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Replicas of Medieval cogs sailing in the Baltic

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Annual General Meeting

When: 11.30am, Sunday 12 April 2026

Where: Heritage Room, South of Perth
Yacht Club

Following the meeting, MHA members are invited to adjourn to the Quarterdeck Restaurant at the club and order their lunch and refreshments at the bar

For those interested, the first Book Club Meeting of the year will be convened after lunch.



All are welcome to join in, just bring along a book with a nautical theme which you have read and are willing to *briefly* discuss.



The Ditty Bag

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

The first steam powered lifeboat in the UK was the *Duke of Northumberland*, built by R. and H. Green of Blackwall. The lifeboat commenced operating from New Brighton near the mouth of the Mersey River on 27 January 1894, and was called out immediately to rescue the crew of the wreck of the *Maria Lamb*. All the crew from that vessel were saved.



A brig is a two-masted vessel, fully square rigged on both masts.

A brigantine is a two-masted vessel, having a fully square rigged foremast and a fore-and-aft rigged mainmast with or without square sails on the topmast.

The 284-ton barque *Runnymede* was built by John Watson at Hobart in 1849. The barque was used for whaling, and, under the command of Captain J. Travis with a crew of 27, put into Albany as the second mate had been badly injured. Anchored at Frenchman Bay, Albany, taking on water, on 19 December 1881 it was struck by a gale, the anchor cable parted and it was blown ashore. The remains of the vessel lie alongside those of the 285-ton barque *Fanny Nicholson* (also on a whaling voyage), wrecked on 22 November 1872 in almost identical circumstances.

In 1868 a 12m pearling lugger was built on And-over Station in the Pilbara from kadjibut (paperbark) trees. When completed it was put on four wheels and carted nearly 50km to Mystery Landing.

In 1885 there were 19 nationalities registered among the 971 men in the Australian pearling industry:

Malays-Java & Straits Settlement.....	257
South Sea islanders	175
Manilamen	147
Japanese	132
Australian Aborigines	48
Cingalese	75
Natives of Mauritius	25
West Indian Negroes	30
Arabs	23
Europeans	20
Siamese (Thai)	13
Americans, Africans & Maoris	5 each (15)
Portuguese, Maltese & French	3 each (9)
Egyptian & Italian	1 each (2)

There are over 8,500 toxic shipwrecks (those possibly leaking oil or other noxious and dangerous substances) around the world

Cobbing: An old punishment sometimes inflicted at sea for breach of certain regulations—chiefly for those quitting their station during the night. The offender was struck a certain number of times on the breech [bum] with a flat piece of wood called the *cobbing-board*.

The first known use of ‘hard hat’ diving in Western Australia occurred in 1852 when a ticket-of-leave man went down to salvage the mail and chests of specie from the wreck of the 462-ton ship *Eglinton*. The Canadian-built ship ran onto a reef off Wanneroo on 3 September 1852 and became a wreck.

Some sailing vessel definitions:

A ship is a vessel having three or more masts, fully square-rigged on all masts.

A barque is a vessel having three or more masts, fore-and-aft rigged on the aftermost mast and fully square-rigged on the remainder.

A barquentine is a vessel having three or more masts, fully square-rigged on the foremast and fore-and-aft rigged on the remainder. The *Leeuwin II* is an excellent example of a barquentine.



Remains of Medieval Cog Found

By Jill Worsley

A cog was a merchant ship of the 13th, 14th and 15th centuries used in northern Europe, particularly in the Baltic and along the Channel between Denmark and the Iberian Peninsula. Characteristically a cog had a single mast, was clinker built with a rounded bow and stern, and very broad beam.

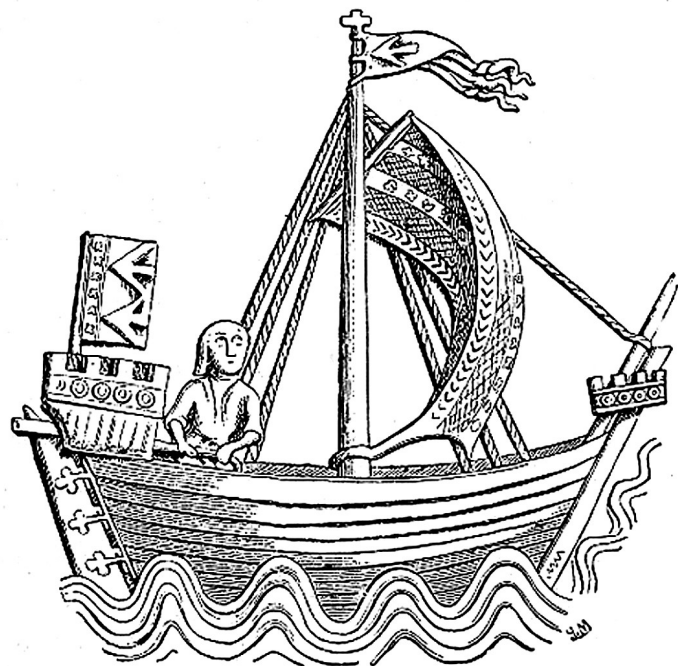
Denmark is currently planning to build a 110 hectare artificial island off the coast of Copenhagen for harbour protection and as land for a new urban development. During an underwater assessment of the proposed site, divers came across the remains of the largest cog ever discovered. This vessel was 31m long and 9m wide, with an estimated deadweight of 300 tonnes. The vessel has been named *Svaelget No. 2* after its specific location. The preservation of the vessel is extraordinary. It had a brick hearth for cooking food while underway, and even some traces of rigging are still intact. Importantly, part of a raised deckhouse remains at the stern.

The clinker planking on this cog came from Danish forests, but the ribs were from the Netherlands and it seems likely that the cog was built there, with the planking brought south by other smaller vessels. This is assumed because Dutch ship builders are known to have had superior boat building skills at that time, and *Svaelget No.2* was built using precisely those methods. Dendrochronology sets the date of building this exceptionally large vessel at about 1410 AD, so is proof of cross-regional trade links on an industrial scale at that time.

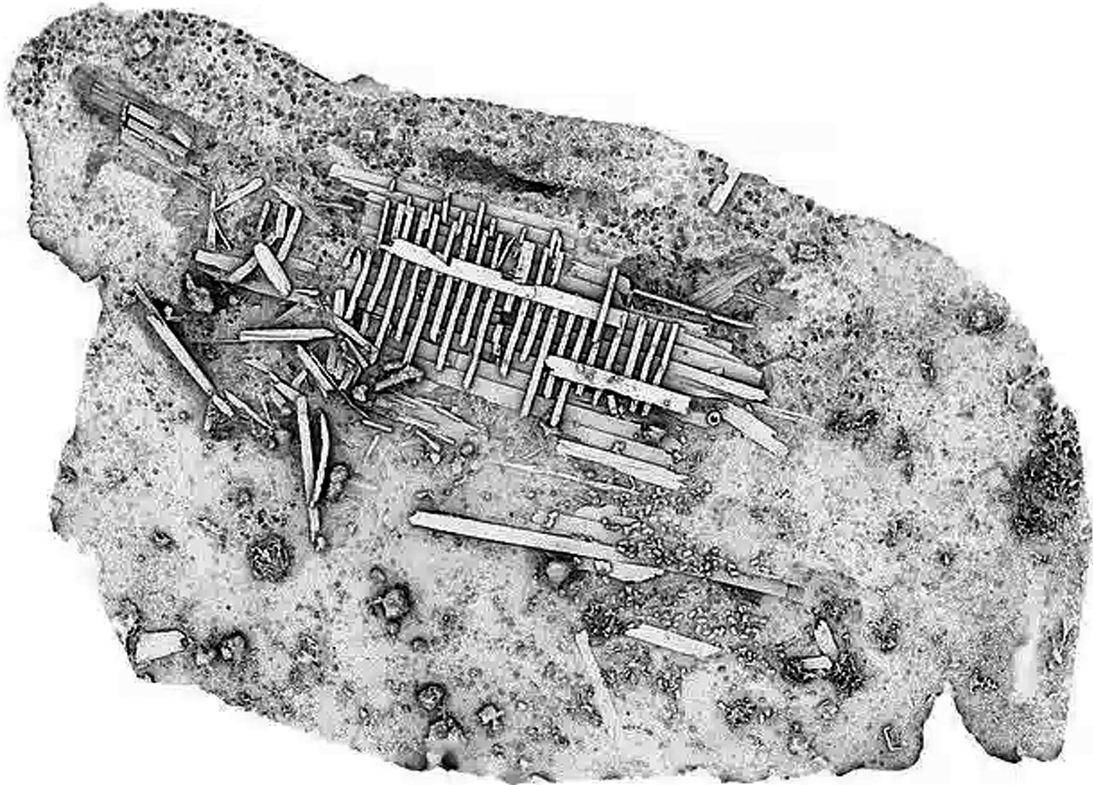
This cog was probably sometimes used to move bulky cargo such as salt, grain and bricks along seaways known to produce rough conditions. It may have traded as far south as Portugal and Spain, hence the need for its particularly strong construction. It appears to have not been armed, so may have needed an escort at a time when piracy was an ever-present danger. At the time of sinking, however, it was probably carrying a light or buoyant cargo or was perhaps unloaded, as there is no evidence of what it was carrying at the

time of sinking.

Despite this lack, many items in good condition have been recovered from the wreck site. Most have been identified as having belonged to the crew and include leather footwear, rosary beads, painted wooden dishes and metal cooking pots. More ambiguous are finely carved sticks possibly used for pegging out stockfish in order to dry and preserve it. About 200 bricks and 15 ceramic tiles have also been found, but these were probably part of a more elaborate cooking system on board made possible by the larger size of *Svaelget No. 2*.



The remains of a raised deckhouse is the first evidence of such a structure being found, and was to lead at a later date to the development of the stern castle on larger vessels with more than one mast. Previously Viking vessels such as knaars had been open-decked, so this cog provided minimal but probably welcome protection for the crew. It may therefore be seen as being of a transitional design, helping to bridge the gap between earlier and later, even larger, medieval ships with fore-castle and stern castle and often having more than one mast.



© Viking Ship Museum

Plan of the Svalget No. 2 wreck (above) and (below) a diver working on excavating the site





Maritime Anecdotes

More articles from Ian Forsyth's research

On Wednesday last, the crew of Messrs. Bateman and Scott's boat, while pulling about in hopes of seeing a whale, discovered a young calf about an hour or two old, and shortly afterwards the mother herself. John Bateman, the heads man, having harpooned the cow, was about to go forward and attend to the line, which had become entangled round the calf, when the whale struck the boat with her snout, and afterwards with her flukes, stoving in three planks on the starboard side; she then struck it on the larboard side, and turned the boat over. With great difficulty, the crew managed to hold on by the keel until the other whale-boat, which was at Fremantle when the accident occurred, picked them up. The men were so long in the water, that they were becoming exhausted, and would have dropped off but for the help and encouragement afforded by J. Bateman; one man, who was insensible when picked up, he had to hold by the collar

of his coat. A small subscription was made at Fremantle to reimburse Bateman in some measure for his loss, and to testify the spectators' admiration of his noble conduct. The whale got away and two harpoons, a quantity of line, and a spyglass, were lost. The boats were in chase of a whale on Sunday but the fish escaped.

Inquirer, 4 August 1847

ESCAPE OF TWO CONVICTS BY THE *HOUGOUMONT* AND THEIR CAPTURE BY THE *WILD WAVE*

It frequently happens that attention is called to the foolhardy and absurd attempts which are made by the convict class to effect their escape from the colony. A case in point has just occurred at Bunbury, and resulted in the usual failure of the fugitives, and capture by the pursuers. On the evening of Wednesday, the 18th March, two prisoners who arrived per *Hougoumont* absconded from their party on the Vasse road, and before information reached the police, managed to get possession of a pleasure-boat, the property of Mr. L. S. Eliot, when, cutting away the moorings, they hoisted sail and stood out to sea. As soon, however, as the boat was missed, the Resident Magistrate employed the *Wild Wave* to go in chase, with a police constable on board as representative of the law. On the following morning the *Wave* came up with the little craft, which the absconders kept tacking about, till the constable sent a bullet whistling by, as a gentle reminder that if they continued to play that little game, it would probably be brought to a speedy and unpleasant termination. The hint was taken, and in a short time the absconders were on board the cutter, with the stolen boat towing at stern in the direction of Bunbury. Much credit is due to Mr. Cross for his promptitude in acting when called on by the authorities. When the convicts were boarded, they had but a piece of damper and a small quantity of water for their voyage; and doubtless felt thankful to be consigned once more to the tender care of the convict authorities, with whom the Resident Magistrate has decided they shall remain for an extra three years, six months of it to be in irons.

The Inquirer and Commercial News, 1 April 1868



John Bateman

Photo: Fremantle City Library



Charles W. Morgan at Two Peoples Bay

On 5 June 1849 the whaling ship *Charles W. Morgan*, under the command of Captain John D. Samson, departed New Bedford on its third whaling voyage. Captain Samson had a crew of 31, one of whom was Nelson Cole Haley. This was Haley's second whaling voyage, the first, after running away from home when he was only 12 years of age, was on the *John*. That voyage lasted four years (not unusual for whaling voyages), and when he returned home his mother insisted that he attend school. He did so for the winter months of 1848–1849, but the lure of whaling drew him to the sea again. At the age of 17 he signed on to the *Charles W. Morgan* as a boat-steerer. This was a very responsible position, being the bow oarsman whose task when a whale was sighted was to harpoon the whale. He was quite short 'I was but seventeen years old, and stood but a little over five feet in height', but Captain Samson chose him for the position saying "Well, often valuable articles are in small parcels."

During the four years of the voyage it is presumed that Haley kept a diary, as in 1864 he wrote a narrative of the voyage. Until 1944 this remained within the family. With the Marine Historical Association, Mystic, Connecticut taking over the *Charles W. Morgan* the heirs of Nelson Cole Haley presented the manuscript to the association. It was first published in 1950 as *Whale Hunt: The Narrative of a Voyage by Nelson Cole Haley Harpooner in the Ship Charles W. Morgan 1849–1853*, and published again in 1951.

What is of particular interest is that the *Morgan* called in at Two Peoples Bay near Albany. Hayley wrote:

At 4p.m. we rounded an island into a deep bay surrounded with a snowy-white sand beach, almost too dazzling for the eye to look at in the sunlight. Steering over to the N.W. side of the bay we dropped anchor in ten fathoms of water, furled sails, got supper, and all hands turned in.....

This bay is named Two Peoples Bay, for what reason I know not, for not a soul lives here, nor is there a house to be seen. It is a half circle in form and perfectly sheltered from the heavy westerly gales on the N.W. side. To the other end from where we lay was about five miles; then the coast made off sharply to the East.

After breakfast the following day a boat was lowered and men with shovels went to an area of the beach where there was a spring to clear it of weeds and undergrowth. Meanwhile those still on board opened the main hatch and got out the empty water casks. These were joined by ropes to make rafts which were floated ashore and, after allowing the spring to run for about 24 hours to ensure clean water, 100 barrels of fresh water were taken on board.

This spring was well known to whalers, and the *Charles W. Morgan* had in fact called there to take on fresh water on its preceding voyage.

The *Charles W Morgan* is still afloat and sailing at Mystic Seaport, Connecticut, USA. It is currently 184 years old, and is the only surviving wooden whaling ship from the approximately 2,700 built in America during the 19th century.

Peter Worsley

Charles W Morgan
on a starboard tack





History in Names

The First English Name

Thanks to Ron Forsyth for this article from an old *West Australian*

For a long time it was thought that the first British ship to touch at Australia was William Dampier's *Cygnets* in 1688, but 67 years earlier a British ship had been wrecked off the west coast of New Holland and had left its bones on the coast and its name on early charts. This fact was not established until a few years ago when Miss Ida Lee, a well-known Australian historical research worker, discovered among papers in the India Office a letter that uncovered the story of the wreck.

Tryal Rocks

The story was told in an original letter written by Captain John Brooke, master of the 'Good Ship *Tryal*.' Bound for Java, the *Tryal* sailed from Plymouth on September 4, 1621, with a full cargo and a complement of 143. Apparently Captain Brooke held on too far to the eastwards before turning north, and,

...at 11 of the clocke in the night -faire weather to smoothe the watter-the ship strooke.

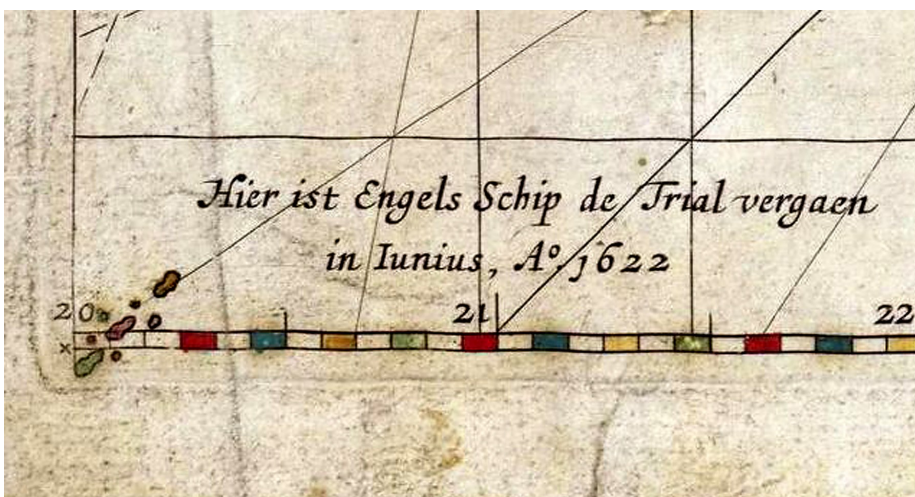
The *Tryal* 'strooke' on some rocks off the Monte Bello Islands. The best of the situation was made by Captain Brooke. In a skiff he set sail for Batavia and arrived there 30 days later after an extraordinary voyage in an open boat. In the meantime Thomas Bright, mate of the *Tryal*, had been busy. A letter he wrote was also discovered by Miss Lee among the India Office papers and that letter gave sketchy details of Bright's experiences. He was in charge of the long boat and he decided to look for water and food in the strange

new land on which he and his shipmates had been cast away, especially as:

By all likly hoods land could not be farr by the fowle and weeds all that day we saw.

Bright landed on an island near the mainland and he and his crew spent four weeks refreshing themselves. While there the mate made charts of the rocks and the islands with their latitudes, longitudes, variations, courses and distances. This doleful experience of the ship *Tryal* put on the map for master mariners making passage to the East Indies a new danger. Tryal Rocks, but the position of the rocks remained undetermined for many years. Because no other report was made of them, their existence came to be doubted, but in 1777 Captain Foss, master of the ship *Fredensburg Castle*, reported that he had sighted them. He placed their position, but in 1789 the ship *Vansittart* sailed over the spot where Captain Foss had declared the Tryal Rocks to be. In 1819 the master of the *Greyhound*, bound from China to Sydney, was too far south and he sighted the rocks, and in the following year the survey ship *Mermaid* was sent to the spot and located and charted them exactly. *Australia Pilot* records them thus:

Tryal Rocks, awash at high water, are near the outer edge of the south-western part of Monte Bello Islands reef and lie with their northern end about four miles south-westward of the south-western extreme of Hermite Island; they are difficult to see on account of the heavy break in the vicinity.



Hermite Island is the largest of the Monte Bello group.

West Australian, 4 January 1947

Early Dutch chart of Tryal or Trial Rocks



Historic Ships from Around the World

Article and photos by David Nicolson

There are hundreds of historic ships and boats around the world and during my travels I have photographed many of them. I have been given the privilege to present some of these in the MHA Journal.

Arguably the most famous of these is shown in fig.1, HMS *Victory*. Launched in 1778, she is the oldest naval vessel still in commission and is on permanent display in the Portsmouth Historic Dockyard. Made famous for her connection with Admiral Lord Nelson and her exploits at the Battle of Trafalgar, she is a magnet for naval enthusiasts from all over the world. (Photo 2017)



Fig 1. HMS *Victory* in Portsmouth Historic Dockyard

At the other end of the scale is the battleship USS *Missouri*, also known as “the Mighty Mo”, shown in fig. 2. Weighing at just under 60,000 tons and with a length of 270 m (887ft), she represented the peak of allied battleship technology at the end of WW2. Historically, she is famous as the site of the surrender of the Japanese armed forces in September 1945. She is now listed on the United States National Register of Historic Places and is moored at Pearl Harbour as a tourist attraction. (Photo 2007)

Fig. 3 shows two well known vessels in the Swan River. In the background is the MV *Perth*, a popular sightseeing and party boat built in 1914. The sailing ship is the *Duyfken*, a replica of the 1601 Dutch sailing ship reputedly the first European ship to reach the Australian Coast. The replica was built in Western Australia and launched in January 1999 and is now part of the collection of historic ships located at the Australian National Maritime Museum located in Sydney. (Photo 2005)

The photo of the oldest boat in my collection is the Khufu ship which was found in a sealed pit alongside the Great Pyramid of the Pharaoh Khufu. (See Fig. 4.) Built around 2500BCE, she was known as a “solar Barge” and is still in excellent condition. Discovered in 1954, she is 43.3 m (142 ft) long and is the world’s oldest intact ship and has been described as “a masterpiece of woodcraft” and could sail again if put in the water. (Photo 2006)

San Diego harbour in the USA is the home to several historical ships. Fig. 5 shows two of these; in the background is *Star of India*, (originally known as *Euterpe*), considered to be the oldest active sailing ship in the world. Launched from a shipyard in the Isle of Man in 1863 she went on to make 21 circumnavigations of the world. In the foreground is the stern of *Surprise*, a replica of an 18th-century Royal Navy frigate features in the film, *Master and Commander*. Originally built in 1970 as the HMS *Rose*, she spent several decades as a sail training vessel. Both ships have a permanent home at the Maritime Museum of San Diego. (Photo 2008)

It is hoped that is the first of a series of images from my collection to be published in forthcoming issues of this journal. High resolution copies of these images are available (at no charge), by contacting me at: dcnicolson@gmail.com.



Fig 2. *USS Missouri moored in Pearl Harbour, Hawaii*

Fig 3. *MV Perth and Duifken on the Swan River*



Fig 4. *Pharaoh Khufu's Solar Barge in Egypt*



Fig 5. *The Star of India and the Surprise in San Diego Harbour, USA*

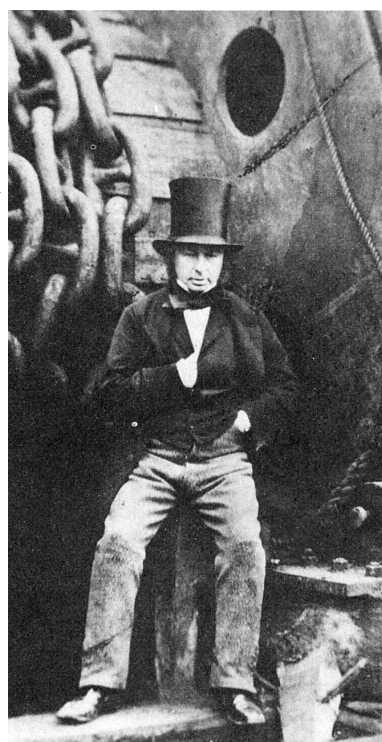
QUIZ

Answers to December

1. *Earl of Pembroke* (launched 1764), then *Endeavour*, (re-named 1768), and finally *Earl Sandwich* (re-named 1776, scuttled 1778).
2. Boatswain's or Bosun's pipe, used to pipe orders throughout a warship. A variety of tones can be produced and each has its own particular call;. It has been superseded by PA systems on warships but is still used on some ceremonial occasions.
3. King George III. During his reign—Boston Tea Party, American Independence, Battle of Trafalgar, Battle of Waterloo.

Quiz

1. When discussing boat and ship building, what are compass timbers?
2. Who is the man, in the photograph and why is he important in shipbuilding history?
3. In what year was the *Zeewijk* wrecked on Half Moon Reef in the Abrolhos?





Loss of the Ship *Bulwark*

Another interesting article from Ron Forsyth's research

The following is the statement of George Williams, A.B. on board the *Bulwark* when that vessel was lost:-He says that for three days before the vessel was abandoned she was making water and the crew were baling her with a bucket. The pumps were choked and would not work. All hands were engaged at baling night and day, and no rest could be obtained. On the 1st of March the water was over the sand ballast, which began to wash about, and so the mate gave orders to get the boats out. The starboard boat, in being lowered, listed the ship over to that side, it being very heavy. An attempt was made to right her, but the vessel failed to answer the helm. The boat was cut adrift and dropped astern. Orders were then given to lower the port boat, but when it was within about 5ft. of the water the tackle carried away. McDermott was in the bow of the boat at the time, and was thrown out into the water. I cut away the tackle astern, but the boat filled with water when under the vessels quarter; the painter not being long enough, we were forced to cut her away. We thought we might be able to catch the boat that had been first lowered, and was still towing astern. We asked the men in the other boat to give us a line, but they passed an oar instead. McLeod caught hold of one end of it, but the man holding it in the boat was not strong enough to keep his hold, and let go. We were then completely adrift and started to bale out the boat.

After this we tried to pull with the two oars, but, finding we could do nothing in this way, we kept the boat's head on to the sea until daylight. At daybreak we could see no signs of the ship, so hoisted the hammock as a sail, the wind being too strong to enable her to carry the ordinary sail. We steered in the direction of Cape Flattery, on the coast of British Columbia, steering by the sun in the morning and the North Star at night.

On the Thursday after leaving the vessel it began to blow heavily, and we rigged a sail, anchored, and ran the boat at intervals between the snow squalls, as she was leaking badly. On one occasion the oar with which Mr. McDermott was steering was struck by a sea and broken, the boat nearly foundering through this mishap. We again got her right, and on the following day we were

able, for the first time since Sunday, to get some sleep. We had plenty of tinned meat and bread in the boat, but it was wet with salt water. We had also water, but it was unfit to drink, having been put into kerosene tins, and also mixed with salt water. Whenever there was a snow squall we caught the snow in a sail, and this was the only water we could obtain. Had the weather been fine, it would have gone very hard with us. Owing to the extreme cold, our feet began to swell, and we had to cut away our boots in pieces. For four days we remained without any covering for our feet, and our clothing was continually wet. There were only the two of us in the boat. Two days before we were picked up we knocked a hole in the boat while baling, which was repaired with great difficulty, but luckily there were a hammer and some tacks in the boat. After the second day we got no sleep at all, one having to bale the boat, and the other to steer continually. We caulked other leaks in the boat, and so rendered the task of baling a less arduous one.

On the morning of the ninth day, about daybreak, we sighted the *Blackwall*, a sailing vessel, about 25 miles distant. Only occasional glimpse of her could be obtained as both vessels rose to the crest of the waves. On finding out which way the vessel was steering we followed her as well as possible. If she had been a smart vessel she would have left us behind, but the wind being dead behind us we overhauled the vessel about noon, having followed her for about six hours. We got very close before we were seen, and could plainly make out the man at the wheel before they noticed us. During the day we never thought of anything but the vessel we were following; but as soon as we saw the mainsail moving and knew that the vessel was going to heave to, both of us rushed by common impulse to the kerosene tins, and took a long pull at the nauseous dose. Once on board, we experienced the greatest kindness from Captain Coudon and his crew, who did everything possible to help us. We were in a helpless condition, and were quite unable to stand. In about three weeks we were all right again, but our sufferings while recovering were worse than those experienced in the boat, our limbs being entirely without feeling for some time. We took everything out of the boat, including the ship's



papers, and then cut it adrift. The boats, which had been passed as sound before leaving Melbourne, were in a wretched condition.

On this statement the *Sydney Morning Herald* of June 26 makes the following observations. Coming immediately after the wreck of a Tasmanian boat, which has caused wide-spread sorrow, the lesson inculcated may be the more impressive, and the more readily attended to:-The arrival of the dismasted ship *Blackwall* at Melbourne, with the story of the foundering of the barque *Bulwark*, adds another chapter to the record of marine disasters which blot, and possibly disgrace, the maritime history of Australia.

The *Bulwark* is dead and buried, and in that 'vast and wandering grave' whence no coroner's order can have her exhumed for post mortem examination. We shall never be able to write as a verified fact that she was rotten and leaky, and no more fit to go out on the high seas with a crew of good men in her coffin-hold than would a condemned engine of some dead-level line be to take a passenger train across the Zigzag; we cannot say that every timber was rotten-that, had she been careened upon a beach, walking sticks might have been thrust into her keel as easily as into soft cheese; we only know from the narrative of Donald McDermott, able seaman aboard her, that when about 600 miles from Yokohama, with dirt on board for ballast, it came on to blow, and the ship began to make water, and the men could neither stop the leak nor keep down the inflow; the ballast became mud, and mixing with the water, was pitched over with it; the ship rode high, and heeled over so far that the pumps would not touch the water in the hold. The captain called the men together, and told them that they must take to the boats. The mate, who had been injured, said that he should be but an encumbrance in the boat; he would write a letter to his wife, and let the sea bury him with the ship. The sea has buried him and 20 of his shipmates, for, of the 23 who formed the ship's crew, but two are saved.

They weathered out the gale in an open boat, and once, in baling out the boat, they scraped a hole through her bottom. That boat, it should be remembered, was passed as sound before the ship left Melbourne. It may be taken as a satisfactory indication of the condition of the ship. Of

course there is nothing positive in the matter, nothing beyond the loss of 21 good seamen, and the horrible sufferings of the two who were saved. The ship may have been lost by sheer stress of weather, may have gone down as many a gallant ship, taut and, trim, and well found all through, has gone down, just because nature, at its strongest, occasionally asserts its supremacy over man at his best; or she may have sunk because she was fit for nothing but carrying coal or timber, and some few British seamen, who could easily be replaced; because, in fact, she was leaky and rotten and ballasted with mud; because owners were avaricious and heartless, or Marine Boards guilty of criminal neglect. The story gives no evidence upon which any rogue can be imprisoned or any murderer hung. It may lead to the conviction that men who rob and murder by greed and neglect are still living in the world; but that was a tolerably well-established fact before the wreck of the *Bulwark*. If the disaster is to do anything more than give to the world a terrible story of heroism and pathos and despair, it must instruct marine authorities that they have not only to pass but to examine ships; and the condition of the boat by which the two seamen of the *Bulwark* were saved shows that, in some instances, while the former duty is readily performed, the latter is willfully shirked.

Mercury, 8 July 1882

See over for an explanatory note



The ship Bulwark (right) in this 1879 photograph

Photo: State Library of South Australia



NOTE: On Ron's interesting finding regarding a little-known tragic loss. The *Mercury* article he quotes does not always make events clear. From a report on the Inquiry held in Sydney on 17 June 1884 it appears that five men were saved, and 18 men including the captain were lost. Charles Lawson, Edward O'Neil and Hugh McDonald were in the longboat, launched first. In this boat they finally made it to Oregon, USA and were later brought to Australia. Donald McDiarmid (or McDermot), ? McLeod and George Williams were in the small lifeboat launched second. Unfortunately McDiarmid during the launching was thrown in the water and lost. After suffering great hardship, the other two men were finally picked up by the ship *Blackwall* and brought to Australia where the Inquiry was held.

Bonthorpe

In 1917 *TR10* was constructed by Collingwood Shipbuilding Company in Collingwood, Ontario, Canada. Her construction was completed on 16 May 1918 and she was accepted into the Royal Canadian Navy that same day. Her length was 125.5ft, beam 23.5ft, draught 13.5ft and displacement 275 tons. The vessel had a three-cylinder steam engine of 480ihp.

The ship was laid up and paid off in August 1919. In 1920 the vessel was taken to Muirtown basin, Caledonian Canal, Inverness, for sale and conversion to a commercial vessel at British Admiralty expense. The vessel was moved to Inverness by the Rose Street Foundry & Engineering Co. Ltd. The ship continued in laid up status until she was sold on 26 June 1926 to a Boston Deep Sea Fishing and Ice Company. The trawler was re-named *Bonthorpe* (Fleetwood fishing number FD 104) on 19 July 1926. In September 1927 she was chartered by the Maritime Fish Corporation Limited of Montreal, Canada for fishing in Canadian waters. From June to October 1928 *Bonthorpe* under the command of Captain Leslie William Caxton was fishing off the African coast south of the Canary Islands. She was sold again in May 1929 to the Western Australian Trawling Company, and sailed from Fleetwood, England, to Fremantle, Australia, departing 30 May and arrived at Geraldton on 26 August. She was sold to an unknown buyer on 17 October 1930. That company was in liquidation by 1933 and she was laid up at Fremantle with a salted boiler. She was sold on 26 August 1933 for £200 to the Albany Tug Company and converted into a tug based at Fremantle. In 1939 the Albany Tug Company, a partnership of Alexander Armstrong & Capt. Clarence Douglas, broke up with Armstrong becoming sole owner

She continued as a tug until requisitioned by the Royal Australian Navy on 27 November 1939. On 5 February 1940 she was commissioned by the RAN as HMAS *Bonthorpe* with the pennant number TR-8 and became a minesweeping, or anti-submarine trawler with Minesweeping Group 66. The vessel was purchased by the RAN on 30 June 1944.

Bonthorpe was armed with a 12-pdr anti-aircraft gun plus two 20mm Oerlikon anti-aircraft guns, one on each wing of the bridge plus a .303" Vickers machine gun. As a minesweeper she was fitted with paravanes and sweeping wires for mine clearance and depth charges for anti-submarine work. Changes to the ship by the RAN included alterations to the foredeck to accommodate the 12pdr gun and relocation of the ship's boat from the stern to amidships so as to make room for the depth charges and their gear. Her crew consisted of two officers and 18 sailors. She was one of 35 auxiliary minesweepers commissioned by the RAN during WW II.

During the war *Bonthorpe* was based at Fremantle and operated as a minesweeper along the Western Australia coastline. No major combat engagements or losses occurred, and she was decommissioned on 17 February 1945 and laid up at Careening Bay, Garden Island, as part of the Reserve Fleet.

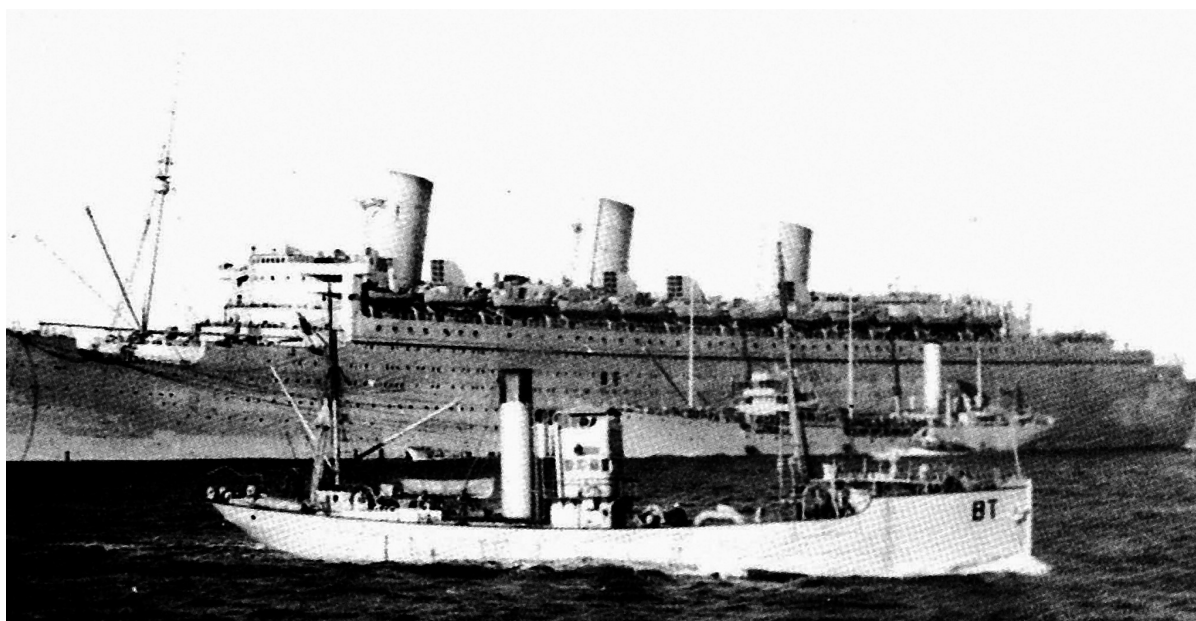
After being stripped of military fittings, she was sold in 1948 to Mark Dakas, and then sold to Mrs Mary Dakas in 1949. Sometime in 1950 the vessel was fitted out as a barge tug. On 3 October 1950 *Bonthorpe* was damaged after being struck by *Cooramba*, when the latter broke from her mooring during a 75-mile-per-hour (121km/h) gale. She was sold on 3 April 1951 to Marine



Contractors Pty, Ltd., of Cairns, Queensland. The firm went into liquidation in 1954 and *Bonthorpe* was sold to Marine Contracting & Towing Co. In 1955 she was laid up at Cairns. At an unknown date she sank at her pier and

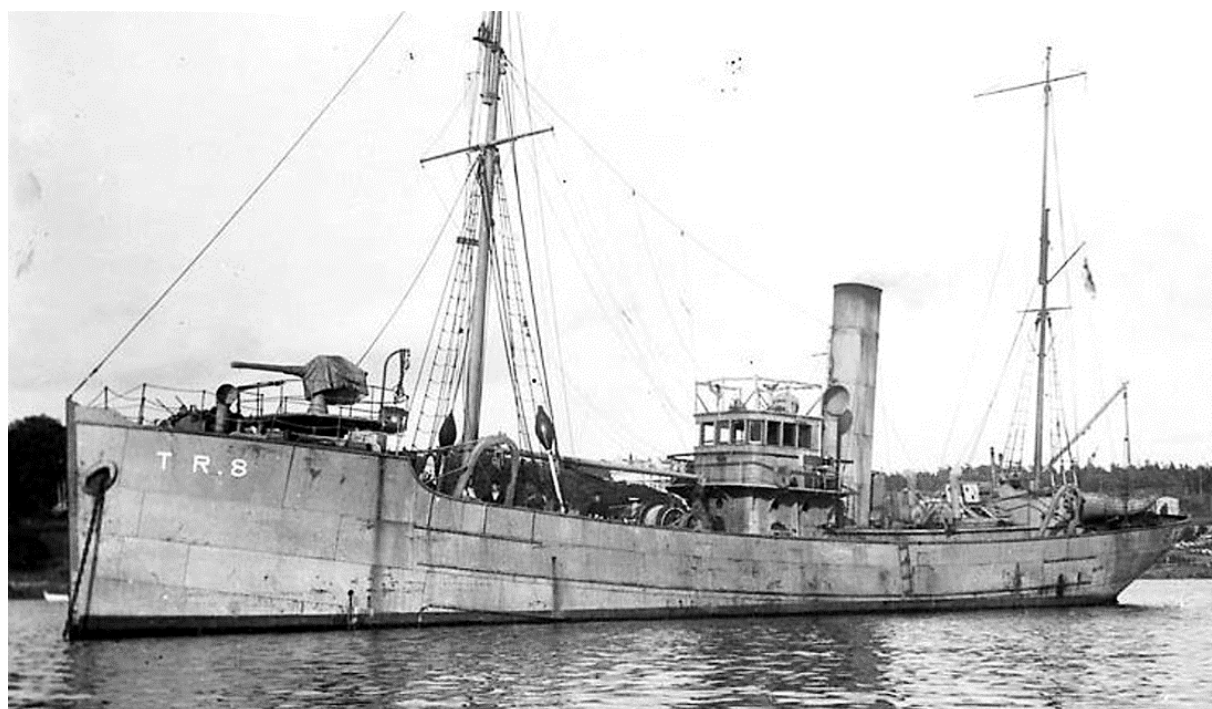
later buried under fill for a new sugar terminal at Senrab Point. Her registry was closed on 4 June 1959.

Peter Worsley



HMAS Bonthorpe and the troopship Queen Mary, c. 1940

Photo: Flickr



Bonthorpe with 12-pdr gun mounted on the foredeck

Photo: Library and Archives of Canada



A Bucket of Resin and a Roll of Glass

The Iterative Art of Yacht Production

By Kristy Theissling

I leap over the companionway steps to land with my feet pressed into the cabin sole, careful to stay clear of the running rigging, above me, tentative shouts of instructions cut across the breeze — some for me.

The boat leans hard into a portside rounding, and in a flurry of instructions above, I'm handed a collapsing blue kite — sixty square metres of billowing fabric. Tumbling spinnaker fills my vision and cabin. I haul it in through the companionway, pulling it across toward its bag in a well-practised power move — sun-warmed fabric working fast but gentle — until fingertips reach shackle, free them one by one and lay tack, clew, and head in the portside cabin corner, ready for packing.

A small part of the Northshore legacy in motion. Northshore—an Australian line of efficient, lightweight production yachts—still draws a community together. It's October 2025, and I'm crewing on a Northshore 38 in the Northshore Regatta at Broken Bay, RMYC Pittwater, among 100 crew and 15 sister boats.

Behind Northshore yachts is John Buck. Born in Hastings in the UK in 1940, this setting nurtured a resourcefulness that John took into an Australian boatbuilding legacy. Apprenticed young and arriving in Australia with £53 to put towards some tools to start a business. John Buck shaped a Sydney-based evolution of design, production, and systems thinking.

Northshore Yachts began in the practical world of fibreglass repairs, where skill met necessity, and also where John discovered a medium for efficiency and design. It started with a bucket of resin and a roll of glass.

John started to explore the world of moulds and fibreglass in the late 60s and by 1980–1986 came in lineage the Northshore Yacht evolution. Initially the trailer-sailor Cole 23, then the 27, 33, 38, 46 and later, the 31.

In pursuit of amortized production, John tells me that it was his collaboration with Hank Kauffman

that helped design ocean-ready confidence for Australian cruisers and racers. Kauffman brought an intuitive, mathematically precise design mind; John brought disciplined production logic and an understanding of moulding, systems and repetition. Working side by side in the Park Street, Mona Vale factory, they developed the early Northshore hulls and moulds in a collaborative rhythm built on trust and technical respect.

Some of John's creative, resourceful ignition was influenced by a chance encounter with the DuFour 24, one of the first sailing vessels of the time to use a one-piece fibreglass insert an internal fit-out, the most innovative thing he'd seen, reducing the overall fit out costs.

John recognized this as a good idea, and identifying and using good ideas was one of his practices. John leveraged his trade experience and his time on factory floors and from his earlier work on the Cole 23, fibreglass moulds and understanding of





repetition and production systems enough to set in motion aspirations for production boats.

The Northshore 27 became the first yacht under the Northshore banner — John's understanding of the Australian marine industries and the markets needs and desires brought to life the first successful Australian production yacht.

Material exchanges, moulding refinements, trade-informed decisions, durability, and ease of manufacturing: the 27 is the reason the lineage exists at all. John believed in his product and mortgaged his house to fund this dream. The 27 is a light, responsive hull, shaped for inshore sailing; its fractional rig forgiving and easy to depower. John estimates 100 yachts have been produced.



A matchbox featuring the Northshore 38

The 33's deeper fin keel and sail area leap from 195 sq ft /18.1 sq m (the 27) to 537 sq ft /49.9 sq m (total) (the 33), translated to an offshore, adaptable racer or cruiser. The extra beam creates a hull that felt planted, and its generous interior brings the Northshore 33 to a cult status that still carries today. John estimates 80–100 have been produced.

The 38s, maintaining the fractional mast and more than double the weight of the 27, at 11,500lb/5216kg loves to be loaded up. John estimates 50-60 were produced. Finally the 46, 15 meters and move from fractional masthead to tra-

ditional, this Bluewater passage maker, with an estimated eight produced.

Flow. Waste reduction. Lean-agile instincts expressed long before the language existed. What was built at Northshore wasn't just a fleet of yachts, but a philosophy of making. I'm curious about how this lineage of craft and quiet excellence carries forward into the community I'm a part of in 2025 — and I'll be leaning in, writing more, and sharing what I uncover as this story continues to unfold for sailing and systems thinking.

Did You Know?

The famous commerce raider *Seeadler* commanded by Count Graf Felix von Luckner during WW I was built in Glasgow by Robert Duncan & Co. as *Pass of Balmaha* for a Glasgow shipping firm. It was sold to a Canadian company in 1908, and sold again in 1910 to another Canadian firm. With the outbreak of WW I the ship's registry was transferred to the neutral US flag. In June 1915 the ship was intercepted by the British cruiser *Victoria* off the coast of Scotland. Suspicious of the stated destination, a RN prize crew was put aboard and ordered to sail the *Pass of Balmaha* to Kirkwall, Orkney, for a thorough investigation. When nearing Kirkwall, and by now flying the British flag, it was captured by *U-36* and taken to Cuxhaven. Re-named *Seeadler*, fitted with an auxiliary engine and concealed guns the ship sank fourteen vessels and captured one before being wrecked in a storm on the island of Mopelia, near Tahiti.



Singular Cape Horners



The Admiralty *Pilot Book* describes Cape Horn as ‘inhospitable as anywhere on the globe.’

Since William Cornelius Schouten, captain of *Eendracht*, first rounded Cape Horn in 1616 it is estimated that over 800 vessels and 10,000 lives have been lost while trying to sail around it. The Falkland Islands, the nearest refuge of ships attempting this feat, records more than 300 wrecks.

Sitting at the convergence of the Atlantic and Pacific Oceans it is subject to gale force winds, and massive waves that can exceed 12 metres as well as icebergs.

The opening of the Panama Canal in 1914 marked the beginning of the end of the Cape Horn route for commercial shipping. Only wind-jammers unsuited to the canal continued to use this route.

In what was called the Last Grain Race in 1949 the *Passat* beat the *Pamir*. However, the latter ship won the consolation prize – the last commercial sailing ship to round Cape Horn. She carried 3,780 tons of barley from South Australia to Falkmouth.

As its importance waned as a commercial route Cape Horn became the province of adventurers—the Mount Everest of sailing.

Canadian Joshua Slocum became the pioneer of

solo circumnavigation. Sailing his 36-foot sloop *Spray* he took three years, travelling approximately 74,000 kilometres between 1895 to 1898. Navigating by dead reckoning and celestial methods he achieved this remarkable feat without an engine or radio.

British sailor Robin Knox-Johnston was the first to sail solo nonstop around the world, aboard the 32-foot *Suhaili* in 1968–69.



Four-masted barque Pamir.

Photo: Wikipedia

With eleven circumnavigations, including a triple nonstop voyage, local living legend Jon Sanders AO, OBE is undisputedly the most travelled sailor in history.



The International Association of Cape Horners 55° 58'S, 67° 15' W, recognises his incredible record:

Australian Jon Sanders was the first man to circumnavigate Antarctica solo, circling the continent twice in 1981 – 1982 in his S&S 34 monohull Perie Banou. His course took him south of the three great capes: Horn, Good Hope and Leeuwin, before rounding Cape Horn a second time. He turned north to Plymouth, UK and returning south around Good Hope a second time before returning to Fremantle.

This voyage is recognised in the *Guinness Book of Records* as:

The first single-handed sailor to remain continuously at sea twice around the world.

First single-handed sailor to round the five southernmost Capes twice on one voyage.

First single-handed sailor to round the five southernmost Capes twice.

Longest distance continuously sailed by any yacht: 48,510 miles (78,070 km).

Longest period alone at sea during a continuous voyage: 419 days 22 hours 10 minutes.



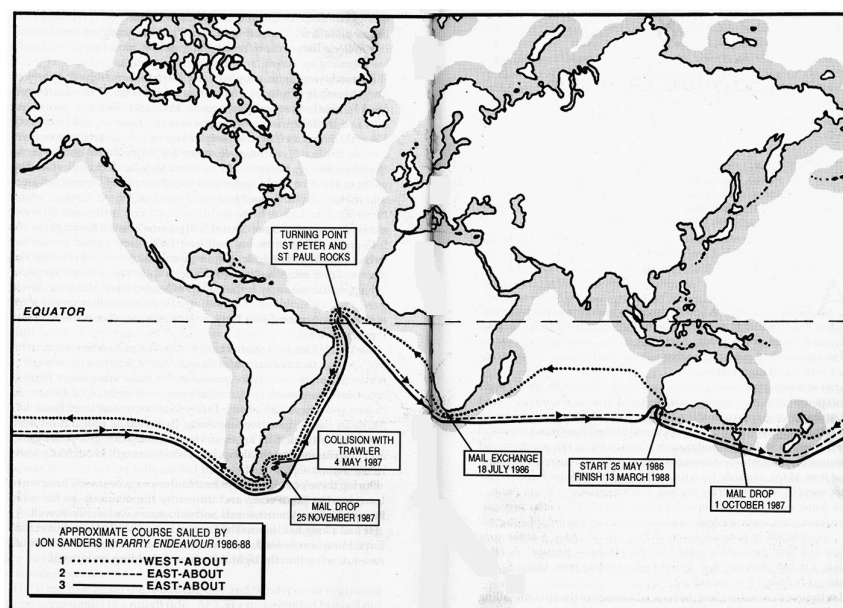
Jon Sanders pictured with a photograph of Parry Endeavour at Cape Leeuwin.

Photo: State Library of Western Australia

In 1986 Sanders set out again from Fremantle, and this time completed three solo non-stop circumnavigations aboard his 47-foot (14m) yacht *Parry Endeavour*, rounding Saint Peter and Saint Paul Archipelago just north of the Equator each time to ensure that his course covered both hemispheres.

In 2016, Sanders set out from Carnarvon, Western Australia on his tenth circumnavigation, which he completed on 20 December 2017. On the 31 January 2021 Sanders completed his eleventh circumnavigation, which makes the 81year old one of the oldest persons to sail singlehanded around the world.

Sanders was made an Officer in the Order of the British Empire in 1983 and inducted into the Single-Handed Sailor's Hall of Fame in Newport, Rhode Island, USA in 1991.



In 2018 Sanders was inducted to the Australian Sailing Hall of Fame.

Map showing route of triple circumnavigation

Illustration: *Sanders - sextant, sea and solitude*, Schmitt, H. 1988, St George Books, pp. 56–57

Jon also mentored Perth boy David Dicks OAM, CitWA, who at age 17, became the youngest person to sail solo and nonstop around the world (assisted) in 1996 aboard his fami-



ly's 10m S&S 34 sloop *Seafight*.

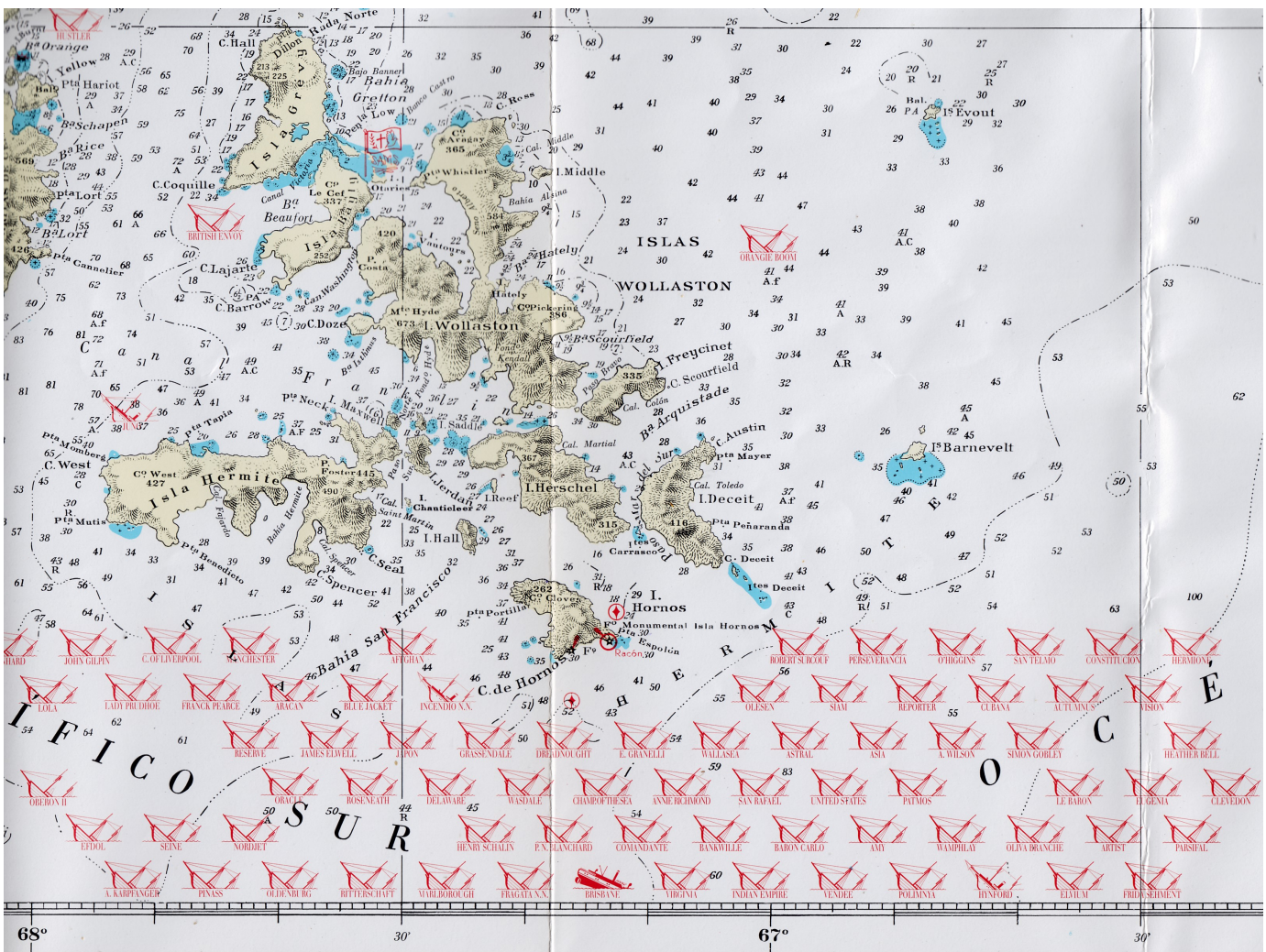
His voyage missed out on being classified as un-assisted because he accepted a bolt to fix his rig near the Falkland Islands.

This achievement served to reinforce Fremantle's place in the world as a centre with a strong sailing and maritime culture and heritage

Ron Forsyth

Privileges of a Cape Horner:

1. A gold hoop worn in the left ear - that being the ear facing the Cape on an easterly passage.
2. The right to put a foot on the table while eating.
3. Spitting into the wind—in defiance of the elements.
4. Wearing the tattoo of an albatross or full-rigged ship.
5. Wearing the cap on a jaunty angle.
6. Storytelling.



Section of a chart of Cape Horn showing just a very few of the shipwrecks in that area