replica of Monturiol's Submarine taken by Mike Igglesden's daughter in Portugal. Evidently visitors are not allowed aboard.



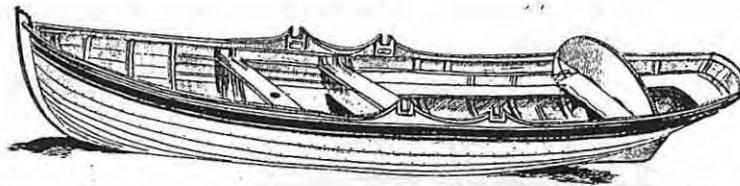
QUIZ

Answers to September 2001 questions.

1. The *Rapid* (built 1807) was wrecked at Ningaloo on the night of 7th January 1811 while on a voyage from Boston to Canton. The dimensions of the *Rapid* were L.O.A. – 104 feet, breadth – 28 feet 4 inches and depth – 14 feet 2 inches, tonnage – 366.
2. The Montebello Islands were named by Thomas Nicolas Baudin, the leader of the French exploratory expedition to Australia 1800 – 1804, after the battle of Montebello (9th June 1800) in which Napoleon defeated the Austrians. Montebello is in northern Italy.
3. There are 1,852 metres in a nautical mile.

Questions.

1. How many blocks of sandstone make up the portico carried on the VOC ship *Batavia*?
2. In what year was the Veeringde Oost-Indische Compagnie (united East India Company) or VOC founded?
3. What VOC ships are known to have left the Cape of Good Hope but never arrived in Batavia, i.e. they *may* be lying undiscovered off the WA coast?



75c Artist LIA

Apology: Due to various circumstances this journal was produced in a hurry and without proper proofreading. The following is the complete section 7 of *Gratuities*, page 14.

7. This bounty extends to those who are killed in tenders, in boats, or on shore, as well as to those on board ships; also to those who are killed in action with pirates, or in engaging British ships through mistake. They who die of their wounds after battle are all equally entitled with those killed in action.