

MARITIME HERITAGE ASSOCIATION JOURNAL

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MHA CHRISTMAS WINDUP

10.00 am, Sunday 20 November 2011
Hicks' Museum
49 Lacey Street, Cannington

Make sure you get
there whatever your
method of transport!





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

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

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

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EDITORIAL

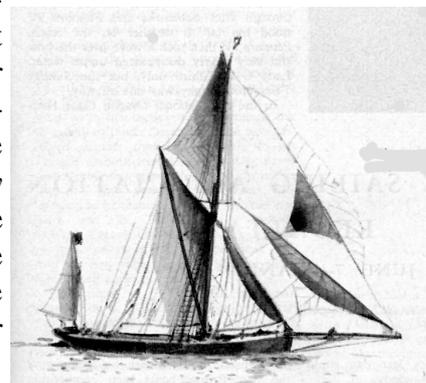
Members will be deeply saddened at the recent loss of long time friend and MHA stalwart Ray Miller. Ray had suffered ill health for some time, and passed away on 17 May 2011. Ross Shardlow has written a moving tribute to Ray.

I have since found a little more information about the Lego model of the USS *Intrepid* shown in the photograph on the cover of the last journal. It was built over a period of about a year from 250,000 pieces of Lego, weighs 548 lbs (249 kg) and is valued at over £30,000.

Please ensure that you keep Sunday 20 November 2011 free for our annual windup. This will be at Hicks' Museum in Cannington, and everyone is urged to come along and enjoy the party. Sadly I won't be able to attend as I will be on the high seas cruising around South Georgia en route to

Antarctica! Hopefully I will have a few good photographs to show at the first meeting in the New Year.

At the last committee/book club meeting Bob advised that the trailer for our cutter *Albatross* has been completed, and we now have to design and have built an appropriate viewing platform and informative signage. The first public outing for *Albatross* is expected to be the HMAS *Sydney* commemorative celebration to be held at Fremantle on 11 November 2011.



Things They Would Rather Have Not Said

Skipper, it is the shine of the Moon.

Hans Bosschieter, 4 June 1629

The helmsman's reply to skipper Ariaen Jacobz' questioning of what the whiteness in front of the *Batavia* was minutes before the vessel struck Morning Reef on the Houtman Abrolhos.



Vale Ray Miller – A Coil of Old Rope

RAYMOND FREDERICK MILLER

31 January 1928 – 17 May 2011

‘A Coil of Old Rope’ was Ray’s metaphor to describe the multi-stranded fabric of his own life story – an accumulation of a “fair bit of interesting and ‘useful to others’ experience in a variety of fields,” he penned in his autobiographical notes, “with a lot of hard work and good friendships woven into it – or should I say long-spliced into it, since these strands have become so much part of the fabric and continuity of the whole.” In summing up Ray proffered, “And of course, there is more than one strand to any old piece of rope, isn’t there? There is always more than one strand to anyone’s life story. For me, there is the technical or work side of life, the social and people side of life, and the spiritual or deep lasting values of life for every one of us looking for a meaningful purpose to our existence. Unless there are more than one or two strands to any rope, it cannot take much strain and it is not much use to anyone.”

He was certainly of use to us. Though Ray humbly referred to himself simply as a boatbuilder, we knew him as shipwright, spar-maker, timberman, master craftsman, teacher, mentor and friend – and a staunch supporter of Maritime Heritage.

At Ray’s funeral service held at Karrakatta 24 May 2011, his son Mark gave a touching and eloquent eulogy, a celebration of Ray’s life from the building of his first mast, a 9-foot flagpole for his school classroom in 1940 at age 12, to the building of his last, a 50-foot flagpole for the City of Mandurah in 1997. In delivering his tribute, Mark reflected on Ray having lived a full, productive and valuable life – that “he was a simple and humble man blessed with a rare gift to handcraft all manner of things with wood. Often a man of few words, he believed ‘actions speak louder than words’, and you go till you drop. A quiet unassuming man, a deep thinker and occasionally a little stubborn.”

Ray was born in Perth 31 January 1928, the eldest of five children to Fred and Lucy Miller. A loving brother to Doug, Kit, Ken and Lyn, Ray grew up at 53 Thomas Street, Nedlands and attended the Nedlands Primary School before moving on to his secondary schooling at Perth Boys. With his brother Doug, he was a member of the Congregational Young Men’s Gymnasium and graduated to a National Fitness leader. With fellow



Teaching the skills – spar-making Photo Dave Nicolson

leader Norm Lushey, who became his lifelong friend and business accountant, Ray ran the Nedlands Presbyterian Junior Boys Club. He was also actively involved in the Pelican Point Sea Scouts and the Volunteer Air Observation Corps during the war years.

Inspired by his Uncle Jim Hall, who built the 1921 Australian Champion 18-foot skiff *Mele Bilo*, and his Sea Scouts patrol leader Stewart (Stewie) Ward, who taught him the fundamentals of boat design, Ray wanted to be a boatbuilder. Hal McKail, his Sea Scouts ‘Skipper’ and Science Master, also had a profound influence on his life choice decision-making. To set him on his way, his beloved grandmother, Granny Hall, gave him his first jack plane and hacksaw, which Ray kept and used all his life. Though the wartime years prevented him attaining an apprenticeship, Ray found work with acclaimed boatbuilders Tommy Rann and Eric Carnaby. After the war he commenced a carpentry and joinery apprenticeship with Charlie Richardson before transferring to



John Plunkett's 'Tee-Square Builders' where he finished his time as a wood machinist and joiner 23 August 1951, at the age of 23.

A week later, having been inspired by an appeal for help from the Missionary Service earlier in the year, Ray took up a five-year appointment as carpenter-builder and boat repairer with the Presbyterian Aboriginal Mission at Kunmunya in the remote West Kimberley. Having sent his tools and his own 10-foot dinghy *Didgeridoo* ahead by the State Shipping Service, Ray flew to Derby on the 1st September 1951 by DC-3. He then moved up to Kunmunya tasked with the Mission's dire need to repair their 48-foot lugger *Watt Leggatt*, dismantle the Mission buildings, transport them over 100 miles by sea to Wotjulum opposite Cockatoo Island in Yampi Sound, and then reassemble them again. It was a daunting task, and one that included designing a replacement vessel for the aging mission lugger. Forming up a cardboard half-model in sections, such that it could be disassembled to lay flat in an envelope, Ray mailed his half-model with instructions for the building of a 36-foot motorised workboat to Lars Halvorsen Sons Pty Ltd in New South Wales. In due course he received notice that a motor launch, soon to be named *Watt Leggatt II*, had arrived as deck cargo on an ore-carrier at Cockatoo Island for delivery to Wotjulum Mission. Ray then designed a 14-foot dinghy that he named *Fellowship* to act as tender to the *Watt Leggatt II*.

In his tribute, Mark described how Ray, "developed exceptional skills in building and construction, using natural materials and hand tools. He loved that land and enjoyed working with, teaching and learning from the local Kimberley Aboriginals. He developed a huge respect for their culture and the way they worked with, respected and nurtured their natural environment."

When Ray returned to Perth in 1956, it was suggested by one of the ministers of the Presbyterian Church that he might consider studying for the ordained ministry with a view of returning to Wotjulum as a Missionary Superintendent. After gaining a Commonwealth Scholarship to commence studies the following year, Ray undertook a three-year Bachelor of Arts Degree at UWA, which, when complete, would gain him entrance to the Theological Hall. Having missed one subject in his first year, which would require him to continue his studies at his own expense, the Church offered a more practical option by sending him as a 'Home Missioner' to a country parish where he would receive a stipend

and have his own parish to run. From 1958 Ray enjoyed three years serving the widespread parish of Kondinin, and it was during his time there that he married Jan, his fiancée of twelve months, on the 23 January 1960. By the end of the third year, however, he found his real calling was boatbuilding, and when the Church asked if they would move to the Merredin parish, Ray resigned and moved back to Perth with Jan.

Ray returned to boatbuilding working for his old Sea Scouts patrol leader, Stewie Ward. By the end of 1961 Ray and Jan had a daughter, Kirsty, and a new house on a block of land they had purchased at Willagee. Ray worked for Stewie building 23 and 26-foot launches, a 40-foot crayboat and a 33-foot luxury launch, until the work ran out in early 1964, the same year that Jan and Ray's son Mark was born. For the next few years Ray worked for various boatbuilders constructing Bertram style launches and a 38-foot crayboat. Then in 1966 he set up his own business in Stock Road, O'Connor, called Millercraft General Woodworkers – the 'Millercraft' implying his interest in boatbuilding, the 'General Woodworkers' suggesting he would take on anything made out of wood – a venture that ran for twenty-one years. It was in this shed that the masts and spars for *Leeuwin II* were made along with the ship's wheel, belaying pins and rails and various other items of ship's carpentry.

In late 1987 Ray was approached by Steve Ward, son of Ray's old patrol leader and employer Stewie Ward, with a prospect of building a replica of Cook's *Endeavour*, construction of which was due to commence 1 January 1988. Steve Ward asked Ray if he would consider closing up his business, selling his plant and equipment to Steve, and working full-time on the Endeavour Replica Project as chief mast and spar-maker. As Ray was considering retirement at the time it was a very satisfactory offer.

Setting up a spar-shop in Garling Street, O'Connor, which was still under lease as a spar-shop for the America's Cup Defence Team, Ray headed his own team that included Brian Phillips, Mike Rowe and Peter Bellingham to make *Endeavour's* masts and spars and the 23-foot ship's pinnacle. Before work commenced on the spars, Ray was involved with machining and glue laminating the ship's frames and setting them up on the keel. He also made the ship's wheel and various other items of ship's carpentry and ornamental work. After *Endeavour's* launch 9 December 1993, coincidentally Jan's birthday, work continued in C-Shed, Victoria Quay, making



stuns'l booms, stepping the masts and general fitting-out until the ship was finally commissioned 16 April 1994.

Next came the *Duyfken* project. Though now seventy years of age and fearing he might be slowing down, Ray was soon hard at it with his 'measure twice, cut once' approach making countless trunnels, belaying pins, the elm-tree pumps and ship's blocks.

After completing his last building project, the 50-foot Mandurah flagpole that Mark so fittingly referred to, Ray went into semi-retirement, if such a term could ever apply, doing odd-jobs for friends and family from his backyard workshop in North Lake. This was also the time Ray recorded in miniature those boats that meant so much to him in his earlier life, starting with a half-model of the *Mele Bilo* then working up to full models of the mission lugger *Watt Leggatt* and *Watt Leggatt II*. Scaled at one inch to the foot, these are not so much models but the reconstruction of little ships, recorded in astonishing detail, much of it straight from memory right down to the thickness of the scantlings. With the models all but complete (Brian Lemon being asked to 'Lemonise' the final detailing on *Watt Leggatt II*), the time had come at last to downsize, relocate to the St Ives Retirement Village and to clear out Ray's shed, a formidable and difficult task that fell heavily on the shoulders of Ray's brother Ken and loyal mate Robin Hicks. The wondrous collection of tools, machines, timbers and jigs went to the family, friends and workmates who needed or appreciated them the most. Even the people of East Timor benefited from a donation of tools organised by Ray's nephew Greg.

In the same way Mark structured his tribute from Ray's first spar to his last, so it was for the MHA. I first met Ray in 1985 when Ray, Robin and Barry Hicks, Mike McKenzie and I formed the 'Rigging Team' to complete the masting and rigging of *Leeuwin II*. I was assigned to the team as draftsman. Not infrequently, Ray, Robin and I gathered in the Stock Road spar-shop wondering how we might best turn those enormous baulks of timber into the masts and spars of *Leeuwin*. That was the beginning of a special bond of friendship and learning for all of us. Typical of Ray's eagerness to pass on his experience and knowledge, he took Robin under his wing, if not directly as apprentice or protégé, then certainly as the tradesman's mate. Robin, an accomplished sailmaker by trade, was just as eager to learn all he could of the timber-man's art of boatbuilding,

spar-making, ship's carpentry and joinery. This, in essence, was the beginning of the Maritime Heritage Association, this is why it was formed – to preserve and promote the skills, experience, education and training of the traditional maritime trades. It was born in Ray's spar-shop and Ray remained a willing and dedicated supporter of Maritime Heritage to the end of his days.



Robin Hicks' spar-shop - Ray & Robin survey the old Leeuwin jibboom.

Twenty-five years later, in another spar-shop, we saw the culmination of all that the MHA stands for. The *Leeuwin*, having run into the Broome Jetty, required a new jibboom. As it was now beyond Ray's capabilities, the old jibboom was delivered to Robin's spar-shop – Robin, the 'master's apprentice', was to make the new jibboom. On Friday 18 June 2010, Ray, Robin and I gathered around the old jibboom, having much the same conversation the three of us had twenty-five years earlier in Ray's spar-shop. That was the day that Ray handed the baton to Robin – albeit a rather large baton, about 35-feet long. That was the day we 'closed a circle', and started a new one. Robin, utilising Ray's knowledge and experience, even some of his tools, fashioned a beautiful new jibboom, just like Ray's old one, and every bit as good. It points the way on the *Leeuwin* now.

In concluding his eulogy, Ray's son Mark, reflecting the many ways Ray had helped or shaped the lives of all those who knew him, added a parting sentiment:

"Rest peacefully – and accept the 'Coil of Old Rope' has served us well."

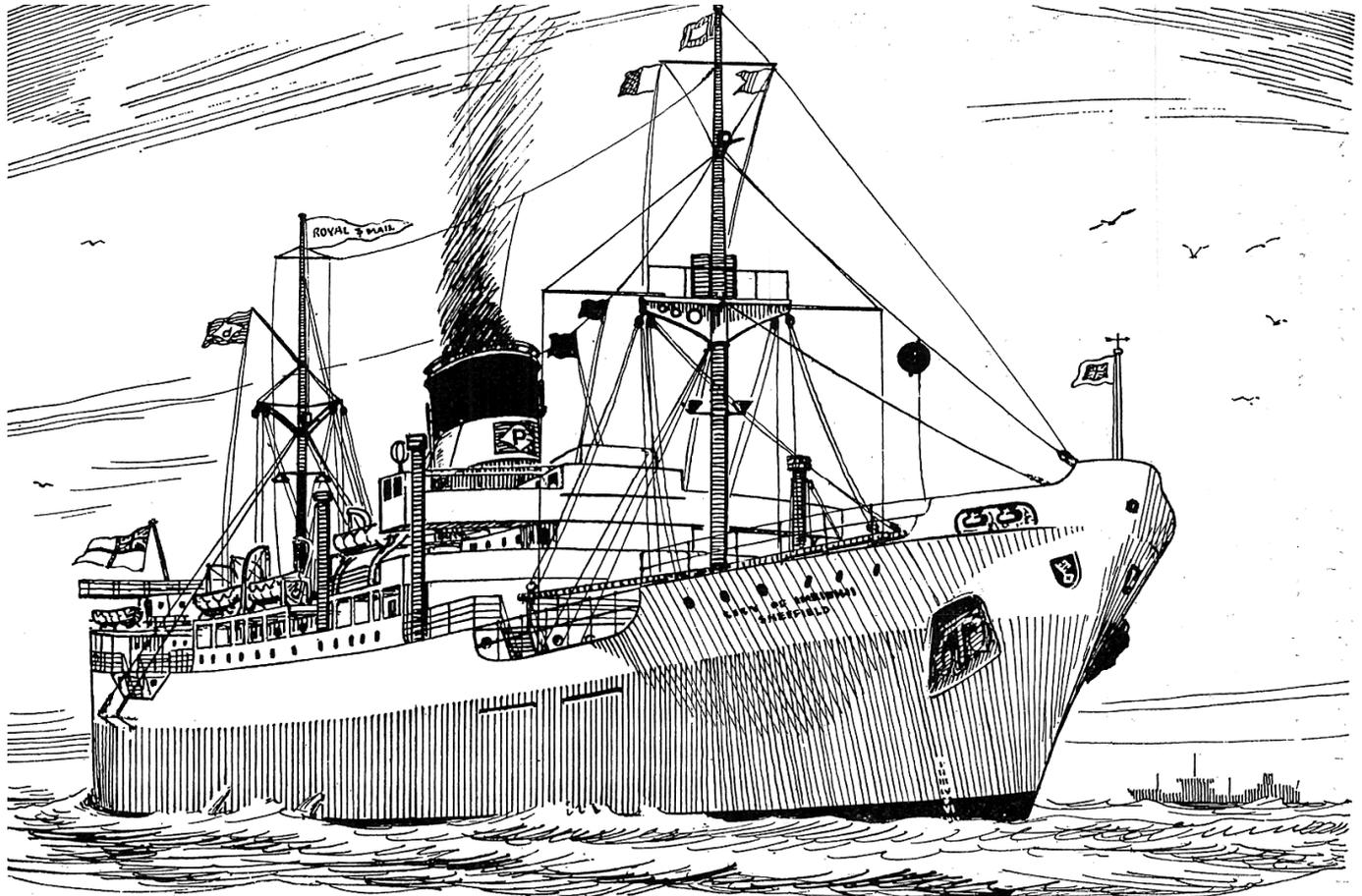
Ross Shardlow



A Nautical Puzzle

Rod Dickson came across this puzzle in an English magazine called *Ships and Ship Models*, Volume 8, No. 89 dated January 1939. Unfortunately the answers to ‘What is wrong with this ship?’ were in the following issue, and Rod hasn’t got it.

It is therefore up to keen-eyed members to provide the answers. Please send them, either per email or snail mail to the editor for inclusion in a future journal.



What is wrong with this ship? (See competition on pages 129-130.)

Here are a couple of answers to start the ball rolling:

1. The starboard anchor is upside down.
2. The round ball hanging near the bow is the international day signal for a vessel at anchor. Clearly this ship is not at anchor.

HMS *Ontario* Found Intact in Lake Ontario

HMS *Ontario*, a British warship that sank in October 1780 during the American revolutionary war, has been discovered on the bed of Lake Ontario, close to the shores of New York state. The 80ft sloop-of-war sank with more than 120 men, women, children and prisoners on board when a gale swamped her decks as she was crossing the lake from Fort Niagara. The ship was discovered by marine archaeologists Jim Kennard and Dan Scoville, who have made pictures available but who are keeping its precise lo-

cation a secret, as they believe the vessel should be treated as a war grave and not disturbed.

The ship, with its two 70ft masts, is sitting upright and despite the impact of the storm is intact to the degree that there are even unbroken panes of window glass, as well as cannon, anchors and the ship’s bell. Astonishingly, there are some 4,700 shipwrecks in the Great Lakes, with approximately 500 in Lake Ontario, of which HMS *Ontario* is the oldest.



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 school at Esperance was supplied with a very unusual form of seating in the final years of the 19th century. A whale had been washed up on the beach, and after cleaning (one hopes!) the vertebrae were used as seats in the classroom and the ribs also provided seats on the school verandah.

In the 1870s Tom Sherratt of Albany built a 60-ton schooner which, according to locals, could do 9 knots—3 ahead, 3 astern and 3 to leeward! On one occasion a passenger is reputed to have thrown chips over board in order to detect which way the schooner was moving.

Most maritime historians will have heard of Thornton Stratford Lecky's *Wrinkles in Practical Navigation*. Did you know that Lecky first went to sea at the age 14 years as a midshipman on board the Blackwall frigate *Alfred* in 1851. He later became a master mariner.

Ernest Shackelton's ship *Endurance* was crushed by ice in 69° S, and the crew drifted on an ice floe for 1,000 miles. One night in 62° S the floe split in two, and a man called Holdness fell in to the sea, still in his sleeping bag. Shackelton with a mighty heave hoisted man and sleeping bag, the latter half full of icy water, on to the ice:

*However, the rescued one soon recovered his nerve. As the camp was simmering down, after the alarm, McIlroy bumped into him rummaging in his sleeping-bag and murmuring, "Lost my bloody tin of baccy." Said Micky, "You might have thanked the Boss for saving your life." "Yes, but that doesn't bring back the tobacco," replied the bereaved seaman (Worsley, F.A. *Shackelton's Boat Journey*, 2007: 8)*

The shipyard at Gray's Harbour Historical Seaport, Aberdeen, Washington, USA, has become well-known for spar making. It has a lathe capable of taking single logs of wood up to 122' (37.2m)

long and 40" (1m) in diameter, and weighing up to 20,000 lbs, and turning them into masts and spars. It has been used to turn new masts for the USS *Constitution*.

The United States Coast Guard was formed in 1915 by an amalgamation of the United States Lif-Saving Service and the Revenue Cutter Service.

In New York recently a world record price was paid for a toy boat—£124,500! The toy ship was the RMS *Lusitania*, manufactured by the German firm of Märklin in about 1912, three years before the ship itself was sunk by a German submarine.

The greatest loss of life in a single day by the Royal Navy in either peace or war occurred on 27 November 1703. What is known as the Great Storm, still considered the the worst storm ever to hit the British Isles, caught the fleet of Sir Cloudisley Shovell sheltering in the Downs behind the Goodwin Sands. A total of 2,000 Royal Navy personell died in that storm.

Samphire found on tidal mudflats was a well-known vegetable eaten in England. During the early colonial days in Australia the settlers were often glad to eat the Australian species. It is still eaten, mainly pickled, in England

Chain cable for anchors is said to have been first introduced in 1811, superseding the bulky, awkward and destructible hempen 'cable' which was used prior to then. By 1850, chain was also being used in the more important parts of the running rigging, such as the topsail halyards and sheets, where the strains were severe. (Vickridge)

At sea with low and falling glass,
The greenhorn sleeps like a careless ass.
But when the glass is high and rising
May soundly sleep the careful wise one.



The Joys of Retirement

This is the first part of an interesting article by Rod Dickson depicting, as he says, the life and travails of the seafarers in the 1790s and early 1800s (and that of translators in more modern times?). There will be more in the December journal.

Last October I was contacted by Mr John Reusing, Development Director of the Cincinnati and Hamilton County Public Library in Cincinnati, Ohio, to see if I could transcribe and explain an old whaling ship's logbook. The log was said to be of the ship *President* of Nantucket on a whaling voyage to the coast of Peru and the Galapagos Islands during 1797 to 1799. Having previously done the same for the logs of the *Asia* and *Alliance*, 1791 to 1794, for this American Library, and others, I was only too happy to oblige, although I did think it strange that the Americans had failed to read and understand these classic logs. These early American log books are written phonetically, i.e. the words are spelt as they sound, which makes for interesting reading, or puzzlement if one is not used to it.

For example: Showas of rane = showers of rain; Loard = Lowered; Janewery = January; Fe-bury - February; Fryday = Friday; gails = gales; plesent = pleasant; rote = wrote.

The log duly arrived, all 411, A4-sized pages and I sat down, to first of all read it through, so as to get a feeling for the writings of the author and his style. The writer of the log book was a young man named Hezekiah Pinkham, of Nantucket, who had his 21st birthday on board the ship. He served on the *President* as 2nd mate and boat header under his uncle, Captain Andrew Pinkham. The deeper I read into the log, I realised that this book wasn't what it seemed from the information I was given. In fact it was the log books of five different vessels, written by Hezekiah, and later, bound between the heavy card covers.

Following are a number of entries from the ship's log book copied as written and depicting the life and travails of the seafarers life in the 1790's and early 1800's.

The first log was the ship *President* of Nantucket, she sailed on Friday, the 13th of January, 1797, south through the Atlantic to round Cape Horn. On her way south and as she crossed the equator

the crew held a crossing the line ceremony, the earliest I have recorded in these old logs, however, as Ross Shardlow pointed out it was certainly not the earliest.

Remarks on Frvday the 17th day.

Fore part of this day - moderet und faire weather. All hands employde with ships duty.

This day employde Shaving our people watch was 8 in number. I pursume they will not forgit the Old Man. So ends this day.

After a rough passage round the Horn, which she passed on the 3rd of June, 1797, as follows :-

Remarks on Saterdag, the 3rd day.

First part - gantle gails and clouday weather. Stered off WSW with the wind at NNE. Saw nothing remarkable this fore part.

Middle part - Frash gails at North. Sent down the topgallant yards and tok 2 reefs in each topsail. The wind at NW. Attended with showas of raine and snow and a ruff sea.

*Latter part -sent down our Mizen topsail yard. It broked. So ends this day and all well on board the good ship *President* of Nuntucket,*

Corse = W ½ S.. Latitude = 58° 09' S. Longitude - 70° 02' W.

She has now rounded Cape Horn against the prevailing winds and currents.

The *President* sailed north to Lima, Peru, where she managed to evade the Spanish privateers, (who had already seized twelve British whalers and traders), they then sailed across to the Galapagos Islands, where they used the large bay in the Duke of Albmarle Island as their headquarters. Mostly they 'fished' the western side of the island group, with Narborough Island hardly out of their sight. One man lost his life there when they went ashore to gather the large Galapagos



tortoises. These large animals were a major source of fresh meat for these early seamen and they would bring large numbers of tortoises on board to be kept in pens on deck. The beauty of these tortoises was that they could live for months on virtually nothing and were there for killing when needed. Another source of fresh meat was the porpoise or dolphin, which could be easily speared from the bows as the animal frolicked in the bow waves and a number of the whalers' logs give recipes for preparing dolphin.

Other ships were already at the islands whaling, the *Amelia* of London, Captain Scott and the *Hudson* of Nantucket, Captain Uriah Bunker, when the *President* arrived, and more were seen and spoken over the next few months.

Remarks on Tuesday Janewary, 16th, 1798.

Fore part - Smaul winds and plesent weather. The people employde on ships duty.

At 8 am - sent two bouts on shore after Turkles and Seals. Which we landed and got sum of and then roed to another place. One boat went to Roe in but the Surf Overtok Her, Which she upset. But all got on shore saft. In a short time after Thay put of from the Shore but the Surf met them which upset the boat and Stove hur to peces and Drowned One Man. His name was Reuben Samson. Sum more was sum brused. So ends this day.

Remarks on Wensday, Janewary, 17th, 1798.

Fore part - smaul winds. At 2 pm carne on hoard with the remainder of the people.

At 3 pm -sent one boat on shore after the stoven boat. Which we found hur but she was too bad to take on board. But we saved keel and Craft and Other Smaul things.

Latter Part - Gantle breses and cleare. Saw nothing remarkble. So ends.

Remarks on Febury, the 13th day, 1798.

Fore Part - smaul breses Saw Nothing. Rote Latters. People employde on ships duty.

Middle part - Hard Showas of raine.

Latter part - Gantle breses at S.S.W. Stered S.E. with Narborough Island bar-ring N. E.

In these years at the Galapagos Islands there was an unusual mail box. It was a large, old,

bleached and empty tortoise shell mounted on a post. Outward bound vessels would leave mail there for other ships 'fishing in that area' and any ship in the area would leave letters there addressed to home. A passing home-ward bound vessel would pause at the letter box and collect any letters addressed to a home port and would take them on board for delivery. As these ships could be away for years at a time it was a chance to obtain news from home and their families. The letter box was later updated by placing a barrel on a post.

Remarks on Fryday, May the 4th day, 1798.

Fore part - smaul breses at S.S.W. All hands employde in making Lance Warps. Middle part - a smaul wind.

At 10 am - A Larg Vulcano Broak Out in the Hade of the Weather Bay witch stil remains.

Latter part - Light airs of wind. So ends this day and all well on board the ship President

A large volcano erupted at the head of Elizabeth Bay on The Duke of Albemarle Island on the western or weather side of the island. On current charts three recently active volcanoes are depicted on the shores of this bay. By the end of September the *President* had left the Galapagos Islands and was making her way back to Nantucket. This next entry is written when the ship is off Cape Horn.

Remarks on Saterdag November the 10th day, 1798.

First part - Brisk winds at N.N.W. We stered N.E by E. Smaul showas of raine intermix with fogg.

At 8 pm - reaft topsails. At 10 pm - stood off. At 12 - stood in for the remainder of this 24 hours.

At 5 am - found one of our Black Man Dade, whose name was Enex Reufus belonging to a town called Stock Bridge.

[He possibly died from the scurvy as it was mentioned that others had been suffering]

Latter part - hard showas of raine and winds at N. W. by N. We stered on the wind.

Latitude - 56° 37' South. Longitude - 66° 31' West

[Today the ship averaged 5½ knots]



Remarks on Sunday, November the 11th day, 1798.

First part - thick rainy weather. The winds at N.W. by N. Our cours N.E.

At 4 pm - all hands attended the Funerel. After saying over the Usual Prayar We Comited His Boddav to the Deape Seas. After a short spase of time we fild away and stered on the wind.

At 7 am - Saw the Diego Island barring N.N.W. Distance 7 leagues. At 12 oclock thay bore west at 10 leagues distant.

[the Diego Ramirez Islands lie 60 miles SW of Cape Horn.]

Remarks on Wednesday, November the 14th day, 1798.

First part - light airs of wind at N.N.W. Saw nothing remarkble. Employd repairing the Fore topgallant sail.

Middle part - light winds at N.N.W. and thick of fogg intermix with rains

This morning one of our Black Men by the name of Lambras Limas after 5 months sickness, at 6 oclock breaths his last breath. At 7 am - we laide him out. At 12 oclock we saw Staten Island barring N.W. and 15 leagues distant. So ends this day.

Remarks on Thursday, November the 15th day; 1798.

At 6 pm attended the funerel and after saying prayars comitted his boddav in to the Watery Main.

[This day was also Hezekiah Pinkham's birthday. Born – 15/11/1772. Died - 21/9/1855]

The *President* is now back in the Atlantic Ocean and on her way home again. The crew are suffering from scurvy and on December the 15th the lookout in the foremast crosstrees spotted the ‘blow’ of a sperm whale, however, they were unable to put off after it as there were not enough fit men on board to man even one of the whale boats. On Sunday, Janerwery the 13th, 1799 the good ship *President* and her crew have been away from home and loved ones for two years. From now until towards the end of March it is plain sailing and the crew are engaged in sail changing, sail repairing and normal shipboard duties and all are eagerly awaiting their first sight of ‘home’. Until:

Remarks on Wednesday, March the 27th day, 1799.

Fore Part - Frash gails at east. Our cours N by E. At 2 pm - handed the Main Topgallant sail and at 4 pm - clost reaft the topsail. Sent down the Main topgallant yard. At 6 pm - handed the Mainsail.

At 8 pm - Sounded but got no bottom. Still hard gales at E.S.E.

At 10 pm - MOSES PINKHAM fell out of the Larboard boat and was Drowned. It being out of our Power to Grant Him any Assistance, it being a hard gale of wind

[Moses Pinkham was Captain Andrew Pinkham's brother and the uncle of Hezekiah Pinkham]

On April the 2nd, 1799, the *President* came to anchor in the Bedford River at New Bedford, a fine and safe anchorage. Over the next two weeks the crew were engaged in discharging the oil from the ship into barges for ferrying ashore. The total take for this voyage was 1,200 barrels of Sperm Whale Oil and 50 barrels of Whale Oil (blackfish). The crew are now ‘payed off’ and are free to return to their homes and families.

THE END OF THE VOYAGE OF THE PRESIDENT, WHALER!!

PART 2. of the Journal is the part log of the whaling ship *Union* of Nantucket, Captain Grafton Gardiner which ‘fished’ on the Brazil Grounds in the years 1793 to 1794 and again written by Hezekiah Pinkham. The *Union* sailed from Nantucket on the 18th of August, 1793 and returned home to Nantucket on the 9th of June, 1794 with 1,280 barrels of oil. Following are some entries from the log.

Monday - September the 30th day, 1793.

The first part of this 24 hours - Modret Trades. We got u dolphin and had Him for supper.

Latter part - fine weather and smaul winds. Beef and beans for dinner. We saw a spout. This day I had a toth hauld. So ends this day and all well in board the good ship *Union*.

[Speared a Dolphin for supper and Hezekiah had a tooth pulled]

Fryday - October the 18th day, 1793.



Fore part of this 24 hours - squally weather, the winds at E.S.E. We stered South.

At 2 o'clock - we saw a ship. She bore down for us. We hove about and stered towards her. We see she was an Arm Vessel. She fired a shot and then we hove about. But she came up with us. She bore us to and took our papers. She was an English Privateer. But she let us go. So ends this day and all well.

[The Union had a shot fired across her bows and was then boarded by an English privateer, who checked the ship's papers and fortunately found them correct and let them go]

Friday - November the 15th day, 1793.

The forepart of this 24 hours - fine weather. The wind at N.E. We stered S.W by S.

Mid part - we saw a school of Sparrow Whales and put off but could not strike them. So ends. THIS DAY I AM 21 YEARS OLD - with I call my Freedom Day. All well on board.

[Hezekiah Pinkham - born - 15/11/1772. Died *To be continued...*

- 21 / 9 / 1855. Married Eunice Barrett and had four children]

Unfortunately, for some unknown reason, Hezekiah omits to record the whaling days on the Brazil Banks. Possibly it was because the ship isn't going anywhere in particular, they just stooed about waiting for the whales to come along so that they could lower away and go in chase.

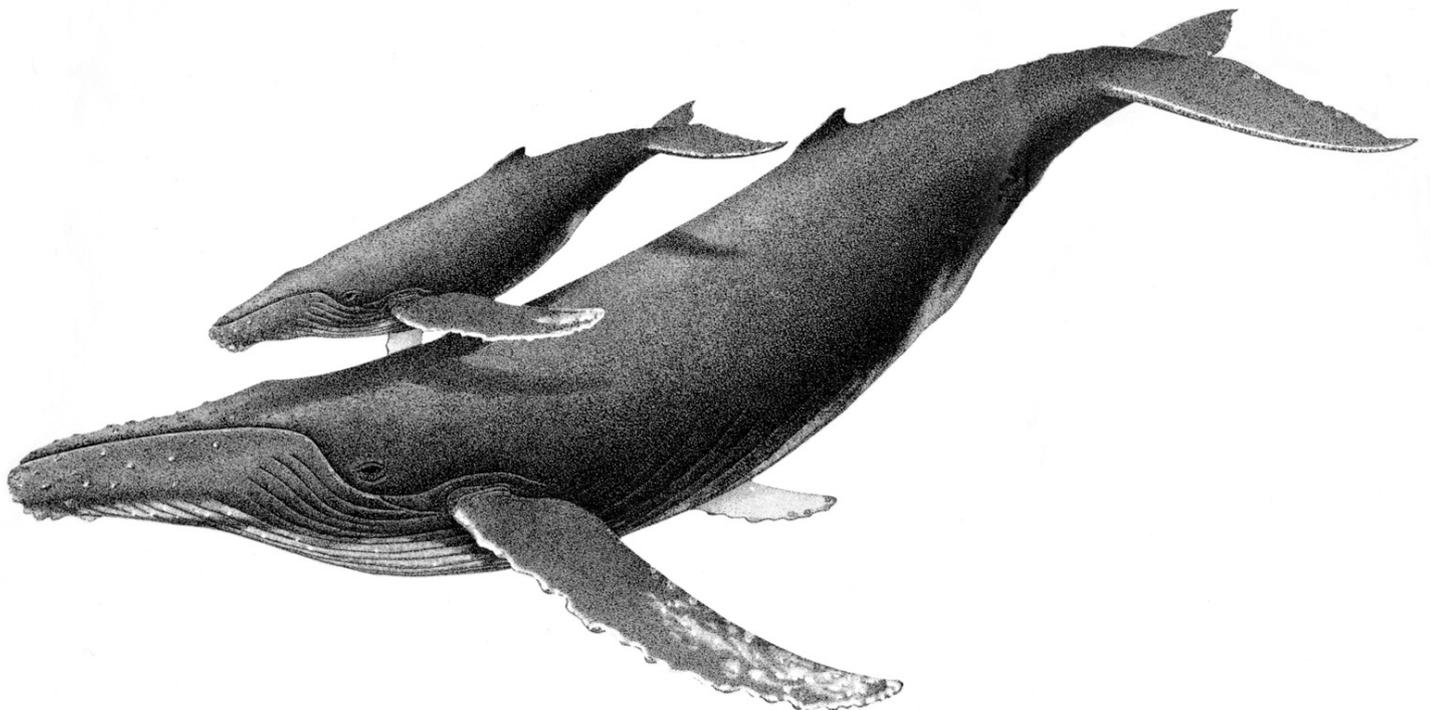
Monday, June the 9th day, 1794.

The fore part of this 24 hours - Fogg. We made the land at Day Lite. The winds at S.E.

But we Dast not Run in so We .set a Signal for a Poylett and We got one.

He cared us thru Onesket and then into OLD TOWN and then We Was Happy. So ends.

The Union saw the land at daylight so they set a flag signal for a Pilot and one came on board. The Pilot took them through the channel and into Old Town. They have now arrived home and as Hezekiah says - 'we was happy'.





China 'Mutinies' at Fremantle During 1942

By GLW (Geoff) Vickridge

The China Navigation Company was founded in 1872 to operate a modest fleet of paddle steamers on the Yangtze Kiang. Within a decade, however, CNCo had expanded its operations along the China coast as well as providing regular services to Australia and New Zealand. The company continues as a shipping company today as part of the Swire Group. Of interest to Western Australians is the arrival in Fremantle of six ships of the CNCo fleet in the early part of 1942.

First to arrive, via Geraldton, was *Poyang*, on 2 January. She had fled from Hong Kong ahead of the Japanese occupation forces. The following day, *Anshun* and *Hanyang* berthed at Fremantle. *Anshun* had been bombed nearly 500 miles from Manila while on passage to Singapore. *Hanyang* took the damaged vessel in tow, safely arriving in Fremantle which the *Western Mail* newspaper of 15 January described as 'remarkable navigation and courage, aided by a school atlas and a chart of the waters around the final port.' Other ships of the fleet to sail to Fremantle were *Yochow* and *Yunnan*.

Chungking arrived at Fremantle a day later. Within a couple of weeks, problems arose with the Chinese crew and on 24 January, Alexander Naismith, the master, advised his Chinese crew that they would be fined 5/- if they did not perform their duties satisfactorily. In response, they demanded an advance of £10, later increased to £20, and, it was claimed, with the threat of bloodshed; the master signed a paper promising to pay the advance. Four days later, other members of the crew also demanded payment of £10 to them and if they did not receive the money then they would not perform their duties. It was claimed that the master was threatened with 'bodily harm and worse.' He and the masters of the five other China Navigation Co ships at Fremantle, *Yochow*, *Yunnan*, *Poyang*, *Anshun* and *Hanyang* requested action from military authorities to put down what they perceived as a mutiny.

Two weeks earlier the Fremantle Branch of the Seamen's Union of Australia had advised the Chinese Consul in Sydney and the Commonwealth of Australia Government of the demands claimed by the crews of the six Hong Kong based ships.

At 2.45pm on 28 January 300 armed Australian soldiers boarded the six ships which were berthed at North Wharf. They moved the 500 unarmed Chinese crew members into 40 trucks. Detained at Woodman Point Quarantine Station, all but about 50 later re-

turned to their ships after the new pay and conditions were made known to the men. Those who refused were moved to No 11 Army Detention Centre in Fremantle Prison.

The master of *Chungking* reported that members of his crew attacked the military, grabbing their rifles, and wrestling with them; 20 year old quartermaster Youn Tong Tong was shot. Tong had allegedly wrestled with a soldier grabbing at his rifle which had a fixed bayonet and was shot at close range by Lieutenant Albert McCracken. Lance Corporal Thomas Piggford shot the 31 year old fireman Ping Sang Hsu, a crewman onboard the steamship *Hanyang*. He died at the scene while Tong died on the following day at Repatriation General Hospital Hollywood; they were both buried in the Chinese section of Karrakatta Cemetery at 3pm on 30 January. Two others were wounded during the incident in addition to one soldier who was wounded when a shot ricocheted off the deck of *Chungking*. In all, six shots had been fired.

The order given to the troops was 'to remove the crews from the ships without the use of force, but to fire if necessary.' It was also admitted by the authorities that the crews had not been informed of the intention of the military to remove them from the ships for a period of time until the crews would agree to carry out their duties as required by the ship's master.

The Chinese Government demanded that the soldiers be punished and compensation paid to the families of the deceased seamen. A coronial inquest was held at Fremantle on 19 February and the Stipendiary Magistrate, Mr H J Craig, found that the men responsible for the shooting of the two Chinese crew members acted in the course of their duty.

A new scale of pay, war compensation for injury and instruction about food to be provided to Chinese crews was issued only one day after the two men were killed. Tragically it had been in train since the Commonwealth Government had been alerted by the Seamen's Union two weeks earlier.

Yunnan and *Poyang* sailed for Melbourne during February while *Anshun* did not leave for Melbourne until July. *Yochow* and *Hanyang* were handed over to the United States Military Sea Transport Service and left Fremantle during 1942. *Chungking* was taken up by the Australian Shipping Control Board and converted for manning by an Australian crew. Her management was controlled by the State Shipping Service of Western Australia and she serviced the North West Coast



until June 1946 when she was returned to her owner.

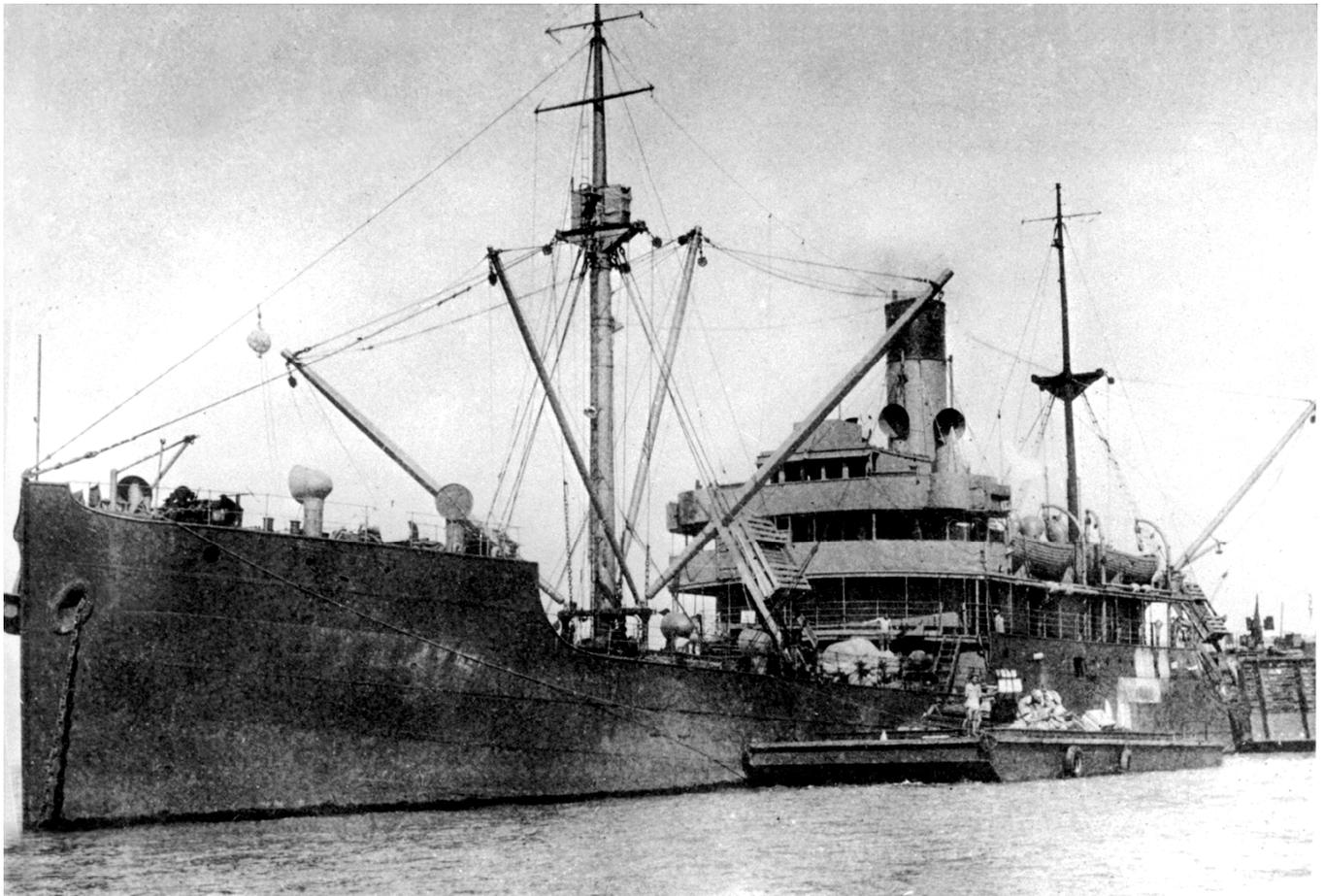
That was not the end of the matter insofar as Chinese crews were concerned, however. On 17 March, the Dutch, Shell Oil Company tanker *Saroena*, Captain Steinbuch, arrived at Fremantle from India. She was operated by the British Ministry of War Transport. After her arrival, a dispute ensued between the Dutch master and the Chinese crew regarding pay.

Unlike the dispute involving the China Navigation Co ships two months earlier, the Australian Army refused to intercede and told the master he should contact the civil authorities. He did not, however, but then called for the assistance of the commanding officer of the Fremantle based minesweeper HNLMS *Abraham Crijnsen* for protection and to put down a mutiny. Before boarding *Saroena*, the 10 Dutch naval ratings were informed by Lieutenant Commander Van Miert, the officer in charge, that they were authorised to use force if necessary. During the operation to round up

the men, one of the Chinese crew, 26 year old Ah Kwei Teong was perceived to be lagging and was bayoneted; he subsequently died of his wounds at Repatriation General Hospital Hollywood on 1 April. When the rest of the crew panicked and fled, the naval ratings opened fire and one of them, 20 year old Hock Soong Ting, was shot and died on 31 March while three others received gunshot wounds. The two men killed were buried in the Chinese section of the Fremantle Cemetery on 2 April.

The Chinese Government demanded that the Commonwealth Government take action in the matter but it disclaimed any responsibility or liability for the deaths or the actions of the Dutch Navy because the tanker and the naval party were both Dutch.

The 'British-Chinese Agreement' on pay and conditions for Chinese seamen was signed in London on 24 April.



The Chungking

Length: 285.2ft (86.93m), Breadth: 44.6ft (13.6m)

Gross registered tonnage: 2,171

Deadweight tonnage: 1,967

Built in 1914 by the Taikoo Dockyard & Engineering Co. Ltd, Hongkong



Did Whaler Benjamin Boyd Come to a Sticky End?

Jill Worsley recently came across some interesting information about the well-known whaling entrepreneur Benjamin Boyd of Twofold Bay. One of her earliest memories is of staying in Boyd's derelict house, many years before it was restored.

Writer Donald Horne remarks in *The Story of the Australian People* that the middle years of Ben Boyd's life, the time he spent in Australia, are well documented. What is less well known are details of his early life, and even less of his demise.

Benjamin Boyd was born in 1796, and by 1824 was working in London as a stockbroker with an interest in the St. George's Steam Packet Co. The Royal Bank of Australia of which he was a director (it was a bank in little more than name – its main function was to finance Boyd's various schemes) advanced him £200 000. The Australian Wool Company which he had formed in 1841 advanced him a further £15 000, though this may have been part of the money he got from the bank.

Much of this affluence was spent on purchasing four steamers which were dispatched to Australia. The *Seahorse* arrived at Port Jackson in 1841, to be followed by *Juno*, *Velocity* and *Cornubia* the following year. Boyd himself, a member of the Royal Yacht Squadron, also arrived in his schooner *Wanderer* in that year. The artist Oswald Walter Brierly, later to become Queen Victoria's marine artist, was a passenger on board *Wanderer*. All vessels brought out supplies for his many ventures, and were then put to work along the south-east coast between Port Jackson, Twofold Bay and Hobart Town.

Boyd's first enterprise involved taking up land. By 1844 he had 20 000 sheep and 10 000 cattle on the Monaro, and this was soon expanded to holdings of 2 500 000 acres in the Monaro and Riverina districts (for which he paid a trifling annual licence fee). His flock at its height comprised 160 000 sheep, but Boyd found it increasingly difficult to find reliable shepherds for his fourteen stations. Perhaps this was because he despaired of the colony's prosperity 'unless we have cheap labour, and can bring the wages of the

shepherd who will undertake large flocks to £10 a year with rations'; these included meat and flour, but not tea and sugar which Boyd considered to be luxuries. A fairly standard rate of pay for herding at this time was £30 per annum plus keep.

To overcome his problem in recruiting labour, in 1847 he brought in natives from the New Hebrides (Vanuatu) and Loyalty Islands (New Caledonia). This was the start of 'blackbirding' in Australia, nearly three decades before it reached its height, or depth, on the sugar plantations of Queensland. Altogether Boyd probably brought in about 200 Pacific Islanders to work his stations, though it is also possible that some were set to work at whaling in Twofold Bay. They doubtless had greater skills as whalers than as sheep herders. The Government ultimately forced Boyd to repatriate fifty or sixty terrified Fijians from Sand Hill station at Deniliquin to their home islands, but it is not known what happened to the remainder of people from other Pacific islands. Few must have made it home.

Boyd had considerably over-extended himself, and a mixture of expensive law suits plus a severe economic downturn left him bankrupt and highly unpopular. The liquidator allowed him to keep *Wanderer*, but he was no longer welcome in the colony. He set sail for the Californian goldfields. As Boyd described it, as a parting legacy of his time in Australia the schooner lost her best bow anchor on a reef as she sailed out of Port Jackson. 'I had hoped for so much, and though in part succeeded, yet in the main failed through little of my own fault'. Worse was to come.

The mining venture was also unsuccessful, and 1851 found Ben Boyd and the *Wanderer* again amongst the Pacific Islands. It is not known what his entrepreneurial plans were at this time. He went ashore at Guadalcanal on 15 October to shoot game. The schooner's crew heard shots, and when he did not return to the vessel they



went to look for him. They could find no trace of him or his body, and they concluded that he had been killed by natives. They therefore carried out reprisal killings before heading for Australia, where on 12 November the vessel was wrecked in a gale off Port Macquarie.

Later, rumours that Boyd was still alive and possibly a prisoner on the island led to the *Oberon* and HMS *Herald* being sent to search for him but without success. Another speculation was that he had been killed and eaten by cannibals. Which sticky end, if either, ended Benjamin Boyd's life?

An 1846 painting by Oswald Brierly of Benjamin Boyd's yacht Wanderer.

This topsail schooner was 141 gross, 84 net, and was armed with thirteen guns plus two ornamental saluting guns.

Note: Boyd quotes are from Pike, D. (ed.), 1966, *Australian Dictionary of Biography Vol. I, 1788-1850 A-H*. Melbourne University Press, Melbourne.



SPERM WHALE



Ships of the State Shipping Service

By Jeff Thompson.

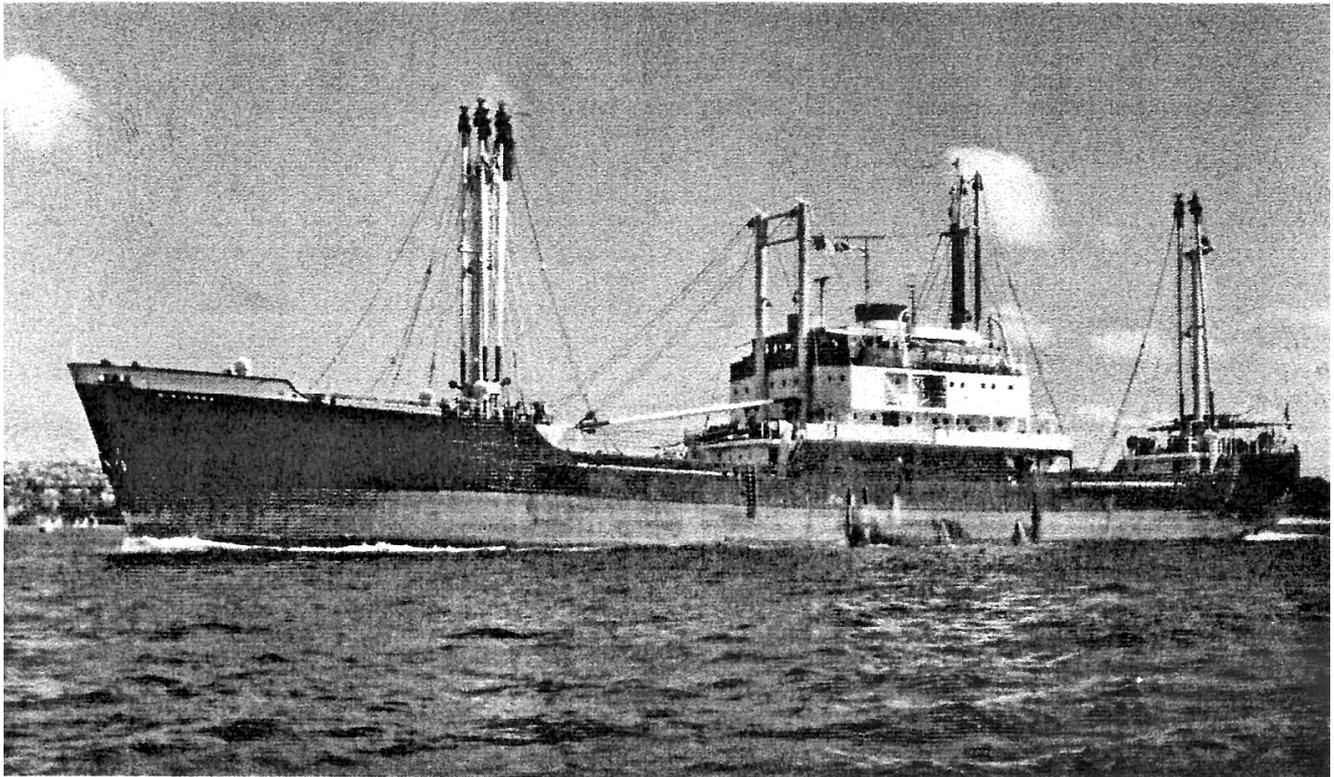
No. 25 - WANGARA Official Number: 191871

To meet an ever increasing demand for cargoes to the North West an additional vessel was required to operate on this service and the ship *Wangara* was available.

The *Wangara* was built as a coastal cargo vessel by the State Dockyards , Newcastle , NSW (Yard No 45) being delivered in January 1954 on order from the Australian Shipping Board. She was 2,459 gross registered tons , 3,140 deadweight tons , 88 metres overall , 14 metres breadth , 5.6 metres draught with two 8 cylinder Mirrlees diesel motors built by Walkers Ltd, Maryborough

developing a total of 1,440 bhp to give a service speed of 10 knots with 2 screws. The design was a development of the "D" class vessels with an allocated name of *Dungog*, being renamed before commencement of building. This vessel and a sister ship, *Windarra* were designed as motor ships and not steam powered vessels as the other similar "D" class freighters.

In March 1965 she was bareboat chartered to State Shipping Service. In September 1966 *Wangara* was bought outright by the State Shipping Service and renamed *Dongara* and subsequently altered in Hong Kong to suit operations on the North West coast.



*Commissariat Office, Perth
March 2, 1837.*

TENDERS in Triplicate will be received at this office on Monday the 13th Instant, at 12 o'clock, from such person or persons as may be willing to contract for building a Rammed-Earth and Shingled Barrack and Store at the Vasse Inlet; the same to consist of two buildings, one 18 by 18 6 in., and the other 18 by 10, and 11 feet high.

Specifications can be seen, and further information obtained, at this office, or from the Civil Engineer.

John Lewis
Deputy Assistant Commissary General



Royal Navy Punishments

An article by Rod Dickson which illustrates the hard life many sailors endured on board the ships of Nelson's navy.

On the 28th of March, 1808, the third rate - 74 gun ship, HMS *Edgar*, was lying at anchor in Cawsand Bay, on the west side of Plymouth Sound. On board this warship were a crew of more than 600 men and boys, plus an unknown number of women and children.

HMS *Edgar* was built at Woolwich Dockyard in 1779.

The Captain was known in the fleet for being a martinet and any deviation from the rules, his and the Admiralty's, brought instant and sometimes vicious punishment, on this particular day three seamen were given fifty lashes "for making a noise on deck".

This to the crew was the final straw, and to a man they began to gather on deck aft on the maindeck and below the quarterdeck.

In the wardroom below decks Lieutenant Campbell was taking his ease, when he was informed by the wardroom steward of the gathering on deck. Finishing his glass of port, Campbell went up on to the quarterdeck and faced the crew. The men made their demands quite clear to the Officer - "A Fresh Captain and Officers". Lieutenant Campbell, after speaking to the men and requesting them to return to their duties, to no avail, and then later remonstrating with them, took this to be the beginning of a general mutiny and ordered the Marines to the quarterdeck.

The redcoats formed a line across the break of the quarterdeck with loaded guns pointed directly at the front ranks of the seamen. Lieutenant Campbell was on the point of ordering the Marines to fire into the ranks when the seamen decided to disperse.

Five of the seamen who had been in the front rank and who were vocal in their and their friends' demands were seized by the Marines and placed under arrest, charged with the very serious crime of mutiny! The men's names were:-

Henry Chesterfield - Captain of the Main-Top.
John Rowlands - Boatswain's Mate.
George Scarr - Seaman. Abraham Davis - Seaman. Joseph Johnston - Seaman.

On Monday the 11th of April, 1808, a Court Martial was held on board the 84 gun - H.M.S. *Salvador Del Mundo*, the President of the Court being Rear-Admiral Sutton.

Lieutenant Campbell was called before the board to give his evidence, which he did, emphasising the point that he felt this action of the men was to be the start of a mutiny. The five prisoners were then paraded before the Rear-Admiral and Senior Officers. They did not try to deny the fact that they demanded a change of Captain and Officers but they were not the ring-leaders. They happened to be in the front row of the protest merely by chance. A case of being in the wrong place at the wrong time!!

At the conclusion of the trial, Rear-Admiral Sutton handed down the sentences of the court:-

Henry Chesterfield - to receive 700 LASHES round the fleet, on his bare back and to be kept in solitary confinement in the Marshalsea Prison for two years!!

George Scarr - to receive 500 LASHES and one year's solitary in Marshalsea Prison.

John Rowlands - 300 LASHES.

Abraham Davis - 200 LASHES.

Joseph Johnston - 200 LASHES.

Lashed around the fleet:- The ship's launch was put over the side and on the after side of the forward thwart an upright cross was lashed. The prisoner was tied to this, standing with his arms extended and his ankles lashed. The boat was then rowed abreast of the ship and twenty feet off. All hands were mustered to the side to witness punishment. In the launch the boatswain or his mate would take their stance and at the officer's command would take the lash from the red baize bag and then at the count would begin to flay the prisoners back.



At the completion of fifty lashes the launch would be rowed to the next ship in the fleet, and the performance repeated until the sentence had been completed. To be lashed around the fleet was normally considered to be a death sentence. This was because if the prisoner was lashed at the gratings on board the ship just forward of the mizzen mast, the ship's surgeon was standing by and would check the condition of the prisoner during the lashing. If the man appeared unable to stand any more punishment at the time he would be cut down and repaired until he was fit enough

to continue receiving his sentence.

If the Captain or supervising officer considered the Boatswain's Mate or Boatswain, who were carrying out the punishment, were not applying themselves properly and were being soft, they were then ordered to take the place of the prisoner at the gratings and to receive the rest of the punishment.

They were hard days and hard men!



Deckhouses & Cockpits

This is the first of a series of photographs that will illustrate the variety of deckhouses and cockpits on the many models made by Brian Lemon.

This is the cockpit of the 1899 pilot cutter *Hilda*.





Fishes Royal

Many readers will have heard of the term Royal Fishes (more correctly called Fishes Royal) which by law in Britain were the exclusive property of the monarch. But did you know that it covered not just whales washed up on the beaches, but also dolphins, porpoises, sturgeons and 'generally whatsoever other fish having themselves great or immense size or fat'. The law enacted in 1324, *De praerogative regis*, was in force until 1971 when the right to these creatures was renounced by the Queen. Stranded cetaceans now come under the jurisdiction of the Receiver of Wrecks, and have the same legal status as any wreck or material from a wreck. As in the past, the sovereign (or now the Receiver of Wrecks) first offers the carcass to the Natural History Museum. If the museum wishes to have it as an exhibit then it is up to them to remove it from the beach and convert it to a skeleton for exhibition.

As this practice has been going on for hundreds of years most museums no longer want the more common animals, examples of which they already possess. It therefore falls on the Receiver of Wrecks to dispose of the carcass. While this is comparatively easy in the case of the smaller animals such as porpoises and dolphins (a quick trip on the back of a truck and then burial at the local rubbish tip) it is not so easy with a 30 or 40 ton whale, especially one that may have been on the beach for some time and consequently be in an advanced state of putrefaction! If it is ashore on a very remote piece of coast it may be left where it is to gradually rot away. However in places where it can be a nuisance, and this covers most of the British coast, other methods are required. One thing that cannot be done is to drag the car-

case off the beach and sink it in deep water. Regulations of the European Union forbid this most sensible method of disposal. So the carcass has to be either burnt, buried in situ (neither of which have proved satisfactory) or transported somehow to a place, approved by EU laws, where it can be buried without causing problems to the local population.

The method tried in November 1970 by the Oregon Highway Division in disposing of a 45-ft sperm whale which stranded on the beach at Florence, Oregon, is not recommended. They decided that if they blew up the whale with explosives the seagulls and other scavengers would clean up the resultant pieces. When the half ton of dynamite stuffed in the whale's belly went off the large crowd of onlookers that had gathered, and their cars, were showered with lumps of decomposing whale weighing up to half a ton. The seagulls were not in the least interested and the Highway Division was forced to collect and bury the many widely scattered pieces. The whole episode is available as a short video on: [youtube.com/watch?v=AtVSzU20ZGk](https://www.youtube.com/watch?v=AtVSzU20ZGk)

Peter Worsley

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Kemp, P. (ed.), 1976, *The Oxford Companion to Ships and the Sea*. Oxford University Press, London.

[Wikipedia.org/wiki/Exploding_whale](https://en.wikipedia.org/wiki/Exploding_whale)





QUIZ

Answers to June

1. To mouse a hook is to pass a few turns of spun yarn across the jaws of a hook to prevent it jumping out of an eye or ringbolt into which it is hooked, or to prevent a rope running across the hook from jumping out.
2. A flying boat is a plane where the fuselage consists of a hull that provides buoyancy in the water. A seaplane is a plane that lands and takes off from water, but where the buoyancy is provided by floats, and the fuselage does not touch the water.
3. James Stirling arrived in the HMS *Success*.

Quiz

1. Name one of the three boats used by Ernest Shackelton and his men in 1916 after their ship *Endurance* was crushed by the ice in 69° S.
2. What, in 19th century whaling terms, was tongueing?
3. Where is the throat of a gaff sail?



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