## MARITIME HERITAGE ASSOCIATION JOURNAL

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The cutter suction dredge *Leonardo da Vinci* leaving Geraldton Harbour to take up its work position in the channel – June 2003.

See article page 15

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

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### **EDITORIAL**

I presume members are aware that Noel Robins passed away on 22 May 2003 as a result of an accident. Noel was very well known for his sailing prowess in America's Cup, Olympic and Admiral's Cup competitions. These were rightly lauded in the media, but I heard no mention of his contribution to the building of the replica of the Duyfken. Noel was the Chief Executive Officer for that project. His efforts on the administration side, combined with the work of the superlative construction team, resulted in the ship being built on time and on budget. There has been little acknowledgment of Noel's part in the building of the Duyfken and, having done a little work there myself, I realise what a fine contribution he made. I am sorry that the news of Noel's death did not reach me in time to acknowledge the contribution he made to the Duyfken Project in the June edition of this journal.

As can be seen in the Presidential Tidings, Rod has finally swallowed the anchor. This major turning point in his life has come at a most opportune time. For some months the committee of the MHA has been discussing the possibility of publishing in our journal profiles of members so that other members may learn a little about their fellow associates. As Rod now has retired and has **so much spare time** we are hoping that his profile, giving a summary of his life, interests, talents, etc. may be published as the first profile! This profile to be provided either by Rod himself, or be written by some other member. Negotiations will be taking place! The editor feels that the profile following Rod's should be of our talented Secretary, Ross Shardlow, who was very much in favour of the "profiles" idea at the last MHA meeting!

Don't be surprised if at some time in the future **YOU** are called on to provide a few of the more printable details of your achievements, interests and future plans.

This current magazine is the first of a trial printing which we hope will save the MHA quite a lot in printing costs. More work for the editor and his long suffering wife but certainly a major saving for the association.

I still have the eternal plea for articles, snippets of infor-



## **Presidential Tidings**

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

#### 29th of July 2003.

sad but, strangely, a happy day as well. I have finally decided to retire from my life • at sea. 45 years of sea service on many and varied vessels and under various flags, such as the Red Duster of the Merchant Navy, the Blue ensign of the Royal Fleet Auxiliaries, the White ensign of the Royal Navy, the American Stars and Stripes, the Liberian ensign and the Panamanian ensign. Of vessels served on, they comprise tugs, tankers, whale oil tanker, whale chaser, turtle hunting boat, prawn trawler, landing craft, cargo ships, ro-ro vessels, deep sea cable laying vessel, ammunition supply vessel, aircraft carrier, crude oil carriers, product tankers, seismic survey vessels, oil rigs, rig tenders, standby vessels through to my latest the S. S. Northwest Stormpetrel an L.N.G. tanker on which I served the last eight and a half years of my career. In this time I have been on some absolute horrors, one, the Lodestone, Alva Steamship Company, on a voyage across the bight in moderate weather averaged at best 4 knots. The wooden lifeboats were dried out completely and the planks were sprung, not that they were able to be lowered

anyway as they were welded to the davits and chocks with paint. At the other end of the scale I have sailed on some wonderful, happy ships. The men I have sailed with over these years have ranged from superb seamen to the lowest of low, however taken overall the good have far outweighed the bad. When I think about my days at sea and some of the nuts I have worked with and drank with and played up with and drank with I am amazed that I am still here to tell the tale. The thought of my retirement only finally sank in as the plane from Karratha was coming in to land at Perth airport. It suddenly struck me as the seatbelt sign came on that this really was the end of an era, no more flying out of Perth to go to work. There was a hint of moisture in my eyes but that was probably due to the fumes from the beer I was in the process of consuming. As my third book has just been published and is in the shops it is time to start researching and writing more of our states maritime history, and this will no doubt keep me busy in the coming years.

#### **Rod Dickson.**



#### To Reeve a Three-fold Purchase

Place the two blocks at right angles to each other as illustrated.

1. From the becket on the moving block through the middle sheave of the standing block.

- 2. Through the outer sheave of the moving block.
- 3. Through the outer sheave of the standing block.
- 4. Through the outer sheave of the moving block.
- 5. Through the outer sheave of the standing block.
- 6. Through the centre sheave of the moving block.

This brings the standing and hauling parts out of the centre sheave of each block thus preventing them from capsizing.

## 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!)



**Bay.** A wide semicircular indentation of a shoreline, especially between two headlands or peninsulas.

**Sound.** A narrow passage of water having communication with the open sea at each end lying between a long extent of land on both sides. A narrow channel or strait. An arm of the sea over the extent of which soundings may be obtained.

In 1832 a scheme was canvassed for making a cut from Rocky Bay to the ocean. This would have allowed vessels to have safe anchorage in the Swan River estuary, which the bar across the river at Fremantle at that time prevented them from entering. The scheme was dropped because of cost.

Surely one of the oldest men to take up boat building was Charles Wilson. At the age of 80, in 1914 he commenced building the 40 ton *Leviathan* at Mandurah. It took Charles and his two sons four years to make the boat ready for sea. It was launched without a ceiling inside or hatch covers, as Wilson was anxious to get her working. *Leviathan* was built from local timbers and most of the broad-axe work was done by Charles Wilson himself.

In 1979 *Canopus II* sailed from Fremantle to Mandurah re-enacting the voyages of the original *Canopus*. Does anybody know where she is now?

Mandurah recorded 83 inches or 2,108 mm of rain in 1945.

The Admiral Benbow inn made famous in Robert Louis Stevenson's book "Treasure Island" (written in 1881) was pesumably named after Admiral John Benbow (1653-1702). Admiral Benbow was a controversial officer in the Royal Navy who died as a result of having his leg shot off in action against the French in the West Indies. He was commander-in-chief of the West Indies station at the time.

The keel of the world's first nuclear powered submarine, *Nautilus*, was laid on 14 June 1952 at Groton, Connecticut. She was launched on 21 January 1954. The nuclear reactor had not then been fitted.

Hendrik Brouwer first sailed the route from Capetown to Batavia which would later be named after him in 1610. It was tested for some years, then in 1616 became the mandatory route for the VOC ships.

A Parliamentary Inquiry in 1906 found that sufficient mullet to fill 10,000 tins were caught by just one fisherman in 6 weeks at the Barragup Weir nea Mandurah.

Grace Bussell, heroine of the *Georgette* rescue, later married into the Drake-Brockman family. Grace's daughter, Deborah Drake-Brockman, married John Winthrop Hackett. He was part proprietor of West Australian Newspapers and the founder and first Chancellor of the University of Western Australia.

In 1850 B.F. Helpman, captain of the colonial schooner *Champion*, found pearls at Shark Bay.

*Gros Ventre*, the name of the 16 gun ship that St Allouarn sailed in when he annexed Western Australia for France on 30 March 1772 means "Big Belly". The French claim was made on the northern end of Dirk Hartog Island and a bottle and coin were buried. These were discovered in 1998.

### The Sea and I

#### Part Two of Lorna Kemp's reminiscences on her association with the Sea.

Meanwhile, my stepfather in law was sailing regularly as First Officer for Anderson, the so-called "sausage king". He had previously been First Officer with the Adelaide Steamship Company on coastal vessels around Australia and prior to that with the British Merchant Navy where he had been awarded a bravery medal for jumping overboard to save a man from drowning in the Thames River. During the 2nd World War the Australian merchant ships continued delivering cargoes around Australia and perhaps elsewhere. Many were lost to Japanese submarines which patrolled the East coast of Australia especially. A quiet man who loved the sea. I remember the large wooden sea chests he had, some with rough paintings of ships inside the lids. I still have one without a painting but it is now padded and covered with fabric!

Working for Anderson, often with auxiliary sailing vessels, partly crewed by natives from the islands to the north of Australia, he helped salvage much of the equipment left behind by the Allies after the war, including surgical instruments and such.

When he retired he bought a 25 foot cabin cruiser with engine named "Binghi" and pottered about with his wife, Brian's mother, cruising the Hawkesbury River and fishing for N.Z. hairtail in Broken Bay.

By then we also had our own cabin cruiser, converted from a 28 foot lifeboat and named "Viking" which we used in the same area. We also had our family - 3 daughters.

Both boats had to be taken down the Parramatta River to Sydney, across the Harbour and out through The Heads north to Broken Bay. They both weathered the sometimes rough conditions of the open sea trip several times but the children and I were thankfully not on board. We did however enjoy exploring and fishing during weekends and holidays the pristine beaches of Broken Bay and the upper reaches of the Hawkesbury.

Dragging the anchor one night in a gale, snagging someone's fish trap en route and in utter darkness and pouring rain we finally found ourselves about to ram the jetty at Bobbin Head. Luckily, Brian in rain and sea soaked pyjamas, managed to leap onto the jetty and secure our boat until at last daylight came. A scarey experience and the fish trap was empty!

After some years of cruising, sail was THE THING! Engines break down, are messy and temperamental when left on moorings. Then, our boatshed mooring owner failed to notice that a stranger was living aboard our boat. It really was the last straw! He was only a teenager but had broken the cabin door to gain access and was happily fishing at the mooring when we arrived in the dinghy. A burglar at sea!

He had made a mess, opened cans of food and wasted them, telling everyone it was his uncle's boat. When the Police arrived, sent for by the boatshed owner, we didn't press charges as he was already in enough trouble with the law it seemed.

The "Viking" was sold and we inherited the "Binghi" through Brian's mother and a year later his stepfather's deaths. The die was cast however and "Binghi" was also sold.

Brian first built a small outboard marine ply boat named "The Cheese" as it looked exactly like a wedge of it. This was really built for practise as the next project was a small rowing dinghy. This accompanied us on several holidays but was no challenge at all. So, it was bought by Bill my brother and we moved on to more exciting things in the shape of a 14 foot clinker built skiff "Mintaka" which had a centreboard of solid steel which required a strong man to handle it, lifting it in and out of the centreboard case.

After some time of taking it on a trailer to Pittwater, about 20 miles from our home and organising crews, it became not worth the effort involved. The girls and I were of no use except to guard the picnic basket and pour the tea when they arrived back from sailing. As Hills District Scout Commissioner Brian had seven scout groups in as many scattered locations. The closest water being the Parramatta River or Berowra Waters which were 7 miles from rural Arcadia. Arcadia wasn't an ideal location for a Sea Scout group, being in hilly bushland, but after enthusiasm and persistence prevailed, coupled with the approval of the Scouting Association, a Group was formed in July 1957. It created quite a precedent! Soon they were kitted out in white uniforms and well into their sea training. In April 1958 they competed in the Sea Scout race "The Sirius Cup" on Sydney Harbour, sailing from Seven Shillings beach, Double Bay. They were doing well in "Mintaka" when the wind suddenly dropped, favouring the smaller lighter craft. For one pound the Maritime Services Board later offered the Group a double-ended lifeboat, then lying at Goat Island.

After three yews as District Commissioner and with all eight Groups flourishing, the constant attendance nights and weekends over many miles to oversee and encourage Scouts, Scouters and laymen became too much so Brian resigned. As Publicity officer, Minute secretary and Vice President of the Area Committee he continued his support.

Finally the urge to build another boat took over and in his "spare time" plans were obtained and a 14 foot G.P. 14 sailing dinghy began to take shape in our garage. In no time the girls and I were roped in to hold things, help in softening and bending wood and numerous other chores. As the boat was built upside down bolted to the concrete garage floor, it became my job to crawl underneath the framework holding up a heavy steel "dolly" against the ribs whilst the marine plywood sides were nailed on. The last nail was about in when it was realised I would then be unable to get out!

Finished, "Fairwind" was briefly launched at Pittwater, before bringing by road freight to Perth when we moved here in 1964. The sails were ordered from Rolly Tasker who put Brian in touch with Mike Igglesden. Mike and Mary had been sailing on the Swan River as an article in the "Sunday Times" - Mr. Perth's Diary column put it on 8th August 1965, "In lonesome dignity on the crowded Swan River for almost 2 years".

Soon there were other enthusiasts either building or having boats built for them and a W. A. branch of the Association was formed. Approaches were made to several Yacht Clubs around the Swan River and eventually Mounts Bay Sailing Club was selected as suitable, having storage available. By the 12th of September 1965 there were enough boats for the first race to be held from M.B.S.C.

I became more familiar with nautical terms and actually crewed at times. Tipped into the river on several occasions I learnt how difficult it is to haul oneself back on board! I still think some kind of rope with a foothold loop could be of advantage but the urge to invent one has long since gone. The girls were much better crew material and could swim, so eventually I retired to Clubhouse duties. My sailing days were over.

The sea hadn't quite finished with me however.

Brian's health deteriorated and he had to give up sailing, selling "Fairwind". For 7 years he was Honorary Secretary for M.B.S.C. and died a few years later on 19th April 1979. Our 3 daughters were married by then and there were 4 grandchildren aged from 3 years to a baby 3 months old. Brian's wishes were respected when 6 months later I took his ashes to Sydney. My late brother Bill was then Assistant Director in the Transport Department and had arranged for their launch to take me to Sydney Heads. Some trouble with the launch developed and the Harbour Police took over, meeting us at Man of War steps near Circular Quay.

In beautiful weather and sunshine their 2 man power launch soon reached The Heads. With my brother and two other officers of the Transport Department officiating, his ashes were scattered in the ocean under North Head where he had once served as the youngest Sergeant. at the time, with the Royal Australian Engineers.

In 1980, six months later, I went abroad on doctor's orders, for a three month holiday. Going from Dover across the English Channel to France I saw the effects of the fishermen's strike. It was the most memorable part of the crossing. The miles long traffic queues on the French side had been held up for days with many people encamped along the roadsides. Returning a month later I was awed by the huge concrete bunkers, now broken, where German troops had manned guns pointing across the Channel towards England in the 2nd World War.

Two months later I was on another ferry going around Manhattan with some New Yorker relatives. It was quite awesome to see all of the well known places and buildings close up, including the



Statue of Liberty, the Yankee Stadium and the ill fated twin towers.

In September 1983 I went to Japan for 5 weeks to see three Japanese women friends I had met in the U.K. in 1980. After staying at their three homes, two in Tokyo and one at Kawagoe, Saitaima Province, I toured the three main islands by plane and train.

Coining back from Hokkaido I met a fellow traveller on the train from Sapporo to Hakadate. A young man who had been studying tree surgery and timber management in north Hokkaido. He was from my old NSW. Newport area and had actually dated a daughter of one of my cousins. A small world!

From Hakadate to Aomori in Honshu involved a 4 hour ferry crossing of the Tsugaru Strait which is now crossed by a road tunnel between the two islands. Just prior to my trip a ferry on the same route had capsized, so I was happy to have and enjoy a trouble free voyage.

My young Newport friend had met some Japanese Uni students on board the ferry and came to ask me if I had any Australian coins to swap with them for Japanese coins. So, I went up on deck to meet them, enjoying the coin swapping and the music they were listening and dancing to. Later I realised that I for one had made a small profit on the coin exchange. However, what I most clearly remember were the small tatami mat rooms inside the main cabin. They presented quiet but entirely visible retreats where family groups, mainly with young children, could quietly rest, or kneeling on the tatami take care of the baby or just enjoy some food. A nice idea

Going from Honshu to Kyushu several weeks later by Shinkansen (bullet train) we crossed the strait by underwater tunnel to Hakata without even seeing the water.

Daughter Barbara and her husband Ross planned a trip to England and Ireland in 1988, so whilst Ross was busy studying ship plans etc. at Greenwich, Barbara and I decided to do a Scandinavian tour. This involved a ferry crossing from Harwich overnight to Esbjerg in Denmark. We looked to make sure that they had closed the rear end doors as the big Danish Seaways ship "Tor Scandinavia" eased away from the dock after loading so many vehicles, cars, buses, lorries etc.

The overnight trip across the North Sea was reasonably calm but the return trip was rough in comparison.

during the night. Going and returning we had booked berths in a 4 berth cabin which was very small but compact with it's own en suite bathroom. Going, we shared with two young Scandinavian women who walked around naked when inside the cabin, and were not at all friendly towards us.

A shorter ferry trip was from Denmark to Sweden. Later we went on the Sogne Fjord cruise in Norway. Very spectacular mountains, glaciers and waterfalls but VERY cold!

Back in London Barbara rejoined Ross, and I my brother Bill who had flown over from Sydney to spend a holiday in England and France with roe. It was to be the last time I saw my brother alive. He died suddenly two years later in Sydney, having just driven to his eldest son's home for dinner one night.

My next brush with the sea came in December 1991 when my widowed sister in law persuaded me to go with her on the liner "Island Princess" from Sydney to do a 14 night cruise around New Zealand. We had New Year on board before arriving at Milford Sound on the west coast. En route we encountered rough conditions in the Tasman Sea. The tail end of a cyclone or something similar we were told. This lasted for the best part of 3 days and 2 nights. About 50% of the crew and 70% of the passengers were ill or injured. One woman broke her hip and an elderly man was in a wheelchair awaiting an X ray of his head at the Dunedin hospital as conditions on board precluded using the ship's equipment. Getting out of the en suite shower in our cabin one day, I was flung violently back into it but luckily escaped injury. For the best part of three days and nights the ship was forced to reduce speed as we were hit with enormous waves, rolling, pitching and tossing. Both nights I spent trying to stay in my bunk, clutching the sides and wondering what kind of fun was this! as seas came crashing over the ship's bow and then plunging us down into the troughs.

Apparently this 20 year old ship built at Emden, West Germany in 1971 (length 168.73 metres, breadth 24.60 metres, gross tonnage 19906.96 tons) had only encountered one worse storm off Hawaii some time before. The photographer had photos on his studio wall of the huge waves breaking over the bow.

Luckily, after cruising up Milford, Thompson, Doubtful, Breaksea and Dusky Sounds we enjoyed pleasant conditions around the south tip of NZ. to Dunedin and other east coast ports. At the Bay of Islands I enjoyed a local catamaran cruise to The Hole in the Rock where "Tiger 3 "passed safely through. On returning to our ship anchored in the Bay we saw the sailing ship "R. Tucker Thompson" sailing majestically nearby. The Bay of Islands is truly a beautiful place including many inviting islands with clear sandy beaches, but I wasn't sorry to arrive back in Sydney to board an instant flight home to Perth.

I can only add that I have been to see the International date line and Museum at Greenwich, been on board the "Cutty Sark" seen "H.M.S. Victory" at Portsmouth (closed for repairs the day I was there), visited Oslo to see the Viking ships museum, the and "Kon Tiki", waited in a very long



queue at Greenwich to see the Armada Exhibition, attended the launching of "Leeuwin" on 2nd August 1986, been on board "Leeuwin", "Endeavour" and "Duyfken" all at Fremantle, and been very privileged to see many of Ross's wonderful ship paintings "in the making".

It seems that I've had more to do with the sea and ships, big and small, than I had realised! Perhaps many other members have stories they can share?

LORNA KEMP

### **Crossing The Bight**

#### A welcome story by MHA member Wal Bird from New South Wales.

eamen seldom recall the storms or bad weather they experienced once it is over. In retrospect, you tend to remember only the good times but even then, unusual things did happen. I remember a strange experience I had on the steamer River Burnett in the 1950s, when crossing the Bight deep laden with some 10,000 tons of general cargo for Fremantle.

I was at the wheel in the early morning of the 12 to 4 watch. The 2nd mate was in the chartroom and my watch-mate had not long left the lookout for his 'smoko'. For once it was beautiful weather and the ship was steering well, carrying only a couple of spokes, lifting and riding gently over the mile long swells rolling in fine on the port bow from the Antarctic.

Lost in thought, I glanced up from the binnacle as she came over the crest of one swell and lifted her

bow to smoothly ride the next when I saw the foc'sle head suddenly disappear in a smother of white water. It was followed by a wall of water breaking against the bridge, rattling the windows, which brought the 2nd mate rushing in from the chartroom. It was all over in a couple of minutes. Her bow lifted with the water streaming from the fore deck wash-ports and she didn't shudder or check her speed, simply rising to the next calm swell, and a glance at the compass card confirmed she was dead on course. Other than my watch-mate, who queried why the bridge wings and boat deck where so wet when he came to relieve the wheel, and the 2nd mate, nobody else on board was aware of what had happened. Our conclusion was that it was a giant swell, probably the end result of one of those monster rogue waves you hear of that had expired into a large swell after travelling some thousands of miles across the Southern Ocean. Thankfully, neither of

### **Coming to Australia**

#### A contribution from the editor.

**Solution** n 1937 my father, Thomas Worsley, decided to try his luck in Western Australia. At the age of 20 he paid his fare of £36 and sailed from Southampton to Fremantle on the Aberdeen and Commonwealth Line steam ship the *Jervis Bay* of 14,164 tons. This ship became very famous three years later, in 1940, when as an armed merchant cruiser she fought the German pocket-battleship *Admiral Scheer*. The *Jervis Bay* was launched in 1923 and had a top speed of 15 knots. She was armed with seven old 6-inch guns.

On 5 November 1940 the *Jervis Bay*, Captain Fogarty Feegan in command, was the sole escort of a convoy of 37 ships from America to England. About dusk the German battleship was sighted and Feegan ordered the convoy to scatter under cover of smoke. The *Jervis Bay* was then steered directly towards the *Admiral Scheer* in an attempt to delay the German long enough for the convoy to benefit from the cover of darkness.

The Jervis Bay fought valiantly against the Admiral Scheer's six 11-inch guns and vastly superior speed. The one sided battle lasted only half an hour, but that time was critical. The Jervis Bay was finally sunk, but by then the Admiral Scheer could only find and sink six of the convoy. A Swedish ship of the convoy returned after dark to pick up the survivors of the Jervis Bay. Captain Feegan was not among them. He was awarded a posthumous Victoria Cross, which has on it the two words 'For Valour'.

This is a copy of my father's ticket for the *Jervis Bay*, issued on his twentieth birthday.

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## **A Shetland Sixareen**

This short article by Brian lemon tells of the building of a model of a sixareen, one of those beautifully shaped, seaworthy open boats from the Shetland Islands.

built this 1:18 model of a Shetland Sixareen using a method I had devised for constructing clinker-built boats. It can be used whether they are double-ended or with a transom stern. The method was described in my article on the *Oriel* in *MS103*, but for the benefit of readers I will give a resumé here.

As the Sixareen is a double-ender, the keel, stem and stern are all one piece, from a piece of 6 mm 12-ply wood. There is a rebate cut with a Stanley trimmer all around for the planks to fit into.

As the photographs show, there are a series of false frames set into the inside of the keel, almost to the rebate. These stringers, as with the stem and stern sections, are extended above the final sheer of the model. The number of planks are carefully marked on the stem and stern and then planking is commenced. Each plank is glued to the stem and stern and only on the overlap (about one eighth of an inch) for the Sixareen but not to the false frames. This also applies to the transom sterned models (Stadel, pilot, yacht tender, etc, 9 inches in length).

Once all the framing is complete the surplus extensions to the stem and stern are cut off as are the false frames. Photographs would show better than I can explain. On the Sixareen I used 0.8 mm ply for the planks and slightly larger for some of the thwarts and other detailed areas.

The model is only 20 inches in length, so is somewhat shorter than *Oriel (MS103)*. As is possibly visible in the photographs, the stains I use seem to convey a reasonably realistic wood appearance.



## Marlborough

Rod Dickson's query regarding the vessel Marlborough in the MHA Journal for June 2003 brought a prompt reply from Ron Parsons, Australasian Maritime Historical Society. The extract below which he sent comes from Ingram's *New Zealand Shipwrecks*.

*Ore arlborough*, ship: The vessel sailed from Lyttelton on January 11, 1890, bound for London with a cargo comprising frozen meat and wool. Two days after sailing she was spoken by a passing vessel, and was never seen or heard of again. When no tidings of the vessel came after months of waiting an investigation was made as to her condition when she sailed, and it was proved that the cargo was properly stowed and the ship well found and manned for the voyage. She was owned by the Shaw, Savill and Albion Company and commanded by Captain W. Herd. The ship carried a crew of 29 and one passenger.

The *Marlborough*, No. 73.858, was a handsome, full-rigged ship of 1,191 tons gross and 1,124 tons net register, built at Glasgow in June 1876, by R. Duncan and Company, and her dimensions were: length 228 ft., beam 35 ft., depth 21 ft.

(The compiler is indebted to correspondents for drawing his attention to reports of the finding of the *Marlborough* more than 23 years after she went missing. One is an account contained in the

book Mysteries of the Sea, by Robert de la Croix, translated from the French by James Cleugh. In Chapter 8, "Natural History of Derelicts", the author relates that "In October, 1913, a sailing vessel off Tierra del Fuego (another report names the vessel as the Johnson) sighted a big three-master, apparently disabled. Only part of her canvas was in use. She did not reply when signalled. The threemaster's sails, rigging, deck and superstructure were green with mould. The master of the Johnson ordered a boat to be lowered and when it reached the stern of the ship, he read, in letters half worn away, the words MARLBOROUGH GLAS-GOW. On boarding the ship which had stranded in a practically upright position, in a sheltered position, it was found that the deck planks had rotted yielding to the tread. Skeletons, still clothed, were found everywhere. One lay at the wheel, another near the hatchway to the hold, three more reclined on the poop, and there were another10 in the fo'c'sle and six in the wardroom. The wind had carried away the ship's papers and the log had rotted. There remained absolutely no clue to the mystery.)



### Tonnage

#### Rod Dickson has sent a very interesting article for this journal.

wring last year the members of the Association organised two demonstrations of how to measure boats and how to take off the lines from them for later technical drawings. I personally found these demos to be most interesting as I was completely ignorant of this art. My first introduction to it was when four of us travelled to Carnarvon to take off the lines of *Little Dirk*, during which most of my time was spent lying on my back in the dust and dirt. Recently I have been studying a series of old Customs Department files at the National Australian Archives in Bentley. In this series are 468 files on ships of all types but mostly pearling luggers.

One of the files was regarding the two masted pearling schooner *Gitana*, 0/No. 102249 and built by Edward Howson during 1902. Her tonnage was 12.11 tons and her dimensions were Length, 37.5 feet, breadth, 12.5 feet and depth of hold, 3.9 feet.

The vessel was built for Arthur Male who sold her to Alfred John Everett. She then passed through various owners until Streeter & Male Ltd; Pearlers of Broome purchased her in 1929. By this year most of the pearling vessels working from Broome had become auxiliary vessels, having had engines and compressors fitted by their owners. This was to ensure that the vessels enjoyed not only maximum time at sea but the vessel could have two divers working at the same time. In 1930 the owners decided to engine the *Gitana* and she was slipped at the firm's shipyard on Dampier Creek. The *Gitana* had a HEINKE engine fitted and before she re-entered the water was re-measured.

Because she was being altered from a sailing vessel to a power driven vessel the law stated that she must be measured again by the surveyors as allowances had to be made for the engineroom. The surveyor at Broome was Mr Thomas H. Owen and on the 12/8/1930 he made his way to the shipyard and re-measured the *Gitana*.

It is fortunate that the surveyors measuring chart has survived and following is the reproduction. It is interesting to note that the rules for measuring vessels under 50 feet were formulated as long ago as 1854 and were still in use unchanged in 1930. (It would be interesting to ask the surveyors of today whether they still use the same formulas.)

I must confess that I still am a little in the dark when it comes to understanding mathematical formulae but I am sure other members and friends will understand the technical terms. When it came to measuring steam vessels there was a different formulae used and this I found in the file on the old steam passenger ferry *Zephyr*. Unfortunately these forms are larger than A3 in size and are difficult to reduce for copying however if anybody wishes to obtain a copy for studying I will be able to provide them.

To conclude the story of the *Gitana*, after a long and unspectacular career in the pearling industry her crew, in 1935 at the start of the new season, took her north from Broome to the shelling grounds around the Lacepede Islands. On the 27th of March 1935 a fierce cyclone swept the area and the *Gitana* was just one of the luggers that was completely destroyed. Her entire crew of eight men drowned in the disaster.

Editor's Note: The article poses a few questions which other readers may be able to answer. The most notable to me is the apparent discrepancy in the length of the vessel as stated on the front and back of the measurement form. The front states 43' 6" and the back 46' 6".



p Note -- In the case of Steam Vessels, state after the Ship's name if she is of Iron, a Screw, or Paddle Vessel, also her nominal Horse Power.

Draughtsman

Examined by

D.

#### Epitome of Rule 1.

Length -- Taken inside on tonbage deck (in all vessels under three decks, the upper deck is the tonnage deck; in all other vessels, the second deck from below) from inside of plank at stem to inside of midship stern timber or plank there (as the case may be); the length so taken, allowing for rake of bow in thickness of the deck, and for rake of stern in the thickness of the deck and one third of round of beam, is to be divided into the prescribed number of equal parts, (which determines the stations of the areas), according to the length as follows :- Class 1 -- Length of 50 feet and under. into 4 equal parts.

| - 25 | 2 |       | 2        |             | - |      | -  | - dans | P que |
|------|---|-------|----------|-------------|---|------|----|--------|-------|
|      | ~ | <br>  | above 50 | to 120 feet | - | 11   | 6  | **     | **    |
|      | 3 | <br>  | * 120    | to 180      | - | . 11 | 8  |        |       |
|      | 4 | <br>R | " 180    | to 225      | - |      | 10 |        | . 18  |
|      | 5 | <br>  | * 225    | and upwards |   |      | 12 |        | *     |

- Areas Area No.1 is at the extreme limit of the bow. Area No.2 is at the first point of division of the length. The rest are numbered in succession, the last being at the extreme limit of the stern.
- Depths -- Taken at each point of division of the length or station of each area, from the under side of tonnage deck to ceiling at inner edge of limber strake, deducting therefrom one third of the round of the beam; the depths so taken are to be divided into four equal parts, if midship depth should not exceed sixteen feet, otherwise inte
- Breadths -- Taken at each point of division of the depths, and also at the upper and lower points of the depths. The upper breadth of each area is to be set down in its respective column in a line with No.1 (left hand numerals) and the rest in succession.
- N.B. The number of columns for areas will vary according to the length, as in the classes above given, and will be equal to the number of parts into which the length is divided + 1.

Length from front of Stem under bowsprit to back of head of pest outside of plank Depth at main hatchway from under side of tonnage deck to Measurement of actual E agine Room, and allewance for Propelling Power. beiling at the inside of limber strake. 46 8" Tt. Note -- In the case of the re-measurement of ships.the Tonnage under the late law as stated in the Register is to be here shown Reg.Tonge.under 8 & 9 Vict.cap.89 ) /3.0 To TB And in the case of New Ships it is desirable to ascertain the tonnage by girting, when the other indispensable duties of the Surveyor will admit of it. When this can be done the measure-ments and calculations are to be here subjoined, stating whether the vessel is full, sharp, deep or shallow. Gurth 10.0x •75=7.5 Breadth 13.18x •5= 6.59 ~ 14.09x43.5x.0018+ •63 = 16.17 gross Less Crew & Engine Spaces 2.75 13.42 Reg Lonnage 24sel Sharp & Shallow

### Leonardo da Vinci

#### This article is for those who love figures!

he Geraldton Port Authority has a port enhancement project to improve the Geraldton Port. One of the major parts of this project is the deepening of both the approach channel and the harbour itself. There has always been a problem with the depth of water at Geraldton, particularly near the outer end of the shipping channel. The rock on the seabed is very hard and has resisted proper dredging, and even the use of explosives. The hardness of the rock is up to 40Mpa (the equivalent of concrete). The bar of hard rock at the outer end of the channel has meant that in the past many ships could not take a full load out of Geraldton and had to top up at Fremantle or Bunbury. This was a considerable financial burden. The use of the dredge Leonardo da Vinci is meant to end this problem. The dredge is to remove just under 5 million cubic metres of spoil in the ten months or so it will be working.

The *Leonardo da Vinci* is the largest and most powerful self-propelled cutter suction dredge in the world. Built in 1986 it has an overall length of 127.09 metres with a length on deck of 111.50 metres. The beam is 22.40 metres and the draught 5.18 metres. With the various engines and pumps, the total installed horsepower is 27,000 (20,250 kW) and the total fuel capacity is 800,000 litres. There are three generators which provide power for the cutter, submerged pump, winches and hydraulics OR propulsion. Propulsion is by two of the diesel engines, each of 3,666 horsepower (2,735 kW) and give a speed of 11 knots.

The *Leonardo da Vinci* cannot hold any of the spoil from the dredging operation and therefore requires the attendance of two barges if the material is not to be pumped directly to a spoil bank or ashore. In the case of Geraldton the material is pumped into the barges, *Nina* and *Pinta*. These are split-hopper barges and are driven by two propellers called schottles, capable of being rotated through 360 degrees. With a bow thruster as well, this makes the barges very manoeuvrable. It takes about one hour to load a barge which then takes the spoil to one of three dump sites. At this time the other barge comes alongside the *Leonardo da Vinci* to receive spoil. The average daily produc-

tion of spoil is 20,000 cubic metres, although their best day produced 45,000 cubic metres. The three dumpsites will form three reefs, each approximately  $1\frac{1}{2}$  kilometres long, 300 metres wide and 2-3 metres high. It is hoped that these will provide future habitat for lobsters.

The *Leonardo da Vinci* can dredge to a depth of 32 metres. The cutter uses 5,900 horsepower (4,400 kW). There is a submerged pump of 3,666 horsepower that sucks the rock up, and two pumps each of 6,000 horsepower to pump it through a 900 mm diameter discharge pipe a distance of up to5 kilometres. The cutter head has 63 pick points on it, and rotates at approximately 30-40 rpm. The pick points are made from a special grade of steel and on average the dredge goes through 300 points a day. On a day when extra hard rock is struck this can jump to 450 points a day. The points cannot be sharpened and used again. In fact they cannot even be melted down to make new points.

The cutter is at the stern and there are two anchors located port and starboard of the cutter head. Using wire cable and two winches on deck, the head can be swung from side to side to cut a swath over the area being dredged. Two different anchors are used depending on the seabed. 120 tonne box anchor for rocky ground or 15 tonne Delta flipper anchor for sandy ground. Near the bow are the spuds. These are large pylons that are sent down to the seabed to hold the dredge in place and to move the dredge slowly forward. They weigh 130 tonne and have a maximum wall thickness of 90mm. The movement is achieved because the foremost spud is on a travelling carriage that can move forward in 1-1.5 metre steps. After a distance of 6 metres has been travelled, the second spud is dropped to hold the position while the main spud is moved back to the zero position to start again. While dredging the Leonardo da Vinci virtually walks itself along.

Peter Worsley

## **Shipwright's Tools**

Lorna Kemp, a member of the Maritime Heritage Association, recently made some suggestions as to future articles. One of these was a series of articles on the tools of trade of a shipwright. I will write the first, but there are many much more knowl-edgeable than I who I hope will follow up on this and contribute future articles. The first will be on that tool which seems to provoke more interest and fewer toes than most.

The Shipwright's Adze y authority for the following is not experience or knowledge, for I have only used an adze on very few occasions, and then not very well at all.

"Dictionary of Tools Used in the Woodworking and Allied Trades c. 1700-1970" by R.A. Salmon (George Allen & Unwin (Publishers) Ltd., Sydney, 1982), states:

"The 9 in blade of the Shipwright's Adze is longer by an inch or more, and it is rather flatter, than those of the Adzes made for other trades. It is usually provided with a peg poll. The handle is often given a double curve so that its lower end is brought forward to a point almost in line with the cutting edge of the blade. The purpose of the curve is not clear though shipwright assert that it would be impossible to control an Adze with a straight handle...

The normal length of handle is 2 ft 7 in, but in many early pictures, such as *The Building of the Ark* by M. de Vos c.1580, Adzes with only very short handles are shown; indeed, they resemble more nearly the Cooper's Adzes. Shorter handles are also used today where a sharp inward curve in the timber makes this design necessary.

Shipwrights use the Adze for all kinds of shaping and finishing, including the trimming of both flat and curved framing and planking, and for the rough shaping of masts and spars. In one method of working they start a cut in one direction, and then begin another cut from the opposite direction so that the cuts meet. This method avoids too deep a cut if the grain runs inward. For general trimming work on upright surfaces the end of the handle is commonly held with one hand on the knee, while the Adze is hinged back and forth from that point; the curved handle is suitable for this way of holding. Holtzapffel (London, 1847, vol. 1, p.473) writes of work on horizontal timbers as follows:

'In coarse preparatory works, the workman directs the adze through the space between his two feet, he thus surprises us by the quantity of wood removed; in fine works, he frequently places his toes over the spot to be wrought, and the adze penetrates two or three inches beneath the sole of his shoe, and thus he surprises us by the apparent danger yet perfect working of the instrument, which in the hands of the shipwright in particular, almost rivals the *joiner's plane; it is with him the* nearly universal paring instrument, and is used upon works in all positions.'

The pin poll is used as a punch to 'set' or drive spikes and nails below the surface. When using the Adze, the shipwright often encounters nails, broken off perhaps when temporary scaffolding was removed after framing. It is necessary to drive these metal obstructions below the surface to avoid striking them and so spoiling the edge of the Adze. An elderly shipwright, Mr. G. Worfolk (Kings Lynn, 1966), when describing this operation declared: 'If you come across a spike, turn your adze and hit it; the old shipwrights used to say "Our only enemies are deal knots and rusty nails"."

As I indicated, the above comes from the Dictionary of Tools. The following quotes are from "Old Ways of Working Wood - The Techniques and Tools of a Time-Honored Craft" by Alex W. Bealer, Barre Publishing Company, Inc., Barre, Massachusetts, 1980. Bealer states that the twohanded adz (the American spelling) is known as a foot adze (as distinct from the short handled hand adze) "doubtless because the adzman's foot often serves to guide the course of the razor-sharp edge".

"In effect, adzes of any size are large heavy chisels with a handle which lies perpendicular to the plane of the blade...

Stance is important in using a foot adz. The left foot is placed about eighteen inches in front of the right, with the right foot pointing at about 45° angle to the right. Both hands grasp the handle, the left on its end, the right directly below it.

A short swing is used, the adz head moving in a precise arc only about a foot in each swing. Adzing starts about two feet from the end of the timber behind the adzman, the tool being swung under the sole of the left shoe, the chip being no more than a quarter inch thick. After each swing the adzman moves forward about three inches and swings again to hew another surface on the same plane created by the previous cut. Once the proper rhythm of swinging and moving forward is established and the position of the back is maintained, hewing with the foot adz becomes a pleasure. When the timber has been hewn to its end the adzman reverses his position and levels off the two feet not yet hewn on the end where hewing was started.

As with most tools, the sharp edge and the five- to six- pound weight of the adz head do most of the work with the adzman merely lifting and guiding. Because of the constant proximity of the edge of the left foot adzing can be a dangerous exercise, but once confidence is developed one tends to forget the danger. It was a common sport in the American backwoods for an expert adzman to bet that he could split his shoe sole without touching either the timber or the foot inside the shoe. Among the experienced experts more bets were won than toes split, but experience is quite necessary to undertake such a challenge."

It is now up to some of you experienced shipwrights to write an article for a future edition of the journal, on some other tools used by shipwrights! Or maybe what is written above needs correcting or expanding!

Peter Worsley



### Book Review A World of My Own by Robin Knox-Johnston

ne of my favourite maritime reads is a book that relates the story of one of the last great sea adventures. In 1968 nine sailors set off, each with the determination to be the first person to sail around the world non-stop and single-handed. The Sunday Times, hearing of the race offered a trophy, the Golden Globe, for the first vessel to arrive back at their port of departure. As an incentive to yachts leaving later there was also a prize of £5,000 for the fastest circumnavigation. The rules were simple; leave any port north of 40° North between 1 June and 31 October 1968 and return by way of the three capes (that is, the Cape of Good Hope, Cape Leeuwin and Cape Horn). The competitors were to sail without any external assistance, no resupply and could not put in to any port.

The competitors were as varied as their craft. The Frenchman Bernard Moitessier had a 40 foot steel ketch. The Englishman William King had a specially designed 42 foot cold-moulded yacht with junk rig. Two other Englishmen had trimarans. An expatriate Australian sailed in a catamaran. The eventual winner, in fact the only one of the nine to complete the circumnavigation, was a British Merchant Navy officer named Robin Knox-Johnston. As the first person to sail alone and non -stop around the world he has a permanent place in the record books. His book of the voyage is the subject of this review.

Robin Knox-Johnston was 29 years old when he set out from Falmouth on 14 June 1968. The yacht he sailed was not his preferred choice, but he could afford no other. *Suhaili* was his and therefore she would have to do. The ketch had been built of teak in India in 1964 to a design by the American William Atkin. That the design dated from the mid 1920s was only one of the drawbacks to the chances of this yacht winning any race. With a displacement of around 19,000 pounds (8,650 kgs) she weighed twice as much as King's *Galway Blazer*. However on 22 April 1969 *Suhaili* sailed in to Falmouth after a momentous voyage and Robin Knox-Johnston was awarded both prizes, and a C.B.E. by the Queen.

The book he wrote of that voyage, A World of My Own, published by Cassell & Co. Ltd, London, 1969, is the tale of a remarkable voyage told simply and without embellishment by a remarkable man. No computers, no GPS, no fax machines to bring the latest weather maps. A ten and a half month journey filled with many dangers including springing a leak, having the whole cabin top smashed out of alignment, the freshwater tanks polluted, self steering gear disintegrating and the tiller snapping off. Throughout the voyage the author maintained a high standard of seamanship, a sense of humour and the ability to overcome all difficulties.

The book is well written and is a high adventure read for all who are interested in the sea and for those who enjoy a good sea yarn. The Daily Telegraph in its review of this book stated *"He rec*ords, 'I am not an expert yachtsman.' We must take his word for that. He <u>is</u> a first class seaman, a man of courage and extraordinary resource and a natural writer with a sense of history and humour. Frustrated by adverse winds between New Zealand and the Horn, he writes in his diary,



'Drake and Nelson must be weeping.' I suggest they'd have cheered – a dozen

Robin Knox-Johnston repairing the jib in fine weather

## **River Chief**

# More information has been received regarding the brig *River Chief*. This time from Ron Parsons of the Australasian Maritime Historical Society.

s to the *River Chief* - the name of the builder(s) obviously is a mystery but it was not unknown -in other instances - to have a shipwright in charge, but the actual work performed by others, which would appear to have been the case here.

As to the owner when she left for Frisco - while I do not doubt Harry O'May, I have in the past had differences of opinion with him about his reading of some information, and legally, insofar as Custom House registers go, there is no trace of a Mr.Wilkinson buying the vessel, although there is no reason to doubt it could have happened.

You will note from a print out from Charles Bateson's 'Gold Ships for California' he could not discover the number of passengers embarked.

According to Marten Syme (Shipping Arrivals Departures Victoria) it left Hobart Dec. 8, 1848 and arrived Melbourne Dec. 17 with one steerage passenger and left with four in the cabin and 87 in the steerage with her timber cargo from Hobart apparently unaltered. As you can see from Bateson's account the voyage took 177 days with a long break in Honolulu and while she cleared for Tahiti there is no mention of that in Bateson's account, but I see no ref to Tahiti at all in his lists.

The Melbourne 'Argus' also reported, Dec. 14, 1850, the vessel had been sold to pay the crew's wages.

While employed by Edward Lane she was 'wrecked' but later salvaged, at Western Port V, when on a voyage from Newcastle, NSW to Melbourne with coal on Feb.4, 1858. -vide various press references - if required - they appear in my latest 'Shipping Losses Concerning Australia and New Zealand' - recently published.

The Young River Chief was 13 & 1427/3500th tons, 48.5 x 15.5 x 5.1, built by Joseph Norris, Peppermint Bay, VDL and had a wood hull, 1 deck, rigged as a two mast schooner, with a square stern. Register was closed in 1868 (midst a big cleanup of files) 'missing no trace can be found of owner or ship'. {Wilson appears to have left the Hobart shipowning scene in the mid- 1850s]

The other *River Chief* mentioned was NOT built in 1865 but probably only enlarged in 1865. When it was inscribed as folio 16/1865 it was said to be a former licenced vessel (i.e. probably too small to register), built in 1853 at Peppermint Bay with Swinfield shown as owner.

I do not know if there is anything in the above to help clear up any confusion, apart from the fact that the two 'wrecks' mentioned were – in fact – one wreck and one stranding, but I forward it as a matter of interest.

**Editor's note.** The extract from Bateson mentioned by Ron is to wide to be shown on the page but it sets out information under the following headings:

| <u>Sailed</u> | Vessel      | <u>Rig</u> Ton | <u>Built at</u> | <u>Year</u> | Master        | <u>N</u> | <u>ew</u> Zealar | nd Hor     | nolulu | <u>'Frisco</u> | <u>No c</u> | <u>o</u> f | Passengers |
|---------------|-------------|----------------|-----------------|-------------|---------------|----------|------------------|------------|--------|----------------|-------------|------------|------------|
|               |             |                |                 |             | <u>A</u>      | rrived   | Sailed           | Arrived Sa | ailed  | Arrived        | <u>days</u> | C.         | S.         |
| 6 Jan         | River Chief | Bg 159         | -               | -<br>Mat    | Wm E<br>thews | ?        | 31 Jan           | 7 May      | 29 Ma  | y 2 July       | 177         | ?          | •          |

The reference is to Appendix 4: Sailings for California from Melbourne, 1849-1850 (page 160) and the year is 1850.



