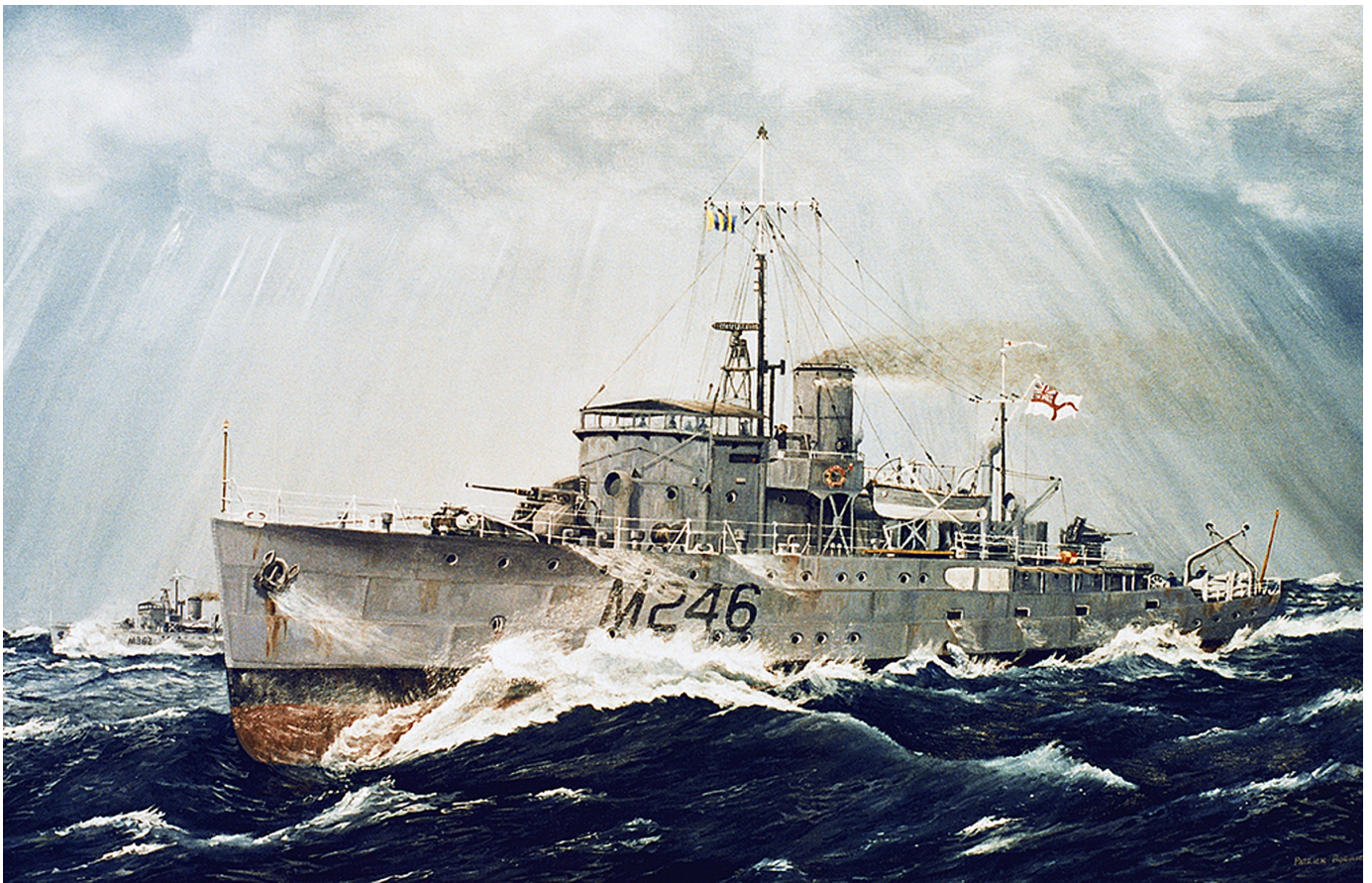


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MARITIME HERITAGE ASSOCIATION JOURNAL



HMAS *Fremantle*
Pat Rodriguez
Oil on canvas 30" x 18"

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Editorial

On Sunday 7 April MHA held its Annual General Meeting at the South of Perth Yacht Club. At the meeting the following members were elected:

President	Ross Shardlow
Vice-President	Nick Burningham
Treasurer	Bob Johnson
Secretary	Elly Spillekom
Editor	Peter Worsley
Committee	Steve Loach, Gerard O’Neil, Roger Price, Tom Stammers, Jill Worsley

Our Auditor Jim Hunter was thanked for his work, and has been appointed for the following 12 months.

Reports from both the outgoing President, Nick Burningham, and Ross Shardlow’s Albany Outports report are in the journal. Ross has been elected as the new MHA President, a position he has most ably filled in past years

Special thanks are due to the South of Perth Yacht Club for allowing us to hold the meeting

there and to subsequently enjoy the excellent meals in the Quarterdeck Restaurant..



With great sadness I record the passing of MHA member Jim Gregg just a couple of months short of his 90th birthday (see page 17).

William Hugh Edwards OAM passed away 10 May 2024, aged 90, following a fall. Hugh was the loved brother of Elizabeth McDonald and uncle to Catherine and Elly. He is survived by his children Petrana and Caroline, by his grandchildren, and by the loving companion of his later years, Athena Paton. Hugh lived a remarkable life and is well-known as an author, journalist, shark expert and underwater explorer, notable for his role in locating the wreck of the seventeenth-century Dutch ship Batavia. His passion for Western Australia and Western Australian maritime history is his legacy.

Did You Know?

We will dwell no longer on the Swan River Colony, no Emigrants have gone there for years past, nor would we advise any one to choose his resting place there. Swan River has little or nothing to recommend it, and when compared with the far richer and more healthy districts of South Australia, and especially Port Phillip, it falls far short of them in every one of the requisites for a successful Colony. We have spoken of them all with candour and truth, and with the same desire of guiding faithfully the Emigrant here; also, we have represented the unfortunate Swan River Colony as experience has shown it to deserve.

The Emigrant’s Friend, or Authentic Guide to South Australia, London, 1848.



President's Report 2023–24

AGM 7 April 2024

Once again I offer a report without having been involved in any significant way in any MHA activities, and not having been in Western Australia during the last year! You should all stand for the position of President – all the glory and none of the effort.

A recent minor operation, an ectropion, has left me temporarily with ointment blurring my already imperfect vision, so this report has been dictated into my laptop which claims to be able to convert speech to ticks text. My gnomonic written prose may be replaced with something more rambling ... perhaps because I'm getting old and losing focus – who knows? ... I suppose I shouldn't have dictated that. There must be a way of deleting it.

This last year saw the passing of a great shipwright/boatbuilder: Brian Axcell. Appropriate sentiments were beautifully expressed in *The Journal*. I shall remember Brian as a gentle giant – a mostly quiet and gentle man, not entirely without forthright opinions, a droll sense of humour, and a way of looking into the distance that manifested a sagacity he would not usually have claimed for himself.

The revived MHA Book Club continues to attract enthusiastic participants and is an altogether more estimable institution than the boozy maritime blow-hard bouts that I inaugurated (or was it someone else?) back in the years of the old Queen's vigorous maturity. Many thanks to Jill and Peter Worsley for organising and hosting these redemptive occasions.

The Association's celebration of the 25th anniversary of the launching of the *Duyfken* replica is a genuine source of joy to me even though I couldn't be there. And Graeme Cocks' *opus magnum* "Through Darkest Seas" presented at that celebration is a fine and fitting record of the splendid *Duyfken* project. If only such projects were possible today ... Many thanks to Elly for organising the celebration. And also thanks for urging Fremantle Council to commemorate the *Duyfken* project and Bill Leonard's central role with signage at Fishing Boat Harbour.

The other major MHA event of the year has been the annual windup, hosted by Robin and Pam Hicks. I am told that it was particularly well attended and most enjoyable. .

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

Paul Reiffer continues to represent the MHA on Fremantle Port's reincarnated Inner Harbour Community Liaison Group. Whether they offer finger food and wines as they did when I represented the MHA in a previous century I don't know, but I think I might pour myself a glass now. Our thanks go once again to Ross and Barbara Shardlow for realising many of the MHA aims in Albany and the other southern outports ... and for keeping the MHA committee abreast of their many projects and achievements.

Special thanks to the Worsleys, Peter and Jill. Peter continues as Editor of our fine *Journal*, the publication which is the Association's main achievement and raison d'être these days. Not only that, Peter keeps our membership informed about developments in maritime archaeology and history via the internet.

Special thanks also to Tom Sagers. Tom's role is one which should be described cautiously. Were it not for Tom's familiarity with the movers and shakers in politics, and big business; but surely not organised crime, the MHA would have very little influence.

And more thanks to Elly who has the demanding role of secretary, and has been successful in promoting sales of the second printing of *The Waugal and the Swan*. Indeed pallet loads of Jill's Swan River history are despatched almost daily. Our share of the print run of *A Hazardous Life* has been entirely sold out, thus proving a fine investment, not only in our maritime heritage, but financially too.

Looking back through email correspondence that I can't clearly read, it seems that the most complicated and protracted MHA undertaking of the year has been the transfer of our Association bank account from WankBest, who no longer do Association accounts, to another bank with a more accommodating policy and community oriented management – Bendigo Bank. That might sound like a simple undertaking, but it took months ... so ma-



ny thanks to Bob for his pertinacity. I would have been on the bank's help line tearfully feigning mental breakdown a week into the process. I did suggest to Bob an easier arrangement that would have taken advantage of one of my bank accounts, but he politely pretended to think I was joking.

It is obviously time for me to relinquish the presidential reigns and the trappings of this grand Association. I've been making little use of the pullman and sleeper rolling stock in recent years, and I can't remember where the Presidential Edwardian steam yacht is now berthed.. It is with considerable relief that I commend Roger Price as your new president. Roger and I were in Borstal together along with Charles Dickens and I can

entirely ... er ... no, no, um, that was another Roger. But this one is a good man who will take the MHA to new glories.

Thank you to all the committee.

Finally, my apologies for omissions from and misunderstandings in this report. I have been absent too long and remember too little.

Nick Burningham

Editor's note: This report was received prior to the AGM. At that meeting Roger declined the offer of the presidency and Ross Shardlow was elected President

Albany Outport Annual Report

It has been another active year for Maritime Albany with the second running of the month-long MARITIME FESTIVAL - ALBANY - JULY 23. Events for the festival included: classic boat regattas, sea food cooking demonstrations, build a boat in a day, marine art exhibitions, lecture series, maritime movies, 'fantastic' maritime kites, Menang maritime culture, songs of the sea, tug-of-wars and 'open ship' on the visiting guided missile destroyer HMAS *Sydney (V)*.

Except for Gary Tonkin (Member 117) giving an excellent lecture on the art of scrimshaw, the MHA was not well represented at the Albany Maritime Festival. For the 2024 Festival it will be our turn (Barbara and I) to step into the breach to give a lecture on 'George Bourne – Albany Marine Artist', at the Albany Public Library, 17th July 2024.

To make up for the lack of MHA participation, Shardlow Marine Art elected to pre-empt the Festival with its own Open Studio Day. Normally a one-day event, this year we decided to test the waters with a one-week event and were completely overwhelmed having to run before the wind for over six-weeks. Events included a large

range of maritime heritage events with an emphasis on *heritage*, including: exhibitions, book reviews, readings, visiting dignitaries, lunches, wine tastings, art appreciation, lectures and flag raising ceremonies; the gifts to studio were greatly appreciated.

By far the greatest highlight of the year, however, was the launch of the 'Gary Tonkin Gallery' at Albany's Historic Whaling Station on 2nd May



The Gary Tonkin Gallery: the Art of Scrimshaw, Albany's Historic Whaling Station.

Photo: Barbara Shardlow



2023, featuring the permanent display of a 4-metre sperm whale jawbone that Gary has engraved and carved (over the past 30-years) to depict the voyage of the whaleship *Kathleen* that whaled off our coast in the 1850s and was rammed and sunk by a sperm whale in the Atlantic in 1902. Like pages in a book, each of the 22 teeth in the jawbone have been engraved to portray the life of the *Kathleen* while the jawbone itself has been painstakingly carved to complete the picture.

Shardlow Marine Art (SMart) has recently acquired the late Pat Rodriguez and Rod Dickson book collections. Though these collections have been made over to SMart, they are very much an MHA undertaking with duplicate or spare copies being made available to members or used to raise funds for new memberships. We also have a range of second-hand maritime books for sale, the proceeds of which go to Maritime Heritage. We continue to hold stocks of MHA Publications for distribution to Albany booksellers.

The SMart Research Enquiry Service remains out of control with over 40-enquiries in the last 12-months. We do not charge a fee for the service but encourage researchers to take out an MHA membership to read the answer to their enquiry in the *MHA Journal*. Currently, I am holding new memberships applications for six people.

The Great Southern Classic Boat Show was a delightful event held on the banks of the Denmark River. Though we were only visitors we were pleased when our own *research enquiries* uncovered the Albany Pilot Boat (believed to be) the *Pelican*. On asking about MHA participation at future boat shows, we were advised the MHA would be very welcome to set up a stall to promote the MHA and our Journal. They would be even more pleased if we had a boat, paintings, photos or models to support the display. If I had a trailer we might even display our Wilson Inlet crabber – as found – in a chook shed.

Great Southern Art Trail – Though I was not aware of a dedicated marine art exhibition, several of the seventy or eighty open studio and exhibition events included individual maritime works. I am reluctant to put my own studio on the Trail, but we will continue to have our own

studio open days (by invitation or request).

Brig *Amity* monument – during the year the *Amity*'s masts, spars and rigging were taken down for inspection and repair in preparation for the Albany Bicentenary Celebrations in 2026. Forty-two 6-inch blocks made by Robin Hicks (Life Member No.7) replaced old and worn stock. All the rigging was also replaced. Though masts and spars were condemned by the MHA Survey Team (Hicks, Shardlow and Jarman) only superficial repairs were required for the refit. Earlier this year I was invited to an Amity Afternoon Tea and to give a demonstration on how to raise and cast a brig's anchor. I also pointed out that *Amity*'s fore topgallant yard had broken in two and was suspended up in the rigging.

Leeuwin II – a more pleasing sight was the recent return of *Leeuwin II*. After a fast passage from Fremantle, she came in sporting her new fore topgallant yard recently made by Robin Hicks. I was asked to be a volunteer guide for *Leeuwin*'s open day – and would have done so had I not had a more pressing appointment at the MHA Book Club meeting warmly hosted by Jill and Peter Worsley at their Cleopatra Rooms.

Ross & Barbara Shardlow



Denmark Classic Boat Show on the Denmark River

Photo: Barbara Shardlow



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!)

One of the earliest suggestions for cooperation between the Australian states before Federation in 1901 was for the erection of a lighthouse at Cape Leeuwin. In the mid eighteenth eighties there was a strong push for a light on what was a dangerous and poorly charted coastline. It was recognised that although a part of Western Australia, that state stood to gain less from its construction than the eastern states and New Zealand. It was proposed that New South Wales, Victoria, New Zealand, and South Australia, should each contribute £1000, Tasmania £500, and Western Australia £500, thus making up the total amount that it is estimated would be required. When constructed in 1896, however, Western Australia paid for its construction.

We crossed the Antarctic Circle for at noon we were by observation four miles and a half south of it and are undoubtedly the first and only ship that ever crossed that line.

James Cook, 17 January 1773

In 1935 HMS *Hood* underwent a refit during which the 5.5inch guns were replaced with 4inch guns. Two of the 5.5inch guns were taken to Ascension Island and installed at Fort Bedford. They are still there, and were in use until 1953. These are probably the only tangible reminders of HMS *Hood*.

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.

During World War II the oldest ship in the Royal Australian Navy was HMAS *Wato*, a steam tug built in 1904 and requisitioned by the Navy. Among the places it served was in Darwin during the bombing by Japanese aircraft 19 February 1942.

The boarding axe was a combat tool used during the era of sailing warships. Its primary use was for cutting away fallen sails, spars and rigging that might hinder the stability or manoeuvrability of the ship. It was also used to cut away netting, etc.

that might impede boarding an enemy ship. It could also be used as a weapon in hand-to-hand combat.

The 36ft ferry *Gladys*, built by George McCarter in 1898 was owned by the River Ferry Company and was the first non-steam engine ferry to ply between Perth and South Perth.



George Ludwig Ritter von Trapp (1880–1947) of *The Sound of Music* fame was the Austro-Hungarian's top U-Boat ace during World War I. He sank 11 allied merchant ships and two warships (a cruiser and a submarine).

The greatest loss of life in a naval disaster during World War I was the loss of the 7,838-ton Italian armed merchant cruiser and troop transport *Principe Umberto*. It was torpedoed by the German submarine *U-5* on 8 June 1916 with the loss of 1,926 men.

The Beaulieu River in England which runs into the Solent is one of the few privately owned rivers in the world. It was once known as the River Exe, and the whole river is owned by Lord Montague of Beaulieu. The 18th century shipbuilding village of Bucklers Hard lies on the river bank.

On 8 November 1975 HMAS *Acute* under the command of former MHA member the late Pat Rodriguez became the first RAN vessel to visit Perth when it tied up at the Barrack Street Jetty. HMAS *Acute* was 107.5ft long and had a displacement of 146 tons.

In the UK wooden boatbuilding is listed as an endangered craft because of there are so few people to pass on their knowledge. At the same time one of the shipwrights who in the past has trained 25 school leavers in the craft has had no recent students as schools now class boatbuilding as a dangerous occupation.

There are 32 points in a compass, each point being 11¼ degrees. Seldom used now, but common in the days of sailing ships.



HMAS *Fremantle*

Painting by the late Captain Pat Rodriguez AM, RFD, RD, RANR Rtd

Bathurst Class Corvette

Construction: 1942 by Evans, Deakin & Co Ltd, Brisbane
Tonnage: 650 tons
Dimensions: L. 186', B. 36'1", D. 8'6"
Armament: 1 x 4 inch HA/LA, 3 x 20mm Oerlikons, 2 x 5 inch Browning MG, 1 x 40/60 mm Bofors, Depth Charges
Service Speed: 16 knots
Machinery: 2xTriple Expansion–2000hp, 2 x Boilers
Propulsion: Twin Screw

HMAS *Fremantle* was one of 60 of her class built in Australia during World War II. She was commissioned on 24 March 1943, under the command of Lieutenant Commander Allan N. Boulton RANR who remained her CO until 1946. LCDR Boulton was a well-known West Australian, and after the war Captain A. N. Boulton joined the Fremantle Port Authority.

HMAS *Fremantle* served in Northern Australia–New Guinea area and adjacent waters. After the capitulation of Japan, *Fremantle*, with six other corvettes, swept ahead of a British Squadron which took the surrender of the Japanese at Hong Kong.

At the conclusion of the hostilities she was paid off into the reserve fleet in Sydney.

After a refit in 1952, *Fremantle* was re-commissioned along with her sister ship, HMAS *Junee* and based at Fremantle, where both ships replaced HMAS *Mildura* and served as training ships for Naval Reservists and National Servicemen, amongst their other naval operations.

In April 1954 she formed part of the royal escort during Queen Elizabeth's visit to Australia in the Royal Yacht, *Gothic* (Shaw Saville Line).

In February 1955 HMAS *Fremantle* and HMAS *Junee* were exercising at sea south of Fremantle when an SOS was received from the *Shelley Boy*, a 120 ton crayfish process boat, sinking off Jurien Bay in heavy seas. Both ships proceeded to the rescue at full speed in rough seas and torrential rain. The ships arrived about one hour after the *Shelley Boy* had sunk but successfully rescued all 17 survivors and retrieved their lifeboats—a slow and dangerous job in the very heavy swell. The artist was serving on HMAS *Fremantle* at this time. The painting depicts both ships steaming to the rescue.


Between 1956 and 1958, *Fremantle* worked with the Royal Navy during the atomic tests at the Monte Bello Islands. During this period she also carried out an extensive survey of the Sahul Bank between Darwin and Timor.

In mid-1959, wearing a paying off pennant 212ft long, *Fremantle* paid off for the last time and was placed in reserve at HMAS *Parks* at Garden Island. In 1961 the ship's bell and nameplate were presented to the City of Fremantle.

The same year she was sold for scrap to Japanese interests and departed Fremantle for the last time, under tow in 1962.

HMAS *Fremantle*'s war time pennant number was J246 and her post war number M246. Her 4" forward gun mount was removed in 1952 and replaced by a 40/60 Bofors gun.

Sailorman

 *sailor, also in working at the rigging, uses special tools peculiar to his calling—fids, serving mallets, toggles, prickers, marlingspike, palms, heavers, and many more. The small sort he generally carries with him from ship to ship in a sort of canvas reticule.*

The estimation in which a ship's crew hold the knowledge of such accomplishments as these, is expressed in the phrase they apply to one who is a clever practitioner. To distinguish such a mariner from those who merely 'hand, reef and steer', that is, run aloft, furl sails, haul ropes, and stand at the wheel, they say he is 'a sailor-man'; which means that he not only knows how to reef a topsail, but is an artist in the rigging.

Herman Melville, 1849, *Redburn: His First Voyage*. Harper & Brothers, New York.



The *Black Swan* and the *Dugong*



The dredge Black Swan decorated for the Jubilee of Queen Victoria

The 90ft bucket dredge *Black Swan* was known only as the ‘Government Dredge’ for the first twenty years of its service. It was brought out from England in parts on board the 427-ton barque *Palestine* (W.A. Carpenter, master), arriving on 5 August 1868. The 318 crates were discharged piece by piece onto the cargo boat *Laura*, owned by Frederick Caporn. Only this one small vessel was used to bring the pieces ashore, and this delayed the assembly of the dredge. A further delay ensued when a gale on 23 August drove the schooner *Liberty* ashore, dragging with it the *Laura* with some parts of the dredge still on board. The *Laura* was damaged in this incident.

A shed and slipway had been erected at North Fremantle close to the foot of the present railway bridge, and here the dredge was assembled. The work was carried out by convict labour under the superintendence of a man named Christian, who had been sent out by the makers of the dredge, Maudsley, Son, and Field, in London. There are some references to him being assisted by Solomon Cook, an American who deserted his whaling ship and set up an engineering business in

Western Australia. The assembly took until June 1870, when the dredge was launched. The dredge was fitted with a 12hp engine to drive the chain of 18 buckets. The single-cylinder engine, made by Maudsley, had a 9ft (2.74m) diameter flywheel and could, if needed, be worked up to 30hp. The vessel could dredge to a depth of about 9ft. The bucket ladder ran through the centre of the vessel, and as the draught was 3ft 9in (1.14m) forward and 4ft 6in (1.37m) aft it required at least 4ft (1.22m) of water in which to operate.

The dredge had received severe criticism during its construction as being a waste of government money, and that it would be unable to do the work for which it was intended. It was nick-named ‘Hampton’s Yacht’, after Governor John Stephen Hampton who had ordered its building. A Fremantle newspaper considered that it would be:

useless, so far as opening a practicable channel through the sand spit below the Fremantle Bridge. It may, however, be turned to some account higher up the river and so not be altogether a loss to the colony (Herald, 15 August 1868).



The cost of the dredge had been considerable, and the Auditor General, W. Knight, published a complete breakdown of this in December 1870. The cost was £2,890, but by the time the freight, insurance, cost of assembly in Fremantle, Mr Christian's passage, pay and lodging and the cost of a slip on which to build the dredge, the total cost came to £4,555 18s 4d (*Inquirer*, 21 December 1870).

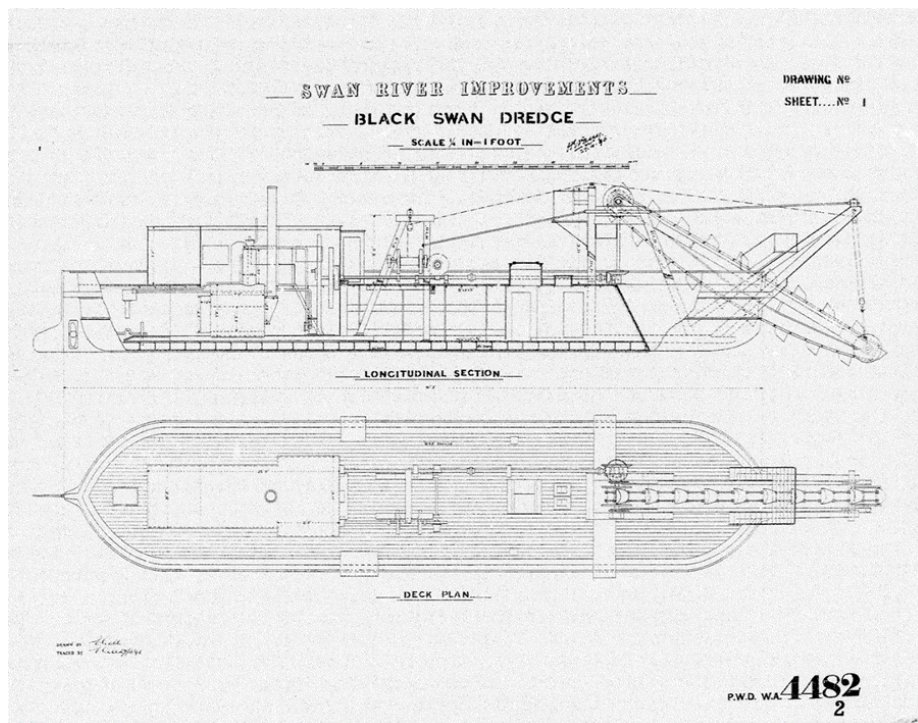
After launching on 15 October 1869 it was left at a mooring near Perth, the subject of still more criticism:

[The] *Vessel lies corroding, snugly moored off the Government Jetty... The interest of money since the purchase was made, at the current rate, would amount to upwards of £1,000! and, so far, there has not been the return of a farthing on the outlay, nor does there appear likely to be* (*Inquirer*, 4 January 1872).

In January the previous year George Shenton had moved in the Legislative Assembly that the sum of £800 be placed on the Estimates to put the Steam Dredge in working order. This motion had been defeated. At one time the donkey boiler and steam pump was removed and taken to the Vasse on the cutter *Twilight*. This was a loan to the timber company there until parts for their locomotive arrived from Melbourne.

work was used in the reclamation of the Perth waterfront which later became the Esplanade. At that time the shipbuilding firm of W. & S. Lawrence was given a £500 contract to build two barges to carry the dredged spoil away. The dredge continued working within the Swan River until 1887 when it was taken to North Fremantle for an overhaul.

On 18 May 1887 the dredge, still under the command of Passmore and with an assistant named Bruce and a crew of prisoners, was taken back to North Fremantle for an overhaul. There it was hauled out at the same place where it had been launched. This was achieved by the prisoners using just two crab winches. The overhaul included replacing the bucket ladder with a longer one brought by ship from Melbourne. The new ladder was moved to the bow of the dredge, thus allowing it to cut its own channel. Another engine was fitted, together with a propeller cast at the locomotive workshop in Fremantle. This made the dredge self-propelled, and no longer requiring a tug to move it from site to site. The rusted iron bottom was replaced with one of jarrah, and the longer ladder enabled the number of buckets to be increased to 22, thus increasing the depth to which it could dredge to 15ft (4.6m). The captain had a large cabin on board and there was a cabin for the 23 crew.



The over-hauled dredge was launched on 19 June 1888 by Lady Mary Anne Broome, wife of Governor Sir Frederick Napier Broome, and named *Black Swan*. The traditional bottle did not break when swung against the vessel by Lady Broome, nor did it when the Governor had a try. Their son then successfully broke the bottle, the wedges were knocked away and the *Black Swan* slid down but only as far as the edge of the water. It took nearly two hours of work with levers, screw jacks, ropes and blocks before the dredge finally floated free. By this time the vice-regal party had long since departed.

It was not used until 1872, when Henry Passmore was put in charge that dredging commenced, initially from the Narrows to the William Street Jetty and using prison labour. The spoil from this

The last work carried out by the *Black Swan* was dredging for the reclamation of the area east of the Barrack Street Jetty and the Esplanade. When this was completed in 1911 the old dredge was



taken outside the North Mole. Reports state that dynamite was used in an attempt to blow a hole in the bottom of the hull. When this failed holes were drilled in the bottom, and the *Black Swan* sank.

A newspaper noted that when Governor Hampton returned to England in November 1868, one of the large crates which had contained a part of the dredge when it was brought to Western Australia was used to ship his piano back with him.

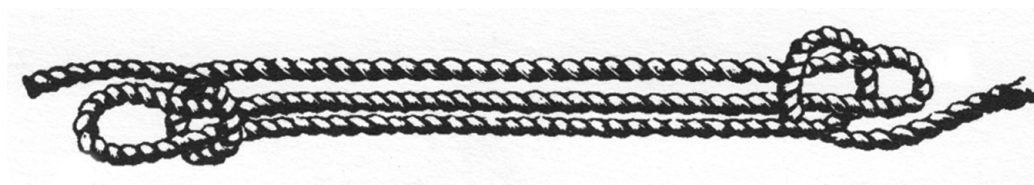
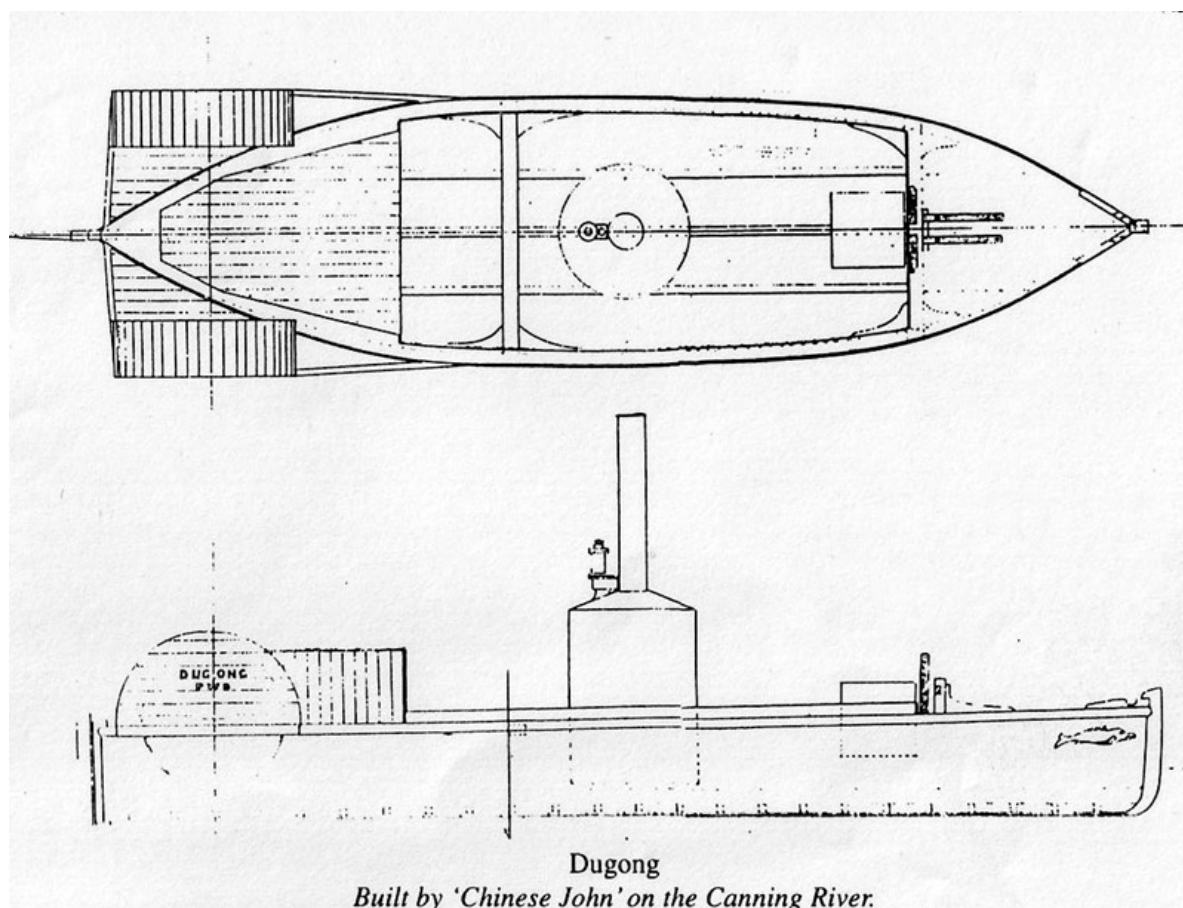
In 1892 the *Black Swan* was required to dredge the Canning River so that timber barges could be brought down river from the mills at Cannington. As both fresh water and coal were required to operate the dredge, Henry Passmore put in a request to the Public Works Department for a work boat. When this was refused he, his son George, a Chinese carpenter named 'Chinese John' and some of the prisoners working on the *Black Swan* built a small paddle steamer to be used as their work

boat. Timber was obtained from the bush nearby, and the donkey engine, boiler and winches from the recently burnt barque *Thornliebank* were converted to drive the paddles.

The *Dugong*, as it was named, was double-ended and had a flat bottom and a straight stem and stern. The boiler had been placed in the centre of the craft, and a raised deck aft covered the steam engine and winch which had been converted by Passmore to drive the paddle wheels. The paddles, covered by paddle boxes, were set each side of the pointed stern. In this situation they increased the beam of the *Dugong* by only a very small amount. The rudder also had a flat bottom, which did not increase the draft of the vessel.

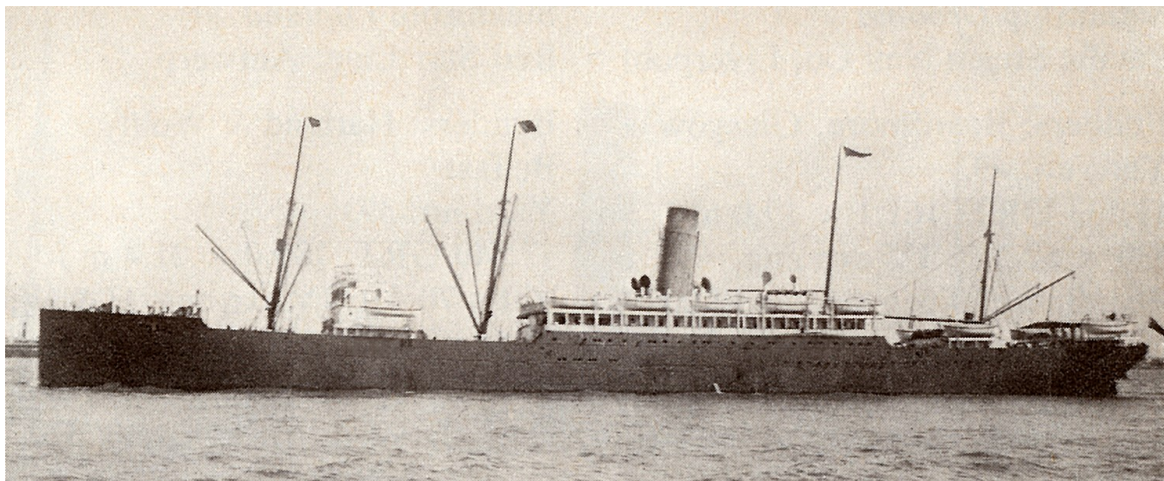
The *Dugong* was eventually abandoned in Bull Creek, probably around 1896, after first being stripped of the boiler, engine and paddles.

Peter Worsley





Pericles



The 9,656 ton *Pericles* was built under Special Survey by Harland and Wolff, Ltd at Belfast at a cost of £240,000 for G. Thompson and Company Limited's Aberdeen White Star Line. Launched on 21 December 1907, it had two decks, an awning deck, eight bulkheads and steel wales sheathed with wood. The twin-screw steamer had one funnel and four masts, a bridgedeck 47.6m long and a forecastle 19.5m long. The *Pericles* speed was 14–15 knots. The ship was fitted with a cellular double bottom extending the full length of the hull, had eight watertight compartments and bilge keels. The accommodation was lavish and extremely comfortable. a newspaper reported:

No less than four decks are utilised for the accommodation of saloon passengers, although only 100 are carried. The dining saloon, which is on the main deck, is a broad spacious apartment extending the full width of the ship. Large portholes are fitted for light and ventilation, while an auxiliary arrangement of fans is also provided in order to ensure comfort and fresh air in all weather. The predominant

colour of the carpet and upholstery is crimson, and the floor polished oak parquetry. The walls are of carved white panelling, relieved with gold, and with a dado of oak, and the ceiling is white. The saloon, library and lounge are situated at the forward end of the bridge deck, and are divided by a handsome glass screen, each room having a separate entrance. The staterooms in the deckhouse on the bridge deck... are particularly light and airy, being nearly 10ft in height... (Sydney Morning Herald, 24 August 1908).

Under the command of Captain Alexander Simpson the *Pericles* was en route to London via Fremantle and the Cape of Good Hope with a mixed cargo of 30,000 boxes of butter, frozen meat, wool, hides, 3,000 cases of apples, tallow, coconut oil and 600 tons of lead. The lead had a high gold and platinum content and was being shipped to Europe. At that time there was no place in Australia that could properly extract these precious metals from the lead. There were 238 passengers and a crew of 163. Captain Simpson had made about 80 trips to Australia in his forty-six years at sea.

At 3.32 p.m. on 31 March 1910 in clear weather and with good visibility the *Pericles* travelling at 14 knots struck an uncharted rock near St Alouarn Islet, 6.5 km south-east of Cape Leeuwin. The steamer passed over the rock, but the damage to the forward plates was so great that within three minutes there was 5m of water in the forward hold. The master ordered the passengers and crew to abandon ship. Passengers were helped into lifejackets and then into fourteen lifeboats, which were then rowed towards the shore where fires had been lit by lighthouse staff to guide them to the best landing place. All passen-





gers and crew were saved. The ship drifted with the swell and south-east wind for a short while before going down by the head.

For the information of the subsequent Court of Inquiry, and because of the danger to shipping of an uncharted rock, the court was adjourned while the government steamer *Penguin* under the command of Captain James Airey was sent to the area to locate both the wreck and the rock on which the *Pericles* had struck. By sweeping with a long line Captain Airey located the wreck and advised the authorities by telegram:

Exact position of Pericles is south 3 deg. west (magnetic) from the Leeuwin Lighthouse, a distance of two miles seven chains. The depth of water is 16 fathoms alongside, and there is three fathoms of water on the derricks and spars, increasing to twelve fathoms on the portion of the wreck of the vessel which is lying about east.

The Court of Inquiry concluded that:

Proper care and vigilance were exercised in the navigation of the vessel by the master and officers, and proper steps were taken to fix her position, and from time to time to verify such position. The vessel was kept on the course stated in the evidence given by the Master. Such course, as set and steered, was one which, in all the circumstances of the occasion, the Master was justified in considering a safe and proper one. While on such course as stated in the evidence, the vessel struck a submerged obstruction which is uncharted and thereby foundered.

The wreck was a hazard to shipping as the derricks and spars were not far below sea level. This prompted a notice to Mariners signed by the Chief Harbour Master, C.J. Irvine, in the *Government Gazette* of 22 April 1910 stating the position of the uncharted rock to be approximately:

Lighthouse bearing north 2 deg. west (magnetic), distant 7 miles. Latitude 34 deg. 28 min. 50 sec. south, longitude 115 deg. 9 min. 5 sec. East. Depth of water over rock about 24 feet.

In December 1910 HMS *Fantome* was also sent to locate the rock, but after four days without any success it was concluded that the *Pericles*, in hitting the pinnacle, had probably knocked it over or at least knocked part of it off. The wreck itself lay in:

16 fathoms (96 feet) of water, with from two to three fathoms over her spars. The Lighthouse bearing north 3 deg. west (magnetic), distant 2 miles and 7 cables. Latitude 34 deg. 24 min. 35 sec. south, longitude 115 deg. 8 min. 10 sec. east.

A great deal of the lighter cargo of the *Pericles* was washed ashore over subsequent weeks. Local resi-

dents collected boxes of butter and apples, and the steamer *Una* salvaged 1,800 boxes of butter, most of it in good condition. Three syndicates of local men with bullock teams were formed to collect any cargo washed up, and 'it is recorded locally that each syndicate made £1,000'. The steamship *Monaro* took passengers to Fremantle the day after the wrecking.

In January 1957 Tom Snider, an American, found the wreck and formed a salvage company, Universal Salvage Company, which worked on salvaging the wreck, particularly the lead, from 1957 to 1961. The company recovered some 400–500 tonnes of ingots. At that time Snider was killed in an air crash and his widow continued salvage work until she offered the salvage rights for sale. The position of the site was then lost to all except Tom Pike of Augusta, who had worked as a salvage diver for the Universal Salvage Company. Tom Pike advised the Western Australian Museum of the position of the wreck in 1989. The site is located 5.6 km south of the Cape Leeuwin lighthouse at a depth of about 35 metres.

There is an interesting footnote to the loss of the *Pericles*. In 1900 the assistant surveyor on HMS *Penguin* (a different vessel from the Western Australian Government steamer *Penguin* sent from Fremantle after the accident) was Lieutenant Charles Richard Wynn Brewis. He was on board that vessel when it was used to survey the waters off Cape Leeuwin. During his seven year tour of duty in Australian waters he married a girl from Hobart, Corry Jeanette Crosby, daughter of William Crosby, M.L.C. Brewis and his family returned to England in 1903. In 1910 Mrs Brewis and their three children visited her parents in Hobart. Their return passage to England was on board the *Pericles*, which struck an uncharted rock in the area which had been surveyed by her husband some ten years earlier. I wonder what her thoughts were?



Survivors off the Pericles at Flinders Bay



Through Darkest Seas

Graeme Cocks

Book review by Nick Burningham

Motoring Past Vintage Publishing, 2023
546 p.p., Hardback
Maps, drawing, 62 photographs black and white,
4 colour dust jacket photographs
Glossary and index.

This very substantial tome relates ‘The untold story of how *Duyfken*, Australia’s first ship, was recreated and sailed into history, ... again’. The author was involved in the *Duyfken* replica project from its outset and became Project Director around the time of the ship’s launching, remaining in that demanding role all through the long voyages across darkest seas and oceans.

This is a detailed account written by someone centrally involved in the constant struggle to keep the *Duyfken* Replica Foundation afloat financially, often sailing perilously close to the wind; and simultaneously sailing through areas of bloody internecine conflict. Indeed it could be said that one reads to page 385 before *Duyfken* visits an island (Diego Rodrigues) that was not riven by such conflict!

In a sense, this whale of book is several books seamlessly interleaved. It can be recommended as the *How to Build a Replica Ship Handbook*, starting from the beginning with the fortunate coalescence of small group of motivated enthusiasts whose passion pushed the *Duyfken* ahead of other contenders for replication in Fremantle following the successful construction of the *Endeavour* replica. Then the recruiting of Michael G Kailis, a highly successful fishing industry entrepreneur, who agreed to head a foundation, and who energetically enlisted a Board of similarly influential Perth elite who would direct the Foundation, and, most importantly, had the prestige to successfully seek large donations from private individuals, companies, and from governments.

The design and focus of the project were ambitious, and probably important to the successful funding of the construction – the replica was to be as authentic as possible in its design and the construction. The *Duyfken* replica was constructed, as far as possible and knowable, as Dutch ships were constructed 400 years previous. That meant building by eye, plank-shell first, bending oak planks and wales over open fires. An undertaking

that was genuinely courageous on the part of the Foundation’s board, and in the end it paid dividends, but the challenges faced by the shipwrights are obvious and real. Nothing worthwhile is easy ... yet things that are destined to happen do have an amazing momentum – Graeme Cocks both records such a project and tells candidly how hard it can be. His early career as a journalist and editor are evident in the lucid and flowing text.

It is personal, but it is a well written history. Graeme was uniquely able to draw on his memory and the Foundation archives, but as a historian should, he draws significantly on the written records of others – the three skippers of *Duyfken* in the years he writes about, members of the crew, Bill Leonard the master shipwright, the press, and others including me (as perhaps I should have admitted earlier in this review). A couple of incidents, are not exactly as I remember them, but who knows? Not everything can be known for certain, that is the nature of the historical record. That said, I wish some other historians were as careful with their research as Graeme has been. Before the replica was built, Marit van Huystee at the WA Maritime Museum had shown that the *Duyfken* that sailed to Australia was not the same *Duyfken* as the one in the second Dutch fleet to sail to the Indies, and that Matthew Flinders’ understanding of the direction of *Duyfken*’s historic voyage was mistaken. *Duyfken* did not coast along the southern shore of Papua, cross Torres Strait and then explore down the Cape York Peninsula, before sailing westerly in the middle of the Arafura Sea to return to the East Indies. The course was precisely the reverse and the ‘Outward’ and ‘Return’ are clearly marked on the ‘*Duyfken* Chart’. Graeme Cocks includes this revised of history although it is not quite as neat a story as the one which history has inherited from Matthew Flinders (whose cabin on HMS *Investigator* was not a well stocked library).

The *Duyfken* replica’s voyage from Sydney to the Netherlands, made with almost no recourse to the motors other than entering and leaving ports, is much the longest such voyage made by any ‘Age of Discovery’ replica ship. That achievement is celebrated in *Darkest Seas*, but much more of the text details the physical and psychological toll on the crew and the officers, and also on the onshore



management. Life at sea in the age of sail involved weeks, months, of alternately standing watch or trying to get desperately needed sleep, hoping there will be no call to “All hands”. Sleep deprivation fuels the irritations and antagonisations of crowded, damp, stuffy accommodation with no privacy. In the age of sail that was the hell endured at sea. In the age of email it became the burden of the project director too. Graeme Cocks is too decent a man, and too prudent, to fully disclose the level of grudge, deceit and Machiavellianism that some stooped to, but you get some idea.

This a chronological and factual account, but it also grapples with philosophical questions. What was *Duyfken* built to commemorate? The “Darkest Seas” of the title are aspects of the original ship’s role in history and the wider history of the Dutch East Indian Company (VOC). What was the significance and meaning of the voyage re-enacting the original ship’s exploratory voyage to Australia for the VOC, and the replica’s voyage to the Netherlands to commemorate the quartercentenary of the founding of the VOC? In an age when the evils of colonialism are increasingly acknowledged those are difficult questions. Perhaps they are more easily answered by persons living within strong and enduring cultures. An Indonesian boatbuilder on the island of Banda Neira, Sahran Abidin, gave a good answer in a conversation which is quoted from my journal.



Last year was the 50th anniversary of the opening of the Sydney Opera House.

A little known fact—Because of the compound curves of the roofs and beams, i.e. curved in two directions, formwork carpenters couldn’t work out how to setup the formwork to hold the concrete whilst pouring. So they employed shipwrights and boatbuilders!

Because of that fact, as an apprentice shipwright, our shipbuilding course at Sydney Tech College was taken for a tour of the Opera House, whilst it was under construction! I realise now just how very privileged we were. As we inspected and details were pointed out, I realised that the roofs and beams are just like boats being built upside down! A piece of cake for a shipwright or boatbuilder!

Tony Duvollet

Duyfken’s first skipper Peter Manthorpe also deliberated about these questions in his *Captain’s Log* posted daily on the Duyfken Foundation’s web site. Perhaps the most remarkable passage in the book is the direct and concise answer provided to Peter by Silas Wolmby, a Cape York elder who joined the ship sailing the Cape York coast to historically significant sites of which he was custodian of the oral history.

So, this is a detailed and expert ‘How to do a Replica Ship’ handbook, and an excellent way of checking whether you really want to attempt it. It makes clear that a blessed and rare coalition of passion, expertise, and entrepreneurial fire-power is essential, and shows how that can eclipse the hard-headed pragmatism that says there has to be a watertight business plan before this goes ahead.

It is a philosophical discussion of the value of such a project drawing answers from a range of cultural perspectives.

This is a detailed history of a glorious project and its achievements. It is a warts and all account of what it takes to achieve such glories. Rather to my surprise, having read it I enjoy a new appreciation of what amazing achievements I was witness to! It is a significant contribution to Australia’s maritime history that deserves to be better known. This publication is an excellent record of it.





A Visit to the Australian National Maritime Museum

Article and photographs by David Nicolson



A replica of Cook's Endeavour built in Western Australia

Due to flight scheduling problems when travelling overseas, I had the opportunity to have a day in Sydney. What better place to spend it than the Australian National Maritime Museum situated in Darling Harbour. And what better way to get there than by a ferry from Circular Quay. This has got to be one of the most spectacular, (and cheapest), harbour trips in the world; first there is the iconic Opera House on the starboard, (right hand), side as you leave and then you pass under the other famous Australian landmark, the Sydney Harbour Bridge. As likely as not, there will also be one of the monster ocean liners tied up alongside the wharf at Circular Quay to marvel at. After passing under the bridge the ferry makes a stop at Lunar Park and then makes its way past a number of towering skyscrapers before entering Darling harbour and the museum complex. One of the advantages of arriving by ferry is that you get to see the three masted sailing ship, *James Craig* and the *Endeavour* broadside on, something not possible when on land.

The complex has two main elements, the array of

ships moored outside and the museum building housing an amazing array of maritime objects. Visitors are able to wander around the various jetties and view the moored ships at no cost, but an entry fee is required to enter the museum building and board the ships and this the area. I will concentrate this article on the collection of historic ships, boats and yachts in the outside area. Having said that, there was one surprising exhibit that I saw in the museum which I will describe at the end of this narrative.

It is interesting to note that the two West Australian built replicas are well patronised; they are of course HMB *Endeavour* and the *Duyfken*. The original *Endeavour* was made famous by James Cook and his numerous voyages of discovery, this replica is considered to be one of the world's most accurate in every detail. Building started in 1988 and she was launched 5 years later and is credited with having nearly 30 kilometres of rigging and 930 square metres of canvas. Her masts and spars can carry up to 28 sails. It is pleasing to know that she continues to make regular voyages along the Australian coast.



The other replica is the beautiful little *Duyfken* launched at Fremantle in January 1999 as part of a joint project with the Duyfken 1606 Replica Foundation, the Maritime Museum of West Australia and the financial assistance of the Kallis family. Weighing only 60 tonnes and captained by the Dutchman, Willem Janszoon, she was the first recorded European vessel to land on Australian soil and meet the indigenous inhabitants. In 1606 the *Duyfken* also charted 300km of the west coast of Cape York, the first Europeans to visit that part of Australia. On Friday and Saturday afternoons it is possible to have a sail on her around Sydney Harbour, although the sailing season is limited.

Another beautiful ship in the collection is the Steam Yacht *Ena*. Designed by Walter Reeks and built by WM Ford Boatbuilders of Sydney in 1900, she was commissioned by local banker and yachting enthusiast, Thomas Dibbs and named after his wife Tryphena. During World War 1 she was requisitioned by the navy and renamed HMAS *Sleuth*, painted grey and fitted with a 3-pounder gun. After the war she was used as a trading vessel and then as a fishing boat until she sank in 1981 in the D'Entrecasteau Channel. She was eventually raised and finally restored to her original magnificence in 1987 by shipwright Nick Masterman and then donated to the museum in 2017. The SY *Ena* was originally steam powered but was converted to diesel after World War 1. A replica steam engine was included as part of the restoration and is now her main means of propulsion.

Arguably the most famous ship in the collection is the *Krait*. Although not much to look at, the story of the ship and her courageous crew in the sinking of Japanese merchant ships moored in Singapore harbour in World War 2 is the stuff of legends. There appears to be a number of im-



The beautifully restored steam yacht Ena

provements to her since I last saw her in 2008. I believe this restoration happened in 2022. This has included additional rigging on the mast and an awning built over the forward section with more deck cargo to make the vessel look closer to her original condition. Members of the MHA will be aware of the excellent model of the *Krait* made by the late master model builder, Brian Lemon. Brian had the help of Arthur Jones, the last survivor of the Jaywick raid, to build an exact replica of how she looked in March 1942.

There are three representative from the Royal Australian Navy: the destroyer, HMAS *Vampire*, the patrol boat HMAS *Advance* and the submarine, HMAS *Onslow*. The entry ticket to the museum also gives you access to the *Vampire* and *Onslow*. Two of these vessels have an oblique connection to West Australia, the *Advance* is the sistership to HMAS *Acute* which was crewed by the Fremantle Port Division for many years, and *Onslow* is the sistership of HMAS *Ovens* that has recently undergone a significant restoration at the Fremantle Maritime Museum.

HMAS *Vampire* was a Daring Class destroyer built at Cockatoo Island Dockyard Sydney and commissioned into the RAN in 1959. After serving for 27 years, she was transferred to the ANMM in 1997 and now is open to the public for inspection. She was to be one of four Darings, however only three were completed. They were named after the World War 2 ships known as the "Scrap Iron Flotilla". The Darings were the last conventional gun destroyers being fitted with the QF 4.5 inch MkV gun in three double mounts.

The Submarine HMAS *Onslow* was built in Greenock Scotland and commissioned into the RAN in 1969 and eventually decommissioned and handed over to the ANMM in 1999. During her service she travelled the equivalent of sixteen times around the globe and was considered one of the quietest submarines in the world. She was one of six "O" boats to serve with the RAN before being replaced by the current Collins Class Submarines.

Commissioned in 1968, the patrol boat HMAS *Advance* served out of Darwin until 1977. During that time, she helped shadow suspected Russian spy ships, survived Cyclone Tracy in 1974, completed several hydrographic surveys and featured in the TV series, Patrol Boat. *Advance* was one of twenty Attack Class patrol boats designed for coastal surveillance, which included intercepting illegal fishing and immigration vessels plus



undertaking search and rescue missions.

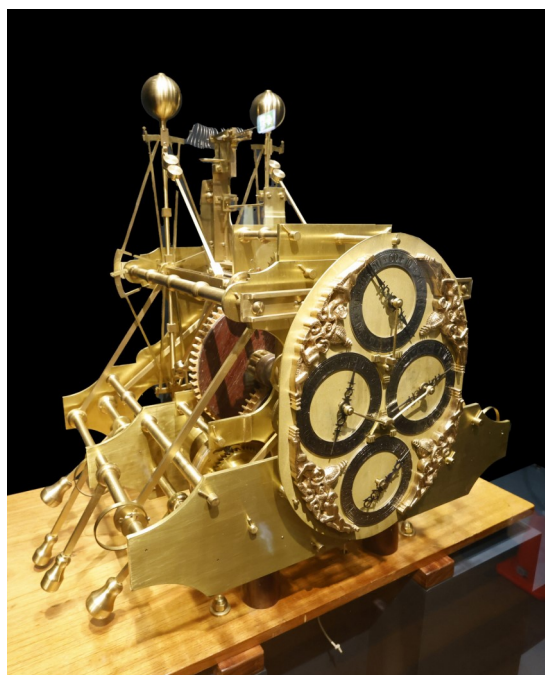
Strolling along the jetties there are many smaller craft to cast your eye over such as the *Thistle* built by J R Jones in 1903, or the elegant motor launch, *Silver Cloud* built by the renowned boat builder Lars Halvorsen in 1939.

As previously mentioned, the main building houses a wonderful collection of everything maritime with a special emphasis on Australian nautical history. The one exhibit which surprised me was the faithfully built replica of Harrison's famous maritime timekeeper known as "H1". This model of arguably the most famous clock in the world was built by Norm Banham, a retired instrument maker from the Mount Stromlo Observatory in Canberra.

H1 was the first serious attempt to allow mariners to calculate Longitude at sea by mechanical means. Although partially successful, it took Harrison many more years to make a reliable and practical version which could be made in quantity. In the 1770s Larcum Kendal replicated Harrison's H4 design, and it was this instrument, K1, that James Cook used on his second and third voyages to the Pacific. Norm has built replicas of

all four of Harrison's masterpieces, each taking about two and a half years to complete.

The Australian National Maritime Museum is one of Australia's premier museums and a "must see" when in Sydney, you will not be disappointed.



A replica of Harrison's famous H1 marine time piece

Vale—James Peter Gregg

17 June 1934—9 April 2024

A keen supporter, enthusiast and committee member, Jim joined the MHA on 18th January 2009 as Associate Member 191, to represent his family's interests in maritime heritage. Jim's wife Alison (author/librarian) used to work with Barbara Shardlow in the Education Department Library Services. Alison passed away in 2020. Jim's daughter Catriona, also a member of MHA, was the President of the Fremantle Rowing Club and, more recently, super-yacht fit-out designer. We have one of Catriona's racing eights hanging in Robin Hick's shed. Jim's son Michael Gregg, of course, was Curator of the Maritime History Department, WA Museum, now working in Canberra. Jim was a teacher, Naval officer, NASA engineer, photographer, academic, steam engineer, designer, artificer—a man of many talents. He was a technician/tracker at the Carnarvon Space Tracking Station involved with the Nasa Apollo Moon Landing programme and played a crucial role in the rescue of the crew of Apollo 13 after an oxygen tank exploded in the service module en route to the Moon.



Jim and Michael

The MHA extends its condolences to Jim's family and friends.



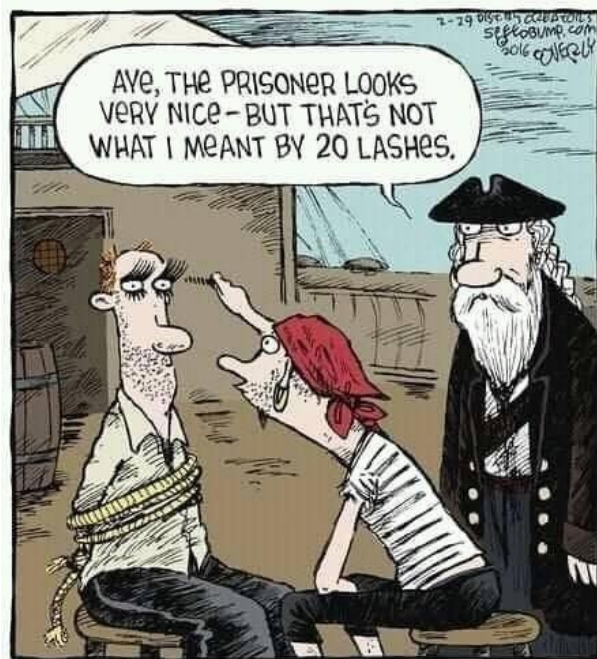
QUIZ

Answers to March

1. A deadeye has three holes through which a lanyard is threaded. A heart has only one large hole.
2. Comes the rain before the wind
Soon your topsail halyards mind
Comes the wind before the rain
Soon you may make sail again
3. The ship was named *Eglinton*, a 462-ton ship built in Quebec, Canada.

Quiz

1. How many of Western Australia's governors have been naval men? And can you name them?
2. What is a froe?
3. The following three people served as artists on ships associated with Australian history during the second half of the 18th century and the first half of the 19th century. What ship did they serve on and under which commander?
Sydney Parkinson, William Westall and Charles-Alexandre Lesueur.



Ron Forsyth asks—'Should WA's sail training ship be named *Leeuwin III*?'

OLD SHIPS DISAPPEAR

One by one old ships which helped to build up the coastal trade of Australia are disappearing. Many in Brisbane remember the *Julia Percy*, a passenger and cargo steamer which operated out of Brisbane in the days when Howard Smith, Ltd., berthed their ships at Petrie Bight. Built in Glasgow in 1876, the *Julia Percy* was a very popular passenger ship. Ten years after she appeared on the coast she was cut in two and lengthened at Melbourne, the 'operation' increasing her size to 580 tons. She ran for the Howard Smith Company between Melbourne, Sydney, Brisbane, and North Queensland ports, but in 1906 was purchased by the Mel-

bourne Steamship Company, and, after being named *Leeuwin*, was placed in the passenger and cargo trade between Albany and Esperance, via Hopetoun, the port of the Phillips River gold field. While engaged in this trade the *Leeuwin* sank near the Dongarra jetty (Western Australia) during a severe gale. She was later raised and towed to Fremantle, and from here she went to Melbourne, where she was converted into a coal hulk. For 25 years she has served the useful purpose of a hulk, but she is now to be scrapped and sunk off Port Phillip Heads.

Courier Mail, 24 December 1934



Mary Rose returns to England

Article and photos by David Nicolson



The 1/96 scale model of the Mary Rose now bound for the UK

On the 27th of February Gerry Westenberg's, model of the *Mary Rose* will fly to the UK. The model is a 1/96 scale replica of the famous 16th century flagship of Henry VIII which sank in 1545 with a great loss of life.

The *Mary Rose* was built in 1511 and was heavily armed for a 600 ton sailing ship. To handle these extra guns she was fitted with gun ports, a new innovation at the time. Unfortunately, while engaging the French fleet at the battle of the Solent in 1545, she heeled over too much and water flooded in through the open gunports. Only 35 survived out of a complement of 500.

In May 1971, the wreck was found and in 1979 the work to raise the remains of the hull began. This culminated in October 1982 when the wreck was eventually brought to the surface. The restored section of the hull is now on display in the

Portsmouth Historic Dockyard, Portsmouth UK.

A well-known 'historian and youtuber', Drachinifel, who specialises in naval history, was travelling in Australia and by chance visited an exhibition of Gerry's models being held at the Fremantle Shipwrecks Museum. This was the third display of Gerry's creations at the museum. Drachinifel was so impressed with the detail and quality of Gerry's work, he decided to buy the model of the *Mary Rose* that Gerry was building at the time for his own collection. Due to the problems getting accurate plans, a smaller scale version was built so that construction complications could be identified before commencing the final 1/96 scale version.

Sending the model halfway around the world was of great concern and a lot of trouble has been taken to ensure it will arrive safely. A special foam



lined box has been built plus detailed instructions given to the courier will hopefully get the ship to the UK in one piece.

Gerry is no stranger to recognition of his workmanship, in the forward to Gerry Westenberg's third book on his model ships, Kim Beazley AC, the former Governor of Western Australia, said, 'Gerry is an unsung National Treasure'. Gerry lives here in Perth and is well known in the model building community having won many prizes for his creations. What differentiates him from his associates is the sheer quantity of ships he has built. For example, at the last exhibition held at the Fremantle Shipwreck Museum, he had 120 models on display. They are all built to 'museum quality' and as



This photograph shows some of the incredible detail of the deck area

such many of his ships are on permanent display at the Fremantle Maritime Museum and more recently at the WA Perth Museum Boola Bardip.



Gerry with some of his other models at one of his exhibitions