

The Busselton Area Survey 2009 and 2011 and the finding of the *Geffrard*

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INTRODUCTION

It is known from historical records that the American whaler *Geffrard* was lost on 12 June 1875 not far from Quindalup Jetty. Archdeacon's map of the area in 1876 marks a wreck to the north-east of Quindalup Jetty (Figure 2). This report, firstly outlines the geophysical survey work carried out during the 2009 WA Museum Australian Leadership Awards Fellowship (ALAF) Placement (van Duivenvoorde, 2011). During this survey a magnetometer search was conducted in the area thought to be where the *Geffrard* was lost. Following the post-processing of the data at the end of the expedition, it was recognised that a site, not totally obvious during the survey, had been found. The report then discusses the 2011 expedition to the Busselton area to attempt to determine if the anomaly was the *Geffrard* and to investigate the other known sites in the area. HISTORICAL INFORMATION

Four wrecks are known to have been lost in the Quindalup area: *Governor Endicott* (1840), *Halcyon* (1845), *Geffrard* (1875) and *Ella Gladston* (1878). Two other sites were investigated during the 2011 season, the *Mary* (1879) and the *Electra* (1904).

The following are extracts from the newspapers of the time referring to each of the wrecks in turn. Note the spelling of geographical locations in the newspapers of the time varied considerably, all newspaper quotations will retain their original spelling.

Governor Endicott (1840)

THREE AMERICAN WHALERS WRECKED AT COOMBANA BAY.

The particulars of this calamity are given in the following letter addressed to the Hon. J. S. Roe, Esq., Surveyor-general, by a gentleman lately arrived from Leschenault. "SIR,-having just arrived from Geograph Bay I have been requested by several persons to give an account of the late gale, and of the havoc produced by it in that vicinity.

On the 6th inst., at the Vasse we had very heavy rain during the day with very little intermission: on the 7th we had mild, gentle weather, with no appearance in the heavens of an approaching gale: in the evening however, we had fresh breezes from the N.E., which continued increasing most rapidly without shifting to more than about N.N.E. at midnight it blew a perfect hurricane: about sunrise, on the 8th, the wind shifted to North, but did not moderate; at 8 a.m. the wind shifted to N.N.W. and blew with unmitigated fury : about noon the wind suddenly shifted to the Westward and S.W., and moderated so quickly that by 4 p.m. there was not more than light airs from the Southward, with frosty weather. Geograph Bay, which had a tremendous sea setting into it during the gale, subsided in an hour or two to perfect smoothness; and the water

which had been above what was always considered high water mark, returned to about its usual level, leaving abundant proof of its power during the gale, in destroying its former boundary, and washing down trees (in the neighbourhood of Toby's Inlet), that must have been the growth of many years.

The vessels which were at anchor during the gale consisted of the *Governor Endicott*, an United States whaling vessel, McKennistry Master, lying off Toby's Inlet about two miles to the Northward, and now lies a complete wreck about 2 miles to the Westward of the Inlet. The cutter *Lady Stirling*, Curtis Master, lying off the Tub Beacon, broke the fluke of his anchor and drove, but afterwards brought up and rode the gale out in safety.

I have the honor to be, Sir,

Your obedient servant,

H. M. OMMANNEY. Perth, July 15, 1840.

The Perth Gazette and Western Australian Journal, Saturday 18 July 1840.

An interesting first hand account of the loss is given by Joseph Gatchell in *The Disenthralled: Reminiscences in the Life of the Author; His Fall From Respectability by Intemperance—and Rescue by the Washingtonian Society : Containing, also, his Life as a Sailor, Shipwreck, and Residence Among the Savage Tribes in New Holland*. The author describes how he joined the ship, his voyage to St Jago, then Madagascar and the vessel's arrival in Geograph Bay on 5 July and the subsequent loss of the vessel on the night of 7 July 1840 (Gatchell, 1844: 51–52):

The ship we intend you for is the *Governor Endicot*, of Mystic...

On the 5th [1840], we cast anchor in Geography Bay, on the coast of New-Holland, never again to spread our canvass to the breeze.

On the evening of the 7th, it looked rather squally to windward; we payed out all our cable to our best bower anchor and let go the starboard one: but as there appeared nothing particularly indicative of danger, our officers were satisfied with these precautions.

We were aroused about eleven o'clock, by the mate's voice singing out:

"Below, there, all hands ahoy ! bear a hand, my bullies; she drags her anchors."

With a quickness that none but sailors know, all hands were on deck; and oh! how changed had that night become; the clouds were black and lowering, the moon had hid herself from our view, nor did a solitary star shine forth to cheer us.

"Pay out cable on your starboard anchor there," sung out the captain.

We had payed out about thirty fathoms, when the ship struck heavily.

"Avast," said one of the officers, "it's no use now, we are lost."

"The ship is certainly lost," rejoined the captain, "but please God, the crew may be saved. Keep good hearts, my lads; if you perish I will share your fate; I shall stick by you to the last."

We could soon tell by the ship's motion, that she was off the bank where she struck, and was again dragging; our situation at this moment was awful beyond description. We were enveloped in total darkness; the rain fell in torrents, the

spray was washed over our foreyard, the waves lashed themselves around in terrific fury, and seemed each moment yawning to receive their prey. Our fate seemed inevitable; but blessed be that God whom winds and waves obey, he did not suffer us to perish.

“She keels to leeward,” sung out some one.

“Then cut away your foremast,” exclaimed the captain—it was quickly overboard.

“Cut away your mainmast.” Away it went, carrying with it our waist boat. Just then her stern and tiller posts were carried away; and on examining her hold we found that the water had reached her second tier of casks; her garboard streaks being no doubt driven in. She soon after fetched up solidly, and though we could not see a foot from us, we had no doubt we were ashore.

All that could, had now been done, save to lash our chests, and this task accomplished, we had nothing more to do than give vent to our own imaginations and reflections; we could scarcely hope to be saved; the storm, far from lulling, seemed to increase, and the wild billows to lash themselves with increased fury, as in derision of our fears. It was curious to observe the effect the dreadful scene, in which they were the actors, had on that seemingly devoted crew that night. Some met it with calm and unflinching courage; some in mute and others in wild despair. For myself, I tried to pray; but though death seemed before me, I could not. Oh! impenitent sinner, tremble for a moment such as this: prepare to meet thy God.

Morning at length broke, and exhibited our ill fated bark, about twice her own length from the shore—there she lay a total wreck. With morning, however, came no abatement of the gale or our fears; on the contrary, we were fully able to realize our situation. It was a grand but awful sight, that heaving ocean, as it dashed its proud and foaming billows around. And as he stood on the taffarel [taffrail] and contemplated the scene around him, our noble hearted captain called us together, and thus addressed us:

“My lads, I do not want to conceal from you, that if the gale continues the ship may go to pieces; and it is now our duty to prepare for such an extremity. We must get a hawser line ashore, by means of a boat. I will order no man; so now, my hearts of oak, for volunteers.”

Mr. Hempstead our third mate, immediately jumped into the stern sheets of the starboard quarter boat, and seven of our hands threw off their jackets, ready and willing to peril their lives in the attempt to save themselves and their shipmates. Five of them took their stations in the boat, and the other two stood by the davits, in order to let fall the tackle. Every thing is ready; the order is given, “lower away;” the boat is lowered to the boiling ocean; the oars are out—they are useless—the men can neither pull nor stem. A wave takes her—she is driven shorewards; again she is borne back by the resistless fury of the returning tide. Oh! what a moment of painful anxiety! They are lost—no—another wave takes her, and she is driven ashore. The crew jump from her and secure their line to a tree. A hawser was then hauled ashore and made securely fast; and such of the crew as wished, got off by it: others, however, remained by the wreck, thinking it more comfortable to get under shelter of the deck than to lie down under a tree. In about twelve hours the

gale entirely subsided, and the sea became as smooth as though its quiet bosom had never been disturbed, save by the gentle ripple that now played on its surface. On the following day we succeeded in getting our provisions on shore, and erecting tents to live in; using our old sails as covering, which answered very well in dry weather, but when rain came, as it frequently did, we had nothing proof against it, and were often thoroughly wet. I had washed my clothes, and had a good deal of them hanging in the rigging when the gale came on; consequently lost them. My shoes also were swept off the deck by the water washing through our scuppers. And in this condition was I a cast away seaman in a wild forest, if I except my shipmates, far from civilized society—brought there through intemperance. I cannot close this chapter without bearing my humble testimony to the gallant conduct of Mr. Green, our mate, throughout the whole of this trying scene. Beloved by the crew, they looked to him with confidence; and he proved himself worthy the name of a “Yankee tar.”

Sale of the Wrecks of the *Samuel Wright*, *North America*, and *Governor Endicott*, American Whalers, at Leschenault.

PURSUANT to a notice of sale by advertisement and handbills distributed throughout the Colony, the property and wrecks of the *Samuel Wright* and *North America*, were disposed of by Auction, at Leschenault, on Monday last, the 20th ult. The Government Resident at that port, H. Bull, Esq., acted as auctioneer. Some parties went down overland, entrusted with commissions to purchase; and the *Lady Stirling* was freighted, with others, bent on the same purpose, but contrary winds delayed their arrival until the Wednesday following the sale, J. K. Philips, Esq., has obligingly favored us with the following particulars of the sale. The *Samuel Wright*, with all her rigging, &c., was bought by Capt. Coffin for £305.

The *North America*, do., by Mr. J. R. Philips for £400.

The *Governor Endicott*, by Capt. Coffin; the vessel for £400, and all the materials connected with it, for £300, making a total of £700 for this vessel.

The whaleboats, gear, &c, were included in each of the purchases. The provisions having been landed for the benefit of the several crews, they were not disposed of.

30 tuns of sperm oil were sold at £50 per tun.

36 tuns of black oil at £9 per tun. 1 1/2 tons of whalebone at £90.

The men will be paid their lays upon these prices which appear to be reasonable. The sale took place on board of the several wrecks, and although the notice of sale was short, but evidently sufficiently promulgated, we question if the period had been extended, a much greater competition would have been created. Many, indeed the most part, of the crews of these vessels, are now employed in Bay whaling, Capt. Coffin very properly losing no time to avail himself of the season. The whaleboats, uninjured, are brought into requisition; and, we are told by our informant, that one whale was caught before he left.

The Perth Gazette and Western Australian Journal. Saturday 1 August 1840.

Halcyon (1845)

The log of the whale-ship *Halcyon* covering the wrecking on 4 August 1842 (log held by Mystic Seaport provided by Peter Worsley, 5 July 2011).

Barque *Halcyon* of New London

At Anchor in Geograpers [sic] Bay 1844

Friday July 12th. Commences with strong gales from the N?; at 2 am drop the third anchor and veered out the cables. At 7 am put on the springs the winch (?) should to the North and blew a severe gale until 12, hard and the ship pitching heavy.

Monday July 15th. Fresh winds from the SW and squalls of rain. So ends the day in Geographers Bay.

Tuesday July 16 Light winds from the W and rain squalls, two boats crews employed in clearing the chains and spreading the anchors again they having dragged together spread them 45 fathom apart.

Friday July 26th. Fresh winds from the West and squalls sent up the topmasts and yards. At 1 pm got underway and went up the Bay about 1 mile and came to anchor in 5 fathom of water...

Monday August 5th. Heavy gales from NE and rain. At 11 am very heavy gales from NE by N. At 11.30 am parted larboard chain parted the spring on the Starboard chain rove another spring on the Starboard chain. At 12 midday parted the Starboard chain and drifted towards the shore. Set the fore topmast staysail and put her head on to shore. At 1 pm struck on it sand bar cast buoy the foremast the sea making breakers over her through the day 2 feet of water in her hold 1 hour after the ship had struck, she lay on pounding heavily throughout the night. So ends.

Tuesday August 6th heavy gales from the NW and rain squalls. At 10 am undertook to get a line ashore by a cask but could not the undertow swept the cask off shore. At 4 pm one boats crew landed and got capsized. The day ends with heavy gales from the WNW and rain squalls and breakers beating hard against the ship There ends the day. Captain Capson, myself and 5 men remain on board.

Wednesday August 7th Strong gales from the NW and squalls of ... All hands employed in breaking out the wreck and landing it on the beach. 8 feet water in her hold. So ends the day.

A correspondent from the Vasse writes us word that in the severe Gale which commenced on the 6th instant, the barque '*Halcyon*' was driven on shore about 2 miles to the W.N.Wd. [sic] of Toby's Inlet, at about 11½ a.m. She parted her larboard chain, and the spring or her starboard one gave way; it had been replaced a few minutes only when the starboard chain parted, and the vessel drifted towards the shore. The sea at this time was awfully high, and the captain, fearing to have his decks swept of the crew, set the foretopmast-stay-sail. She payed round to the shore, and, in her progress, striking on a reef, she unshipped

her rudder, and swung with her broadside to the wind; the sea breaking over her. The foremast was now cut away; it eased her, and her head veered off the shore. The storm did not sufficiently abate until Thursday to admit of any person landing with safety. A boat which was launched on the preceding evening, was upset, but no lives lost. Mr. Penny and some gentlemen from Bunbury, who were on board, felt very uneasy, and expressed great anxiety to join their friends at home. *The Inquirer, a Western Australian Journal of Politics and Literature*, Wednesday 21 August 1844.

TO BE SOLD BY AUCTION, On Wednesday, the 11th of September, at 11 o'clock, as she now lies near the beach about 2 miles distant from Toby's Inlet, at Port Vasse, The Hull of the American barque '*Halcyon*,' three whale-boats, mast, sails and rigging; her try works and whaling gear, casks to the capacity of 1,200 barrels, 400 of which are in shooks; and, if not previously disposed of by private sale, about 1,000 lbs. of whalebone, and 600 barrels of oil. The vessel is most advantageously placed for the establishment of a fishery, having about nine feet water alongside, and lying within a cable's length of the shore. Terms — Cash. Applications for purchase of bone and oil may be addressed to Captain Jeffery, Post Office, Vasse. Sheriff's Office. Perth, August 17, 1844. *The Inquirer, a Western Australian Journal of Politics and Literature*, Wednesday 21 August 1844.

The *Halcyon*, American whaler, wrecked at the Vasse, will be sold on Tuesday, the 3rd proximo, as she lies, two miles from Toby's Inlet, with all her masts, running rigging, sails, try works, gear, &c; also, 1,000 lbs. whale bone, and 600 barrels of oil. This will afford a fine opportunity for speculators, as the whole, with the exception of the bone and oil, it is understood must be disposed of without reserve. It is anticipated there will be but little competition, the money of our capitalists being employed in various pursuits calculated to forward and promote the productive industry of the Colony, It is said, that the Insurance Companies in America have declined insuring vessels destined for the bay whaling on our coast; but it may be questionable whether this, will have the effect of preventing vessels from resorting to our shores, as their profits will fully cover all risk. The vessel now a wreck, with another, which rode out the gale, both, as we are informed, the property of one owner, had taken, in the course of a very short time, whales yielding upwards of 125 tons of oil, and, of course, a considerable quantity of bone. *Perth Gazette and Western Australian Journal*, Saturday 24 August 1844.

Geffrard (1875)

Arrived- January 24. *Geffrard*, Brig, 316 Tons, W. J. Munday, from Melbourne Via. Adelaide. *The Inquirer & Commercial News*, Wednesday 29 January 1873. The *Antipodes*, *Charlotte*, and the *Geffrard* (at Champion Bay) are loading with sandalwood for Singapore and China ports. *The Perth Gazette and West Australian Times*, Friday 28 February 1873.

The *Geffrard* sailed from Champion Bay for Shanghai with upwards of 300 ton [sandalwood]. *The Perth Gazette and West Australian Times*, Friday 28 March 1873.

Shipping report. Port of Fremantle: arrived — December 18. *Geffrard*, brig, 316 tons, J. W. Monday from Port Adelaide.

IMPORTS. Per *Geffrard*, from Adelaide — 550 bags flour, 1 bale. Barker and Gull; 2 cases, D.K. Congdon; 7 pkgs. R. King & Son; 2 cases, Geo. Throssell; 11 pkgs. J. & W. Bateman, 10 pkgs, W. Spencer; 2 cases. Order; 1 do., Rev G. J. Bostock; 1 bag rice, 11 pkgs, J. Davis. *The Inquirer & Commercial News*, Wednesday 24 December 1873.

CHAMPION BAY. from our own correspondent. The ‘*Geffrard*,’ brig, arrived here on Sunday, from Fremantle, after a run of 24 hours from port to port... *The Perth Gazette and West Australian Times*, Friday 16 January 1874.

The *Lady Elizabeth*, and the *Geffrard*, at Champion Bay, loading with sandalwood for Shanghai, and their combined freights will aggregate about 900 ton. *The Inquirer & Commercial News*, Wednesday 28 January 1874.

The *Geffrard* sailed early in the present month from Champion Bay for Shanghai with sandalwood. *The Inquirer & Commercial News*, Wednesday 25 February 1874.

SAILED.

Nov. 18 -*Geffrard*, 316 tons, J. W. Munday, master, for Vasse. Passenger Mrs. Munday.

Cargo-30 bags sugar. *The Western Australian Times*. Friday 20 November 1874. Arrivals at Adelaide : ... *Geffrard*, Jan. 25, from Vasse. *The Inquirer & Commercial News*, Wednesday 10 February 1875.

The *Geffrard* left Adelaide for Fremantle March 16. Among her passengers are Mr. J. S. Davis and Miss Davis. *The Inquirer & Commercial News*, Wednesday 7 April 1875.

April 21st, *Geffrard*, 316 tons. J. Munday, master, for Vasse. Cargo-24 boxes tea, 52 bags sugar, 43 bags bran, and 19 pkgs. sundries. *The Western Australian Times*, Friday 23 April 1875.

At Quindalup the *Geffrard*, loading with sandalwood, and exposed to the full force of the gale, was driven ashore, and we believe is likely to become a total wreck. *The Western Australian Times*, Tuesday 22 June 1875.

The brig *Geffrard* has been stranded in Geographe Bay, having parted her cables during a N.W. gale. *The Inquirer & Commercial News*, Wednesday 14 July 1875.

The fine brig *Geffrard*, of 316 tons, belonging to Capt. Davis, under charter to take a miscellaneous cargo of timber to Port Adelaide, was driven ashore at Quindalup, Geographe Bay, during a severe gale. The Harbor [sic] Master has been despatched to the scene of the disaster to institute the necessary inquiry; but it is reported that there is little hope of recovering the vessel, which is only partially insured. *The Inquirer & Commercial News*, Wednesday 14 July 1875. Wreck and Cargo of brig *Geffrard*, Quindalup, Geographe Bay.

Messrs. L. Samson & Son, (Government Auctioneers,)

Are instructed to sell by public auction at their Rooms, Fremantle on WEDNESDAY, the 4th day of August, 1875, at noon, and for the benefit of all concerned —

LOT 1.— The CARGO of TIMBER now in the said wreck of the said brig *Geffrard*.

LOT 2.— The HULL of the said wreck.

Any further particulars can be obtained on application to Captain Munday, Fremantle; or Wallace Bickley, Esq., Lloyd's Agent there.

TO FOLLOW!!

A number of Sails, Running Gear, Wire Rigging, Coir Rope, and a variety of Sundries.

ALSO :—

1 Chronometer and a Compass.

Terms at Time of Sale.

Fremantle, July 27, 1875.

The Inquirer & Commercial News, Wednesday 28 July 1875.

Ella Gladston (1878)

ARRIVED. Dec. 3....Same day. Brig *Ella Gladstone*, 265 tons, Walsh, master, from Adelaide. Passengers— Sir. D. Lamb, Mr. F. Peel, Mrs. and Miss Peel, Mr. G. Wilson, Master Wilson, Master Walsh, and J. Karrell.

IMPORTS. Per *Ella Gladstone*, from Adelaide 68 bags flour. 430 do. bran. 115 do. pollard. 50 do. wheat. 18 bales paper, and 1 case drapery, L. Samson; 400 bags flour, J. Dyer; 100 bags flour, Capt Walsh; 6 bags almonds, 1 bag bacon, 180 bags flour. 10 casks butter. 5 cases cheese. 5 cases bacon. 2 bags dried fruit. 5 drams honey. 1 case drapery. 2¼ casks brandy, 2 cases tobacco, and 30 boxes dried fruits. Order; 4½ loads timber, G. Wilson.

Per *Pet*, from Adelaide—1 case cigars. W. S. Pearse; 1 box, Capt. Davis; 200 cases kerosene, 400 bags flour, 200 do. bran, 69 do. pollard. Order; 100 bags flour and 19 bales hay. J. & W. Bateman; 25 cases brandy. Carter & Co.; 110½ bags flour. Colonel Bruce; 4½ bags flour. J. Shaw; 7 cases, L. Samson; 50 bags flour. R. King; 3 bags flour. 13 do. bran. 6 do. barley, B. B. Ranford; 2 cases. R.

Cussen; 1 case, J.M. Patton. From Albany— 3 pkgs. Government; 4 pkgs., Mr. Collinson. *The Inquirer & Commercial News*. Wednesday 8 December 1869.

Jan. 7.— *Ella Gladstone*. 335 tons. Captain Walsh for Singapore. Passengers Messrs. Robertson, Edelsten, J. Walsh. G. Wilson and Master Wilson. *The Inquirer & Commercial News*. Wednesday 12 January 1870.

Sept. 1. *Ella Gladstone*, 225 tons, S. J. Boroston, for Mauritius. Passengers-Messrs.

Geo. Williams and Geo. King. *The Western Australian Times*, Tuesday 5 September 1876.

By L. SAMSON & SON— At the Platform, near the South Jetty, Fremantle, August 12, at eleven — The wreck of the *Ella Gladstone*; also, if received in time, gear, boats, &c. *The Inquirer & Commercial News*. Wednesday 31 July 1878

During another severe north-westerly blow which occurred a few days afterwards the brig *Ella Gladstone*, lying off Quindalup, Geographe Bay, loading with jarrah for Adelaide, drove ashore. It is expected the whole of her cargo will be recovered, but the vessel has been condemned, and will be sold as a wreck. *The Inquirer & Commercial News*, Wednesday 31 July 1878.

Loss OF THE ELLA GLADSTONE - The following is the finding of the preliminary court of inquiry relating to the recent loss of the *Ella Gladstone* :-” Having held an inquiry regarding the loss of the “ *Ella Gladstone*,” and having heard the statements of the captain, chief officer of the ship, and also that of the chief boatman of the Water Police, which are annexed, we see no further reason for another inquiry, it being our opinion that the ship parted her cables in a violent squall ; the said cables having relieving tackles on at the time. According to the evidence the cables were examined by the surveyor before the ship left Adelaide. We are of opinion that everything was done by captain and crew for the safety of the ship.” *West Australian Times* 13 September 1878.

The *Ella Gladstone* has been got off at Quindalup, and is likely to turn out a good speculation for the purchasers. *The Inquirer & Commercial News*, 15 January 1859.

Mary (1879)

ACC 129 File 27/918 Police Dept Vasse 28/6/1879
Schooner *Mary* lost at Lockerville Jetty 4/6/1879

Electra (1904)

THE KETCH *ELECTRA*. LOST OFF CAPE NATURALISTE. ALL HANDS SAVED. The Collector of Customs (Mr. Clayton T. Mason) received the following telegram on Saturday morning from the sub-collector at Busselton: Ketch *Electra* sprung leak off Naturaliste last night. Sails carried away while endeavouring reach shore. Sunk seven fathoms water three hundred yards from shore. All hands landed. The ketch *Electra* was built at Fremantle 14 years ago, and she was the property of Messrs. Denny Bros. and Lynn. She was engaged in the local coasting trade, and left Fremantle for Cape Naturaliste and Hamelin on Sunday, March 6, with a cargo of about one hundred tons, comprising stores for the lighthouse at Cape Naturaliste and general merchandise for Hamelin. She was in good condition when she started on the trip, and making no water. At Hamelin a cargo of timber was taken in, and the ketch sailed for Fremantle at 3 o'clock on Thursday afternoon. The *Electra* was in charge of Capt. J. Anderson, who has been trading on the coast for some considerable time and was well known as an extremely careful sailor. He had with him a crew of four hands. The ketch was valued at £1,000. She was insured in the Colonial Mutual Office for £500. *The West Australian*, Monday 21 March 1904.

THE WRECK OF THE *ELECTRA* THE CREW'S NARROW ESCAPE. A PERILOUS EXPERIENCE. The master and crew of the ketch *Electra*, which was lost off Cape Naturaliste last week, arrived in Fremantle yesterday. From the story related to our representative, it appears that they had an extremely narrow escape for their lives when the craft foundered. The *Electra* was loaded with jarrah boards, and sailed from Hamelin on Thursday afternoon at 3 o'clock. By 11 o'clock the same evening she was off the Cape, and the weather, which had become very bad, was causing the boat to strain and labour, the sea being choppy and confused. It was at this hour that it was found that the boat was making water fast, and a course was steered for the cove under the promontory known as Bunker Bay, a spot in which a few rocks running out from the beach form a slight—a very slight—harbour for pulling boats to enter. There was no hope of any shelter being obtained for the ketch, but as it could be plainly seen that she was in danger of sinking, Captain Anderson decided to try and beat in on to the beach. The breeze was off the land, and not much headway could be made. All hands were at the pumps working the whole night to keep the vessel afloat, but she became unmanageable as her hull sank in the water, and the seas began to sweep her deck. The wind blew hard, and, the night being pitch dark, the situation was a horrible one. Nothing could be seen of the land, but the men knew that their only chance was to get round the point, as there was no hope of reaching the shore alive if the ketch struck on the rocks to the westward, or off the end of the Cape, and to this end their work was directed. Sea after sea came tumbling aboard and everything was swept away but the dinghy [sic]. Then the sails went one after another. Daylight broke and it was found that the boat's

position was not a good one. The point was abreast, and the wind was still off the shore. When at last, at about 10 o'clock in the morning the vessel was quite waterlogged, and all the sails gone the anchor was thrown over to prevent her being driven further from the shore. The dingey [sic] was put over the side and three of the crew went off in her. Captain Anderson remained on board with one man, and both worked might and main at the one remaining pump, the other having broken down, while they watched with anxious eyes the frail dingey[sic] battling in the heavy sea towards the shore. Several times they saw her ship a comber that threatened to send her to the bottom, but eventually the inlet was reached. The breakers were rolling in heavily, and there was great risk attached to entering the opening in the rocks. Two of the occupants, therefore, jumped out, and managed to get a foothold on the reef, while the third, a Norwegian, known as George, bravely returned to face the turbulent waters and rescue the others on the boat. This he succeeded in doing after a great deal of hard work, and not a moment too soon, for just as he reached the side of the *Electra* the doomed' ship sank. Captain Anderson and his companion jumping into the dingey [sic] as she went down. Their passage to the shore was a difficult one, and probably had there been a fourth man in the boat it would not have been reached at all. When at last all were safely landed it was about noon. The exhausted men lay down in the sand unable to move, and there they remained till sundown. They then walked to a farm a short distance over the sand dunes, where they stayed for the night. Here they were kindly looked after, and were later driven to Busselton. They managed to save some of their clothes, but all their other effects were lost. *The West Australian*, Wednesday 23 March 1904.

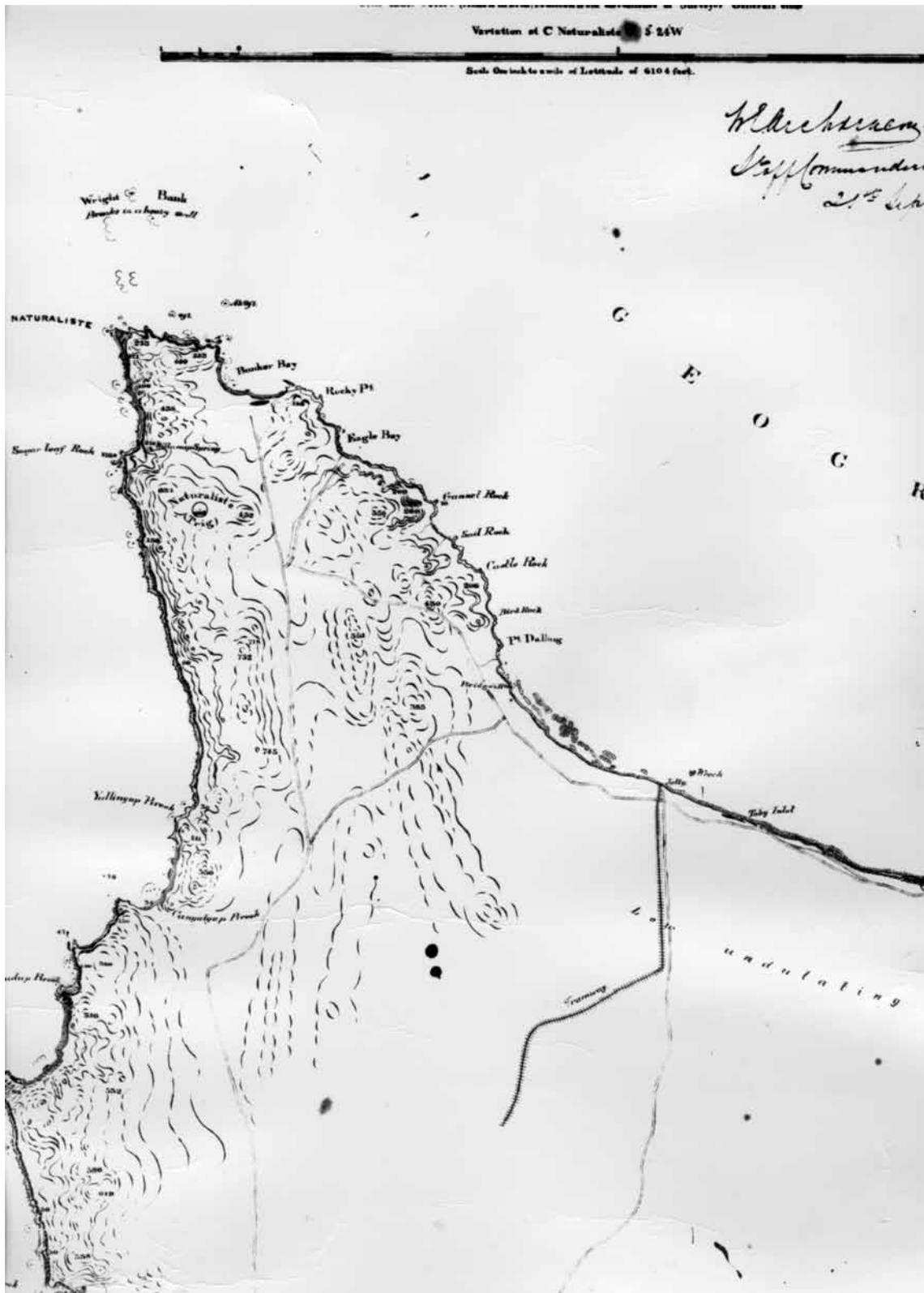


Figure 1. A detail of the western section of Archdeacon's map entitled: 'Sheet 2 Australia—West Coast. Koombanah [sic] Bay to Cowaramup Point surveyed by Staff Comm. W.E. Archdeacon assisted by Nav. Lieut. W. Tooker RN 1876'.

THE SEARCH FOR THE *GEFFRARD*

The key to finding the *Geffrard* was Archdeacon's map of 1876, produced a year after the wreck (Figure 1). Undoubtedly, the wreck would have still been visible and he marked a wreck just off Quindalup Jetty (Figure 2). As the chart is quite accurate, it was possible to georeference the map onto an aerial photograph (Figure 3).

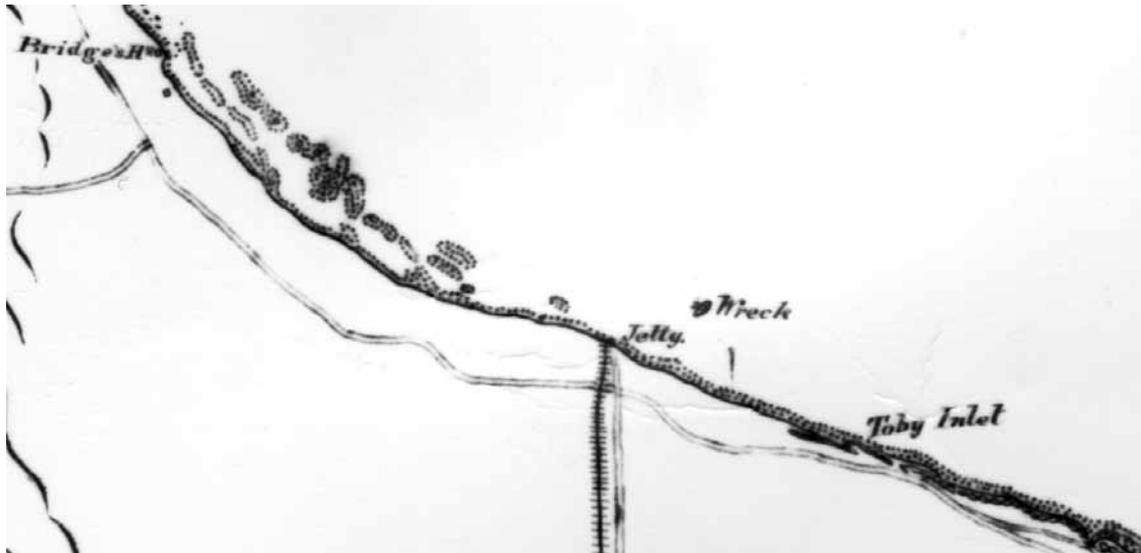


Figure 2. An enlargement of Archdeacon's map showing the 'Wreck', Toby Inlet, the Jetty at Quindalup and the site of Bridgetown.



Figure 3. Archdeacon's chart georeferenced onto a modern aerial photograph.

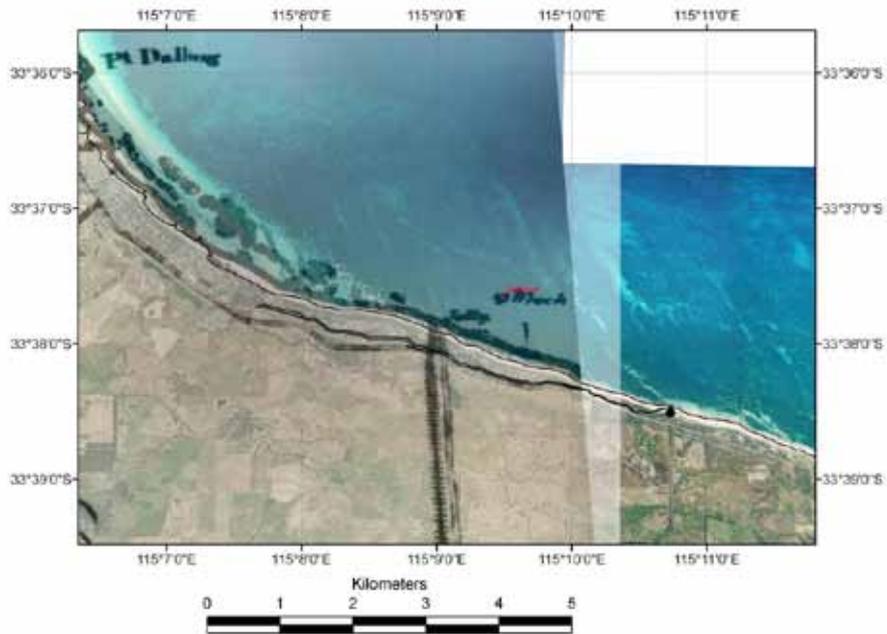


Figure 4. The location of the *Geffard* shipwreck on Archdeacon's 1876 map—geo-referenced and superimposed over aerial photograph of the Quindalup survey area.



Figure 5. Detail showing Archdeacon's position compared with the true position of wreck.

The 2009 survey

The coordinates of a survey were determined to ensure that there was a reasonable chance of locating the site, assuming that the vessel was probably buried or partially buried. Since the vessel would have had some iron fittings and fastening, and that the water depth was a few metres over the general area, it was thought that a magnetometer would have a better chance of locating the site rather than a side-scan sonar. Since both systems were available it was decided to deploy both.



Figure 6. Magnetometer data of the 2009 survey at Quindelp. The dark dotted lines are the boat's survey track, the large red contour anomalies on the left is the jetty and the larger anomaly on the right was the site of the *Geffrard*.

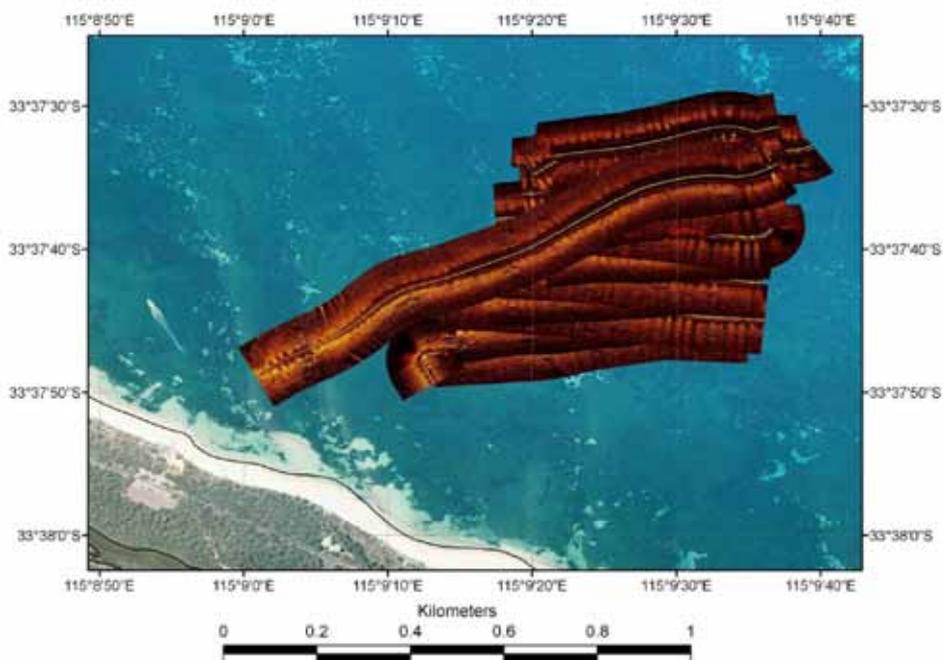


Figure 7. Side-scan sonar survey in the area of *Geffrard* shipwreck.

Conditions on the day were ideal, very little wind-blown waves that would affect the sonar and no thunder activity that would affect the magnetometer. The survey proceeded in east-west lanes about 50 metres apart running from about 115.15°E

to 115.16°E and 33.632°S to 33.626°S (Figure 6). During the survey, anomalies were noticed in the south-eastern quadrant. At the end of the survey a visual inspection of the general area where the anomaly was located showed nothing of interest. The side-scan sonar survey showed nothing of interest, except for unusual sea grass beds over the whole area (Figure 7). When the magnetic data was processed after the survey, it was clear that the indications of the magnetic survey were correct and that essentially there was a large magnetic anomaly about 500 m south of the position calculated from the 1876 Archdeacon map. In addition there was a considerable magnetic anomaly around the modern jetty. No magnetic or side-scan sonar work was conducted around the old jetty site.

The results of the 2009 survey, which were processed after the end of the ALAF expedition (Duivenvoorde, 2011), showed a magnetic anomaly, which is more than likely a shipwreck site of some sort, probably, but not certainly that of *Geffrard*. Since at the time of the ALF expedition there is no visual evidence of a shipwreck on the surface, it is thought that the site was buried, although not very deep. It was recommended that a close-plot magnetometer survey of the area should be undertaken to determine the precise location of the site.

The 2011 Survey

In April 2011 a brief 8-day expedition was mounted to investigate the magnetic anomaly found in 2009. It was anticipated that the project would involve a relocation of the anomaly and, as it was thought the site was buried, a close-plot magnetometer survey. The magnetic anomaly was quickly relocated, but on inspection of the sea bed, it was found that the general area, although covered in sea-grass, was reef with a thin layer of sand less than 100 mm deep. A visual survey quickly located iron fittings, including knees, staple knees and other fastenings indicating a wreck site.

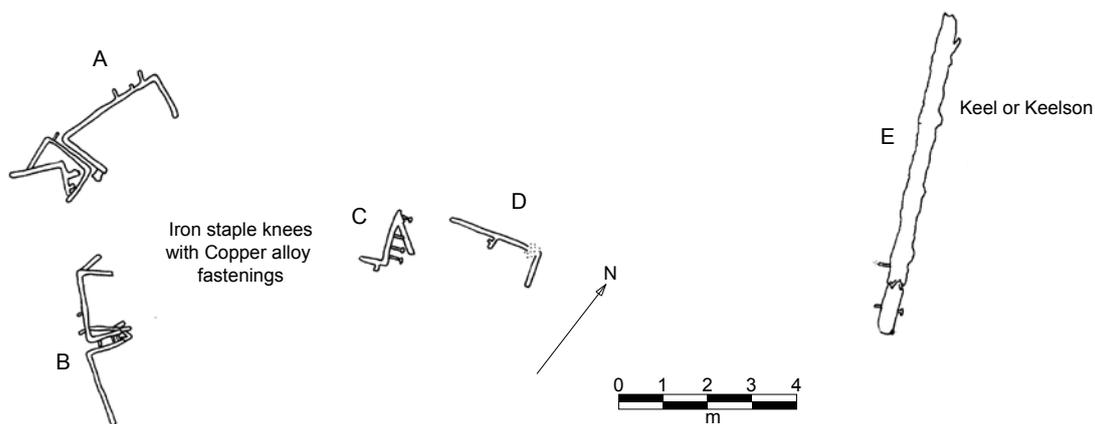


Figure 8. Plan of the *Geffrard* wreck site showing five concentrations of fittings.

As a result the close plot survey was abandoned and the site was surveyed using conventional tape measurements and photography.



Figure 9. A staple knee, knee and various fittings in sea-grass in Area A.

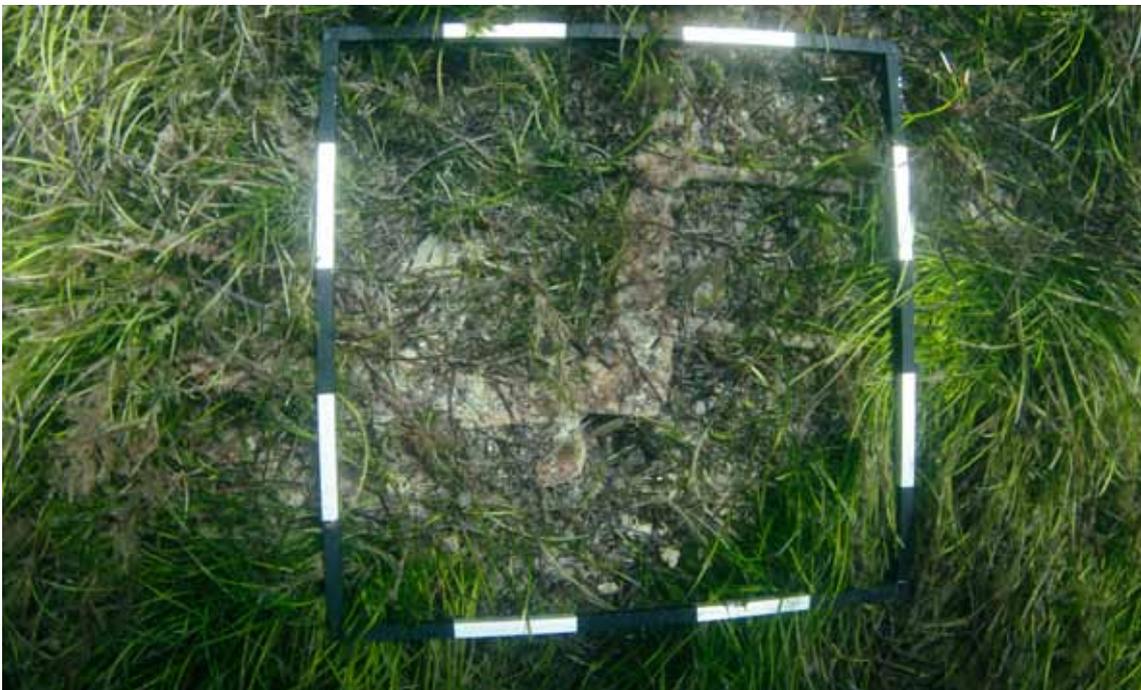


Figure 10. Fastenings in sea-grass, Area C.



Figure 11. Fittings Area D.

THE *MARY* SITE

Previous work carried out in 1970 and 1979 had identified the *Mary* site alongside the remains of the Lockeville Jetty (Worsley & Worsley, in press; Henderson & Henderson, 1988). It was noted in the 1979 inspection that much of the site originally visible had disappeared, presumably due to increase in the sand covering the site.



Figure 12. Aerial photograph of Lockeville Jetty area.

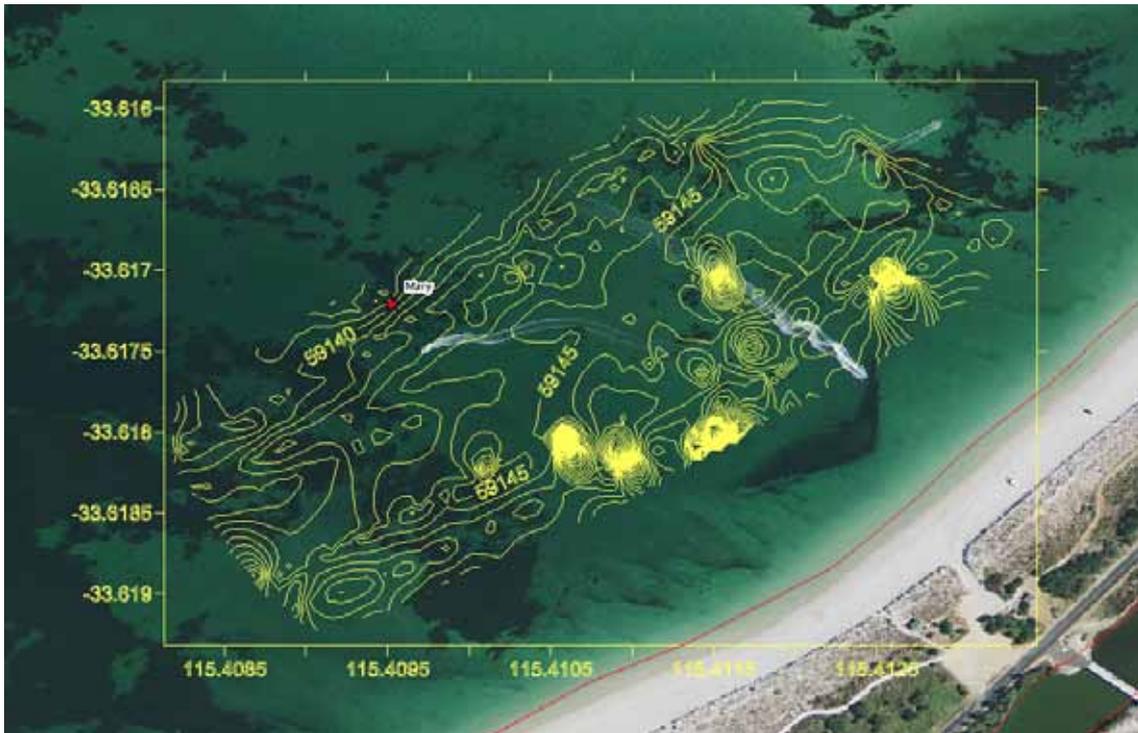


Figure 13. A magnetic contour map of the *Mary* area showing the original position where the site was thought to be. The Aerial photograph shows no obvious traces of a site, whereas the magnetometer records nothing in the original position, but a series of targets further inshore that might be the wreck or alternatively, debris from the jetty.

THE GOVERNOR ENDICOTT AND HALCYON SITES



Figure 14. View from Wonnerup Jetty looking west with boat mooring area in distance.

From the records of the loss of these two vessels, it was anticipated that the site would lie further west of the Wonnerup Jetty. Unfortunately this is now a boat mooring area with a large number of permanent anchors and chains (Figure 14). A magnetometer

survey was conducted through the area, together with a record of all the GPS positions of all the moorings. The results (Figure 15) show that anomalies largely correlate with moorings and any chance of finding the *Governor Endicott* or the *Halcyon* in this area is unlikely.



Figure 15. The magnetometer survey area. Note the red dots are plotted positions of moorings or moored vessels, also note vessels to west of survey area showing density of moorings.

THE *ELECTRA* SITE

From the historical records the search area for the *Electra* site seemed to be fairly simple, as the vessel was lost while entering Bunker Bay. As it turned out later and after further archival research, the vessel appears to have sunk off the Cape, while in sight of Bunker Bay. The newspaper report stated seven fathoms (13 m) 300 yards (275 m) from shore. On inspection of the charts the *Electra* either sank somewhere between Cape Naturaliste and Bunker Bay where the 13-m depth contour is within 300 m of the shore (Figure 16), or the reports were incorrect as in the Bunker Bay area the 13-m depth contour is much further out to sea (Figure 17). The newspaper report refers to the Point being abreast, which could mean Cape Naturaliste or the point at the west end of Bunker Bay. Since newspaper articles are notoriously unreliable, it is not clear, but it would seem the latter site is more likely, since the dinghy could not have rowed 3 or 4 kilometres to Bunker Bay with the crew of the *Electra* being able to see the landing and there are no beaches to land a boat between the Cape and Bunker Bay.

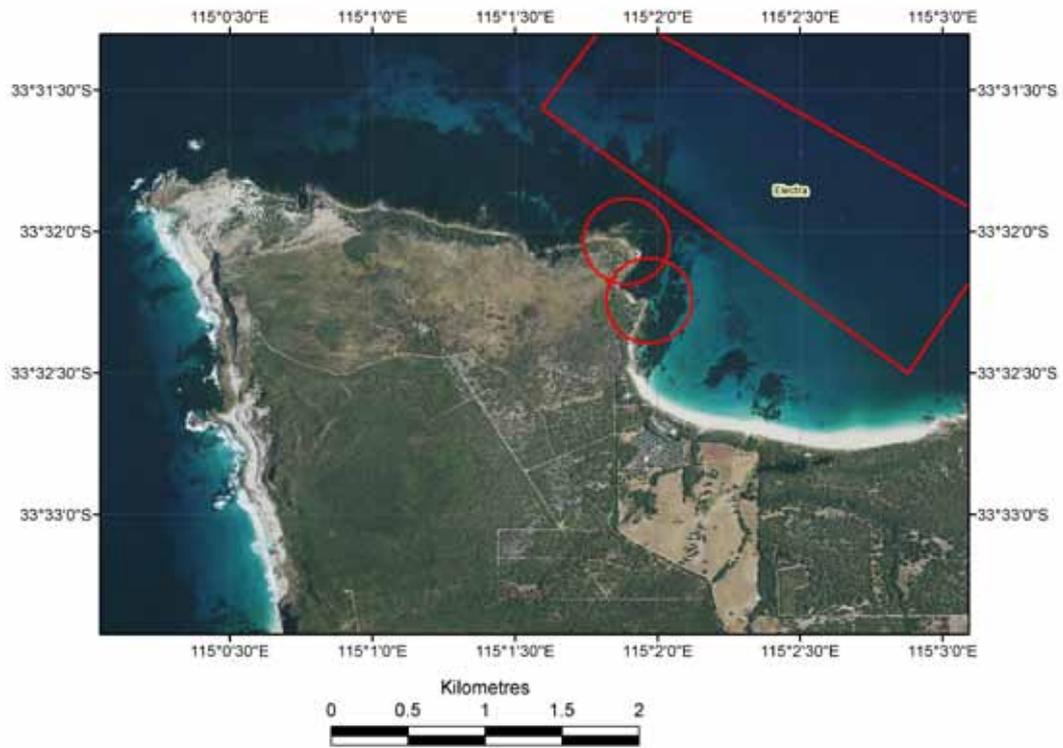


Figure 16. Aerial photograph of Cape Naturalist and Bunker Bay, the red circles are 300 m radius showing potential distance offshore.

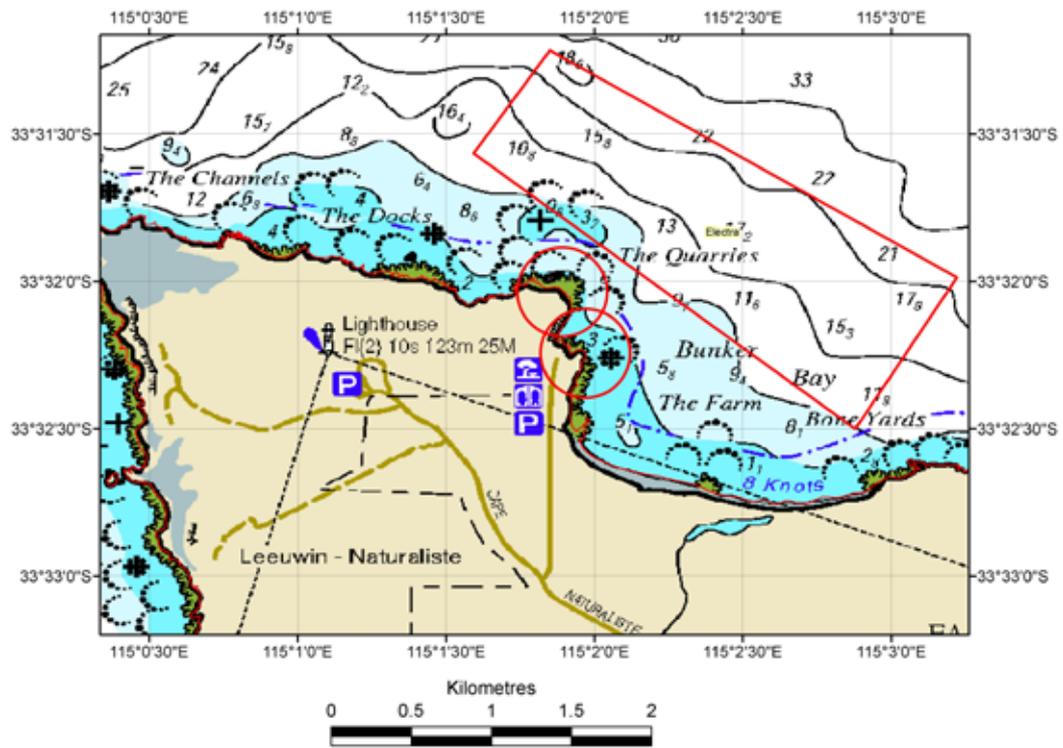


Figure 17. Chart of the same area showing depth contours.

A magnetometer and side scan survey was conducted in the approximate search area (red box in Figure 18) to see if traces of the *Electra* could be located.

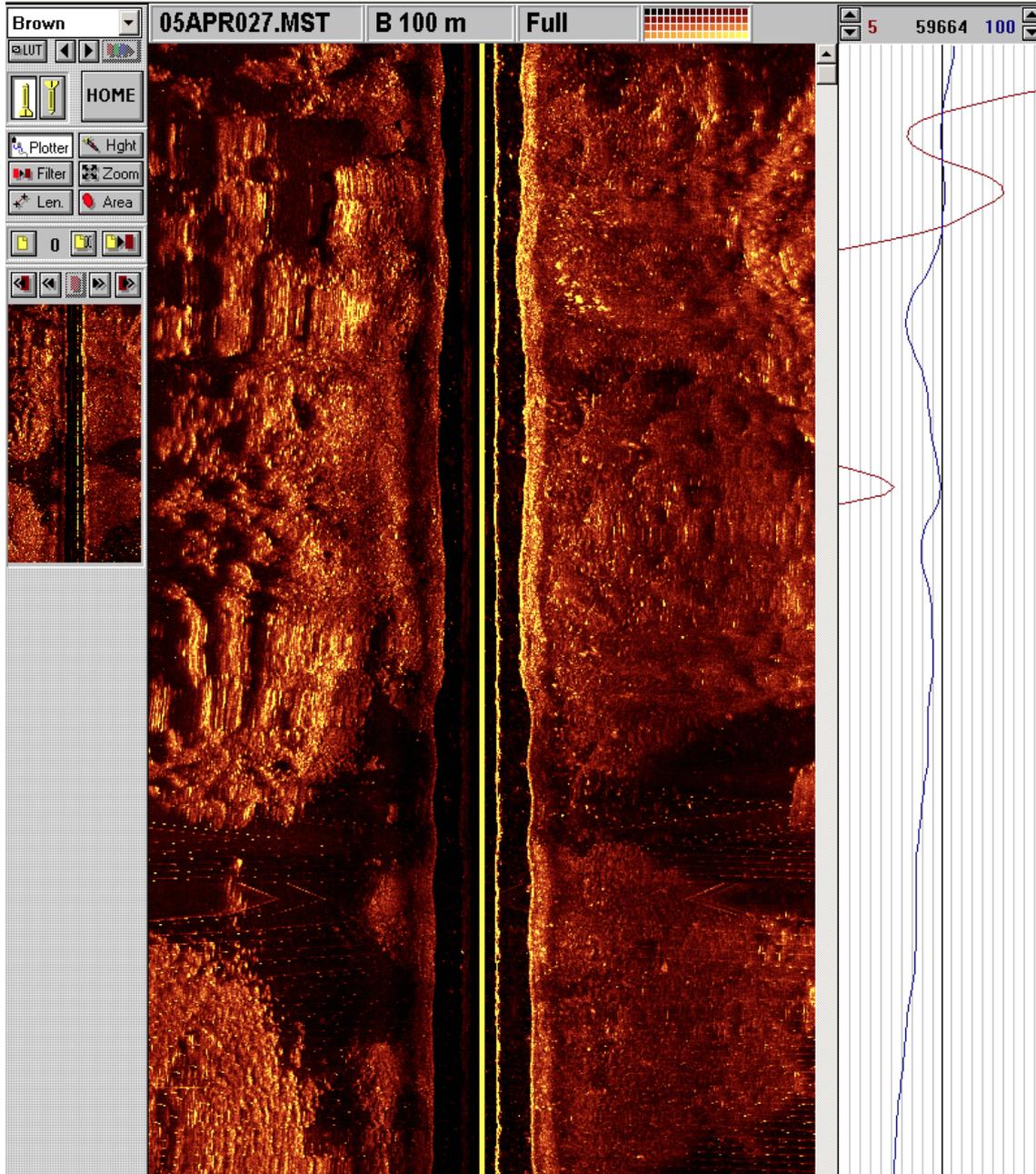


Figure 18. Side-scan sonar and magnetometer trace from the Marine Sonic software. The central 'waterfall' is an image of the seabed 100 m on either side of the towfish. The area covered is largely rock with small sand patches. The trace on the right is the magnetometer showing the very large geomagnetic anomalies of several hundred nT. This geomagnetism makes the location of a small vessel like the *Electra* extremely difficult.

It was quickly discovered that the region has a high level of geomagnetism, probably associated with the geology of Cape Naturaliste. Since the ground was also a mixture of rock and sand the survey was abandoned. It is hoped that a more

comprehensive survey can be undertaken in the future now the nature of the area is known

CONCLUSIONS

The *Geffrard* survey showed that the site discovered is almost certainly the *Geffrard*, the remains indicate a composite built vessel. Since the *Ella Gladstone* was refloated, the only other contenders are the much earlier *Governor Endicott* and the *Halcyon* that are unlikely to be composite built. As noted, the *Governor Endicott* and the *Halcyon* are unlikely to be found in the mooring area to the west of Quinalup Jetty other than by visual observation or side scan, possibly if the area gets eroded during a storm. The *Mary* needs to be accurately relocated and this should be a relatively easy project. The *Electra* is likely to be more difficult and might need a visual search as well as a detailed side-scan sonar and magnetometer survey.

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- Duivenvoorde, W. van, (ed.) 2011, *The 2009 WA Museum ALA Fellowship Placement: an archaeological survey and corrosion study in Geographe Bay*. Report—Department of Maritime Archaeology, Western Australian Museum, No. 250.
- Henderson, G. & K., 1988, *Unfinished voyages: Western Australian shipwrecks 1851–1880*. University of Western Australia Press, Nedlands.
- Worsley, P. & J., in press, *Capes of Sunset, Western Australia's maritime heritage between Peel Inlet & Flinders Bay*.