



MARITIME HERITAGE ASSOCIATION JOURNAL

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**Sir George Murray,
Colonial Secretary,
the author of
Western Australia's
Birth Certificate**

See page 9



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

All of the Association's incoming journals, newsletters, etc. are now archived with Ross Shardlow who may be contacted on 9361 0170, and are available to members on loan. Please note that to access the videos, journals, library books, etc. it is necessary to phone ahead.

(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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The MHA is affiliated with the Royal Western Australian Historical Society (Incorporated)

www.maritmeheritage.org.au

Annual General Meeting

Note new venue



4 Whitfield Street, GUILDERTON

On Sunday 30 March 2014 – 10 am

Come for morning tea and stay for lunch

For catering purposes please let Bob & Linda know you will be there, on 0417 186 805 or lindabob@gmail.com



Is It A Kangaroo?

This article dates from January this year, and poses an interesting question. Is it a kangaroo?

Image of what is thought to be a kangaroo on a 16th-century processional could lend weight to the theory that the Portuguese were the first explorers to set foot on Australian soil, before the Dutch or English.

A tiny drawing of a kangaroo curled in the letters of a 16th-century Portuguese manuscript could rewrite Australian history. The document, acquired by Les Enluminures Gallery in New York, shows a sketch of an apparent kangaroo ("canguru" in Portuguese) nestled in its text and is dated between 1580 and 1620. It has led researchers to believe images of the marsupial were already being circulated by the time the Dutch ship *Duyfken* - long thought to have been the first European vessel to visit Australia.

The pocket-sized manuscript, known as a processional, contains text and music for a liturgical procession and is inscribed with the name Caterina de Carvalho, believed to be a nun from Caldas da Rainha in western Portugal. The manuscript may precede what is believed to be the first European visit to Australia.

The European discovery of Australia has officially been credited to the Dutch voyage headed by Willen Janszoon in 1606, but historians have suggested the country may already have been explored by other western Europeans. "A kangaroo or a wallaby in a manuscript dated this early is proof that the artist of this manuscript had either been in Australia, or even more interestingly, that travellers' reports and drawings of the interesting animals found in this new world were already available in Portugal," Les Enluminures researcher Laura Light said. "Portugal was extremely secretive about her trade routes during this period, explaining why their presence there wasn't widely known."

Peter Trickett, an award-winning historian and author of *Beyond Capricorn*, has long argued that a Portuguese maritime expedition first mapped the coast of Australia in 1521-22, nearly a century before the Dutch landing. "It is not surprising at all that an image of a kangaroo would have turned up in Portugal at some point in the latter part of the 16th century. It could be that someone in the Portuguese exhibition had this manuscript in their possession," Mr Trickett said.

National Library of Australia curator of maps Martin Woods said that while the image looked like a kangaroo or a wallaby, it alone was not proof enough to alter

Australia's history books. "The likeness of the animal to a kangaroo or wallaby is clear enough, but then it could be another animal in south-east Asia, like any number of deer species, some of which stand on their hind legs to feed off high branches," Dr Woods said. "For now, unfortunately the appearance of a long-eared big-footed animal in a manuscript doesn't really add much."

Les Enluminures Gallery, which lists the manuscript's value at \$US15,000 (\$16,600), acquired the processional from a rare book dealer in Portugal and will exhibit the piece as part of an exhibition.

Also entwined in letters of the text are two male figures adorned in tribal dress, baring naked torsos and crowns of leaves, which Ms Light said could be Aborigines.

Fellow of the Australian Academy of the Humanities, John Gascoigne, said proving that the Portuguese were the first Europeans to arrive in Australia would be "forever difficult to document because of their secrecy and because so many of the records were destroyed in the Lisbon earthquake of 1755". "The possible date span for the manuscript goes up to 1620, which would accommodate the arrival of Willen Janszoon in the *Duyfken* in northern Australia in 1606," Professor Gascoigne said. He speculated the images could come from a 1526 trip to Papua. "Looking at it from a European perspective, it is surely evocative to wonder what these exotic images must have meant to the Portuguese nun gazing at them from within the confines of her convent's walls," Ms Light said.





The Tweed & a Famous Captain

The famous clipper ship *The Tweed* started life as a paddle wheel frigate built by Cursetjee Rustomjee in the Bombay Dockyard for the Indian Marine, and launched on 21 April 1854. Named *Punjaub* (Official No. 47422), it was at the time one of the most costly vessels ever constructed of wood, being entirely made out of the very best quality Malabar teak. *Punjaub* had a length overall of 285 feet, beam of 39.5 feet, depth of 25 feet and was of 1,745 register tons. The two paddle wheels were driven by English manufactured engines of 700 horsepower. She carried an armament of ten 8-inch 68-pounder guns. The ship had a reputation for speed, even under sail alone. This was well and truly proved when *Punjaub*, under the command of Commander John W. Young with first officer Lieutenant Worsley, was used as a troop transport taking troops from India to Suez where they were disembarked to go overland to the Crimea. During the voyage:

...so superior did she prove herself to her consorts [eleven other troop ships] that though she put out her fires and lowered her topsails to the cap whilst they staggered along under a full head of steam and press of sail, she ran them hull down in spite of the impediment of her great paddle boxes.

After serving in various wars (including the Indian Mutiny) for eight years the *Punjaub* sailed to England to have the paddle wheels replaced by propellers. By the time *Punjaub* arrived in England the Indian Navy and the Royal Navy had merged, the former then no longer in existence so the *Punjaub* was ordered to be sold.

Punjaub was purchased by John Willis (later owner of the *Cutty Sark*) who converted the steamer in to a sailing ship. He renamed the ship *The Tweed*, and on her first voyage she took out to the Persian Gulf cable for the telegraph cable. Not only was the cable transported on *The Tweed*, but the ship helped lay it, one of the very few windjammers to be so employed. On her return the ship was refitted to carry passengers. The first captain of *The Tweed* was William Stuart, a Scot of Viking descent and 'beyond doubt

one of the finest captains to ever set foot on a deck'. In the fifteen years he was in command of *The Tweed* (1863–1878) Captain Stuart never lost a man or damaged so much as a spar despite making very fast passages. He drove his vessels hard, and Joseph Conrad (who sailed under his command in another ship) stated:

He seemed constitutionally incapable of ordering one of his officers to shorten sail. If I had the watch from eight till midnight, he would leave the deck about nine with the words, 'Don't take any sail off her.' Then on the point of disappearing down the companionway he would add curtly, 'Don't carry anything away.'...he was a perfect master of sea craft in all its branches, a first-rate seaman, a born commander, and a smart business man.

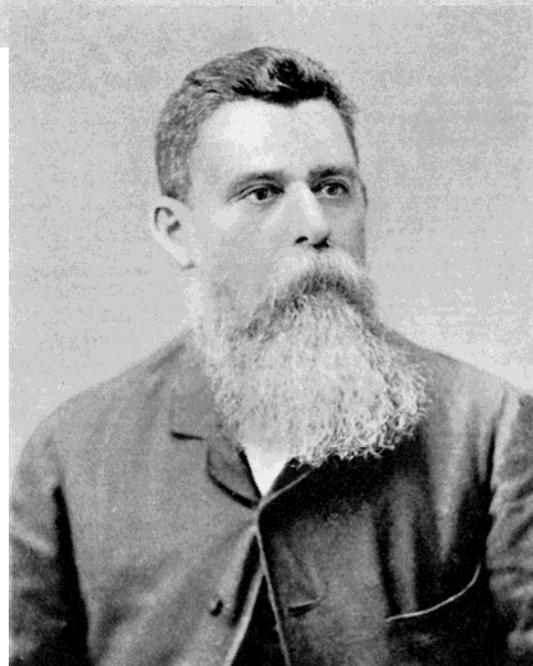
In 1878 Captain Stuart handed command of *The Tweed* to Captain Bice, who had been mate aboard the ship for many years. However, to quote Basil Lubbock:

The Tweed refused to sail for her new master... Though a fine seaman and smart officer, as any man trained under Stuart was bound to be, The Tweed's new captain utterly failed to make the old ship show her former phenomenal speed, and the worry of it broke his heart, and before the voyage was out he died at sea from sheer vexation of spirit.

The Tweed was one of Willis's favourite vessels, and so excellent were her sailing qualities that when commissioning the building of the *Cutty Sark* he told the designer, Hercules Linton, to take off the lines of *The Tweed* and use them on the new ship. *The Tweed* continued in the service of John Willis until 18 July 1888 when, bound from Cochin to New York, she was dismasted off Algoa Bay, losing all spars except the fore and mizzen lower masts. Towed by the steamer *Venice* into either Algoa Bay or Port Elizabeth (depending on the reference) it was decided that the old ship was not worth the expense of repairs. She was broken up, but her teak frames and timbers were subsequently used for roofing a church in Port Elizabeth.



*The Tweed off Gravesend
&
Captain William Stuart*



Thank You

Thanks are given to MHA member Ron Bertelsen for the donation of his interesting book *Geraldton to the Abrolhos*. This is a history of the crayfishing industry in Geraldton from a man whose family has been involved since the very early days.





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!)



There is an old story of a seaman who undertook to pilot a ship past Scilly, asserting that he knew the islands well. In half an hour he had run the ship hard aground.

“I thought,” stormed the captain, “you told me you knew the Scilly Islands well!”

“So I do,” answered the pilot, “this is one.”

The famous racing yawl *Dorada* won the Transpac ocean race in 1936, catapulting her designer, Olin Stephens, into yachting fame. *Dorada*, launched in 1930, crossed the finishing line at Hawaii in July last year to win the 2013 Transpac, 77 years since its first victory

The first trans-Atlantic passage accomplished under steam power only was that of the *Royal William* built in Quebec, and launched in April 1831. The 176-foot ship departed Pictou, Nova Scotia, on 18 August 1833 and arrived in London twenty five days later. In 1834 she became the property of the Spanish, was re-named *Ysabel Segunda*, and in May 1836 fired the first shot to come from a steam-powered man-of-war.

To be listed in *Lloyd's Register of British and Foreign Shipping* as being “built under special survey” a vessel has to have been under continuous survey by a Lloyd's surveyor from the laying of the keel to launching. Such a listing improves her market value and her status with insurance brokers.

Alan Villiers states that by 1587: *English mariners had not long given up the habit of measuring distance at sea by what they called “kennings”, a kenning being the distance that a man with good sight could see from a headland on a reasonably clear day.*

16 March 1884: The steam yacht *White Squall* (41 tons, length 85.5ft, Captain F. Hutswell) arrived in Albany from Dartmouth en route Port Adelaide.

She was owned by the Adelaide brewer RF. Sison.

Davits for hoisting in boats on Royal Navy vessels were first used in the 1790s. They were initially placed on the ship's quarters, and were used for hoisting the lighter boats, often afterwards referred to as quarter-boats.

In 1620 the *Mayflower* (180 tons) sailed to North America to establish the first permanent European colony there. In 1829 the *Parmelia* (443 tons) sailed to Fremantle to establish the Swan River colony. The following are the names that were common to passengers of both vessels: Peter Brown, Richard Clark, Jane Drummond, Samuel Fuller, Thomas Rogers, Mary Smith, John Turner, William White and Thomas Williams.

Contrary to the often quoted statement that there are no ‘ropes’ in a sailing ship, there are nearly two dozen of them. Admiral W.H. Smith in his *Sailor's Word Book* of 1867 names 23 of them from awning rope to yard rope.

Frederick Henry Stirling, 2nd son of James and Ellen Stirling, was born on board the *Parmelia* in 1829 as it sailed for Fremantle. He also had a distinguished naval career. He was Naval ADC to Queen Victoria, Rear-Admiral in 1877 and Commander-in-Chief of the Pacific Station based in Sydney from July 1879 until December 1881.

The first practical gyrocompass was invented in 1906 by Dr Hermann Anschütz-Kaempfe. Successfully tested on board the German Navy battleship *Deutschland*, it was subsequently used by that navy from 1908.

The first *Admiralty Tide Tables* were published in 1833. This was initially only a pamphlet giving the times of high water at London, Plymouth, Portsmouth, Ramsgate and Sheerness, but soon grew to be more like the present tables.



Ships of the State Shipping Service

By Jeff Thompson.

No. 33 *Koolinda* (2) Official Number: D2676

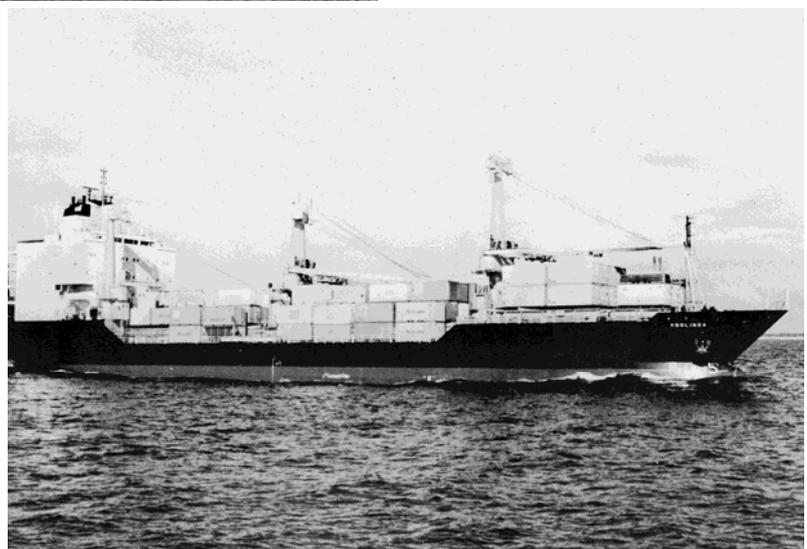
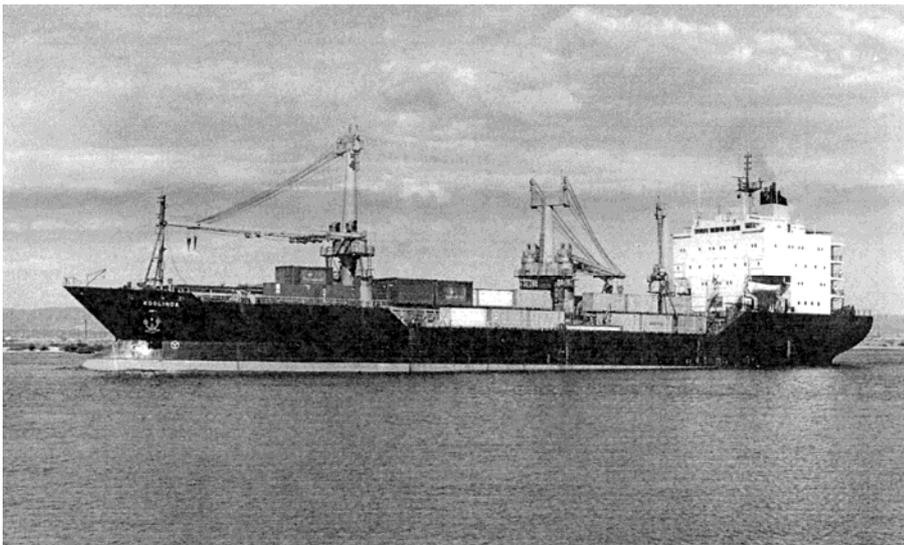
The second of three ro/ro cargo vessels was named the *Koolinda* and was chartered from the Danish owners K/S Difko 11 from August 1981. Being built as a Hamlet Multi-flex ro/ro cargo ship by Burmeister and Wain, Copenhagen and delivered as the *Hamlet Saudia* in June 1978. As built she was 10,015 gross registered tons, 12,424 deadweight tons, of 132.9 metres overall , 20.5 metres breadth, 9.4 metres draught. Two B & W Alpha 12U28LU diesels with a total of 6,360 bhp geared to a single controllable pitch propeller gave a service speed of 16 knots.

On 20th August 1981 commenced bareboat charter to the State Shipping Service from the owners K/S Difko 11 of Denmark. On 10th September arrived at Fremantle to commence service with the State

Shipping Service. The fitting of special tanks and dry docking was carried out at Hong Kong during December 1983.

On the 10th December 1990 *Koolinda* left Fremantle for Singapore to be redelivered to her owners. Later to be renamed *Alderamin* by her owners, to be registered under the Panamanian flag. Other name changes were, 1991 *Hamlet Saudia*, 1991 *Santa Barbara III*, 1993 *Hamlet Saudia*. During 1996 the vessel was sold by K/S Difko 11 to Major World Shipping SA , Panama, and renamed *Nirint Progress*.

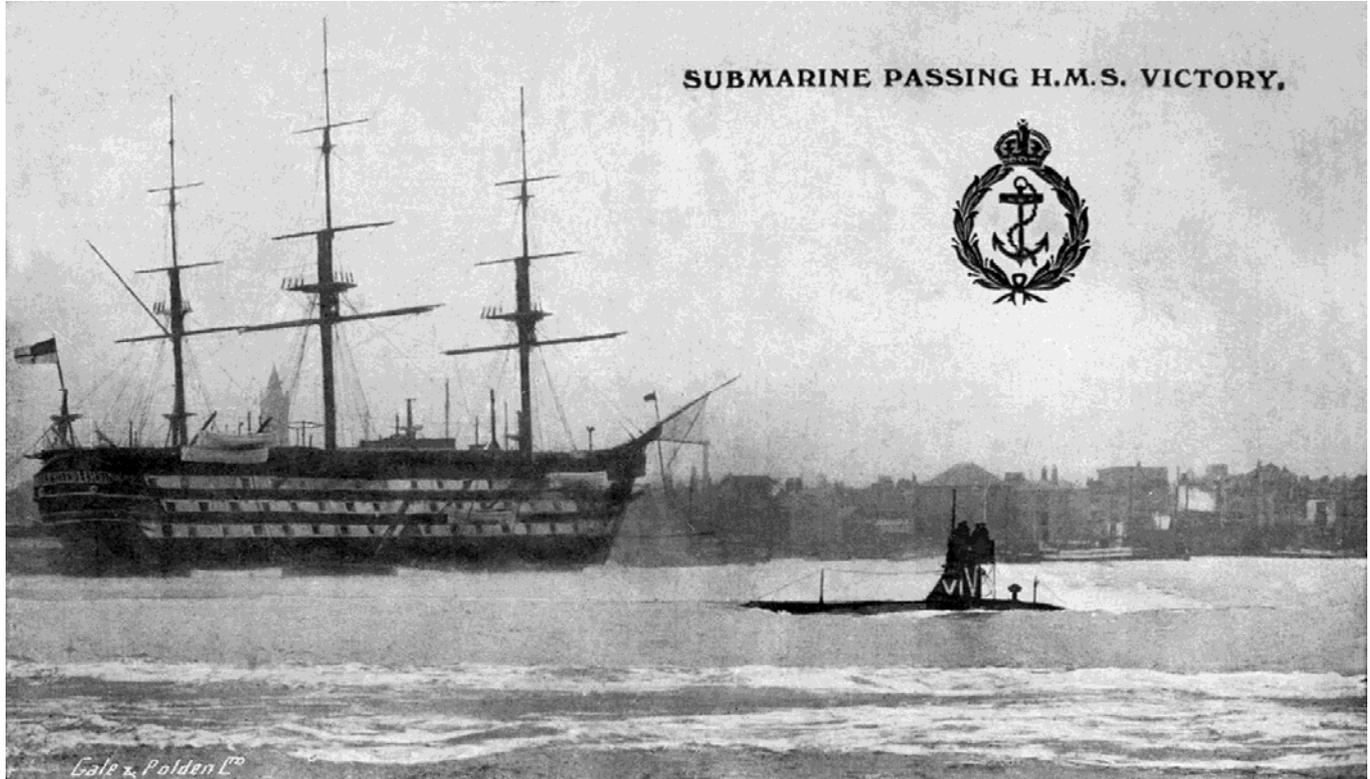
On the 5th May 2003 the vessel was beached at Chittagong, having been sold by Major World Shipping SA (Naess Shipping Holland BV), Panama flag, to Bangladesh ship breakers.





What & When?

This photo from the MHA Collection titled 'Submarine Passing HMS *Victory*' raises the questions of what type of submarine it is, and about what year was the photo taken? To help with the dating it should be noted that *Victory* was placed in its present location (No. 2 Dock, H.M. Dockyard, Portsmouth) in January 1922.



QUIZ

Answers to December

1. The most northerly feature is Cape Londonderry, and the most southerly is Torbay Head (just east of West Cape Howe).
2. Captain John H. Luscombe was in command of the *Parmelia* in 1829. However it was James Stirling who, claiming to know the waters well because of his previous visit, caused the barque to run aground.
3. The *Trial* was wrecked in 1622.

Quiz

1. The slave brig *Don Francisco* was captured in the Atlantic Ocean by HMS *Griffon* on 25 April 1837. What association has this incident to Western Australia's early colonial history?
2. A beetle is used when building a wooden ship. Precisely for what is a beetle used?
3. The harpoon and lance were essential tools used by early whalers. What, specifically were they used for?



Western Australia's Birth Certificate?

These are the instructions from the Colonial Secretary, Sir George Murray, ordering the occupation and formal possession of Western Australia. On 10 March 1829 HMS *Challenger* under the command of Captain Charles Fremantle departed Cape Town. On 2 May he and a party landed on Arthur's Head and took possession in the name of His Majesty King George IV of the whole of that part of Australia not included within the boundaries of New South Wales.

21. New Holland
*107-

NO 11
1828

Immediate

(Downing Street
5 November 1828)

My Lords

I have the honour of signifying to your Lordships His Majesty's pleasure that you will give immediate orders to the officer commanding His Majesty's Naval Force at the Cape of Good Hope to dispatch one of the Ships of War under his command, without the smallest loss of time, to the Western Coast of New Holland, with directions that he take formal possession of the Western side of New Holland in His Majesty's name.

The Lord Commissioners
of the Admiralty

Property's name. It is desirable that the place, on which he shall take the possession, be at, or as near as possible to Swan River, and that he maintain, on that spot, an uninterrupted Possession, on behalf of His Majesty, until the arrival of further instructions, which I will very shortly enable your Lordships to communicate.

I am, My Lords
Your Lordships
Most obedient
Humble Servant

G. Murray

George Murray

Downing Street
5 November 1828

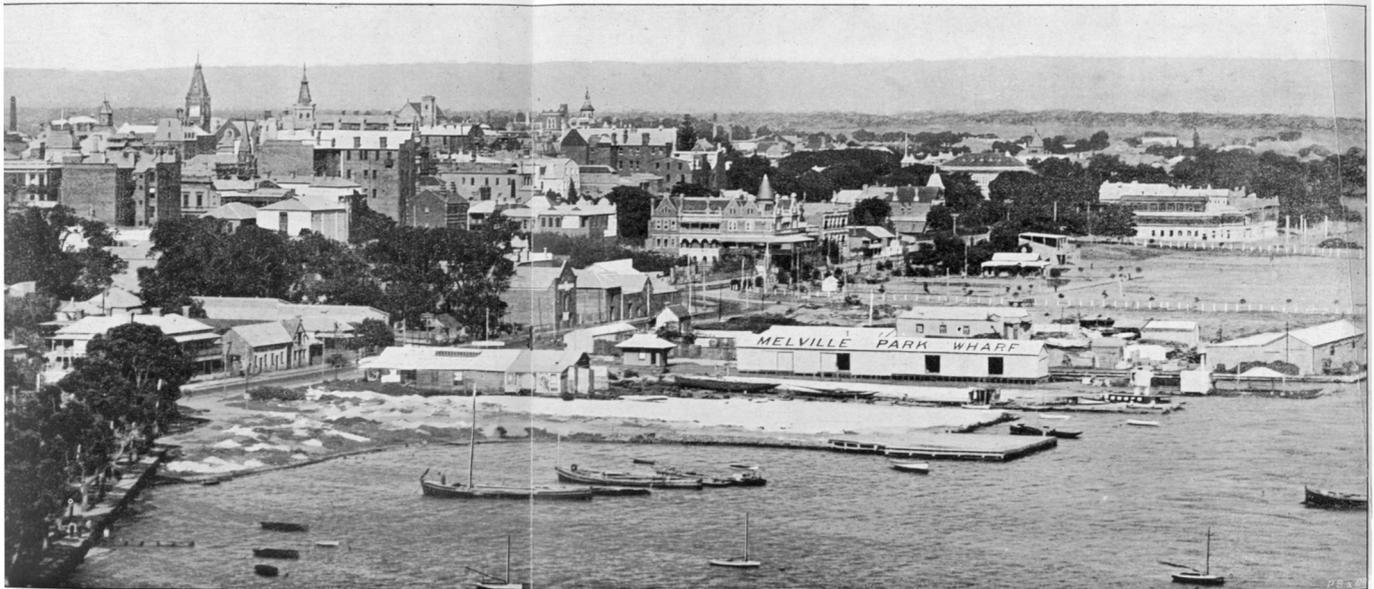
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I am My Lords
Your Lordships
Most obedient
Humble Servant
G. Murray

THE CITY OF PERTH FROM KINGS PARK – c.1904

The MHA Journal for December 2013 featured another photograph of Perth from Kings Park (below) and again asked the question ‘Can You Date This Photo?’ In resolving the question, Ross Shardlow reveals he may have erred with the date of a previous photo.



THE CITY OF PERTH, FROM KING'S PARK.

AT FIRST GLANCE this photo and the one published in the June 2013 Journal, appear to be taken at the same time, albeit from different angles. Both show the Supreme Court building completed in April 1903, and neither shows the conspicuous spire of St Andrews Church built in 1906, thus straddling a 1903–1906 timeline. There is, however, one glaringly obvious difference – one photo shows a spire on St Marys Cathedral, the other does not!

Bishop Salvado laid the foundation stone for St Marys on 8 February 1863. The Cathedral was blessed and officially opened 29 January 1865 – with a belltower, but no spire (see fourth tower from left above). Over a period of years from 1897, under Bishop Gibney, alterations were made to the Cathedral to emphasise its Gothic appearance, which included a porch, gargoyles, a statue of Our Lady, and electricity. They also included a new slate-clad spire atop the existing belltower. Significantly, this spire did not appear until 1905. As this photo does not show a spire we may presume the date to be c.1904, whereas the spired photo dated as c.1904 in the June 2013 Journal, might be more accurately placed as c.1905.

The photograph has been reproduced in various publications and postcards, including the acclaimed *A City and its Setting: images of Perth, Western*

Australia by George Seddon and David Ravine (Fremantle Arts Centre Press, 1986), at which time the photo was cited: The Library Board of Western Australia, Battye 704B/35 – now catalogued as State Library of Western Australia, Battye Library, Call No. 012310D.



Close-up of St Marys Cathedral from the 1904 photo (left). Despite the poor quality of the image, the close-up from the 1905 photo (right), which was reproduced in the June 2013 Journal, clearly shows the spire with a hint of scaffolding that suggests it is still under construction.

So much else of interest is happening in the photo with the boatbuilding yards of W & S Lawrence, Tom Hill, Swan River Shipping Company and Matheson's Melville Park Wharf that we will run separate articles on each of these in future issues of the Journal.



Regulations for Holders of Tickets-of-Leave (1851)

1. All tickets-of-leave are issued for particular districts, named in the tickets-of-leave; or passports are allowed to enable the holders to remain in the service of their masters beyond the boundaries of the district.
2. Every man holding a ticket-of-leave is required within 7 days after his arrival in his district, to report himself, either personally or in writing, to the nearest resident magistrate, for the information of the Comptroller-General; giving his name, the ship he arrived in, his master or employer, his trade or calling, or his mode of maintaining himself, and his rate of wages; and also to do so between the 1st and 14th January and the 1st and 14th June in each year, to the nearest resident magistrate.
3. Every ticket-of-leave holder is required to report to the Comptroller-General every change of service or residence within the district within 14 days of its taking place, and to obtain the sanction of a magistrate in the meantime.
4. Immediately after the 14th of January and the 14th of June, the resident magistrate will report to the Comptroller-General the names of all absentees who have not duly reported themselves, as directed in paragraph 2, with a view to the forfeiture of the tickets-of-leave of such men.
5. The resident or any other magistrates of the several districts will, whenever they think necessary, interrogate the holder of a ticket-of-leave as to his manner of life or means of subsistence, and if not satisfied that the ticket-of-leave man subsists honestly, will report the case forthwith to the Comptroller-General, for the information of the Governor.
6. No ticket-of-leave holder can change the district assigned to him without permission in writing from the Comptroller-General, to whom all applications for change of district must be made, accompanied by a character for sobriety and good conduct, signed by his last master, or a magistrate of the district he wishes to leave.
7. The district in which a ticket-of-leave is considered to have effect, is the district within which the authority of the resident magistrate extends, as marked in the official boundary maps.
8. No ticket-of-leave holder is to be absent from his district without a pass, except in the exercise of his duty as a constable.
9. No pass can be granted to a ticket-of-leave holder to be absent from his district, except by the Comptroller-General or the resident magistrate - if by the resident magistrate, it cannot be granted for a longer period than 14 days.
10. Forms of these passes, as well as register books for the ticket-of-leave men within their respective districts, will be furnished to the magistrates by the Comptroller-General.
11. No ticket-of-leave holder for a country district is allowed to be in either of the towns of Perth or Fremantle without a pass; any man having a pass for this purpose to produce it immediately on his arrival- if at Perth to the Colonial Secretary, or at Fremantle to the Comptroller-General, or, in their absence, the resident magistrate.
12. No ticket-of-leave holder is allowed to be employed on board whaling or other vessels.
13. No ticket-of-leave holder is allowed to have a licence to keep a public house, or retail spirituous or fermented liquors.
14. The breach of any of these regulations will subject a ticket-of-leave holder to be deprived of his indulgence, and to be returned to the penal establishment.
15. Any ticket-of-leave holder who shall be guilty of repeated acts of drunkenness, or of any immoral or disorderly conduct, is also liable to forfeiture of his ticket-of-leave.
16. Any ticket-of-leave holder forfeiting his ticket-of-leave returns to the position of an ordi-



nary prisoner of the Crown, and forfeits all privileges belonging to a ticket-of-leave, and shall be detained until he shall have served the full term of his unexpired sentence or sentences, as well as of the time during which he shall have been absent if an absconder. The indulgence of a ticket-of-leave can only be restored to him at the pleasure of the Governor.

17. Every person having a ticket-of-leave man in his employment is to report immediately to the nearest magistrate, and to the Comptroller-General, in case such ticket-of-leave man shall be absent without leave, or shall abscond from his service, or from the district assigned to him; and such magistrate and Comptroller-General will forthwith issue warrants for his apprehension.

18. Such reward as his Excellency the Governor, on the recommendation of the Comptroller-General, may see fit, will be paid for the arrest of any ticket-of-leave holder absent without leave, or absconding from his district.

19. The holder of a ticket-of-leave is liable to be punished in a summary way for all crimes and misdemeanors not punishable with death, by transportation, or by hard labour, in or without irons, on any of the roads or public works of the colony, for any term not exceeding three years, or in case of a male offender, by whipping, not exceeding 50 lashes; and such punishment by whipping may be awarded in addition to any sentence of hard labour.

20. Ticket-of-leave holders are also subject to be punished on summary conviction before any one or more justices of the peace, for the following crimes, viz.:

Harbouring a convict illegally at large.
Punishment - Whipping, not exceeding 100 lashes, or hard labour with or without irons, not exceeding 12 calendar months.

If found on board ship, with intent to escape - transportation not exceeding 14 and not less than 7 years.

If found on board ship without lawful authority - hard labour in irons, not exceeding 12 months.

Taking any convict on board ship, without legal authority - hard labour, in or without irons, for any term not exceeding two years, or whipping not exceeding 100 lashes.

Carrying fire-arms without a written permission from the Colonial Secretary, a justice of the peace, or the Comptroller-General - imprisonment and hard labour, in or without irons, for a period not exceeding 12 calendar months.

21. Any ticket-of-leave holder sentenced to punishment by magisterial sentence for any of the above offences will not have his ticket-of-leave restored to him, except at the pleasure of the Governor.

22. All sentences to irons, to the roads, to the treadmill, or to hard labour, are to be served in addition to the prisoner's original sentence. Thus, if a prisoner's original sentence is 14 years, and he receives a sentence of 6 months to irons, he will not be free until he has served 14 years and 6 months.

23. Every ticket-of-leave holder is subject to the provisions of the Masters and Servants Act in Western Australia; and under this Act, a ticket-of-leave holder can compel his master or employer to perform his part of the contract, in all respects as efficiently as if the prisoner were a free man.

24. Every ticket-of-leave holder, by Act of Parliament, is allowed to acquire and hold personal property, and a leasehold and interest in land, and to maintain an action or suit for the recovery of any personal property, or for any debt due to him, or for any damage or injury sustained by him; but if he should at any time forfeit his ticket-of-leave from misconduct, the property acquired by him will become absolutely vested in Her Majesty, and will be disposed of, at the discretion of the Governor of the colony.

25. No engagement can be made for less than one year, except by permission of the Governor, and cannot be broken or altered by the ticket-of-leave holder, but an employer may terminate an engagement and return the ticket-



of-leave holder to the service of the Government, by forwarding him under charge to the nearest hiring depot or police station, the employer sending in a written report to the Comptroller-General as to the cause of his having thus concluded the engagement, and specifying what the conduct of the ticket-of-leave man has been up to the time of his discharge. Under such terminated engagement, the ticket-of-leave holder will be deemed to be entitled to wages up to the period of his being returned to the Government.

26. Should the ticket-of-leave holder be sentenced by a magistrate to imprisonment, he will be returned to his service to complete the term of engagement after the expiration of the sentence, unless the employer states to the magistrate, or notifies to the Comptroller-General, that he does not desire to receive him back again, and at the same time forwards any balance of wages that may be due to the ticket-of-leave man at the period of his leaving.

27. A summary power will be exercised by the Governor of terminating any engagement if his Excellency shall be of opinion that such a measure is called for.

28. The ticket-of-leave holder having any complaint to make against his employer will be at liberty to prefer such complaint before the police or assistant police magistrate of the district; for which purpose the employer shall, on application to that effect, furnish the ticket-of-leave man with a pass. The ticket-of-leave man must, however, bear in mind that he will be liable to punishment if his complaint be found to be either frivolous or groundless.

[Regulations 29 to 32 stated the terms and conditions for the payment of the sum of £15 towards the cost of passage to the colony by the ticket-of-leave holder or his employer.]

33. Ticket-of-leave men who are unable to meet with private employment on these terms, will be

found work by the Government, and will be allowed credit for the value of their labour at the full rate of wages obtainable in private service. The ticket-of-leave holder will not, however, be paid in money. A contribution to the Government at the rate of £5 per annum will be charged against him, in like manner as if he were serving a private master. Beyond this sum he will, within the amount of his earnings, be allowed such supplies as he may choose to draw for, the cost of those supplies being charged against him, and any further balance of his earnings being credited to him in reduction of his debt to the Government.

34. No person is allowed to employ a ticket-of-leave man without notifying the same to the Comptroller-General, through the resident magistrate, together with the rate of wages at which he has been engaged; and the amount of £5 per annum out of such wages, if not paid by such employer to the Comptroller-General or resident magistrate, will be recoverable in like manner as any other debt.

35. Every ticket-of-leave holder who is allowed to work on his own account will be required to pay the regulated amount to the Comptroller-General.

36. No ticket-of-leave holder will, except under special circumstances, be allowed a conditional pardon, until one half of his sentence of transportation (reckoning from date of conviction) shall have expired, and unless he has served without offence while on ticket-of-leave; nor will receive a conditional pardon until the whole sum required for his passage has been paid;

[Regulations 37 and 38 provide for the terms under which the Imperial government and the ticket-of-leave holder shared equally the cost of passage of his wife and family.]

Reference

Evans, L. & Nicholls, P. (editors), 1984, *Convicts and Colonial Society 1788-1868*. The MacMillan Company of Australia Pty Ltd, Melbourne.





Rory O'More

Readers who can remember back as far as December 2003 may recall an interesting article by Ross Shardlow titled *The Californian Gold Rush – Further Links to Western Australia*. The article was concerned with the departure from Western Australia in 1849-50 of 20 vessels heading for California and the gold rush occurring there. Among those whose various voyages were detailed was the barque *Rory O'More*. The article included a drawing by Ross of the barque.

I recently acquired a book which has a little of the *Rory O'More's* earlier involvement in the Californian gold rush. *Wooden Ships and Iron Men: The Story of the Square-Rigged Merchant Marine of British North America, the Ships, Their Builders and Owners, and the Men who Sailed Them* was written by Frederick William Wallace, and published by Hodder and Stoughton, Ltd in London in 1924. The following is taken from the book, and gives a little of the barque's history and evidently its remarkable sailing ability:

The lure of the California gold strike in 1848, which resulted in a tremendous rush around Cape Horn of hundreds of ships crowded with gold-seekers and highly remunerative cargoes, infected Canada in a modest way. The American topsail schooner Eureka came down from Cleveland, Ohio, with fifty-three passengers bound for the gold-fields, and took her departure from Quebec in October 1849. On November 13th, 1849, the little 295-ton barque Rory O'More, owned by a syndicate of Quebec gold-seekers, and commanded by James Brennan, left the St Lawrence port for San Francisco. The Rory O'More was formerly wrecked on Anticosti [an island in Quebec at the outlet of the St Lawrence River], but had been salvaged and repaired, and was purchased by the Quebec "Argonauts" as a means of getting to the land of gold. The little vessel was reputed to be a fast sailer, and it was said that if she were loaded properly she could outsail any vessel afloat. Be that as it may, she arrived in San Francisco in the beginning of May, 1850. The meagre record of her voyage state that she put into Buenos Ayres on the passage and overhauled all the Yankee clippers from there who

sailed just before her. Her average speed from the day she left Quebec until she arrived out was 6½ knots, and she went around Cape Horn under studding-sails. On arrival she was sold.

As the *Rory O'More* sailed from San Francisco for Launceston via Tahiti on 6 June 1850, she must have departed under her new ownership very soon after off-loading the passengers and cargo in California. On arrival in Launceston the barque was sold to John and Alexander Thompson, and registered at that port. The vessel was sold to Adye Douglas a year later, and then to William Shaw in April 1855. Both these owners were from Launceston. In April 1858 while at Singapore the *Rory O'More* was offered for sale by auction and was bought by Captain John Thomas of Fremantle. After registering the barque at Fremantle (No. 4 of 1858), Captain Thomas used it on the Fremantle-Singapore run for five years. In December 1863 he sold the *Rory O'More* to William Spottiswood in Singapore.

The specifications of the *Rory O'More* were:

Built at Kikudbright, Scotland, of oak, African oak and pitch pine, copper fastened, and launched in 1842. The barque-rigged vessel had one deck, a square stern and was later sheathed with yellow metal.

Length	99 feet
Breadth	25 feet
Depth	15.6 feet
Tonnage	296

An interesting sideline to the *Rory O'More* story is the description in the same book of the passenger accommodation on a similar sized vessel heading for the California gold fields from Quebec at the same time:

In company with the Rory O'More sailed the Quebec brig Panama, of about 300 tons. This brig was built by Horatio N. Jones at Quebec, and she was purchased on the stocks by another syndicate of gold-seekers. For the long voyage she was metallated with zinc, as no copper was to be had in Quebec and the party could not afford to wait until copper sheeting could



be brought from Halifax by water. With thirty passengers and a cargo of twenty wooden houses, knocked down, and all complete to windows, doors and glass, she left with the Rory O'More, and under the command of Captain McKenzie. In the Gulf, she split the cap of her foremast, which afterwards necessitated her putting into Rio for repairs. The account of a passenger is given herewith:

"A few days after leaving Rio she carried away her foretopmast in a white squall which only lasted a few minutes, but did not lose a block, and as we had plenty of spare spars and lots of carpenters, repairs were soon made. Sighted land near the Horn, but we were thirty days before we could say we were around. The weather was very rough and cold. All sky-lights were battened down and a small oil lamp only in the cabin. You could not stand up below the beams. We had two tables lengthwise in the cabin and two chairs – one for the captain and the other for P. Paterson. The rest of us sat on our trunks, which were lashed to our berths – fitted up out of rough pine boards."

"We intended going into Buenos Ayres, but the ship's bottom was so dirty that the captain did not like to go in. Anchored for three days at Juan Fernandez, and got a supply of water, and reached San Francisco, 1st July, 1850."

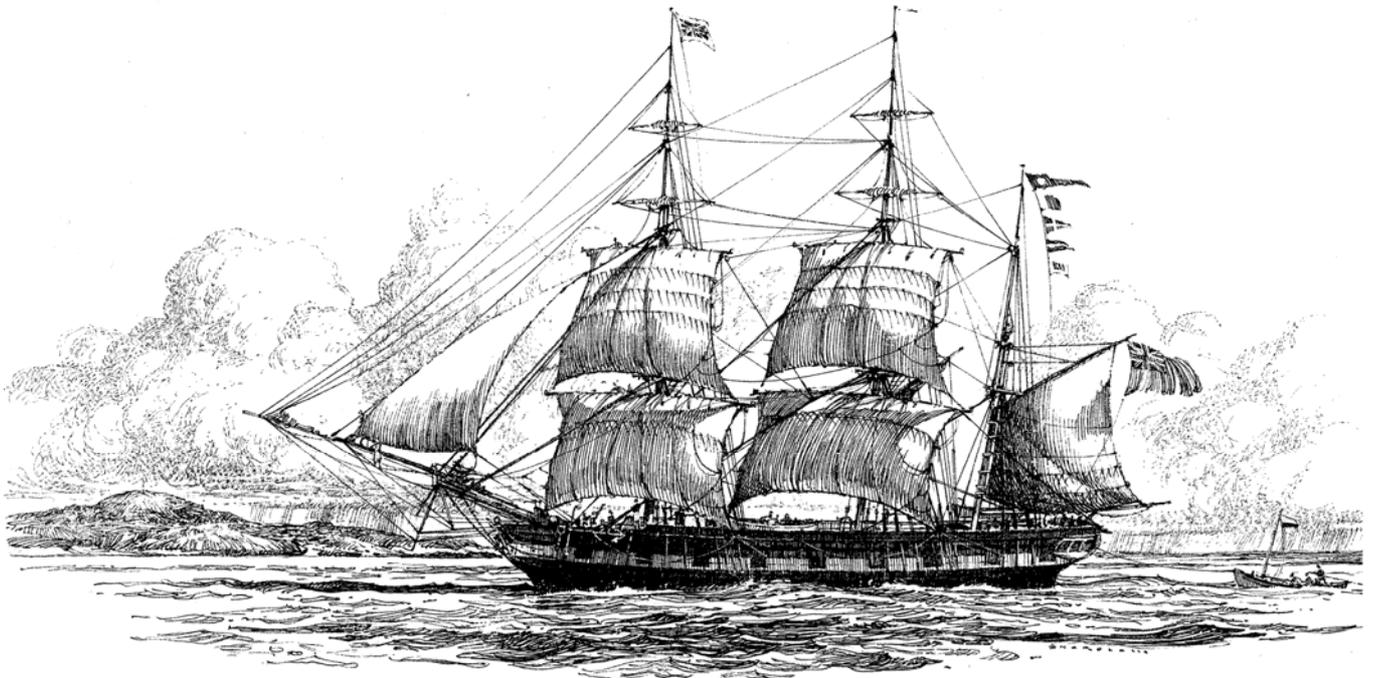
The writer made no boasts about the brig's sailing powers. Briefly he states:

"We could see a vessel on the horizon astern in the morning, but at night we had to go into the bows to look for her."

The *Panama* was sold to the same parties who bought the *Rory O'More*, but, surprisingly, a better price was obtained for her. Captain McKenzie afterwards took her to the Cape of Good Hope, but she was lost on a voyage to England.

Do any of the readers have further information on either of these barques?

Peter Worsley



*The barque Rory O'More, 296 tons, working to windward for the Garden Island Anchorage
22 July 1858.*

The signal flags from her mizzen read 3, 4, 6, 1 under a second distinguishing pennant — Marryat's Code for Rory O'More. The Union flag with a white border flown from her foremast is the Pilot Jack.

Illustration: Ross Shardlow



British World War I Submarine Found

Australia's World War I submarine E2 was not the only submarine to be sunk by the Turks. A British submarine, the only one in which two captains won Victoria Crosses, has also been located in the Dardanelles.

In 2012 the submarine HMS *E14* was photographed in her final resting place, 94 years after she went down under heavy shellfire during the First World War. The first pictures of the vessel on the ocean bed show her looking largely intact, suggesting the remains of the crew and their personal effects are still inside. The precise location of the wreck in the eastern Mediterranean was a mystery until it was discovered by Turkish divers.

The British government was informed of the discovery and raised the matter with the Turkish authorities so as to ensure that the site is properly preserved as a war grave.

E14 sank in January 1918, with the loss of 25 lives, after she was sent around 20 miles into the heavily fortified Dardanelles, the narrow straits between modern-day Turkey's European and Asian coasts, to torpedo the flagship of the Ottoman empire's navy. She navigated through dense minefields and past a string of enemy forts on both shores but when her captain, Lieutenant-Commander Geoffrey White, found that his target was not where it was expected to be, he instead attacked another enemy vessel in their path. However, one of the torpedoes exploded prematurely, damaging *E14* and alerting Ottoman forces along the coast to the submarine's presence.

White headed back down the straits towards safety but was eventually forced to surface the craft after her controls became unresponsive and the air on board began to run out. The vessel was instantly battered by intense bombardment by guns from both sides of the straits, but despite this White left the comparative safety of the boat's hull to go up on deck to navigate. Realising the submarine could not reach the open sea, he directed her towards a nearby beach, in an effort to save the crew. A survivor recalled that his last words were – "We are in the hands of God", uttered moments before he was killed by a shell and the submarine went under.

For his actions, he was posthumously awarded the VC. Only seven of *E14*'s crew of 32 managed to escape from the stricken craft.

Three years earlier, during the Gallipoli Campaign – the allied landings on the coast at the end of the Dardanelles – the same vessel conducted a daring raid through the straits, past dense minefields and deep into enemy territory, in the Sea of Marmara. Once there, the submarine dodged hostile patrols and caused havoc among enemy shipping for several days, sinking an Ottoman gunboat and a former White Star liner converted to a troop ship, and disabling another warship. For that 1915 mission, her skipper, Lieutenant Commander Edward Courtney Boyle, was awarded the VC. Lieutenant Edward Stanley and Acting Lieutenant Reginald Lawrence were both awarded the Distinguished Service Cross, and all the ratings were awarded the Distinguished Service Medal. Boyle went on to make at least two more tours of the Sea of Marmara on *E14*, during the boat's distinguished career.

The shipwreck was discovered by Selçuk Kolay, a Turkish marine engineer, and Savas Karakas, a diver and filmmaker, who had spent three years trying to find it. They established the approximate location from studying documents kept at the National Archives in Kew, west London, as well as surveying the positions of coastal defences. In 2010, they detected an unusual object on the seabed just off the town of Kum Kale while scanning it from a boat on the surface. However, the wreck's location – near the mouth of the straits – remains a strategically sensitive area, with a military installation on the nearby shore, and diving is forbidden.

It took a further two years to get permission from the Turkish military authorities before their team was able to dive on the wreck and confirm it as the *E14*. The submarine was found at a depth of 65ft, around 800ft from the beach. It is lying at an angle of almost 45 degrees on the sloping sea-



bed, and all but the front 23ft of the 181ft vessel is covered in sand. While the wreck looks largely intact, at least one shell hole is visible near the bows, indicating the battering the submarine took. Her location also suggests she was less than a quarter of a mile from getting out of the straits and out of the range of guns.

Mr Kolay said: "They were almost out of the Dardanelles and would have been safe. The wreck is in a good condition and is one of the best preserved submarines of its type left on the earth. It is of great historical significance, as well as being, of course, a war grave."

Boyle, who was born in Carlisle and went to school at Cheltenham College, survived the war and also served in the Second World War, reaching the rank of rear admiral. He died in 1967 in Ascot, Berks, at the age of 84. His Victoria Cross is displayed at the Royal Navy Submarine Museum, Gosport, Hants.

White was from Bromley, Kent, and had gone to school at Bradfield College, Reading. He was killed at the age of 31, leaving a widow, Sybil, and three children under the age of six. His medal is now owned by his grandson, Richard Campbell, 60, from Pulborough.

From an article by Jasper Copping



The crew of HMS E14 in 1915. Lt Cmdr Boyle is standing at centre on the conning tower.

HMS E14





Sheepdogs of the Sea

The herding behaviour of killer whales at Twofold Bay during the time that commercial whaling was carried out there, and especially the antics of 'Old Tom', are well known and well documented. Less well known because recorded in more obscure publications, is the fact that a small group of Aborigines living in South-east Queensland also had cetacean helpers. One writer (Hall, 1982: 90) wrote:

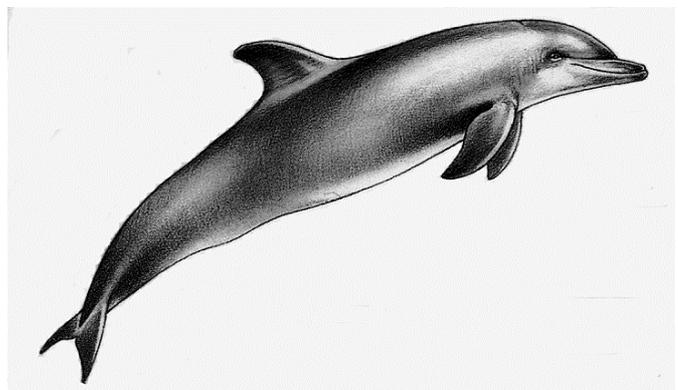
So well did the Aborigines and porpoises understand each other that the blacks laid claims to individuals in the same way they do with dogs, and it was death by the law to kill or injure any of these. They have a very keen

sense of hearing, and it was by this means that the natives were enabled to call them from a distance of a quarter of a mile or so when their services were required to drive a school of fish into the shallow water, where they could be taken with the tow-ropes [scoop nets] or hand nets.

Reference:

Hall, J. 1982, *Sitting on the Crop of the Bay*. Australian National University, Canberra.

Jill Worsley



What is it?

The photograph by Ben Weigl in the December journal is of the tide gauge which once measured the tide near the entrance to the Port Pirie shipping channel in South Australia. The gauge was restored and relocated to nearby Port Germein in 1989.

Thanks to Peter Bath for the photo

Julie Taylor correctly identified the object. How did you go?

A Very Tough Customer

On Monday week Mr J. Bruce killed a shark at Bremer Bay about 14 feet in length in whose head he discovered the blade and part of the handle of a cutting spade. The instrument was buried 15 inches in the shark's head. The spade has since been recognised by Mr John McKenzie as his property, and was broken when striking the shark several months ago, while it was swimming round a whale Mr McKenzie was

engaged in cutting up. It is a singular thing that the fish should have existed so long with the weapon fixed such a depth in its head. Mr Bruce harpooned the monster who snapped the line through and came straight for the boat, when he was again speared, but it took half a dozen shots in addition to kill it!

The Albany Mail, 24 January 1887.



Kangaroo I

Kangaroo I (4,348 tons) was originally intended to be the East Asiatic Company's vessel *Lalandia*, but she was purchased for the State Shipping Service in 1915 while still under construction at the Glasgow yards of Harland and Wolff. *Kangaroo* was the first Australian-owned diesel-engined vessel, and was the second British motor ship ever built. She did not enter the Western Australian coastal trade until 1921, but spent the remainder of World War I, and the years immediately after, as a fine money-earner for Stateships.

On one run during the war she left Fremantle with a cargo of wheat for England. She had charters ahead for coal from Wales to Port Said, salt from Port Said to Calcutta, gunny sacks from Calcutta to New York and petrol from New York to Australia. Rates of freight were very high. For instance, on the petrol she carried the freight was 19/ 6 a case, and she carried 140,000 cases on one voyage. Insurance was correspondingly high. The coverage effective on the vessel and her charter was £480,000, on which £48,000 was paid in premiums per annum.

While making up the English Channel in convoy on one occasion in World War I, one of *Kangaroo's* engines broke own. Fulfilling the letter of the rule that the convoy must come before the safety of any one of its number, the merchant vessels and their warship escort went on, leaving the lame duck *Kangaroo* to her own devices in what was then one of the most dangerous waters in the world. She eventually made port safely on her one good engine.

In 1917 *Kangaroo I* engaged an enemy submarine in action in the Mediterranean Sea, and her successful encounter with it is described in the *The Official History of Australia in the War of 1914-18, Volume IX, The Royal Australian Navy* (page 488):

Completed by the shipbuilders in 1915 to the order of the Western Australian Government for trade on the coast, the Kangaroo during the war carried cargo for the government of the State, taking wheat, flour, etc., overseas and returning with general cargoes.

About 5.5am on the 5th April, 1917, while proceeding in a smooth sea through the Mediterranean latitude 34° 55'N and longitude 20° 50'E she sighted a submarine above water some five miles distant. The report of her Master, Captain H.C. Norris, runs:

I turned ship to NW (afterwards W) and sent wireless signal re sighting. Submarine opened fire, two shots practically together. The Red Ensign was hoisted and we opened fire in return. SOS signal sent out and smoke box used. About 6.30am one of the enemy's shells struck ship, doing damage. No one was injured. Submarine gaining on ship. Rocket distress signals were used.

Firing rapidly, at least two shells to our one, all falling very close to ship, we replying as opportunity offered. We used 36 out of 50 shells aboard.

At 7.20am submarine stopped firing, gradually disappearing below water. After firing once more, I gave order to cease firing and continued our voyage.

No flag, mark or number was distinguishable on submarine, which mounted two guns.

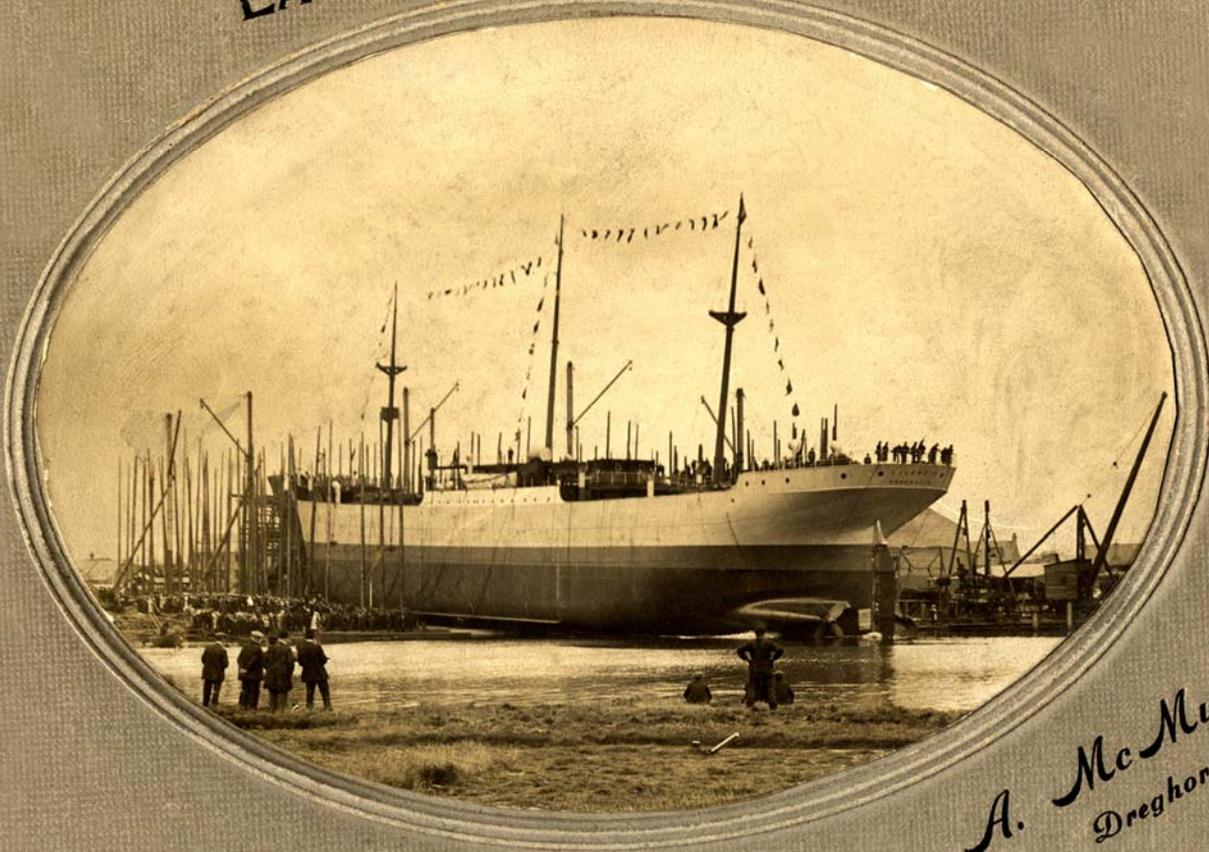
The official record does not mention the fact that it was the deck-boy, Jack Eggleston, who first sighted the submarine. He later became Captain Eggleston, master of *Koolama I* when that vessel was bombed by the Japanese in 1942, and then commodore of the Stateships fleet. *Kangaroo I* was credited with sinking the submarine, and so the crew were later awarded prize-money.

Before being based in Fremantle, the vessel underwent alterations to provide for refrigerated cargo and for the transport of livestock. After World War I *Kangaroo I* was brought to the WA coast for use both on the coast and to the Dutch East Indies, as it then was. One of the earliest benefits derived was in bringing about a reduction of £4/10s per ton in pearl shell freights carried to Singapore for trans-shipment to the UK, the Continent or USA. She was used in the Singapore-Malaya trade and on the north-west coast of WA. In 1931 she pioneered the route to Penang, and carried flour, fresh fruit and live sheep.

See over



LAUNCH OF "LALANDIA."



*A. McMurtrie,
Dreghorn.*

On 9 August 1938 *Kangaroo I* was sold to a British company, Messrs Moller Bros of Shanghai, for £25,000, and then operated out of Singapore, trading to east Asian ports.

On her last voyage from Fremantle for State-ships she took a full cargo of Western Australian goods for Javanese ports, Singapore, Bangkok and Saigon, a total of nearly 3,000 tons in all, including 2,500 sheep picked up at Cossack.

The launching of the Lalandia

Between 1922 and 1938, in steaming a million miles for Stateships *Kangaroo I* carried:
263,156 tons of general cargo
110,600 bales of wool
68,500 head of cattle
182,000 sheep to Fremantle
141,000 sheep overseas.

Maritime Heritage Association Inc.

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