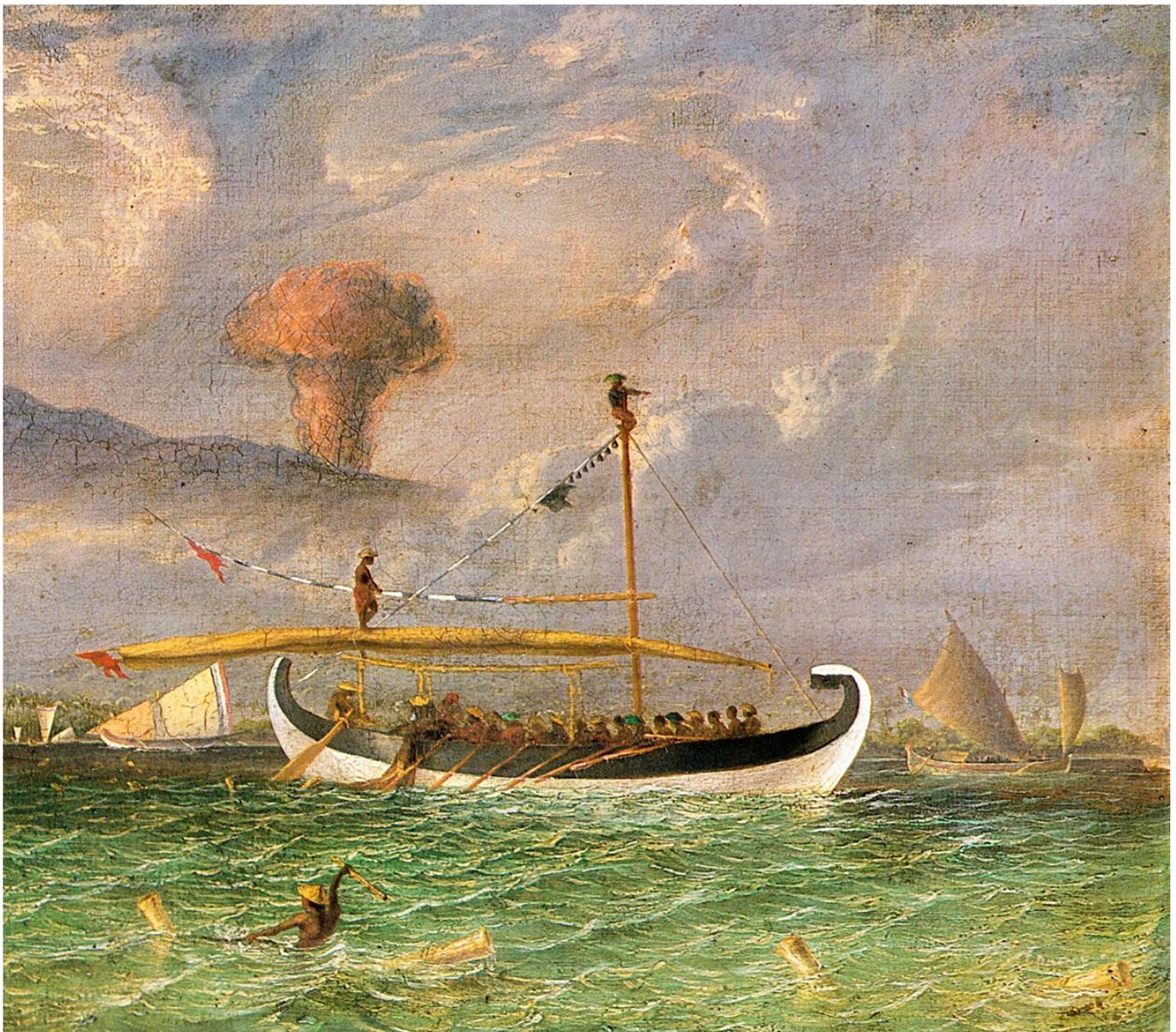# MARITIME HERITAGE ASSOCIATION JOURNAL

Detail of a Thomas Baines painting of a fishing prau off Java

* Thomas Baines– Artist & Explorer
* HMCS *Wolverene*
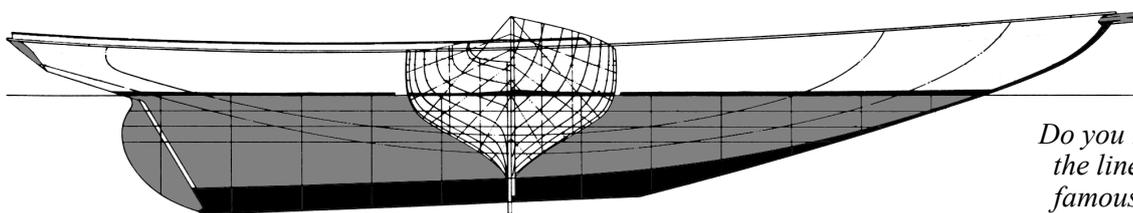* Maritime Anecdotes
* The *Twinkling Star*

EDITORIAL

An Appeal

Please send the editor an item—large or small— for inclusion in your journal/s.

I would particularly like to receive a contribution if you have not made one before.

To the few members who have regularly sent me articles, a very big thank you. And keep going !

Do you recognise the lines of this famous vessel?

Did You Know?

Was this the start of containerisation in shipping?
In 1766 canal engineer James Brindly (1716–1772) patented a system of wooden containers to transport coal from the mines at Worsley, England, on wagons and then barges on the Bridgewater Canal, to Manchester, Cardiff and other ports for onward shipment..

PROCLAMATION

By His Excellency John Stephen Hampton, Esquire, Governor and Commander-in-Chief in and over the Territory of Western Australia and its Dependencies, and Vice Admiral of the same.

In pursuance of the Authority in me vested by the 17th section of an ordinance passed in the 25th Year of the reign of Her Majesty Queen Victoria entitled "An Ordinance to regulate the carriage of passengers by Vessels engaged in the Coasting Trade". I do hereby notify and proclaim that the undermentioned scale of duration of Coasting Voyages between the several Ports in this Colony, is, and shall be the scale of such duration of Voyages accordingly.

Given under my hand and the Public Seal of the Colony at Perth this 14th day of March, 1862.

J.S. HAMPTON,
Governor, &c.

By His Excellency's command,
Fred. P. BARLEE,
Colonial Secretary.

GOD SAVE THE QUEEN ! ! !

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Duration of Colonial Coasting Voyages referred to

Ports		Summer	Winter
		Number of days	
Fremantle & Champion Bay		10	14
"	Bunbury	7	7
"	Vasse	8	8
"	King G. Sound	21	14
Champion Bay & Fremantle		14	10
Bunbury	"	3	7
Vasse	"	4	8
King G. Sound	"	10	21

Only applicable to small Coasting Vessels, such as are now employed in the trade.

A coasting cutter similar to many sailing the WA coast in the 1860s

Illustration: Ross Shardlow
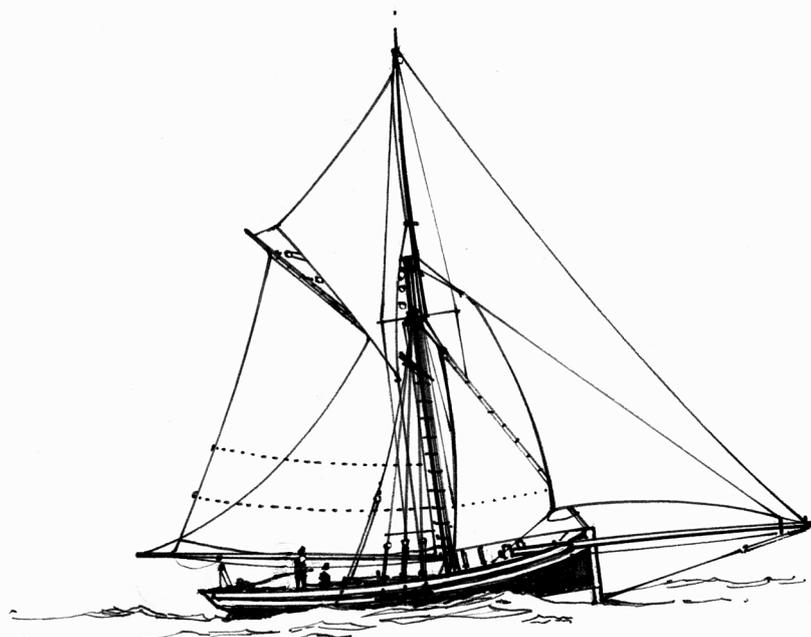
Answer to opposite:
Schooner *Bluenose*

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!)

In 2007 a 7th century BC Phoenician shipwreck was discovered in 110m of water off Malta. In 2016, after two years of Remote Operated Vehicle surveys, archaeologists began excavating the wreck. At that depth it took six minutes for the divers to descend to the site, 14 minutes working time and then two hours to ascend to the surface.

The 1546 list of the 58 ships of Henry VIII's navy with particulars of names, tonnage, armament and crew numbers took up three rolls of vellum, each 15m long and more than 20cm wide.

Originally ale was used for the drink on board ships during the early 16th century. It had a very short life as it quickly soured, so hops were added by the brewers. This produced a more bitter drink, beer, which lasted much longer on a sea voyage.

The daily ration of beer at that time was one gallon. However, Tudor beer had a strength of only one or two percent.

A tot of rum, which replaced the beer in 1656, was about a pint and was 115 proof—much more likely to affect the sailors than beer.

Operation Hannibal, the largest maritime evacuation in history, occurred when the Germans evacuated troops and civilians from East Prussia before the advancing Russian Army during World War II. During the evacuation the *Wilhelm Gustloff*, one of over a thousand ships being used, was sunk by a Russian submarine. When it sank it took almost 9,350 people with it——the world's worst maritime disaster.

To raise the Soviet submarine *Kursk* which sank off the north coast of Russia on 12 August 2000, a world record was set when the barge and crane lifted 9,000 tons from a depth of 108 metres. This lift did not include the bow section of the *Kursk* which had been first cut off and left on the sea floor due to the possibility of an explosion from the torpedoes inside.

In February 2022 the car carrier ship *Felicity Ace* caught fire near the Azores. On board were 4,000 cars including six Lamborghinis, 189 Bentleys and 600 Porches. The ship burnt for two weeks before salvage could be attempted. It finally sank after being taken in tow. The reason given for the fire being so intense and lasting so long was of the large number of lithium-ion batteries in the electric vehicles on board. Lithium-ion batteries are impossible to extinguish once they catch fire.

On 1 May 1770 in Botany Bay, Tupaia, a Tahitian on board Cook's *Endeavour* shot, but only wounded, a rainbow lorikeet. Banks took charge of the bird, and it survived the voyage including near shipwreck. In 1771 when the *Endeavour* reached England, the lorikeet became the first live Australian bird to reach England.

By the Currency Lass *from Sydney, we have our files of the Sydney Journals, which furnish us with local news up to the 19th of August, and English intelligence to the 23rd of April last.*

Perth Gazette, 24 October 1835

While the *Constance* was the first ship to apply the Great Circle Route to Port Adelaide from England in 1851, *Marco Polo* under James 'Bully' Forbes in 1852 achieved the first round trip Liverpool–Melbourne–Liverpool in under six months (total of 5 months 21 days). Forbes popularised the quicker route to coincide with the Victorian gold rush. He probably terrorised many a passenger and seaman with his passage well into the Roaring Forties, and possibly even into the Furious Fifties, catching the strong westerlies.

In 1606 when King Charles II sailed on the man-of war *Naseby* from Holland to England he was accompanied by Admiral Sir Edward Montague (later the Earl of Sandwich) and Samuel Pepys.

In England in 1705 an act of Parliament was passed to empower parish authorities to bind as an apprentice for service at sea any pauper boy above the age of ten until he turned 21 years of age. For the whole of this time his wage went to his master.

Maritime Anecdotes

During research for the books *A Hazardous Life* and *A Hazardous Port*, Ian and Ron Forsyth collected many interesting articles from old newspapers. Ian has promised to keep the journal supplied with them. Here are the first.

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 headsman, 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 whaleboat, 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

Crew being rescued from a stove whaleboat
Photo: New Bedford Whaling Historical Park

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 *Hougoument* 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

The *Twinkling Star*

By Ron Forsyth

It was a case of 'Twinkle, twinkle little star, how I wonder where we are,' when the schooner *Twinkling Star* was caught in violent weather on a voyage from Calcutta to Fremantle in 1867. Laden with a cargo of sugar, rice, oats, and grain with five hands on board she left her port of departure on the 10 September.

THE Clipper Schooner TWINKLING STAR, expected from Calcutta about the end of the present month.

This smart little craft was launched in Calcutta in April last year, register 59½ tons, and is built of teak. Her passenger accommodation is complete, and she is well and thoroughly fitted throughout.

She was thoroughly surveyed by the late Harbor Master in May last, and his Report may be seen on application to the undersigned.

Her capabilities for the Coasting Trade or for short sea trips are without exception.

Full particulars may be had of either MR. B. VON BIBRA, Fremantle, or of
FRANCISCO BROS.
Fremantle September 19, 1867.

Herald, 11 January 1868

Three months later, on the 11 December she put in in distress to Sullivan's Cove, Hobart Town (yes Hobart) seeking provisions and repairs from sea damage.

It took all the seamanship Captain Robin Hill could muster to save the 59-ton register schooner and crew in what must have been a terrifying, seemingly never-ending ordeal. They had left port on a south-easterly course and made good progress with a favourable north-east wind. The wind turned to the south-west, increasing to gale-force with high seas. The ship's log continues the bare threads of the story:

... on the 29th, had a gale of wind with terrific squalls; ship hove-to. Was then in lat. 32-40 S., long. 102-32 E.; [This would place the vessel approx. 1,200 km southwest of her destination at Fremantle.] *... had at this time very bad weather. Ship hove-to with canvas in the main rigging to keep her to the wind; shipped a heavy sea on starboard side, knocking her over on her beam ends; stove in the bulwarks and broke the gally, washing cooking gear overboard; carried foresail overboard that was fastened over the gaff to keep her to the wind; carried away sundry gear and damaged the steering wheel. The following day fresh gale with high sea and heavy squalls; run the ship to the best advantage; from this date, the 1st November, up to the 24th, had generally bad weather with heavy gales; on the 23rd, had a terrific gale with a high sea, split several sails, and rigged a raft overboard to keep her head to the sea; carried this away; at 6 p.m. set the forestay sail for a storm trysail; at 8.30 a.m., ship was struck by a heavy sea on the port quarter, turning her over on her beam ends; in about four minutes she righted again on the other tack; the cargo shifted, and took the first favourable opportunity to restow it; split the staysail in pieces and washed two water casks overboard; on the 25th, fresh gales with heavy squalls throughout, got another raft overboard, and hoisted the gaff-topsail a little way up the mainmast to keep the ship to the wind; next day, weather more moderate, took in the raft and made sail on the ship; during the early part of November, saw several icebergs; on the 25th Nov., the ship was in lat. 63.23 S., and long. 138.22 E.,* [If correct this would have placed the vessel a mere 350 km north of where the Dumont D'Urville Station on Antarctica now stands.] *... and being short of provisions with several sails gone, and ship generally in an unfit state to battle with the elements, and with a continuation of northerly winds, bore up for Hobart Town; on the 26th Nov., continuation of bad weather up to the 30th Nov., ship being steered for Hobart Town; during the early part of the present month (Dec.) had more favourable weather; made Macquarie Harbor on Sunday morning, the 8th inst.*

'Captain Hill,' reported the *Cornwall Chronicle*, 'attributes his getting so far to the southward to a continuation of northerly winds and thick weather, and also that from some cause or other his compasses always pointed to the north, and it was only when he could succeed in getting an observation that he could steer his proper course. … The Captain states that the vessel is only insured for total loss.'

Casually, laconically, the Hobart *Mercury* of 16 Jan 1868 informed its readers: 'Twinkling Star, schooner, 60 tons, R. Hill, from Freemantle, Western Australia, continuation of passage from Calcutta.'

All in a day's work it seems. No mention is made as to the state of the crew or cargo. Starvation was probably averted by an abundance of rice and sugar in her hold. With the galley and cooking utensils washed overboard it would have been a plain diet.

Meanwhile back in Fremantle on 11 January, Benedict von Bibra is advertising the sale of his clipper in the local papers, as he has been doing since the previous September. Apparently unaware but surely extremely anxious of its whereabouts after four months.

All was revealed the next week by which time the *Perth Gazette* had received the Tasmanian papers reporting the ordeal. I am not sure whether this was a case of 'no news is good news' or not.

Next month *The Herald* (15 Feb, 1868) was able to report: 'The smart little schooner *Twinkling Star*, which has just arrived from Tasmania, has been purchased by Messrs. J & W. Bateman for £1,000. She will be a very welcome addition to our traders.'

The Fremantle Regatta in May of 1872 saw her take off the £12 prize in the race for vessels employed in the coasting trade. She came in ahead of the cutter *Mazeppa* and the schooners *Amy, Argo, May* and *Clarence Packet*. (*The Herald*, 25 May 1872]

In the absence of a reformatory for juveniles the schooner had the dubious honour of carrying thirteen-year-old lad, Dyson from Champion Bay to Fremantle prison to serve a sentence of one month for stealing a melon. (*The Herald*, 1 Feb 1873)

Despite being driven ashore at Dongara in June 1868 in a gale that saw the loss of the *Emily*, and a fire destroying her galley and damaging her mainsail in February of 1870, the schooner toiled away until 30 January 1873 at Garden Island.

The gallant little schooner, Messrs J. & W. Bateman's Twinkling Star*, has found her grave, we fear. She is jammed on the reef whereon she struck, and the stiff breezes and heavy seas of the last few days have knocked*

her about to a great extent. She must have been strongly built to have stood so long the continuous concussion of the waves without falling to pieces. Her masts, spars and rigging, together with her cargo, have been taken out of her, and the former were brought ashore on Thursday. Her loss is a heavy one to her owners, who during her recent stay in Melbourne expended £300 in having her recouped. At the time of the accident the vessel, according to the lowest estimate, was worth £1000. It is sad to think that, had proper assistance been dispatched to the master from shore, immediately after the occurrence, the Twinkling Star *would probably now have been afloat, but Mr. Bateman was not aware, until too late, of the nature and extent of the casualty* (*The Herald*, 8 Feb 1873).

The subsequent investigation into her loss did not suspend his certificates but censured her master George Long:

1.-For standing in shore for so long a time after dark, during such hazy weather, from the position of the vessel as shown on the chart at noon, on - the 30th January last. 2.-For not heaving the lead more frequently, knowing that the vessel was nearing the land.

3.-For trusting to sighting Rottnest Light; and thus ascertaining the position of the ship, considering the sworn evidence as to the state of the atmosphere during the evening and night of the 30th January, ultimo, over the land.

4.-For not ascertaining the longitude of the vessel at noon, on the 30th January last, neither by time or dead reckoning. Viewing the present mode adopted by masters of coasters in navigating their vessels; the extraordinary fog or haze over the land that evening, and the want of charts shewing the depth of water near the coast we consider the censure now given sufficient in the case.

The nautical assessor, Capt. Owston, having suggested that the Court should solicit His Excellency to consider the advisability of compelling masters of coasters to keep a 'logbook,' and calculate longitude, either by time or reckoning (*The Herald*, 1 March 1873).

The Twinkling Star *had in all seven passengers on board, when wrecked, namely, five children, two women, and one man. Other witnesses were examined. Simmons, a water police constable, and the crew deposed that, on the night of the accident Rottnest Light was invisible from the vessel; and Captain Croke,*

R.N., Harbor Master, testified to the haziness of the night, as did also Lieut. Archdeacon, Admiralty Surveyor (ibid.).

It was noted that 'masters of coasting vessels keep their reckoning, which is simply done in nautical phrase, 'by rule of thumb,' and not by longitude.'
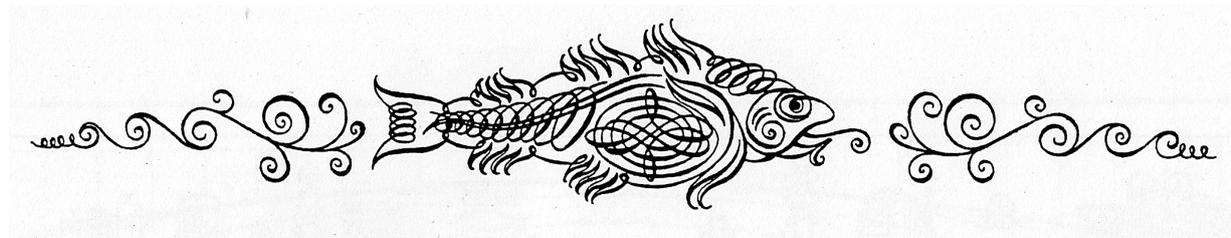

John & Walter Bateman.

Twinkling Star, schooner, 59.49 tons, dimensions 63.58 x 16.2 x 7.35 ft. (www.maritimeheritage.org.au/documents/Shipping Register.pdf)

Benedict von Bibra.

Sloops

What is meant by the term sloop?

In the Royal Navy of the 18th and early 19th centuries the term sloop had a quite different meaning to that which we now use. A sloop is now considered to be a fore-and-aft rigged sailing vessel with a single mast and single headsail, although in the US a sloop can have two headsails. However, 200 years ago the Royal Navy sloop was of no specific rig. There were brig-sloops and ship-sloops, the former having two masts and the latter three, in both cases all masts were square-rigged. What differentiated sloops from the other naval ships was that a sloop, whatever the rig, was under the command of a commander (one rank less than a captain) and had only a single deck carrying from 10 to 18 guns. Rated warships were commanded by captains or higher and carried guns on more than one deck. This type of vessel disappeared around the late 1880s, although a few were used as boys' training ships until the early years of the 20th century. In more recent times a naval sloop was a small anti-submarine escort vessel used during World War II.

Thomas Baines – Artist & Explorer

By Jill Worsley

Above all else, Thomas Baines, the explorer, was willing. Never had to be told what to do: in fact, was usually doing it before anyone else had realised that it needed to be done. Never pulled rank to avoid unpleasant or dangerous work: in fact, constantly shared the duties of the expedition's rank and file. Never succumbed to the temptation to criticize others: in fact, was incorrigibly aimiable, optimistic and loyal.

The cumulative effect of all these admirable qualities was that, within six months of their expedition's departure from Sydney to north-western Australia, two of his colleagues came to loathe him.

Russel Braddon, 1986

Born in England in 1850, it was the dream of Thomas Baines to become an explorer. At the age of 14, however, his mother had him apprenticed to a local carriage builder who as well as building them was noted for painting them with decorative panels and crests. Young Thomas learnt to use tools and paints, and spent the next six years also repairing all sorts of carts and inn signs but all of his limited spare time on the Norfolk foreshore talking to sailors and making pencil sketches with paper and pencils bought for him by his sympathetic grandfather. Having then served his apprenticeship, he left home to seek adventure.

Baines sailed for South Africa on the *Olivia* and on arrival found employment with a coach builder, but more significantly began to paint and sell pictures of the local landscapes, buildings and visiting ships. When the Kaffir War broke out he found more exciting topics as an unofficial war artist. He later joined a party of settlers using ox carts to move to the 'uninhabited' inland, becoming at last a 'proper' explorer-artist. He sent pictures home to his mother who promptly sold them, but by this means he came to the attention and patronage of the Royal Geographical Society back in London. This society was planning to sponsor an expedition from the Victoria River mouth in Joseph Bonaparte Gulf, north-west NT, overland to Moreton Bay on the east coast and then south to Sydney. Thomas Baines gleefully accepted the RGS offer of becoming the expedition's storeman/artist, and set sail for Australia on board the *Blue Jacket* accompanied by the

planned expedition geologist, Mr J. Wilson. Despite calling at Cape Town, the 2,700-ton clipper made the voyage from Liverpool to Melbourne in the then record time of sixty-nine days. Baines sketched and painted all the way.

On arrival Baines and Wilson met their leader, Augustus Gregory. Also to be on the trip were a young surgeon Joseph Elsey, a famous botanist Dr Ferdinand von Muller, and James Flood who was a gardener to assist Wilson collect botanical and geological specimens. (It was hoped that gold would be found.) Of a lower social standing were sailors and stockmen. Augustus's brother Henry would also be of the party, but at this time he was in Moreton Bay buying horses and 200 sheep. Augustus was himself engaged in chartering two vessels to transport stock, fodder, and provisions for the 18 men. He negotiated for the use of the barque *Monarch*, then in Moreton Bay, to be the main carrier to the Victoria River, unload, and proceed on to Singapore. The schooner *Tom Tough* would sail from Sydney, join *Monarch* and act as tender on the journey, and then remain in the NT to be the general work horse on the expedition until no longer needed. It transpired that neither of the captains was very competent, that of *Tom Tough* was almost always drunk, and, further, he had brought along his complaining wife and three small children. Baines, always cheerful, travelled on *Monarch* helping the seamen work the ship, and of course drew and painted in his spare time.

Baines had a quick eye for detail, and the sketches he drew along the way often feature Aborigines and their artefacts, providing him with a contrasting view to those he had made in Africa during his time in Cape Town and on the veldt. Another subject presented after the *Monarch* had passed Melville Island on its way to the mouth of the Victoria River – it became wedged in a gutter of coral. After jumping overboard and helping to hack away the coral in order to free the vessel (which was not technically his job, but he was that sort of guy) Baines made a drawing of the event. There were to be several more opportunities to make similar sketches as *Monarch* and *Tom Tough* made their way to their rendezvous under the command of incompetent captains supplied with inadequate charts.

Reaching the river mouth, two important problems faced the party. They had to find fresh water, and they had to land the stock across five kilometres of shallows as the vessels could not come closer. The horses were linked in pairs, tossed overboard and forced to swim that long distance ashore dragged by rowers in Tom Tough's gig. Forty one made shore successfully, others were lost in the mud or died of exhaustion. The sheep could not make such a long swim, so they were ferried in small batches aboard the gig. Again, it was not the job of the storeman/artist to assist, let alone play a leading part in the unloading, but Thomas did, afterwards making sketches and from his always cheerful diary no doubt enjoyed the whole drama. He found fresh water by digging under a rock exposed as the tide fell, impressing the expedition leader, Augustus Gregory, with his initiative and willingness to take on any work that needed doing.

Baines was therefore left in charge of the Depot camp when the main Gregory expedition left to explore south-eastwards to the Gulf of Carpentaria, and later to break camp and return to where *Tom Tough* had been left. He was to make sure it was sea ready, and then sail with Captain Gourlay and his fractious family to Coepang. Here he was to pick up fresh supplies, and return not to Victoria River but to meet with Gregory at the Albert River in the Gulf of Carpentaria. Unfortunately,

A painting of Aboriginal canoes c. 1855

when they reached Coepang the schooner was found to need repairs beyond those available, so Baines decided to take it on to the major centre at Sourabaya in Java. There was, however, an up side to their stay in Coepang. Baines managed to sell several paintings !

In Sourabaya a Dutch surveyor and a representative of Lloyds of London ordered repairs which would have made the schooner late to meet with the Gregory party at Albert River, so Baines carried out Augustus's contingency plan and chartered the brigantine *Messenger* to take its place. Unfortunately, that vessel proved to be so slow that in desperation Baines called for volunteers to accompany him in the *Messenger's* longboat once they reached the north-east Arnhem Land coast. This way they could get the needed supplies to Gregory more quickly. Seaman Graham and overseer Phibbs came forward. They had 700 miles of unknown sea to traverse in the overloaded boat, and it was the beginning of the monsoon season. Baines was optimistic. At least while on the South African veldt he had learnt to use a sextant and could therefore navigate – until, in a downpour, his chronometer and watch were flooded.

As it turned out, *Messenger* reached the Albert River before the longboat arrived, but both had missed Gregory, who had rations remaining from the overland trek from the Victoria River and therefore gone on to Brisbane. In order to catch up with him, the reunited party on *Messenger* could sail north, cross through Torres Straight and follow the Great Barrier Reef down to Brisbane. Captain Devine and Baines decided a better option wold be to take a westward track, a much longer way, but safer. They called to Coepang and Albany to pick up fresh supplies, but animosity which had simmered amongst the men (often directed towards Baines himself) made the stop so difficult that in Coepang the Dutch Resident had to draw his sword to protect Baines, who had previously sold him paintings and whom he personally liked.

In Albany he sold more paintings, some to the crew of the steamship *Oneida* in port for repairs, others to townspeople. During the onward leg to Sydney and final meeting with Augustus Gregory, Baines managed to re-paint the *Messenger's* figurehead as a thank you to Captain Devine, who had always been of help to him.


Water colour worked up from field sketch

Gregory had submitted his report to the Governor-General when he reached Sydney. In it….'he considered it his duty to recommend his [Baines] conduct throughout the Expedition……. as he has shown considerable energy and judgement in carrying out his instructions, and a constant desire to carry out the object of the Expedition'. Baines returned to London where he found himself moderately famous. At a meeting of the Royal Geographical Society who had employed him, he met Dr David Livingstone who was planning an expedition to Zambesi and asked him to join it. He unhesitatingly agreed, but unfortunately (and probably without proper reason) he was later dismissed by Livingston's younger brother. He stayed on in

Africa selling paintings, and was later invited to join the Chapman expedition which aimed to cross that continent from east to west, starting from Walvis Bay in 1861. Again he accepted the challenge, but the expedition faltered and Baines decided to become a gold prospector. He continued to produce art as he had ever since his grandfather had given him paper and pencils, supplementing his modest gold finds. He died of dysentery, not in the wilds, but at Durban in 1875.
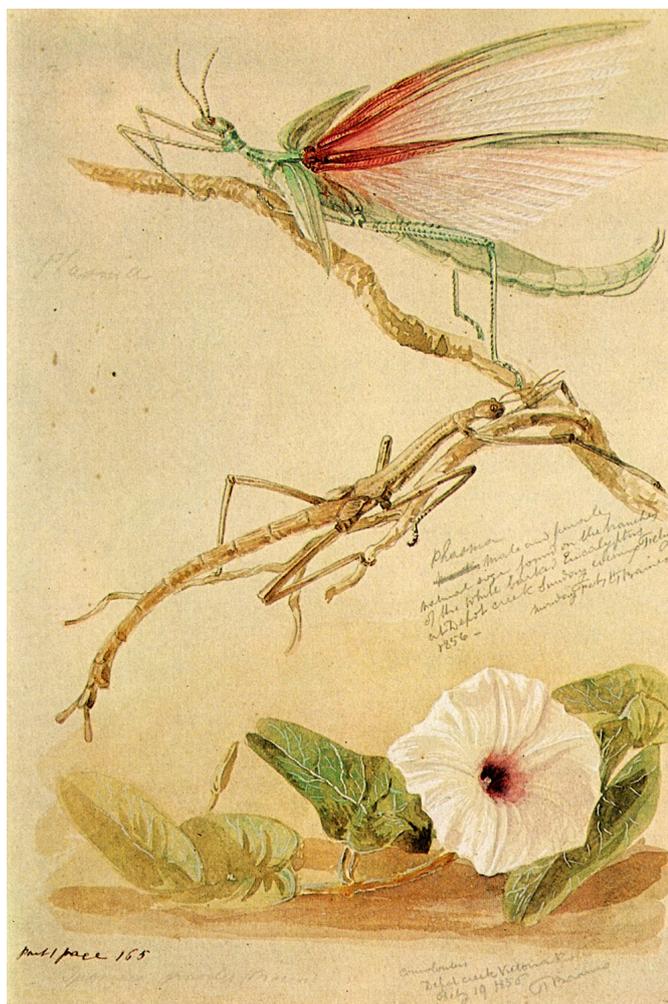

When not painting something exciting, Baines could also illustrate natural subjects

Thomas Baines as an artist

During all his spare time Baines made quick sketches in pencil and pen and ink. He had an eye for detail. Later he would work the sketches into watercolours, especially if there was drama to be included. More leisure enabled him to work sketches into larger oil paintings, again emphasising the dramatic. If any particular scene proved popular with buyers, he would re-paint it again and again. Portraits did not interest him, but he seems to have loved scenes such as horses being attacked by crocodiles, and boats battling storms. He never became a great artist; even though he got details such as rigging correct, his work always had a naïve quality and his water somehow never seems wet. No matter – he enjoyed the adventure !
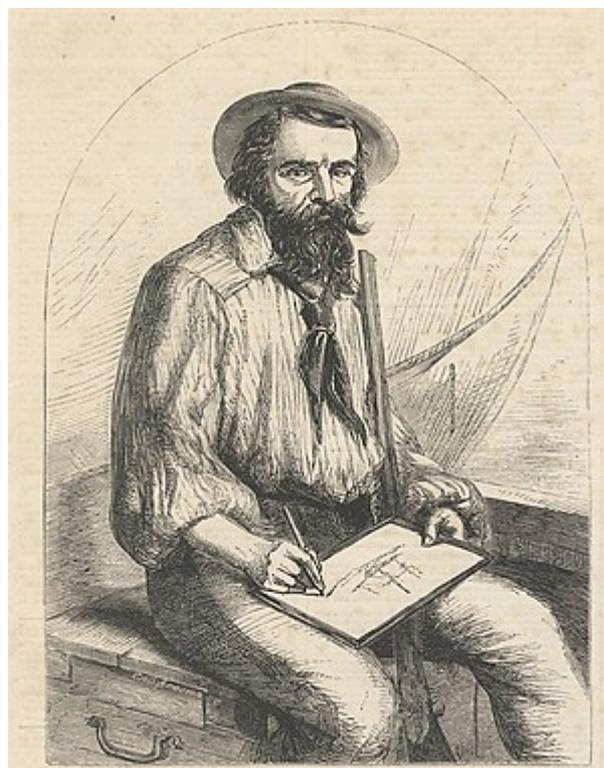
Portrait of Baines by an unknown artist
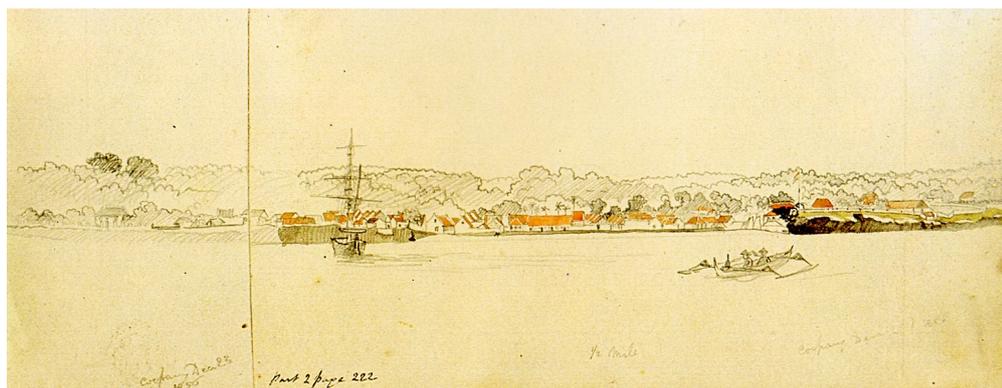
Coepang as seen from an anchorage half a mile offshore

12

HMCS *Wolverene*

By Dr J.L. Haken

HMCS *Wolverene* was a paid off British three masted corvette of the same name, which joined the Australia Station as its Flagship on 7 September 1875 and continued until 21 January 1882, when it was replaced by HMS *Nelson* and gifted to the Colony of New South Wales for use as a training vessel. The vessel was built at Woolwich Dockyard, London and launched on 29 August 1863. The specifications are shown below.

Wooden 3 Mast Corvette (Jason Class Corvette)

Length	225.0 ft (68.6m) (gun deck) 196ft 8.5in (60m) (Keel)
Beam	40ft 8 in (12.4m) (overall)
Draught	17ft 11 in (5.5m) (forward)
Depth of Hold	24ft 2 in (7.4m)
Displacement	2,416 Tons (2,454.6 tonnes)
Speed	11.3 knots
Engine	2-cylinder horizontal single expansion, 1 screw, sails, three masts
Armament	20 x 8 in. muzzle loading smooth bore broadside guns, 1 x pivot mounted Armstrong breech loading gun
Crew, etc.	250 Approx.

The vessel was transferred to the Colony as a Royal Gift at a ceremony held on board on the morning of 16 January 1882. Before many dignitaries, including the Governor, Sir A. Loftus an address by Commodore J. Wilson, Commander in Chief of the Australia Station followed by the Governor. The flag of New South Wales was then hoisted followed by a 17 gun salute from HMS *Emerald*[1]. Initially a permanent crew was engaged, but this was gradually reduced to lower costs, such that the Naval Brigade or when

Name	Appointment	Appointed	Note
Navigating Lieutenant W.J. Symons	Commander	20 June 1882	(a)
Lieutenant F.P. Taylor	Lieutenant Commanding	25 January 1884	(b)
Commander G.S. Lindeman	Commander	3 October 1888	(c)
Lieutenant F.P. Taylor	First Lieutenant	20 June 1882	
Lieutenant R. Smith	Lieutenant for Navigation Duties	6 March 1885	(d)
Lieutenant W. Drake	Second Lieutenant	7 July 1884	(e)
Lieutenant G.S. Bosanquet	Lieutenant (Vice Drake)	5 March 1885	
J. Walker	Chief Engineer	4 July 1882	
E. Jones	Gunner and Instructor	4 July 1882	
J. Costello	Gunner & Instructor	30 March 1885	
E.J. Thomas	Master at Arms, Clerk & School Teacher	12 August 1882	(f)
Prince	Boatswain & Instructor	4 July 1882	
E.J. Thomas	Paymaster	1 August 1882	(f)

formed, the Naval Artillery Volunteers provided the crew when using the vessel

Senior Staff

a   On 6 months leave from the Royal Navy. Left for England 26 January 1883 on BMS *Clyde*
b   Promoted Commander 1 September 1885(2
c   To coincide with formation of Naval Force
d   Drowned 8 August 1895 (Liner foundered)
e   Resigned 17 July 1884
f   Honorary Secretary Naval Artillery Volunteers

On 20 June 1882[3], regulations for HMCS *Wolverene* applicable to Officers and Seamen were issued. Weeks later, regulation were issued detailing, the responsibility of the Naval Brigade while training on board[4]. An early activity of HMCS *Wolverene* was participation on Anniversary Day 1882 (94th Anniversary) in the New South Wales National Regatta held in Sydney Harbor, both the old and new Flagships of the Australia Station being anchored in Farm Cove[5]. On 14 February 1882 the only warship in Sydney Harbor was the Colonial vessel HMCS *Wolverene*, ships of the Australia Station being in Hobart (HMS *Nelson*, HMS *Emerald* and HMS *Miranda*), Auckland (HMS *Lark*) and Levuka, Fiji (HMS *Cormorant*)[6]. A short and preliminary cruise of HMCS *Wolverene* to test the machinery which had not been used for 6 months was carried out on 18 July 1882. The vessel, commanded by Lieutenant Symons left the Harbor Heads and proceeded eight or nine miles towards Botany Bay. Lunch was served on board, after which

the vessel returned to the harbor. The cruise was of 4 hours duration and all machinery was in normal working order[7]. The Naval Artillery Volunteers were formed on 28 November 1882 after a public meeting and like the Naval Brigade members were able to use HMCS *Wolverene*. An early cruise of HMCS *Wolverene* was a two day familiarisation cruise attended by 35 volunteers held on 9 December 1882. The intention had been to spend two nights at sea, but bad weather occurred.

During 1882, questions were asked in Parliament concerning the cost of maintaining the vessel. During the decade of service, these concerns were periodically raised, but with little result. On 4 May 1883, the Naval Artillery Volunteers made their second trip to sea. Training on the moored vessel was regularly conducted by both Corps. Opposite shows Cutlass Drill being conducted on deck. Gunnery practise at sea was carried out by the volunteers on 17 November 1883. On 5 January 1884 HMCs *Wolverene* went to sea on an anticipated monthly trip with the Naval Artillery Volunteer and for the first time accompanied by their band. The Bandmaster, Mr Thompson conducted 18 performers. The Easter cruise was to Broken Bay and was delayed one week in June due to bad weather. Easter manoeuvres were conducted annually by the defence forces of the Colony and HMCS *Wolverene* with the Naval Brigade and Naval Artillery Volunteers participated.

A sham fight was held in1885 when for the first time a Colonial Naval Force was a participant. The Sham Fight procedure started at Broken Bay and concluded in Sydney Harbor. The Government decided to overhaul HMCS *Wolverene* and on 7 May 1885, the vessel was moved from its mooring in Sydney Harbor to Fitzroy Dock at Cockatoo Island also in the Harbor. Some of the guns that were part of the armament of HMCS *Wolverene* were mounted on Fort Denison to allow practise. In October 1888, the 2 volunteer naval Corps formed the Naval Forces and Commander Lindeman became Commanding Officer of HMCS *Wolverene*[8,9], a post he had occupied many times since Lieutenant Taylor had departed. The Governor, Lord Carrington, visited HMCS *Wolverene* on 13 April 1889 and inspected the Naval Brigade and Naval Artillery Volunteers, while on 17 August 1889 Rear Admiral H. Fairfax, the departing Commander in Chief of the Australia Station inspected the Naval Brigade on board. In 1899 and again in 1891 HMCS *Wolverene* went on cruises to Jervis Bay. The

Governor, Lord Jersey, visited the *Wolverene* on 25 June 1891. On 20 February 1892, the Premier Mr G. Dibbs inspected Naval Brigade and Naval Artillery Volunteers on parade and then the Naval Brigade on board HMCS *Wolverene*. The report of the Military Royal Commission became available in October 1892 and was scathing, stating that the naval forces hardly existed and that HMCS *Wolverene* was 'a White Elephant' or 'Expensive Toy' on which a huge amount of money had been spent. The new admiral of the Australia Station, Rear Admiral N. Bowden-Smith was saluted with 13 guns by HMCS *Wolverene* on 22 November 1892.

On 26 November 1892, it was reported that the Government intended to remove guns and stores and sell HMCS *Wolverene*. Captain Hixson's pennant and the flag of the Colony were hauled down and the vessel was reported to be out of commission on 2 December 1892[10], being handed over by the Naval Brigade on 30 November 1892, some of the *Wolverene* guns going to the Dawes Point Battery. The vessel was sold at auction in Sydney on 24 August 1893 for £2,200 to Mr P. Ellison. On 4 October 1893, cabin fittings were advertised for sale, and on 28 October 1893 awnings etc. were offered. On 18 November 1894, tenders were sought for boiler removal while on 4 December 1894, conversion to a sailing vessel with removal of the engine was reported. A voyage to Europe with a cargo was planned. The engine was removed, and without engine and boiler, *Wolverene* classified as a barque. The *Wolverene* left for Liverpool with a cargo of shale and tallow on 21 February 1895, but within hours, failure of the steering gear occurred and the vessel was towed back to Sydney for repair. A second departure was on 24 February 1895. The vessel proceeded towards Cape Horn, but began to leak and headed for Auckland, arriving 21 March 1895. After a survey, the *Wolverene* was abandoned to the Underwriters. The abandonment was subsequently declined with tenders invited for repair in Auckland, the ceiling being £3,000. On 12 August 1895, the sale of *Wolverene* to shipbuilder G. Nicol of Auckland for £1,000 was reported. It was reported on 7 January 1896, that the cargo of *Wolverene* had left Auckland on 3 January 1896 for Liverpool on the barque *Allonby*. On 7 January 1896 after a storm, *Wolverene* was towed into Calliope Dock for dismantling and stripping[11]. The wooden hulk was burnt.

References
1. *Sydney Morning Herald*, 17 January 1882

2. *New South Wales Government Gazette*, 380 5690 ,1 September 1885
3. *New South Wales Government Gazette*, 245 3275, 20 June 1882
4. *New South Wales Government Gazette,* 309 Supp. 4015, 2 August 1882
5. *Sydney Morning Herald*, 27 January 1882
6. *Sydney Morning Herald*, 14 February 1882
7. *Australian Town and Country Journal*, 22 July 1882
8. *Evening News*, 15 October 1888
9. *Sydney Morning Herald*, 25 October 1888
10. *Daily Telegraph*, 2 December 1892
11 *Newcastle Morning Herald and Miners Advocate*, 14 January 1896

Cutlass Drill by the New South Wales Naval Brigade on deck

This photograph of Fremantle Harbour was taken in 1906. Note the old sailing ships being used as hulks moored in the middle of the harbour

Can anyone name them?

PANORAMIC VIEW OF FREMANTLE AND THE HARBOUR.

Harbour Craft

By 'Matelot'

From the comfortable perspective of retirement 54 years of a sailor's life — boyish seafaring ambitions, hard work as a youth in coasting schooners, and harder days in deep-sea windjammers, a shipwreck, a short experience in steam, and then 37 years in the pilot service at Fremantle — can be reviewed by Mr. J. 'Jock' Hume, now of Claremont and formerly of Fremantle. His memories of the small craft, luggers, paddle boats, and steam tenders, that have fussed about the port of Fremantle on their various missions during the past 40 years, are shared by only a few old sea-salts that find a little work and a lot of pleasure by frequenting the harbour. Born in 1866, and educated at the Merchant Company School in Edinburgh, at the age of 12 he went to the Mars training ship in Dundee. Outstanding in his memories of four years there was the occasion on which he was one of the members of a boat's crew that went to the Tay bridge on the night of the awful disaster. As a youth he shipped in small coasting schooners, and made a voyage to Spain in a small steamer, the *Mauritius*.

Then came the momentous day upon which he was apprenticed in the *Loch Long* and sailed on his first deep-sea sailing vessel. He was in the *Loch Tay* when that fine craft made windjammer history by sailing up the Hoogly to Calcutta in 1887. Five years later he was ship-wrecked on the coast of Newfoundland in the full-rigged ship *John E. Sayers*, when bound for Montreal with a cargo of sugar from Manila. In a fog the vessel went ashore and rapidly commenced to break up. Her crew were taken off in fishing boats, and landed on a strange shore, dismal and destitute. Having completed his articles, he left the *Loch Vennachar* at Melbourne, convinced that the allure of the sea had ceased to exist, and that a land job was the thing most to be desired.

He tried several jobs ashore, but eventually shipped in a coaster and came ashore again at Fremantle in 1895. For a while he worked on the Long Jetty — only its bones remain now — and then joined the pilot service at Rottnest Island, and was later transferred to Fremantle, and still later came under the administration of the Fremantle Harbour Trust. He served under five harbour-masters, saw the building of the inner harbour, and participated in the laying of the cable to Rottnest — a record of which he is proud. As a member of the crew of the light-house tender *Pen-*

Loch Vennachar *under full sail*
Illustration: State Library of South Australia

guin, he travelled from Eucla to Wyndham revictualling light keepers, servicing lights, and putting down buoys and beacons for the guidance of coastal shipping. In the *Penguin*, too, he was at the wreck of the *City of York* and of the *Highland Forrest*, which went ashore near the Murray.

Pilotage in the Nineties

"In the 'nineties," 'Jock said, "there were two pilots, and the base was in Thompson Bay, Rottnest Island. Captain Scott and Abrahamson were the pilots, and they were kept pretty busy. The pilot tender was an old Deal lugger, a fine sea boat, and as soon as a vessel was sighted we used to put off with the pilot aboard. In light winds we spent many weary hours making up to the visiting craft, and when the wind dropped altogether we had to out oars and pull. Winter gales that swept the coast made the job most uncomfortable, as it was often necessary to unship a dinghy we carried to take the pilot alongside the in-coming boat. We followed the ships into the harbour and then took the pilot back to Rottnest. That old lugger went ashore on South Beach during the first gale this winter. She was then being used as a fishing boat, and was replaced years ago by the *Pelican*, which later was bought by Huddart, Parker. Ltd., and was still in use in Geelong Harbour a few years ago. The *Lady Forrest* followed the *Pelican* in the pilot service, which shortly after was transferred from Thompson Bay to Arthur's Head."

Jock has a soft spot in his heart for the little har-

bour craft he knew so well. Well does he remember the tender *Susan*, which was run down by the liner *Mongolia* — the original vessel of that name, and not the one that now visits Fremantle — when entering the port. She was replaced by the *Reliance*, which is still running in the harbour. When she first entered the tender work the *Reliance* was one of the fastest craft in the harbour, but she became inadequate for her purpose, and was replaced by the *Ivanhoe*. The first ferry within the new harbour? Jock became meditative. "Probably old Tom Cousins, who recently died in the Old Men's Home, could claim the distinction of running that. He had a pulling boat that ran regularly between the coal wharf on the North Mole -- you can still see the piling and location of that berth — and the South Mole wharf, which was where the sandalwood stacks now stretch along the Mole. That would have been about 1900. Later, when the harbour extended up the river, the service between the North Wharf and Victoria Quay was inaugurated by the gas-engined launch *Fairplay*. She was replaced by the *Victor*, which was dumped outside the harbour when the *Victor II* was built at the State Implement Works." Arrested in his yarning by a thought, Jock reflected that when he first came to Fremantle the coal hulks *Regentora* [*Redemptora*], *Gunga* and *Omeo*, were

moored in Careening Bay where the coasters went to coal. Lumpers' wages in those days were 1/3d an hour with 3/- an hour overtime. Later the colliers from the Eastern States discharged at the coal berth on North Mole, and then hulks were used within the harbour. In the heydays of steam, when Fremantle was a bunkering port of considerable importance, there were about 20 hulks at
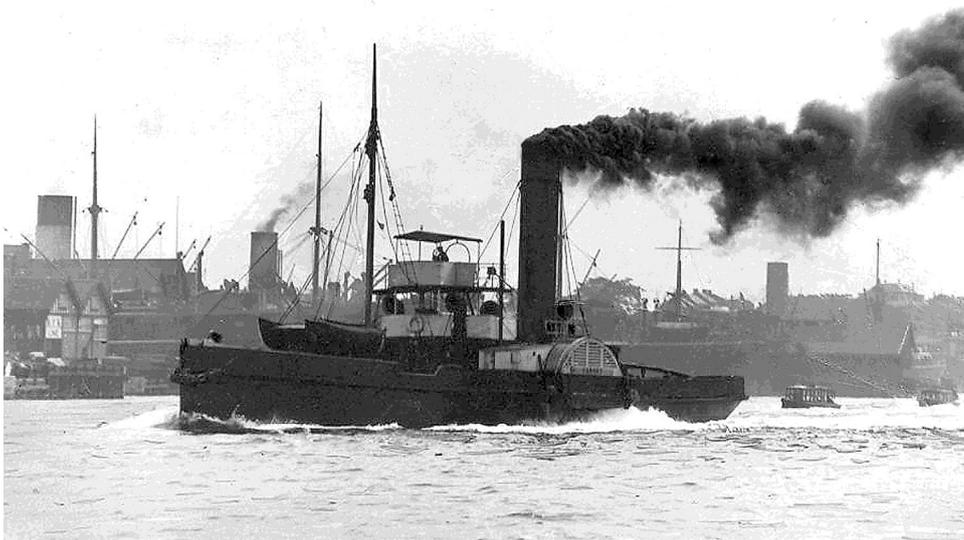
Steam tug Gannet

Photo: shippingandshipbuilding.uk

the port, but with the coming of the motorship they dwindled to less than half that number. With them, dwindled the fleet of colliers that made the port so busy and afforded so much work on the waterfront.

The Succession of Tugs

The first tug he remembered at Fremantle was the paddle steam tug *Emu*, a powerful giant in her day but to-day she would be a puny maritime curio. Then the late John Bateman bought the paddle steam tug *Ganette* [*Gannet*], which formerly belonged to the Melbourne Harbour Trust, and later the *Awhina*, which is now at Albany.

McIlwraith, McEacharrn Ltd. brought the paddle tug *Eleanor* to Fremantle and then the Adelaide Steamship Company based in turn at Fremantle the steam tugs *Uraidla*, *Euro* and *Uco*. The *Eleanor* was replaced

Steam tug Euro

Photo: State Library of Victoria

by the *Wyola*, and at the height of the towage work at the port the *Dunsky* ([*Dunskey*] Captain Douglas) was also at Fremantle. "There was a bit of romance about tug work in those days," Jock said. "Competition for a tow urged the tugmasters to various subterfuges." A tug would sneak out at night or in the early hours of the morning upon which a vessel was expected and go well outside Rottnest to meet her and dicker for the tow. A vessel sighted with all the tugs in port meant a race for the job, except in the case of some of the regular traders who had tugs under contract. Some of the old tug masters were characters in their way, and such men as Jim Craigie of the *Ganette* [sic], Alec Reid, who had the *Eleanor*, Jack Barber, of the *Uraidla*. and Martin of the same tug, and later of the *Euro*, could spin some great yarns of tug work. Captains Sullivan, now of the *Uco*, and Douglas, of the *Wyola*, must miss the stirring times of competition. Jock has retired, yet many days a week he can be seen poking about the wharf, chatting to cronies and watching, almost with a longing, the passing to and fro of the little craft about their business in the harbour. The lure of the sea, of ships and shipping still grips him.

West Australian, 15 October 1932

QUIZ

Answers to June
1. Australia's oldest European maritime relic is a Dirk Hartog pewter plate dating from October 1616.
2. The container ship that collided with STS *Leeuwin II* at 06.17 on 30 August 2024 was the 333m *Maersk Shekou,* loaded with 4,164 containers.
3. The barques wrecked on 11 July1899 were the *Carlisle Castle* (all crew lost) and the *City of York* (captain and 10 crew lost).

Quiz
1. What, in date order, were the first three ships to arrive at Fremantle in 1829?
2. What is a dolphin striker?
3. In early maritime navigation what was the Brouwer Route?
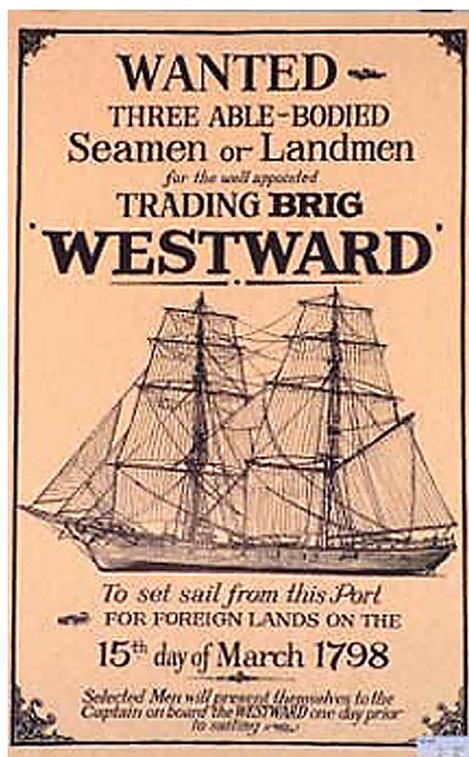
The Wreck of *La Serena*

By Peter Worsley

The 280ft steel steamer *La Serena* was built by William Dobson and Company (Yard No. 52) and launched on 23 August 1892 for Cuthbert Hutchinson. The triple expansion engines were built by North-Eastern Marine Engineering Company Limited, Wallsend, UK, and the vessel was registered at London.

La Serena had been under charter to The Adelaide Steamship Company carrying cargo, particularly livestock and coal, between eastern states ports and Fremantle, and ports in the north-west of Western Australia. In March 1890 the ship had been chartered by Forrest, Emanuel and Company to bring south stock from Wyndham.

On 5 April 1899 *La Serena* departed Fremantle under the command of Captain John Thompson Simpson for Wyndham. It was to have left earlier, but two firemen and a trimmer deserted and Captain Simpson had problems replacing them. This was Captain Simpson's first voyage on the coast of north-west Western Australia. The draught of the ship at that time was 15ft 10in aft and 14ft 6in forward.

At 4.00am on 10 April 1899 *La Serena* left Derby and King Sound and was steaming in fine clear weather and a light wind. At 1.00pm Adele Island was bearing N ¼ W and Captain Simpson altered course to NE by N by the compass. At 1 49pm he told the second officer to take bearings of the north-west corner of the island. At that time Adele Island was bearing N 11 W and Captain Simpson considered that it was about five and a half miles from the ship. At 2.05pm the ship travelling at eight knots struck a rock. There had been no look out kept, nor had the lead been used, as Captain Simpson stated:

> *I was using an Admiralty Chart (1047) and the Australian Directory, volume III….I saw no sign whatever of shallow water before striking. The water was discoloured all the way in patches. I read the caution on the chart, and I reckoned there was a six-mile passage* (*West Australian*, 20 April 1899).

The helm was immediately put hard a-port and the engines to full steam astern. *La Serena* did not move, so the engines were stopped and then put in full steam ahead. The ship moved forward about 20ft, but then stuck fast.

> *At 4pm the ship commenced to buckle up under the engine-room, starting the No. 3 sounding pipes through the decks, and lifting the boilers, engine and funnel. At 5.45 the chief engineer reported that the engines were useless. We swung out the boats and got them provisioned….I sent the cutter away with the second officer and four men. She returned, being too small, at 3am. I sent the lifeboat away at 11.45pm. I then weighed anchor, set all sails, and drifted about one mile to more level ground. At 6.30am Adele Island was bearing N.W., four miles off* (*Western Mail*, 21 April 1899).

The lifeboat was sighted by the steamer *Saladin* (Captain Johnsen) just after 9.00am on 11 April and the second officer of *La Serena* informed Captain Johnsen of the accident. The *Saladin* sailed to the stranded ship and took it in tow to Broome, a distance of about 200 miles, arriving at 4.20pm on 13 April 1899, and *La Serena* was anchored in Roebuck Bay.

A Preliminary Inquiry into the accident to *La Serena* was held at Broome before Sub-Collector of Customs Warton and Arthur Male J.P. Its decision was that a Court of Inquiry would be held on 19 April at Broome, and the following charges heard:

> *For that you, the said John Thompson Simpson, when passing Adele Island did not give a wide enough berth to the reef that surrounds it, more especially as the tide was falling and also setting you towards the reef.*
> *For that when passing Adele Island, you did neglect to put a man on the look-out or to heave the lead when cautioned by your admiralty chart that the coast was very imperfectly examined and charted, and that shoaler water had been reported across your course.*
> *For that you took a dangerous, and unnecessarily dangerous, course when you attempted to cross the foul and dangerous ground between 30 and 65 miles westward of Champagny Island and Adele Island, mentioned in the Australian Directory, vol. 3, page 215* (*Western Mail*, 21 April 1899).

The Court of Inquiry consisted of the two members who had conducted the Preliminary Inquiry with the addition of two nautical assessors, Captain Robert Baker and Captain Henry Lee. Its finding was that the three charges against Captain
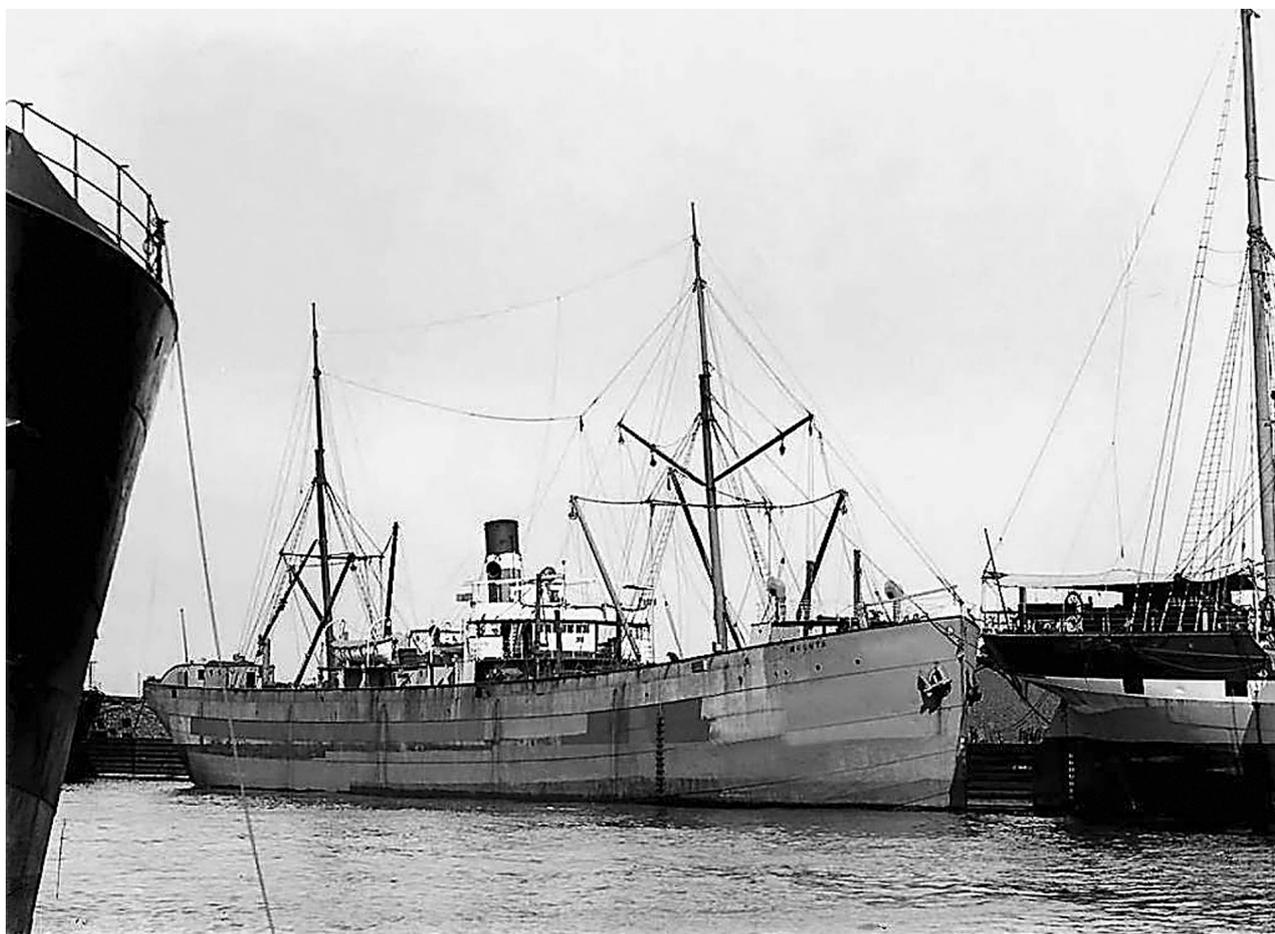
Simpson were substantiated.

> *However, in consideration of the practically unknown force and direction of the tides prevailing in the locality and the absence of reliable information for its safe navigation, we do not consider it necessary to deal with the master's certificate, but we hereby reprimand the master for his error of judgement, and order him, the said John Thompson Simpson, to pay all the costs of this inquiry and investigation* (ibid.).

La Serena was abandoned to the underwriters, and sold by them to The Adelaide Steamship Company. The Lloyd's representative, Captain Taylor, arranged the handover of the wreck. Initial consideration was given to towing *La Serena* to Singapore for dry docking and repair, but this was soon vetoed in favour of Sydney. The Adelaide Steamship Company's ship *Franklin* (730 tons, Captain Dingle) was sent to tow the wreck to Sydney, arriving at Broome on 1 July from Adelaide. The tow was to be via the Torres Strait, a distance of 3,400 miles, and 'will be one of the longest tows attempted on the Australian coast' (*West Australian*, 4 July 1899). The two vessels arrived at Sydney on 7 August 1899 after a tow lasting 34 days.

After repairs in dry dock at Sydney *La Serena* was re-named *Moonta* by permission of the Board of Trade, London, and registered at Adelaide. In 1913 *Moonta* was sold to W. Crosby and Company of Melbourne, and in 1915 to Dairen Towa Kiseni KK of Japan who re-named it *Tokei Maru*. In October 1930 the ship was broken up.

Moonta, *previously* La Serena