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MARITIME HERITAGE ASSOCIATION JOURNAL



The luxury steam yacht Ena on Sydney Harbour

See article page 7 to find out its association with an 1814 Royal Navy 3-deck, 120-gun ship of the line

- * President's Report
- * *Gros Ventre* painting
- * 1908 North-West cyclone
- * Oldest boat ever found



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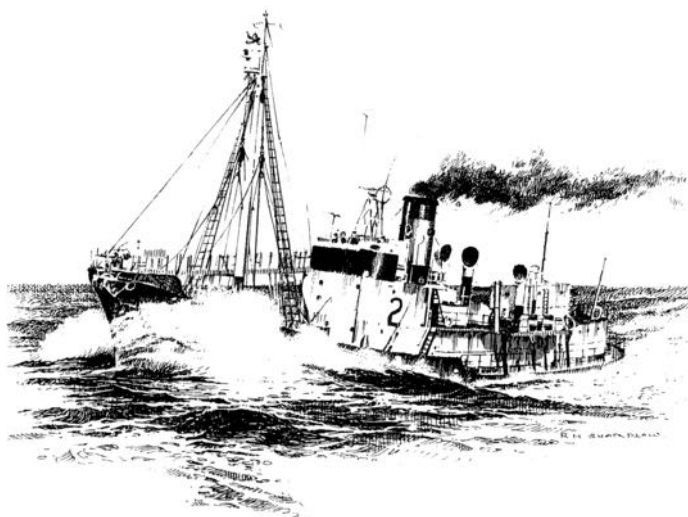
Annual General Meeting

Where: 12 Cleopatra Drive, Mandurah

When: 10.00am, Sunday 2 May 2021

Come for morning tea and stay for lunch
(there will not be a Committee Meeting after the AGM)

Don't forget, you can get here on the train
(For details contact Peter and Jill, or Bob on 0417 186 805)



**For catering purposes please let Jill or Peter know at:
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MHA AGM President's Report, 2019–20

When I first drafted a President's Report for the year 2019-2020 I intended to open with "Congratulations on attending the AGM thirty years since the incorporation of the MHA and since the Official Launch of the Association. It is your participation that has made this possible, and it is something to be proud of." The sentiment is still valid, but I should note extraordinary circumstances that have led to this AGM being postponed for nearly nine months; and I offer my thanks to the committee whose adaptability and resolution have kept the Association on course and making headway through these difficult times.

This will be a somewhat longer President's Report than usual because it is an annual report covering nearly two years of activities. Some of what I report might seem almost ancient history. A few of you might remember my being voted back as President at last year's AGM. At that meeting Julie Taylor stood down from the role of President. I'd like to offer my thanks to Julie Taylor whose term as president did much to re-establish the prestige and efficacy of the Association, and who might have started a long and illustrious reign had circumstances been kinder.

Along with congratulations and thanks there are inevitably sad reflections. We mark the passing of Mike Reveley – a master shipwright and boat-builder, a committee member in the early days of this association, very important in the establishment of Wooden Boat Works, and a fine embellishment of Cornish Maritime Heritage – a name to be remembered along with Grenville, *Trevellas* and *Rhoda Mary*.

My several terms as president have probably not been most obviously flawed by a compulsion to micro-manage or intrude at every step in the Association's activities, so it is with pride and satisfaction that I list the MHA's achievements of the past twenty months, all of which I have truly had little or no part in other than apophatic approval. An especial pleasure is the blazoning of achievements for which none of the committee can claim the lion's share of responsibility – namely the advertising and sales of the MHA publication *A Hazardous Life*, which the authors Ian and Ron Forsyth have been promoting with considerable energy and imagination. An impressive example of their many promotional activities, and a very good thing in terms of the MHA's goals, was the exhibition of an unprecedented collection of the

maritime artworks of their forebear, George Forsyth whose *Hazardous Life* is recorded with dash and detail in the afore-mentioned publication – *A Hazardous Life*. The collection was curated and exhibited at Fremantle Art Centre, and opened by no less a personage than Western Australia's Governor Kim Beazley.

While applauding the Forsyth brother's energy and enterprise, I should note that our esteemed treasurer, Bob Johnson, has been assiduously keeping account of the payments received and pending in respect of the sales of this proud product of the MHA imprint. Bob's report will provide details, no doubt.

Our thanks are owed to Bob Johnson, not just for his ongoing and impeccable services as Treasurer, but also his important work as Webmaster, maintaining and augmenting the Association's presence in Cyber-space where all that really matters now resides.

Thanks to all the committee members, and I'd like to note an article by a former committee member, David Nicolson, published in *Model Boats*, September 2019, which is a splendid tribute to erstwhile MHA President Brian Lemon.

Our thanks go to Ross Shardlow for the many ways in which he is singlehandedly realising so many of the MHA aims in Albany and the other southern outposts ... and for his keeping the MHA committee abreast of his many projects and achievements. Having visited Albany once, in 1998, I think I should take some credit for what is happening there now. And with that in mind I think we should acknowledge that the focus or centre of operations of the Association is shifting to Albany. Future efforts and funding should reflect that.

I'd like to thank vice-president Murray Kornweibel for undertaking all the duties of MHA President in my complete absence. Murray has brought to the role dignity and generosity that I could never hope to emulate.

My only slight undertaking this year (on a visit to WA) has been presenting a short talk at the Royal Western Australian Historical Society's State Conference, attending the lavish conference dinner, and making off with a couple of bottles of wine.



Enough of the facetious and the footling ... let me try to summon the gravitas appropriate to congratulating and thanking our hosts for the AGM – Robin and Pam Hicks, and thanks too for hosting the end of year get-together once again in such a splendid setting, and in the Hicks' tradition ... a tradition upheld by Doris's contribution to the catering.

Special thanks to the Worsleys, Peter and Jill who would have hosted the AGM ... and for so much else. Peter has been the Editor of our fine *Journal* almost since Dickens might have hoped to get an article published therein. Jill is to be congratulated as the author of the MHA's latest title *The Waugal and the Swan*. But, but, but... BIG congratulations on their both being awarded the Medal of the Order of Australia **for services to maritime history** in the Queen's Birthday Honours 2019! It is, to me, impossible to list the reasons for the award much more briefly than I did in the short congratulations published in *The MHA Journal* last year. I ended that article by quoting Peter and Jill:

"We have been helped so much along the way, and we hope some of this honour rubs off on those who helped us" they told the *Coastal Times* newspaper.

I'd like to think some of the honour has rubbed off on those who Peter and Jill have helped in so many ways over the years, especially this MHA

committee member, but I can't explain why it should.

More big, big, BIG congratulations to Ross Shardlow on his being appointed a Member of the Order of Australia for his "**significant service to the visual arts as a painter, and to maritime history**" in the Queen's Birthday Honours this year. Again I can hardly condense the list of achievements for which the honour is so richly merited than I did in a short congratulatory piece in the *MHA Journal* (Vol.31, 3; Sept 2020).

Looking ahead – with regret I advise that I will not be standing for a position on the committee at next years AGM, and I believe there is at least one other committee member who will not be seeking re-election. The committee is currently of the minimum number for quorate meetings, so, I urge everyone at this AGM, and any member reading this report who is able to attend committee meetings, to stand for a position on the committee. You will not regret it. Over much of the last thirty years MHA committee meetings have been one of the most congenial aspects of my social life as well as being a wonderful source of learning and wisdom – it has been a huge privilege. Any of you who do not grasp this opportunity to take part ... I'm sorry to say this, but you are a fool to yourself and probably a burden to others.

Nick Burningham





The Oldest Boat Ever Found

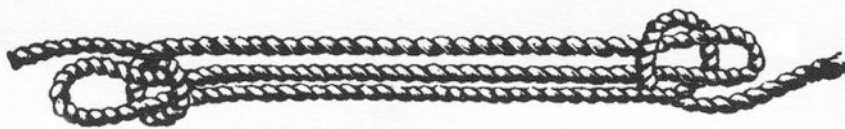
By Jill Worsley

A dugout canoe dated to 10,000 BC is now recognised as the oldest boat that has ever been found. This places it in the early Mesolithic (Middle Stone Age) at Pesse village in the Drenthe Province, Netherlands.

It was dug up in 1955 during the construction of a motorway, and subsequently conserved by being freeze dried. The canoe is 9ft 9inches (2.97m) long and 1ft 5 inches (0.43m) wide. It was hewn from a single log of Scots pine (*Pinus sylvestris*) probably using primitive stone and antler tools.

Initially it was thought that the artefact may have been an animal food trough, but this could not be so as it pre-dates the domestication of animals. Some people also questioned whether such a canoe could be usefully handled, but this idea was also overturned when a replica of the same dimensions was made. A paddler found that he could use it at least in sheltered waters such as fenland streams.

The canoe is now housed at the Drents Museum, Assen, Netherlands. Use of watercraft goes back a very long way indeed!



Did You Know?

On a ship bells are almost always *struck*, not rung. They are only rung when the ship is at anchor in a fog. On British ships what would be five bells in the dog watch (6.30pm) is never struck, but only one bell. This is because at that time in May 1797 the Mutiny on the Nore took place. Since then, in memory of that sad event, British ships have struck only the one bell and then two bells at 7.00pm.



The Ditty Bag

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

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

The yacht *Britannia* (154 tons) launched for the Prince of Wales (later King Edward VII) in 1893 was initially gaff rigged. The mast was 142ft high with a 60ft topmast above that. The boom was 92ft long and the gaff 51ft long. In 1931 this was replaced with a Bermuda rig set on a 175ft mast.

A blacksmith makes things from iron and steel using a furnace. A whitesmith works with sheet metal.

The international meteorological difference between mist and fog is: in mist visibility is more than one kilometre; in fog it is less than one kilometre.

There is nothing so distressing as running on shore, unless there is also present some doubt as to which continent the shore belongs.

Thornton Stratford Lecky, 1881

The sounding lead has a very old lineage being mentioned by the Roman Gaius Lucilius around 120 BC.

The island of Flores is in the middle of what is known as the Indonesian Flowthrough. 15 million cubic metres (4 billion gallons) of warm Pacific water pour into the Indian Ocean every second. This produces some of the world's strongest ocean current.

We haven't been but two days out, when the duff it don't seem to please;

It hadn't the richness of raisins and sickness, so we ups and mutinies.

A 1908 Perth newspaper reported that the Japanese method of treating the bends that divers sometimes suffered was to 'scald the skin with hot water...Sometimes it is harder to doctor the scalded skin and flesh than to pull the patient round from paralysis' (*Sunday Times*: 3 May 1908: 3).

The sinking at Spithead of the *Royal George* on 29 August 1782 resulted in the formation of the famous charity Lloyd's Patriotic Fund, which still exists today.

The Official Number (now called IMO) for a ship was introduced in 1855, and initially only referred to British ships. Vessels had to be above 15 tons

net register and decked to be given a number. Naval, Army, and other military ships were not given an Official Number.



The first Commissioner of Fisheries in Western Australia was William Saville-Kent (1845–1908) who was commissioner from 1893 to 1895.

In April 1875 the German oceanographic survey vessel SMS *Gazelle* (2,264 tons) under the command of Vice-Admiral George Gustav Schleinitz carried out research at Shark Bay. The *Gazelle* was a steam-powered frigate of the Prussian Navy converted for survey duties.

In 1899 compulsory licensing of fishermen and their boats in Western Australia was introduced.

Quoin: A wooden wedge adjusted to support the breech of a cannon so as to give the muzzle the required elevation or depression. They were also used in the hold as wedges between barrels of wine, spirits, etc. to prevent them rubbing together.

In a trial on 20 June 1849 to ascertain which method of propulsion was best, paddlewheel or propeller, HMS *Basilisk* (paddlewheel, 1,030 tons) and HMS *Niger* (propeller, 1,072 tons) had a tug-of-war. Both ships had 400 HP engines, and the *Niger* towed *Basilisk* astern for an hour at 1.466 knots, proving the supremacy of the propeller.

Maritime archaeologists from the Roskilde Viking Ship Museum, Denmark, recently discovered a Danish ship sunk during the 1644 Battle of the Fehmarnbelt. The ship, the 31m *Delmenhorst*, was discovered in only 3.5m of water 150m from the beach.

Thomas Barnard, using his fishing smack *Prince of Orange* based at Rowhedge, UK, rescued over 900 people between 1831 and his retirement in 1881. He was one of the 'Swim Rangers', fishing boats that went to the aid of wrecked ships.



What does this ship have in common with the elegant steam yacht on the cover?



In July 1814 the 3-deck ship of the line HMS *Nelson* was launched (see above), becoming the first 3-deck battleship to be launched in England since the Battle of Trafalgar. HMS *Nelson* was 205.1 ft long, and was armed with 120 guns ranging in size from 32-pdrs down to 12-pdrs

During 1859–60 *Nelson* was cut down to two decks with a consequent reduction in the number of guns. However, the size of the guns was increased to 68- and 64-pdrs, some of which were rifled. At the same time the ship was lengthened and fitted with an auxiliary steam engine.

In 1867 HMS *Nelson* became HMVS *Nelson* when it was, at the request of the Victorian Government, sent to Australia to be used within Port Phillip Bay as a training ship for naval volunteers. As the White Ensign was reserved purely for Royal Navy vessels, permission was given for *Nelson* to fly the new Victorian Navy ensign—the first vessel to do so.

Because of the fears of a Russian invasion during the late 1870s HMVS *Nelson* was again cut down, this time to a single deck, but again with an in-

crease in the size and modernity of its armament. However, Victoria suffered a number of financial crises during the 1880s, and as a result HMVS *Nelson* was paid off in 1891 and laid up at Williamstown where the boilers were removed.

In 1898 *Nelson* was sold for £2,400 to Bernard Einerson of Sydney, and was towed to Sydney where the upper section was dismantled. The timber from this was used to build a lighter named *Oceanic*. The lower portion, still named *Nelson*, was used as a coal lighter. In 1908 the lighter *Nelson* was bought by the Union Steamship Company, towed to Tasmania, and there used as a coal hulk. In 1920, 106 years after launching, the *Nelson* was broken up and most of the remains burnt to obtain the copper from the fastenings.

The steam yacht *Ena* was designed by Walter Reeks in Sydney, and built by the boatbuilder W.M. 'Watty' Ford at Berry's Bay. The *Ena* was built at a cost of £5,800 for Mr (later Sir) Thomas Allwright Dibbs, banker and Commodore of the Royal Sydney Yacht Squadron, and named after his wife Tryphena. The 100-ft yacht had a hull built from Australian and New Zealand timbers,



but the superstructure and furniture was built of high quality teak. The teak came from the *Nelson*, and as the *Ena* is still sailing (owned by the Australian National Museum in Sydney), the teak has served in both vessels for 207 years.



and in 1945 the steam engine replaced by a diesel. The owners used the boat for scallop fishing, and later shark fishing in Queensland.

Under new ownership in Tasmania the *Aurore* continued fishing until in March 1981 it sank after hitting an unknown object south of Hobart. The wreck was salvaged in 1984 by a syndicate led by Pat Bourke and brought to Sydney where the boatbuilder Nick Mاستerman spent two years restoring the yacht to its original condition. This included the replacement of the old diesel with a new, purpose built 80 hp steam engine, and the restoration of the original name. of *Ena*.

During World War I *Ena* was bought for £1,000 by the RAN and converted to a patrol craft. Commissioned on 13 January 1917 as HMAS *Sleuth* and based at Thursday Island, it patrolled Torres Strait. It was fitted with a 3-pdr quick-firing Hotchkiss gun, a searchlight and some small arms for her ten crew. After proving unsuitable for ocean-going patrolling (HMAS *Sleuth* had an inadequate water capacity, burnt large amounts of coal and had also run aground twice.) the vessel was recommissioned to act as a tender to the Navy's training ship HMAS *Tingira*.

In 2017 the *Ena* was donated to the Australian National Maritime Museum.

Some of you may remember (as I do) the brief visit of *Ena* to Fremantle during the 1987 America's Cup races at the port.

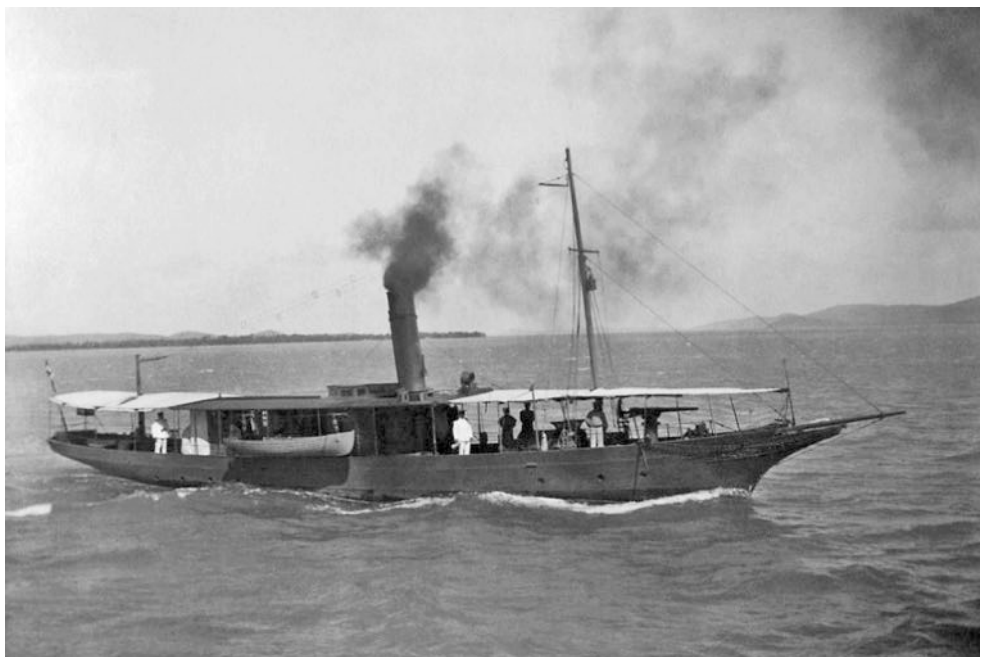
Peter Worsley

HMAS Sleuth in war-time paint, 1917.

Photo: Royal Australian Navy

In early 1920 HMAS *Sleuth* was sold out of service for £1,350 to Edward Budrodeen of Sydney who restored its original name of *Ena*. It was then acquired by Edward Longworth, and when he died in 1928, the yacht was subject to various owners and court actions. During this time it was damaged and had pieces of equipment stolen.

In 1940 *Ena* was bought by Bill, Colin and Max Roche, re-named *Aurore*,





*Model of Gros Ventre built by the late MHA member Roderic Dhu Mackay from plans by
Gérard Delacroix*

See overleaf



Painting *Gros Ventre* as she appeared in 1772

by Ross Shardlow AM



Le Gros Ventre as she appeared in 1772 watercolour 13in x 9in by Ross H Shardlow, FASMA, 2016

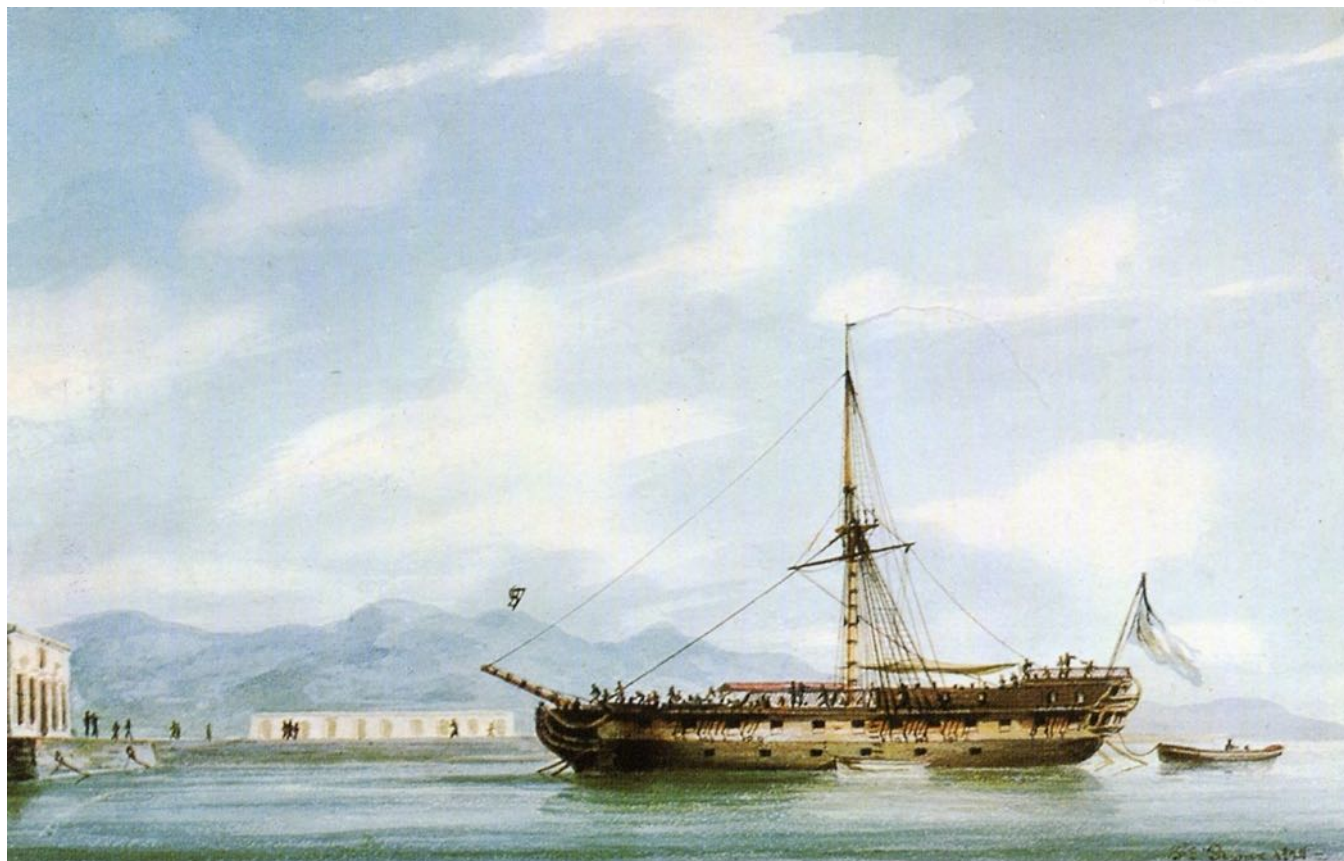
This image taken from the drawing board with holes from the drawing pins, sketches, colour details and notes in the margins.

Greceived a commission in 2016 to paint the French gabare *Gros Ventre*. As the painting was required for a South-West region wine label, it was necessary to show the vessel as she appeared when she arrived off the south-western coast of Western Australia in 1772.

The *Gros Ventre* (meaning pot belly or fat belly) was built in 1766 at Bayonne, France, as a 400-ton, 10-gun fluyt or gabare (storeship). Under the command of Louis de Saint Aloüarn, *Gros Ventre* was the consort vessel for the first voyage of de Kerguelen in search of the Great Southland *Terra Australis*, and was subsequently involved with the survey and annexation of Western Australia in 1772, two years after Lieutenant James Cook surveyed and annexed the east coast of Australia.

Fortunately, a great deal has been done on the reconstruction of *Gros Ventre* by learned schol-

ars, the most significant being the exceptional monograph by Gérard Delacroix, *Le Gros Ventre: French Naval Gabare 1766–1779* (with foreword by Jean Boudriot), published by A.N.C.R.E., Collection Archéologie Navale Française, 2003. Using the original but incomplete plans designed by Jean-Joseph Ginoux (1766), Gérard Delacroix reconstructed the likeness of the French naval transport *Gros Ventre* as built by Léon-Michel Guignace in 1766. Delacroix notes, however, ‘Like many ships, *Le Gros Ventre* underwent changes in her layout during the course of her career.’ In the interest of depicting *Gros Ventre* as she appeared off the Western Australian coast in 1772, my painting attempts to show the changes made to the ship as mentioned in Delacroix’s monograph. The original draughts show gunports in the waist to carry 10 x 4-pounder guns plus two bow ports. A body plan also shows two raft ports in the transom for transporting timber. The



Le Gros Ventre: the ship Gros Ventre docked in Port Louis in October 1778, Mauritius watercolour by Frédéric Roux 1828.

Plate 7 from L'Album de L'Amiral Willaumez, introduction et presentation par Jacques Vichot, Musées de la Marine, 1973.

French National Archives also disclose that at the time of *Gros Ventre*'s departure on the de Kerguelen expedition she was, '*Pierced for twenty guns but only fitted with fourteen...*' Other reports list her with 16 x 6-pounders and 120 crew. Documentary evidence also supports the addition of an orlop deck to carry 60 passengers (troops and personnel) to Mauritius in 1771.

Besides the contemporary reports I am also relying on a watercolour painted by Frédéric Roux in 1828 that shows the changes made to the ship during the course of her life. Roux's painting depicts the *Gros Ventre* cut down as a guard ship in 1778. Though Roux painted the *Gros Ventre* in 1828, fifty years after she was retired from service, Delacroix acknowledges the painting is a faithful representation of the ship, albeit at the end of her career, and points out the ship '*no longer corresponded to Le Gros Ventre's genuine characteristics*'. The painting, he concluded, was of little help in reconstructing her likeness as she was when built in 1766, but is a great help for an artist attempting to paint her likeness as she was later in her career. Roux's painting portrays *Gros Ventre* as she appeared in October 1778; just one year

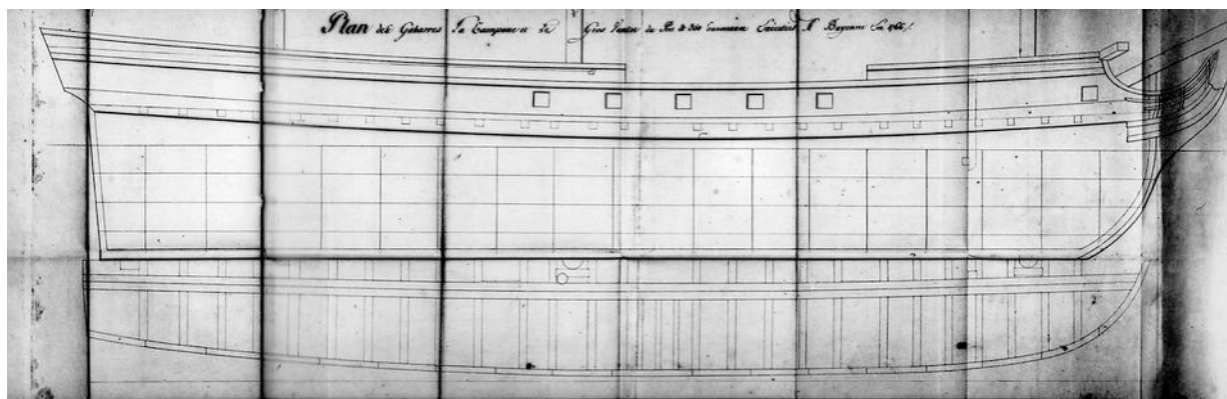
after the ship was decommissioned and only five years after de Saint Aloüarn's voyage of discovery to the Western Australian coast. *Gros Ventre* did undertake a major refit in 1774 to transport livestock, stores, timber and personnel, but her refit from that time appears to be for an internal fit-out and repair and might not have untowardly changed her outward appearance. If we accept the credulity of Roux's work, and allowing for the obvious removal of masts, spars and fore-castle rails, there is a reasonable probability that the *Gros Ventre* in Roux's painting might very well portray the ship as she appeared when off to the Western Australian coast in 1772.

Roux's painting confirms the ship was fitted with twenty gunports (for 16 guns) as opposed to the 10 gunports shown on the original draughts. A second row of ports below the gun-deck confirms she was also fitted with an orlop deck. Roux's painting shows raised topsides for the quarterdeck and a full poop complete with sham two-tier quarter and stern galleries. The head rails have been covered and the figurehead has the appearance of a man rather than a lion, as represented in Delacroix's work. The lack of sheer, presumed by Delacroix to be the result of a hogged hull may be a



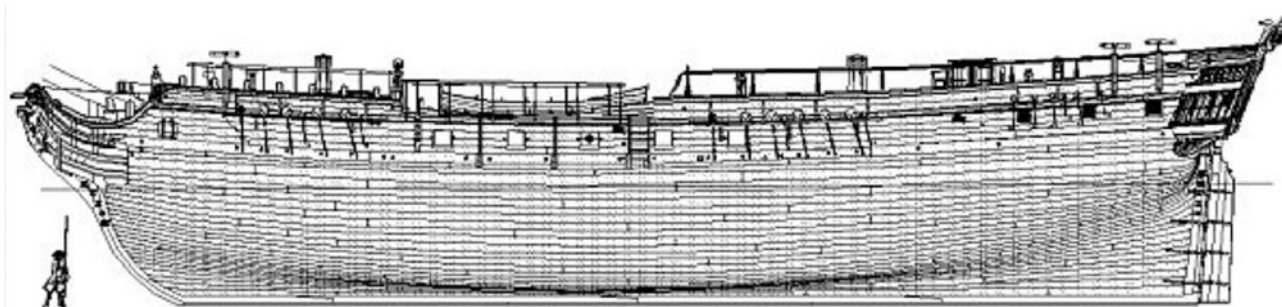
deliberate device to give the ship the appearance of a frigate or heavily armed East Indiaman – as was the fashion at the time for vessels trading in the East Indies to deter pirates and enemy ship-ping.

southerly course and rounded the south-west corner of the new land. Running along the south coast they came to a small bay that showed promise as a refuge. The ships stood off while boats were lowered to examine the bay to see if it was a safe anchorage. With damage to her running rig-



Original draught of Tamponne-class fluyts *Gros Ventre* and her sister ship *Tamponne* by naval architect Jean-Joseph Ginoux, 1766, showing ports for 10 x 4-pounder guns and no orlop deck below the gundeck.

This image taken from Delacroix. Archive of SHM Vincennes, call number DI 66, No. 9.



Sheer draught of *Le Gros Ventre* as built in 1766 by Gérard Delacroix, *Le Gros Ventre*: French Naval Gabare 1766–1779. ANCRE, 2003.

My watercolour, therefore, is a painting ‘after Frédéric Roux’ – an interpretation of one marine artist’s work by another marine artist. It is pleasing to note that Roux’s work overlays Delacroix’s plans remarkably well encouraging the supposition that Roux’s painting shows the vessel as she might have appeared in 1772.

Le Gros Ventre:

In 16 January 1772, Lieutenant and expedition Commander Yves-Joseph de Kerguelen de Trémarec in command of the fluyt *Fortune*, with his second-in-command Lieutenant Louis de Saint Aloüarn in command of *Gros Ventre*, sailed due south from Mauritius on a voyage of discovery to find the lost continent of *Terra Australis*. Land, in the form of a group of small islands (named by de Kerguelen, Fortune Islands), was sighted on 12 February 1772 in latitude 49° 31’ south. The next day the desolate summits of Kerguelen’s lost continent came into view as the ships continued their

ging *Fortune* was obliged to stand off some distance from the coast but managed to launch her longboat manned by twenty seamen under the command of Sub-Lieutenant de Rosily to examine the anchorage and to make a landfall to take possession. The *Gros Ventre*, being a handy-vessel and with less draught, was able to stand in closer to launch her small pinnace under the command Sub-Lieutenant du Boisguchenneuc to take soundings and to assist de Rosily to examine the bay. Regrettably, as the longboat was coming in from the open sea she was run down by *Gros Ventre* and became entangled in her anchors, cut-water and spritsail yard. By the time she managed to free herself and continue into the bay (by now named by de Kerguelen Gros Ventre Bay), the small pinnace was racing back to *Gros Ventre*. The pinnace and her fifteen-man crew had completed their soundings, made a landfall, slaughtered as many penguins, sea-lions and seals as they could fit into the boat and with night, fog



and heavy weather closing, du Boisgueuehenneuc used his initiative and formally took possession of Kerguelen's Continent (now known as Kerguelen Islands) on Thursday 13 February 1772 in the name of the King of France.

Though de Rosily was disappointed at not being able to perform the ceremony himself, he did not hesitate to turn about and follow the pinnacle out to sea. If *Gros Ventre* was becoming difficult to see in the fog and mist – *Fortune* was entirely invisible, she had vanished. De Rosily and his men had no option but to take refuge on *Gros Ventre*. The longboat, named *Mouche* (Fly) was too big to be hoisted on board so was taken in tow. De Saint Aloüarn tacked back and forth all night to maintain his position to avoid running onto rocks and to continue the search for *Fortune* next morning. At 5.00 am they found they had worked eastwards to a large bay, which they began to explore until the weather turned against them. While tacking out of the bay a sea filled the *Mouche* and she began to sink causing *Gros Ventre* to lose way. In desperation they cut the *Mouche* adrift and in memory of their beloved longboat named the bay, *Baie de la Mouche* (Bay of the Fly). They were back within sight of their start point at Fortune Island by 16 February, which was the direction the *Fortune* was sailing in when last sighted. On 17 February 1772, with prevailing winds forcing him on to a lee shore and one third of his crew laid up with cold and pneumonia, de Saint Aloüarn decided to follow his original sailing orders and headed *Gros Ventre* north and eastwards to continue the search for de Kerguelen by firing guns and signalling with flags, lanterns, rockets and flares as they made their way on a pre-arranged course to rendezvous off the 'lands of Lewin' (south-western coast of Western Australia), where he hoped to find *Fortune* safely at anchor. On 17 March 1772, land was sighted under moonlight at 2.00 am. At first light they anchored in what is now Flinders Bay, well out to sea south-east of a big island, behind which lay the lands of Lewin. There was no sign of the *Fortune*. Unbeknown to de Saint Aloüarn, *Fortune* had arrived back in Mauritius the day before *Gros Ventre* arrived at Flinders Bay. While de Saint Aloüarn was scanning the horizon for a glimpse of *Fortune*'s sails, de Kerguelen was bathing in the glory of his self-importance as the supposed discoverer of *France Australe*.

Gros Ventre's pinnaces were swung out to take soundings around the ship and on their return one was sent to complete an examination of the bay and to make a landfall. Attempts to make a landing to the north were thwarted by being 'hemmed in with reefs all round swept by tremendous surf'. Had they been a little more thorough in their investigation they might have found a safe landing place, a large river and inlet in the north-west corner of the bay. De Rosily produced a reasonable chart of Flinders Bay noting a group of islands extending seaward from the point of the mainland that French navigator Antoine-Raymond-Joseph Bruny d'Entrecasteaux named as the Isles of Saint Aloüarn, 5 December 1792. When Matthew Flinders called by on 7 December 1801, he concluded the largest of the Isles of Saint Aloüarn was actually joined to the mainland and declared: 'This supposed isle is therefore, what I denominate CAPE LEEUWIN, as being the south-western, and most projecting part of Leeuwin's Land.' Had Matthew not been twenty miles away when he made his observation he might have realised there is about three miles of ocean between what we now call St Alourn Island and Cape Leeuwin.

The men enjoyed a spot of fishing from *Gros Ventre* before beating out of the bay on 18 March 1772, working their way up the Western Australian coast to Dirk Hartog Island where, on 30 March 1772, they annexed the whole western two thirds of New Holland (Australia) in the name of the King of France.

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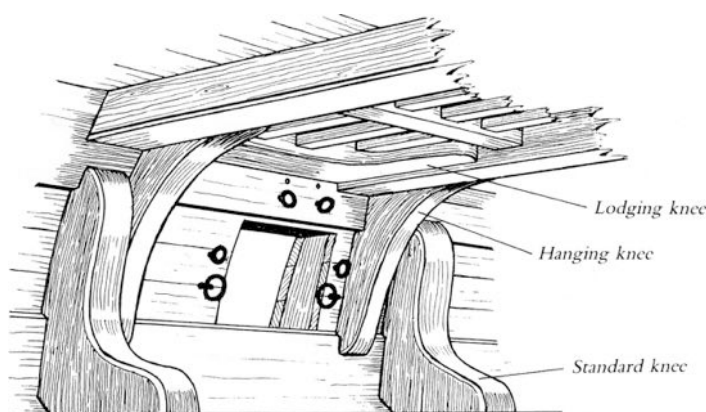




QUIZ

Answers to December

1. A lodging knee is fixed horizontal to fasten a deck beam to the ship's hull. A hanging knee fits vertically under a deck beam to support the end of the beam.
2. The steamer *Orizaba* was wrecked on 15 February 1905.
3. The commander of the *Batavia* was Francisco Pelsaert.



Quiz

1. On what important date did the brig *Amity* sail into King George Sound in order to establish a settlement?
2. What is meant by the terms inrigged and outrigged?
3. There were three American whalers wrecked at Bunbury during the 19th century. Two were named *North America*. In what years were these two vessels wrecked?

CROWTHER, SEWELL & Co.,
LIMITED.

S. A. PAFFORD, Managing Director.

YACHTING SEASON, 1919

For some time prior to the cessation of hostilities there has been a remarkable demand for yachts of every type and which is bound to increase now the War has terminated. Owners desirous of disposing of their vessels should lose no time in communicating with us.

9, REGENT ST., WATERLOO PLACE, S.W.1.

Telegrams: "Gybo. Piccy. London."

Telephone: Gerrard 1846.

*Perhaps we could
advertise Jack Tar with
this company?*

Letter to the Editor

S read with interest your article by Hugh Kalyptus. This was the pen name of Horace Stirling:

The columnist's real name was **Horace George Stirling**. Born in Perth on 21 August 1855, he was the son of one of Western Australia's first journalists. At the age of 12 he delivered the first telegram in Perth, the telegraph system having been established by his father. At 14 he became chief telegraph operator in Fremantle.

About 1880 he took over the managing editorship of the Western Australian family newspaper, the *Inquirer and Commercial News*, and in 1892 he brought out the *Daily News*, the first daily newspaper in the State.

About 1896 he relinquished his interest in those papers, but continued writing for another 30 years, under his pen-names 'Hugh Kalyptus', 'Historicus', and simply 'H.' *'A keen observer, he forgot nothing of Western Australia's early days, and ... was responsible for many graphic reminiscences of early times'.*

Actually I have found that, in true journalistic style, he didn't always let the truth interfere with a good story. I think that his 104 day voyage by the *Azelia* was about a half that from what I had found. It was a voyage that ended in litigation with the owner fined 20s. for not providing enough provisions for passengers!

Ron Forsyth



**NOR'-WEST DISASTER
LETTER FROM MR BRADWELL
GRAPHIC DESCRIPTION
AN HEROIC MALAY
BATTLE AGAINST WIND, RAIN, AND TIDE**

Daily News, 16 May 1908: 13g-h

By the mail from Broome Mrs Bardwell, of Claremont, received a very graphic letter from her son, who was part-owner of the lugger *Phyllis*, which was lost in the recent disastrous typhoon on the North-West coast, when a heavy loss of life occurred. Mr Bardwell's letter, which we have been allowed to use, contains undoubtedly the most graphic description of the horrors experienced by the pearlers on that terrible night. His letter reads:—

‘*Chantress*
on the Way to Broome,
April 29.

I suppose my wire to you was the first intimidation the outside world had of the terrible happenings of the 26th and 27th. It would be best to confine my description to my own happenings, so let me start from the beginning.

On Sunday, April 26, we were anchored some 10 miles to sea off Cape Joubert in company with about 60 boats. During the whole day there was a steady downpour and fresh breeze, and a nasty heavy swell rolling in from the north. The barometer registered 30.4 at 9 a.m., and was fairly steady during the day, but began to fall rapidly in the evening.

At 2.30 p.m. I got the *Phyllis* under way with about a dozen other boats. We were only able to carry double reefed main-sail and jib. The gale blowing was so strong and on an E.N.E. course and heading for Cape Bossut, we had all the sail on she could carry, and came to anchor off Whistler Creek, and just south of Cape Bossut, at 5.30 p.m. It was still raining, and almost dark, and as far as I could see there were some 30 or more boats anchored near.

The barometer continued to fall, and the wind to increase, until at 9 p.m. the glass stood at 29.66, and the wind had reached a fearful violence, and it was impossible to see a foot ahead. We let go another anchor, and had about 120 fathoms of chain out, 60 on each anchor. My crew worked splendidly, especially a Malay called Rose, one of the best tenders in the Nor'-West, who worked in the biting wind and rain, with heavy seas thundering

over us, and without a stitch on, and then at the last, after all his endeavours, he was drowned.

At 1.30 a.m. (April 27) the glass dropped suddenly to 29.52, and the wind came up with such an awful violence that we lay over almost on our beam ends, the deck being almost perpendicular for several minutes; we thought we were gone then, but no, the wind slackened slightly, and we rode head on to our anchor again, and taking a sounding, found we had five fathoms under us.

The water we had taken in filled the boat up to the floor, so I set the crew on to the pumps. The glass rose suddenly, and in ten minutes was up to 29.64, and I thought the worst was all over, although the wind still came with great violence, and at 2.20 a.m. the diver and I went down into the cabin to put on dry things. I had just put on a dry shirt and pyjama trousers, and had taken a pearl worth about £50 out of my bag, and tucked it under my waist-band in case of accident when the wind came with a roar, and seemed to lift the boat up and lay her over, until her masts were in the water, and then, without pausing, she sank.

I was out of the cabin first, and the diver, who followed, had difficulty in forcing his way out, as the water was then rushing in. The diver and I kept together by holding on to half a hatch cover about 3 ft by 2ft 6 in, unable to support any weight, but a good means to keep us together. About ten minutes after we were joined by one of my Japanese crew, and so all through the night the three of us clung to this frail piece of wood, longing for help, or something to drift along that would support us.

At times the tremendous seas would bury us fathoms deep, and we would be separated, but would soon struggle together again, locating each other by our shouts, which, however, at times could hardly be heard, the roar of the storm being so terrific. The two Japanese behaved well, and complained very little. I endeavoured to cheer them up by talking a little, but had to give it up as it meant too many pints of salt water swallowed, but neither of them sought support from the other two. Infested with sharks as these waters are, it is marvellous that we were not taken.



Shortly before daylight I began to feel fatigued, and although not at any time did I feel frightened, nevertheless, I began to wonder what the drowning sensation would be like. I asked the diver how he felt, and he said his limbs were getting numb and did not think he could last much longer; just the way I felt. However, I said I thought we would see something soon, and had hardly said so, when I saw land about half a mile away, and almost immediately after saw a boat minus her jib-boom on the other side. She was closer than the land, and we shouted and yelled until we were so exhausted that we had to stop, but no sign was given of us having been heard, and the tide and wind swept us past. Anyhow, I don't suppose they could have helped us, as the wind and sea were still raging so tremendously.

We then turned towards the land, and soon saw two fires spring up. As we got closer we could see it was Cape Frazier [Frezier], but could not make the land there, the tide sweeping us further along the land towards Cape Joubert. We then saw several wrecks, and two boats washed up on the beach, and tried to make each in succession, but were swept past. The water near the shore felt bitterly cold, and the rollers very nearly finished us, and at last, when just at my last gasp, I touched bottom and struggled into about three feet of water, but was so exhausted I could not stand.

Two natives who saw me ran down and carried me up to the sandhills and laid me alongside a fire, and rubbed me down, some others doing the same for the two Japs. We had been in the water just over five hours. I soon recovered and felt violently hungry, and ate three onions cooked on the fire, which had been picked up from the wreckage. One of the natives then offered to lead me to Jos. Eacott's station some miles off; so I started off, feeling very feeble, but think the walk and subsequent exertion did me good, keeping my limbs from getting to stiff.

I arrived at the station about 9.30 a.m., two hours after landing, with nothing on but a short shirt. I soon got some nether garments, and then sent two wires, one to you, and one to Mr Piggott, by a native to La Grange Bay, 20 miles away. Mrs Eacott was very good, and gave me a good breakfast of bacon and eggs, and after a rest, Allen Chamberlain, whose schooner and some boats were lost while he was there on shore, and I harnessed two horses and rode down to the beach again.

We found two more whites who had got ashore, one being H.T. Biddles, the captain's brother. One of my men turned up having landed on a hatch, so only three of my men were drowned. On examination I found we had swam over nine miles. We could not do much then, but make arrangements for our men to get tucker from some of the boats that were blown up on the beach.

Already wreckage was coming ashore, and eight or nine boats were up on the beach. The masts and other parts of boats could be seen scattered over Jeffrey Bay. Out of 26 boats anchored there, only six had escaped, and of the boats anchored near me at Bossut, there were over 30. I am afraid hardly any escaped. As yet I have not been able to find out how the big fleet outside fared, probably as bad as we, and yet it is quite likely the Willy Willy passed them. I know of one schooner, however, the *Anne*, that went down, and probably there are many more. Today boats can be seen sailing everywhere with only one mast. I came across one of the *Phyliss*'s masts floating bottom up, probably it is still made fast to her by the rigging.

Yesterday four of us walked about six miles along the beach, and pulled several bodies out of the water, including Alex McLachlan, the only white man found so far out of those drowned. The poor fellow was floating with his clothes on, and I had to swim about 80 yards towing the body behind me. Some of the coloured men looked just like whites the brown having come off in patches, and in some places altogether. Very few of them were fish-eaten, excepting of course their ears, lips, etc., and they were mostly chewed.

Bert Miller as soon as he heard I was alive sent a messenger after me and waited till I joined the *Chantress* before starting for Broome. On the way out to her I saw three bodies and examined the first two, and on approaching the third a shark turned it over and took it down out of sight. For some considerable time to come it will be impossible to say how many boats and lives are lost. Mr Gaskin is, I am afraid, dead. He was on the same schooner as Biddles, and his last cry heard by Biddles was a very despairing one.

I had just taken on board three months' tucker and have lost a slop chest, etc., worth £100 or more, besides losing a lot of keepsakes and valuables.



Editor's note: I came across this article which appeared in the *Daily News*, 16 May 1908, while carrying out research for the Western Australian Museum. Although reflecting the social mores of the day, it provides a very vivid account of the

dangers faced by pearlers working along our cyclone ravaged north-west coast (it was originally written as only two paragraphs!) The illustration is not of the crew of the *Phylliss*.



A mixed race crew on board a lugger at anchor

Photo: Australian National Museum

An extract from a letter written on 12 January 1830 by one of the passengers on board the *Norfolk* (Captain Alexander Greig) in Gage Roads en route Sydney to India

The first news we heard from the pilot was that HMS *Success* was still here, and likely to remain some months, having unhappily run on the rocks on entering Cockburn Sound. The extent of the injury is not ascertained, but it is supposed to be so considerable as to prevent her going to sea until she has a new keel. She struck so violently, that the keel was destroyed, as well as the rudder, and the bolts of her forefoot driven up no less than nine inches. She made

three feet water immediately, and it was found necessary to take her guns and everything else out of her. It is intended to heave her down near the *Sulphur Bomb*, as soon as they can procure wood for the purpose. A number of trees have been felled up the river, but such as might have answered for their size, have all been found shaken in their centre, and therefore useless.

The Sydney Gazette and New South Wales Advertiser,
20 April 1830: 3b



Ships of the State Shipping Service

By Jeff Thomson

***Arktis Pride* IMO Number: 8913863**

After the chartered ship *C.Y. O'Connor* was returned to her owners in January 1994 and before the arrival of the chartered vessel *Sina* in April, it was necessary to charter another ship to undertake two voyages to South East Asia. On the 7th February 1994 the *Arktis Pride* arrived in Fremantle to meet these commitments.

The *Arktis Pride* was chartered from the owners Elite Shipping A/S, Denmark, being delivered in December 1991 from A/S Nordsovaeflet - Ringkobing, Denmark (Yard No. 207). As built the *Arktis Pride* was 2,815 gross registered tons, 4,110 deadweight tons, 88.4 metres overall, 80.3 metres between perpendiculars, 15 metres breadth and 6 metres draft. One Krupp – MAK 6M453C 6-cylinder diesel of 2,692 bhp gave a

service speed of 13.5 knots and she was strengthened to navigate in ice.

In 1999 the vessel was transferred to Elite Rederi A/S, Denmark, and renamed *CEC Pride*. In 2002 the vessel was transferred to Hetherby Ltd and Delta Shipping Co. Ltd, Isle of Man, and renamed *CEC Delta*. In 2004 it was renamed *Sea Delta* by the same owners. As *CEC Delta* it was at Portland, Victoria, on 13th May 2006 loading windmill blades and on 6th June 2006 at Point Wilson loading 21 containers of ammunition, sailing for Singapore. In 2007 was renamed *Forum Raratonga II* by the same owners, operating on Pacific Forum Line New Zealand – Fiji service. Still listed in 2007/08 Lloyd's Register.

Editor's note: In 2009 *Arktis Pride* was re-named *ACM Delta*, and in 2015 was again re-named *Don Daxtongssli*, sailing under the Philippine flag.



ACM Delta formerly Arktis Pride



Vale: Ken Wiggins **28 February 1925—3 February 2021**

It is with sadness and regret that the Maritime Heritage Association notes the passing of Ken Wiggins, a long standing member of the Association. Ken almost made his 96th birthday, and will be sadly missed. Condolences are extended to his family.



MHA Received this Letter

Please let the Committee know your reactions to it!

The *Duyfken* Replica has now departed from WA shores to ANMM in Sydney and unfortunately we cannot celebrate the 25th anniversary together with the ship. (January 24, 2022 it is 25 years ago that the keel was laid by Prince Willem Alexander in front the Shipwrecks Museum in Fremantle). We are planning an exhibition not only about the *Duyfken* Replica but about wooden boat building in Western Australia

Western Australians and tourists will be more specific informed about the history of shipbuilding in WA and that what it brought to them. Schools, teachers and kids get visual information about the impact of ships who sailed around the world.

You learn to know history when you are curious and dare to explore the unknown. And all who will be visiting the West Coast in pre COVID-19 time, will be informed about the fact that the WA Wooden Boat history is still present in Fremantle/Perth and WA.

Linked to this, we want to hold a Wooden Boat Parade on the Swan River close to the WA Maritime Museum where the *Batavia* Longboat will also be present.

Lectures: Former Board Members of the *Endeavour* and *Duyfken* Replica; John Longley, Mike Lefroy, Bill Leonard Master shipright *Endeavour* and *Duyfken* Replica, Nick Burningham, Wendy van Duivenvoorde Associate professor Flinders University and many more.

A bit of information about my self;
I worked for the Duyfken 1606 Replica Foundation for 7 years. I became involved when I moved to Australia in 2013. Again involved, because my family and I have a long history with the Dutch

Australian history. My brother who lives in Perth for more than 27 years was at the laying of the keel and updated us on the building progress and the launching. Whenever family came to Australia, we all went to have a look how the progress went. We saw the *Duyfken* in my hometown (Zaandam) in front of the old windmills who were already there when the VOC was in power. My family is connected to the history of the windmills, that is where our name comes from. I was always connected with shipbuilding and sailing in the Netherlands with friends who were shipwrights and involved with the Batavia Replica. I stepped on the deck of all 6 replicas of the VOC in the world:

De Amsterdam, Halve Maen, Prins Willem, Batavia, Witte Swaen (Willem Barendtz) and of course the *Duyfken*.

And I think it is time to promote wooden boat building here in WA. There is so much knowledge and enthusiastic people around who can tell the history to a new generation of Western Australians.

Organisations involved:

DAF (Dutch Australian Foundation)
Duyfken 1606 Replica Foundation
Western Australian Museum
Amateur Boat Building Association (ABBA) WA
O'Connor Wooden boats Maylands
Maritime Heritage Association
Royal WA Historical Society
Naval Historical Society of WA
Port of Fremantle
Others still to be confirmed.

Kind regards

Elly Spillekom; Duyfken Foundation Member and curator of DAF Dutch Australian Foundation.

Get Your Name in Print!

This is a plea for readers to send in articles, long or short, even small items for the Ditty Bag, for publication in the journal.

This is your journal, and it really needs your involvement to keep it interesting.

In these days of computers and internet this journal attracts attention of people in diverse countries around the world as well as in Australia.



Jack Tar for Sale: Offers around \$10,000

This 3.5m clinker built dinghy is beautiful to row, to sail or just look at!

Commissioned by the late Syd Corser and built in the Wooden Boat Works, a community organisation established by Graham Lahiff to teach students classical boat building skills. Brian Axccl, a master boatbuilder, contributed to the unique in both design and construction. Incorporated in the construction is some antique jarrah timber salvaged from the original Fremantle wharf as well as Latvian oak from offcuts of the replica *Duyfken*'s planking. To complete the craft, he embedded a coin in the keel timber at the mast foot! This special craft deserves a special new owner and all proceeds will support the Maritime Heritage Association Inc.

Enquiries by email to info@maritimeheritage.org or mobile Bob 0417 186 805

