

MARITIME HERITAGE ASSOCIATION

JOURNAL

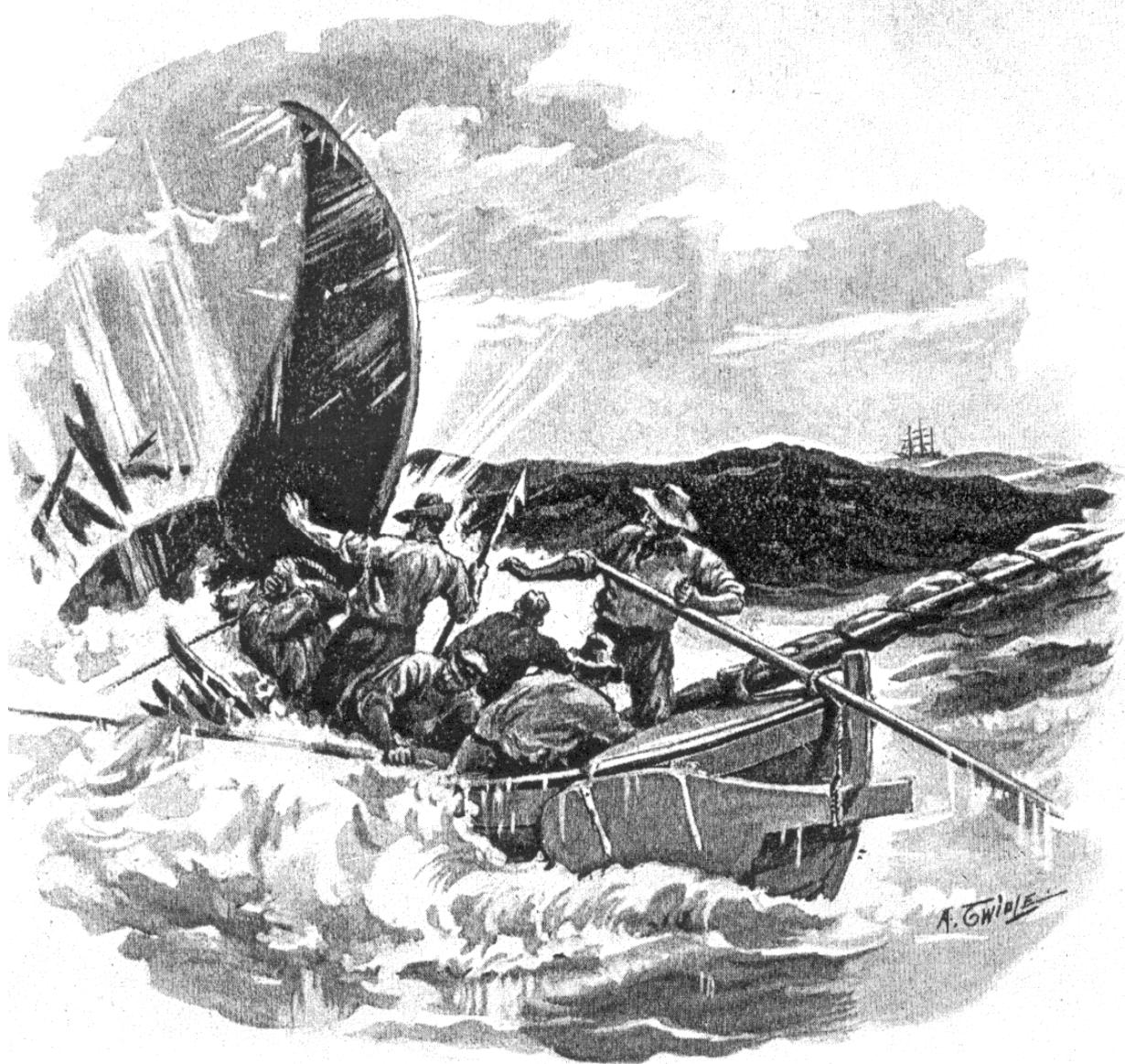
Volume 16, No. 2. June 2005

*A quarterly publication of the
Maritime Heritage Association, Inc.*

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*One of the many dangers associated with whaling in the 19th century
See Rod Dickson's article on page 14*



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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Presidential Tidings

Tidings: from the Old English Tidung meaning news and information. (Ed.)

Recently I was asked to go to Broome to give a lecture on the pearl industry and to conduct a writers' workshop. This was a most interesting and rewarding experience as I got to meet not only locals and grey nomads, but a ratbag that I first sailed with about 40 years ago. We joined the whale oil tanker, *Norwhale* for a voyage to Exmouth Gulf, carting a cargo of diesel fuel oil for WAPET during the exploration stages of the Rough Range.

Before we could load the cargo, though, we had to clean the tanks of whale oil residue. To do this we used blow torches to heat and melt the residue so that it could be scraped off. All this in the middle of a very hot summer, parked off Palm Beach Jetty !!!

Ray, (the ratbag), has recently been contracted to skipper an old pearl lugger, now being restored at Marko's Shipyard on the Esplanade at Fremantle. I was invited to visit the yard and have a look at the *Intombi*. The *Intombi* was built during 1903 by Chamberlain & Cooper at Fremantle for the Broome pearlers Penn and Graham Blick. She was subsequently sold into the wet fish industry at Geraldton. In 1939 Eric Gudmundsen sold her to Carl Miragliotta at Fremantle and she was renamed *Wendy*. She now has her old name back. She has undergone some modifi-



Tup at the sweep oar – staunch and fearless

Continued on back page



Tup Lahiff - A Great Aussie Larrikin

GRAHAM (TUP) JOHN LAHIFF

Born: Narrogin, 27 September 1938

Died: Perth, 18 May 2005

Tup, tuppence: (formerly) twopence. Not worth tuppence, very little value, trifling, worthless, insignificant, useless.

In that peculiar Australian idiom - everything he wasn't.

Irreverent, mutinous, larrikin, rouge, nonconformist, rule-bending prankster - he was. Also courageous, competent, good humoured, generous, mentor and friend, and a staunch advocate of Maritime Heritage.

Brian Phillips introduced Tup to the Maritime Heritage Association in November 1991. Brian and Mike Revelley were running the 'Amateur Wood Boat Building School' for the MHA, working out of B Shed, which was, at that time, part of the WA Maritime Museum. To allow Brian and Mike to get on with the business of teaching and boat building, Tup was taken on as manager and structured the school as an independent commercial enterprise working within the aims, objectives and facilities of the MHA. The program flourished - who can forget those halcyon days of a shed full of boats, the sausage sizzle sundowners, Digger and Norm giving a shanty, and Tup's sea anchor transport, the 'Agent Orange'.

In June 1994, the Museum (including the boat shed) was given notice to vacate B Shed. Tup just saw that as an opportunity to expand. To allow him to operate as a completely independent enterprise, the MHA formerly released its ties with the school; but not before negotiating a new site with the Port Authority, the old Plumbers Shed on Slip Street. With help from his mate Geoff Brown, Tup established 'Wooden Boat Works' to keep alive the traditional skills and to give opportunity to disadvantaged and long-term unemployed youth. Being a much larger shed, with higher overheads, it was never easy, and only grew by his ferocious tenacity to make something worthwhile happen.

From this shed, the MHA and Wooden Boat Works worked on one of our most rewarding joint projects - building the replica 1852 Rottnest Island Pilot Boat. Tup made no hesitation to point out to the *Endeavour* and *Duyfken* managers, this was Western Australia's first replica, the original boat being "designed and built in Western Australia, by a Western Australian, using Western Australian timber, for Western Australian requirements."

One might presume launching and sea-trialing a 28 foot boat might require attention to certain regulations, but as soon as Tup mustered a crew, and with no-one in authority looking, he launched the boat, appropriate-

ly, from the old Pilot Slipway. Then he paraded it up and down the Inner Harbour under oar and sail, and a large Red Duster, before audaciously taking her out through the heads to the open sea. I have no doubt we were being observed - but it seems it was with a Nelson's Eye.

More recently, with the building of the new Maritime Museum, Tup was again given notice to vacate the premises; this time it was the Museum who required his shed. Again he fought back with a fearless determination and healthy disregard for authority, negotiating a new, even bigger shed, closer to the water and the slipways, centring Wooden Boat Works in what must become, the Maritime Heritage Precinct of Fremantle.

Tup was born in Narrogin, 27 September 1938, lived at Toodyay for some years before moving to Mosman Park in 1947. In 1951 he joined the Cottesloe Surf Life Saving Club, proving himself to be a great sportsman, competing successfully in numerous State and national titles. Serving a time as President of Cottesloe and being honoured as Life Member, in 2003 he was inducted into the WA Surf Life Saving Sporting Hall of Fame - or as some wag was heard to say, Hall of Shame. In 1995 he joined the rival North Cottesloe Club and became a regular ski-paddler. His competitive spirit also won him acclaim at football, rugby and yachting, not to mention the odd parachute or bungy jump, and several fiercely competed Avon Descents.

His funeral could only have been scripted by himself. Near 1,000 crowded the Cottesloe club to give a rousing applause to his brightly coloured, caricatured "life of Tuppy", coffin. "Don't clap," someone shouted, "you'll only encourage him." And someone had graffitied his name all over that sacred icon of Cottesloe, the pylon. After two hours of celebration, his coffin was taken to Karrakatta for a private service. He is survived by his beloved daughter Sara and his partner and sole mate Jane.

Tup's ashes have been scattered along the surf and sand of his beaches between the Cottesloe and North Cottesloe Surf Clubs. Vale Tup Lahiff - so long.

Ross Shardlow

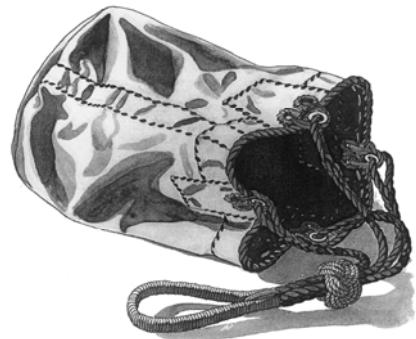
So long - Seaman's farewell, goodbye. From the East Indian 'salaam'.



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!)



Francis Péron on his return to France after taking part in the Baudin Expedition submitted a secret but now recently published document called "Mémoire sur les établissements anglais à la Nouvelle Hollande". In it he canvassed a military invasion of Port Jackson, in concert with disaffected Irish convicts held there under Governor Philip Gidley King.

To build a 74 gun ship of the line needed more than 3,000 loads of timber, perhaps about 80 acres of trees. It also required about 1,000 pulley blocks and about 40 miles of different diameter ropes for rigging, anchors and gun tackles.

In 1782 a 74 gun ship, built by a commercial builder, cost £26,088, prior to fitting out and rigging in a Royal Dockyard. The time allowed in the contract for building was 2½ years.

Rogue's yarn. In rope manufactured for the Royal services, it is the practice to interweave one yarn of a colour different from the rest. This is called the rogue's yarn, because it can be identified if stolen. And, moreover, since each dockyard may have its distinguishing colour, a rope may be traced back to the place at which it was made, which is a wholesome check upon defective manufacture. (Ansted, A. 1897. *A Dictionary of Sea Terms*)

In August 1616 the directors of the VOC ruled that their ships enroute to the East Indies should not call at any other port than the Cape of Good Hope. Failure to obey this rule resulted in a fine of 600 guilders.

In 1952 the Japanese research vessel *Kaiyo Maru* was destroyed, along with nine scientists and twenty-two sailors who lost their lives, when the undersea volcano being investigated erupted.

On 17 June 1801 Jacques Felix Emmanuel Hamelin from the French vessel *Naturaliste* named Heiresson Island.

The Fly River, the large river entering the sea on the southern coast of Papua New Guinea not far from Cape Yorke was named in 1844 after *HMS Fly*, a sloop built in 1831 of 485 tons, carrying sixteen 32 pound and two 9 pound cannons. Under the command of Captain Blackwood the vessel was surveying the Great Barrier Reef, Torres Strait and the south coast of New Guinea.

The cutter *HMS Mermaid*, used by Philip Parker King for his surveys of the Western Australian coast in the early 1820s, was sold out of service in Sydney in 1824. She was subsequently wrecked on Frankland Reef, northern Queensland in 1829.

In Western Australia up until the end of World War II both crayfish and tuna were used mainly as bait for line fishing. Only very poor people ate them!

The first fishing boat in Geraldton to be fitted with a motor was the *Garnet* in 1938. The boat was owned by Bill Burton and the motor was a Penta 7 -10 horsepower petrol engine.

In the early days of the fishing industry the wind bag or "sound" from Jewfish was saved after gutting. It was washed and then dried in the rigging, before being sold to the Chinese who made soup from it.

In 1843 the fare for the ferry trip from Perth to Fremantle was 3/- . Cargo was carried at 15/- per ton.

Barratry. Fraudulent claim. Usually applied in



A Coil Of Old Rope?

Part three of Ray Miller's story of the nautical side of his younger days.

When I returned to Perth from Wotjulum Mission in mid 1956 it was suggested to me by one of the ministers of the Presbyterian Church in Perth, that I should give some thought to the possibility of studying for the ordained ministry, so that sometime in the future I might be able to go back to Wotjulum as the Superintendent there. I loved the full-blood Aboriginal people I had worked amongst in the Kimberley; I would not mind going back again. The suggestion certainly had its attractions.

So it was proposed that for the remainder of that year I should do some study by way of preparation for sitting the Entrance Exam. This would allow me to sit for an Adult Matriculation and, if successful, seek admission to the U.W.A. There I would study the first four units of a Bachelor of Arts Degree. This was a three-year course which, when complete, would gain me an entrance to the Theological Hall. Just at this time these studies were beginning to be run jointly by the Presbyterian, Methodist and Congregational Churches for the training of ministers.

The burning question was: - "What would I do for money?" I certainly did not have much money after four and a half years on a Mission Station where we were paid little more than our costs of living with bush tucker included. So in my penury it was up to me to earn money by doing odd jobs like pruning or felling trees in private gardens, house painting, carpentry jobs or whatever work I could get. If it had not been for the support of my parents and friends, I would not have survived. I had applied for a Commonwealth Scholarship but that did not become available until the commencement of the 1957 study year. This provided about £3.10.0 (\$7.00) per week and it helped, but not enough to buy books as well. Many kind friends knowing my predicament found work for me to do, so I managed to get by well enough.

I put in my very best efforts at Uni. But I was at rather a disadvantage - it had been 13 years since leaving school where I had passed the Junior Certificate in 6 subjects. I had not done any History,

and English and European History was something I would need in Theological Studies, they said. The first four subjects I sat for in my first year Arts Degree were: - English, European History and the Reformation, Psychology I and Greek I B. Of those subjects I passed in all but History. The conditions for receiving the Commonwealth Scholarship were that I would have to make up the missed subject, History, at my own expense. When all first year subjects had been passed, the Commonwealth Scholarship could be re-instated. The church considered my only practical option was to be sent as a "Home Missioner" to a country parish, where I could be paid a stipend and have a parish to run. I had a choice: I could go to Merridin or Kondinin, both wheat-belt towns. I chose Kondinin because my parents had good friends there whom I knew well.

I served three years at Kondinin and thoroughly enjoyed my time there, despite what happened half an hour after my arrival. That Monday morning in March 1958, on reaching Kondinin after driving up from Perth, was quite unforgettable. I got there at 9.30 a.m. At 10.00 a.m. while I was still sizing up the Manse, and trying to decide in which of its five bedrooms I would sleep, there was a brisk ring on the front door bell. A gentleman was there saying he was the Funeral Director from Narrogin and would I conduct a Funeral Service for a Dudinin family at 2.00 p.m. that day! Dudinin was one of the preaching places usually served by the Home Missionary from Kondinin, so I felt obliged to be there just before 2.00 p.m. Dudinin was 58 kms south-west of Kondinin, 13 kms off the Kondinin-Narrogin Road south of the Jitarning turn-off. I had never been to Jitarning or Dudinin before, nor had I ever conducted a funeral service, although I had been present at a few funerals of people whose families I knew.

Here I knew no-one except the undertaker whom I had just met at the door. It did not occur to me to tell him I had not previously conducted a funeral service. After telling him I would see him later, I dived into my box of books and dug out my Presbyterian Book of Common Order. This most helpful little book contained outlines of a number



of Orders of Service for all sorts of occasions, such as Weddings, Baptisms, Worship Services and one only Funeral Service. It said, "To be conducted in a house or a church or at a grave-side", alternatives that, so far, had not entered my head. I did not know which of these options the family had chosen, so I prepared myself to take whichever was told me at Dudinin. My thought was that if I went early and got there, say, half an hour before 2.00 p.m. I would have time to gather my wits, meet some of the family and friends and get into step with their mood and discover the relationships within the group.

This must have been a fortuitous decision, because there developed such a good rapport between all present at this burial, that even after three years, the Dudinin flock always turned out in force at their monthly Sunday services. I felt very thankful and humbled by the response I received in Dudinin. All because of what was, for me, a rather terrifying day of arrival in the parish!

At the beginning of my third year at Kondinin, I had married Jan, my fiancée of twelve months, on the 23rd January 1960. We had our first year of married life in that large manse, in that very large parish with its seven preaching places, (and an eighth at Lake Varley, on those months, four times a year with a fifth Sunday).

However, at the end of my third year in Kondinin, I had come to the realisation that I was not on the right track. I was missing working with my hands and wanted to get back into boatbuilding if I could. So when the Church asked us to move to the Merredin parish, with another rather dilapidated manse to refurbish, I decided to resign. It also seemed an opportunity to make some other changes.

I borrowed a large farm truck from our Church Secretary, Bill Smoker, fully loaded it with all our furniture and belongings, and set off for Perth. A Kondinin friend, Norm Lampard, came with me to share the driving and help me unload the furniture. We stayed the night in Perth. Then early the next day we loaded up the materials for two sets of septic systems, including the cisterns and pedestals, cement and four 4ft. diameter concrete well liners. These and some other farm requirements we back-loaded to Kondinin. I remember we got back to Bill's farm about 1.30 in

the morning! It had been my friend Norm's and my birthday that day, and we reckoned it was the longest birthday we had ever, or would ever have, that 31st January 1961!

Once back in Perth Jan and I had the task of finding somewhere to live and looking for work for myself short-term until we could set some long-term goals. Again, our many friends from the Church supported us, almost spontaneously it seemed. I was kept busy with work to do of all sorts and we wanted for nothing. We were expecting our first child in June.

It was a busy time: we rented a small flat in Cottesloe and I worked like a navvy. That year we bought a block of land, built a house on the block, our daughter Kirsty was born on the 27th June, the builder completed his work on the house, without doing the interior painting and the cupboards which I had agreed to do myself. Most of this I achieved, and we moved in on the 16th December 1961.

For paid work I had during that same year taken a boatbuilding job with Stewie Ward, my patrol leader of Sea Scout days. He had two factories, his main one and office in Jarrad Street, Cottesloe, and the other in Riverside Drive, East Fremantle, where I worked. There we (5 of us) were building production run twenty-three and twenty-six foot plywood launches for customers who wanted either outboard or inboard-outboard motors installed. This was work I loved doing and I was happy there. After a year or so Stewie asked me to work in the Cottesloe factory where he had a couple of bigger jobs to do - a forty foot cray-boat for Geoff Lyons and a thirty-three foot luxury launch, *Rambler*, for Roly Goonan. These were really good custom-built boats, finished to a very high standard in every detail and I was revelling in it.

This work continued until early in 1964 when Stewie ran short of work and was forced to put several of us off. I managed to get a job with Eric Thomas in Myaree, a mile or so from my home, so it saved me quite a lot of running in my ancient Austin A40 ute. Also, Eric was prepared to pay me two pounds a week more, and I got home from work in five minutes after knocking off in the afternoons. This gave me more time around our new home where there was still plenty



of work to do. Jan was expecting our second child in April that year and when our son, Mark, was born on the 20th of that month, everything was going pretty well for us.

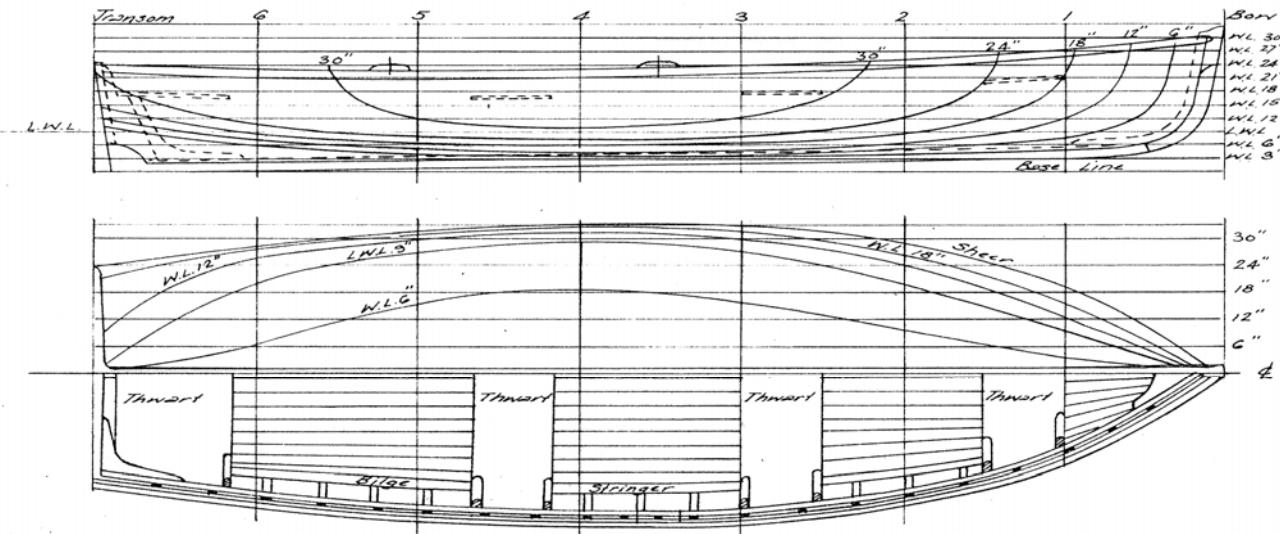
Boatbuilding as a trade is somewhat seasonal and also affected by the state of the economy. In the building of small boats particularly, it is not uncommon to be working flat out on a number of orders for six to nine months or even a year, then to have a quiet patch with very few or no orders coming in. It was at such a time when I was working for Eric Thomas that business went quiet. However, Joe Millard and his son Ray were starting up their Boat Building Division in Osborne Park and they asked if I would like to be their foreman. They had orders, they said, for three twenty-eight foot Raymond Hunt designed, Bertram style launches. They offered me good wages and the use of a Ford Transit van for coming and going to work and for picking up materials and hardware supplies.

of Herbie (Bert) Teske, at that time the chief engineer at Chamberlain Industries. Fortunately for him he had a firm contract, but he still had a lot of difficulty in getting his boat completed. Those of us (four) who had done all the work as far as it went, found ourselves unemployed. Such is the nature of the game.

One of that team of four, doing all our lofting work for us at Millard's, was boat builder Harry French, who was quite an accomplished boat designer in his own right. He had a crayboat design on his drawing board at home and an order to build one for professional crayfisherman Noel Wright, a boyhood neighbour of mine back in the 1930's and 40's. So Harry asked me to join him in this project to build a thirty-eight foot crayboat in a hired shed in Hamilton Hill. We were very nearly finished that job when one morning Harry arrived at work at about 9.30, instead of his usual 7.30. He told us that, unfortunately, his accountant had told him that he was insolvent and that he would have to put us off

14 FOOT WORK DINGHY WITH OUTBOARD MOTOR DRIVE.

Length o/a - 14 feet; Beam at Station 4 - 5 feet 6 ins; Draught - 9 ins.
All grown knees throughout. Steam-bent Ribs 1 $\frac{1}{2}$ " & 2 $\frac{1}{2}$ " spaced 8 ins. centres.
Bilge Stringers 2 $\frac{1}{2}$ " x 1." Inwales 3" x 1." Rubbing Band 2" x 1 $\frac{1}{2}$ ".



This job, while it lasted, was very good and we set up to build three identical hulls at the same time. But it transpired that having got three hulls completely framed up and ready for putting the plywood skins on, the whole project was found to be considerably under-funded. There were not three clients for the finished boats, but only one, for one boat. He was a gentleman by the name

without the wages we had earned that week, and without any holiday pay.

As it turned out one of that team of four was a former cabinetmaker turned boatbuilder who had worked for Eric Thomas when I was there. His name was Alan Boaden, an excellent tradesman. I knew that Alan always had plenty of work to



do after hours for neighbours and friends, and so did I. So I suggested to Alan that if his neighbours and friends would be agreeable to his doing the work he had promised them, commercially, we could do so at the same rate. This would give us some cash flow, and of course I would do the same with my customers. It so happened that just prior to that time, I had noticed an empty factory to rent in O'Connor Light Industrial Area, and there was a phone on the floor still connected. The phone number of the agent was clearly displayed on his sign inside the window. Alan and I agreed to ring and find out the rent they were asking and, if satisfactory, we would ask the agent to come to the factory in Stock Road, O'Connor and let us in to have a look. While all that was happening, with Alan meeting the agent, I ducked down to my bank and spoke to the manager, whom I knew pretty well, and told him my story and what we were proposing to do. He agreed to open our business account and also offered us what he called "A Come and Go Overdraft" of up to \$100.00.

This was to enable us to pay our accounts for materials at the end of the month, provided we ensured that our customers paid us on delivery for the work we had done for them. Everything seemed to fall nicely into place, so that having lost our jobs at about 10.00 a.m. we were now in business at 12.30 p.m.!

Our first task was to bring our small machinery from our home workshops to the factory, and to purchase the materials we needed for the jobs in hand and get cracking. That evening I rang a good friend of mine whom I had known for years, Max Box of C.M. Box Pty. Ltd., builders. I told him a workmate and I had started up in an informal partnership, intending to do general wood-working jobs. His immediate response was, "Give me one week and I will find you plenty of work." And he certainly did! From the moment we started in business Alan and I were flat out doing any and every kind of woodwork that came to hand, and we were getting paid pronto. We were charging out our labour at £1.0.0 an hour (\$2.00) and the money was rolling in. As it happened we had started our business in the same week that decimal currency was introduced, in February 1966. The work continued to flow in and we were never for one moment without work after that. We were extremely fortunate to have

landed on our feet after yet another boatbuilding collapse.

In those days there was still a small demand for wooden boats, although most boat builders were moving over to fibreglass-on-wood construction and some to all-fibreglass boats, which required much more capital to establish. Alan and I found there was still a small niche for building dinghies as yacht tenders, and small sailing and training craft such as Mirror Dinghies, Pelicans and Rainbows. We also had other private orders for Manta Catamarans, of which we built five over the next couple of years.

It turned out that as Alan's contacts were more for cabinet work and mine were for boats or boat work, we had two strings to our bow, as it were, which was a good mixture with plenty of variety. By the end of our foundation year, 1966, Alan and I had changed the structure of the business somewhat. Because he preferred to work an eight hour day without so much overtime, he asked me if he could withdraw from the partnership and continue to work with me on wages. This agreed to, so we cancelled the Boaden and Miller business name and informal partnership, and registered the new business name - "Millercraft General Woodworkers". This name had the hint of boat building in it, and by the added words "General Woodworkers" it kept the door open for any other woodwork that should come our way. The result was that my wife Jan and I were the registered partnership, with Alan Boaden our leading hand employee. This arrangement continued non-stop for another ten years, when Alan was offered what seemed a better opportunity in Mandurah. A couple of years later he returned to our employ; the commuting back and forth to Mandurah was skimming the cream off the job.

Altogether we occupied that rental factory continuously for twenty one years. The last of those years was taken up by the work we did in making the masts and spars for the sail training ship *Leeuwin II*, as well as our other work. Towards the end of 1987, while speaking one day to Steve Ward, the son of my old patrol leader and employer, Stewie Ward, I heard about a project due to commence in Fremantle on the 1st January 1988, to build a replica of Captain Cook's ship *Endeavour*. Would I consider closing up my business in Stock Road (since I was considering

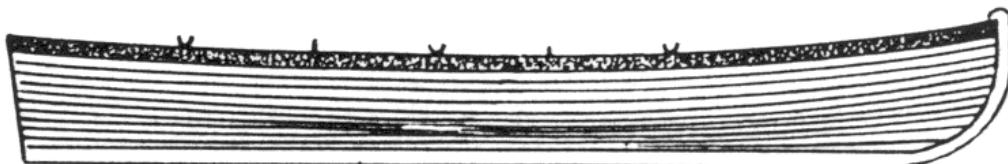


retiring) and selling all my plant and equipment to him? He was to be the chief hirer and firer of labour to build the *Endeavour*'s frames in his factory in Henderson. The hull would be assembled in the ship-shed in Mews Road, Fremantle. We worked out an acceptable valuation of my heavy plant and equipment, and the deal was done. I was to submit monthly invoices for my labour and extra business expenses to him, and he would give me a cheque within the week. This arrangement worked well for both parties.

I was now committed full-time to the "Endeavour Project" with all my future work found for me. What is more, I was in at the ground floor on a job that was absorbingly interesting and challenging. My main task would be to build the masts and spars for the *Endeavour*, but the timber for these was still to come from the U.S.A., where it was being milled and laminated. Meanwhile, I was to be involved with the machining and glue laminating of the frames and erecting them on the keel at Fremantle. When the material arrived from America a year later I moved over to the mast and spar department. Because there was insufficient space to build these alongside the ship by then taking shape in the ship-shed, a factory in Garling Street, O'Connor, still under lease to the America's Cup Defence Team for its aluminium mast-building workshop, was used. All the oregon tim-

ber was delivered straight from the ship to the spar-shop. Here it was carefully stacked to keep it straight and dry until it was worked upon by the team of four men chosen for the job. These were: - Brian Phillips, boatbuilder; Mike Rowe, shipwright; Peter Bellingham, mature-age boatbuilding apprentice from New Zealand who was on loan to the "Endeavour Project" for one year, and myself, boatbuilder in charge of the spar shop.

To be continued...



The Stolen Steamship *Ferret*

A letter was received from Ron Parsons of the Australian Maritime Historical Society regarding the article on the *Ferret* mentioned in the March 2005 journal. Ron states:

While writing I would mention that in your article about the *Ferret* it is suggested she spent most of her Australian career in South Australian waters – that is perhaps true as her last 20 years was almost exclusively in the gulf trades but the first 17 years of her Australian trading saw her in Western Australian waters most of the time although, as mentioned, she did spend a little time in the

Queensland coastal trades – a small point but perhaps of interest to your West Australian readers.

The increase in gross tonnage measurement in 1885 was due to the additional passenger accommodation provided by the 'houses' added to her superstructure before entering the West Australian trades.



A Little Bit Of History

A short article by Brian Lemon on the fast ferry *Hydroflyte 26*.

I wonder how many people can remember the *Hydroflyte H26*. This was the first of the fast ferries built by the Kitcher Family in the early 1970's. Some years later the *H33* was built, almost the same but with subtle modern differences.

Some time in the late 1970's I was able to take a series of photos of the *H26* and with the help of Mr Kitcher was able to make this 40" radio controlled model. It was a trip to Rottnest in mid-1970 that

whetted my "appetite" to build the model. *H26* eventually went to Cairns for the Green Island run. In 1979 while on holiday in Cairns my wife and I went to Green Island on the *Hydroflyte*. I showed the crew some of the photos I had taken of the model.

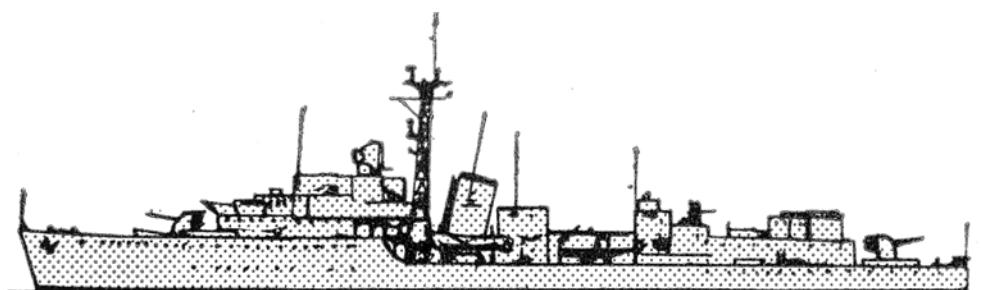


Brian's Hydroflyte 26 model at speed

Friendly Fire?

In the evening of 22 February 1940 a Heinkel He-111 bomber, piloted by Warrant Officer Jager, mistakenly bombed the German destroyers *Lebrecht Maas* and *Max Schultz*, part of a 6 destroyer flotilla operating near the Dogger Bank. Both vessels sank. The captain of another destroyer, the *Theodor Riedel*, thought the attack was from a submarine and dropped depth charges which severely damaged his own destroyer. The Flotilla Commander (Commander Fritz Berger) in

the *Friedrich Eckoldt* ran over one of his own boats which was attempting to rescue sailors from the sinking ships. In the resultant hysteria and chaos, 578 sailors from the four destroyers lost their lives. On return to base Jager claimed 2 ships sunk with 5 bombs. When the mistake became obvious, Hitler is reported to have demanded an immediate inquiry. The result of this inquiry is not known.





Book Review

Me No Go Mally Bally: Recruiting & Blackbirding in the Queensland Labour Trade 1863-1906. A review of MHA member Wal Bird's book published this year.

MHA member Wal Bird wrote an article which appeared in the June 1999 edition of this journal entitled "Gunboat Diplomacy: The Murder of Bishop Patteson". The item narrated the story of the murder at Nakapu in the Santa Cruz Islands in 1871 of John Patteson, Bishop of the Anglican Melanesian Mission, and the subsequent reprisals by *HMS Rosario*. This incident occurred during the infamous Queensland Labour Trade of 1863-1906, a period of kidnappings, murders and reprisals under the guise of labour recruiting. The story now appears in one of the chapters of a new book by Wal on the history of that dark time in Australian history.

Me No Go Bally Bally ('Mally Bally' is Pidgin for the town of Maryborough in Queensland) is the second book written by Wal Bird to be reviewed in this journal. The first was *South Sea Island Trader*, reviewed by Nick Birmingham in the June 1998 edition. Wal's latest book is a short history of those turbulent years when slavery was semi-legal.

It is full of well researched incidents which demonstrate not only the brutal way in which many of the recruiters went about obtaining labourers for Queensland's sugar plantations, but also the retaliation by some of the island people against the wrongs done to them. Often the reprisals were carried out against a vessel for wrongs done months before by a different recruiting vessel. The book shows the imperfections in the laws of the time, and the often inadequate attempts by the Royal Navy to exercise some sort of control over the harsh trade. It was not until the mid-

1880s that real progress was made in attempting to put a stop to the kidnapping of islanders.

In all over 62,000 people from various Pacific islands were induced, coerced or kidnapped and taken to Queensland. Some 16,000 never returned to their villages, many having died. The author acknowledges that this book does not cover the devastating effect that this brutal trafficking in human lives had on the people involved, both those "recruited" and their families left behind on the islands. Here is ample scope for a follow-up work on this aspect.

This is a book well worth reading for its unbiased account of those turbulent times. Wal has included a wealth of facts and incidents in such a short work, and it is hoped that one day the author, or someone else, will expand on this little known period of Australian history. The book is researched from printed sources only, and a bibliography lists these. Research involving interviews with descendants of the people involved would complement this book.

There are nearly fifty illustrations in the 111 page, A5 size book which is available from the publisher Ginninderra Press, PO Box 53, Charnwood, ACT 2615 at \$25.00 plus \$5.00 p&p. **OR** Hesperian Press Bookshop, 65 Oats Street, Carlisle, WA (thus saving postage for WA readers)

Test Your Local Knowledge! (For Sandgropers only)

Do you know where on the Swan and Canning Rivers can be found the following geographical locations?

Chidley Point, Coffee Point, Deepwater Point, Heirisson Island, Keanes Point, Mill Point, Pelican Point, Point Brown, Point Direction, Point Dundas, Point Heathcote, Point Resolution, Point Roe, Point Walter, Point Waylen, Preston Point, Prisoners Point, Quarry Point, Ron Courtney Island, Salter Point, Wadjup Point.

For answers check your UBD or StreetSmart



Ships of the State Shipping Service

This is the third ship in the series by Jeff Thompson of the Fremantle Branch of the World Ship Society. The article is reprinted courtesy of Jeff and that Society.

No. 3 *Western Australia* Official Number not known

The State Steamship Service acquired its third vessel in 1912, the first for the service to North-West ports, and being capable of carrying both passengers and cattle. Around this time the price of meat had been a contentious point with voters in the metropolitan area. It was politic, with the formation of the new State enterprise, that cattle would be brought down from the northern cattle stations to allow cheaper meat in the Perth area. This would occur with the new vessel, *Mongolia*, later to be renamed *Western Australia*.

The *Mongolia* was purchased from the Russian owned East Asiatic Steam ship Company on 20 May 1912 through the W.A. Agent General in London. *Mongolia* was completed for the Russian owned, Chinese Eastern Railway Company for the express passenger service between Vladivostock and Shanghai by Stablimento Tecnico, Trieste, in August 1901. She was 2,937 gross registered tons, 2,833 deadweight tons, 104.92 metres overall, 13 metres breadth, with coal fired triple expansion engines giving a speed of 18 knots with twin screws. She was constructed with a turtle back forecastle and a counter stern. As *Mongolia*, she was saw service as a hospital ship during the 1904/05 Russo-Japanese War.

With alterations being arranged through London to suit the new service requirements the *Western*

Australia left Fremantle on 6 November 1912 on her maiden voyage to North-West ports. Though very fast, the *Western Australia* proved unsatisfactory for local coastal services by consuming too much coal. On 1 June 1916 the *Western Australia* left Fremantle for Britain where she was to be sold. However, the next day she returned for repairs, leaving shortly after. Later that year the vessel was requisitioned by the British Admiralty as a fast hospital ship between France and England, staffed by Quakers. On 28 January 1918 she reportedly collided with and sank the torpedo-gunboat *HMS Hazard* off Portland Bill in the English Channel. In 1919 at the end of hostilities the ship was returned to the W.A. Government and put up for sale. The Swedish shipping company, Rederi Aktb Svenska Lloyd, Gothenborg bought the vessel for service between London and Gothenborg and renamed her *Patricia*.

In 1929 *Patricia* was sold to the United Baltic Corporation of London for their service from London to the Baltic ports and renamed *Baltavia*. In 1935 she was sold to shipbreakers.

This rare photo opposite shows Western Australia in her role as H.M. Hospital ship 1918. Navarro collection.

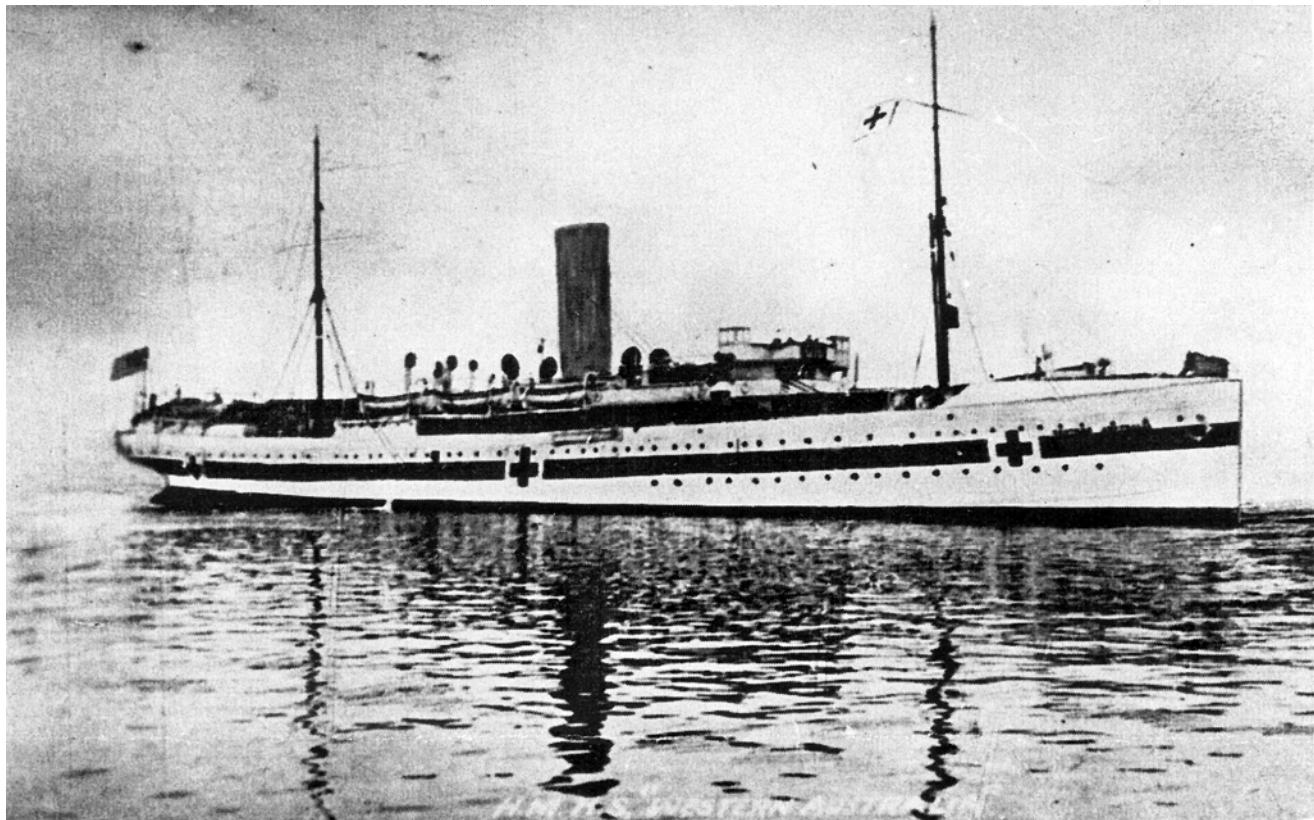


Whalers

German Melville, author of the classic *Moby Dick*, wrote:
For many years past the whale ship has been the pioneer in ferreting out the remotest and least well known parts of the earth. She had explored seas and archipelagoes which had

no chart, where no Cook or Vancouver had ever sailed.

With reference to Australia he added:
After its first blunderbore discovery by a Dutchman, all other ships shunned these shores as pestiferously barbarous, but the whale ship



The following item is from Brett, H. 1924. *White Wings: Fifty Years of Sail in the New*

One of the fastest sailers visiting New Zealand in the seventies was the barque *British Empire*, a vessel of 1499 tons, owned by Mr. George Duncan, of London, and sent out by the Shaw, Savill Co. She came to Auckland on two occasions bringing a large number of immigrants and a few saloon passengers, among the latter in 1875 being Mr. Arthur Colbeck, Mr. J. W. Smith, Mr. A. Blake Green, and many others who have made successful settlers and held prominent positions in the Dominion.

On each of her runs to Auckland the barque was under the command of Capt. Mather. The *British Empire* sailed from Gravesend on July 1st, and arrived in the Waitemata on October 7, 1875, making a fine passage of 88 days from the docks. Her next visit to Auckland was in 1880. She arrived on February 4th after another good passage of 93 days from the docks. The same vessel made one voyage to Dunedin under Captain Rowe, arriving there on September 8th, 1875, doing the run out in under 100 days.

Another ship bearing the same name, a large ves-

sel of 2600 tons, arrived at Lyttelton on September 6th, 1864, with 33 saloon and 366 immigrants. The "Lyttelton Times" reporting her arrival stated she was the largest ship which had ever entered Lyttelton harbour.

There is a history attached to this vessel. Bad luck appears to have followed her even during her early days. As the vessel was being towed down the river from Bristol, a place where the tide has a great rise and fall; her bow stuck on a projecting part of the bank. The tide running out very fast at the time swung her round until the stern caught the opposite bank and left her high and dry and several lighters and small vessels actually sailed under her. Naturally such a large ship was severely strained and considerable law costs were involved. The ship was floated again during the next tide and some repairs effected. Finally, bad luck having kept close company with her, she was wrecked with many other vessels in a tidal wave at St. Thomas, West Indies.



The Whaleship *Islander*

Rod Dickson has been generous in sending an excerpt from his forthcoming book on whaleships in the seas of the south coast of Western Australia. In transcribing them I have, I hope, kept the spelling, punctuation and grammar of the extracts exactly as Rod copied them from the original logs.

In the Journal, Volume 15, No. 3, dated September 2004, there appeared an article about a whaling vessel named the *Islander*, allegedly Western Australia's first whaling ship.

I have transcribed the ship's log book for the voyage which began on the 25th of July 1871 and ended at Hobart on the 13th of March 1873.

Following are the parts of the log book recording the ship's whaling exploits on the south coast of Western Australia. It may be of interest that when Captain Hiram Swift took command of the vessel he carried his wife with him and in the ensuing ten years she gave birth to their four children on board the ship at sea. On a couple of occasions, on arrival at Albany, Mrs Swift and children would go ashore and stay with friends while the ship whaled on the south coast and when the ship reentered King Georges Sound for wood and water Mrs Swift would rejoin the ship.

The ship subsequently visited Albany in 1874, 1875, 1876, 1877, 1878, 1880, 1881 and her final visit to these waters came during 1883.

Hoping this will be of some interest as it is typical of the many log books so far studied and shows some aspects of the whaleman's life and sometimes death.

ISLANDER American Bark, 277 t. Capt. John Hamblin New Bedford Albany

This 3 masted Barque was built at Fairhaven, Massachusetts during 1856 and her dimensions were length 104 feet; breadth 26 $\frac{7}{10}$ feet and depth of hold 15 $\frac{1}{10}$ feet. The hull was carvel built with a square stern and had two decks no galleries and a billet head.

On the 1st of April 1873 she was purchased and registered at the port of Hobart, Tasmania by William Gillam and then on the 4th of April 1873 the registration was transferred to Fremantle on the purchase of the vessel by a group of businessmen in Albany.

During this voyage which began on the 25th of July 1871 the ship sent home 695 barrels of sperm whale oil and never returned to New Bedford because of the sale of the vessel at Albany, New Holland, in April 1873. Her log *P.M.B. 811*, begins thus: -

Monday, July 25th, 1871; At 11 am the good Bark **ISLANDER** left the wharf in tow of the steamer **HELEN AUGUSTA** bound on a whaling voyage. The wind being fair and strong the steamer took us but a short distance and we set the topsails jibs and courses.

[The vessel continues sailing and whaling down the Atlantic Ocean and into the Indian Ocean slowly making her way to the south coast of New Holland.]

Tues, Oct 8th, 1872; Commences with moderate southerly winds and good weather. Ship heading ESE. Mid and latter part the same. At daylight saw Cape Lewin bearing east. Lat. 34. 15. S.

Thurs, Oct 10th; Moderate SE winds and fair weather. Ship cruising, spoke the



Barks **MERMAID** and **FANNY NICHOLSON**, reported having seen plenty of whales. Mid and latter parts much the same. Sent down the mainsail for repairs. Spoke the Bark **CANTON**. Lat. 35.00 S.

Mon, Oct 13th; Strong gale from westward. Ship under bare poles. At 5pm more moderate, set double reefed Main Topsail. At daylight saw the land in the vicinity of Bald Head.

Wed, Oct 23rd; Commences with moderate whole winds and squally. Spoke Bark **VIGILANT**. Middle part strong gales put the ships head towards King Georges Sound. Latter part, wind and weather much the same. At midday let go the anchor in the outer harbour off Point Possession, furled the sails and got dinner.

[On arrival the Captain reported that the ship had had a fine passage from Johanna via St. Pauls Island to King Georges Sound and that he had stowed 450 barrels of oil.]

Fri, Oct 25th; Light easterly winds and fine weather. *The Captain and his family went on shore.* Took on board one boat load of wood. At 11 am Captain came on board, took our anchor and proceeded to sea.

Thurs, Oct 31st; Commences with a moderate breeze from the south and fine weather. Three sails in sight. At daylight spoke the **MERMAID** and later spoke the Bark **GAZELLE** boiling a large whale. Light southerly winds . Lat. 35. 37 S. Long. 114 33 E.

Wed, Nov 6th; Commences with strong SE winds. Latter part windy with thick hazy weather. Saw the Bark **SWALLOW** had just finished cutting in a whale also saw the **CANTON** with a whale alongside. Weather so bad could not lower. Lat. 34. 58 S. Long. 114. 05 E.

Fri, Nov 8th; Moderate SW winds with some rain. Spoke the schooner **TWINKLING STAR** from Melborn for Freemantle. Mid and latter parts much the same. Land in sight distance 15 miles.

Sun, Nov 10th; Strong SW winds and good weather. Saw sperm whales going to the ESE quick. Saw them two risings. Did not lower the boats. Spoke the Bark **HERCULES**.

Mon, Nov 12th; Light SSE winds and best kind of weather. At 5pm saw sperm whales. Lowered four boats and gave chase, soon struck one and at 9pm took it alongside. Got supper and began to cut in. Finally gave it up until daylight. At 9am had him on board and made sail and stood to westward. Lat. 36.30 S. Long. 116.30 E.

Wed, Nov 13th; Light easterly winds and best of weather. Spoke the Bark **WATERWITCH** of Hobart. Mid part calm. Latter part light variable winds, the sky looking threatening. Five sail in sight.

Sun, Nov 17th; Commences with strong southerly winds and squalls. Two ships to windward, manoevring. Made all prudent sail and worked to windward. At 4 ½ pm saw whales going very quick to the westward. Chased with the ship until sunset. Mid and latter part same kind of weather without the whales.

Fri, Nov 22nd; Commences with increasing winds and overcast weather. Ship steering NW, three sails in sight. Spoke the bark **GAZELLE**. Middle part blowing a SE gale with thick rainy weather. Ship lying under close reefed Fore and Main Topsails and Topmast Staysail.

Sat, Nov 30th; Commences with increasing easterly gales. Took in Mainsail and Fore Topsail. Latter part blowing a strong gale. Some blackfish came about the ship. Killed one with a lance and got him without lowering a boat. Lat. 36.04 S. Long. 115.26 E.

Sun, Dec 1st; Commences with a gale from ESE with a very bad sea. The **ISLANDER** has made such bad weather this voyage so far. Had a sea to board us which filled the decks and stove the bulwarks. Mid part the same. At 8am blowing heavy. At 10am wind hauled to ENE and moderated. Lat.35.47 S. Long. 114.49E

Sat, Dec 7th; Moderate SW winds and good weather. We stood close in to Bald



Head in company with the Bark **SWALLOW**. Both Captains went to the town in one of our ships boats. At sunset took in sail for the night, Bald Head two miles distance.

Sun, Dec 8th; Light winds and fine weather. At sunset Captain came on board, made all sail and stood out to sea. At daylight saw Bark **HERCULES** chasing whales to the westward of us.

Mon, Dec 9th; Commences with strong easterly winds. Ship carrying all sail. At 3pm lowered four boats and gave chase to the whales. At 6pm struck one and lost him by the bowline in the short warp not being properly tied. At dark boats came on board. Got supper, the light on Breaksea plainly visible. At 5 ½ am saw the **HERCULES** to leeward with signals set. Ran down to her. Captain Baker came on board much troubled. One of his boats had struck a whale the afternoon before and when last seen a little after dark had him spouting blood. Wished we would assist him in trying to find her, a request which we were most willing to comply with. Cruised about the vicinity without seeing any sign of the boat or the whale.

Fri, Dec 13th; Breezy weather from the SW. Ship steering ESE. At sunset spoke the Bark **SWALLOW** cutting in a whale supposed to be the one the **HERCULES** lost. Nothing seen of the boat or the crew. At 8am raised sperm whales going to windward and lowered three boats but without success. Bald head bearing North, 20 miles. Three ships in sight, one of them whaling.

Mon, Dec 16th; Moderate southerly winds and good weather. At 5pm raised sperm whales and lowered three boats in company with the Bark **SWALLOW**. The **SWALLOW**'s boat struck the whale and got stove and the **SWALLOW** set colours for mating. The **ISLANDERS** boat struck and killed the whale and took him alongside the **ISLANDER** about 10pm. Got supper, set watches and let him lay alongside for the night. Latter part fine weather and increasing SW winds. Began cutting in.

[When the **SWALLOW** set the signal for mating it meant that whichever vessels boats struck and killed the whale they would share equally in the number of barrels of oil taken when the whale was boiled down.]

Fri, Dec 20th; Commences with strong breezes from the SW. **SWALLOW** in sight. Had two boatsteerers hurt by a cask of oil, think one has a broken leg besides a very bad cut in the leg.. Latter part finished boiling and cleaned ship. The whale turned up 105 barrels of oil. Mt. Gardiner and Bald Head in sight and the **ISLANDER** is making for King Georges Sound as fast as possible.

Sat, Dec 21st; Light SE winds and fine weather. Spoke the **SWALLOW** and gave her her part of the oil. At sunset got up the chains and bent them to the anchors. Our wounded men are comfortable. At 11pm let go the anchor off Point Possession. At daylight the pilot came on board and took us to the inside anchorage.

Sun, Dec 22nd; Part of the crew on shore for a run. Charles Cox and J. Smithers did not come off at sunset with the rest.

Mon, Dec 23rd; Strong SE winds and good weather. Stephen McKay, one of the boatsteerers that was hurt has this day been taken on shore for medical treatment. The Police brought off and delivered J. Smithers and Charles Cox.

Tues, Dec 24th; This morning hauled alongside the Bark **STAMBOUL** and commenced to put our oil on board.

Wed, Dec 25th; Still lying alongside the **STAMBOUL** giving her oil as fast as she can take it.

[*The STAMBOUL, when departing Albany, was sailing directly for New Bedford and Captain Hamblin saw the opportunity of sending oil home to the owners.*]

Wed, Jan 1st, 1873; Very fine weather. Watch on liberty. J. Smithers, Charles Cox



and Henry Murphy are missing. Suppose they have deserted.

Sat, Jan 4th; At daylight took the anchor and came out into the outer harbour. Henry Murphy was placed on board by the Police. Captain went on shore to finish up affairs. At sunset came on board. James Riley, seaman, rendered himself on board.

Sun, Jan 5th; Commences with strong NE winds and squally. At daylight Police boat came off and reported that Stephen McKay, Boatsteerer, the man who was so badly injured on December 20th was dead. Captain Hamblin went on shore. At 5pm the man was burried in the Protestant Cemetary, having a large funeral attendance. John McLean, seaman, came on board.

Thurs, Jan 9th; Commences with strong SE gales. At 7am took our anchor and commenced to beat out under double reefed topsails and courses, jib and spanker. At meridian ship about halfway between Breaksea and Bald Head. Split the mainsail.

Sun, Jan 12th; Strong SE gales, no sign of anything different. Mid part, same. Latter part, more moderate, out reefs and set main topgallant sail. Land in the vicinity of White Topped Rocks about 20 miles distant.

Wed, Jan 15th; Commences with light SE winds and very fine weather. Spoke the Bark **YOUNG PHENIX** and the Bark **CANTON**. Land 15 miles north. Latter part, wind SSE and fine weather.

Sat, Feb 1st; Commences with strong ESE winds and hazy weather. At 4pm saw sperm whales, lowered the boats and gave chase. Soon struck one and at 8pm had him alongside and all snug. Got supper and set watches, weather looking threatening. Mid part, more moderate. Latter part, fine weather. At daylight called all hands and commenced to cut in. At 9am finished cutting. Lat. 35. 12 S. Long. 115. 09 E.

Wed, Feb 5th; Clear, calm weather with a heavy southerly swell. Spoke the Bark **VIGILANT**. At sunset Captain Baker of the **HERCULES** came on board for a gam. Middle and latter part, light winds. Lat. 35. 15 S. Long 115. 36 E.

Fri, Feb 14th; Commences with increasing westerly winds and good weather. Spoke bark **HERCULES** cutting in a 90 barrel sperm whale. At sunset saw whales, did not lower. Latter part, wind and weather same.

[For the next two weeks the ship cruised between Capes Chatham and Leeuwin without luck.]

Fri, Feb 28th; Commences with clear calm weather. At 2pm breezed up from the SW. Kept the ship away for Bald Head. At 4pm got up the chains and bent them to the anchors and made ready for coming to anchor. At 5 ½ passed Bald Head. At 6 ½ came to anchor off Point Possession. Furled the sails. Captain went on shore. Hands employed in getting oil ready for shipment.

Sat, Mar 1st; Strong SW winds. Sent in a raft of oil to the Bark **SWALLOW** for transporting back to New Bedford. Latter part same weather. Sent the balance of the oil to the **SWALLOW**.

Sun, Mar 2nd; Weather more moderate. Albert Damon, 2nd Mate and Edward Layton, 3rd Mate were this day discharged by mutual consent. Also discharged John Cummings, seaman. The ship is ready for sea. At daylight, light breezes from the NW. Called all hands and hove short and made sail. At 6am six passengers came on board. At 7am took the anchor and proceeded to sea. Stowed the chains and anchors and made all snug. Course ESE.

[The Captain fails to mention in the log book that his ship has been sold to a group of businessmen during his last 1 month cruise along the south coast, thus becoming the one of the few ocean going whaling ship owned and registered in Western Australia. Following are the details.]

No. 9.1873. **ISLANDER**

O/No. 57533

277.28 tons.

3 Masted Barque.



Length 104 feet; Breadth 26.7 feet; Depth of Hold 15.1 feet. Built at Fairhaven, Massachusetts, U.S.A. During 1856. Transferred from American registry.

Owners:	William J. Gillam.	of Albany Merchant.
	Sir T. Cockburn-Campbell.	of Albany Gentleman.
	Thomas Sherratt	of Albany Merchant.
	Nathaniel Wail.	of Albany Merchant.
	William G. Knight	of Albany Shipowner.
	William H. Graham.	of Albany Shipowner.

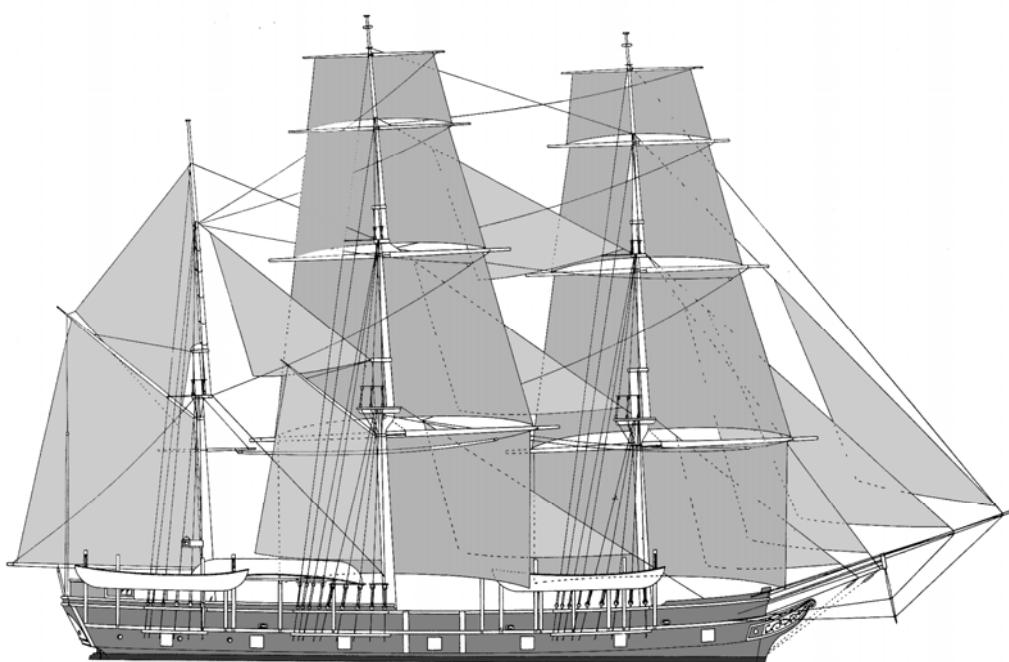
[Even though the vessel is now owned in Albany and called there regularly on whaling cruises she was never based there. The ship always worked out of Hobart as most of her whaling was carried out in the Pacific and off New Zealand and coming to West Australian waters was secondary and only a small part of her cruise.]

Mon, Mar 3rd; Commences with increasing S to SW winds and good weather. At sunset wind hauled to south and moderated. Mid part. Much thunder and lightening in the NE. Latter part the same.

Sat, Mar 8th; Commenced with fine weather. Wind hauled to the NW. Ship steering SE for Hobart. Mid and latter parts of the day NW wind and good weather. Lat. 39. 10 S. Long. 131. 55 E.

Wed, Mar 12th; Strong westerly winds and squally weather. Steering ESE. At daylight saw the South West Cape of Tasmania bearing E by N. Wind strong from westward and so continued until meridian when the Mewstone bore ENE 4 miles distant.

Thurs, Mar 13th; Commences with strong winds and cloudy weather. Ship making best way possible for Hobart. At sunset rounded by Tasmans Head got up chains and bent them to the anchors. At 2 ½ pm next day came to anchor off the port of Hobart town. Furled the sails and washed the ship. So ends this log.



A typical New Bedford whaling barque of about 1850



MARITIME HERITAGE ASSOCIATION

Our History

The Maritime Heritage Association was formed in 1989 to promote a living and working record of Western Australian maritime heritage, and to foster national and international interest in our maritime heritage for the benefit of the local community and visitors.

Aims

- ◆ To promote, encourage and support the preservation, restoration and knowledge of Western Australian maritime heritage by providing resources and facilities for employment, education and training in all aspects of maritime heritage.
- ◆ To invite and encourage public participation in all these activities.

Membership Entitlements

Ordinary Member

- * Open to anyone.
- * One vote on Annual General Meeting resolutions.
- * Open to stand for election to Committee.
- * Receive quarterly newsletters.

Family Member

- * Open to any two adults and dependent children under 18 years of age.
- * One vote for each adult on Annual General Meeting resolutions.
- * Adults open to stand for election to Committee.
- * Receive quarterly newsletters.

Institutional Member

- * Open to any institution.
- * One vote on Annual General Meeting resolutions.
- * Receive quarterly newsletters.

Associate Member

- * Open to pensioners, students, children under 18, or unemployed persons.
- * Are not entitled to vote on Annual General Meeting resolutions.
- * Receive quarterly newsletters.

Maritime Heritage Association Inc.

Membership Application Form

(Circle appropriate amount)

	1 Year	3 Years	5 Years	
INSTITUTIONAL	\$100	\$275	\$440	NAME.....
FAMILY	\$40	\$110	\$175	ADDRESS.....
ORDINARY	\$30	\$83	\$130
ASSOCIATE	\$10	\$28	\$40	POSTCODE.....

PHONE (H)
(W).....

Please forward remittance to:-

Peter Worsley (Treasurer),
12 Cleopatra Drive,
MANDURAH, Western Australia 6210.



QUIZ

Answers to March 2005

1. Knightheads are the large timbers projecting above the deck at each side of the stem of a wooden vessel, between which the bowsprit runs.
2. The Darwin Reefs are just south of Quobba Point, north of Carnarvon.
3. The flag **H** (a white and red flag divided in halves vertically) denotes the vessel has a pilot on board.

Questions

1. What is a cranse-iron?
2. Where on the Western Australian coast is Belches Foul Ground?
3. The town of Seabird (a little to the north of the Moore River mouth) is named after the wreck of the 40 ton schooner *Sea Bird*, wrecked near there. In what year was the schooner wrecked?

Presidential Tidings continued

cations but is still looking good for her age.

When I was wandering about the yard I noticed another old timber boat, and the hull looked familiar although the topsides had been radically altered. She turned out to be the lugger *Maisie*, built by Edward Howson at Fremantle during 1903. She probably lasted longer in the pearling industry than any other vessel, having endured 65 years working out of Broome. Her last pearl-ing owner was Daniel McDaniel who sold her in 1968.

The other lugger being restored at Marko's is the *Kestrel Maanina*. She was built at Broome at the Dakas yard on Broome Creek during 1956.

She also suffered a name change and was, during her fishing days, named *Panama*. Fortunately her present owner has restored the original name.

It makes one wonder just how many other ex luggers are still in existence. If anybody knows of a register, or failing that has knowledge of the luggers' whereabouts and their condition, could you please write in and I will myself begin a register of them.

Rod Dickson..

Maritime Heritage Association Inc.

23 State Street, Victoria Park, Western Australia, 6100.

