

WRECK INSPECTION

NORTH COAST

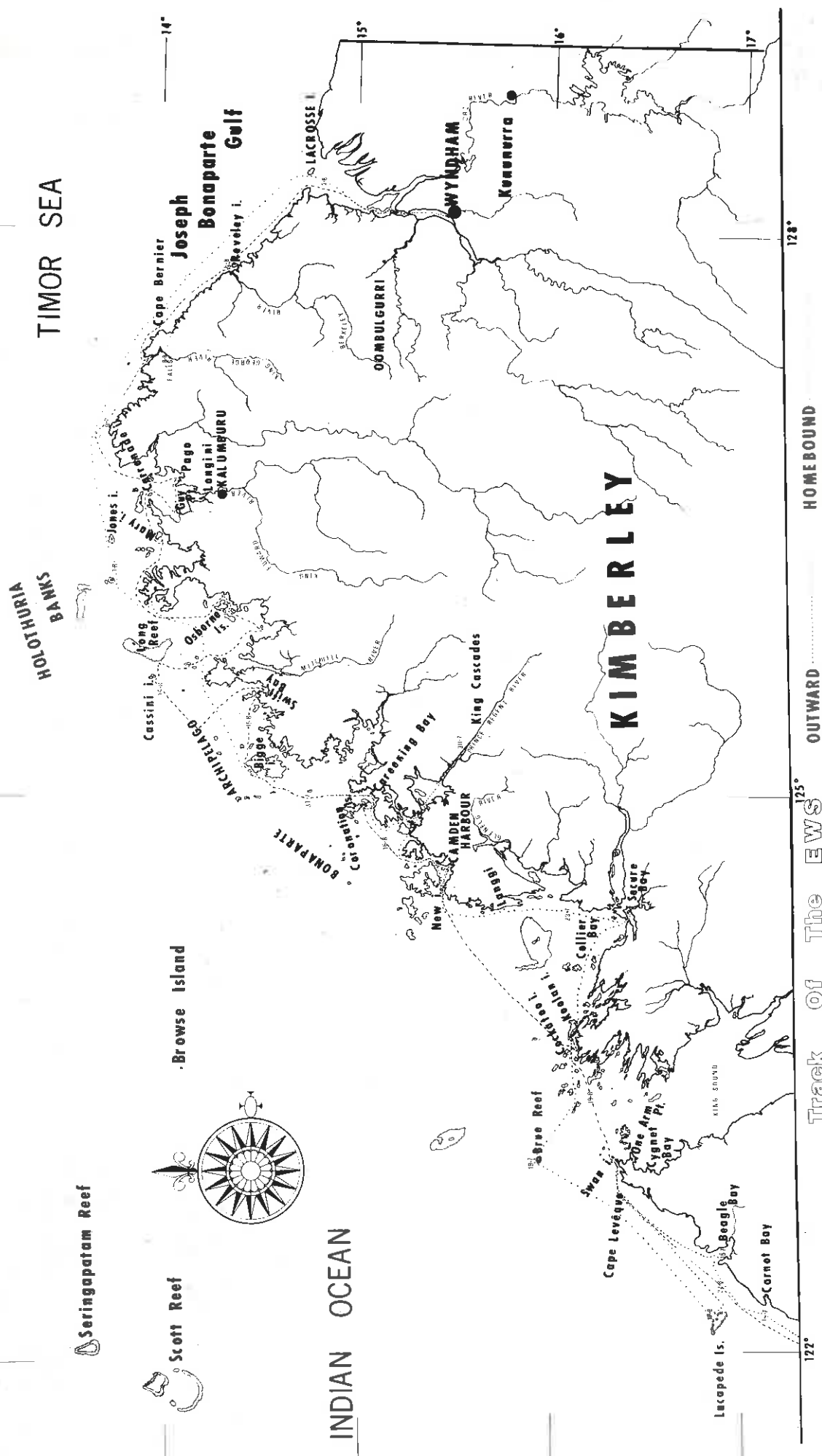
(WINC) REPORT

1978



SCOTT SLEDGE

Report—Department of Maritime Archaeology, Western Australian Maritime
Museum, No. 11

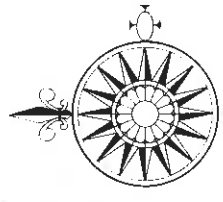


TIMOR SEA

HOLTHURIA BANKS

Seringapatam Reef

Scott Reef



Browse Island

INDIAN OCEAN

Joseph Bonaparte Gulf

KIMBERLEY

HOMEBOUND

OUTWARD

Track of The EWS

122°

125°

128°

14°

15°

16°

17°

Lacapède Is.

Cornet Bay

Cape Leveque

Swan

187°

188°

189°

190°

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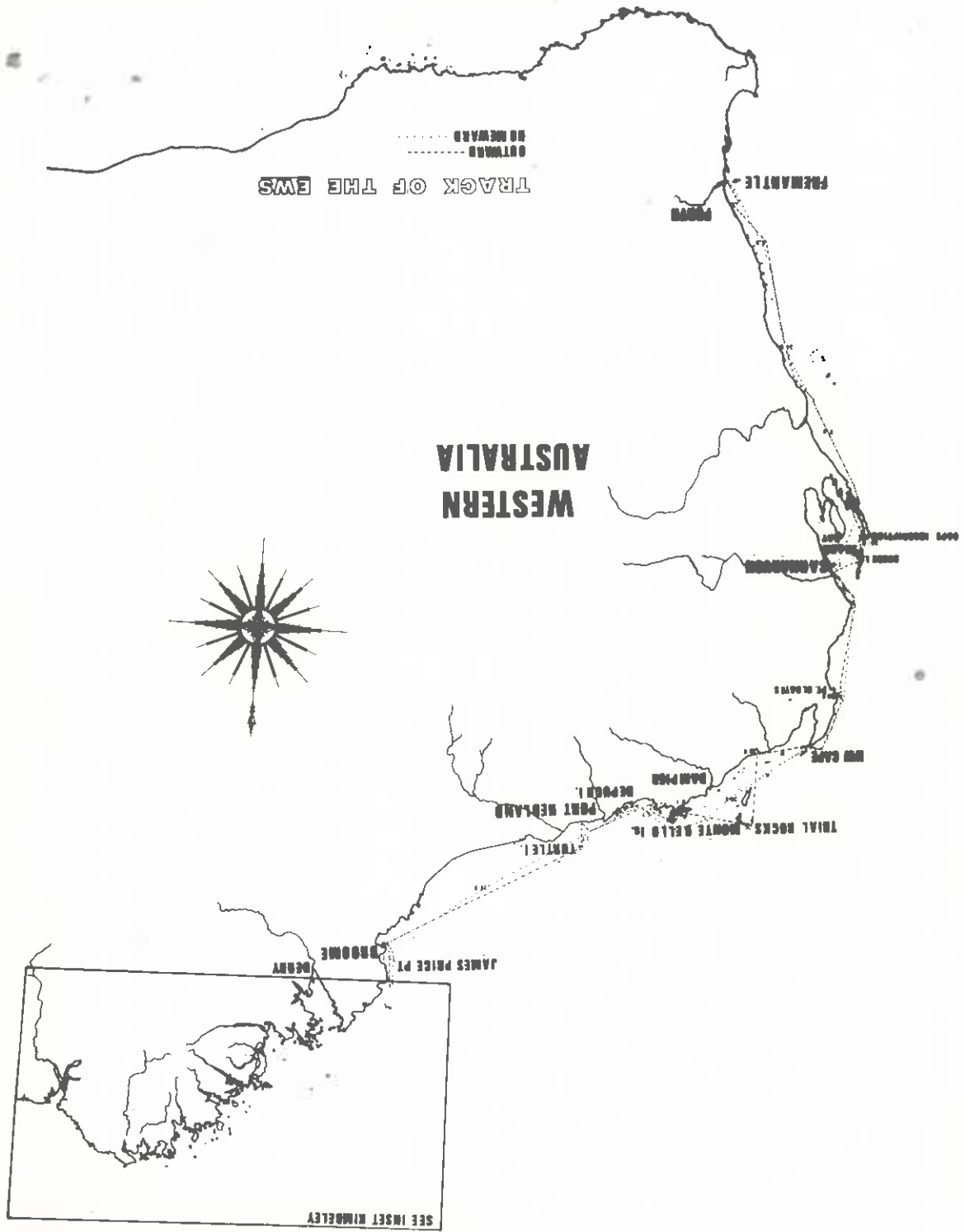
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299°

300°



WRECK INSPECTION NORTH COAST (W.I.N.C.)

EXPEDITION 1978

Report of investigation of shipwreck and historic sites along the North and Northwest coasts of Western Australia, June-September 1978.

by Scott Sledge,
Assistant Curator,
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Finnerty Street,
FREMANTLE, 6160. W.A.

This compendium of site inspections is dedicated to the

Western Australian Museum Board, and the Australian Research Grants Committee under whose auspices and basic funding this work was undertaken.

It is also dedicated to the memory of Jim Stewart, lately of this department, who died during fieldwork, 9th September 1978: A man whom I could confidently trust with my life.

Scott Sledge

May 1979.

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INTRODUCTION

The Museum's responsibility towards Maritime Archaeology includes the inspection and assessment of "new finds", defined as historic shipwrecks, and maritime history sites, and associated relics, whose exact nature or location was previously unknown to the Museum. This is the aim of the Wreck Inspection Programme. Recording of the exact location and basic condition of all known maritime archaeological sites is necessary for a genuine assessment of the State's extant and potential maritime heritage.

Because of the complex logistics of fieldwork investigation over so expansive a coastline, the Australian Research Grants Committee has contributed to this project for three years, 1976-78.

The most remote - and therefore difficult - section of the coast was investigated last, during an 11-week vessel-based operation. The Broome-built ex-pearling lugger EWS was used, and, while slow, proved suitable to the task and conditions. At an average speed of seven knots, a large proportion of our time was spent in transit. We could not afford the time to do more than a preliminary study of any site. On the other hand, more than 50 sites were visited, and 28 wrecks recorded.

This report contains a description of the wrecks and historic sites investigated during the North Coast (W.I.N.C.) Expedition. Between the beginning of 1976 and the end of this Expedition in September 1978 the Museum's wreck inspection team attended sites in every sector of this State's 7,000 km coastline. The details of more than 100 wrecks have been recorded. Although the Wreck Inspection Programme will continue to function, as new finds are continually being reported, the fundamental aim of the A.R.G.C. - assisted project has been achieved.

ACKNOWLEDGEMENTS

In addition to the Museum and A.R.G.C., who provided the basic funding, the Expedition is indebted to the following for providing additional financial and material assistance:

MacRobertson Miller Airlines (particularly Ron Milton) - for providing flight accommodation for pre-expedition liaison, and for the requisite personnel movements.

Channel 9 & Sunday Times - for funds and news coverage.

Woodside Petroleum Development Ltd. & Broken Hill Propriety Ltd. - for funds and services, particularly for repairs assistance at Koolan Is. (BHP).

Beaufort Air Sea Equipment - for donation of 4 metre inflatable Beaufort boat.

Honda Australia Ltd. (part. Greg Axford) - for the loan of two Honda Z-50 mini trail bikes.

Coastal Electronics, Fremantle - for installation and maintenance of Kodon Radar set.

Bob "Valdini" Thurlough - for electrical wiring and loan of his portable S.C.U.B.A. tanks compressor.

Lands and Surveys Department of Western Australia - for donation of maps.

Swan Breweries - for donation of 2 cartons of beer.

Pearls Proprietary Ltd. (part. Kim Male in Broome) - for liaison and boat repairs assistance.

David Thompson - for the loan of his vehicles at Wyndham.

Benedictine Missionaries at Kalumburu - for information and fresh vegetables.

Kalumburu Community - for information and transportation.

Cockatoo-Koolan Is. Community (part. Roger Pettman)-for reserve fuel, liaison and hospitality.

Preparation for the Expedition involved many heads and hands. In addition to Expedition members listed separately, thanks are owing to Rosemary Harper, George Green, Lindsay Hill, Fairlie Sawday, Avon Lovell, Kevin Young, Robin Reid, Jeremy Green and Neil North. Special thanks to Bill Fleay and his staff at Harbour and Lights Department, Fremantle Fishing Harbour.

Aside from those mentioned specifically in the text, historical research assistance and information was supplied by John Paterson, Warren Robinson, Michael Lorimer, Mike McCarthy, Bruce Melrose, Richard McKenna (M.A.A.W.A.), C. Campbell MacKnight (A.N.U.), F.H. "Slim" Bauer (A.N.U. field station, Darwin), Colin Jack-Hinton (N.T. Museum).

Special thanks go to Myra Stanbury, who acted as my principle research assistant, and the Registrar of British Shipping, H.M.C. Customs, Fremantle for access to records.

An important starting point for all research was our departmental reference files, compiled primarily by Graeme Henderson.

Much of the documentary evidence contained in the Annotated Documentation section of this paper is housed at the Battye Library, Perth. Margaret Metcalf and her staff (part. Kandy Jane Henderson) have been very helpful in facilitating the research.

Preparation of the report owes a great deal to the following persons:

Erlinda Lawson and Marion Konstantinu - typing the final draft.

Anne Owens - proofreading and indexing the text, and making the coffee.

Myra Stanbury - drawing figures No. 26, 27, 49, 50, lettering fig. 54 and all artifact drawings for Appendix E except No. 1636.

Pat Baker - all photographic illustrations except Fig. No. 9, 13, 35, 52, 60&71; prints, drawing fig. 70.

Rosemary Harper - drawing figures No. 59, 236.

Geoff Kimpton - drawing figure No. 8 and 1636 (Appendix A).

Mike McCarthy - drawing fig. no. 236.

Scott Sledge - drawing frontispiece (2) & figures No. 18, 19, 23, 24, 25, 45, 55 and 66. Photos 9, 13, 35, 60 & 71. Arr. figures 14, 15, 22, 28, 29, 30.

Michael Lorimer - lettering figures No. 24, 25, 45 and pt. frontispiece.

Brian Stevens - photography and prints of line drawings and maps.

John Carpenter - photography of old sketches, figures 38 & 41; prints.

Brian Jacques - who braved the gale to take the cover photo.

The safety and success of the Expedition resulted from the enthusiasm care and competent of each member of the term. However, specially noteworthy were the efforts of Pat Baker, who in addition to underwater and land photography and cine filming (when possible), also undertook the responsibility for provisioning, and contributed significantly to every aspect of the work. Also deserving of special mention is Tony Larard, boat owner and skipper, whose perfect blend of caution and daring enabled the Expedition to reach safety every desired location.

This work would not have eventuated except for the inspiration, information and encouragement provided by Graeme Henderson (Curator, Maritime Archaeology) and Dr. Ian Crawford (Head of Division, Human Studies). I am also grateful to the Museum Director, John Bannister, for his support of the project.

W.I.N.C. Expedition Personnel

1978

Scott Sledge - Leader/Archaeologist (W.A.M.)	22 June-4 Sept
Tony Larard - Skipper	22 June-4 Sept
Patrick Baker - Photographer (W.A.M.)	22 June-4 Sept
Bob Richards - Diver/Engineer (W.A.M.)	22 June-3 Aug
Mark Cliff - Diver (M.A.A.W.A.)	22 June-12 July
Sandra Sofoulis - Volunteer	7 July-9 July
Graeme Henderson - 2nd Archaeologist (W.A.M.)	12 July-21 July
John Izzard - Cameraman/Producer (Channel 9)	9 July-3 Aug
Gavan O'Sullivan - Cameraman's Assistant (Channel 9)	9 July-3 Aug
Richard Hunter - Guide/Informant (Broome)	13 July-21 July
Pauline Larard - Volunteer	21 July-4 Aug
Colin Powell - Diver/Engineer (W.A.M.)	3 Aug -19 Aug
Denis Hancock - News Correspondent (Sunday Times)	2 Aug -23 Aug
Ian Fisher - Volunteer	3 Aug -19 Aug
Peter "PJ" Randolph - Aboriginal Sites Officer (W.A.M.)	3 Aug -19 Aug
Martin Clark - Guide/Informant (Oombulgurrie)	5 Aug -10 Aug
"Left Hand" Jack Karradada - Guide/Informant (Kalumburu)	11 Aug -19 Aug
Myra Stanbury - Research Assistant/Artefact Registrar (W.A.M.)	18 Aug -4 Sept
Peter Yu - Volunteer/Informant (Wyndham/Broome)	18 Aug -25 Aug
George Petersons - Diver (M.A.A.W.A.)	18 Aug -4 Sept
Jim Stewart - Stores Collection Officer	

PREFACE

The text generally follows the chronology of the Expedition. In cases when a site was visited more than once, if it seemed advantageous for the reader, I have broken the chronological continuity to render all observations of that site together.

Short historical notes are included in the text, but more lengthy details, together with my own comments on documentary sources, is given in a following section entitled "Annotated Documentation". This has been done in preference to interrupting the prosaic continuity of site descriptions. Material which is too lengthy, or for some other reason considered unsuitable to fit in this format is given in the form of Appendices.

Times of the day are always given in reference to a 24-hour clock, except when quoting or referring to source material where of the time is rendered in its original form. Similarly, metric units are not used when the original measurements were recorded on another basis, e.g. the dimensions and tonnage of British ships.

In describing depth of water in the text, usually the fathom measure is used. Depth sounder on EWS read out in fathoms, as did most Admir. charts of the areas under investigation. Metric depths are given wherever practical. Distances over water are always given in Nautical Miles, which measurement is the length of one minute of latitude and has not been superseded by metric conversion. Other details recorded during the Expedition are given in metric units.

The position of most significant locations is expressed in latitude and longitude. However, useable-scale nautical charts of most remote areas are unavailable, and in some areas hydrographic surveying has not been completed. Therefore, many positions are also expressed as six-digit grid co-ordinates on the metric Universal Grid Reference (UGR) system, as used by the Royal Australian Survey Corps in the production of the modern maps. We carried the 1:100,000 and 1:250,000 series maps, which were available for most of the area under investigation. The UGR numerals and letters preceeding the numbers identifies the 100,000 metre square zone on the world map. The 6-digit number pinpoints a 100 metre square. If several locations are described in the same area, the zone designation is omitted in the text.

In describing wind force, the Beaufort scale, a numerical rating of wind by velocity, as follows:

0.	Calm	0-1 kn
1.	Light airs	1-3 kn
2.	Slight breeze	4-6 kn
3.	Gentle breeze	7-10 kn
4.	Moderate breeze	11-16 kn
5.	Fresh breeze	17-21 kn
6.	Strong breeze	22-27 kn
7.	Moderate gale	28-33 kn
8.	Fresh gale	34-40 kn
9.	Strong gale	41-47 kn
10.	Whole gale	48-55 kn
11.	Storm	56-65 kn
12.	Hurricane	Above 65 kn

ABBREVIATIONS used in Text.

- HW - High Water or high tide
- LW - Low Water or low tide
- HWM - High Water Mark
- EHWM - Extreme High Water Mark - the line on shore marked by flotsam which indicates the highest point the sea reaches during rough weather (such as cyclones).
- MHWS - Mean High Water Springs
- MHWM - Mean High Water Mark
- ISLW - Indian Spring Low Water - the lowest tide of the year
- ISHWM - Indian Spring High Water Mark
- m - metres
- L & S - Lands and Surveys Department
- NLWM - Neaps Low Water Mark
- NHWM - Neaps High Water Mark
- OA - Over all
- LOA - Length Over all
- vis. - visibility, usually referring to the clarity of water as a diver sees it
- YM - Yellow Metal, an alloy of copper, zinc, lead, and trace elements. Muntz metal is one such.
- UGR - Universal Grid Reference system
- ETA - Estimated Time of Arrival
- LH - Left Hand; usually prefacing "Jack" as in Left Hand Jack Karadada
- RH - Right Hand
- c. - circa - about, approximately
- PC - Police Constable
- MAD - Maritime Archaeology Department (W.A. Museum)
- U/W - Under water; underwater
- Kn - Knot; One Nautical Mile per hour.
- WW - World War

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WING SITE DESCRIPTIONS
SHARK BAY TO KCOLAN ISLAND

S. Sledge

Cape Inscription

From 24-26 June 1978, our anchorage was in Turtle Bay, Dirk Hartog's Island Lat. $25^{\circ}29'S$, Long. $112^{\circ}59.7'E$. From our position 300m offshore the tramway landing, we proceeded west along the cliffy, rocky shore. Several spots show sand beach, but fronted by rocks, awash at low tide. Only one spot was navigable in our Beaufort inflatable boat (which requires only 15 cms depth). This is a small sand beach bisected by a reef of rocks. The cliff above the landing spot proved not too difficult to ascend and we emerged just by the two square-cut posts stuck in a vertical cleft in the fossil limestone cliff-top. We could see the Beaufort on the beach, about 100m to the east. There were many late-19th and early-20th century bottles to be found near the posts. The posts were put in by the W. A. Government in 1908 to commemorate the posts left by Dirk Hartog and Capt. J.F.E. Hamelin.¹ They were enclosed by a rectangular fence composed of chains looped from six iron posts (fig. 2).

The Cape Inscription Light House bears a plaque calling attention to the place by the cliff edge where the early navigators left details of their landing. Dirk Hartog's in 1616 being the first fully recorded European visit to Australia (fig. 3). The plaque was placed in 1938 by the Commonwealth Government and W. A. Historical Society on the Light House, situated about 120m NW of posts. Immediately to the south is the Light House keepers' quarters. The roofs are gone, but the buildings are in fair condition. From their concrete and plaster construction and not far-advanced state of deterioration, I surmise that the quarters would not antedate the present Light House, and would have been abandoned not more than 20 years ago. This is conjecture, however as I have no information.²

On the other hand, due west of the residence about 50m distant, a modern helipad of square design laid on transported gravel, bears the inscription of the builders, crewmen from the Light House Tender MV Cape Don in 1975. All the aforementioned details were photographed.

I walked along the clifftop and scanned the foreshore and reef, which was awash with the tide out, for signs of wreckage, but nothing could be seen of the 22-ton vessel Beagle meant to have wrecked totally "on Cape Inscription" in 1904.³

Pat filmed the post replicas (if they can be so called), the plaque and the Light House, as well as the team leaving the lugger and arriving at the landing below Cape Inscription in the Beaufort.

Levillain Shoals

In the afternoon of 26/6/78 the EWS motored out from Turtle Bay, intending to anchor close by the northern edge of the shoal showing on the Admiralty Chart 1056 and Aus 331 as two crosses close together, surrounded by a long thin oval of bottom less than 4 fathoms deep. The northernmost rock (near which the brig Macquarie must have wrecked in 1878 with her general cargo from Colombo bound for Shark Bay)⁴ should, by Chart, lie about 1 mile off Cape Levillain on a magnetic compass back bearing of 291°. Perhaps due to the high bright overcast sky, our vision could hardly penetrate the surface. But we could see that there was no dark spots to indicate rock against the light sand bottom. We were perplexed, as we expected the site of the rocks to be conspicuous. After several hours of moving about in the Beaufort and swimline searches by Mark, Patrick and myself, Bob accompanying in the Beaufort, Tony keeping watch on EWS, we determined that the crosses on the chart must not mean rocks near the surface, but instead high points on the smooth sand shoal which could break in very rough weather. We anchored over what appeared to be the Shoal, which measures on the chart, inside the 2⁴/₄ fathom line. 1.8 miles North-South, with an average width of less than ½ mile East-West.

The hand-held compass showed the position where the EWS was anchored to be 294° to the Light House. The radar showed 0.8 miles from C. Levillain. The main part of the swim search was in a N-S direction, in line with EWS, from 270° to approx. 310° to the Light House, the depth of water ranging 2-6 metres, always over corrugated sand bottom. The current was setting S by SE to approx. 1¼ kn increasing to 2 kn near the bottom. We saw no evidence of rocks or wrecks: I surmise that a wreck would break up if stranded on the exposed sand bank in heavy weather and only heavy objects would remain. These probably would be quickly covered by sand. A metal detector or magnetometer search might reveal the site location, unless the Macquarie was heavily salvaged just after her wrecking - which seems likely given the shallow water and the usual calm conditions. If still present, heavy objects such as anchors probably become exposed occasionally.

I believe that within a limited area this sand shoal moves around a fair bit. The observed position of the shallowest part was at variance with the position marked on the Chart by about 250 metres.

SE Dorre Island

Coming North from Levillain Shoals the EWS passed ½ mile to westward of the reef where William Dampier scraped barnacles off of the Cygnat in 1699 and which now bears his name. This is the only obstruction in Naturaliste Channel, which is named after Hamelin's corvette consort to Baudin's expedition of 1801.⁵ We traversed the 14 miles to where Cape St. Cricq, the southern extremity of Dorre Island (which is locally pronounced Dōrē, a sort of bastardized French, which is misleading, as I am informed that Dorre [Dōrē] Island was named by the Dutch).⁶

The purpose of sailing past Dorre Is. was to see how the coast lies, as a reference to an unidentified wreck on our files is the story of Edward H. Angelo who in 1905 "found while fishing off a cliff on SE coast of Dorre Is. which appeared to roof a large cave or cavern that ran inland from the sea", a very old wreck about 80' long, the wreck of a 2-masted vessel. Though there was much weed on the bottom he could see an anchor and "skeleton" of the vessel.⁷ As Dorre Is. is 27 km long, the "SE coast" could be interpreted as a big area, and his sketch map is rather imprecise.

However, we only saw two likely-looking spots: one about $\frac{1}{2}$ mile, and the other about $2\frac{1}{2}$ miles north of Cape St. Cricq. Both are places where a flat shelf of limestone fronts the water and is undercut to form caverns arching down into the water. As the hour was late and we were behind schedule, I chose not to stop to investigate. Not enough light was available to see into the water, and each area was about 400-500 metres of coast, and each with a dozen caverns, possibly fitting the description.

A return to this spot in future might be worthwhile. I think a swim over these stretches (where there is no surf, incidentally) would be conclusive. The depth of water over the submarine shelf is charted as 5 fathoms 5 feet at Cape St. Cricq to 3 fathoms 3 feet at the more northerly area-plenty of depth for the draught of such a vessel to come up to the cliffy shore.

The "SE coast" must be considered no further north than White Beach Landing. The submarine shelf fronting the coast, at that spot is 2 fathoms 3 feet on the Chart and becomes rapidly closer to the surface until it has no more than one fathom over it at Castle Point. Uranie Bank (named after Freycinet's vessel, 1818)⁸ shoals to less than one fathom depth east of White Beach.

White Beach is actually sand and appeared a good landing. Another landing site is near the more northerly likely area about 3 miles from Cape St. Cricq and looks as if it has had modern usage - probably to service the navigation light on that Cape.

We rounded Uranie Bank abreast of Quoin Bluff (Nth) and motored 29 miles across the glassy Bay watching the mesmeric sparkle of phosphorescent plankton in our bow wave, to the new fishing boat harbour behind Mangrove Pt., Carnarvon.

Gascoyne mouth (South) Wreck

27/6/78 - We offloaded one of the Honda Z50 mini-trail bikes (loaned by Honda Australia Ltd. for the Expedition), and I did a bit of reconnaissance. North of the peninsula created by the

harbour construction, I noticed the hull of an iron boat approx. 14m in length. I asked the Harbour Master, who didn't know its name, but said it was an abandoned landing barge of the type used by the Z Force in the islands of Holland during WWII. He said that it would have been built before the war and abandoned not long after. I do not think it would be of any interest to the Museum.

S.S. 'Perth' - Ningaloo Reef, Point Cloates

28/6/78 at daylight we had Pt. Cloates light in view. Because of the low swell experienced during the night, I was hopeful that we might be able to approach the Perth boiler on the outer edge of the barrier reeftop from seaward. However, as we brought EWS in near the reef it was apparent that even a low swell lumps up dramatically. We could safely bring the lugger no closer than 800m. Pat attempted some filming, at my request but the roll of the vessel will make the film shot useless in his view.

The Chart shows leading beacons for Norwegian Bay on a compass bearing 117° , but we resorted to a masthead lookout and confidence in Tony's experience to bring us safely through a lumpy channel through the reef. Once we were well inside, we could finally see the triangular leading markers - a pale dun colour blending with the background of sand and scrub. We motored slowly south inside the reef, sounding 5 fathoms, until abreast of Fraser Islet $\frac{1}{2}$ mile to westward, where the bottom shoaled to 4 fathoms and coral bommies threatened. Here we anchored, and all five of us proceeded in the Beaufort SSE a distance of three miles. The water was very shoal, even endangering the shallow draught of the inflatable.

As in 1974 a fair current, perhaps $1\frac{1}{2}$ knots was setting to eastward across the reef, and surf broke over the boiler and broiled about the wreckage of iron hull plating lying awash abaft the inside edge of the reeftop. Mark, Bob and I attempted to reach the reeftop and thus the boiler which I had failed to reach in 1974. The surf was somewhat less powerful than on my previous visit.

After several dangerous instances of losing my grip on the sharp oyster-encrusted iron wreckage and being rolled back, I gained the reef top. The whitewater came across only calf-high, but had such power that I kept my footing not an instant, but was whisked away completely powerless to halt or impede my retreat. I had taken care to gain the reef at a spot which did not front the iron hull wreckage, and so was not injured. A short search of the down-current inshore reef area turned up a bent and eroded brass pipe, about 5 cms diam. by 1.60m long, and two bottle fragments of a type consistent with the date of wrecking 1887. The bottle fragments were kept for the collection. The Perth was the first of the Adelaide Steamship Company vessels to be wrecked on the WA coast. More, this wreck was the first suffered by that company, which was formed in 1875 and entered the WA trade in 1883. The Perth was bought by A.S.S. Co. as the 'Penola' in 1884 and⁹ renamed after refitting with new engines and boilers in 1885. Subsequently the 499 gross tonnage steamer was used alternately with other company vessels to service the growing WA coastal trade.

However, it is unlikely that any material of historic interest will be recovered from the surf-ravaged ruins of this small steamer and conditions will effectively preclude any systematic recording of the site, so I can see little archaeological value in the wreck. The conspicuous boiler has miraculously survived these 91 years, but shows signs of deterioration and is unlikely to remain in its position intact more than another five years. This position is nearly due west of the conspicuous beachside shearing shed of Ningaloo Station and just north of west of the disused Light House. No proper bearings taken due to the turbulence of the water. Pat took photos from the dinghy (fig. 4).

Bearings from a nearby spot and a further description of the wreck site, can be found in the following excerpt from my earlier visit:

17/11/74 Weather: fine, cool. Winds: stiff breeze, gusting from SE to SSE and by evening back to SE, 20-30 knots. Seas: high, frothing chop, moderate swell breaking 2-3m on outside reef; strong inshore current all day.

Motored 'Turtle' nearly due west towards conspicuous boiler rising approximately 2m above the reef. Continued west about

500m after crossing inshore reef until the propeller struck, breaking the prop spring. We immediately dropped the pick, mooring approximately 100m NE of the wreckage, part of which could be seen in the soup on top of the outside reef. According to Ningaloo station owner, Edgar Lefroy this is the Perth.

The following bearings were taken:

Magn. Compass:

- | | |
|-----------------------------------------|------------------|
| 1) Wealjugoo Hill crest | 030 ^o |
| 2) Pt. Cloates Light House
(disused) | 105 ^o |
| 3) Point Cloates | 137 ^o |

Sextant Angles:

- | | |
|------|-----------------------|
| 1-2) | 75 ^o 04' |
| 2-3) | 31 ^o 06.5' |

Vertical angle top of Light House to waterline 0^o18'.

Because the water was not more than 2m deep between our anchorage and the wreckage, I decided to walk out, but this failed due to strong currents and crumbling sharp coral. I turned back to fetch my flippers. Clutching measuring and recording gear in one hand and using the other to pull ourselves along against the current, which was too strong to swim against more than a few metres at a time, we eventually made the reef top which was awash. Thinking to stand and raise myself out of turbulence which carries one away at a tremendous pace when one loses hold of the bottom coral, I rose up triumphantly to look around. I maintained my footing at least 5 seconds before the first wave broke and washed me away, bumping painfully across the jagged coral.

Eventually, and with much difficulty, we gained the lumps of wreckage which lay awash. All about these lumps, besieged by tumbling surf, pieces of iron hull plating fastened with riveted L-shaped angle iron ribs lay on the bottom. In vain we searched for some identifiable or measurable section among the morass of corroded, oyster-covered iron, all the while hanging on tightly to anything stout enough to hold us in place in the furious turbulence of the surf.

Let us say that conditions were less than ideal. We quailed at our prospects for remaining alive should we attempt to reach the boiler 20m distant on the outside edge of the reef. The swells breaking there sent water spraying out of holes in the boiler like it was a bursting water main. This site should be seen in flat calm weather at spring low tide. If any small artifacts remain amongst

the wreckage on the reef, I should be very much surprised. At any rate, we didn't find any.

Losing our hold, we allowed the racing current to speed us along towards the boat. On the way, I noticed two broken iron water or fuel tanks. I managed to pick up a bent and eroded length of copper tubing and a broken red brick. I neglected to mention, but on one lump of wreckage on the reef a bit of the wooden decking remained. It was some hardwood, probably oak.

S.S. 'Fin' - Frazer Islet, Norwegian Bay

28/6/78 -After visiting the inshore reef of the Perth site, we returned via Frazer Islet where the 1923 wreck of the whale chaser Fin lies almost upright on her keel some 200m WSW of the current shoreline. As the details of the wreck were recorded during an inspection in 1974, we did no more than photograph from the dinghy.

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17/11/74 A reconnaissance of the barren sand islet turned up a few bottles, bits of wooden flotsam, fish and whale bones, a crumbling unopened food tin and lumps of coal. A hundred metres south of the island lies an overturned iron-girder light tower and 40m west of it the remains of an iron steamer which Edgar says is the whaler Fin.

Bearings

Compass: 1) Wealjugoo Hill 042°
2) Pt. Cloates Light House 132°
3) Pt. Cloates 147°

Sextant: 1-2) 91°00'
2-3) 13°17'

Lies S by SW of Frazer Islet in 2-3m water.

A heavy boiler and condenser motor pinioned the small hull against the sandy bottom. On the lee side some of the lower hull remains intact (fig. 5).

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Returning to EWS we raised anchor and put ourselves in line with the channel markers, which are slightly more visible in the afternoon light, before anchoring again to rest and await our midnight departure time. Current to westward exceeded 2 knots and the compressed swells lumping up in the channel made an insecure and uncomfortable anchorage.

S.S. 'Mildura' - North West Cape

We had timed our departure from Norwegian Bay so that we could arrive at NW Cape in the daylight. At sunrise we were in sight of Vlamingh Head Light. Surf was seen pounding the conspicuous wreck of the 1394-ton steamer Mildura wrecked on NW Cape in 1907 during bad weather (fig. 6). No lives were lost except for the cargo of 481 bullocks every one of which perished. Later we found their eroded bones scattered about just above the beach. The surf coming in from the westward wraps around to strike from the north as well, so we brought EWS out around the projecting reef and took the Beaufort to approach from the NE. Tony motored about offshore fishing for mackerel with faint success. My intention of taking bearings from atop one of the boilers was frustrated by the turbulence of the water and the lofty isolation of the boilers. Mark and I carefully picked our way along an iron hull stringer and perched on the eroded condenser tank, from which I could just barely see the Vlamingh Head Light and Pt. Murat wharf. The following bearings were recorded using a plastic sextant:

(Vertical) Light House to HWM (Light House "Sitting" atop a closer ridge)	05° 55'
(Horizontal) Light House to central radio mast	62° 35'
(Horizontal) Pt. Murat Wharf to radio mast	39° 32'

Hand held compass (result dubious because of iron hull below) showed the axis of the wreck to be directly N-S, bows on the beach, some 180m distant. The extremities are not easily distinguishable. So much of the hull has broken away, falling on either side and into the middle, that we could only identify the stern by the row of prop shaft mountings which upon the keelson at the northern end, and the bow by the discovery of the port and starboard hawsepipes each in 2m of water on their respective sides of the stem post, and inshore a metre or so. The cylindrical boilers both measured 355 cm in length and 410 cm diameter. They should each weigh about 52 tons and generate 200 p.s.i. working pressure according to Desmond's tables.¹⁰ The condenser tank appeared also to be cylindrical and measured 253m length by 264 cm diameter.

A few common fire bricks were seen concreted to the wreck, and a number of curious grate-patterned whitish-grey slab bricks. Nothing else of a small artifactual nature was found - nor is likely to be found without great effort and some danger.

Pat took photos from the Beaufort as Bob-a-job fearlessly cowboy-ed the dinghy around in the cresting surf. The Beaufort is well-suited to surf conditions, as it doesn't pound, and doesn't broach as easily as conventional aluminium dinghies.

Although the date of wrecking is only four years off from our consensual 75-years-old rolling date for historic significance, I don't believe that it should be considered a site of much archaeological or educational potential. All aspects of its historicity have yet to be considered.

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N.B. I was later told by Cec Piesse (see p.11) that the Mildura struck on the reef just north of NW Cape, and later was shifted to the present position by a cyclone.

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'Trial' Wreck - Trial Rocks, NE of Monte Bellos

We left Onslow (Beadon Creek) in the evening of 30th June in order to be at Trial Rocks at daybreak July 1st. We had arranged to meet Hugh Edwards, along with Ben Cropp and his crew on the Beva there. When we arrived a strong SW breeze was blowing forces and EWS' decks were wet with spray and splash. The swell was low but surf was breaking around the rocks which were in many places awash as it was low water. We were able to pass within 35m of the visible rock and Pat shot some film. We decided that the wind was too strong to work safely in a dinghy. Pat and I contemplated swimming in with SCUBA. The surge seemed unlikely to be bad, as only a small surf was breaking over the exposed rock, the occasional large breaker cresting outside.

Ben Cropp's boat Beva, anchored in Hermite Lagoon, contacted us by radio to say that they would not be joining us because of the high wind.

None of us had hitherto been to the wreck although Tony had fished near the rocks before. As we did not know exactly where the site was and didn't have any knowledge of the local conditions, particularly currents, it was decided in the end to go to Hermite Island, and shelter near the lugger Voltaire at Lugger Cove.

Parkes Lugger wreck (Unidentified) - Hermite Lagoon, Monte Bello Is.

I met and talked with Cec Piesse (a distant cousin of No. Fremantle boatbuilder Dez Riese) who is the owner of Voltaire. As retired master pearler he is widely regarded as an expert on north coastal waters. He was, in fact, very helpful, and gave us some useful information re wrecks and anchorages.

2/7/1978 - following Cec Piesse's instructions we took the Beaufort about 300m south of our anchorage near the WAPET mooring buoy to a spot just off a little point of rocky limestone on the east side of the lagoon, opposite and a bit north of Lugger Cove, where the remains of Frederick Lee Parkes' lugger camp still lie. According to Cec, Parkes owned a fleet of about six luggers at the outbreak of W.W.I. In 1914 Parkes went off to join the fray sending his fleet [probably] to Cossack. The vessel under inspection was being refitted at that time at the camp. As she was yet mastless, this lugger was anchored and left somewhere in the lagoon, Parkes believing the War would be over in six months. The War was not over in six months, and F.L. Parkes never returned. His tool shed stood locked, unmolested well into the thirty's. The lugger, left to its own devices, either broke away from its moorings or sundered from her bow and sank.

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The Customs Department (Registry of British ships) at Fremantle show a number of vessels were owned by F.L. Parkes both solely and in partnership (with Herbert Maurice Parkes; J. Denman). Of these the Hawk, Cutty Sark, May and Penguin were lost before 1911.¹¹ The Register of Wrecks & Casualties lists Choffinch, Ibis, Redbill, Albatross and Lapwing all damaged in the 7th February 1911 cyclone.¹² The Register says the Lapwing became a "total wreck near Monte Bello Islands", though the Registry cancellation note puts the location as Onslow.¹³ To add further confusion, the Curlew which had belonged to Parkes and Denman until sold to A.R. Harding in 1906 is listed in the Register as "wrecked in Lagoon, Hermite Island, Monte Bello Group". However the Registry cancellation note gives the location at Onslow on the same day, 6th February 1911.¹⁴

The wreck is in 3 to 6m depth about 10-20m offshore. Mark and Bob went to the spot described and could see the wreck with a glass-bottomed bucket.

We brought the hookah there and set up on shore. Bob and Mark began to measure and draw. Tony and I anchored over the wreck and took compass and sextant bearings. Pat took photos U/W and surface film. Ben Cropp, who had asked to film us working, brought over Hugh Edwards and Wally Gibbons who filmed activities.

Visibility was in excess of 10m, with a slight southerly current after the start of flood tide.

The axis of the site is SW-NE, stern inshore. The wreck lies over on its port side, which had collapsed so that the side of the keel (and port timbers) lies flat against the bottom. (Fig. 7) starboard side is missing. At the stern a small brass rudder gudgeon was found partly buried in sand, and still attached firmly to the hard keel wood (Cec said the type of wood indicated she was built or greatly repaired at Broome where Wandoo was used), a stern post staple of brass was seen. (Fig. 8)



The keel runs virtually intact from this staple 10.20m forward, but no clearly defined bow section was noted.

Forward of the keel scattered knees and planks extend about 3m to a rectangular iron box 1.60 x 0.70 x 1.07m with the top eroded away. I believe it is a water tank.

The portside timbers lie south of the keel and extend out to 2.20m. These consisted of Wandoo frames (section measurement 11 x 5 cm) with carvel planking about 3 cm thickness of a lighter wood, which is quite soft. Keel section 10 x 20 cms. Deadwood on top of the keel at the stern measured a height of 65 cms above the grass staple. What appeared to be a part of the stern (or keel) lay in deeper water a few metres N of the SW end of the intact section of keel.

A large amount of copper sheathing was evident and the planks were fastened by copper. Samples were taken. The pintle was also recovered for the collection. No other small artifacts were located, which is explained by the fact that the lugger had been under repair and

was not fitted out for the sea. It is unlikely therefore to yield much of artifactual significance, but is possibly of interest for a study of constructional details.

Bearings recorded:

Parkes Lugger Bearings

Magn. Compass

1. Conspicuous observation shed south of lagoon (east edge) 168^o
2. Hill marked 29m on chart AUS 742, being the summit on the western end of the first hill west of shed (No. 1) 193^o
3. Edge of limestone point above HWM being the northern terminus of the bay at Lat. 20^o29'S 211^o
4. Edge of limestone point above HWM being the southern terminus of the bay called Lugger Cove, containing the remnant of Parkes' lugger camp 283^o

Sextant - after correction for 14' error

- 1 - 2 = 14^o52'
2 - 3 = 35^o06'
3 - 4 = 63^o36'

Position :

28^o28.6'S Lat.
115^o31.35'E Long.

'Trial' Wreck - Trial Rocks, N.W. of Monte Bello

(see pp. 10 & 11)

3/7/78 - Despite optimistic weather forecasts by all of us, the easterly wind freshened after midnight, and strengthened from the ENE and NE to about force 4 by midday.

After further consultations with Ben Cropp and Cec Piesse, we got underway about 1100, Pat going ahead in the Beaufort to film the EWS' progress. We raised the main sail and jib off the south end of Tremouille Is. and the fresh ENE wind filled them beautifully. We passed Beva who filmed extensively, but declined to accompany us to the Trial site because of the wind. I was determined to dive the area if the wind was the only unfavourable factor. The Radio forecast low swell and we timed our arrival just prior to the estimated change of tide at 1515.

EWS arrived off the Rocks under sail at 1350 and we made several passes around the southern group of rocks, which at low tide appeared as two lumps of rock awash, one to the SE of the other. As we were unsure where the site was in this group we decided to swim westward along the southern edge of both rocks keeping to a depth of 4-5m. Bob and I each towed a buoy on 10m of line so that the tenders on EWS could observe the movements of the submerged SCUBA divers. One float was to be tied on to an anchor or cannon when the wrecksite was located, the other to stay with the divers, who would shortly return to the lugger with conditions information so that Pat might film.

Our first attempt, after hopping off 200m east of our target zone, failed due to a 2-knot southerly current, which did not abate even at a depth of 10m. We returned to the lugger, adjusted gear and got Tony to approach the SE rock from the SW. The 2nd drop site was just 40m E of a dangerous bommie, which rose to within 2m of the surface.

A gully in this bommie proved to be the main Trial site described by Jeremy Green.¹⁵ Work proceeded as planned. Pat filmed, but with failing light. Pat and I both took site photos (fig. 9). One of the anchor flukes was seen to be broken away and lying loose in the sand. A few small pieces of lead sheet were noticed, and granite ballast stones. These stones formed a trail north from the main site towards the exposed rocks across the 10m-deep sand gully. The sand in the gully is at least six inches deep. Approx. 50m NE of Green's Anchor No. 9 on the edge of coral rock forming the sand gully's northern boundary, two additional anchors were located.

The Museum 1971 expedition was unable to examine this area due to poor conditions. Conditions now were good. Slack water began at 1600 hrs. and by the time we left was slight northerly. Only minor surge was encountered.

As daylight and aqua-lungs' supply were of short limit, a thorough search of this shallow area was not possible. One anchor was almost completely exposed and was slightly less than 2m across the flukes tip-to-tip and its shank running back westward was buried in the sand after 2.5m length. The other anchor was covered with coral and sand, only about 1.5m of the shank was visible pointing NE. Both were in 4m depth, the second about 20m distant to westward from the first described.

On returning back across sand gully I spied a large cannon which appeared intact, with some concretion, protected under the edge

of the rock at the main site side of the sand gully, about 20m from anchor No. 9 on a compass bearing 040^om. The gun lies in 10m depth and was approximately 10 feet in length. This cannon is not described nor listed among the guns sighted by the 1971 expedition.¹⁶

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Subsequent discussion of the site appearance with Jeremy confirmed that the anchor fluke mentioned was seen broken in 1971 and that no obvious changes to the site have been effected in the intervening years.

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'Plym' Wreck - Trimouille Is., Monte Bello

2/7/78 - The Plym is thought to have been an obsolete British RN frigate or destroyer of WWII vintage which was destroyed about 1950 in the first British nuclear bomb test.¹⁷ Cec Piesse tells a story that the vessel was loaded up with TNT and old ordnance just to make a big bang, so that America could give Britain nuclear technology without losing credibility.

At any rate, signs of the test are widespread on Trimouille Island. The location of the vessel when blasted was offshore from the middle of the west coast of the island. Bits of the vessel can be easily found in intertidal zone and up to 400m inland from HWM. (Fig. 10)

The approximate location:

Latitude - 20^o24.4'S
Longitude - 115^o33.7'E

'Colliar' Wreck - Gidley Island, Flying Foam Passage

(See also p.18)

I was told by Ian Blaire in Onslow that the Colliar, a lighter built in 1910 (which resembles the Will Succeed at Onslow¹⁸) was wrecked in Flying Foam Passage, on the Gidley Island side, in Lat. 20^o27.0'S Long. 116^o49.9'E. It was said to be conspicuous at low water in 1963.

4/7/1978 - The EWS passed the location at low water (mid-way between springs and neaps) and nothing could be seen of the wreck. A thorough search was not conducted due to its low priority of importance.



2) Replica historic posts at Cape Inscription.



3) W.A. Historical Society plaqu on Cape Inscription.



4) S.S. Perth, wrecked 1887.



5) S.S. Fin , wrecked 1923.



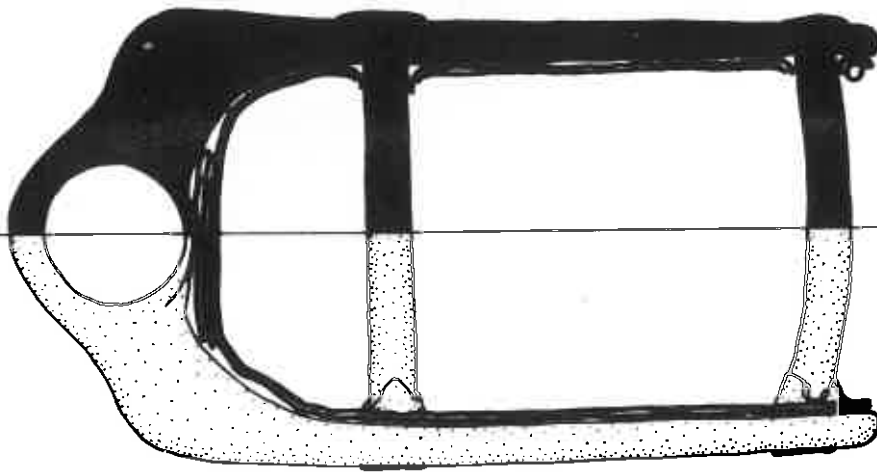
6) S.S. Mildura , wrecked 1907.





7) Parkes' lugger wreck, Monte Bellos.





WI 1905

8) Sketch of brass rudder gudgeon, Parkes lugger.



9) Trial wrecksite, in 1978.



9a) Trial anchors.



10) Plym remnants offshore Tremouille Island.



'Silver Star' Wreck - Cossack Creek

5/7/78 - This wreck was found to lie about 200m south of the land-backed wharf on the old Town side of the tidal creek - the location being that described to me by Dave Nelly and Cec Piesse.

At 10³⁰ EWS was anchored in 3½ fathoms at high tide 400m west of Jarman Island. The team proceeded into Tien Tsin Harbour in the Beaufort 2 miles into the creek passing Reader Head and the old wharf on the way. Pat got some photos of the stone buildings still standing disused except for one which serves as a Roebourne Shire pioneer museum. I shot B & W photos of the Silver Star wreck and of some of the headstones in the graveyard.

The Tien Tsin was involved with bringing the Government party to Camden Harbour, and with taking disenchanted settlers away, some of whom settled thereafter in the Roebourne-Nicol Bay area. The graveyard was searched against the list of Camden settlers for headstones bearing their names. But alas, if any of the disappointed Camden Harbour settlers are buried in Cossack graveyard, no inscription marks their graves. There was however a headstone to Z.B. ERIKSON his wife Minnie and their child Pearl who "drowned in the Flying Foam Passage 10 January 1894". Historical records show the cutter Maud, 31.5 tons, wrecked alternatively at Port Walcott, and in Cossack Creek on that date. There is also an inscription to William Shakespeare Hall, who in 1863 founded "Andover" the first station in Roebourne district.

Finding the name George Woodhouse on the list Tony remembered that his maternal grandfather went by that name. The list shows that the Woodhouse family contained an infant in 1865 who could be Tony's grandfather as Tony recalls that to be the year of his progenitor's birth.

The wreck of the Silver Star is conspicuous because of its boiler, which must stay dry except in the highest of spring tides (fig.11). We visited the site at HW slack. More than 1m of the boiler and a few cms of the eroded broken ends of some of the iron frames stood exposed. The boiler measured 2.43m long and 2.48m diameter. The frames consisted of angle iron bolted together in two ways, thus ; and thus . The interstices were filled with concrete. The planking outside the frames was of a light-coloured softwood, perhaps oregon pine, of 5 cms thickness.

The weather was darkly overcast and rainy, but the water was reasonably clear. The depth over the hull remains at the time of inspection was, in most places, less than 1m. Therefore no diving was necessary.

According to Cec Piesse the Silver Star was a composite built steamer, similar to the Zephyr, and was used as a passenger ferry at Albany. Bill Miller of Pt. Samson Fisheries said that the vessel was brought up to the north to be used as a lighter. When the RAN was preparing for a possible Japanese invasion in 1942, a number of luggers were burnt at Cossack, while the Silver Star was deliberately holed and abandoned. By the end of hostilities the vessel was too badly damaged to be refloated, and has simply remained there rusting. I took photos of the flaking iron of the boiler, of which the top has corroded away.

Position: Lat. 20°40.9'S Long. 117°11.1'E.

Point Samson Unidentified Wreck - Port Walcott

5/7/78 - Arriving off Point Samson at 1450 hrs., Mark and I took the Beaufort in to a spot about 400m north of the base of the jetty, where the shore rock clears to a small area of sand. The tide was five hours into the ebb and the shore was unapproachable because of an offshore reef of sharp rock. However we could see a small boiler and a few other small bits of rusted machinery in the intertidal zone.

I had been told that Bill Miller of Samson Fisheries has an anchor from the wreck beside his shop. An attempt to land on the jetty was frustrated on finding the landing locked after a perilous climb up a ladder from the water. At last, I was run in close at a spot south of the jetty where the rocks were fewer and not so near the surface and I waded ashore, walked half a mile in torrential rain and located Bill Miller at the Fishery. He said the jetty was seldom used, only by Harbour and Lights, and the landing is locked to deter vandalism. The fishing boats use tidal Sam's Creek. He didn't know the name of the wreck but had been told it was a lighter gone aground in a NE storm. He gave me the name of a Mrs Davies (previously Sholl) [ph. 095 272168 who lives at #3 McClarty Road, Safety Bay], an octagenarian who lived many years near Pt. Samson, and who has a photo of the vessel up on shore, also the Silver Star, and the

Minderoo stranded near Hedland.*

The anchor is quite corroded and one part of each palm is broken off, the iron stock is missing, but the ring remains. Length of shank approximately 2.5m and flukes tip-to-tip about 1.6m. I ventured that the size of the anchor indicated a vessel larger than a lighter, but Bill said that oversize anchors are commonplace in the north. He believed the vessel was wooden, and nothing remains of it but the machinery seen by Mark and me, and some very rusted chain. No photos were taken due to the downpour. Mark and I returned to EWS with spirits dampened and clothes soaked. Position of unidentified wreck: Lat. 20°37.5'S Long. 117°11.6'E

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*Subsequent to the Expedition, I visited Mrs Davies. Her interesting collection of photos did not, however, include the wreck at Pt. Samson. She knew very little about that wreck except that the wreck was used for wool lightering.

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'Collier' Wreck - Flying Foam Passage, N. of Gidley Is.

I was told by Bill Miller, who was the last owner of the Collier, that it was built as a wool lighter in 1906 by Howson and Murray, Fremantle. In the late 1930's she was stranded and abandoned in Shark Bay where she lay about 15 years until 1958 when a group called West Coast Enterprises salvaged her and converted her for mackerel fishing. Refrigeration and decking were added during conversion. The enterprise failed and Bill Miller bought it. He used it for fishing until about 1965 when she was pushed up on a small islet (Lat. 20°24.7'S; Long. 115°50.7'E) in Flying Foam Passage. Miller made a camp on the south end of the islet to carry out salvage. The engine was removed. A careless workman set the wreck afire. Very little is thought to remain today. Miller has photos of the vessel. It was about 65' long and 20' beam.

'Eva' Wreck - Cossack Creek

The motor ketch Eva belonging to Cec Piesse and others was blown ashore at the north entrance to Cossack Creek in 1935.¹⁹ Cec has photos of the vessel before and after it wrecked. The motor and most other gear was salvaged, as the insurance had expired. Cec said there was nothing left, nor was there anything to be seen of the other luggers recorded as having wrecked there. Pat made copies of his photos.

North Turtle Island

8/7/78 - Having left Port Hedland too late to arrive Turtle Islands at HW, we were unable to take the Beaufort in over the reef barrier and were obliged to see Nth Turtle Island from a distance of 1½ to 2½ miles away. The reef consisted mostly of dead coral with large coralline rocks standing irregularly atop the reef edge. The visibility of the water varied considerably from 2m to nil (generally poor), which was a surprise as the water from PH to within five miles of the island was clear and weather was fine. It is supposed that recent rains had washed a large amount of silt down the De Grey River which debouches 16 miles ESE of the isle. Museum records show that C.C. Hunt collected bits of wreckage here for firewood in 1863, and that the schooner Rescue (1917) and lugger Pearl (1920) were lost there. Hoping to sight anchors or other major wreckage on the dying reeftop, Pat, Sandra, Mark and I skirted the reef from SW to NE in the Beaufort, whilst Tony and Bob motored the lugger along parallel to our course but well off. Several outlying lumps were investigated, but each was found to be coral. A great number of turtles were sighted. Inshore of the reef, wading pelicans appeared to be huge and clouds of smaller sea birds - probably terns - could be seen in the distance above the island. Nothing was seen of the wrecks. This area would require at least several days, to a week, to search adequately, as the isolated circular form of the reef and the varying depths of water, due to the 7m tidal range, make for a large extent of likely area. This would make an interesting fieldwork project of its own - particularly for a vehicle- and-dinghy expedition also investigating Condon.

Disaster Rock

Although John and Dick Garstone said they'd seen anchors on Disaster Rock a few years ago, John Monk and others spoken to referred to such stories as "rumours", and no one knows quite where to find any relics there.

Fisherman's Bend Inscription - "1795" - Boebuck Bay

Roebuck Bay was named by Lieut. P.P. King in 1821, after Wm Dampier's vessel which seemingly landed thereabouts in 1699. Baudin's

expedition saw Gantheaume Pt in 1801 but clearly didn't enter the Bay, calling the point Gantheaume Island. It was King who first realized the Bay behind.²⁰ We have thus no record of any navigator who might have called or been wrecked there in 1795, the inscribed numbers reported on a rock at a point on the shore of the Bay between the Broome town creek and Crab Creek, called locally "Fatima".²¹

Jimmy Chi, next door neighbour and friend of Peter Yu's family on Frederick Street (and therefore considered reliable) volunteered to show me the spot.

11/7/78 - Together with John Izzard and Gavan O'Sullivan in the Channel Nine Vehicle, Jimmy and I proceeded out the Crab Creek road about 11 km from town until we came upon a small shanty camp, then backtracked about 250m to another turn off leading toward the shore. We parked just off the road, as the track was deeply channelled by water erosion, and walked 100m to the beach. The shoreline is composed of layered sandstone boulders interspersed with fine sand. In the 1 mile wide inter-tidal zone, the sandy patches give way to mangrove mud and the boulders are covered with sharp barnacles.

The inscription thus:



was carved into an isolated 2.8m tall multi-colour stratified sandstone boulder on the beach above HWM (fig. 12). The carving into red sandstone on an exposed southern shelf seems unlikely to have survived 182 years as the stone seems too soft - though not the crumbly type of sandstone. A sample was taken for geological analysis.²² The inscription and visual transits of the shore both east and west were photographed. Jimmy said that the earliest he knew of anyone sighting the inscription was about 1956 when he was 8 years old, picnicing there with family and someone discovered the carving. He could not recall the carving to look any different from as it does today.

He showed us the spot at HWM (MHWS) where Ken Colbung had removed a large iron ring a few weeks ago and taken it into the Museum. Apparently the attendant publicity has brought the Museum queries from the Premier. I believe that a geologist with experience in rock

art such as John Clarke should be consulted. 22

Certainly a fair amount of very corroded iron can be found among, and concreted to, the rocks at MHW, although some care is required to discriminate between iron concretions and similar iron-bearing rock which runs in small seams and outcrops mixed with volcanic stone, through the red sandstone matrix. A few samples of what appear to be the remnants of iron chain were collected. The position of the rock is:

Latitude - $17^{\circ}58.4'S$
Longitude- $122^{\circ}17.7'E$

12.7.78 - I was contacted by a local identity named Dick Cummings who claimed to have shown the "1795 wreck site" to Ken Colbung and Tommy Edgar. When I told him that we had already been shown the site, he said that they and others were now "sneaking in" under his guard. He was mollified, however, by being told that the Museum had not been shown the site of an actual shipwreck, and he was then very keen to be recorded as the finder, to get the reward. He claimed to have written to the Museum and received a reply about it, vilified Colbung and others for trying to get in ahead of him, and claimed to have spent more than \$600.00 on recovery of material and research. He said that the Museum had recommended him to a "private archaeologist in Melville" to whom he's sent a concretion, for the purpose of "X-ray dating". He always spoke very crudely, made a number of racist remarks and seemed generally an unsavoury character. I felt certain Cummings would have played cagey had the team not already been shown the inscription.

He said he knew where a "5-ton" anchor from the wreck was, but could give no dimensions or other basis for his weight estimate, though Graeme Henderson questioned him closely on the matter. He said he wasn't a diver but had collected a lot of material at low water and could point out exactly where the wreck broke up. John, Graeme, Gavan and I drove out with him to the spot, and searched the rocks of the vicinity as the tide was still half out. We came up with a number of late-19th to early-20th century bottle fragments (which were kept for collection), and noted the presence of modern beer bottles and the corroded top of a 44 gal. drum embossed "Atlantic Union" (which Dick asked Graeme not to further damage as he thought he could sell it).

John Izzard feels the rock inscription cannot be genuine as the type of lettering he believes is modern, and the nine is like the Channel Nine logo.²³

About 200m SW of the inscribed rock is a rocky outcrop. The wreck site is supposed to be on the sand patch south and east of this and the anchor at the edge of the Inner Harbour.

Later in the day Dick Cummings had succeeded in finding his hoard of relics and Pat, Graeme, John, Gavan and I viewed them. It is a small collection of iron fittings - mostly for the rigging of a square-rigged sailing vessel, but a small stockless anchor and a couple 25 cm-length iron bolts were included. The most impressive piece was a large mainyard truss estimated to weigh 82 kilos (fig. 13). A truss of this size and type would not have been on the luggers and schooners which made up the pearling fleet, but on a larger vessel, probably of more than 200 tons. Few large vessels are listed as wrecked in Roebuck Bay. However, the Lois, a 393-ton barque wrecked in 1890, warrants further research.²⁴

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The possible importance of the site obliged us to delay our schedule and attempt a look at the wreck.

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13/7/78 - The team awakened early in order to arrive off the spot at 0830 hrs, as low water was predicted for 0850 hrs. Dick Cummings was brought aboard at 0800 hrs, and we motored along. Richard Hunter - now on board as guide/informant-remarked that the keel and boiler of a large vessel could still be seen wrecked on Buccaneer Rocks and that his father, Robin, says it was anchored near Fatima before wrecking. So Richard felt the anchor (which he also has seen) could be from this other wreck. Our records list a 95-ton schooner Nugarea wrecked there in January 1917,²⁵ and Richard said that would be it.

On reaching a spot opposite the inscribed rock, EWS anchored (fig. 14). Bob and Pat were put onto the mostly dry sand patch to look for wreckage while GH and SS attempted to buoy out the anchor (submerged except for ISLW) and any other targets detected by the magnetometer (just arrived from Perth the previous day) but failed in this due to the fact that the SE wind produced a high short chop which would splash the instrument at all but the lowest speeds, at which the magnetometer "fish" would drag on the bottom. The search of the intertidal zone produced nothing further.

It is tempting to speculate that the location may once have been the site of a shipbreaker's yard or such, as most of the material is fittings and most found close inshore - the chain extensively strewn close to MHW. At any rate no conclusion can yet be drawn pending further investigation. (see p.85)

Richard said he knew of another wreck near La Grange, but as this area is easily accessible by road, it does not fit the "remote area" criterion for this WINC Expedition's priority work, and must be left for later.

James Price Point Wreck

The old wreck of an unknown vessel which Richard Hunter had heard of and told me about in 1974, had to be passed by due to the schedule delay caused by the Fatima wreckage. Its location remains uncertain, but I located a crewman of the Kuri Pearl named Lucky Star. He said he wasn't sure it was a wreck but there was lots of timber on the bottom and some sort of drums or barrels. He said he wasn't a good diver and "didn't get a good look." He described the spot as being on the Broome side of the Point, about 500 yards from the end of the red cliffs (south) where the road cutting is and about 500 yards offshore.

Carnot Bay Diamond Plane Wreck

14/7/78 - We timed our arrival off Carnot Bay for 0900 hrs., ½ hr. before LW. Graeme, Pat, Richard Hunter and I went ashore first in the Beaufort, and were obliged to walk more than a kilometre over the drying rippled sand and wade through several channels to reach the spot where the fabled diamond plane (Richard says a DC3) crash landed under attack from Japanese fighter planes in 1942. The plane was ditched near Cape Baskerville (named for a midshipman on King's brig Bathurst)²⁶ at HW, and was strafed. The pilot, the mother of an infant and others lost their lives. One of the survivors walked in to Beagle Bay Mission and got help. The plane was bringing Dutch refugees from Indonesia with their wealth as converted into gem diamonds (some accounts say industrial diamonds). According to Richard the priest and natives from the Mission buried those killed together with their jewellery and

personal possessions, but this I consider unlikely. Richard is knowledgeable and dependable, but some of his stories seem dubiously enhanced by treasure - perhaps because of the more avaricious interests of his usual audiences.

The only intact part of the aircraft's structure remaining was a 12m section of the left wing found partly-submerged in 30 cms of water about 130 cm from ISHWM, on a bearing 305^o from the 36m hilltop on Cape Baskerville (photo taken) shown on L & S Map 3363/1:100,000 (UGR:51K VB 212077) and about 450m from that summit. Another compass bearing was taken from the wing to the visible edge of vegetation above HWM to the SE, being 138^o.

Small bits of the aircraft were found strewn widely above HWM and a sample of the aluminium was taken.²⁷ Richard recalled that a wooden cross once marked the graves site, but this could not be found, due to the fact that sands have shifted and the area is "not the name".

'White Ant' Wreck - Cape Baskerville

Richard Hunter told me that a lugger owned by his father Robin Hunter and chartered to a Japanese pearl fisher was wrecked on a sand bar NW of Cape Baskerville in 1936, and that the Japanese and 2 natives were drowned, but now nothing remains to be seen of the vessel.

'Geraldton' Wreck - off Carnot Bay

14/7/78 - The team was led to believe that the 1937 wreck of the schooner Geraldton was easy to locate. This in fact is not the case, as there is much shoal water in the vicinity and either clear water or low tide is necessary to see the keel. Visibility this day was only 3½m and much difficulty was experienced in finding the "rock that nearly dries". Richard eventually found us a likely prospect about 3½ miles WSW of Cape Baskerville. EWS anchored nearby. Bob and Graeme went in to verify the site at 1500 hrs., about an hour before high water and encountered a northerly current of about 1 knot. Pat went in with a Nikonos. I took bearings. Izzard filmed. Bearings recorded were uncertain because most

landmarks are indistinct.

The following bearing points 2, 3 & 4 were taken as the visible termini of long flat sandy promontories.

Magn. Compass:

- | | | |
|----|-----------------------------------------|------------------|
| 1) | northerly cliff edge | 046 ^o |
| 2) | north entrance point Carnot Bay | 072 ^o |
| 3) | north end island in southern Carnot Bay | 124 ^o |
| 4) | south end island in southern Carnot Bay | 170 ^o |

Sextant:

- | | |
|------|---------------------|
| 1-2) | 27 ^o 32' |
| 2-3) | 51 ^o 18' |
| 3-4) | 45 ^o 21' |

However no wreck was located at this spot, which certainly is the wrong rock. Our records show the rock 7 miles WSW of Cape Baskerville. The Geraldton foundered in 5 fathoms at Lat. 17^o08'14"S Long. 122^o11'30"E, after striking hard on the rock.²⁸

The rock searched was solitary with about 8m of depth around it, flat sand and weed bottom.

N.B. - Because of indistinct nature of bearing points the above set of bearings proved unusable in charting.

'Mina' Wreck - Beagle Bay

The 84 ton schooner Mina, wrecked during a storm at Beagle Bay in 1926, was said by Cec Plesse to lie on a reef just north of Alligator Creek, the old Robinson and Norman lugger camp. EWS anchored in the Bay the night of 14/7/78 north of Toker Point (fig. 15). Richard Hunter said that the wreck lay partly on rocks, partly on sand near that spot, but sighting was uncertain as the cyclones move the sand around so much that sometimes it is visible, sometimes not.

15/7/78 - On this occasion it was not found, despite a careful scrutiny of the LW (neaps) shoreline from Alligator Creek (also known as Norman Creek) to Sandy Point, the southwestern head of the Bay. Richard knew nothing of the wrecked schooners Diamond (1903) or John and Elizabeth (1935).

Beagle Bay is no longer used to supply the Mission 12 kms distant, all transport now being by road from Broome, and we were unable to contact the Mission, whose Superintendent reported the John and Elizabeth as disintegrated in 1971.²⁹



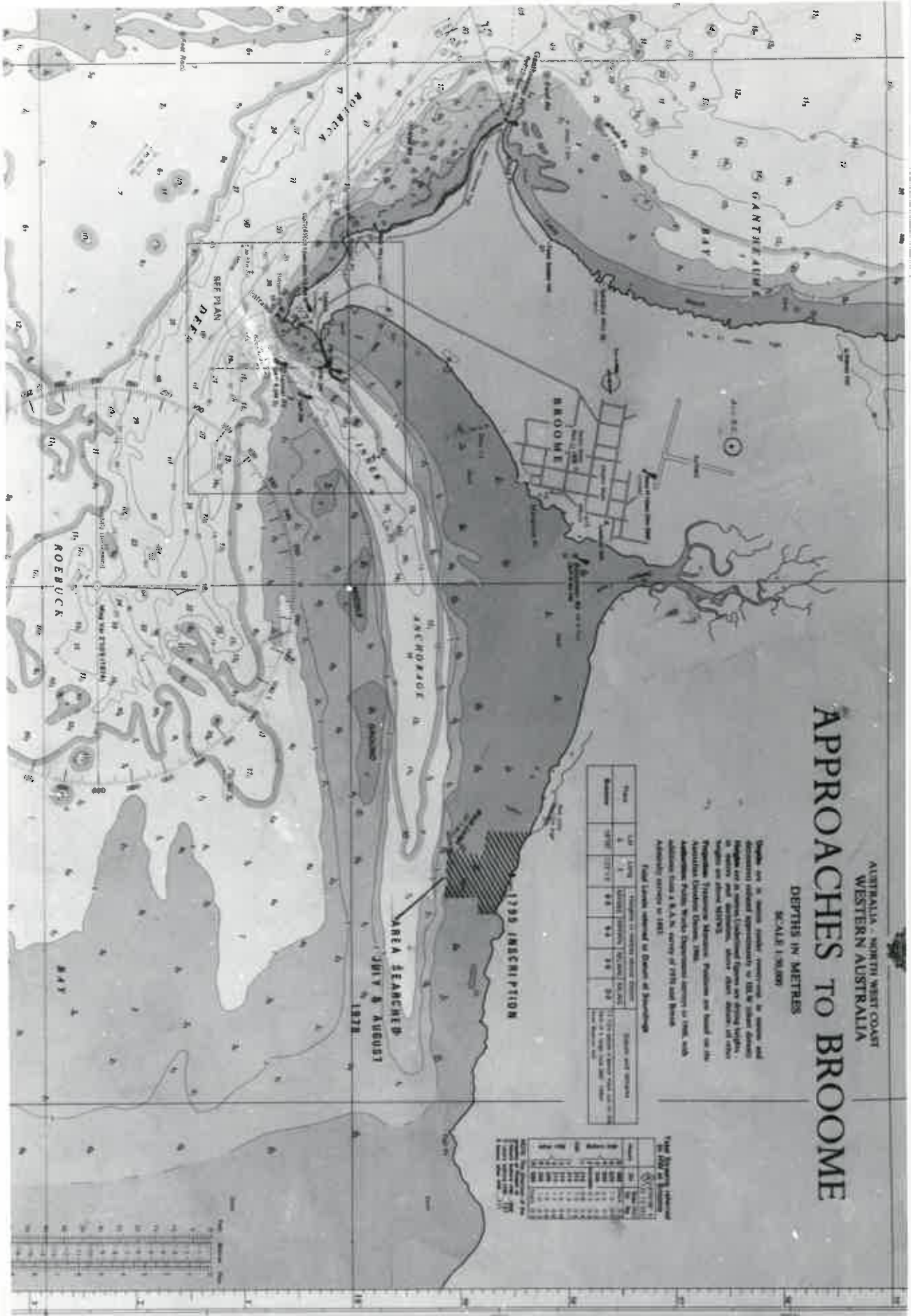
11) Silver Star wreck at Cossack.



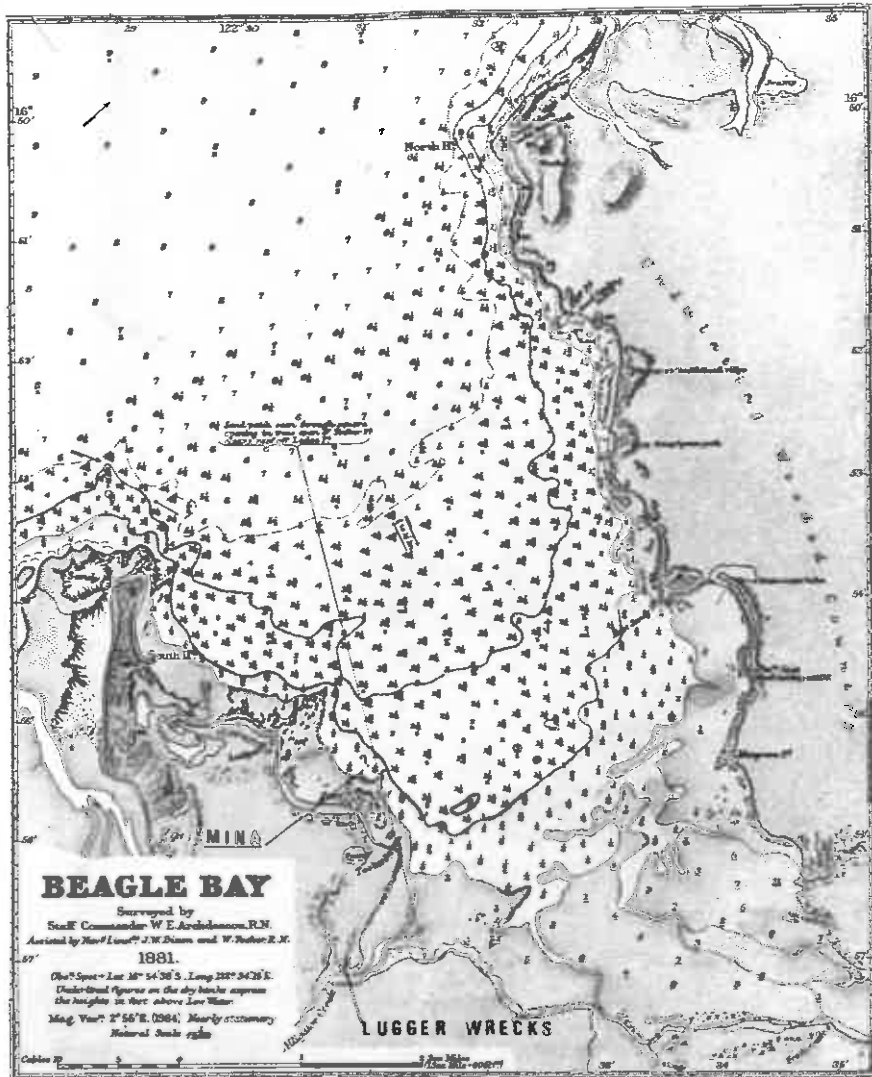
12) Fisherman's Bend inscription near Broome.



13) yard truss from Fishermans Bend.



14) Roebuck Bay Inner Anchorage, showing the location of the inscription, supposed wreck and area searched.



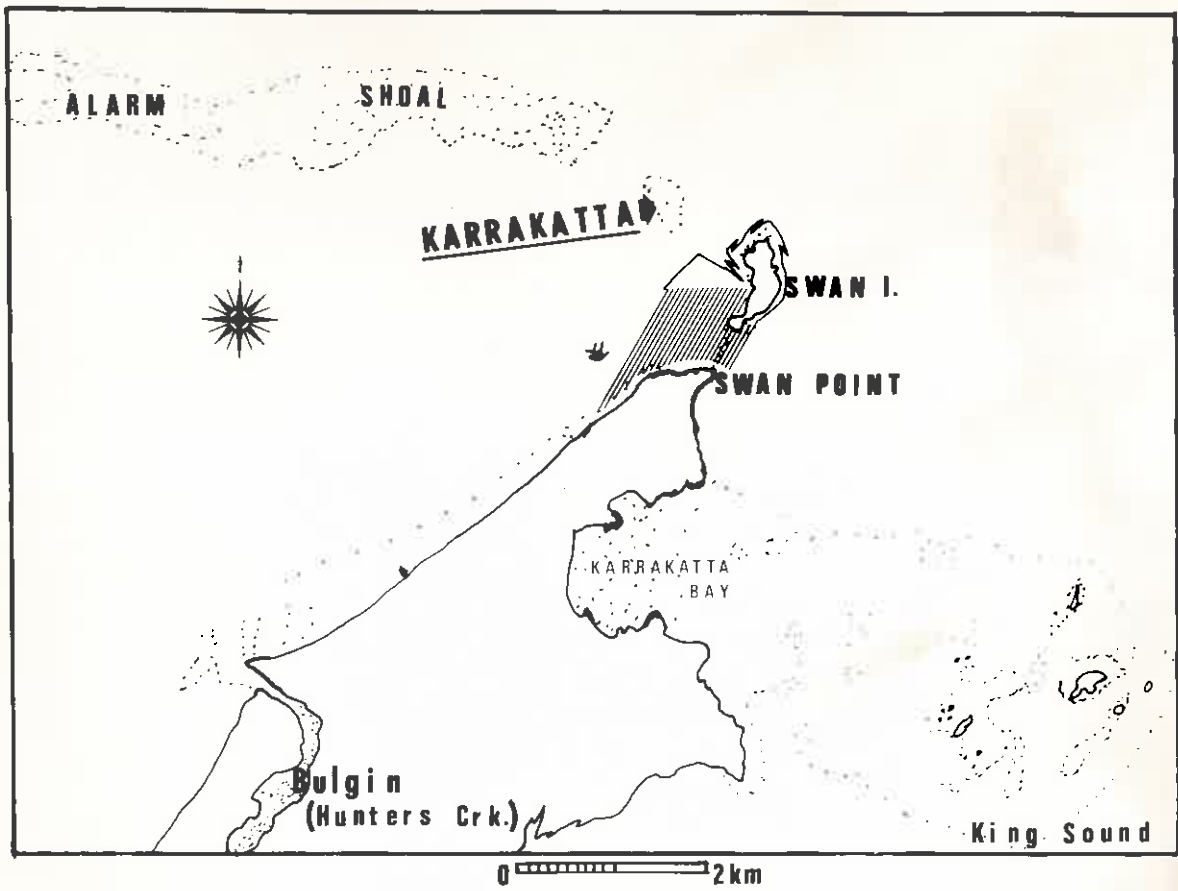
15) Beagle Bay (copied from Adm. chart 1048) showing Mina and lugger wrecks.



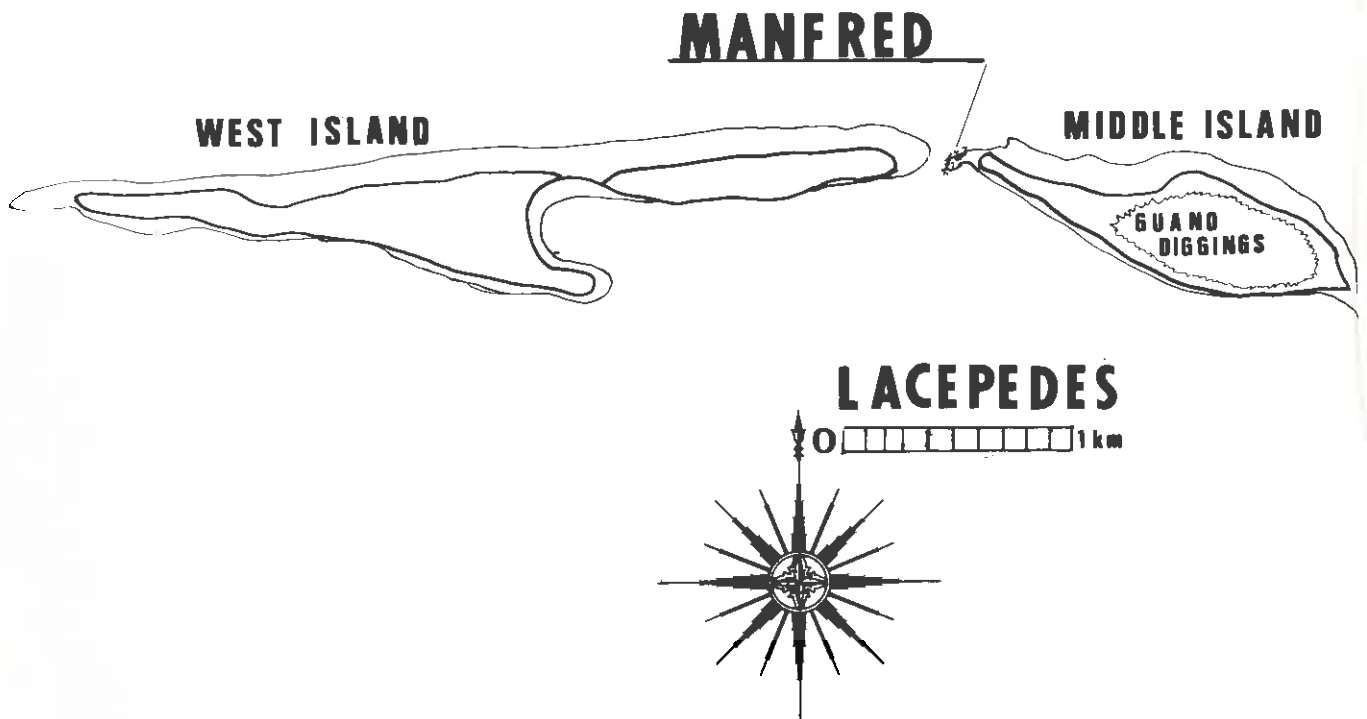
16) Mooring posts at Robison & Norman lugger camp
at Beagle Bay.



17) lugger windlass, Robison & Norman camp.



18) Swan Point, showing area searched with magnetometer in July and actual Karrakatta wreck site.



19) Manfred wreck site, LACEPEDES Islands.



20) Team inspecting Manfred site.



22) The northern headland of the bay at Langgi. The position of the "ballast mound" is indicated.



21) EWS aground in Secure Bay.

Alligator Creek Lugger Wrecks

15/7/78 - The creek which is shown as Alligator Creek on charts and maps, but referred to as Norman Creek locally - is not immediately apparent from an anchorage in the Bay. It appears to be no more than an indent or bay unless approached from the east, where a channel snakes around south, then west, then southwest. The creek is thus sheltered from all winds, and deep enough for at least small boats to enter even at LW. On the northern bank of the westerly bend in the creek, Richard Hunter showed us the remains of the old Robison and Norman pearling camp which was abandoned after the 1935 cyclone which struck the area with lethal force. The last of the Mission's vessels, the H.M.C., was wrecked in Norman Creek during the blow.³⁰ By 1936 or 1937 Beagle Bay had ceased to be a regular anchorage - less than 100 years after it was discovered and named by H.M.S. Beagle commanded by Capt. Wickham in 1838.³¹

The remains of an indeterminate number of vessels can be seen in the creek, primarily on the intertidal sloping bank adjacent to the camp. These include luggers and a schooner, probably the John and Elizabeth (40 tons reg.). A vast amount of equipment and fittings common to pearling vessels was found to remain, mostly above HWM: a score of rivetted and galvanised-iron water tanks, of rectangular section, in assorted sizes; two dozen iron wheels and handles for diving pumps; a schooner mastband; and what appeared to be large iron davits, in fine condition. One of the water tanks had a large circular metal bung inscribed 'John Bellamy Ltd. BYNC London....' and other symbols obscured by a wooden-plank bung retainer. The pump wheels were six-spoked, had a square shaft hole at centre and measured 87 cm diameter.

In the mangroves behind (north of) the camp we found scattered timbers of a lugger, while high on the bank the keel of that or another lugger lies, one end touching ISHWM. Below that mark, metal wreckage lies partly buried in the sandy mud, at least 300m along the bank, and about 150m across to approximately NHWM. At one end of this bank three stout posts are standing in a line c 10m apart and heaps of lugger anchor chain were found wrapped around two of these (fig.16). A few metres south of the westernmost post a large anchor minus the stock lies with one palm dug in. This anchor had the palms on the outer side of the fluke arms like lugger anchors, but was larger,

the palms measuring 27 x 25 cms. The shank was 1.78m tip to crown, with 10 x 10 cms square section at midpoint. The shackle was 25 cm long x 30 cms wide. Further south a similar anchor, but slightly heavier with oval section shank measured 185 cms tip to crown. Two additional anchors of similar size were seen (but not inspected thoroughly) in the creek bed further south. These are only exposed at low water.

A lugger anchor was also noted higher up the bank near the ISHWM. The first-mentioned anchor was curiously bent so that the arms were not on the same angle to the shank, and the top one bent sideways as well - a curious thing. The second anchor was also stockless, but lying flat, one of the flukes broken and missing. Just upbank from this anchor two hawse pipes of lugger size lay as if their surrounding timbers had suddenly disappeared, leaving them to fall. These have an outside diameter of 22 cms, inside of c 16 cms and oval section; the LOA is 1.05m. A larger hawsepipe measured 2.53m LOA, 2.05m on the short edge; and 62 cm diagonally across the mouth outside diameter of 27 cms, inside of c 12 cm (greatest distance across oval section). This was also found on the bank, near a lugger bow fitting incorporating anchor chain fairleads.

In a spot not far from the first anchor several wooden-drum hand-operated windlasses lay together in various states of deterioration (fig. 17). In all, at least six of this type of windlass were seen. These are of a suitable size for use on a lugger, having an axle length of 95 cm and an iron pawl rim of 35 cm outside diameter and 15 cm width.

A tiller with a broken or eroded rudderstock ring (to fit a rudder post of 12 cms diameter) was also seen, with tiller arm length of 96 cm.

Chain of a lugger anchor type crisscrossed the site in all directions. A number of small fittings lay scattered about including 3 small wooden dead-eyes, two of which retain the iron chainplate. These were recovered for collection.

The nature of the distribution made it impossible to determine - without more detailed survey and study - how many vessels would have been burned, wrecked or abandoned at this spot. It is certainly the most complete of all the lugger camps inspected to date. Richard Hunter said the camp belonged to "Ted" Norman and was abandoned in 1936 or 1937. Hugh David Norman, in partnership with John William Boyd Robison, owned one of the largest pearling fleets.

Position: (L & S map sheet 3464)
UGR:VB475259.
Lat. 16° 56.7'S Long. 122° 30.3'E.

Tappers Inlet & Nammagine

Richard Hunter said the lugger camp of "Diamond Jack" Palmer was at Nammagine Creek on the west side of Cape Leveque. Diamond Jack was called that because he was supposed to have removed a large quantity of diamonds from the wrecked DC-3 at Cape Baskerville. He turned in a large number to the police, who suspected that he withheld as many again and who bird-dogged him mercilessly thereafter. Richard says that he couldn't go to the toilet without someone watching him. Richard also firmly believes that Palmer buried a tinful of diamonds near his camp and could not safely return to dig them up, and there they remain. Richard is hopeful that we will use the magnetometer to look for them - which we will not; even if the story was to be believed faithfully, it is beyond the scope of this Expedition. Richard also says a large lugger camp where vessels - were built, including large schooners, is at Tappers Inlet.

'Karrakatta' Wreck - Swan Point

(see also pp.80-85)

16/7/78 - The Karrakatta was stranded off Swan Point on the night of March 26, 1901.³² Robin Hunter was at his camp on Hunter Creek then and during an interview with me (Broome 11/7/78) recalled the wreck and subsequent local salvage (plunder) of the wreck before it rolled over into deeper water two weeks later. The wreck is locally thought to have been shifted by the swift tidal currents. Richard's brother Joe, who was a pearl diver, said he saw it recently and the position he indicated was 100m offshore the rocks on the western side of Swan Point roughly in line between the Cape Leveque Light House and the shallow passage between Swan Point and Swan Island. Ben Cropp, however, claimed to have found the site 100m west offshore of the southwestern tip of Swan Island, a discrepancy of about 0.5 miles.

The departure of EWS from Beagle Bay was timed for arrival off Swan Point at 0600 hrs. in order to observe the change of tide which occurred at 0710 hrs., after EWS was anchored in HW 7 fathoms sand bottom.

A magnetometer search was conducted with the Beaufort. Marker buoys were dropped at approximately 30m intervals along a line parallel with the rocky shore which extends west from Swan Point to a tiny sandy beach just south of the EWS anchorage. From each buoy a 030^o course was held until abreast of a large sand beach on the west side of Swan Island, then an easting of approx. 30m made before going back on a 210^o bearing to the buoy next to the east. In this fashion the areas described severally by Hunter and Cropp would both be traversed. Eighty-seven runs were made to complete this sector, shortening as the lay of the coastline narrows. The distance between Swan Point and the southern end of Swan Island forms a shallow and narrow strait, over which the tidal current-even on neaps-streamed at about 2 knots. Due to this current and a strong breeze from SE, tailing off toward mid-day it was often necessary to steer a course up to 30^o off the transit bearing to compensate. After surveying the sector described, and only getting a good "strike" off the lugger's anchor, the pattern was broken off and a circuit of the Island was made, also finding no significant readings (fig. 18). Slack water at 1400 arrived without the site being located.

Pat and I dived to check the anchor and then swam underwater across the channel on a bearing of 045^o and found no more than 3 fathoms depth. The bottom consisted mostly of small corals and marine weed.

A great variety of marine life was noted although visibility was restricted to 4 metres. On the southern side of mid-channel a tidal current (flood tide) set towards the ESE. On the bottom in mid-channel no current at all was evidenced and towards the Island the current set parallel to the shore NNE. Our swim-search took us near or over the locations described and no sign of any wreckage was seen.

It seems likely that the wreck is in fact much farther to seaward where it originally settled, and that local information is erroneous. Further research and enquiries may reveal the actual wreck site.

Hunter Creek (Bulgan) Lugger Wrecks

16/7/78 - Graeme led a party to examine the Hunter Creek lugger camp. His description:

The entrance to the creek was difficult to see from offshore, being hidden by a sandbar. [The dinghy was brought through surf to the entrance]. We travelled about a km upstream before we had to leave the boat. The creek is very beautiful, having a sand bottom, and being lined with mangroves.

The bed is 300m wide in parts and it is full of fish. We walked on for ½km to an area where Richard Hunter showed us a number of wrecks in the mangroves. The first consisted of scattered timbers and a rudder. Then we came across two complete hulls with sternposts still attached. Next Richard showed us remains which he said were of a Dutch boat, a very fast sailer. Finally he showed us the site where luggers were built. There were the remains (or wood) of his father's lugger [Robin Hunter] which had been built during the war. The army had issued an order that all luggers must be taken to Fremantle or burnt. They then moved through and set fire to all those remaining in the north, in case the Japanese should get hold of them. Richard's father was given time only to remove some stores and a sail from his lugger. He was given no compensation.

Richard gave the names of the luggers as Orantes, Mary Ann, Mavis and Daisy. The first two were burnt in 1942, the third was owned by Dick Dantoin, and the last-mentioned was abandoned about 1914. He didn't know the name of the Dutch ketch, also burnt in 1942. Certainly the two wars took a high indirect toll on the north coast luggers - it may be fruitful to inquire of the military for any records of how many were destroyed in W.W.II.³³ Richard also told of two luggers wrecked about 1933-34 near Swan Point; the Mina and the Pettrel, property of his father, but no longer to be found.

LACEPEDE ISLANDS

Guano barque wreck - Middle Island (See also Appendix B)

17-18/7/78 - Information from Dampier diver Peter Board was that he'd seen wreckage on the east side of a "deep inlet" on the north shore of West Island. Robin Hunter said that a Captain Paddy O'Grady had lost a big vessel last century about the guano digging time in the channel between Middle and West Islands. It was thought likely that Board's "deep inlet" was in fact the channel, as there is no inlet on the north coast of West Island.

This area was approached at low water (one day past neaps) and iron deck supports from a large sailing vessel were obvious. So obvious in fact, that it is a wonder that so many people in Broome who have been to the Lacedepes said that they had seen no wreckage there, except the odd bit of washed up timber or sheathing.

A sketch survey was begun, and completed during low water on 18/7/78. A survey plan will be drawn up from the notes in sufficient detail that we are confident that the main structural details of the wrecked vessel will be apparent (fig. 19). The main components of the site are iron deck-support knees, crutches, staple knees, bollards, rider knees, anchor chains, a broken-up windlass, hawse pipes mounted obliquely on trapezoidal plate, bilge pump tube, chain plates, and sundry iron articles, all moderately concreted.

The relative position of hawse pipes, anchor chain and windlass, indicates that the wreck is lying on a N-S axis the bow in shallower water pointing south.

The wreck seems to be entirely in the intertidal zone, although a few pieces may be continually under water (fig. 20). The water is clear (vis. c. 5m) on the ebb flow, but silts rapidly on the flood, with vis. down to 0.75m. The wreckage lies on and amongst limestone rocks, and has a small amount of coral growth covering. The concretion has protected the edges of things pretty well, but the iron underneath was quite soft and easily damaged. Timber, bolts and small fittings were remarkable by scarcity, and virtually no small artifacts were located. A sample of the ubiquitous small pieces of YM sheathing, a piece of impact-crumpled copper sheathing, which probably was a patch, and part of a 1" diameter YM fastening bolt were taken for collection together with a lump of coal found near the south end of the passage 100m from the wreck in 3m depth.

The overall length of a chainplate bolt was found to be 47 cm. Allowing 4.5 cm for the preventer plate and clenching, the thickness (aggregate) of top timber, top sides (outside planking) and ceiling is approx. 16 3/4". This corresponds with a vessel of 500 tons of Lloyd's requirements as shown in Desmond (1919).³⁴ The length and segmentation of the bilge pump tubes should provide a good indicator for the actual depth of the hull. This overall length was 5.75m. The staple knees indicate the vessel had two decks, or a raised half-deck. The studded chain links were of 1 1/2" diameter, and therefore the vessel could not be more than 600 tons according to Desmond's tables. All data analysed - without adequate

reference as yet to more contemporary (1860-1880) dimensional requirements-point to a vessel of between 500 and 600 registered net tons. This would rule out the Albert Victor (355 tons) and the Helen Malcolm (311 tons) and all the other smaller vessels, leaving the 585 ton ship Manfred as the most likely possibility. The Manfred, possibly schooner rigged at the time of casualty, was wrecked on the Lacedepes during a hurricane on 24th January 1879.

The wreck's position is Lat. 17°51.4'S Long. 122°07.7'E, shown on L & S 3364 UGR:51K VBO70363.

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N.B. Subsequent documentary research performed by Myra at my request proved the identity of the wreck as the Manfred.³⁵ This confirmation of survey deductions is highly gratifying.

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'Alice' Wreck - Brue Reef

Capt. J.T. McKenzies' large 3-masted schooner Alice was wrecked during the night of 14 June 1915 on Brue Reef. Of 40 on board, 13 drowned.³⁶ The others survived several days of waiting for the lifeboat to return from Lombardina with a rescue vessel, by clinging to the rigging during high tides and coming down onto the dry reeftop at low tide to collect shellfish to eat. In 1974 Richard Hunter told me that he could show me the wreck. Robin Hunter, interviewed in Broome 12 July 1978, recalled how McKenzie and two men rowed to Lombardina and borrowed one of his father's luggers to rescue the crew. He said that the schooner was coming to Broome as McKenzie was then shifting his fleet from the Aru Islands. He said that nothing was salvaged from the wreck.

19/7/78 - EWS arrived early morning off the reef which was completely covered by high tide - only visible as patches of surf. As the tide dropped, the first isolated oyster-clad rocks emerged, then the entire reeftop became exposed. Pat, Graeme, Richard, John, Gavan and I carefully examined the reeftop, without seeing any sign of a wreck except for one piece of YM sheathing Graeme found on the north side, several hundred metres south from the reef edge. Richard claims to have seen the wreck years ago in about that position.

Again, it seems "local knowledge" has failed us. Either the wreck is somewhere deep on the reef edge or was heavily salvaged, as at least anchors and windlass would remain to be seen as they do on Browse Is. reef.

The position of the only trace of wreck found is: Lat. 15°55.5'S
Long. 123°02.1'E.

Aerial Reconnaissance: Fletcher Island Wreck

21/7/78 - John Izzard chartered a Beechcraft from Dick Robertson's at Derby. The pilot, Neil Bartlett, was most obliging. From Koolan Island, Tony, John, Richard Hunter and I were flown over the largely-unsurveyed waters of Collier Bay to Secure Bay where John shot film of the tidal inrush at the cataract which forms the waist of the hourglass-shaped inlet. From the air we saw in the inner pool what appeared to be a mast and rigging rising to the surface. We flew over the area NW of Fletcher Island where Herbert Graham had marked the site of an iron wreck he reported.³⁷ Visibility of the water was nil, the tidal currents swirling up great clouds of silt so that the water resembled lumpy mustard sauce. From this view it was obvious that the location was too imprecise to be located - even with a magnetometer survey. And, as the authenticity of his report is dubious, I decided that no time would be spent searching such a large region.

Richard pointed out a cave containing Aboriginal art atop a high bluff above the second small inlet east of Raft Point. This is doubtless that spot described by Dr Crawford.³⁸ The point was named by J.L. Stokes in 1838 because he saw native rafts there.³⁹ Doubtful Bay he named because he considered it unlikely that the Glenelg River debouched there (which it does in fact).⁴⁰ The coastline south of Raft Point is a morass of mangroves and tidal channels. From Doubtful Bay the coastline becomes much more distinct and the clarity of the water greatly improves. Langgi is a conspicuous small inlet with a pleasant aspect, though the water was too silty to determine anything about the bottom.

Because of the height of the tide, no wreckage was visible at New Island, Roger's Strait, nor anywhere in Brecknock Harbour, but a valuable overview of the region was obtained. At Camden Harbour, where an

attempt at pastoral settlement was made in 1864-5, were a number of of 44 gal. drums. Nearby we sighted, and attempted to photograph, several groups of wild donkeys, who were perhaps descendants of the settlers' chattels.

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N.B. Subsequent information contradicted this possibility.
(See page 54)

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Richard pointed out a spot where the Chalmers a drug-running launch was scuttled by rifle fire in 1975. It could not be seen.

We were surprised to see how large the Kuri Bay settlement was - perhaps 20 residences. Their oyster rafts were spread out from Samson Inlet (so. of Hall Pt.) to Port George IV.

Some spectacular scenery was filmed along the Prince Regent River. King Cascades, some 15 miles upstream from Hanover Bay, where P.P. King was obliged to take on water in 1821, were gratifyingly like his sketch.⁴¹ King must have visited the falls on a year with very late wet season - as this year - for our pilot said that at this time of year, the cascades are usually little more than a trickle. King watered at the Cascade from 26-28 July.

The country around the Prince Regent is a sandstone plateau deeply dissected by ravines in every direction. Thus it is almost impassable as Lt. George Grey, and others since, have learned to their cost. The party led by Lt. Grey suffered great privation in their attempt to explore the interior from Hanover Bay in 1838.

Secure Bay

22/7/78 - Koolan Island. Casting off from a BHP mooring buoy at first light, the EWS made good speed with the easterly flood stream through the chocolate waters of Collier Bay. We arrived at the narrow mouth of Secure Bay at 1045 hrs.

The team marvelled at the swirling inflow of water which, once the lugger was caught in it, sped us helplessly, but safely, into the

first reach. The cataract leading to the second basin (called The Funnel on some maps) was even more spectacular and the lugger was spun around four rotations by the whirlpools. Bob in the dinghy (Turtle) was very nearly pulled under, and thenceforward lifejackets were required to be worn by all personnel in dinghies in this hazardous watercourse, where the flow was estimated to approach 10 knots velocity. Lieut. Stokes gave the absence of driftwood at Doubtful Bay as a reason for deducing that that inlet could not "receive the waters of any river" (Vol.1 p.202). On that basis, Secure Bay should have seemed to him like the mouth of the Mississippi, for there is an abundance of driftwood, which were a constant hazard for the outboard motors.

John was enthusiastic about filming prospects. Our search, however, for the wreck, indicated by what appeared to be a mast on the preceeding day failed to locate anything of the sort. We concluded that the semblance of the mast was a piece of driftwood, now floated away. At 1600 hrs, when the tide's ebb flow had reached sufficient drama for the cine cameras, the EWS went spinning back downstream. Tide change was noted to be about 75 minutes later than the prediction for Shale Island at the mouth of the Bay. It was a treat for filming but hard on equipment. The lugger's rudder swung so hard that the top bearing cracked and the steering rod broke through the wooden housing, and thus jammed. It took the leverage of a 2m persuader bar to free it. Fortunately the tide rush always held us in mid-channel, out of danger.

As Bob took the Beaufort upstream to retrieve the cameramen (camerapersons?), Pat, Pauline Larard and John, the starboard motor mount bracket broke away in the midst of the maelstrom. The 25 hp was replaced by a 9.9, which was only just adequate to propel the inflatable upstream taking advantage of the eddies. The sun had set before all personnel returned to the lugger, and thus we were obliged to anchor in a quiet bay out of the tide stream to the south of the cataract.

23/7/78 - Up at first light, hoping to escape the Bay before the last of the ebb tide, we grounded just 150m north of a small islet on the southern shore. Soon all around appeared sand hills and the

EWS was sitting upright on two of these (fig. 21). The incoming tide lifted the vessel off about 1000 h. We were relieved that the current at the mouth of Secure Bay was not so strong as to prevent our passage out.

A Spirit Place called Langgi

23/7/78 - Langgi is shown on Admiralty Charts and most maps as a nameless inlet partly enclosed by a beak-like peninsula on the northern end. Only on the latest L & S 1:100,000 series (1975) is it named. Possibly the spot has become named as a result of the work of Dr Ian Crawford, who investigated the area in 1963. Crawford describes having found a ship's ballast stone in the bay when dried by spring low tide, and seeing what he thought to be a mound of dark-coloured ballast to the west of the bay off the northern headland. As the mound was separated by a channel from the dried up bay he was not able to check it. He points to the possibilities that the Aboriginal Kaiara (or Sea Wandjina) legends may have been inspired by or recall the activities of early mariners. Later, in Derby, an Aboriginal man named Sidie, whose spirit place was Langgi told Crawford that he thought there had in fact been a wreck there. He had heard that someone in recent times had recovered an anchor and chain from near the northern headland.⁴²

All this raised some exciting possibilities for the WINC Expedition... which were to prove disappointing. We arrived off Langgi, which can be identified by a high headland of laterite some 3 miles south of Prior Point, at 1600 hrs. As low water was not until 1930 hrs.- after nightfall - a party including John, Tony and I went ashore to get the lay of the land and begin a search for the cave paintings described by Crawford in Art of the Wandjina. Of particular importance is the legends and painting of a Kaiara called Namarali whose burial there is said to be the model for the region's platform burial tradition.⁴³

In that beautiful but spooky twilight just before nightfall I chanced upon a burial cave containing a bundle, which seemed to have both canvas and bark wrappings, and be all-too-recent for comfort. This cave was under a prominent overhang visible from - and to the south of - the beach at Langgi. The Universal Grid. Ref. for the spot being 51L XC 502566.

This spot was further investigated by Bob, John and Tony who reported that through a hole in the wrapping the skull could be seen to have a reddish hue - probably ochred - and that the remains were wrapped in old canvas with hemper sheet-rope bound around. The rope looked to be crumbly fragile. On top of this paperbark had been wrapped. The bark seems to have been added - or replaced-recently. Being aware of the Aboriginal Heritage Act no one removed any material or physically disturbed the remains.

Richard Hunter said that Malcolm Douglas had camped a group at Langgi for several weeks a few years ago while filming his latest release "Journey into Yesterday". We considered it likely that someone of this group may have repaired the bark at that time - particularly as the canvas and rope indicate that the death of the buried person would be within living memory. Pat took photos.

24/7/78 - As low tide (last of springs) was due at 0750 hrs an early start was made; John, Tony and I going ashore at 0615 to film and watch for the ballast mound to become visible. From a vantage point next to an inhabited sea eagle eyrie on the northern headland I could see the sandy edge of the bay where it dries at extreme low water. (Fig.22) Out west and NW of this edge a distance of 100-150m several dark lines and a dark round patch appeared, and came just awash at low tide. The position of these patches is UGR____ XC 496572 in exactly the spot Crawford marked on the chart for me. The tide was observed to drop 9m from the full.

I inspected the location underwater but found the dark lines and patches to be high lumps of living coral. The bottom was a sandy mud of 10-20 cm depth with limestone or dead coral underlayer. Further inshore the sandy mud was absent and an area of small dark stones, some rounded resembling ballast was noted. Though the size of the stones are unusually small compared with those on shore, they appeared to be of a local type. The geomorphology of the Langgi area appeared to be remarkably varied. No artifacts of any sort were located despite a careful search in water of slightly less than 1m visibility.

The intertidal zone and above was searched around the bay, but no indication of shipwreck could be found. On the chance that coral might be built up and obscuring a wreck, a magnetometer survey

was begun in the late afternoon and completed the following morning (25/7/78), with no significant reading being recorded in the area.

The possibilities are three: (1) that Crawford's "ballast stone" is local stone, and there is no material basis for believing any ship was wrecked here; (2) that the stone and others in the vicinity indicate a stranding where the ballast was jettisoned to lighten ship, an anchor with chain cable being left behind; or (3) that the anchor and chain referred to by Sidie was recovered from 40 miles north of Langgi at Camden Harbour and the wreck he said was "in the area" was that of the Calliance (1865). The Japanese at Kuri Bay later said that a large anchor and chain from the Sheep Island (Camden Harbour) vicinity was recovered in the early 1960's and sent to the Museum in Perth.

In any case, we were unable to find any indication of wreck or wreckage at Langgi.

We also had nil success in locating any cave paintings despite a wide search. A large number of likely-looking rock overhangs were seen and a large cavern, but no art work, which we found peculiar, inasmuch as the statuesque sandstone pillars and the presence of two freshwater cascading streams, abundance of rock Wallabies and other wildlife, and the mythological significance ascribed by Crawford would seem to combine to make an ideal venue for rock art. So, despite a deep appreciation for the outstanding beauty of the place called Langgi, EWS sailed away disappointed.

New Island Wreckage

25/7/78 - At 1530 hrs. EWS arrived at Needle Rock which together with New Island to the north form the south entrance to Brecknock Harbour. This rock seems a dramatic welcome post for a land which looks lushly inviting and smells delightfully fragrant, but is in fact very stoney and rugged.

The material found by Dr Crawford in 1963 and recently seen by Ben Cropp's party (and thought by them to be the Calliance wreck) was said to lie on the island's NE side in and above the intertidal zone.

From SE to NW this side of the island was found to consist of a rocky point, a small grove of pandanus trees edging onto a small sand beach, then a shore of large boulders 500-600m long, followed by a larger sand beach, ending in more boulders. The SE small beach seemed more likely for a campsite as Crawford indicated on a sketch map that pottery was found behind the beach. Though a small spring of freshwater is there located, no evidence of a campsite, nor of a shipwreck was found.

However, near the northern end of the larger beach, to the NW, a few iron pieces were located partly buried in sand. In all there were at least two pair which seemed to be hanging deck knees - one pair of reasonable size but the horizontal arms were so fashioned as to bolt fore and aft onto a deck beam or transom piece. (Fig. 23) The smaller pair were most curious, being of thick metal but short arms. Both iron and YM fastenings were attached to the iron pieces. There was also a small box-shaped iron piece which was inordinately heavy and it is difficult to determine its function. All this material was found at or above HWM.

While at the small beach, a Pearls Proprietary Ltd. (P.P.L.) motor launch carrying 4 Japanese men approached and enquired our business. Only one seemed to understand any English, and he spoke very little English. But this man, Mr Yamamoto, who introduced himself as the Manager of Kuri Bay, did not seem surprised at the explanation of our purpose, and later said that Alec Meyer from their Perth office told him we were coming. He agreed that we could anchor in Kuri Bay and talk with them that evening.

As the water was nearing high tide and the daylight was fading we decided to proceed to Kuri Bay to take up anchorage. The narrow anchorage at Kuri Bay was crowded with small craft. We came to anchor slightly west of mid-channel. The Kuri Bay people said that the holding ground on that side was good muddy bottom, while on the east side was reefs. Izzard and I went ashore at twilight, tying up to a floating jetty constructed of bamboo and planking. We were surprised to see approximately 30 Thursday Islanders watching our arrival with friendly interest. Only a few Japanese were in sight. Mr Yamamoto welcomed us to his one room-and-a vault office and introduced us to a Mr Ah Cho(?), whose English was a little more comprehensive, and another man who spoke no English at all but had been at Kuri Bay from the beginning in 1956. Originally the

establishment was on the south side of Augustus Island opposite Brecknock Island where there is a good stream of water. (Ships calling at the Camden Harbour Settlement, and the shipwrecked crew of the Calliance watered there in 1865.)

I brought our L & S maps along to reference. The Kuri people said that none of their vessels were ever lost, but some had been scrapped at an inlet on Augustus Island (UGR: 51L XC 686925). They knew where the Chalmers was thought to have been scuttled in 1975, pointing out a spot on the SE tip of Augustus Island in Rogers Strait (UGR: XC 774968). Police had brought divers from Koolan Island, and found the vessel's masts and rigging east of this point, but could not find the hull, believed to lie in 30 fathoms at UGR: XC 785971). They did not know of any other wrecks or wreckage in the area (including the Calliance, which was an unpleasant surprise), but pointed to one area (UGR: XC 745842) where lots of "china" was strewn about. At another spot (UGR: XC 742860) they had seen some old "stoves". The old man - whose name we did not learn - was quite uncertain where the anchor reported by the early Kuri people had been found, but pointed to a spot about 500m SSE of Sheep Island. He was quite sure, however, that the anchor had been raised and taken to the Perth Museum. This is news! They were hospitable, but disappointing as informants. They were quite amazed that we had found wreckage at New Island.

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We determined that we would proceed forthwith to look for the Calliance as the tides were heading rapidly towards neaps.

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We returned to New Island on 29/7/78. As we arrived during low tide, more material was found in the tide zone including about a dozen thin red house bricks, an iron hawse hole edging (or oval porthole with inside dimensions of about 12" by 20", the frame itself 4" wide, in two pieces, and some small bits of copper and YM, mostly in an area 150m SE of the iron frames previously noted. Bob and I ran a magnetometer search parallel to the shore with uncertain results. A number of "strikes" were detected but usually of momentary duration. A high reading was found some 500m north of the island's north tip. We could find no bottom at 30m here. We then discovered a tear in the insulation on the electronic cable connecting the magnetometer and the "fish", and suspected that readings had been affected. Gavan and John prowled the shoreline while Patrick took the following bearing from the iron frames.

Compass

- 1) Peak, Mt. Lookover = 122.5°
- 2) Camden Head summit = 115°
- 3) south edge small island SW of
Augustus Is. UGR:51L XC 621909 = 076°
- 4) east end small island UGR:51L XC
614921 & SW point (mid-tide)
of Augustus Is. UGR:51L XC 618932
in line = 022°

Sextant

- 1-3) 47°00'
- 3-4) 53°35'

The site location is UGR:51L XC 607909 with material located approximately 150m either side. It should be noted that a slight amount of catchment occurs here and several of the 44 gal. drums filled with foam used for floatation on the pearl rafts have been washed up among the rocks.

Near the iron frames a short length of 1" lead pipe, and a curious solid block of iron with a square section and a 1¼" diagonal hole through one end were found, the latter was collected for study (Fig. 23a) along with some of the bricks.

Bob and Tony dived along the shore, finding nothing, except immediately offshore the bearing point, where Bob found a fragment of sapphire-blue bottle glass and a white house brick with the name "COWEN" imperfectly impressed. (Fig. 23b)

Pat and I cleaned the iron frames of a very hard concretion. Pat photographed and sketched same. These had a section of about 1" thickness by 3" wide. (See drawing for further details) (Fig. 23c) The bolts and bolt-holes were all found to be 1" diameter and one was found to contain a YM bolt and washer.

From this small sample-contaminated with modern material - it is difficult to determine more than that the wreck is of a rather small (c. 50 tons) wooden vessel wrecked sometime after 1840 (YM bolts were patented in 1834, and Stokes did not see it in 1837 when he landed on the island to take bearings.⁴⁴) Perhaps further research and study of our data will narrow the range. There is no known record of a vessel having wrecked at New Island, and from the concentration of material, it is unlikely that the wreck could have come to grief

more than 1 km distant from the bearing point.

Camden Harbour
(See also Appendix C)

Despite several references in Journals of Trevarton Sholl⁴⁵ to sighting large "alligators", and John Izzard's fervent desire to do so, no crocodiles were seen by us in the Camden area. The Kuri Bay people said that there had been some, as large as 18 ft. long, in the early days, but that crocodile shooters eliminated them, taking 200 a day. It was hoped that the animals would have made a revival since the recent ban on crocodile hunting, but not even one of their unmistakable slide-marks in the mangrove mud was seen in the four days spent there.⁴⁶

The aims of our field research in the Camden area were:⁴⁷

1. Locate and inspect the wreck of the ship Calliance
(Fig. 24)
2. Locate and make an area plan showing the sites of the four main camps (fig. 25) being: (a) Association (or Settlement) Camp; (b) Government Camp; (c) Calliance Camp (crew); and (d) the Wreckers Camp.
3. Search the campsites for artifacts or engravings of historic interest, particularly ship's fittings or other artifacts which correspond to material found on the wreck site
4. Visit the grave sites on Sheep Is. and record any remaining details.

By the time EWS departed Brecknock Harbour on 29th July 1978, most of these goals had been achieved. Our failure to locate and identify the Association Camp which we thought would be most certain find - being the most populous and the longest occupied - despite an arduous search of all the most likely locations, was the only big frustration.* The team worked very well, each person contributing heartily and a large amount of good quality data was thereby recorded. Another disappointment was that ship's fittings and equipment were not found, either in the Government camp, or in what is thought to be the camp of the Calliance crew. And only the most common of structural fittings were found at the Wreckers' Camp, which is directly adjoining the Calliance wreck site, arbitrarily separated only by the extreme high water mark (EHWM), the line of driftwood and the flotsam thrown up during tropical cyclones.

*N.B. This camp was identified during a brief stop on the homeward journey. (See pp.51-4)

Locating the various sites described in contemporary accounts dating back only 113 years might seem an easy affair, but it was complicated by the fact that the contemporary maps of Martin's, and Cowles' (Figs. 26 & 27) parties disagree with the modern L & S maps (Figs. 28 & 29) and the poorly-detailed Admiralty charts (Fig. 30). The modern publications differ almost as much from each other as they do from the 1864 New Perseverance chart.⁴⁸ Another complication was that all the contemporary accounts gave distances which were, to us, one unknown point to another ... and there was conflicting distance figures amongst the various accounts. As it turned out, one of the most complete descriptions in hand, the Journals of Trevarton Sholl, was grossly inaccurate in estimation of distance.⁴⁹

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26/7/78 - We brought EWS safely to anchor SW of Sheep Island distant about ½ mile. Both dinghies were utilised for a reconnaissance. One party, led by Tony and Pat investigated the west side of Camden Harbour from Camden Head south into the inner Harbour to the third point of land - behind which the wreck should not reasonably be located. (Both Sholl and J.P. Stow mentioned being able to see the wreck from Brecknock Harbour.⁵⁰). I took the second party to explore the east side starting near Sheep Island, moving south and culminating at the broad point opposite the point at which the first party stopped - for the same reasons.

My party located a number of stone structures about 80m inland from HWM less than a mile SE of Sheep Is. This was immediately recognised as the Government Camp. No other location on the east side was found to have 19th-century material.

The other party put Pat ashore to climb Camden Head (el. about 150m) which he later reported as giving a fine view of both Brecknock and Camden Harbours. Continuing on, this party located a small brass porthole (minus glass) a few small YM fastenings, part of a wooden cask lid, and bits of YM sheeting along the exposed mangrove shores inside and on the NW point of, the inner Harbour. The point fits the description of the wreck site location in contemporary accounts, although the porthole and perhaps the small fastening bolts could not indicate the wreck of so large a vessel.

The assembled team searched the rocky shore (still low water) the rest of the morning, and became convinced that this was indeed the wreck

site of the Calliance. Iron blacksmith nails, YM sheathing and YM tacks are ubiquitous below EHWM, and a good deal of 19th century glass and ceramic fragments are present.

A curious mound of black stones lay at the waterline to start, and was gradually covered by the incoming tide. These rocks were first looked at because of the aspect of having heavy keel/keelson timbers running through underneath, then passed over when the "timbers" were found to be an uplifted reef of rock. The stones are nearly the same colour as the surrounding basalt beachstones - which cover the width of the tide zone. But the slightly odd absence of barnacles and algal slime on these rocks distinguished them as a unique mound, and therefore possibly ballast stones (fig. 31). On close comparison, these stones were found to differ from the surrounding beach stones in that they were of a medium-density scoraceous ultra-basic volcanic nature.

Bob, Pat and I dived the area offshore of the mound on 27/7/78 and located a concentration of about 40 hearth bricks. The mound was considered thenceforth to be the actual site of the Calliance wreck. The following bearings were recorded from the ballast mound:

Compass

1) Camden Head	248 ^o
2) Mt. Lookover (North Point)	266 ^o
3) South end New Island	295 ^o
4) Mid-point Green Island	328 ^o
5) Mid-point Sheep Island	344 ^o

Sextant

1-2)	=	19 ^o 22'
2-3)	=	29 ^o 12'
3-4)	=	32 ^o 04'
4-5)	=	11 ^o 53'

Vertical summit Sheep Island to HWM = 00^o59'; to LWM 01^o07'

Position: Latitude - 15^o30.5'S
Longitude- 124^o36.7'E
UGR: 51L XC 734852

For convenience, the site was considered to comprise three segments (Fig. 24). A baseline of 146m length was laid down on an axis of 340^o mag. from a point above EHWM 8m south of an old rock-rimmed fireplace (fig. 32). (This is believed to be where Anderson and his two partners - possibly others as well - camped, known in the contemporary

sources as "the wreckers' camp") to approximately ISLWM, 22m north of the ballast mound. The first area (A) was the Wreckers' Camp, or anything found above EHWL (27m on the survey baseline); the second (B) was from 27m to 100m, which was the mangrove area of the intertidal zone; and the third (C) from 100m to 147m which was considered the area of the wreck. Because in situ position of materials might be informative - except in the intertidal zone (B) in which fragments are widely strewn - the team measured the position of finds at right angles from the steel measuring tape baseline and recorded how many metres (to the nearest $\frac{1}{2}$ m) east or west from the baseline figure. Thus an object found 9m west of the baseline at a position 67m from baseline 0 was recorded as "9W67". From this data an overall plan drawing of the site is made with a ± 1.0 m accuracy for areas A & C.

A layer of loose stones covered the ashes in the fireplace enclosure. A test hole dug in the underlying gravel to a depth of 30 cms was found to be sterile but for powdery ash in the interstices. From the quantity of ash it seems the fireplace was used for a considerable period.

Artifacts above EHWL were not found to have much significance in terms of locations, except at an area 18m west of the fireplace where a great number of fragments of 19th century bottle glass were noted in two roughly circular patches. This was perhaps the wreckers' bottle dump. At any rate, it is certain that Aborigines fractured and chipped tools from the glass in those locations, as the overwhelming majority of the fragments showed signs of having been worked. In lesser numbers, fragments of slate and crystallized quartz also showing manual alteration were mixed in with the glass. Samples were recovered. No whole bottles were found.

Between the fireplace and the EHWL on either side of the baseline pottery fragments (some in concentrations homogenous enough to allow substantial reconstruction of the pieces), hand-forged iron nails, and rusty iron tools were found. Samples were recovered, including a spade head and pick head. (Appendix E)

There was remarkably little left of the ship's structure or major appliances. No windlass or other machinery could be located. A

test hole in the ballast mound beside the upthrust reef of rock revealed a thick gluey mud filling the interstices between the ballast stones. Small pieces of badly eroded wood - which appeared to be oak - were extracted from this mud at a depth of 80 cms. A larger piece of the same sort of wood measuring 39 x 20 x 3 cms was found lying atop a flat stone which was found to be a local type, indicating that the wood was part of the Calliance's outer hull planking, saved from being burnt by the wreckers only by its position under the mound of ballast. J.P. Stow recorded in his journal that the Calliance was burnt "as the only way to get out the copper from her".⁵¹

Besides a piece of bottle glass and the hearth bricks no other wreckage was noted offshore the ballast area (Fig. 33), although possibly material could be lying under the mud overburden offshore. I do not think it likely, however, that significant material could remain in that area as the wreckers would have retrieved anything salvable.

We were disappointed in not locating a good collection of materials salvaged and sold by the wreckers, and then abandoned in the camps and along the foreshore, as all contemporary accounts stress that much valuable material and equipment was left behind. It seems likely that these items would have been removed over the years as curiosities.

Association Camp

I felt that more Calliance gear might be found at the main Association Camp, which we failed to locate in July despite a walking search of the west side of Camden Harbour from the Calliance wreck to the eastern side of the SW creek (UGR: __ XC 735827) and of the east side from the NE creek to the southern creek (UGR: __ XC 747823), leaving only a 1.0 km stretch of shoreline at the southern end of the Harbour unattended. The journals of both Trevarton & Robert Sholl state that the Association Camp could only be reached through a narrow mangrove creek at high tide, and T. Sholl's refers to a "beautiful stream of water running a few yards from their encampment".⁵² It is possible that the mangrove thickets would have changed their positions in the 113 years to present - even likely - but the streambed should still be present. Both the SE and the SW creeks fit the descriptions nicely - except

that their straight line (on chart) distance from Sheep Island is only 3 statute or just over 1½ nautical miles, rather than the 5 miles described by R. Sholl, the W.A. Government Resident. There seems no place which answers his description of "5 miles up the harbour".⁵³ This, in fact, would put the Association Camp two miles inland from the southern end of the Harbour. A large amount of material could still be anticipated to remain around their landing place. The southern end of the harbour is by far the most likely area for such a camp, as it is obviously backed by lower country which promises a route to the interior which would have been a big consideration for intending pastoral settlers - at least initially. The country is more regular and less stony although it is still country only fit for donkeys (fig. 34) - of which we saw a good number. These seemed healthy and abundant, and their paths through the high grass and stony scrubland greatly facilitated our walking. The Camden people reported that they abandoned some horses and many sheep but to date no mention has been found of donkeys.⁵⁴

At a spot on the eastern side of the Harbour (UGR: _ XC 748832) presumed to be the site only of the World War II RAAF encampment, harness gear for small animals was found along with an early disc plough. It seems more likely that the wild donkeys of Camden Harbour were introduced during that period, but more checking is required. The remains of a concrete-floored corrugated iron shed and sundry other things were found there, but no 19th century glass or ceramic fragments. A large Boab tree near the water's edge was heavily scarred by many names carved into it, the most legible being those from the 1950s to present. The most recent was done in March of this year. We could not find any that were dated during the early 1940s at the time the landing was used for construction and maintenance of the Kunmunya emergency airstrip. Projecting out from the old tree were a number of star pickets which appeared to have been thrown at it like spears - a saddening sight.

Not far to the south of this landing, another large Boab was found to be carved with a good representation of a crocodile, but this was unusually high up - near the crotch of the branches. Martin and Panter's inscription was not seen, and may have been too shallowly inscribed to prevent the tree's skin from growing back over, and obliterating it.⁵⁵

A small encampment was located on the rising ground east of the SW creek (UGR: _ XC 729823). The stream which flowed into the tidal

creek was clear and had more water than any of the others seen in the vicinity. 19th century glass and pottery fragments were found near a 1.8m long oblong stone arrangement which appeared to be a fireplace or perhaps a grave (John Meadon's?).⁵⁶ 75m to the south, higher up the rise, a small stone building is in ruins. (Fig. 35) No other evidence of settlement was found in a brief lookover of the area, and it seemed likely to be the remains of a one-family camp, perhaps splintered off from the main Association group.

Calliance Camp

The only other spot to show remains was back from the top of a distinctive broad black rock peninsula on the eastern side of the harbour (UGR: XC 743842). Widely scattered in a grove of trees and across the rock itself, but nowhere in dense concretions, we found fragments of 19th century bottle glass and ceramics. Some were collected. Despite the fact that chart distance to the Government Camp was a good deal less than the two miles described by Messrs. Sholl, we suppose from Capt. Brown's diary⁵⁷ that this is the vicinity known as Calliance Camp, but nothing could be found of the ship's furniture, which was probably pilfered after 18th March when the Calliance crew departed, part for Timor in the ship's cutter, the rest in the Tien Tsin for Fremantle.⁵⁸ The amount of material was therefore consistent with an encampment of about 20 men for 3½ months.

Government Camp

By far the most interesting of the camps seen was the Government Camp which was located on very rocky broken country on the western shore of Camden Peninsula (UGR: XC 862743). There is a natural landing of flat-topped black stone to the SW of the camp, and the remains of another landing place with a constructed ramp which was built in April 1865 to the north of the first landing. A good view of the outer part of Camden and most of Brecknock Harbour, and reasonable access to deep water anchorage probably compensated the Government party for the stony terrain which was difficult for humans with good boots, much less horses, to walk in.

A number of stone structures and what appeared to be cleared pathways and/or garden patches (T. Sholl mentions that vegetables were successfully

grown at Government Camp) are easily distinguishable, though the buildings are more or less tumbledown (fig. 36)*. Pottery, iron, nails, a horseshoe, several broken ceramic pipes (with impressed "Dutch maid" symbol, and glass fragments were collected. (Appendix E) A large lead bullet, seemingly modern, of about .50 calibre was the only evidence of possibly more recent intrusion noted at this spot.

A baseline on a 0°-180° axis was laid down, approximately bisecting the encampment and locations were ascertained by two-tape triangulation where feasible, and by distance along a compass bearing where easier. Measurements were made to the nearest decameter, to yield an average plan accuracy of ±0.5m. (Fig.37) Because foliage obscured the view from this camp, baseline 25m was selected as a spot 46m due east of a bearing point nearer to harbour. From this bearing point, the following data was recorded:

Compass

- | | |
|---------------------------|------|
| 1) Summit Camden Head | 231° |
| 2) Summit Mount Lookover | 255° |
| 3) Mid-point Sheep Island | 295° |
| 4) Mid-point Green Island | 305° |
| 5) 'EWS' anchorage | 260° |

Sextant

- | | |
|------|--------|
| 1-2) | 24°32' |
| 2-3) | 39°15' |
| 3-4) | 10°49' |

Position: Latitude 15°30.0'S Longitude 124°37.6'E

Four boab trees - three of them large - were found near the structures but no carving was seen to remain.⁶⁰ To commemorate our visit, Tony carved into one of the trees "EWS W.I.N.C. 1978" and a semblance of the lugger, all cut deep through the bark into the wood on the assumption that only by cutting into the wood would the scar be retained.

Over the hill to ENE (065°) from Camp, about 210m distant a small water-course held small pools of good drinking water - the Government Camp's primary source. Even at this time, despite late rains, (Koolan Island people said they received 8 inches in early July - a time when any rainfall is unusual) the water was not moving noticeably. It is not surprising that this source filled the Camp in the dry season of 1865.

*Due to publicity following the Expedition's return, Miss B. Clinch of Nedlands contacted me about some "old maps" she found in her grandfather's papers. One of these was a sketch of Government Camp drawn by a Pensioner in the Government party, Richard Daly. (Fig. 38)

Sheep Island

The last of the Camden Settlement sites investigated in July was the burial site on Sheep Island. T. Sholl says that nine persons died at Camden, but not all were buried at Sheep Island. Capt. Edwards, a Calliance passenger, was drowned in the Timor Sea when the Dutch schooner he was bringing from Indonesia to remove the crew of the wrecked ship overturned in a squall. His body was recovered, but after three days had to be thrown overboard near New Island. Police Constable Quinlan drowned and was lost when the Government cutter Gimlet foundered in Rogers Strait. The "managing director of the C.H.P.A.", John Meadon, died on 19 May 1865 of a fever of a "typhoid character"⁶¹ and was buried at the Association Camp. The records show the following details of the people buried on Sheep Is.:

- 25/12/64 Samuel (or Thomas?) Hart age 40 died of sunstroke.
- 28/12/64 Benjamin Richards age 40 died of sunstroke.
- ? /12/64 John Verner age 35 died of sunstroke.
- 4/6/65 Mary Jane Pasco age 30 died following childbirth.
- 17/6/65 Native Jimbo died of respiratory complaint.
- 7/9/65 P.C. Gee died of spear wounds.

Sheep Island is quite small and almost entirely of a steep rocky nature. The only suitable spot for the digging of graves would be the sand and shell flat on the SE corner (UGR: XC 731868). The spot, only about 5m x 10m bounded by rocky terrain on the island side and by the ISHWM on the harbour side, would scarcely be big enough for more than this half dozen. It seems that when the graveyard was full, the settlement was abandoned.

Although T. Sholl says in his Journals, "Our native Jimbo's grave looks very well, it is painted up nicely" (p.58) it must have been marked with wood, now deteriorated, for no trace of his grave, nor of any of the others, save Mrs Pascoe's, is today noticeable. Mrs Pascoe's grave is still conspicuous, being ringed with small stones and mounded up with white shells so that no weeds grow on top, and a stone grave marker stands in place stating: "In Memory of Mary Jane Pascoe Who Died June 4th 1865 Aged 30 Years". (Fig.34) As the grave of a Calliance passenger this might be considered a relic associated with an historic wreck.

Probably many of the settlers and Government people held the same dread of "an eternal visit to Sheep Island" as T.C. Sholl. This spot imparts a feeling of the sad and bitter tragedy which attended the impetuous and ill-advised attempt at settlement at Camden Harbour.

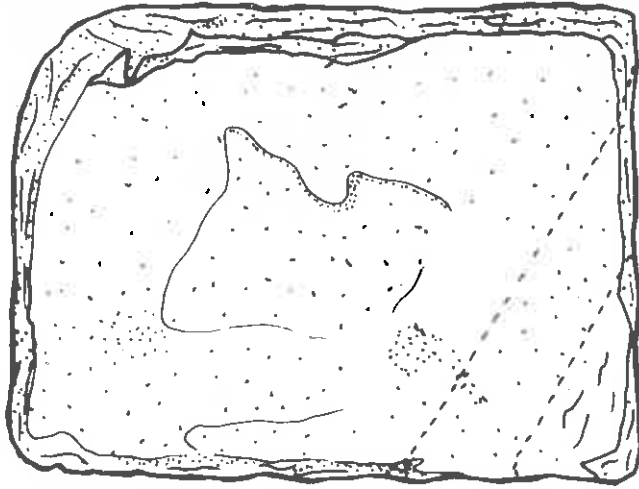
A large boab tree near Mrs Pascoe's grave was carefully inspected for the names of others buried there during the settlement attempt. Dated carvings in boabs are useful in estimating the age of Aboriginal art carvings, but none were found of this period. Numerous names and initials, however, were in evidence including "E.J.S.", "F.D.", & "WOOD". Most conspicuous was the lettering about 37 cms high and 2.5 to 6.5 cms deep into the tree "WR BARSTA(W?)", and lettering an average of 8 cm height and 1.5 cms depth "1881 R BARTER".

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N.B. The chronological order of this narrative is here interrupted to recount the results of further investigations in August on the home-ward segment of the voyage.

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Association Camp - Camden Harbour

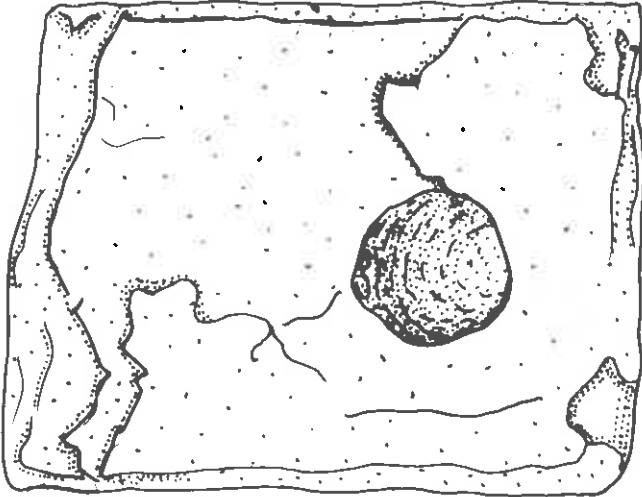
16-17/8/78 -Camden Harbour was entered from the north via Rogers Strait, and EWS was brought in close to a spot due east of Calliance Point and anchored at 1500 hrs., an hour before low water in 3 fathoms depth. Anchorage very sheltered and peaceful. Both boats were got out and an attempt was made to land at the south end of the inner harbour in order to close the gap in last month's search. The chart distance, point to point, of the area which remained to be searched is a little less than 2 kms, but the actual walking distance along the coastline is about 5 kms. Although the tide was only a few days past neaps, the water level at low tide was lower than any tide previously witnessed by us here. The boats could not enter the mangrove creeks, and attempts to penetrate the dense mangrove thickets proved vain.

The team then split up, one boat going to Government Camp and Sheep Island, the other deposited Pat at UGR: __ XC 746853 to walk west then north towards Government Camp, and LH Jack and I at URG: __ XC 752852 to explore the eastern end of this arm of the harbour. Although historic references indicate the southern end of the harbour as the most likely, I felt that until the Association Camp was located, no possibility could be ruled out. After all, wrecks (and camps) is where you find 'em.



Plan

NEW ISLAND
WRECK
WR-2034



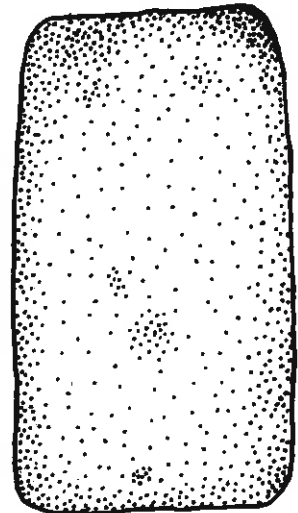
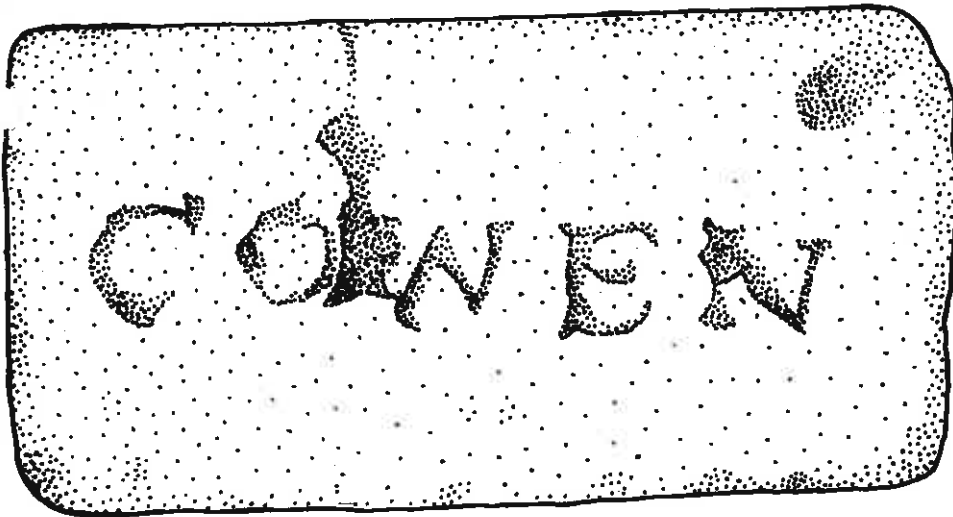
elevation



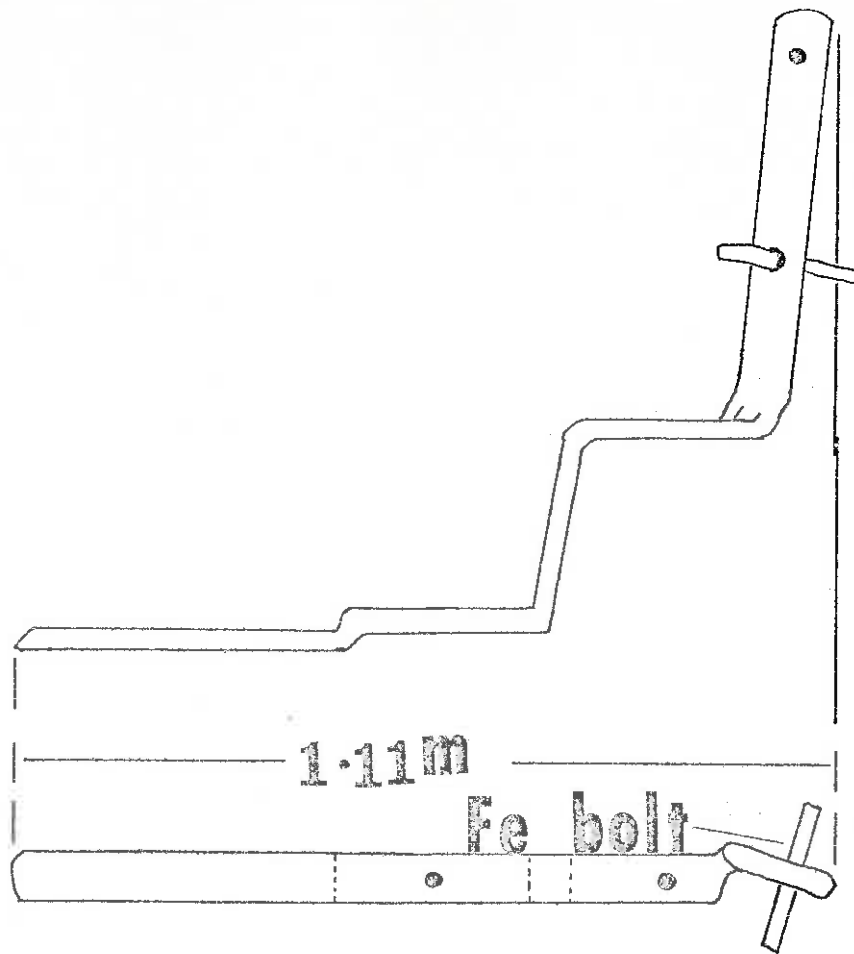
side

23a) 11.8 kg iron block of unknown original function.

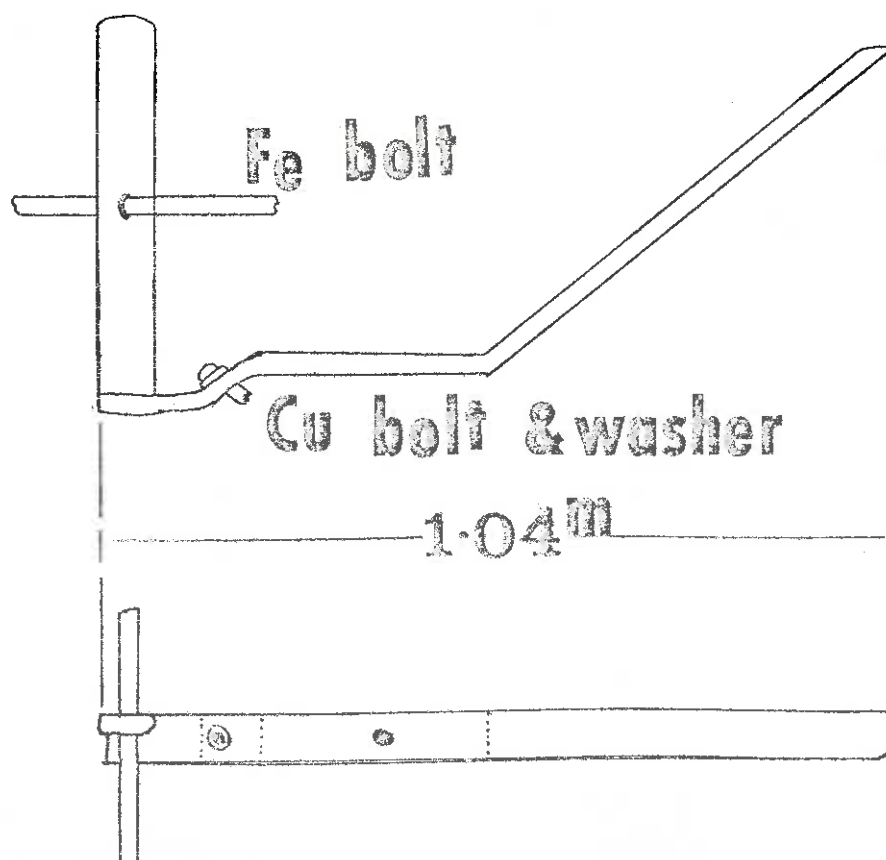
23b) White housebrick. "COWEN" impressed by hand.

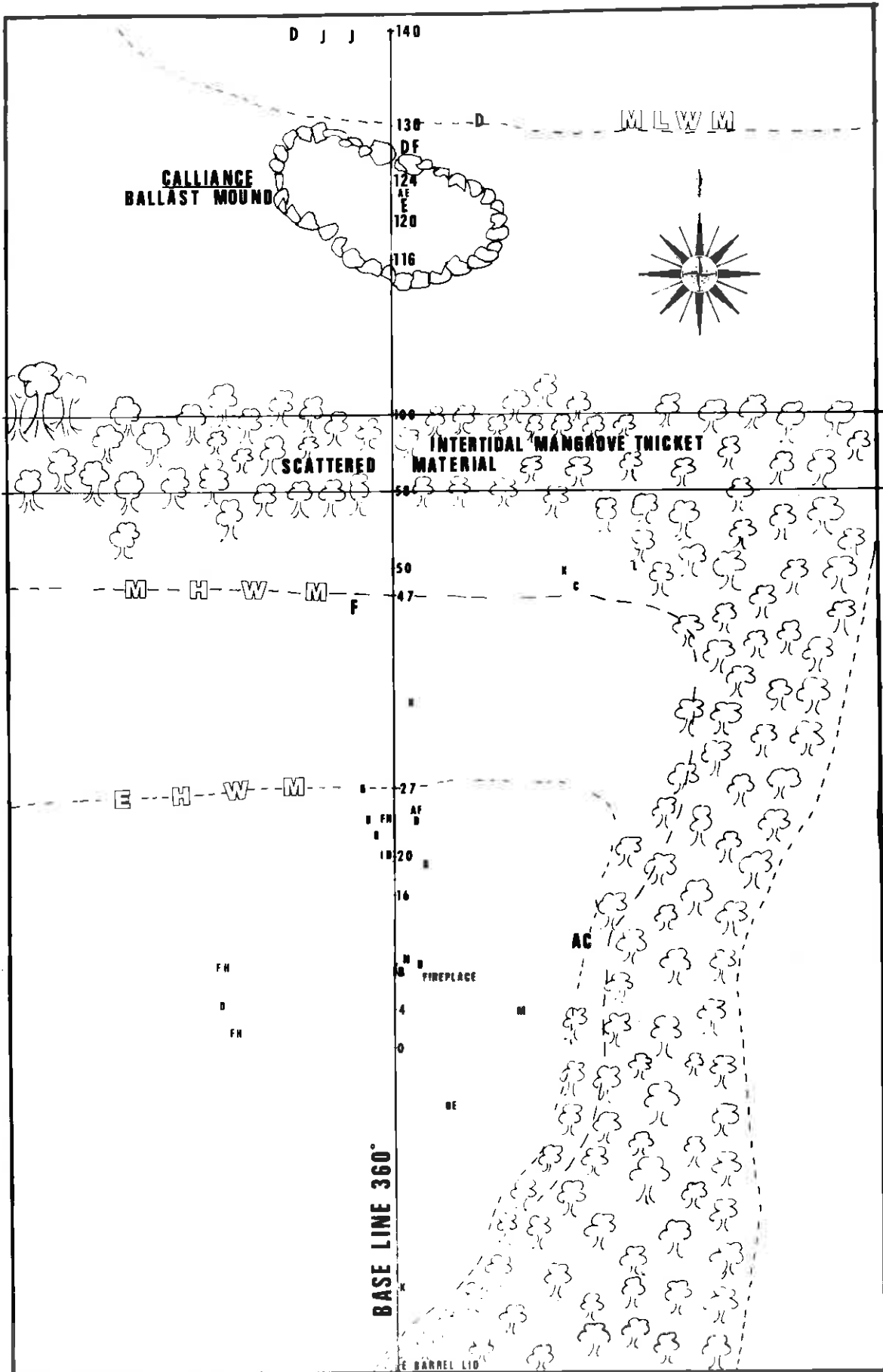


WI2032



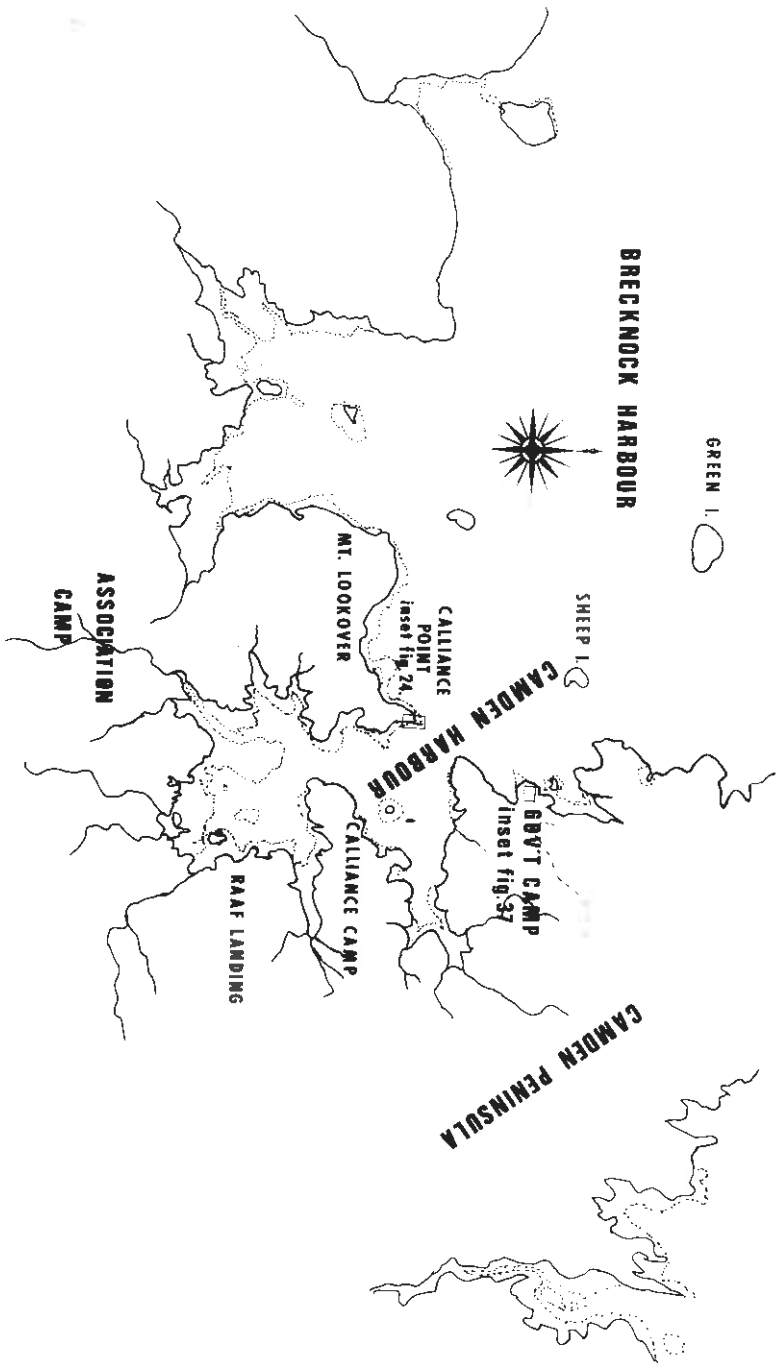
23) Iron deck or transom knees, New Island.

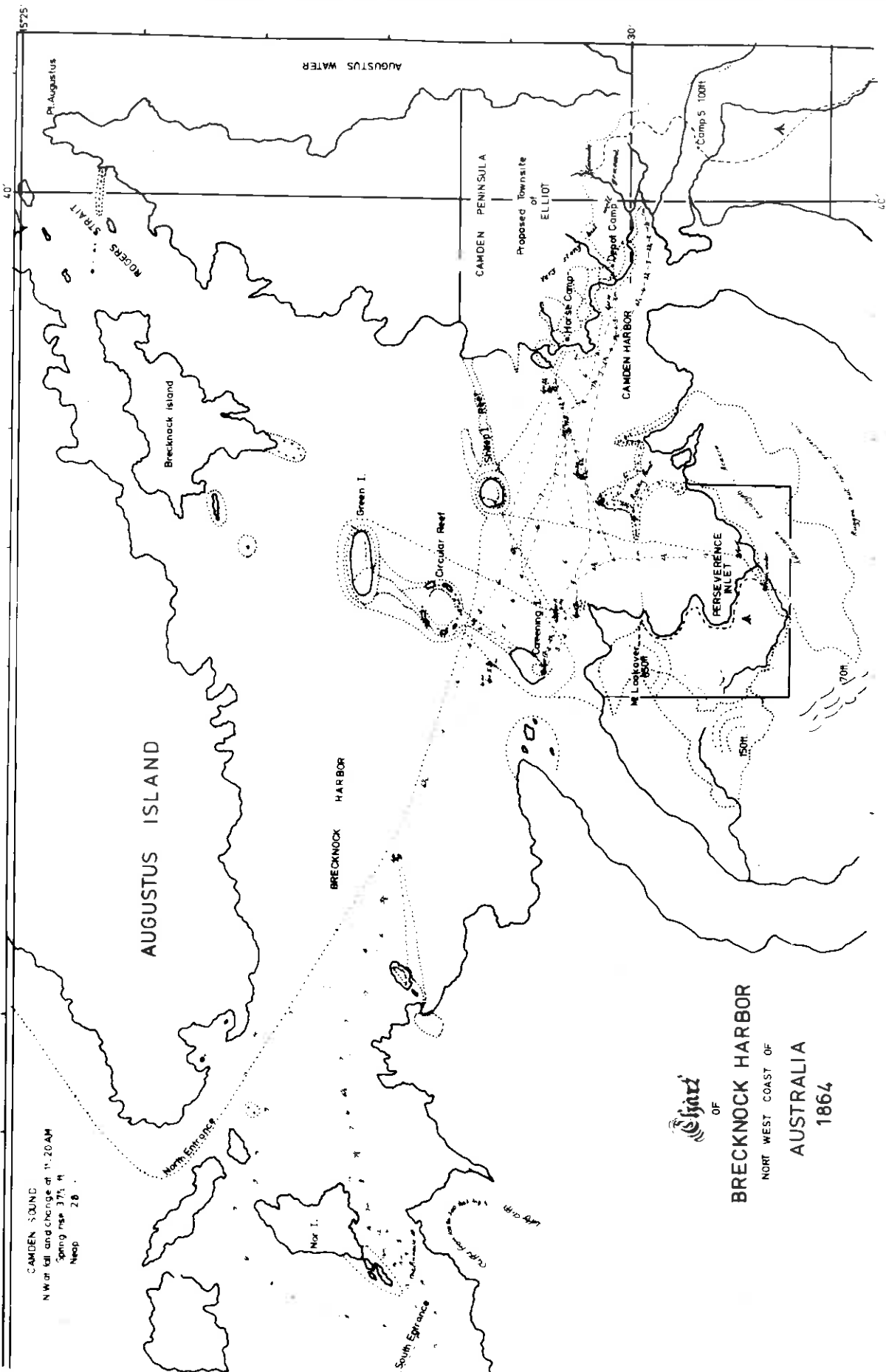




24) Calliance wrecksite and wreckers camp plan.

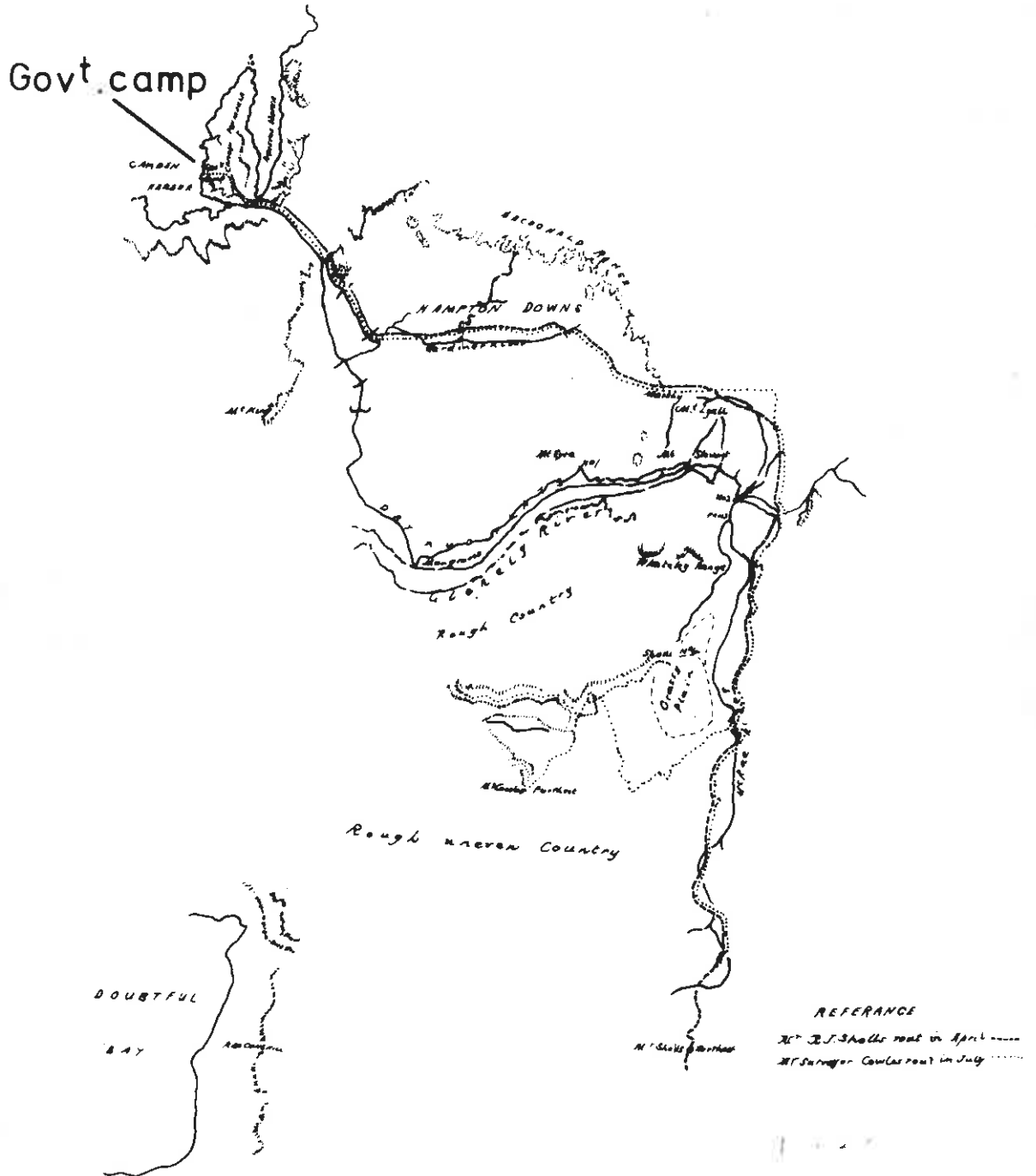
25) Camden Harbour settlement area, showing sites investigated by WINC.

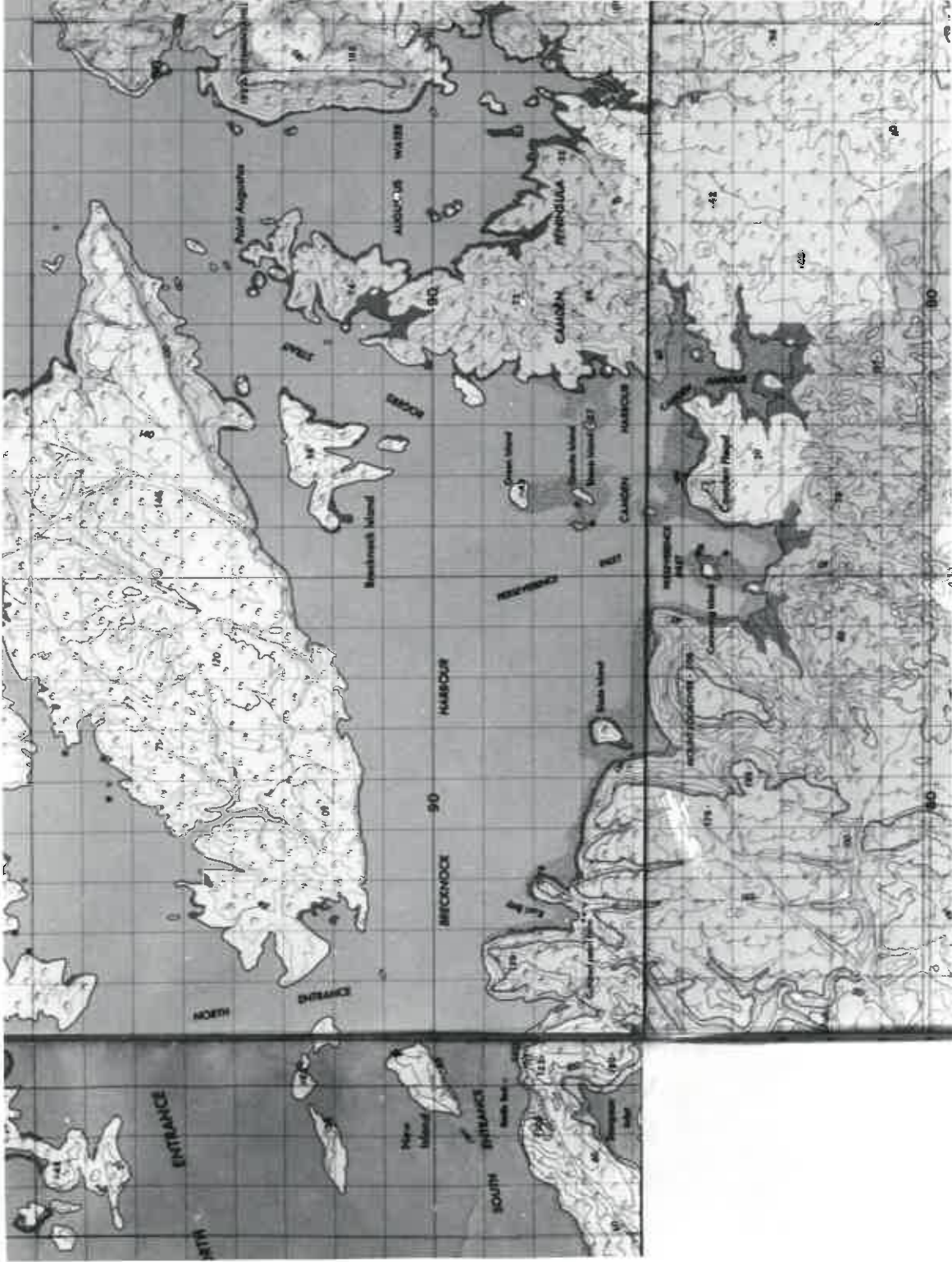




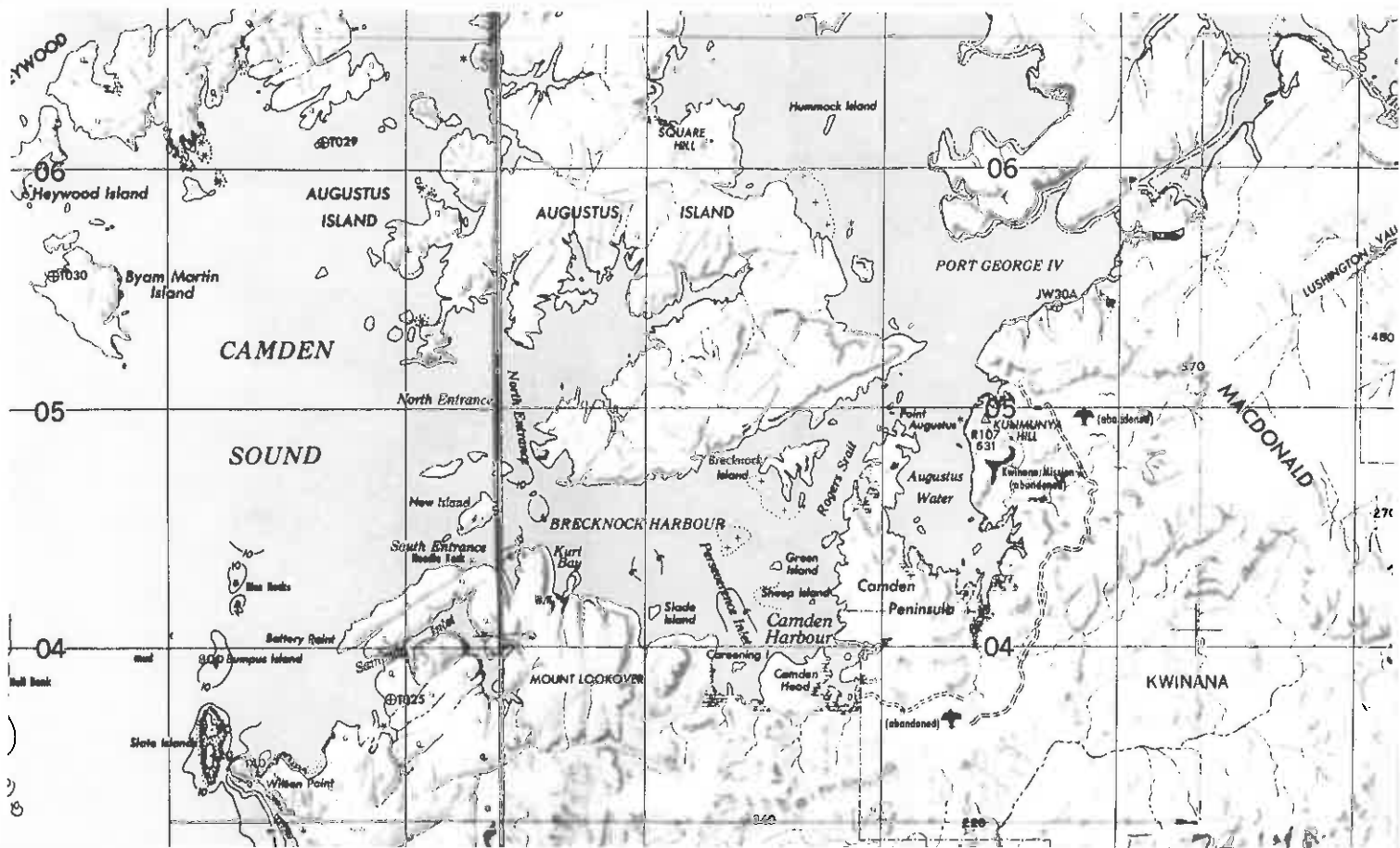
26) 1864 chart of Brecknock Harbour.

Copy of a tracing by
Assistant Surveyor James Cowle
of his route towards Red Cone Hill
July 1865

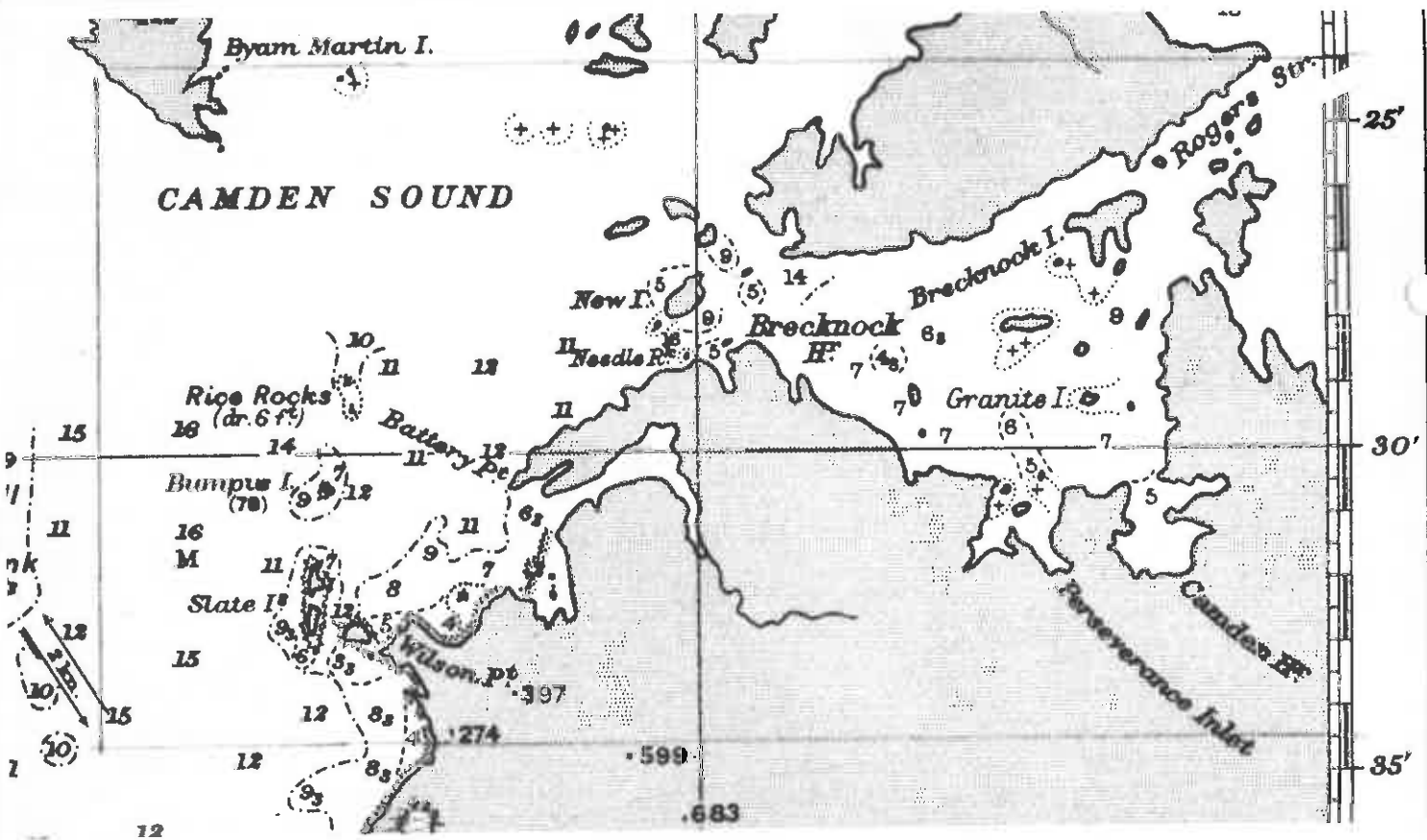




28) Camden vicinity, Lands and Surveys maps joined. Each grid is 1 km square.



29) Camden vicinity; portion of L & S map 1:250,000.



30) Detail of Camden area from Admiralty chart 1206.



31) Calliance ballast mound, Camden Harbour.



32) Fireplace at wreckers camp looking north along survey baseline towards Calliance wreck.



33) Calliance bricks found underwater north of the ballast mound.



34) the stony terrain around Camden Harbour.

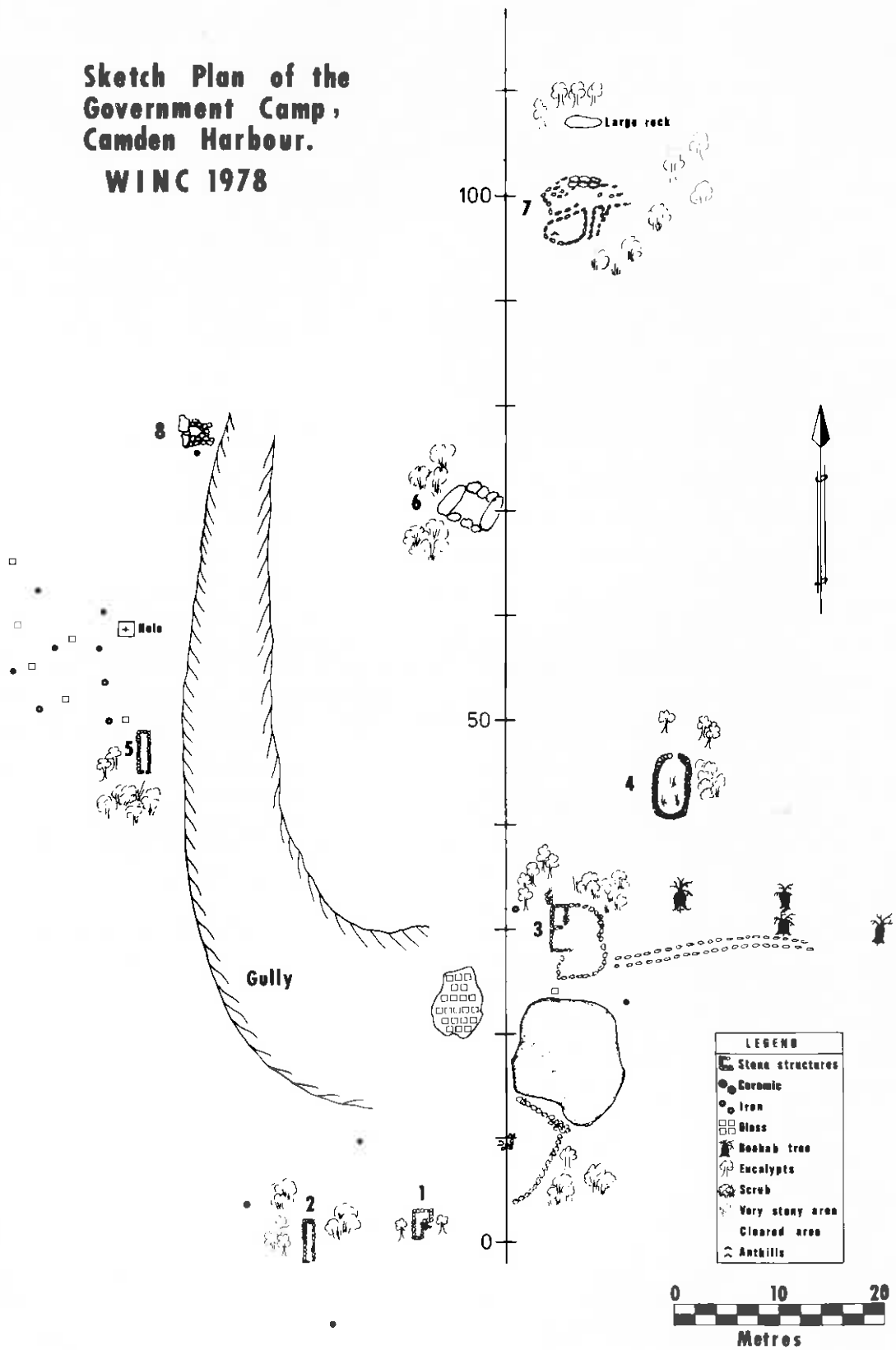


35) Ruins of stone building at the
Association Camp. Camden Harbour.

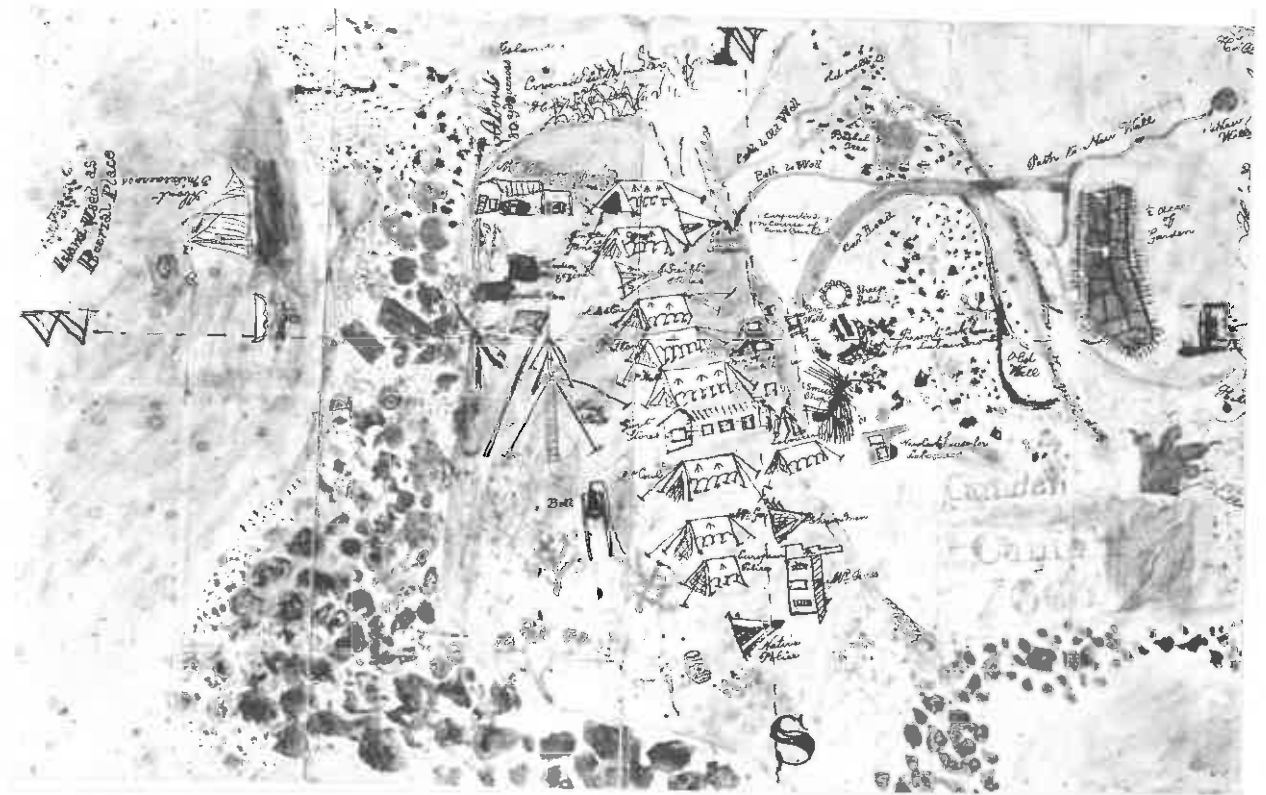


36) Stone building at Government Camp, Camden Harbour.

**Sketch Plan of the
Government Camp,
Camden Harbour.
WINC 1978**



37) Stone structures and other features, located by rough triangulation from a N - S baseline. Plan accuracy 1.0 m.



38) Contemporary sketch of Government Camp (Daly, 1865.)



40) Cistern east of Government Camp.



39) Mary Jane Pascoe's grave at Sheep Island.



41) Contemporary drawing of Camden sites (Daly, 1865).



42) Mermaid tree at Careening Bay, Port Nelson.

Pat found a man-made cistern 0.5 kms distant ESE of the Government Camp; "approximately halfway up hill (or slightly lower) was a flatrock area, at places slimy with algae. The cistern was built across a shallow stream, made of double thickness drystone wall with some infilling 0.6-0.7m high. (Fig. 40) 6.5m by 5.5m narrowing at outlet (west) side. Nearby (approximately 30m to north) was another shallow stream apparently dammed by stones. Approximate bearing to cistern from boabs at Government Camp was roughly east. Walking back from cistern the approximate direct route crossed the stream (measured to on 27 July) at boab and flat rock area, ending up at rocky (large) coast south of Government Camp."

LH Jack and I were able to penetrate the mangroves as they grew less thickly in this creek, and searched the inner shoreline from UGR:___756853 to UGR:___757852 paying particular attention to the vicinities of the four streambeds. None was flowing, but the two most easterly contained good water in shallow pools. A medium boab with a bifurcated stem located near the point of the broad triangle of ground between these last two streams was found to bear an excellent depiction of a lugger carved into the bark. The drawing was about 30 cms top to bottom, but the lines were not thickly carved and perhaps not deeply, as the scars were seen to be healing over. There was no name or date carved into the tree. No other signs of European visitation were noted.

The following morning the entire team, minus Denis who stayed behind to nurse a cut foot, assaulted the south end of the harbour. One party went with Tony to where his earlier search ended at UGR:___848823, while the other party went with me to the small settlement located in July at UGR:___729823. The plan was to search the intervening area from both directions. However, my party soon came to the conclusion that their starting point - the small camp - was in fact their goal - the C.H.P.A. Camp, usually referred to as the Association Camp, or Settler's Camp.

Two mangrove trees where the dinghy was landed were heavily scarred by many boats landing there. It is astounding to think that these scars were cut over 100 years ago, and yet there is no evidence of more recent boat traffic to this spot. On the flat rock point where we landed pieces of glass and ceramics were found. Further, on the grassy

flat near the stream we found a tin with YM rivet punched in, probably to hold a handle; a tin lid which read, "Cadbury's"; and some nails amongst glass and ceramic fragments (many showing signs of having been worked) of the mid-19th century manufacture. (Appendix E)

Because the fires set in July had burned swaths through the tall grass, the signs of human habitation were seen to be more numerous and widespread than noticed earlier. Thus the presumption that the location was the site of a small group splintered off from the Association Camp was found to be wrong.

The area to the west of the still-flowing stream was thickly grassed. It was set afire but there wasn't time available to search it afterwards, so all the material collected was found on the east side of the stream. Because all the material was found in an area roughly 200 x 200m, and because from their journals it is known that the settlers were very much afraid of the indigenous people it is reasonable to assume that the camp would be sited only on one side of the creek, ergo the east side. Position Lat. 15°32.3'S Long. 124°37.0'E.

If any were needed, further proof that this was the Association Camp is the fact that the stream still carried a good flow of water, the only stream in the Camden Harbour vicinity found to do so. T. Sholl's Journals mentions that in August the Government Camp was dependent on the stream at Association Camp for its daily water supply.

The rough position of the camp was from 30 to 300m east of the stream and 200 to 400m SSW of the landing on the tip of a small peninsula in the mangrove creek.

The stone structure already noted was on the rising ground furthest from the landing and was roughly rectangular in plan with its doorway at the SW corner. The S wall was 130 cms long, E wall 350 cms long, N wall 135 cms long, W wall 330 cms long. The drystone walls were mostly tumbledown, the maximum remaining elevation being 140 cms. (Fig. 35) The wall thickness varied from 35-45 cms due to the use of natural unquarried stones, the average thickness being about 39 cms. 6m south of this structure a stone arrangement approximating a rectangle 380 x 5.50m may have been a garden plot. These two were the only evidence of the use of stone at the Association Camp unless fire pit

rings and the possible grave noted earlier are counted.

The camp is mostly distinguished by concentrations of broken bottle glass and ceramic fragments and a good sampling of these were collected, along with some lead and iron scraps, a fork, an iron boot heel, a spade, and miscellaneous other small finds. (Appendix E) Many of the glass fragments were unmistakably marked by striking and flaking in a way that indicated Aboriginal toolmaking. It seems likely that the natives moved in when the settlers moved out, and took what they found useful, and smashed the rest. This would explain the dearth of intact artifacts. Peter declared that the spot should be an Aboriginal site so that we would not be able to pick up things for collection. After careful consideration, this impertinence was ridiculed. It was thereupon suggested that Peter stay behind to guard against depredations such as ours, but he would have none of it.

The circumstances surrounding the establishment and subsequent abandonment of the settlement imply that a good deal of equipment was abandoned there, particularly that which T. Sholl described as being "washed about by every high tide, and now perfectly useless". The shoreline was searched in both directions without finding anything to note, except near the landing a small iron branding device in the shape "HP". Unfortunately no name on the settler's list could be found to match those initials. Although contemporary accounts of the settlement state that Association people bought a fair quantity of goods from the Calliance wreckers, we found no articles remaining at the camp which could be positively linked with that vessel.

It seems certain that the people at Kunmunya Mission, which was founded in 1912 upstream from Port George IV only 150 kms distant, would have learned of the old settlement site. Possibly they came and carted away useful implements and scraps. Perhaps they are also responsible for the wild donkeys which are seen - and more often heard - in great numbers. The mission shut down after the "Japanese War" and LH Jack thought it likely they would have loosed their domesticated donkeys. Jack was in the region before the War and was quite certain that no donkeys could be heard then.

The chart of the settlement camps can now be filled in completely.
(Compare Figs. 25 & 41)

King Cascades - Prince Regent River

29/7/78 - After leaving New Island, EWS coasted the south and east shores of Augustus Island, swinging close to Hummock Island which Richard Hunter said had been holed by a meteorite, though the island did not seem likely to have been visited by such an occurrence. Passing through Port George IV, EWS entered a narrow channel into the western end of Munster Water. Because the daylight was failing as we tried to negotiate the narrow neck of water to the west of Greville Island we anchored for the night. Despite the narrowness of the channel, the tide race was negligible and a pleasant, calm night passed.

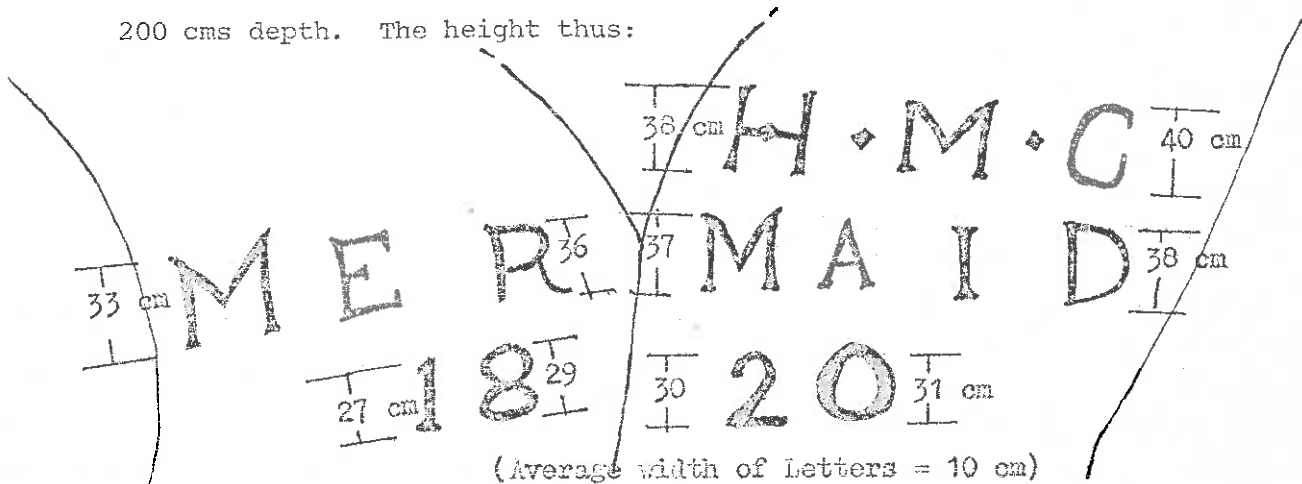
30/7/78 - Starting at 0545 hrs we proceeded across St George Basin and then almost 15 nautical miles up the Prince Regent River, before we anchored and motored both dinghies the remaining 3 miles to King Cascades, which Lieut. P.P. King discovered in 1820, and which relieved his water supply problem the following year. We were rewarded with a good quantity of water tumbling down the steep rocks; the sight appearing very like the sketch which is published in King's journal. (See also p.34) In the river three crocodiles (crocodylus porosus) were sighted, estimated by averaging) to be one 1-metre, one 3-metres, and one 4-metres in length. The afternoon was spent motoring EWS mostly against the tide, to Careening Bay.

'Mermaid' Tree - Careening Bay

30/7/78 - Navigating by radar and compass, EWS rounded Cape Brewster in the darkness of early evening and arrived at Careening Bay, at the south end of Port Nelson before midnight. A good anchorage was found just offshore the sand beach.

31/7/78 - The large boab tree upon which Philip Parker King's crew cut the name of their cutter and the year in which they careened her on the beach nearby was found in the thick foliage about 60m from ISHWM. The tree, though obviously ancient, appears healthy, and though devoid of leaves due to the season, sported a fair abundance of nuts. It was partly overgrown with vines and crowded by trees (eucalypts) and has a strangled appearance. It may be that the tree is in some mortal danger, as most boabs stand clear of overgrowth, but none of us are qualified to judge. (See also p.79)

There is no known record that states how large the tree was at the time of carving, but it can be assumed that the tree would have been large at the time, and that it has grown more subsequently. Neither is there a record of how deeply cut, or what size the original lettering, but I believe the lettering dimensions have expanded with the growth of the tree: At least the depth varies consistently, increasing towards the edges. Most of the depth of lettering ranged from 20-100 cms, with an average of 30-50 cms, but the "C" in "H.M.C." measured 150 cms depth and the "D" in "MERMAID" measured 200 cms depth. The height thus:



The tree bifurcates slowly from about 50 cms to 150 cms from the ground, then rapidly. The carving is thus divided into two sections, but still reads quite distinctly. (Fig.42) The overall width of the words at its widest point, the word "MERMAID" was 3.60m. The girth of the tree at 40 cms from the ground was 10.20m, while at 2.00m height, the girth was in excess of 20m , a considerable change, only partly accounted for by the bifurcation.

It was necessary to climb up into the tree's branches to obtain the following bearings through the foliage.

Compass

- 1) HWM on the rocky west end of Careening Bay UGR: YD 149291 = 280°
- 2) Hill scarp on southern Coronation Island UGR: YD119331 = 315°
- 3) Cliffy east point of south Coronation Is. UGR: 132344 = 329°
- 4) Steep west edge of Fontanes Island Lat. 14° 53.8'S
Long. 124° 55.2'E = 335°

Sextant

- 1-2) 34° 16'
- 2-3) 17° 17'
- 3-4) 03° 58'

Position: UGR: 51L YD 157288

Latitude 15° 06.4'S
Longitude 125° 00.4'E

A creekbed was located 150m ESE from the tree, and the pools which supplied King's water in 1820 during the 17-day encampment were found about 300m upstream from the beach.⁶³ Both were small, and the water, though free of salt, looked oily and unwholesome. King found these holes completely dried up the following year when the Bathurst called in for water.⁶⁴

After seeing the vandalism - or I should say temptation to add one's own carving - to these living tablets in Camden Harbour, I propose that a plaque should be erected at the spot to acquaint visitors with the historic significance of the tree, and it should be granted legal protection as an historic monument. Its relative isolation will not indefinitely protect it: the tracks of four different shoes were in evidence both above the high water mark and below, which meant that a visit had occurred since the last spring tides (10 days ago). I believe that this should be a high priority concern of the Museum.

Bigge Island - Ship paintings

31/7/78 - Following a sketch map hastily drawn by Dr Ian Crawford, which seemed hopelessly inadequate in detail to guide us to a spot on such a large island, the EWS passed Boomerang Bay and approached the NW coast of Bigge Island. The sketch showed a few rocks offshore a sand beach, where the coastal cliffs turned inland and then ran along behind the beach. In fact it was not such a poor description - or we were just lucky - as the cave paintings were located on the second inlet we looked at. The paintings were on surfaces of a honeycomb cave system undercutting the south side of the sandstone cliffs. These caves can be walked into without climbing from the beach level, extended from ground to about 2m height, and are located 13m from ISHWM. The paintings are not hidden. In fact, a large Wandjina-type with arms upraised, who seems to be shouting a warning or threat towards the ocean, can be clearly seen from ISHWM. On various facings a good variety of paintings are in evidence - but of particular interest are the five (possibly there are more which are too deteriorated to identify) depictions of European-type vessels. Many of these drawings have been illustrated or described by Crawford (Art of the Wandjina), including three pipe-smoking persons in a boat propelled by oars with rowlocks, (Fig. 43) and two persons smoking pipes in the bowels of a two-masted vessel. Not described

by Crawford, but perhaps highly informative is another painting which was a very clearly-drawn outline of a two-masted vessel with bowsprit and a gaff on at least the mizzen mast (erosion has rendered the upper mainsail details indistinct). The fact that the masts are both depicted as going through the deck to the keel-line suggests that the artist was not a casual observer but someone who had an intimate knowledge of the vessel - which appears in all details to be a lugger. (Fig.)

I decided to record further details after revisiting the site on the return voyage when I would be accompanied by local guide Jack Karadada, a Wanambal tribesman, and P.J. Randolph, Research Officer of Aboriginal Sites. Freshwater was found in the streambed to the SE of this beach, and the figures, in at least one case, seem to be carrying water containers. So the drawings could represent a watering party, rather than shipwrecked sailors. A search of likely wrecking spots offshore this beach will be made on our return (see pp.77-8 for further details).

Troughton Island

31/8/78 - EWS was anchored after midnight in Parry Harbour, and was got under weigh again at 0845 hrs. As we were now a few hours ahead of schedule for our run into Cambridge Gulf, and passing close to Troughton Is., we called in to see what remains of the Light House establishment which was abandoned 5 years ago (Nov. 1973) after the radio mast was blown down in a cyclone.⁶⁵ Birds and snakes have taken over the buildings and sheds, but everywhere serviceable materials can be found abandoned. Spare parts (even a spanner hung up on the hookboard in the generator shed) show that economy was not a concern of those leaving the place, and also show that few visitors call in there. The four powerful generators must have been serviceable when abandoned as they can still be turned with the crank handle. The houses are still in reasonable condition, although the remaining furniture is tatty and weeds are breaking up the asphalt surface of the tennis court, which is situated between the two houses. The island is flat-topped, but not a sandstone character, the soil being made up of sand and ferruginous volcanic pebbles.

'Dickie' Wreck - Jones Island

Jones Island is a low sandy islet 3m high whose greatest length is 400m. It is, however, surrounded by 5 sq. miles of drying reef, and the Australian Pilot says that "foul ground extends eight miles east". In 1912 the Benedictine Mission's Schooner Dickie was reported wrecked at Jones Island with a full load of supplies for the Drysdale River Mission at Pago.⁶⁶ The captain and crew abandoned the wreck apparently without trying to salvage any of the cargo. Inasmuch as the islet is solitary, distant from any other landmarks, the vessel could have wrecked anywhere on the extensive shoals and the location described as as Jones Island. Being a small wooden vessel (31 tons) the Dickie would leave scant remains on an exposed reef. The reef as seen passing to northward on 1st August 1978 seemed to extend in every direction from the small featureless islet. It was decided that local information would be sought.

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N.B. However, all subsequent enquiries were in vain. Even Fathers Seraphim Sanz and Eugene Perez at Kalumburu who knew the story well had never heard of any trace being found. Also our local guide for this region Left Hand Jack Karadada did not know its location, so it is now assumed that the wreck site is unknown, and as we have no time to search for unknown sites, we will not return to Jones Islet during this Expedition.

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Turtle Bay, Lacrosse Island

Despite the fact that the tides were only a few days past neaps, the tidal rush into and out of Cambridge Gulf was expected to be strong, and we had been advised by Cec Piesse to start from Lacrosse Island at first flood and be secured in Wyndham before the change. To this end we arrived at Turtle Bay, Lacrosse Island at 0930 hrs. and anchored to await the change, about 1100 hrs. In the bay were three of the HMAS Moresby's survey launches, and a cut-down lugger at anchor. Ashore a large tent pavillion was presumed to be a Navy survey station. The lugger was the Broome-built Skelton whose owner Bert Hojetski and his woman Pat Byers live in Darwin.⁶⁷ They handed in a fossilised lobster of a variety long extinct in Australia. This was sent to the Museum in Perth. I spoke briefly to one of the RAN boats who said Moresby was out in the Gulf. We arrived Wyndham with sails up handily by 1600. We were allowed to tie up at the Wharf, but found Anthon's Landing

convenient to the small craft anchorage and moved there before dark. Peter Yu met us at the Wharf.

'Koolama' Wreck - Wyndham Harbour

4/8/78 - One of the Expedition's friends and benefactors in Wyndham, David Thompson, took the entire team up a dusty, bumpy track to the top of the 'West Bastion', the 329-metre hill backing the old town of Wyndham, where we got a "kite's-eye view of the meatworks", as well as the wharf. David pointed out one of the muddy swirls of water west of the north end of the wharf and said that was the site of the Koolama, and that sometimes at low water an unwary mariner will snag on bits of the wreck which protrude towards the surface.

The M.V. 'Koolama' was struck by Japanese aerial bombers on 20 February 1942 off Cape Rulhieres and, partially disabled, was beached nearby. Passengers and most of the crew were removed to the beach for safety, and the vessel was patched and pumped out. A skeleton crew brought her to Wyndham where she tied up on 2 March and discharging of cargo commenced. On 3rd March a Japanese bombing raid on Wyndham forced all hands to abandon ship under orders, and when the engineers returned she was well down at stern. Slowly the Koolama rolled onto her starboard side and sunk, her lines straining the jetty out of true. ⁶⁸

The tidal current is so severe near the jetty that diving would prove extremely hazardous, even if the area was not known to be the home of large saltwater crocodiles, perhaps attracted to the effluent of the meatworks less than 400m away. The mean spring tidal range is 6.5m, and at neaps 2.8m. The seemingly constant movement of the water keeps incredible volumes of fine silt suspended, so that visibility is always nil, and so that diving for inspection purposes would be fruitless...as well as terrifying.

5/8/78 - We contented ourselves with verifying the position of the wreck as shown on Admiralty Chart Aus 32. Utilising the EWS echo sounder we patrolled north and south on lines parallel to the jetty, while bemused spectators watched. No sounding less than 10 fathoms was recorded until the trace suddenly jumped from 16 fathoms to less than six, hovered a minute and then dropped precipitously back to 16 fathoms [this search was conducted between 0730 and 0800 hrs when tidal

prediction was for high tide of 7.4m. Depth sounder on EWS is above the keel, 1.5m below water level]. The trace left no doubt that we had passed over the wreck of the Koolama at a magnetic compass bearing of 068° to the northern end(ashore) of the jetty and about 70m from the near bend. (Fig.45) Position Latitude $15^{\circ}27.1'S$ Longitude $128^{\circ}05.9'E$.

Apart from the Kwinana which finished up wrecked on the beach south of Fremantle which now bears her name, the Koolama is the only one of the State Ships to meet a violent end. Because of this fact, and because the Koolama is the only large West Australian vessel ever to be sunk as a direct result of enemy action, it is of considerable historic interest. However, it is not feasible for a Museum team to recover material directly from the wreck without improved technology. It is unlikely that the wreck will be vandalised, and should not be disturbed unless Port authorities decide at some future date to destroy it as a navigation hazard. It is desirable that the wreck become protected for future archaeology and the owners might be approached on the subject.

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N.B. Father Seraphim Sanz of Kalumburu Mission, who won laurels for his part in rescuing the stranded passengers and crew from what is now known as Koolama Bay and bringing them to the Mission aboard the Mission's lugger Moa, has several pairs of lifeboat oars, and dinnerware marked "Koolama" which he will likely donate if approached by the Museum.

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'Atlantis' seaplane float - Cape Bernier

7/8/78 - Following up a report that rock engravings made by Aborigines could be found near the coast at Cape Bernier, EWS stopped offshore while Denis, PJ, Ian, local guide Martin Clark and I went ashore at various points to search. The carvings went unlocated, but Denis reported back that he had found an object which he believed might have been the float from the Junkers seaplane in which Captain Hans Bertram and mechanic Adolf Klausmann, both German, had attempted to boat to safety after making a forced landing off the north coast of W.A. in February 1932. Denis took photos.* Checking in Fr Perez's book Kalumburu (1977) we found the story, and learned that the aviators had indeed been found "near Cape Bernier". The plane itself was found

*These photos were so much overexposed as to be useless. However, Pat copied an old print in Kalumburu Mission photo album showing the sea plane float at Cape Bernier. (Fig.46)

safely tied up on the beach some distance away by searchers at the time and Captain Bertram, after recovering from his ordeal and purchasing some parts in Perth, returned to the north to fly the plane out. (Fig. 47) His narrative is recorded in his book "Flight to Hell".⁶⁹

The float is located on the south side of Cape Bernier up from a tiny coastal cove and at the base of a sandstone stack, approximately 10m above MHWM. The aluminium appeared in good condition except for deterioration of the front bulkhead. It is partly buried in sand, so that the underside condition was not ascertained.

Inasmuch as this relic is of considerable importance to W.A. and Australian aviation history, it should be recovered and conserved for State or local museum display.

Position: UGR: 52L CK 341 515.

Latitude 14°00.3'S Longitude 127°27.7'E.

'Voladora' Wreck - Berkeley River

6/8/78 - While anchored off the mouth of the Berkeley River in order that PJ could investigate sites there (which were not located), Denis accompanied the M.A.D. staff Colin, Pat and I to look around Reveley Island for wrecks and Indonesian or Aboriginal materials. 19th-century bottle glass chips were found in a small shell midden under a rock overhang on the NW corner of the island (UGR:52L CK 714119). Nothing else of interest was found except the grooves of Moresby's helicopter, and personnel's footprints on the western beach.

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While at Kalumburu (10/8/78), in response to inquiries, Father Sanz interrogated Manuela, Old Joe* and another old-timer regarding the spot the Mission lugger Voladora was wrecked in 1926. From their description of a "big river", "two sand hills", "much further towards Wyndham than Koolama Bay", it seems likely that the wreck must have occurred in front (north) of the two conspicuous sandhills north of the Berkeley mouth (about UGR: CK 683148) Old Joe said that the vessel

*Joe Purruan

was outside the reef when a "big wave" came and the anchor cable snapped. The lugger then went onto the reef.

N.B. Caption on photo of Voladora in Kalumburu album says: "Lost at Buckle Head, 112 kms from Wyndham 25 September 1926".

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King George River

8/8/78 - Entered the river over the shallow sand bar at high tide in the morning and exited 24 hours later. A successful search for Aboriginal cave paintings was conducted by PJ and Martin. The river canyon was spectacular with its rugged sandstone cliffs and tall waterfalls. Pat and I had a SCUBA dive in a bottomless canyon beside one cascade. Ben Cropp and Co. described this river as "the most beautiful place in Australia".

Old Pago & Tamarinda, Mission Bay, Napier Broome Bay

9/8/78 - EWS arrived Mission Bay, and visited the Indonesian trepang processing site, Tamarinda, investigated by Dr Crawford, but found it rather unedifying as the erstwhile fireplace stones only rest in piles and there is no sign of Tamarind trees. Father Sanz later told us that the trees had died and rotted away. We saw in the Kalumburu photo album a picture of Aborigines in amongst the barren branches of three large trees, which were the trees for which the site was named.

Old Pago was not visible from the water, being about 1 km inland. The concrete floors of the monastery and school are still in good condition and 4 verandah posts of the Residence 2-stories-high remain in position from when the monastery was dismantled and moved to Kalumburu in 1936. Nearby is a dense grove of big mango trees, and, we were told, a cashew nut tree, which are the vestiges of the Pago gardens. A circular stone-lined well by the old Residence was found to hold water still. A carving in a large boab "DCL / F 16 Aug 1926" was found beside a stone enclosure near the fresh-water pool. The old cemetery was visited by Dennis, Tony, Ian and Colin after two young Kalumburu men Michael Jungara and Phillip Woolangu took Pat, Martin and me into Kalumburu. PJ had earlier departed Tamarinda on the minibike to liaise with Kalumburu. The cemetery didn't appear to hold many graves, and only imposing marker is the carved stone headstone commemorating the death of HMAS Geranium

Gunner H. Davies, who was eaten a little by a crocodile in Vansittart Bay in October 1920.

Kalumburu - Napier Broome Bay

9-10/8/78 - The WINC Expedition was received with hospitality by Mission Superintendent Father Seraphim Sanz, Fr Eugene Perez, Brother John Richards, and Community Council Chairman Laurie Waina.

Father Sanz, who has been at the Mission since 1939 pointed out on the chart the sites of interest he knew about - a few already commented on in this work: the whale skeleton behind the mangroves on the east side of Galley Point (UGR: 52L BK 527533); the abandoned WWII Radar installation on Sir Graham Moore Is. (UGR: ___ 405618); a US LOREN Direction Finder station on that same island (UGR: ___ 313652); the abortive cotton farm started by H.V. Howe and two other men after WWI, about 1919-21 (UGR: ___ 324619)*; a spot on Bougainville Peninsula where tamarind trees have died but seedlings regenerated (UGR: ___ AK 886474); and old Indonesian beche-de-mer site, and a lugger chain on the shores of Koala Bay (UGR: ___ 846568 & ___ 855564 respectively); the Mary Island wreck, the Moa wreck at Longingi Landing, and the Mittallulgah wreck at Guy Point which he said Jack Karadada would know; and the remains of luggers abandoned at the halfcaste Willie Reid's camp called King-ana in Vansittart Bay (UGR: ___ 984233).

Kalumburu Airfield Wrecks

Martin, Laurie and LH Jack showed us the remains of two WWII aircraft in the bush north of the airstrip. A Mitchell bomber which somersaulted on landing, and a Hudson bomber which failed during takeoff were there in big pieces. They are in reasonable condition, except that the fore section of the Hudson has been cut away.

* This is the Mr Howe who tells of a corroborree relating to the cannons found at Carronade Island.⁷⁰ Fr Sanz says the story is a fabrication, that the natives remember nothing about any such dance. In a letter to Sydney medical practitioner Dr John Morris he says that "the author [Howe] suffers from a shortness of memory and abundance of imagination". Since Howe came into the area following WWI, he could not have seen a corroborree ten years earlier. Dr Crawford, on the other hand, gives an opposite opinion of the man.

'Moa' Wreck - Longingi [Longin-yi] Landing

10/8/78 - In company of Left Hand Jack Karadada, Laurie Waina, Martin, and several other young men of the Community (inc. David & Phillip Woolangu), Pat and I visited Longingi Landing on the estuary of the King Edward River, where the supplies for the Mission were been landed until recently when road trains have been employed to cart from Derby. Jack showed us to a spot about 200m south of the Landing where we looked through the mangrove-lined shore at the spot the Moa (also known as Tersita Moa) was wrecked in 1947. (Fig.48) Apparently Fr Cubero had tied up the 17-ton lugger against the bank, and flood waters came down the River, pushed the lugger over, and she filled. No attempt to refloat the vessel was entertained but the engine was subsequently removed, and pieces from it were noted behind the mangroves. (Fig. 49)

At the actual location on the River side of the mangroves there was nothing to be seen - as Fr Sanz had predicted. Flood waters would have periodically battered the wreck and all but the heaviest items washed away. Proof takes the form of small bits of copper sheathing tacks, and fastening bolts scattered on the rocky platform behind the mangroves. The only timber from the wreck seen was in this area, a short frame perhaps 1.2m long x 75 x 60mm section studded with copper fastenings of 3/8" diameter. A sample bolt was collected. The Moa was bought by public appeal in 1926 to replace the wrecked Voladora.⁷¹

The speed of deterioration at the landing was exemplified by a portable wench which was in use after WWII, the metal of which is rusting away in big flakes.

Wreck Position: UGR: 52L BK 425227.

'Mitallulgah' Wreck - Guy Point, West Bay, Napier Broome

11/8/78 - EWS removed from Mission Cove at 0600 hrs. in order to be on site at Guy Point in advance of low tide at 0900 hrs. LH Jack had been employed unloading the mission lugger Mitallulgah when she was wrecked at the Cambomeri military outpost landing at Guy Point West Bay (Truscott landing further north in West Bay) during a storm in March or April 1955.⁷² He took us to some rocks which were exposed near low tide about 300m offshore the beach. He was quite definite that this was the right spot although a swim search failed to find any material at all on the rock-and-coral sand bottom. It

is possible that the wreck has been destroyed by storm surf, washed into the sand shallows inshore of the rocks and become covered. The area of search at low water was 0.20-1.5m depth visibility of the same range. Position shown - UGR:52L BK 310418.

Carronade Island - Napier Broome Bay

11/8/78 - A walking search was made of the island where two small brass cannon were found and recovered in July 1916 by HMAS Encounter. One of these is now displayed at the Fremantle Museum. (Fig.50) The island has been described as a "sandy hummock", which it is not.⁷³ It is approximately 2 sq. kms of diverse topography, having rocky sandstone shores as well as sand beaches, and in parts is densely wooded. The magnetometer was used on a likely-looking beach area, on the western side (about where Museum staff Harry Bingham and Colin Jack-Hinton reported finding pottery in April 1969)⁷⁴ to search for material which would confirm a European or Indonesian campsite. Readings were unreliable, and nothing of note was discovered. The surrounding waters were not searched as the weather was rough (SE winds 20-25 knots), and visibility underwater was about 1.2m. Ben Cropp said that his team searched thoroughly without results. Fr Sanz said that nothing had ever been seen there to his knowledge except the cannons, and that the island was not important in Aboriginal stories.

Although the cannon has variously been described as Portuguese or Spanish dating from the 15th or 16th Century, and therefore proof of European discovery of the Australian continent prior to the Dutch, I am convinced that the weapon was left behind by Indonesian trepang fishermen who have a long tradition of voyaging to the northern part of Australia. (Appendix D)

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I found evidence of recent occupation by these people at Browse Island in 1974, and sighted four or five of their perahus [small wooden craft with lantern sails] among the Institut Islands offshore Admiralty Gulf in August 1976. No perahus or recent Indonesian camp sites were seen during WINC. This I attribute to two factors:

- 1) The signing of an agreement between Australia and Indonesia forbidding the Indonesian traditional fishermen to enter the territorial waters claimed by Australia - with the exception of the far-from-the-mainland possessions Ashmore Reef, Cartier

Islet, Scott Reef, Seringapatam Reef, and Browse Island - and prohibiting any landings except on the East and Middle Islets of Ashmore Reef to obtain fresh water;⁷⁵ and,

- (2) Increased surveillance. Regular monitoring of the coast - beginning with Operation TROCUS '75 - has probably convinced these fishermen to stay away from the Australian mainland.

The EWS was closely scrutinized on average of once every five days by either the Darwin-based Grumman Tracker or the Broome-based Orion. (Fig. 51) On some occasion these bloodhounds of the sky must have missed our scent, for the Broome Customs launch came howling up to us off Swan Point and demanded to know exactly where the boat had been and what we had been doing on some specific dates. It was a great temptation to answer that we had been to Bali to pick up a cargo of marijuana. Their leader, however, did not seem the type to appreciate a joke.

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Lugger Wreck - Mary Island

12/8/68 - EWS left Geranium Harbour through the western strait, passing into waters only partially surveyed, and then passed Middle Rocks (on which P.P. King had landed to take bearings in 1819)⁷⁶ to starboard. We came to anchor off the western side of Mary Island at nightfall.

This wreck was supposed to have occurred in January, 1920. Fr Perez in Kalumburu said, "Six Kularis including a woman had killed two white men, reported to be Germans, with their axes, thrown the bodies into the sea, then plundered and destroyed the lugger".

According to LH Jack, however, the trouble started when two Japanese seamen careened their lugger on the east side of the island to scrape the bottom.

"Perhaps", he said, "they were fishing beche-de-mer. They took two Gambre women from the group resident on the island and kept them on board several nights. Then their men came to the lugger and said 'Where's our wives?' The Japanese replied that they would keep them one more night. The Gambre men protested, but the sailors would not return the women. When one of the Japanese who was scrapping the hull put down his tomahawk one of the Gambre seized it and chopped him. When the other Japanese

came up they chopped him too. Then they took the women, clothes and other gear from the lugger, but did not burn it. Later the two men and two women were taken by the police to Broome for trial. The two women returned on the mission lugger."

Jack says the women took no part in the killing. One of the killers, whom Jack knew by the name of "Combo" went to prison on Rottneest Island where he was engaged many years in breaking stones, and finally returned to live at Kalumburu. He is now dead. The other man escaped from jail in Broome and was killed by other tribesmen. Jack didn't know his name. Perhaps this is the "Tjatan" mentioned in Kalumburu as having been discharged by the court in Broome because he was put in chains instead of his brother who ran away. Fr Perez wrote, "Tjatan tried to return to the mission by land, but was killed by Kalaris, who kept his wife for themselves".⁷⁷

We started for the site an hour before the low water, but the channel between the SE end of Mary Island and the mainland was already so shallow that we were obliged to land the dinghy on the western side of the south end of the Island and follow Jack through low-density mangroves and across spring tide mudflats (which fortunately were firm and easy to traverse) 1,500m to the eastern side. When we arrived at a long rocky beach, Jack said that the lugger was wrecked about 400-500m offshore on a shallow patch of sand where we could see the easterly wind-generated chop breaking. As the tides were going towards neaps the water was not low enough to see anything of the wreck, which may possibly dry during spring lows. Of course, it would be at least thirty years since Jack was last at this spot and it is possible that nothing now remains to be seen above the sand. Pat and I waded out on sand bottom-interspersed with low corals for the first 100m - to the spot Jack last saw the wreck.

Position: UGR: 52L BK 190501

Latitude 14⁰00.1'S Longitude 126⁰24.0'E.

As the depth of water over the spot was nearly 1.0m, and the visibility about ½ that, nothing could be seen there. A future expedition may be able to visit the spot at spring low water. No material from the wreck was seen on shore.

Admiralty Gulf New Nomenclature

12/8/78 - Approaching the Osborne Island Group the team noticed that many features were unnamed. This is probably due to the fact that a complete marine survey has yet to be done. Hydrographic Chart AUS 728 which was just published this year marks the area "Unsurveyed". As unnamed spots are difficult to describe for report purposes and we will be doing some important study in the vicinity, we claimed the chance to name the following features shown on L & S 1:100,000 Series R611 Sheets 4169 & 4069 (1974):

- 1) the NW point of Middle Osborne Island (M.O.I.) (UGR:51L ZE 221180) "Stubby Point" in honour of Swan Breweries' contribution to W.A. culture;
- 2) the NE point of Middle Osborne Island (UGR:52L AK 771190) "Point Kristy" after Colin Powell's daughter;
- 3) the water SE of Point Kristy as far as the unnamed point at UGR: __786168) named Krauker Cove; by Tony's request, after a Claremont football player;
- 4) the highest point of M.O.I. the 216m hill at UGR: __798145 Tiger Hill, after the Claremont Team - again Tony's choice;
- 5) the semi-enclosed body of water whose western termini are UGR: __848146 and UGR: __844142, beside which EWS anchored the night, was named - at PJ's suggestion - Karadada Inlet, after our friend and informant, who guided us to the anchorage;
- 6) the next inlet to the SW of Karadada Inlet, fronted by a small inlet at UGR: __822115, was named Diane Keaton Bay at my request after an admired film actress;
- 7) opposite Diane Keaton Bay to westward is a bight formed between Cliffy Point and the southernmost promontory on M.O.I. UGR: __786109 which was named Sledge Point after my father, Dr. James Nathan Sledge;
- 8) the bight thus formed was named Elizabeth Bay for the wife of Denis Hancock;
- 9) the beautiful island in the centre of the Osborne Group, which has passed unnamed by early explorers was named by me, Baker Island (highest point, 120m plateau at UGR:51L ZE 224096) after the expedition's esteemed photographer;
- 10) the bays formed between Baker Island and the mainland to the East and SE was named by me Anne Inlet after my de facto wife;
- 11) the passage which runs NW-SE through the group between Kidney & SW Island, and between Baker and M.O.I. was named by the team Slippery Passage to honor the Expedition leader's nickname;

- 12) the promontory jutting out to westward from the SW side of SW Osborne Island was named Hancock Head (UGR: 153087);
- 13) the body of water between M.O.I. and the mainland to the east was named EW Sound.

Osborne Islands Unidentified Wreck - Admiralty Gulf

13/8/78 - Inasmuch as we wanted to excavate a testhole inside the hull by airlifting, hoping to find material buried in the mud which might help identify this mystery wreck, we needed to be on the site well before low water which was predicted for 1100 hrs. Using the bearings recorded in 1976, EWS motored into Elizabeth Bay. Besides myself, of the team, only LH Jack had seen the wreck, when he worked for Robin and Chris Hunter doing trepang fishing. Nearing the location, about 350m offshore, a dark patch in the water indicated the wreck's position. I dived on the patch and confirmed that it was the wreck, lying less than 2m under the surface, and took another set of bearings from the Turtle anchored directly over the wreck. Perhaps because the 1976 bearings were taken from a dinghy anchored off one end of the site, the two sets were slightly at variance, as listed at the end of this entry.

The EWS was anchored in 2½ fathoms about 100m to the SE. A 9 cm inside diameter airlift tube was positioned inside the hull 16.5m abaft the bow on the starboard side. The hookah powered airlift gave good service digging a trench in the dead coral and shell detritus which, mixed with silty sand, fills most of the hull depth. A 1.5m long trench was dredged to a depth of 30 cm in 20 minutes before the falling tide made the depth of water insufficient to create suction. (Fig. 52)

The tube was relocated into deeper water outside the hull under the transom near a partially-visible propeller blade. Airlift dredging and scraping off the heavy marine growth revealed a most curious propulsion arrangement which is believed to be a feathering propeller. (Fig. 53) This discovery may provide an important clue to learning this many-storied wreck's identity.

A piece of white porcelain jar unearthed near the propeller was collected. Also collected from amongst the coral skeletons in the engine area was a ballast stone; and another brass bolt, plate and screws, the last remaining of four on the stern hatch coaming. It seems likely

that the hatch contained the steering or a clutch apparatus. The coaming had a recessed edge to provide a water tight seal.

Time did not allow a complete excavation of the lower propeller blade, and unfortunately also prevented a renewal of efforts to determine the depth and contents of the hull. The depth of hull to the overburden where the trench was begun measured 110 cm at 75 cm inboard the starboard hull. A steel bar probe was rammed down to a depth of a further 140 cm before contacting hard material, giving a depth of hull at that point of at least 250 cm. It should be noted that this was only 75 cm inboard and accounting for curvature of the hull, the centre of the hull should be considerably deeper. The shape of the prow and basic overall measurements was rechecked as shown in Figures 54 and 55.

The rudder stock projecting from a hole on the aft end of the stern hatch coaming measured 7.5 cm diameter at its top, but this might have been reduced by erosion and corrosion factors.

The visibility underwater was an average of 1.5m. When working on any area of the site, the silt gets stirred up reducing visibility to nil. Depending on the current and exposure of any location to it, visibility returns to normal in 3-15 minutes. The current was not strong enough to worry the divers. On neaps, as it was on this occasion, the tide range is about 2m.

Bearings:

<u>Compass</u>	<u>1976</u>	<u>1978</u>
1) Hilltop (159' UGR:52L AK 777132	320 ^o	324 ^o
2) Tiger Hill summit (216') UGR:___AK 798145	015 ^o	019 ^o
3) Hilltop (186') UGR:___AK 815135	036 ^o	042 ^o
4) NW edge Steep Head Is. UGR:SKZE 012217	198 ^o	198 ^o

Sextant

1-2)	54 ^o 36'	55 ^o 24'
2-3)	21 ^o 25'	22 ^o 31'

Position:

On western side of Elizabeth Bay about 1100m from Sledge Point, Middle Osborne Island UGR: 52L AK 788119.

Latitude 14^o21.0'S Longitude 126^o01.5'E.

N.B. For further details and observation as to the nature of the vessel see Report of Wreck Inspection, Osborne Islands Unidentified Wreck, 1976 (Appendix F).

- 12 -

Wooden Wreck - Anne Inlet

Richard Hunter had said that his family used to have a bêche-de-mer camp in Admiralty Gulf and that there was the wreck of a wooden vessel opposite the camp near an island. The positions he marked on the chart were: the camp, at the eastern end of Anne Inlet approximately at UGR: 52L AK 770057 and the wreck near the south eastern tip of Baker Island approximately UGR: 51L ZE 212071.

13/8/78 - While diving was in progress on the site in Elizabeth Bay, a team led by Tony explored Anne Inlet in the Beaufort at low water. They saw no sign of a wreck, which is not too surprising as it was neaps. But they could also find no place along the low mangrove shore suitable for a bêche-de-mer camp.

I inquired of LH Jack where he had camped when working for Chris Hunter and he pointed due east towards the bottom of Diane Keaton Bay. It seems likely that Richard has confused his positions, as he said there was a stream of fresh water behind the camp. The map shows several good streams entering Diane Keaton Bay, but none into Anne Inlet. If this is a correct supposition, the relative position on the island opposite would be where the iron hull is in Elizabeth Bay. No time was available for further search.

Woldjuar - Port Warrender, Admiralty Gulf

A good variety of Bradshaws, Wandjina, small Wandjina, transitional figures, djilingã and Koilyong (hilltop spirits, similar to Wandjina), animals, etc. is located under a large rock shelter SSE of Malcolm Island (UGR: 51L ZD 143900) mostly in good condition.⁷⁷ This art site was visited 13/8/78 by LH Jack and all the team. A protection of Aboriginal heritage sign was found to be almost unreadable due to weathering. PJ and LH Jack replaced it with a new sign.

Cassini Island Unidentified Wreck

14/8/78 - EWS got under weigh from our overnight anchorage SW of Bigge Point about 0630 hrs. and proceeded via Long Reef (see below) to the SW point of Cassini Island where we arrived at 0900 hrs. I had visited the island in 1976 in an attempt to find the wreckage photographed by Dr. Ian Crawford in 1967 from the clifftop. At that time I failed to find anything on the W to NW side where I had been told the wreckage should lie and did not see an anchor said to lie on the reef off the SW point (Journals of Wreck Inspection 19th August, 1978).

The object of the 1978 visit was to look for the iron anchor Richard Hunter said had been somehow manhandled $\frac{1}{2}$ way up the SW cliff face - for what purpose he didn't know, and to have a brief swim search for any wreckage offshore the NW end of the island. Pat, Colin and I took the Turtle in close to scan the cliffs on the SW point, and began moving north. In so doing we decided to sneak in behind the line of breakers fronting the western shore and there, at a distance of 50m from shore, one can clearly see an anchor lying atop a large beach rock. It could not be seen from outside the reef.

The anchor is lying on rocks near MHWL about 50m from the base of cliffs composed of a hard ferruginous conglomerate. From this position no islands or other good landmarks can be seen. But two points of the line of cliffs jut out to resemble headlands, which appear from this spot to bear 344° (to the NW point) and 352° (to the W point) respectively.

Lying a few metres distant was a heavy iron support which was possibly a breasthook. (Fig. 56) Though the arm lengths of 160 cm and 100 cm were unequal, there was strong evidence of breakage and/or corrosion on the short arm. If it is a deck beam knee it has been badly bent, which is a possibility as other similar irons were found 20m further north. At this second spot four iron knees in various attitudes, as well as two long iron tubes, were located. The tubes are possibly deck beam stanchions, but as there are only two it is more reasonable to assume that they are bilge pump pipes. Their length (identical) of 315 cms will indicate the approximate depth of hull from the midship bilge to some point above burthen waterline. Each appears to be in three sections and welded, with a square-sided flange welded onto each end. (Fig. 57)

Broken iron bolts in the breasthook and hanging deck knees measured $1\frac{1}{4}$ " diameter which would indicate a vessel of 900 tons by Desmond's Tables.⁷⁹ But one indicator is seldom enough to judge size. The anchor, whose shank measured 210 cms tip to crown, and 155 cms tip-to-tip across the flukes does not seem to have been large enough for a bower anchor for a 900-ton vessel. There was no chain attached to the shackle, nor was any found among the beach rocks. This suggests: (a) that the chain became quickly corroded and utterly destroyed; (b) that the anchor was not in use (further supported by the fact that the iron stock is not now in a set position) at the time of casualty; or (c) that subsequent to the

wreck some sort of salvage was carried out - which would explain the apparent presence of only one anchor on the site. Of course the vessel could have lost its other anchors before coming to grief on Cassini Island ("Djuli" in the native language) or the anchors may lie further out beyond the reef.

As we were there at low tide (neaps) we searched upwards of NLWM to the very base of an overhanging cliff for 50m either side of the main group of wreckage. But nothing was found away from the main site apart from an embossed glass bottle fragment found wedged tightly into a rock near the anchor; and several iron bolts at least 45 cms length, one oxidized to a thin wire of solid metal, and the other to lumps of rust flake, found at the cliff base. An iron ring arrangement which appeared to be a spectacle-clew-iron was found near the water edge. Harold A. Underhill in *Masting and Rigging* (Glasgow, 1946) states. "The spectacle-clew-iron is almost universally used in modern vessels.... Old time merchant craft used rope cringles stuck in the clew, while the sailing man-of-war had clew-cringles formed as part of the bolt-rope." (p. 119) By this he infers the used of such an item as post-1850. Here also a large shackle and several iron bolts in concretion state lie strewn. Samples of the bolts, the rigging ring, and the glass fragment were collected for study. (Appendix E).

The reef west of the wreckage was briefly checked for wreckage to no avail. The flat reeftop, pocked with shallow holes would dry at springs out about 100m to where the edge of the reef, though uneven, is very steep-to. Visibility near shore was 5m, reducing to 2m inshore the reef edge due to the mild surf action, and a spectacular 15-20m on the reef edge. The great variety of beautiful tropical fish, corals and other marine forms gives this spot the most pleasant diving aspect we have thus far encountered. No noticeable tidal current on neaps.

Position: Latitude $13^{\circ}57.2'S$. Longitude $125^{\circ}37.3'E$.

Long Reef

At Wyndham a man named Ray Williams approached Pat to arrange a private meeting with the Expedition leader to talk about a 300-year-old wreck with cannon on it. A rendezvous was arranged for 1900 hrs 4/8/78 at Anthon's Landing. I met him at the prescribed time and took him out to EWS, where a discussion ensued in the presence of Denis Hancock and Peter Yu. Ray told many stories relating to Aboriginal sites and secret rites and ceremonies. He also claimed to know exactly where the missing Gilt Dragon coins are buried inland from the wreck. I gave him Jeremy Green's name and address.

At length, Ray talked about the Kimberleys wreck which he said was known to only three men, one of whom was dead. The only other, besides him-

self was a millionaire already, but wanted the wreck for himself. As none of the men were divers, no material had been recovered. The outline of the ship can be seen and the masts (3) to one side. He was pretty vague about details, and seemed easily confused by the simplest questions. Asked if he had seen the cannons, he said he had not. When asked how then he knew the wreck had cannon, he said "It's 300 years old, there must be". He said the wreck was in 9 1/2 feet depth at low tide and 20 feet at high tide.

Asked to nominate the area so the proper chart could be brought out, he could not do so, but wanted to see a map of the whole Kimberley coast. When this was produced, he immediately jabbed his finger at Long Reef and said "It's right there". When asked to be more specific as Long Reef extends N-S about 16 miles, and is 3-6 miles wide, he insisted that it was "right in the middle". He could give no bearings and was not aware of any islands visible from the reef. The Charts show that the reef dries 3m, and when Ray was asked if the wreck was exposed at low tide he said no, but continued to insist that it was in the middle of the reef top and repeatedly assured me, "You can't miss it".

I said we would investigate. Ray Williams declined to fill in a claim form, but asked to be notified of our findings at the spot. Address: C/- Bill Dunmall, Travistock Street, Torquay, Queensland.

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14/8/78 - Long Reef was approached about halfway up the western side (lat. 13°58.9'S, Long. 125°43.0'E). Colin and I took the dinghy in by the reef edge. It was still two hours before low tide, but the reef was covered by less than 50 cms of water and rocks stood dry here and there. Surf broke over the reef edge. It was obvious that the dinghy would have difficulty getting over the reef edge, except at full tide. A 3-masted wooden vessel would have no chance of being wrecked on the middle of the flat reef top, so the report (unofficial) was considered to be all wank.

Cape Voltaire Junk Wreck - Bonaparte Archipelago

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In April 1975 Mr Herbert Graham came to see me claiming to know where a number of old shipwrecks were located off the Kimberley coast. He said he had a large fishing and salvage operation based somewhere near Wyndham, which employed 26 men. He said he owned a helicopter, several

salvage boats and two small submarines which were based at his East Kimberley camp.

He said that he had recovered a small brass cannon with Asiatic characters embossed around the muzzle from a wooden hull which looked like a Chinese Junk. He volunteered to send the gun to us for examination. I suggested that if transporting the gun presented any problems, at least photographs would be helpful.

I never received the gun nor any photos, nor subsequently any replies to my letters. Enquiries at north coastal population centres brought forth only puzzled expressions, so I presume that Mr Graham's Kimberley operation is a complete fantasy. West Coast informants believe that this is the same Graham who conceived the plan to hunt green crayfish using small submarines, which resulted in the yellow submarine being parked outside the Geraldton Museum building.

One of his reports involved a "Junk style hull, good condition ; capstans still intact on stern section"; "290° from Cape Voltaire; 20,000 distant ", which he had found while "testing for Hermanus crawfish".⁸⁸

Further details of the location - which I wrote on the form as he instructed - were that the wreck is partly on coral reef and partly on the sand bottom inshore of the reef and that the depth of water is 5 to 6 fathoms at low water. He marked a location on the chart about 4 miles SSW of Jamieson Reef. The Admiralty 1242 chart shows a depth there of 29 fathoms, but Graham said that the area was incompletely surveyed.

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14/8/78 - Leaving Cassini Island, EWS shaped a course for the location indicated, passing Jamieson Reef to starboard. On arrival the vessel's echo sounder was brought into use as we traversed the area. We found the bottom is regular at 28-29 fathoms. We discovered then that the location is in fact not 11.6 miles (20,000m) on a 290° bearing from Cape Voltaire, but 16.6 miles on a bearing of 302°. Consequently, we set a course of 155°, which would take us over a point plotted according to Graham's bearings, six miles distant from the location he marked on the chart. The echo sounder was employed for 60 seconds every five minutes, but the bottom remained regular, gradually coming up to 24 fathoms depth at the second location.

This brief check supported my suspicion that Mr Graham's reports are pure fiction. I felt there was no point in spending more precious time searching for a improbable wreck on an almost-certainly non-existent reef.

- 11 -

Swift Bay (Wārābi) - Montagu Sound

15/8/78 - EWS anchored the previous evening in Swift Bay which Lieut. King was the first to see. He probably named it, but did not elaborate in his journal on the nomenclature, for which I was sorry as it might have referred to Lt. Heywood's vessel Swift, believed to have been lost with all hands in 1797.

In the morning we motored into the south end of the bay to a hard rocky landing. 25m away was a conspicuous block of sandstone with numerous overhangs which were found to contain an excellent variety of Aboriginal paintings in fair condition. Floor areas covered with extensive sea shell midden deposits and several fire places. Included were depictions of Kaiara, Wandjina, and Wandjina with children (Kaiara according to Dr Crawford),⁸⁰ fish, turtle, kunmangu (yams), an excellent flying fox, a small unusual dancing Wandjina, and one small stick figure with unusual profile like a capital "D" thus:



Bigge Island (Wirāru)

15/8/78 - Leaving Swift Bay at 1000 hrs., EWS arrived off the NE coast of Bigge Is. at 1330 hrs. Pat and I dived along the southern and western sides of a coral reef surrounding the rocks and a small islet offshore to look for any signs of wreckage, while LH Jack, PJ and the others went to inspect the cave paintings at the place Jack calls "Owatendu". The reef was found to rise from 10-13m silt-over-rock bottom to within 2m of the surface on the S and SW side and from 20m to 2m on the western side. The reef is mostly flat-topped, the edges cut with deep crevices and occasional overhangs in the sheer reef-face. At the time of diving the tide was 2 hours into the flood and a moderate SW current was encountered. Only a mild current was noticed below 6m depth. Because of the extent of the reef, and visibility restricted to 2m by drifting plankton, the search was only superficial and cannot be considered in any way conclusive.

The same can be said of the results of the painting inspection. Owatendu is Wanambal country, but Jack had never been there before and could not give much information about the paintings. He did say that the paintings were all done by Aborigines and when questioned whether the

artists could have sailed on luggers, he said that they must have seen the ships a long way away, and would not have gone on the luggers because they were "all wild", and would run away when boats came.

Asked when the people left Bigge Is., Jack said it was, "before I was born [c 1920], before my mother was born, and before her mother was born. It was my grandfather's country. He came from there. He was the last one of my family to live there. They all left a long time before the German War" [WWI]. If this is true, it explains why the figures are represented in Wandjina (or Kaiara) style, but does not explain familiarity with the details of a lugger. The masts going through the deck could be a stylistic coincidence with reality. It is also possible that some of the people weren't so "wild" after all and returned to paint the more detailed drawings after gaining a more intimate knowledge of European vessels. PJ thought it likely that the paintings represent several generations, some seeing the sailors as Kaiara and a later one which drew the ships more accurately - perhaps before and after 1890.

Another curious painting not described by Dr Crawford is partly obliterated by the white background preparation for a more recent (Kaiara or Wandjina) painting. It shows a canoe with an elevated stern with at least two figures rowing. The figures are stick-type but the heads, shown in profile, each seem to have a nose and be wearing a helmet. (Fig. 58) Peter suggests that it may represent a sailor's back flap blown up his neck or a three-cornered hat.

Whether or not the figures represent early European visitation or shipwrecked sailors is uncertain. But certainly the figures drawn rowing and smoking pipes, and carrying what appear to be water containers are stylistically no different from the Wandjina and Kaiara drawings. This then continues to beg the question of whether these mythical beings are in fact representations of foreign visitors made by an uncomprehending native population. If this is so, who were these visitors, and how could their presence so influence the entire Kimberley? It is perhaps an explanation that the Kaiara and Wandjina mythology was used to explain the incidence of outlandish beings coming from the sea, as Dr Crawford suggests.³¹

'Mermaid' Tree - Careening Bay

16/8/78 - The 1820 carving was again visited for the purposes of collecting some boab nuts, and confirming a couple of doubtful measurements. The carving extends from 40 cms above ground level at the lowest point to 210 cms at the greatest height. The distance above MHWM is about about 50m. In PJ's opinion the closeness of other vegetation is not unusual in moister spots and poses no threat to the tree, which he agreed is quite healthy.

Coronation Islands Wreck

Richard Hunter reported seeing the wreck of a wooden vessel at low water off the south end of the third-from-the-south of the Coronation Islands. He didn't have any idea of its size or date of wrecking, so it could have been another lugger sunk or burnt by the Army in 1942. On the other hand, he said he saw it a long time ago when working on his father's lugger. They anchored there one night and Robin Hunter heard what he thought were domestic fowl. In the morning he went ashore, and finding chickens gone wild, shot a dozen of them to eat. It was presumed by him that the chooks came off the wreck.

LH Jack said that before the "Japanese War" he was working on a lugger named Mavis belonging to a Broome half-caste getting turtle and béche-de-mer and that they would frequently anchor overnight in that passage, but he never saw nor heard of any wreck there. He did say that wild fowl had overrun the entire island, but that he had never caught any because they were "too clever".

The tides were just past neap, so it was considered a poor bet to try to look at low water for the wreck, especially as high water was predicted for 1130 hrs and would involve the loss of a complete day from a busy schedule. Therefore it was decided to search the shore in the vicinity indicated by Richard on the presumption that material such as bolts, glass fragments, sheathing and tacks would likely be washed up and trapped between the rocks if a vessel of any size had been wrecked below.

16/8/78 - 'EWS' proceeded from Careening Bay west past the south end of southernmost Coronation Is. and then turned north and entered the narrow

passage, between the 2nd and 3rd Islands, from the west. The channel was found to be deep and free from obstruction at least as far as a small bay on the north side. The wreck is meant to be on the west side of the point marking the western terminus of this bay. (UGR: 51L YD 088353) The islands are steeply rugged and composed of loose sandstone. The shore was of either small boulders or rocky cliffs, except in the bottom of the bay where a small beach was flanked east and west by a thin belt of mangroves fronting stony shores. The channel was only 600m wide at the point where the wreck was meant to be and at centre was 16 fathoms deep. The submerged slopes are therefore sure to be steep. A walking search was mounted along 1100m of the SW shoreline of the island between points UGR: __086352 and UGR: __091357.

No material was found to indicate shipwreck, but some very corroded bits of galvanised iron sheeting were found, in the dry watercourse behind the small sand beach at the bottom of the bay, which indicates that there might once have been a camp on the island. LH Jack said that he didn't think anyone had had a camp there, but many boats anchored there overnight enroute up or down the coast. One small dark-coloured fowl was scared up, but not close enough for a good observation. It appeared to be a type of chook, but small.

The water appeared relatively calm and well sheltered, but visibility was less than 1.0m. As no material was found and the location seemed unlikely for a shipping casualty, no diving was attempted. A thorough search should be mounted at low water springs when opportunity arises in the future.

Barge 'Wandi' - Koolan Island

EWS anchored the night of 17/8/78 in Silver Gull Creek and watered there next morning; then proceeded to Koolan Is. where we learned that Myra Stanbury, Peter Yu and George Petersons had arrived one day early (18/8/78). Colin, LH Jack and Peter J. Randolph departed 19/8/78, and EWS sailed for Swan Point at 1100 hrs.

While at Koolan we received excellent co-operation and generous assistance, particularly from Transport Officer Roger Pettman. He said that an old barge belonging to Dampier Mining Company had been scuttled

about 1970 in the channel south of Koolan, east of the wharf. Its name was Wandi. The new barge is called 'Wandi II'. He also said that last year one of the Vietnamese refugee boats was left at Koolan for safekeeping while the red tape went on. Somehow it sank in shallow water on the south side of Koolan Is. channel just east of opposite the wharfs. It was a wooden vessel. Roger believes that she will be refloated.

'Karrakatta' - Swan Point
(see also pp. 28-9)

After our July failure to find the Karrakatta wreck at the locations indicated severally by Ben Cropp, and by our guide Richard Hunter, I asked Myra to do more research into the actual location of the rock on which the vessel struck. From Harbour and Lights File 81/16 in Battye Library, Myra gleaned a set of compass bearings and sextant angles taken from the ship's bridge before the vessel broke up.

18/8/78 - Using EWS' echo sounder, the position of the rock was found and buoyed before anchoring. Just before twilight a second buoy was placed on the spot judged by those in the Turtle with hand-held compass to be consistent with the researched bearings.

The following morning, a 30-knot wind was lashing the water. Both floats were found to be gone - not taken by the wind, but by the tide stream, which raced over the location off the NW point of Swan Island at a rate of 10 knots. Having failed before on neaps, we now had spring tides complicating our search. The tidal range on 20/8 and 21/8 was 7.9m.

20/8/78 - Low water was observed to be at 0630 hrs, ten minutes earlier than the prediction. As the strong SE wind was aggravating an already dangerous diving spot, the day was devoted to going to One Arm Point Community (Bardi tribe) to learn if there was local knowledge of the whereabouts of wrecks recorded as "in Cygnet Bay", and also anything new on the Karrakatta.

Peter Yu knows many people there because it was part of his responsibility at Broome Community Welfare. Thinking that he would find a fishermen's track behind the beach which would take him onto the Cape Leveque-to-One Arm Point track, we landed Peter and a Honda

minibike. He was to bring back transport for us to visit the community. A few hours later, however, Peter arrived back exhausted from pushing the bike 8 kms through the sand dunes without finding a track.

Thus we had no option but to brave the wind and tide, taking the Beaufort. Peter, George and I motored down with the last of the incoming tide. From one patch to another the incoming water flow clashed with the opposing southeasterly wind waves to produce a bore of high short chop. Arriving on the north side of One Arm Point after a wet trip, the Beaufort was brought in through the mangroves where we saw two of the community's dinghies.

After enquiring our way to the home of Community Welfare Aid Allan Isaacs, we found he was away for the day. A woman there suggested "Old Lenny" as a good person to talk to about wrecks. This was Lenny Leonards who had accompanied Peter, Charles Hamilton and others during a dinghy expedition from One Arm Point to Kuri Bay in 1975, and considered a reliable guide. During a short conversation with a friendly Lenny Leonards we learned that two wrecks can be seen in Cygnet Bay at low tide, both at the outside edge of the mangroves, one at the south end of the Bay and one at the north. He thought the northern one was a schooner, probably the 30-ton schooner Willie wrecked in 1900.⁸² He could not remember if the other was the Bonza (1965) or not.⁸³ As regards the Karrakatta he said he knew where it is, that it could be seen underwater at low tide lying E-W off the western end of the submerged rocks which project westward from Swan Island's NW point. It is, he said, about 150m from that point. He said that we should have no trouble finding it, but he was willing to come with us if we'd pick him up on Tuesday.

As the tide was high and just starting to ebb, and as we had strong adverse winds, no attempt was made to look at the wrecks in Cygnet Bay. We returned in the afternoon to EWS.

21/8/78 - Peter, Pat, George and I set out at 0630 hrs.

to get on the site at the predicted low water slack at 0715 hrs.

A strong southeasterly was again blowing, only a few knots less than the day before. Due to this wind and the rapid tide stream (no complete slack was noted) our plan to locate the original site of wrecking by sextant was repeatedly foiled. Each time the boat was slowed sufficiently for the two sextants to be brought into use without being

splashed, the current whisked the boat away at a rapid rate.

It was decided to anchor the Beaufort and get the bearings, decide which direction was required, up anchor, go to another spot, and repeat the procedure. Each time the tidal current eddying northerly seemed to have gained strength, and each time it was more difficult and hazardous to pull up the anchor which could only be accomplished by running the boat up over the anchor. Almost the full power of the 25 hp motor was required to make headway against the flow. On the fourth occasion, the bearings were close to those desired, and tension on the anchor rope was threatening to pull out the bow point, so we decided to put a buoy down and return at afternoon high water slack.

The 11-kilo iron weight hung almost straight out behind as it was lowered, so it was retrieved, with a view to throwing it forward when we ran up over the anchor. However, before the motor was started, the anchor line pulled the bow of the inflatable under and the boat immediately filled and submerged. Had the boat been of any other construction but inflatable it would surely have gone right down with all our equipment, leaving us to wash away on the 10-knot current. Instead the buoyancy kept us just under the surface. The anchor line was quickly cut, and the Beaufort bobbed up, floating away on the stream. The motor had not gone under and started up. The venturi flaps at the Beaufort's transom quickly bailed out the water. The black plastic drum, (containing survival gear) a life jacket and an oar which had washed out were retrieved, so that nothing was lost. We returned to EWS feeling lucky, and even more in awe of the site conditions.

Pat, George and I set out again at 1230 hrs., hoping to buoy the location using compass bearings, and then stand by to search by diving at the slack water predicted for 1345 hrs. The wind had moderated to less than 10 knots. After a bit of mucking about a spot approximately consistent with the compass bearings was chosen for the buoy. This buoy consisted of an 11-kilo iron anchor attached to two 33-cm diameter polystyrene floats by 200m of strong sash cord. The depth of water was estimated at 15 to 20m. We were astounded to see the floats go under. As we stared in disbelief they surfaced briefly, then could be seen no more.

There seemed nothing more to be done until - or indeed if - the tide race slackened enough to permit safe diving. The vision of a diver,

sped along by a 10-knot current, colliding with vertical vestiges of the iron-framed wreck was daunting. While waiting we spied and recovered one of this morning's buoys which had been repositioned by the tides to a spot off the opposite, i.e. east, side of Swan Is. The lead diving weight was still attached. Pat commented, "There is a lot of give and take to working around here". I replied "Yes we give and the ocean takes". At this point the score was: ocean 3 buoys and an anchor; the divers nought.

We then tried to relocate our bearing point, and while so doing caught a glimpse of our most recently vanished floats. In a few minutes the tide race slackened enough for the top float to stay on the surface. Still the only possibility would be a drift dive along the direction of the flow. At 1400 Pat and George dropped in several hundred metres upstream (SW) of the buoy. Before they reached the bottom (a flat limestone with sparse growth of seagrass at HW depth of 15m), they were carried past the buoy. It was impossible to swim against the current. The divers were recovered, and another attempt made at 1415 hrs. By this time both floats were on the surface. A few minutes later when Pat was on the bottom at the buoy anchor the current had dropped to a manageable speed and he searched to the NW of it and after passing one of our broken float lines, came upon a portion of the wreck lying on the flat stone bottom in 14m HW depth. I descended to the wreckage at 1430 hrs, by which time the current was setting to the SW. Slack water was at 1415, 30 minutes after predicted HW, and was of less than 15 minutes duration. By 1445 the current was again so swift that it could not be swum against.

The wreckage seen consisted mainly of L-section iron frames in various attitudes against the bottom. Amongst these were sections of iron rod or pipe of approximately 2" diameter. A few sections of frames with metal plating attached were noted, but nowhere did we see a remote suggestion of structural integrity. In the nooks formed by jumbled frames and in the small sandy holes in the rock bottom small artifacts could be easily located. Two ceramic tiles, a ballast stone and an alloy pipe were collected. (Fig.59)

The anchors, boilers and machinery were not seen. These are likely to lie in deeper water in either or both directions of the tide stream. Within 50m of the wreckage to the SW and to the NE (the axis along which the wreckage inspected was strewn) the depth drops from 16 to

20m. It is regretted that schedule commitments and site conditions did not allow for investigation of these areas. It appears likely that a well-equipped diving team working at neap tides could recover a good range of interesting artifacts, which would have historic significance the State, and provide display materials for museums at Broome and Derby.

Visibility at slack water was 6m, dropping rapidly to 3m with the onset of the current.

The following compass bearings were recorded:

Compass

- 1) NE point of Swan Is. 115^oM
- 2) SW point of Swan Is. 174^o
- 3) Swan Point (mainland) 183^o
- 4) Centre East Twin Island 044^o

Sextant angles (taken at time of casualty from the ship)

- 1-3) 69^o30'
- 4-1 69^o00'

Position: Latitude 16^o21.4'S. Longitude 123^o02.1'E.

Fisherman's Bend, Broome (see also pp. 19-23)

23/8/78 - Once again the supposed wreck site near Fatima in Roebuck Bay was visited. A 0.0 tide was predicted for 0735 hrs. I set out in the Beaufort at 0645 hrs., travelling the 4.5 miles to Black Ledge in 15 minutes. The drying tidal flat was searched for 300m eastwards and 200m inshore. The anchor described by Dick Cummins was not found, nor any other vestiges of a shipwreck. By 0830 hrs. the tide had come in to the point where the flats had been searched previously, and the effort was discontinued.

It seems highly unlikely that a vessel of the size indicated by the yard truss could have wrecked there without leaving substantial traces on the tidal flats.

Depuch Island Wrecks

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In November 1974 I led a team of volunteers to inspect wrecks in the Depuch Anchorage vicinity. These assistants were Denis and Raina Robinson (MAA WA) and John van Uden of Port Hedland. Visibility in the water during that period was zero and very little information was recorded.

Since then I have solicited opinions about the best conditions for diving in the Anchorage. Although opinion was close to evenly-divided as to whether it is wind, or tides, or rainfall run-off which clouds the water, I decided to rely on Cec Piesse information. I therefore scheduled our arrival at Depuch Anchorage for the best of neap tides, which were predicted to occur 28 & 29 August.

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25/8/78 - We got under weigh from Broome at midnight, ETA Depuch Anchorage before nightfall on the second day.

27/8/78 - EWS was anchored between Depuch Island and Sable Islet (Forestier Group) in 4 fathoms.

* * * * *

A rather amazing item of public misinformation concerns the naming of Depuch Island. I have heard a number of tales, the favourites being that it was named after a Dutch/German sea captain who is/whose wife is buried there/nearby. I have been at pains to document these accounts, without success.

Instead, the Peron account states quite clearly that the Forestier Group was seen and named in July 1801 by the French Expedition under Baudin. On 27 July 1801 Le Geographe sent a boat party ashore to investigate, "...one among them, which received the name of Depuch Island, which is in 20°35'30" of latitude and 115°12'50" of longitude, and presents such peculiar characteristics, that the Commander has ordered that it be reconnoitred in the most precise manner".⁸⁴

The French Expedition made a practice of naming discoveries after members of the crew. Louis Depuch is listed as a mineralogist.⁸⁵

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Depuch Island is quite remarkable by its appearance, a high dome of reddish-brown stone standing amidst a small archipelago of sand and sandstone islets which front a low mangrove-lined coast.⁸⁶ It has long been a special place to the Aborigines of the area who call it "Womala"⁸⁷ or "Warmalinyã"⁸⁸.

J. Lort Stokes recorded seeing a variety of "native drawings" which he said "they do by removing the hard red outer coating, and baring to view the natural colour of the greenstone, according to the outline they have traced".⁸⁹

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28/8/78 - Tony, Pat, George and Myra searched the rocky slopes of the Island between Anchor Hill and Wreck Point, where we had been told of numerous ships' names carved into the rock. They saw many petroglyphs, mostly Aboriginal art depicting turtles. There were also graffiti recalling the visits of various vessels, among them "H.M. Sloop Beagle June the 10th 1840" and "J.J. Airey, S.S. Penguin 7.7.[19]08". Pat photographed these. Ben Cropp's party had recounted seeing numerous Wandjina figures in this area, but none of the figures seen here resembled the Wandjina paintings, seen in the Kimberleys.

In Wyndham I'd been given a location for stone grave markers of casualties from the Crown of England wreck. They were said to be on the mainland shore, just south of Balla Balla Creek. While the others were ashore at Depuch Island, I searched the area indicated. I found that the land was so low there that a dense and thick belt of mangroves had to be penetrated before reaching a semi-tidal saltbush terrain, none of it suitable for the digging of graves. This type of low country extends all the way to Balla Balla Landing, where my team inspected some lighter wrecks in 1974. I think it will be relevant to include some excerpts from my field notes of that visit:

10/11/74....We sent into the Whim Creek Hotel for the noon session. It is the only pub standing but all around are the foundations for many hotels and houses from the days when Whim Creek was a big copper mining town. On the walls are photographic enlargements depicting the sailing lighters used to load the ore onto the ships waiting in the anchorage east of Depuch Island, a modern picture of the wooden skeleton of one of these lighters on the creek bank, and of the ore train to which carried the ore 18 miles from the mine at Whim Creek to the landing at Balla Balla Creek, the men and women all dressed like Mr and Mrs Teddy Roosevelt.

We tried to find Syd, the caretaker for the now defunct mining operation. Driving around the premises, we saw all sorts of mining equipment and old vehicles, together with remains of old dwellings and abandoned modern quarters. These last, John told me, were constructed during the mineral exploration of the Sixties. He said that the mine was far from being played out. Operations were not continuing because the ore was of a relatively low grade, and having no immediate port facilities, it was not profitable to truck the ore to Hedland. After having failed to locate Syd, we turned south off the old highway and drove about 18 miles to the Balla Balla Creek landing. The first 14 miles were relatively good station road, coming to an old well with a stone wall surrounding it and hunks of corrugated iron sheeting inside. Just east of this well, several fresh-water natural ponds beckoned like oases in the desert. After the pools, the road became very rough, and shortly ran out onto the tidal salt flats, where the mining operation had built up a rough causeway out of discarded quarryings. Denis decided it would be a smoother ride on the mud flats, and turning off the causeway, quickly became bogged. It did not take long to get his vehicle out and soon we pulled up opposite a low island made of sand and cockle shells. On this we found three rough graves and another which had a broken marble headstone for Thomas James Hill (no date) and dilapidated iron railing. We did not see the German headstone Mr Ray McCarthy spoke of.

Between the graves and the Creek landing (0.5 km) were numerous piles of late 19th to early 20th Century bottles, both broken and whole. I picked up a sampling. Also, on a slight rise, we found a broken, riveted water tank, and what appeared to be a 12 meter-long pine mast with

rather unusual iron fittings. It is probably from the lighters, whose remains we found among the mangroves and mud on the west bank of Balla Balla Creek just downstream from the railway line and jetty pilings at the road's end. (Fig. 60) South to North these include:

1) A double-ended wooden hull, with frames and planking mostly intact. Double planked, planks .05m x .14m. Wooden breasthooks with six iron bolts, at top of perpendiculars either end. Thickness - .12m.

Keel and keelson both .30m thickness
Keelson assembly (iron fastened) .40m depth
LOA = 20.50m
Beam = 6.20m
Depth= 1.65m

No decking remained.

On the mud nearby lay a rusting wood-and-iron windlass, drum diameter of .48m and iron chain with .11m links.

The midships frames showed evidence of fire.

2) Twenty metres downstream from no. 1 oyster-and-mud-covered frames are the only remains of what appears to be a vessel very similar to no. 1 LOA = 25.50m.

3) Among the mangroves, the rusting iron keel section from what appears to have been a small tug. Aft of midships a motor mount was evident. Part of the riveted iron hull plating remained along the keel.

LOA = 11.40m
Beam = (approx.) 3.0m

4) Just downstream and a little higher in the mangroves, a burnt double-ender with a pile of chain over the keelson near one end. Pebble ballast was seen.

LOA = 10.50m
Beam = (approx.) 5.80m

5) Adjacent, just downstream to no. 4, mostly intact, crudely built wooden lighter. Built of jarrah, it is completely flat-bottomed.

LOA = 29.40m
Beam = (approx.) 5.90m
Keelson= .50 x .25m

Furthermore, a badly exfoliated iron anchor with a swivel connection of flukes to shank, which was approximately 1.3m long.

The positions of two large iron-hulled wrecks were described to me by John van Uden and Ray McCarthy in 1974. One is partly visible at low water offshore Wreck Point. (Fig. 61) The other is marked on hydrographic Chart AUS 326 as being in mid-channel at the entrance to the Anchorage, roughly in line between the SW tip of Sable Islet and North Point, Depuch. The first of these was located in 1974, but the other eluded us.

Departmental records show only two large vessels wrecked in the vicinity: the 1313-ton Screw Steamer Eddystone, wrecked 11 September 1894;⁹⁰ and the 1725-ton sailing ship Crown of England wrecked 21 March 1912 with 7 of 16 lives lost.⁹¹

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S.S. 'Eddystone'- Depuch Anchorage

27/8/78 - Using bearings taken off the Chart, George and I placed several buoys in the approximate location of the wreck shown on the entrance reef. We then made a series of magnetometer sweeps, but without finding a significant target.

28/8/78 - As the sea was miraculously calm in the morning, Pat and George were delegated to investigate and film the Wreck Point wreck, while Tony, Myra and I had a look for the elusive wreck on the reef.

We approached the entrance reef at low tide (neaps). In the perfect conditions, a few frame ends and bits of machinery could be seen protruding from the surface. We found the two main boilers lying just under the surface, the still-ebbing tide gently swirling around them.

The buoys placed last night were about 50m west, and 200m northwest respectively. The magnetometer fish probably passed by within 10m of the wreck without giving a signal!

Although the wreck is much broken up, the components retain some positional integrity. To the SE of the boilers a large section of hull remains attached to the keelson running toward a now-indistinct bow. (Fig. 62) To the NW, the toppled sternpost and propeller as was marked that end of the wreck. (Fig. 63) The rudder stock and quadrant lie directly beneath the sternpost. (Fig. 64)

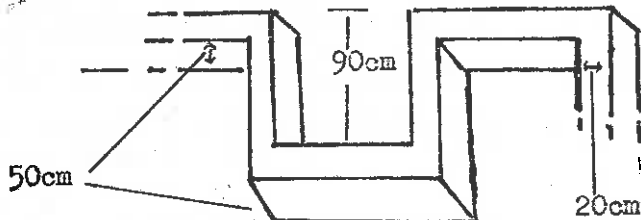
The axis of the main wreckage could be determined as 325° , stern to seaward.

The heavy propulsion machinery was found displaced to the NE of this axis. (Fig. 65) The drive shaft was found to be correspondingly bent.

The average neaps depth of water to the seabed is 5.5m at midships to 8m at either extremity. Visibility on this occasion (including 29/8/78 when measuring and filming were completed) was about 9m. High winds and spring tides, particularly the latter, usually reduce visibility to nought. Site and transit photos were taken.

The following measurements were recorded:

- boilers - 3.0m length, oval section 4.0m x 3.0m
 3.0m length, oval section 3.9m x 3.3m
- keelson - I-beam construction 50 cms height x 40 cm width
- drive shaft - 27.50m length x 30 cm diam. flange diam. of 56 cm.
- Rudder stock - 5.90m length x 20 cm diam. (at quadrant)
- Rudder quadrant - radius of 1.49m edge of arc to centre of rudder stock
- Propeller - 4-blades, each 2.10m length x 1.10 max. width
- Crankshaft links:



The following bearings were recorded:

Compass

- 1) SW tip of Sable Island 049°
- 2) South end " " 063°
- 3) Cairn on Anchor Hill 161°
- 4) Cairn on Wreck Point 191°
- 5) Northernmost tip of Depuch Is. 254°

Sextant

- 1-2) $17^{\circ}40'$
- 2-3) $95^{\circ}41'$
- 3-4) $29^{\circ}33'$
- 4-5) $60^{\circ}46'$

Position

Latitude $20^{\circ}36.4'S$ Longitude $117^{\circ}44.0'E$

Although no small artifacts or identifying marks were noticed, there can be little doubt that this wreck is the steamer Eddystone because of its size, nature and location.

'Crown of England' - Wreck Point, Depuch Is.

28/8/78 - Tony, Myra and I joined Pat and George, who had been investigating and filming the wreck which lies 40m offshore the MHWM at Wreck Point.

Although the two vessels are quite different in types and construction, this wreck is easily the equal of the Eddystone for interest. Like the other, this wreck provides a magnificent artificial reef home to a wide variety of fish and marine vegetation. The structure is easily identifiable, with a 9.10m section of the bow intact at the southern end, and the sternpost and rudder frame attached to a small section of transom at the northern extremity. Between these two points - which are not in original alignment to the longitudinal axis - the hull is badly broken up. The frames, deck knees and plating either lie flat against the seabed or jumbled up with rigging and other equipment. (Fig.66)

Iron masts and lower spars divide the wreckage at three points, separated by large hatch coamings. An iron bowsprit extends a few metres out over the stem. Outboard, on either side of the stem, hawse-pipes emit anchor chains which run out at least 30m before becoming obscured under the bottom sand. The axis of the chain is 065° , indicating that vessel let go its anchors ENE of its present location.

The longitudinal axis of the wreck is 125° , nearly parallel to the shore, stern to the NW and closest to shore. The average neaps depth of water to the seabed is 1.5m at the starboard plating to 7m at the point of the bow.

The intact bow section displayed the arrangement of three decks. (Fig. 67 & 68) Only vestiges remained of the wooden main deck planking. The moulded depth of the hull, at its greatest measurable point (about 9m abaft the stem), was 9.5m. The LOA of the wreckage was measured at 86m.

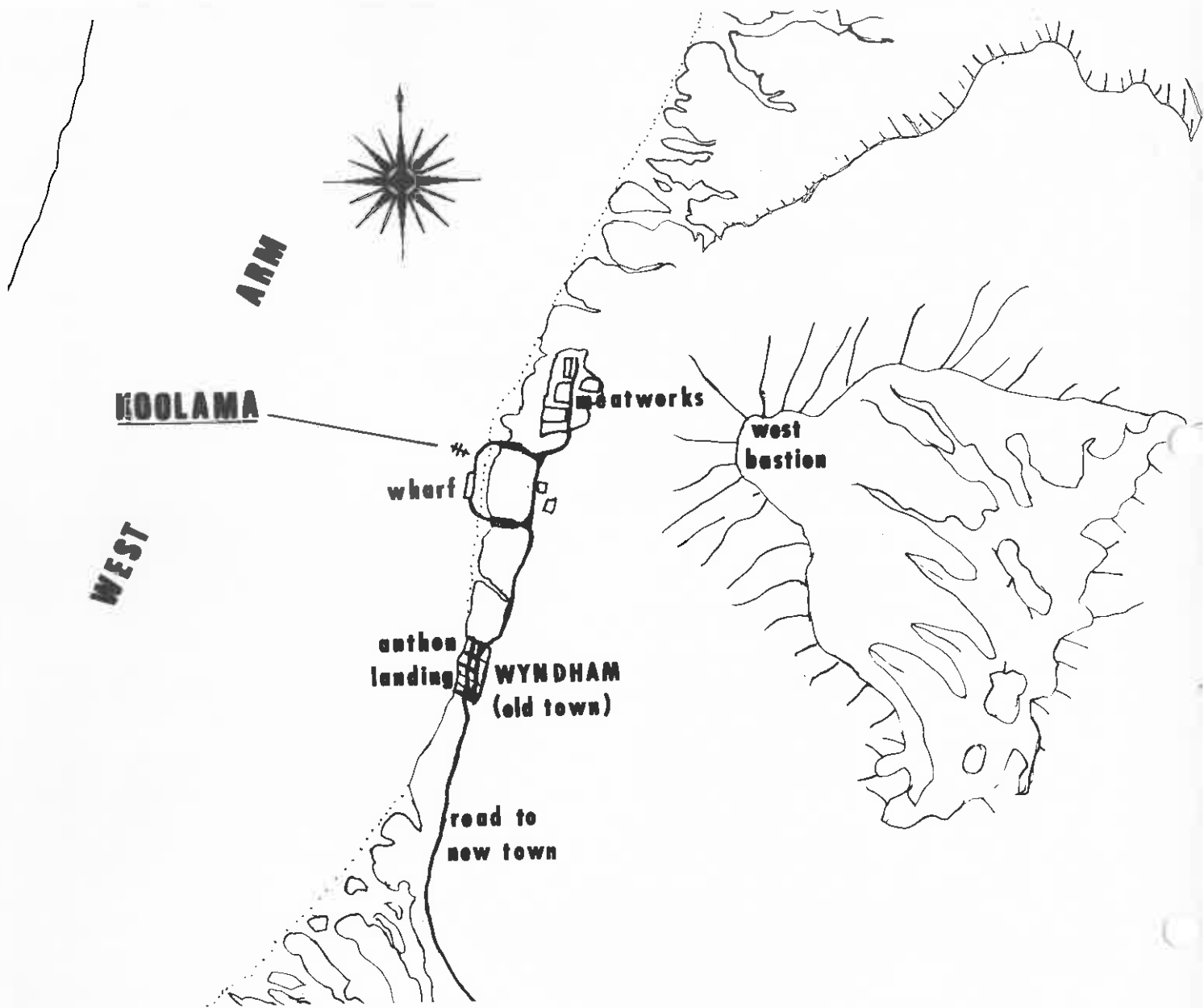
Under the large iron mainmast, a single boiler is located. Other striking features of the site are the rows of deck knees on the collapsed starboard plating (Fig.69), the rows of deck beam stanchions, and sections of deck beam assemblies canting and standing vertical in the water. (Fig.70)



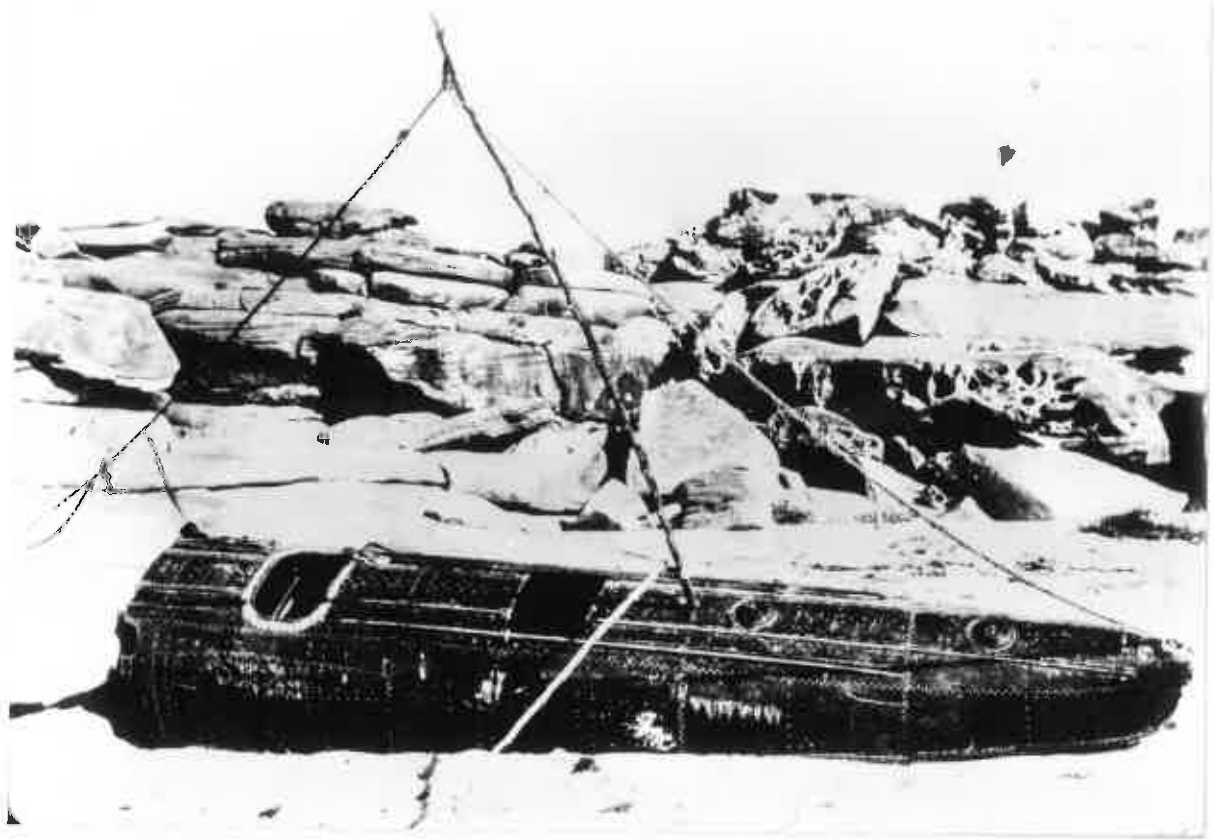
43) Bigge Island cave painting showing boat with rowlocks.



44) Cave painting showing remarkable detail of a two-masted vessel.



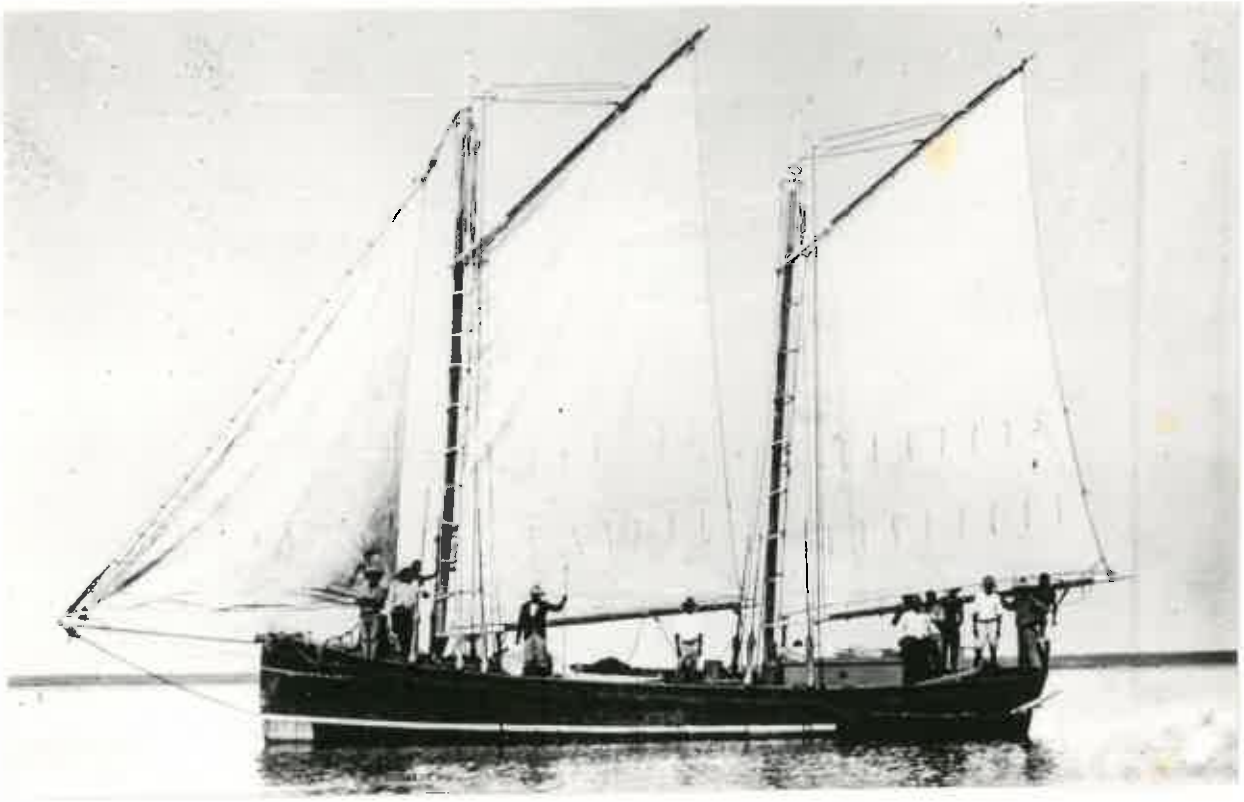
45) Position of Koolama wreck, Wyndham Harbour.



46) Bertram's seaplane float as it appeared in 1932.
(Photo courtesy of Kalumburu.)



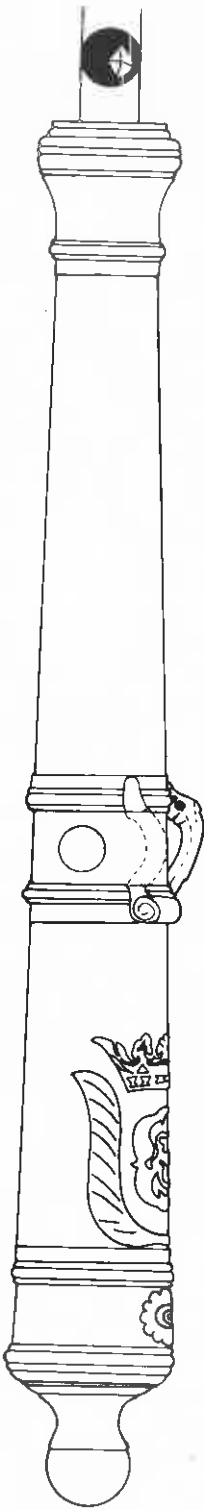
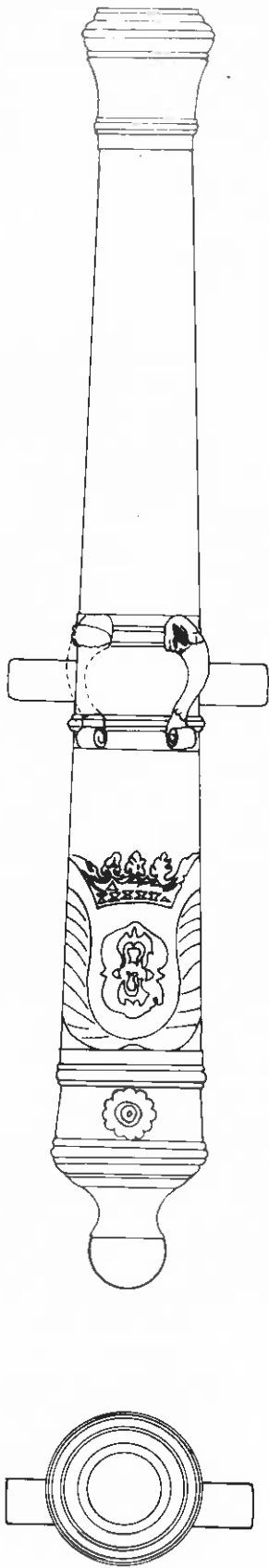
47) Atlantis seaplane, minus one float, on the beach
at Cape Bernier. (Photo: Kalumburu.)



48) Mission lugger Moa, 1930's.



49) Machinery from the Moa wreck King Edward River.



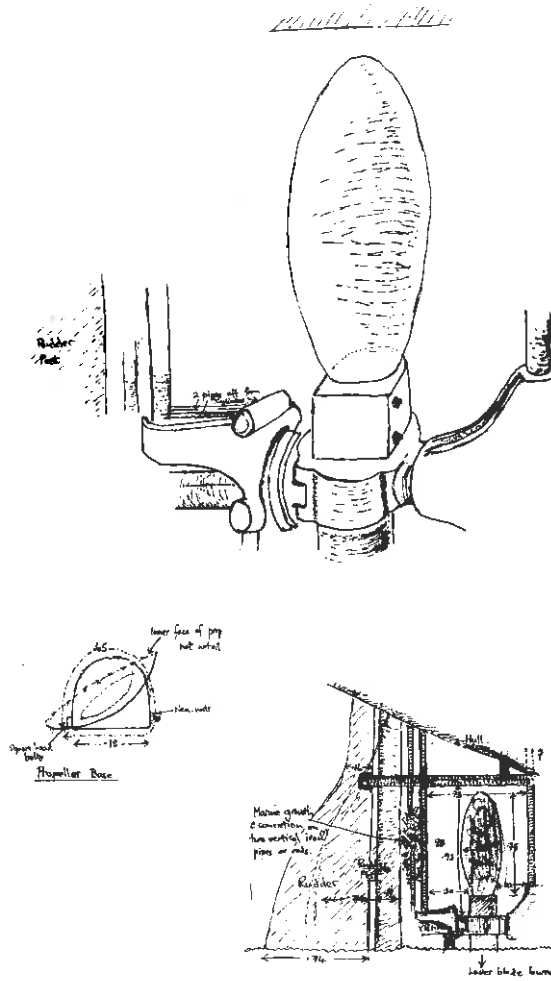
Cannon from Carronade Island, Napier Broome Bay, W.A.
Bore: 45mm
Length: 109.6cm



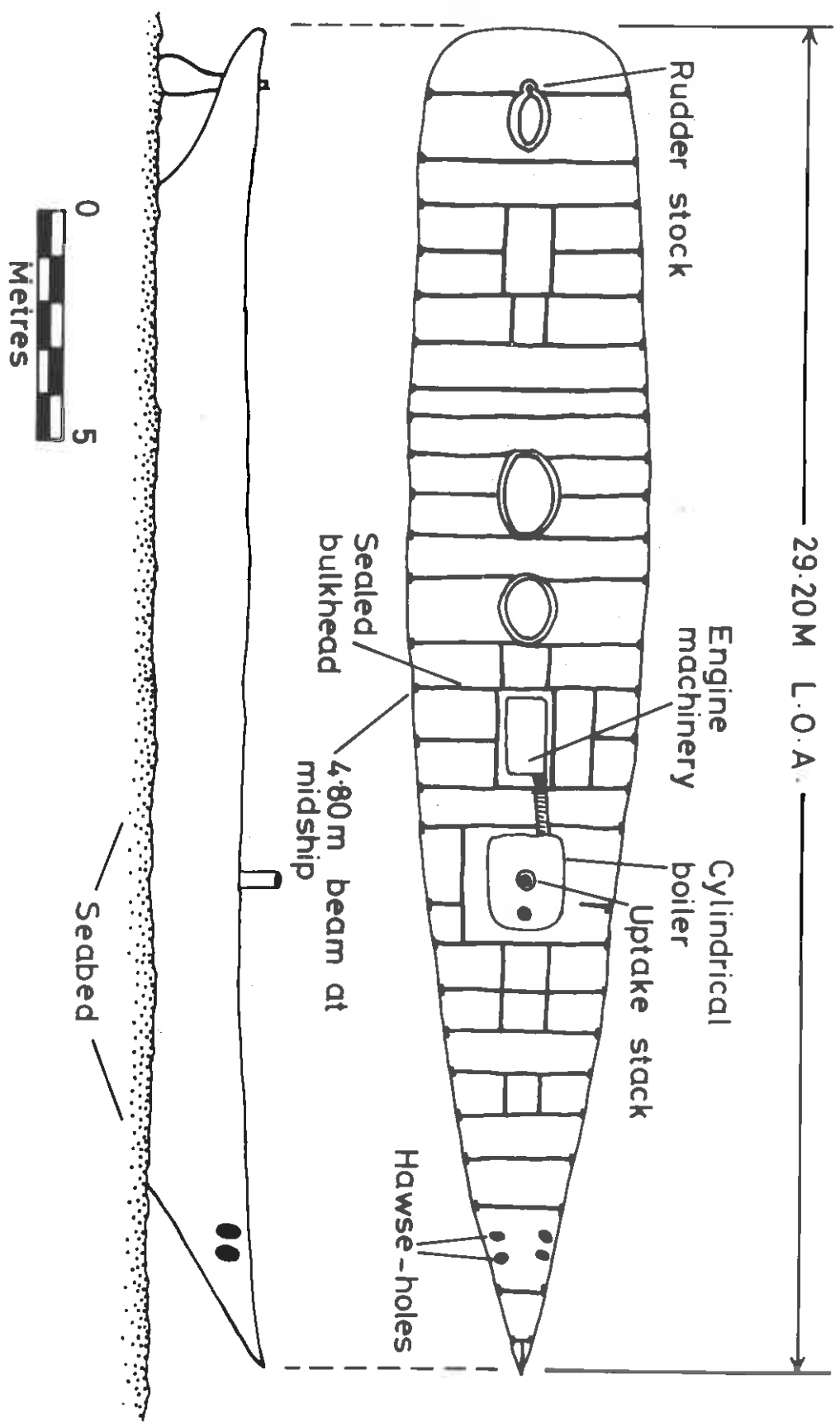
51) Surveillance aircraft swoops low over EWS.



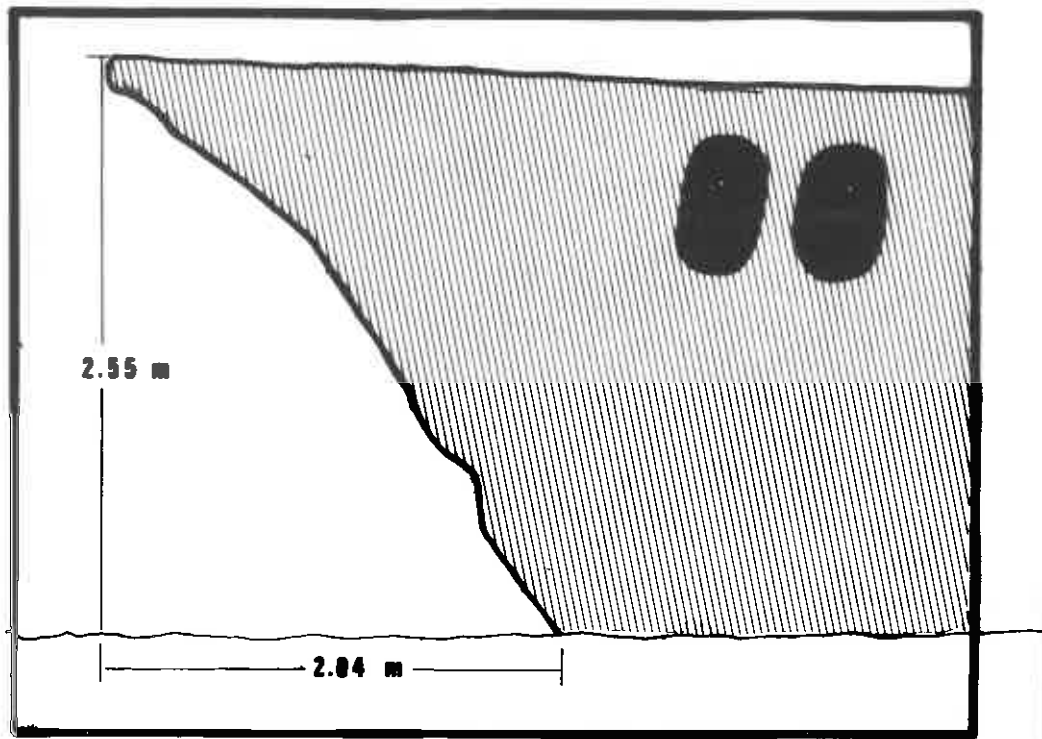
52) Osborne Island wreck at low tide.



53) Osborne Island wreck propeller arrangement.



Unidentified Iron Wreck ~ Osborne Islands
 Surveyed August 1976 ~ S. Sledge, F. Wells.



55) side view of the clipper bow, Osborne Is. wreck.

56) Breasthook
& anchor
at Cassini
I.

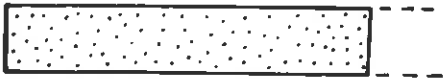
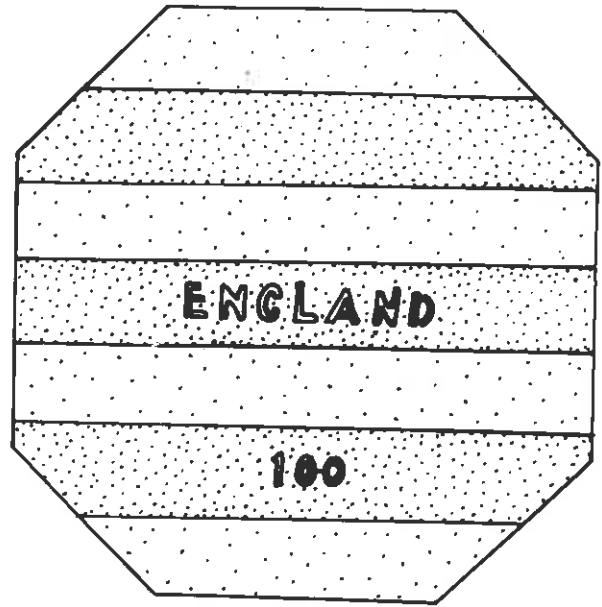
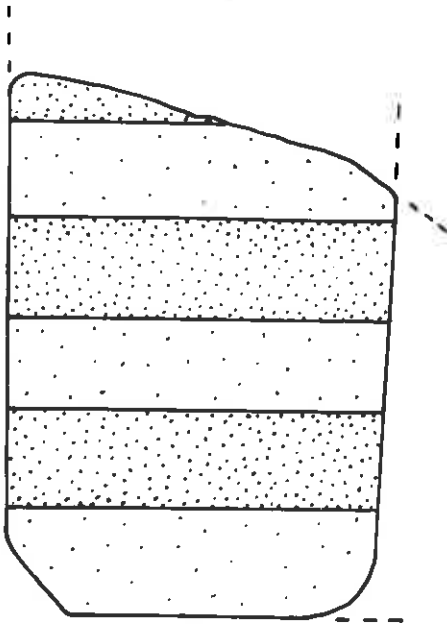




57) Bilge pump
pipe at
Cassini I.



58) Canoe paddlers appear to wear helmets, cave
painting at Bigge I.



WI2014

WI2015

59) Ceramic tiles from Karrakatta wreck, Swan Point.



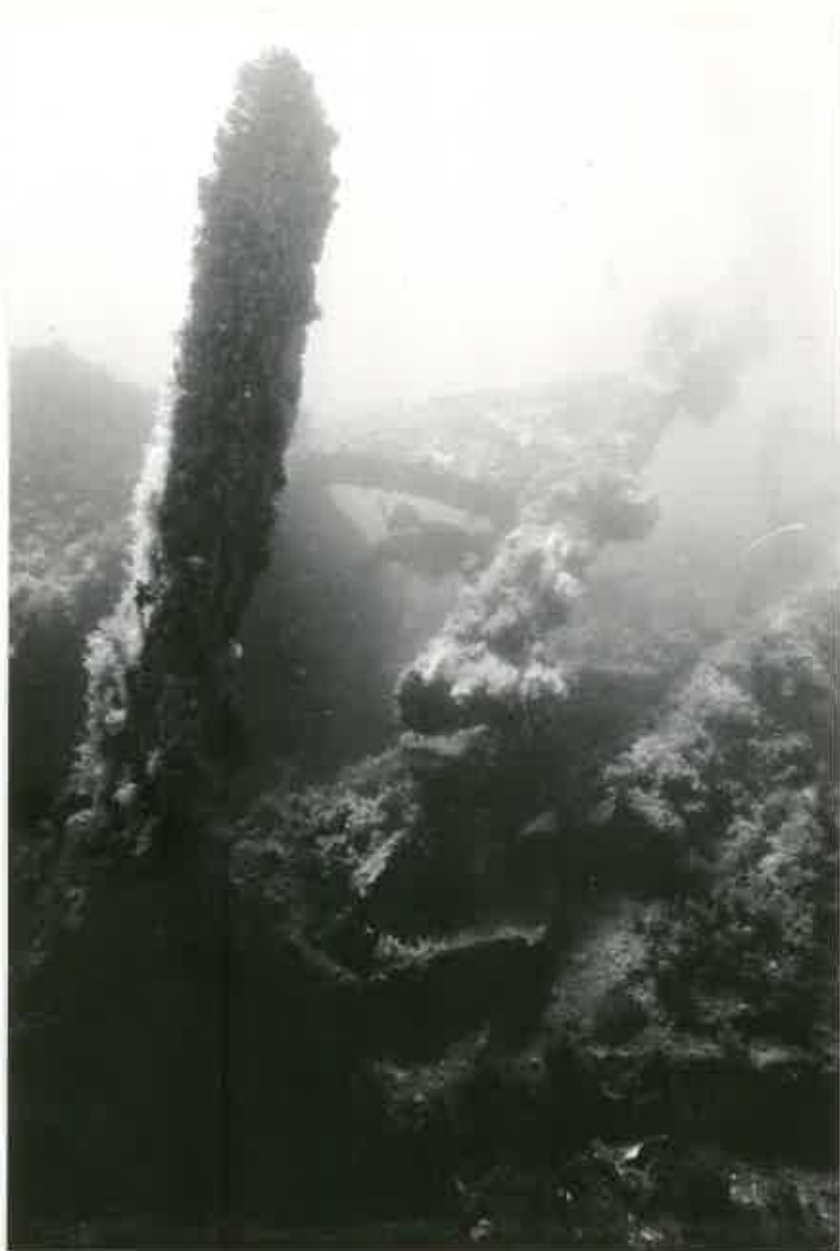
60) Remains of an ore lighter at Balla Balla Creek, 1974.



61) Section of the stbd. bow standing proud from the water, Crown of England wreck, Depuch I.



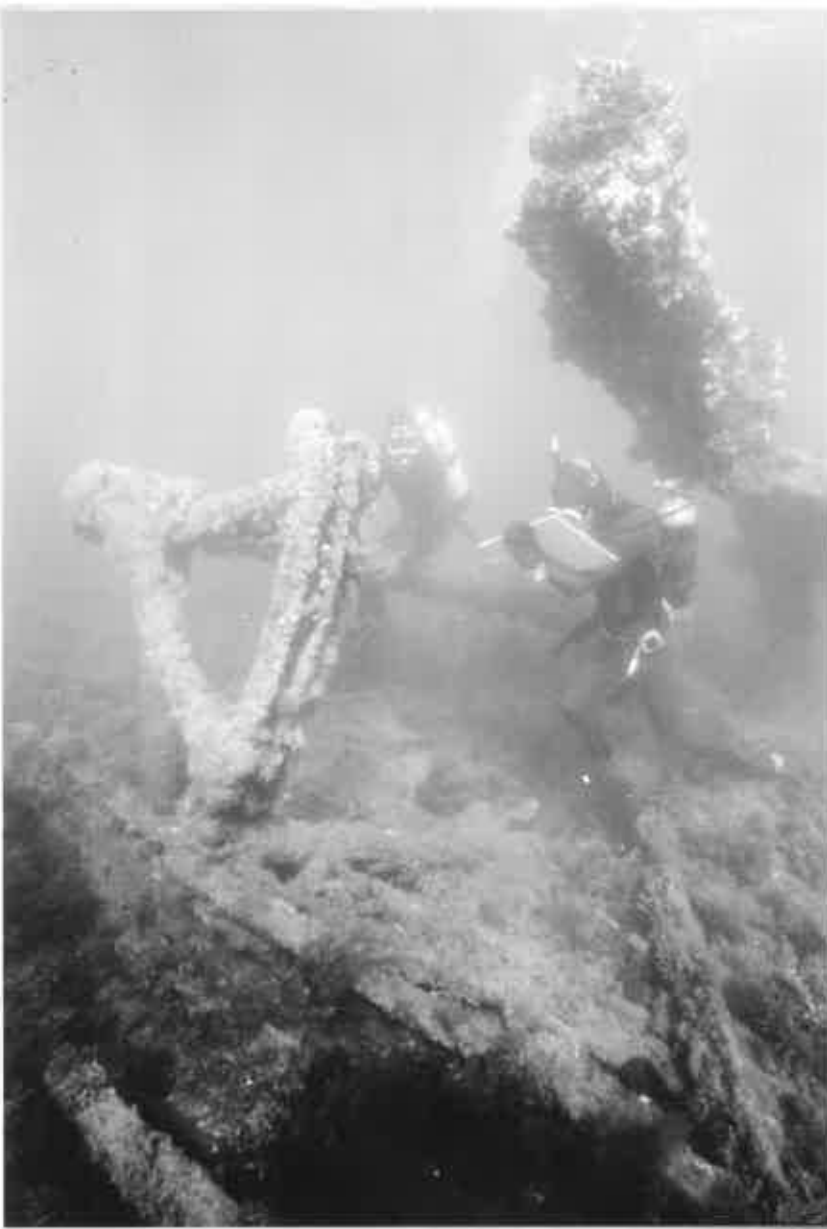
62) Iron keelson and frames of Eddystone wreck, Depuch Anchorage.



63) Propeller and
sternpost of
Eddystone wreck.



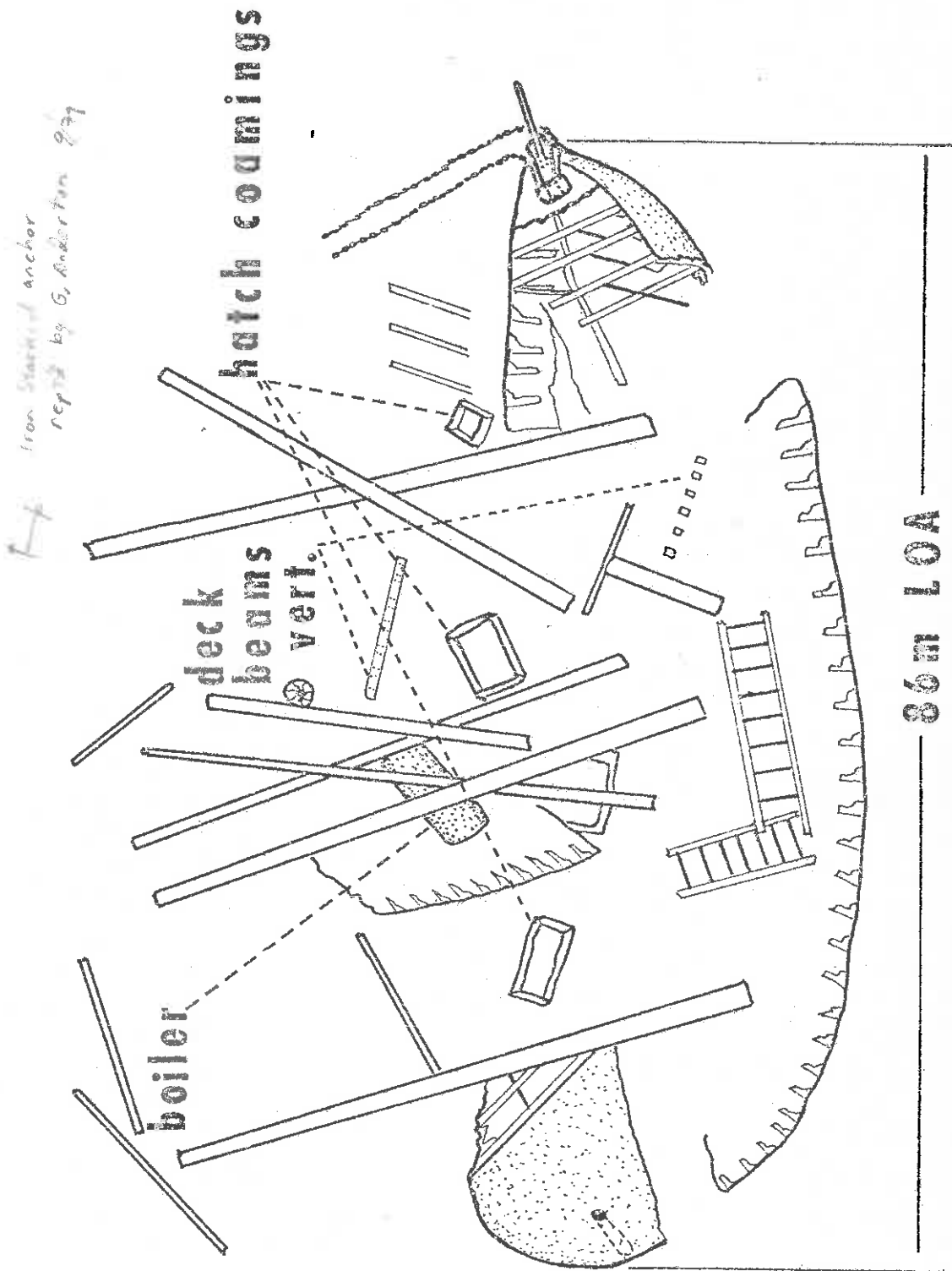
65) Propulsion machinery, Eddystone.




64) Rudder stock
and quadrant,
Eddystone.

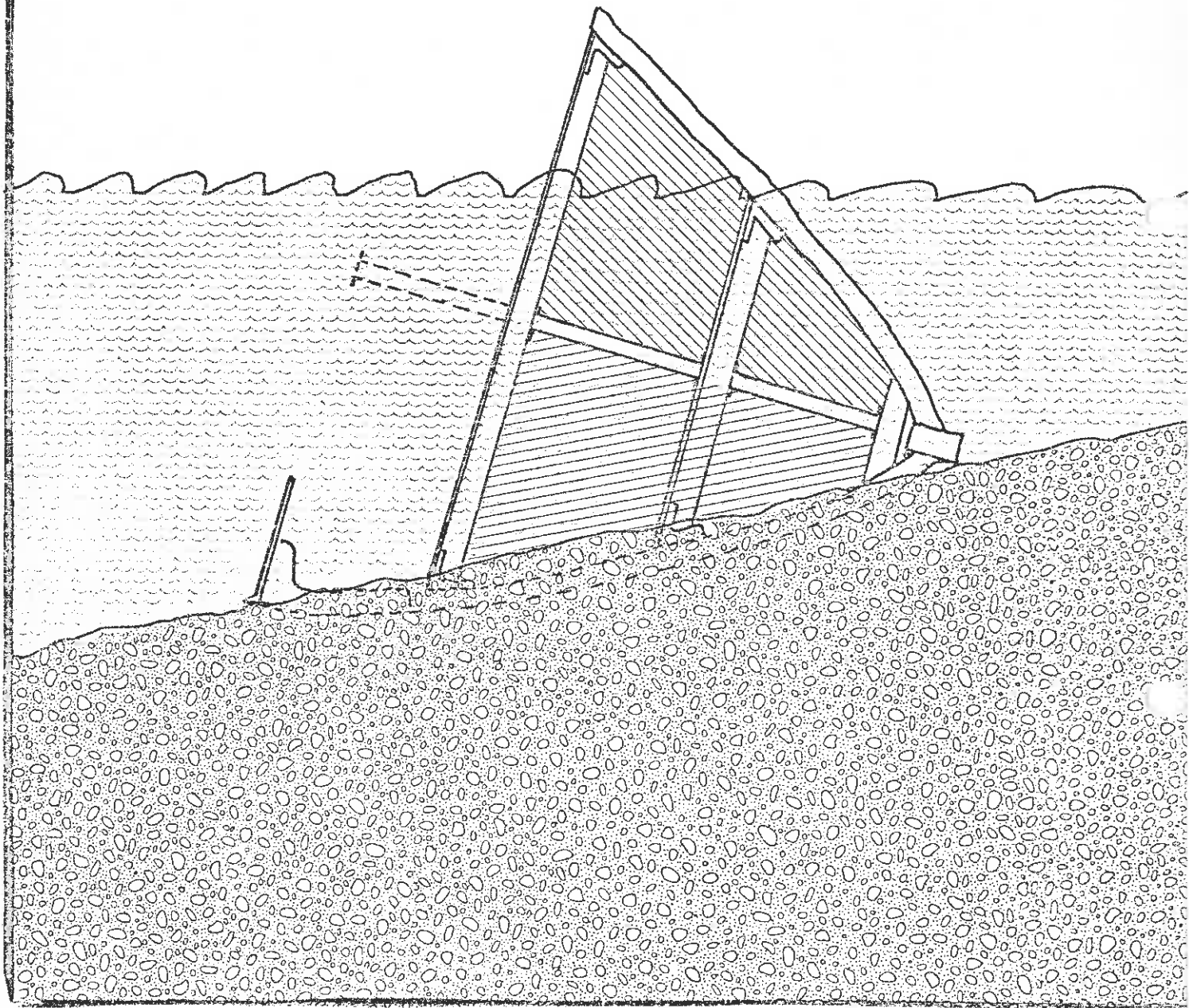


68) Diver inspects stanchion post between decks,
Crown of England, wrecked 1912.



66) Summary plan of Crown of England wreck.

0  5m



67) Deck arrangement in Crown of England bow.



69) Upper deck beam knees on collapsed hull plating.
Crown of England.



Lower deck beams perpendicular to the seabed, C of E.



71) Will Succeed aground and abandoned in Beadon Creek, Onslow, as seen in 1978.

'Crown of England' - Wreck Point, Depuch Is.

28/8/78 - Tony, Myra and I joined Pat and George, who had been investigating and filming the wreck which lies 40m offshore the MHWM at Wreck Point.

Although the two vessels are quite different in types and construction, this wreck is easily the equal of the Eddystone for interest. Like the other, this wreck provides a magnificent artificial reef home to a wide variety of fish and marine vegetation. The structure is easily identifiable, with a 9.10m section of the bow intact at the southern end, and the sternpost and rudder frame attached to a small section of transom at the northern extremity. Between these two points - which are not in original alignment to the longitudinal axis - the hull is badly broken up. The frames, deck knees and plating either lie flat against the seabed or jumbled up with rigging and other equipment. (Fig.66)

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Under the large iron mainmast, a single boiler is located. Other striking features of the site are the rows of deck knees on the collapsed starboard plating (Fig.69), the rows of deck beam stanchions, and sections of deck beam assemblies canting and standing vertical in the water. (Fig.70)

This wreck provides a very good opportunity to study the construction and layout of a large 20th-Century sailing ship, and deserve a thorough survey. As in the case of its neighbour, the Eddystone, there can be little doubt that this is the wreck of the Crown of England due to its size, nature, and location.

Compass bearings

- 1) Cairn on Anchor Hill, Depuch Is. 140°
- 2) Cairn on Wreck Point, Depuch Is. 215°
- 3) Cairn on North Point, Depuch Is. 309°
- 4) SW tip of Sable Island 037°

Position

Latitude 20°37.1'S Longitude 117°43.9'E

Wooden Wreck - West Moore Island

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During my WINC liaison journey in May, Mark Shanks of Karratha reported a wooden wreck he swam over a few years ago. He said the timbers were too large to be a lugger wreck. The position he marked on the Chart was on the inshore edge, about 3/4 of the way along a reef extending SW from the SW tip of West Moore Island, which is west of Depuch Island in the Forestier Group.

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29/8/78 - The EWS stood out to pass around the northern point of Depuch Island, while Pat, George and I took the Beaufort through the shallows south of the Island, coasted the northern edge of West Moore Island until we approximated our position to correspond with that shown on Shanks report. As the depth of water was only 2-3m over the sand bar reef, and vis about 4m, we traversed the area in several parallel sweeps, hoping to sight the characteristic lines of timbers against the sand and coral bottom. We dived on several dark patch possibilities, but found nothing except a surprising array of beautiful corals and sponges. White, pink and red gorgonia decorated the evenly-sloping bottom.

As we did not have time for a long search, and as it was apparent from this short visit that the area indicated was indeed quite large, it was considered more expedient to arrange for the finder to accompany another team at some future date.

The team returned to EWS. The Beaufort was lashed aboard, and all the diving and collecting equipment was stowed away. When all was in readiness,

we began the long, uncomfortable voyage 1400 miles to Fremantle.

4/9/78 - Stopping only at Carnarvon to refuel on 1/9/78, EWS safely tied up in Fremantle Fishing Harbour at 2230 hrs, after an absence of 75 days.

Annotated Documentation

- | <u>PAGE</u> | <u>REF. NO.</u> | |
|-------------|-----------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | 1 | "Cape Inscription: Dirk Hartog's Visit", <u>Early Days</u> , Journal and Proceedings of the Western Australian Historical Society, 1938, pp. 19 - 20. |
| | 2 | In answer to a telephone enquiry John Wilkinson, Commonwealth Dept. of Transport, Perth (March '79) said that the lodgings were built at the same time as the Lt.Ho. and abandoned in 1917 when the Lt. House was "unmanned." |
| 2 | 3 | <u>Ref. Register of Wrecks and Casualties in Western Australia 1897 to 1942</u> , H.M. Customs Dept. (HMC), Fremantle, pp.35-36. |
| | 4 | MACQUARIE O/N 31967 b. 1846, Tasmania 83' x 23' x 10' W. Owston, owner. <u>Register of British Shipping at Fremantle W.A.</u> , 85/1, H.M. Customs Dept., Fremantle (HMC Register), and "Arrivals and Departures" <u>Fremantle Harbour Master's Book</u> , No. 1076. |
| 3 | 5 | Hamelin and his crew aboard the NATURALISTE sailed through this channel, into Shark Bay on 16 July 1801. M.F. Peron, <u>Voyage de Decouvertes Aux Terres Australes</u> , Paris, 1807, Vol. 1 p. 192. |
| | 6 | Wm. C. Roberts, <u>Explorations of Australia 1696-97 by Wm. de Vlamingh</u> , Philo Press, Amsterdam, 1972. Roberts gives an account of Vlamingh naming the Island 'Dor', meaning "dry" or "Barren" as it appeared from onboard the GEELVINK in January 1697. |
| | 7 | E.H. Angelo, "Marooned on a Barren Island", <u>West Australian</u> , 17 Aug. 1946. A sketch map published with the story shows his Camp at White Beach Landing and the wreck spot about half-way towards Cape St. Cricq. The amount of detail is remarkable for an account of observations made more than 40 years previously. The final statement in his story is interesting: "The wreck was apparently very old, and as we had never heard of any wreck in that locality, we wondered if it might be one of the small Dutch ships which set out from Holland with Pelsart's expedition". The wreck very well might have been old in 1905, but according to Dutch Wrecks expert Jeremy Green none of the companion vessels to Pelsart's BATAVIA were lost during that voyage. |
| 4 | 8 | Peter Lancaster Brown, <u>Australia's Coast of Coral & Pearl</u> , Rigby, Adelaide, 1972, p. 110.
Louis Claude de Saulces de Freycinet was in charge of a scientific expedition carried aboard URANIE and PHYSICIENNE which stayed in Shark Bay 12-27 September 1818 <u>List of French Naval Records and Illustrations Relating to Aust. and Tasmanian Aborigines</u> , Aboriginal Studies No.21, Canberra, 1969. |
| 6 | 9 | M.F. Page, <u>Fitted for the Voyage: The Adelaide Steamship Company 1875-1975</u> , Adelaide, 1975.
PERTH (ex PENOLA) Screw Steamer 499 gross, 298 net tons reg. b.Port Glasgow in 1863 by L. Hill & Co. 192.1'x 22.5'x 12.6' 2 Cyl. compound inverted engine by D.& W. Henderson, Glasgow.
<u>Lloyds Shipping Register</u> , 1887.
BEAGLE 22 tons Clark and Burrows, owners. P. Clark, master. 3 crew. Value of vessel about £300. |

- 9 10 Charles Desmond, Wooden Ship-Building, Rudder Press, N.York 1919.
MILDURA O/N 94191 Screw Steamer of Brisbane 1394 tons. United Steam Navigation Company, owners. Charles Albert Thorpe, master. 36 crew. 2 passengers. cargo of 481 bullocks Wrecked during bad weather on the North West Cape during a voyage from Cambridge Gulf to Fremantle on 12 March 1707. No lives lost, but all the cattle perished - Ref. Wrecks and Casualties, HMC.
- 11 11 HAWK O/N 101615 Lugger Wrecked in Bay of Rest, Exmouth Gulf 14 March 1907. HMC Register, 14/3.
CUTTY SARK O/N 78389 Schooner Wrecked in Bay of Rest, Exmouth Gulf 14th March 1907. HMC Register No. 88/2.
MAY O/N 102221 Lugger Lost in cyclone N.W. Coast on 5th April 1909 (Probably at Onslow) HMC Register No. 21/3.
PENGUIN O/N 102231 Lugger Lost in cyclone N.W. Coast (Probably at Onslow) on 5th April 1909. HMC Reg. No. 29/3
- 12 Wrecks and Casualties, HMC, pp. 79-80 and 83-84.
- 13 HMC Register, No. 28/3.
- 14 Ibid., No. 87/2 and Wrecks and Casualties, pp. 83-84
- 14 15 Australia's Oldest Wreck: The Loss of the TRIAL, 1622, British Archaeological Reports, Special Series 27, 1977.
- 15 16 Ibid., p.50 and figures 13 & 14.
- 17 PLYM "River" Class Frigate. 1460 Standard, 1865 Loaded Displacement tons. b. 1843 301.5' x 36.6' x 12' draught triple expansion engine generated 5,500 HP for 19 kn. 2 Admiralty 3-drum type boilers Twin Screw Armament of 2 4" Guns, 10 AA, and 1 Hedgehog (Probably removed prior to demolition). Discarded. Jane's Fighting Ships, 1950 - 51. McDonald & Janes Publishing Co., London.
- 15 & 18 18 COLLIAR O/N 120036 Sailing Vessel 64.01 gross, 42.89 net tons. First Registered by the Clarkes of Onslow in 1907. Engine installed and re-registered in 1963 Wm. Miller, owner Wrecked off W.A. Coast 2 April 1963 HMC Reg. 120/4 & 73/
- WILL SUCCEED O/N 140151 66.2 gross, 54.23 net tons. First Registered in 1924. Broken up 1963. Leasing Corporation of Australis, last owners. HMC Register The WILL SUCCEED was wrongly reported as having been broken up, for it still can be seen dilapidated, but intact ashore at Beadon Creek, Onslow. (Fig. 71) See also APPENDIX A.
- 18 19 EVA O/N 75325 Motor Ketch 41.55 gross, 32.21 net tons. b. Fremantle in 1888. 62' x 16.5' x 6.5' HMC Register 18/7
- 20 20 Philip Parker King, Capt. (later Admiral) RN, Survey of Australia 1818 - 1822, London, 1827. Vol. 2 pp. 103, 108.
- 21 Before the Expedition, Dr. Ian Crawford summarized the historical possibilities of the inscription near Broome as follows: "If genuine, the inscription presumably represents contact by Europeans rather than Indonesians, since the latter would have used a different script. We know of no European visitors of this date; the voyage nearest in date being the Vansittart of 1780 and the Baudin Expedition of 1801 and 1803. However American whalers are known to have been operating in the Timor Sea in about 1800, and the inscription may have been carved by one of them. Aboriginal traditions may be interpreted as suggesting a number of European contacts with the coast which are otherwise undocumented. A proper archaeological investigation of the site may reveal evidence on the purpose of such a

visit, for example, it may have been to careen a vessel, or repair it, in which case there may be evidence of a camp onshore". __ Excerpt from 'Report on Rock Inscription Near Broome', unpublished, Museum file 294/78.

- 20 &
21 22 Results of analysis by a Museum geologist specializing in the weathering and preservation of rock art concludes that the engraving is unlikely to be more than twenty years old. See APPENDIX H: John Clarke, 'The Possible Age of a 1795 Engraving at Fishermans Bend, Broome, W.A.', unpublished, Museum file 294/78.
- 22 23 Professor Hallam and Dr. de Garis of the Dept. of History at the University of Western Australia researched the numeral style, and concluded, "...that there is nothing about your 1795 (inscription) which is incompatible with the style of that period..." __ Excerpt from a letter to Dr. Crawford, 31/8/78, Museum file 294/78.
- 22 24 Subsequent research indicates that the LOIS was removed from the Town Creek and beached in such a position as to create no traffic obstructions. Such a location would be the Fishermans Bend area, but this information isn't in itself conclusive. See the following excerpts from the Fremantle Harbour Master's Letterbook 11/7/1889 - 4/9/1891, held in Battye Library, (Perth, Acc. No. 1056/5).
p. 323 "...Barque LOIS lately struck a sunken rock in Roebuck Bay. I hear her cargo of coal is abandoned to the Underwriters and is to be Jettisoned in the Creek beginning today..." The letter to the Assistant Colonial Secretary on 24/7/90 goes on to complain that his office only heard about the unfortunate LOIS indirectly, and that all strandings and wrecks should be properly reported, and, "...cargo might form an obstruction. Also, the owners might not be able to abandon the hull as it is in a position to cause silting or a bank to form".
p. 377 In another letter dated 25/7/90 the Harbour Master states, "...It appears the LOIS has been beached in such a position to be out of the way of all traffic up the Creek".
LOIS O/N 56404 wooden Barque 393 tons.
b. Sunderland in 1868 by W. Watson. 131.3'x 29'x 17.8'
1 deck. YM sheathed December 1881. J. Gillian of Newcastle, NSW, owner. Capt. Lewis, master. Stranded July 1890, Roebuck Bay. __ Lloyds Register, 1891
- 25 NUGEREA O/N 106225 Auxillary Screw 100 net tons.
R.J. Stevens of Broome, owner. "Vessel out of commission and anchored in Roebuck Bay. During heavy gale she parted her moorings and drifted onto Buccaneer Rock and commenced to break up." __ HMC Wrecks and Casualties, pp.105-6.
- 23 26 King, Vol.2 p.93.
- 24 27 Mr. Mervin Prime (ph.3867511) of the formative Air Force Association Museum later explained the present state of the wreckage to me. He has possession of a diary kept by one of the men sent from Pearse Air Base with orders to salvage what they could of the Dutch DC-3 aircraft No. PK AFV and destroy the rest. The group worked in the area through December 1942, but had little success. Only a small amount of the plane's gear was removed owing to the difficult terrain, and attempts to burn the craft had little effect. A wing was broken off (and that is likely the one we viewed), but otherwise the shell of the craft was left intact, until very recently. Mr. Prime said that

he was told that men employed in oil exploration about three or four years ago decided to destroy the plane with explosives for a bit of sport.

- 25 28 GERALDTON O/N 131657 Motor Ketch 39.02 net tons. 73' x 19.7' x 7.5' Aust. Iron & Steel Ltd., owner. W.D. Crowdose, master, 6 crew 1 passenger. No lives lost. Cargo of sand (ballast?). Struck submerged rock 7 miles WSW of Cape Baskerville and sank in 5 fathoms on 25 Nov. 1937. No lives lost. HMC Register, 25/7 & HMC Wrecks and Casualties, p.149. Location reported to RAN Hydrographic Service is: 17 08' 14"s. Lat.; 122 11' 30"E. Long letter of 24/5/74 from Cmdr. E.R. Whitmore to G. Henderson, WAM.
- 25 29 JOHN & ELIZABETH O/N 74640 2m Schooner 40 tons. b. Williamstown, Vic. in 1876. 67.4' x 17.2' x 5.4' "Vessel damaged in cyclone in 1935. Abandoned and now disintegrating." HMC Register, 120/2 & 115/2.
- 26 30 H.M.C. O/N 140176 Sailing Ketch 11.03g, 8.28n reg. tons. 41.75' x 11.83' x 4.92' Owned by the Pious Society of Missions Inc. of Broome. HMC Register, 15/7
- 31 J. Lort Stokes, Discoveries in Australia, London 1846, Vol. 1 p.90. Stokes rather pompously wrote, "... It was named Beagle Bay, and may serve hereafter to remind the seamen who benefit by the survey in which that vessel bore so conspicuous a part, of the amount of his obligations to the Government that sent her forth, the skill and energy that directed her course, and the patient discipline by which, during her long period of active service, so much was done for the extension of our maritime knowledge".
- 28 32 KARRAKATTA O/N 102212 Schooner-rigged Screw Steamer. 1271.47 reg. tons. b. Kinghorn in 1897. West Australian Steam Navigation Company, owners. Henry Talboys, master. 80 crew 59 passengers. Bound from Fremantle to Singapore via coastal ports with passengers and mails. Proceeding from Broome towards Derby on the night of 26 Nov. 1901, struck off Swan Point and was totally wrecked. No lives lost. Ship valued at £60,000, cargo £10,000. HMC Register, 5/3; HMC Wrecks and Casualties, pp.19-20; and Inquirer, 5/4/1901 p. 13c.
- 30 33 Subsequent to the Expedition, enquiries made of Capt. J. MacKenzie, Defence Historical Studies and Information Section, has revealed that files are housed at the Australian Archives in Brighton, Victoria, which document the subject in considerable detail. I have requisitioned some material to be photocopied, and will research the files when in Victoria in June 1979. Results of these investigations will be attached to this document as APPENDIX G.
- 31 34 Lloyds Scantling Table, in Desmond, p.20
- 32 35 MANFRED O/N 47712 3m Barque 587 reg. tons. Chartered by Messrs. F.E. Beaver & Co. 152' x 30' x 19' 1 deck, elliptical stern, carvel build, $\frac{3}{4}$ woman f'head. 2 tiers beams. Cu bolts b. Sunderland 1864. Loading with guano: Gale blew up from Eastward veering to N.E. Ship unable to hold at anchors; driven towards reef. Decision made to run her into the 'gut'- a passage between the Western and the inhabited island, leading into smooth water at the south side, but with a sand bar across which a ship may go safely in an ordinary sea at spring tides. This was about the highest tide of new moon springs. It was considered ill-advised to try and

beach her on West Island as she would touch ground further out in the surf. Being heavier than the 'Aboyne' which had lost lives the year before 1877 trying to do the same thing, it was decided not to repeat the same venture. As help was at hand on the inhabited island there would be more chance of saving lives. In the process the ship grounded on the sand bar - which had changed shape in the storm, got off and into deep water, but driven onto rocks where she became a total wreck. All hands made it safely ashore.

Wreck sold at public auction for 205 pounds. 750 tons of guano lost. Colonial Secretary's Office Records, Battye Library Acc. No. 931, and Lloyd's Register, 1978-79.

- 36 ALICE Unregistered 132 net tons.
James Clark and Co. of Broome, owners. Ship valued at £1500, and cargo of diving stores valued at £2000. HMC Wrecks and Casualties, pp. 99-100.
- 33 37 Reported 21 April 1975, Museum file 383/71/3 pp.34-37.
- 38 I.M. Crawford, Phd., Art of the Wandjina, Oxford University Press, Melbourne 1968, pp. 56-9.
- 39 Stokes, p.199.
- 40 Ibid., pp. 201 and 213.
- 34 41 King, Vol. II p. 46.
- 36 42 Crawford, Art of the Wandjina, pp. 58 - 60.
- 43 Ibid. pp. 54 - 6.
- 44 44 Stokes, Vol.1 pp.189-91. Stokes and a boat party from the BEAGLE discovered, landed and spent the night of 8 April 1837 on New Island, which he named Entrance Island.
- 42 45 Trevarton C. Sholl, Journals of Trevarton Sholl, Unpublished typescript, Battye Library, Perth, Acc. No. QB/SHO. Passim.
- 46 During 1977 and 1978 considerable research into the crocodile population of the Kimberleys has been undertaken by a group of scientists from various institutions, including Dr. Barry Wilson (WAM), Prof. Harry Messel (University of Sydney), and Dr. Andrew Burbidge (W.A. Dept. of Fisheries and Wildlife). During a recent telephone conversation, Dr. Burbidge told me that there does not seem to have been any notable resurgence in crocodile populations in the Kimberleys since 1970, when crocodiles were given full protection of the law in W.A. A report on the 1978 research (in publication) will give an estimated crocodile population of less than 2000 non-hatchlings - of which only about 350 are adult breeders.
- 47 CALLIANCE O/N 5387 Ship 822 reg. tons (new) 784 (old).
b. Sunderland in 1854 by J. Haswell. 157.5'x 32'x 21'.
Thickness of planks outside keel to bilge: 4"
Lower fourth of rudder: 3 1/4" YM butts and bolts,
Ym sheathed to wales in 1854. Classed 13A1.
J. Flag, Owner. Lloyds Shipping Register, 1864.
- The CALLIANCE was the second of the Camden Harbour Pastoral Association (C.H.P.A.) (Appendix C) vessels to leave Melbourne, following the STAG by eight days. The Melbourne Herald of 16/11/1864 p.3 col. c states, "The next vessel to leave Melbourne for the settlement is the ship CALLIANCE 1383 tons burthen, which is to sail on Thursday next (24/11/1864). To convey : 67 settlers and families (12 ladies included); 2,800 sheep; 126 guns, rifles and revolvers; 1,500 lbs of ammunition."

The CALLIANCE, Capt. Brown master, sailed by way of Perth, in hopes of being able to sort out a confusing situation as regards the granting of leases from the W.A. Colonial Government.

After being stranded 27 hours on an uncharted reef near Adele Island, the CALLIANCE anchored in Camden Harbour at 10.00am on Christmas Day 1864, after a journey of 25 days from Port Phillip. Unloading of the cargo began the next day and was completed on 2nd January 1865. Two passengers, Messrs. Thomas Hart and Benjamin Richards died of sunstroke in that period, making 62 the number of live passengers landed. 2,500 sheep, 14 dogs, and 8 goats also made it ashore alive.

The CALLIANCE was totally wrecked in Camden Harbour while attempting to careen. There was no loss of life, although a number of journalists and historians have written that the Captain lost his life during the wreck, this cannot be so as extracts from Captain Brown's Journal dated December 2, 1864 to 19th March 1865 were published in the Perth Inquirer on 26/4/1865. (Appendix C) The confusion has probably arisen from the fact that one of the CALLIANCE passengers, a Captain Edwards, was drowned in another related accident.

The crew salvaged stores and personal possessions, after which the wreck was sold to a group of Melbourne settlers led by Andrew Anderson. These men set up camp near the wreck and sold equipment and other items salvaged from the wreck to all comers. They became known as "the wreckers".

According to J.P. Stow in his account entitled "The Voyage of the Forlorn Hope" published in The Farthest Coast, Ed. by C.C. MacKnight (Melbourne 1969), the wreckers burnt the hull on 3rd June 1865 "as the only way to get the copper from her".

Anderson departed the settlement 11th August aboard the WILD DAYRELL bound for Melbourne, Trevarton Sholl recorded in his Journals that the Melbourne schooner "comes here to take away the portions saved from the wreck CALLIANCE" (2nd June), and that Anderson "...abandons part of the wreck". (2nd August)

43

48

The earliest recorded exploration in the area was Baudin's expedition of 1801-03. However his ships stayed well off the coast along this sector and didn't see any part of the area which concerned the 1864-65 settlement. Phillip Parker King's extensive explorations also didn't discover the insularity of Augustus Island, although he passed to the west and named Camden Sound in 1821. From the strength of the tide and its direction, King did however conclude that there must be a considerable body of water communicating with Rogers Strait.

The first known European explorer to enter the island-studded body of water between Augustus Island and the mainland coasts was J. Lort Stokes in 1838. He gave it the name of Brecknock Harbour. He did not probe the south-eastern end of this harbour, where the settlement activity took place, but continued down the coast as far as Secure Bay, before retracing his route back to the BEAGLE at Port George IV. There he learned that Lt. Grey had returned from his explorations into the hinterland behind Hanover Bay. Grey's journey took him past the MacDonald Range to the Glenelg River, passing within ten miles of the future

settlement sites. Grey included Stokes' information into his charts, but labelled Brecknock Harbour as Camden Harbour. Public excitement about the possibilities for a settlement in the region caused a further expedition to be sent out to explore and survey the coast from Fitzroy River to Camden Harbour March to May, 1864. Although essentially a private quest, the Colonial Gov't supplied Fred Kennedy Panter to act as first officer and subsidized the hiring of Dr. James Martin "for Surveying and scientific purposes". (Perth Gazette, 5/2/1864 p.2; 4/3/1864 p.2) Martin's charts were the most detailed we had, but we found these had some surprising omissions and glaring inaccuracies. They also show quite a few contradictions with modern maps, e.g. Mount Lookover is today shown as Camden Head, with the next summit to the west labelled Mt. Lookover. As this eminence figured prominently in the settlement accounts, this discrepancy alone caused us considerable difficulties. Since that expedition the name "Camden Harbour" has been applied only to the S.E. corner of Brecknock Harbour. N.B. Since this report was written, however, L & S has located maps made by Ass't Surveyor Cowle, of the Government party, which would have greatly aided our search. Photocopies are attached as APPENDIX C.

- 49 Trevarton Sholl: From the CALLIANCE wreck - " $\frac{1}{4}$ of a mile farther up the creek to the 'Calliance Camp', the abode of the Captain and crew". (p.6) Actual distance 1.3 km, an inaccuracy of $\frac{1}{2}$ mile.

From Calliance Camp to Augustus Island. "a distance of about 6 miles". (p.7) This is correct.

R.J. Sholl: (C.S.O. Camden Harbour Vol.1) Calliance Camp - "about 3 miles from Tien Tsin anchorage and up the harbour". Actual distance 3 km. Assoc. Camp - "a spot 5 miles up the harbour from Sheep Island. "Actual distance 4.7km. Gov't Camp to Assoc. Camp - "a distance of 4 miles". Actual distance 4.0 km. Calliance Camp - "2 miles from the Gov't anchorage near where the old camp is fixed in the chart." Actual distance 2 km. Calliance Camp - "within 2 miles of Assoc. Camp." It is indeed! The actual distance is 1.7 km, a little more than 1 mile.

- 43 50 T. Sholl, p.4.
J.P. Stow, "Voyage of the Forlorn Hope", p.5.
- 46 51 Ibid., P. 133 (in The Farthest Coast).
- 52 R.J. Sholl, letter to Colonial Sec.-C.S.O. Records, Battye Library.
T. Sholl, p. 16 & 47.
- 47 53 Loc. cit.
- 54 At Hanover Bay, not far distant from Camden Harbour, George Grey's party left behind six "Timor ponies", "...in the unrestrained enjoyment of their natural freedom." Stokes, p.215. Despite this information, as I see no good reason to call donkeys "Timor ponies", I presume that the long-eared quadrupeds we saw are not descedants of the explorer's steeds.
- 55 T. Sholl recorded in his Journal for 10 May 1865 (p.36), "We found the large Baobab tree - marked by Panter and Martin when they were here last year - about 4 miles from our Camp - and cut our initials thereon. This is the tree Martin in his journal called not much under 50 feet in

diameter. I measured its thickest part and found it did not quite measure 26 feet in circumference - only a slight exaggeration of Martins."

There was a general feeling of bitterness among those at Camden Harbour in 1865 against those explorers and surveyers who had earlier made enticing comments about the area. However justified Sholl might have been to gibe at Martin's exaggerations, this is surely a case of the pot calling the kettle black, for in his Journals, T. Sholl himself seems quite unwilling to sacrifice the dramatic for the sake of accuracy.

- 48 56 John Meadon (sometimes spelled "Meaden"), one of the Camden Harbour Pastoral Co. leaders, died of undiagnosed illness on 19 May 1865, aged 40, at the Association Camp. His was the only recorded burial at that place. __T. Sholl p. 39.
- 57 Inquirer, 26/4/1865 p.3 (see APPENDIX C)
- 58 T. Sholl, p.20.
- 59 Ibid., p.31.
- 49 60 Richard Daly's map shows two - possibly three - small trees beside what appears to be a stone semi-circular wall labelled "Present Cookhouse for Labourers". (Fig.38)
- 50 61 R.J. Sholl, Report to Colonial Secretary's Office quoted in Inquirer 26/7/1865.
- 54 62 T. Sholl, p.7.
- 57 63 King, Vol. I, pp. 415 - 432
- 64 Ibid., Vol. II, p. 44. In this published account King mentions the tree only when describing his 1821 return to "last year's encampment... The large gouty-stemmed tree on which the MERMAID's name had been carved in deep indented characters remained without any alteration, and seemed likely to bear the marks of our visit longer than any other moment we had left". Prophetic words!
- 58 65 Wilkinson, loc. cit.
- 59 66 DICKIE O/N 120037 wooden Schooner 31.79 reg. tons. b. Fremantle in 1906. 52'x 16'x 4.9". Sold to Benedictine Community of New Norcia in 1910. "The vessel was totally wrecked off Jones Island on 28 August 1912". __HMC Register, 125/4
- 67 SKELTON, MV, Call sign VM 2174. Bert Hojetzki, P.O. Box 4463, Darwin NT, owner.
- 60 68 MV KOOLAMA O/N 140184 Coastal carrier. 4068 gross tons. b. Glasgow 1938 for the W.A. State Shipping Service 348'x 54'x 18'5" (draught). Since its inception in 1912, only two State Ships have been lost, the KWINANA in 1920 and the KOOLAMA in 1942. The KOOLAMA was the pride of the Stateship fleet in her day, with handsome lines, luxurious fittings, and superior accomodation. At the time of casualty the KOOLAMA 's Master, Capt. Jack Eggleston, was in charge of 89 crew, 14 military personnel and 87 passengers. One person was killed during the bombing and another died of injuries. No other lives were lost, due to the remarkable rescue effected by the missionaries and people of Kalumburu. (It was fortunate that Fascist Spain stayed officially Neutral throughout the hostilities; the Spanish Benedictine clerics would otherwise likely have been impounded away from the coast). __State Shipping Service File 321;

- HMC Register, 33/7; Alan M. Stevens, The Stateships Story, WA Newspapers, Perth 1977; Fr. Eugene Perez, O.S.B., Kalumburu, Kalumburu 1977.
- 62 69 Hans Bertram, Flight to Hell. Trans by Jan Hobble, H. Hamilton, London 1936.
- 64 70 Quoted in Lew Lind, "Garden Island Cannon Upset History". Garden Island Social and Sporting Magazine, May, 1968.
- 65 71 Perez, p.73.
MOA O/N 118987 sailing Schooner, Aux motor 13.72 tons. n. Fremantle in 1903. The Benedictine Community of New Norcia, last owner. "Vessel wrecked about the middle of March 1947 in the estuary of King Edward River". HMC Register, 161/4 & 196/3.
- 72 No reference details for MITALLULGAH have been found, except for oral traditions. Perez tells a tale which is in most details compatible, on page 134, but does not name the lugger wrecked; "...when the MV KOOLAMA returned to West Bay in May (1955) and cargo had been transferred, the lugger struck a rock on the way home and sank... The barge itself was a complete wreck, and had to be abandoned." There is a confusing complication to his account, however, as the MV KOOLAMA was sunk in 1942 and MV KOOLAMA II didn't enter service until 1958. __Stephens, p.81.
- 66 73 Lind, Garden Island Social.
74 Museum files 115/73 & 470/71.
- 67 75 Richard Peake, Navy News, Vol. 18, No. 10.23/5/1975.
76 King, Vol. I, p.313.
- 68 77 Kalumburu, p.37.
- 72 78 Crawford, Art, passim.
- 73 79 Desmond, p.20.
- 77 80 Art, p.73.
- 78 81 Ibid., pp. 69-80.
- 82 82 WILLIE O/N 75306 2m Schooner 29.94 tons. b. Fremantle in 1879. 51'x 15.7'x 7.08' F.L. Parkes and T. Lorenson, last owners. "Parted her moorings and stranded on the rocks in Cygnet Bay. Total wreck. 7th Feb. 1900" HMC Register, 170/1.
- 83 83 BONZA O/N 125021 Sailing Lugger b. in 1910. Cygnet Bay Pearls, last owners. "Aground in Cygnet Bay, about 1965-6" HMC Register, 105/71.
- 86 84 Voyage of Discovery, Vol. I p.129. The translation from original French is mine.
- 87 85 Ibid., Vol.II p. xxvij.
- 86 86 Dr. WDL Ride described the Island as, "a jumbled mass of great angular blocks of dolerite. "Petrologist A.F. Trendall analysed the stone as "dark green massive compact dolerite (with) brown-weathered faces". Depuch Island, WA Museum Special Publication, No.2, Perth, 1964, pp.13 & 85
- 87 R.M. Berndt, ibid., p.65.
- 88 K. Palmer, "Myth, Ritual and Rock Art", Archaeology and Physical Anthropology in Australia and Oceania, 1976.
- 89 Discoveries in Australia, Vol. 2 p.170

- 90 90 EDDYSTONE O/N91942 Brigantine-rigged Iron Screw Steamer 2040 grs.1647 under deck,1313 net reg tons. 1 deck 4 bkhd. 275.0'x 36.0' x 20.0' (f'csle 72';b.d.68'; raised qd 103') 3 cyl Triple Expansion steam eng. by Blair & Co.,Stockton. b. Stockton, England in 1886 by M. Pearse & Co. McIllwraith, McEacharn & Co. Ltd. of Melbourne, owners. Harman Strom, master.
- While on a coastal run from Fremantle to Wyndham with passengers for Cossack and Wyndham, and mining machinery for Condon, the EDDYSTONE stranded on an uncharted sand-bank in the middle of the channel leading into Depuch Island Anchorage on 8th September 1894. Although it had been surveyed it was not a "declared" port. It was the second time the EDDYSTONE had entered the Anchorage, as it was the only port close to Cossack offering shelter during the five months of strong easterley prevailing winds at which heavy cargos like crushing machinery could be off loaded. The first time she had brought in the machinery for mines with the interesting names of No. 1 S.E. Timbuctoo, Excelsior, and Stray Shot. On this occassion she was again coming in with crushing machinery and was accompanied by the steam lighter BEAGLE, which took the passengers to Cossack when it was learned that the forehatch and engine room were full of water. Pumps and divers were sent to the stranded vessel, and there was confidence that she would be refloated. These attempts succeeded only in moving the vessel "a considerable extent and she now lies in a more dangerous position. (20/81894) Inquirer. 28/9/1894; also 5/10/1894 p.27 a & b; 21/9/1894 p. 2d; 14/9/1894 p.3c; 31/8/1894 "Arrivals". West Austral. 11/9/1894; 18/9/1894; 20/9/1894 p.6. Lloyds Survey Report, No. 6131 of 1886.
- Lloyds Register of Steamships, 1888-89, and 1894-95.
- 90 91 CROWN OF ENGLAND O/N 563 Ship, 1847 gross tons, 1724 net. reg. tons.
- B. Workington by R. Williamson & Son in 1883. 267.0'x 41.3'x 23.6' 1 deck 2 tiers beams, poop 41', forecastle 28' bar keel 10". Owners: (J.P. Pedersen & Son Port of Register Christiania, Norway Lloyds Shipping Register, 1878-9. The Crown of England was wrecked on Depuch Island during a cyclone on March 25, 1912 whilst loading ore at anchor. She broke into three, with the poop and forecastle seperately from the main part of the ship which later broke into two pieces. Of the twenty crew only twelve survived including the master Capt. M. Olsen.

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Y.

Yamamoto, Mr

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Z.

'ZEPHYR'

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APPENDIX A - SUPPLEMENTARY INFORMATION

Information from local sources pertaining to wrecks and historic sites investigated by the WINC Expedition is set out in the text. This section lists incidental information which may be of future interest garnered during fieldwork interviews. The following details have not been fully researched and are set out usually without comment.

From Ian Blair, Onslow, May 1978: A number of luggers were burnt by the military in 1942. The remains of these was pointed out to me lying below ISHWM on the eastern side of Beadon Creek nearly opposite the abandoned freezer boat Will Succeed, which Blair owns in partnership. (Fig. 71) The wooden hulled vessel was abandoned as uneconomical about 1963 and has remained on the western bank of the creek since. The position of this vessel is approx. 350 m upstream from the tip of the groyne and 50 m north of the land backed wharf.

Opposite the wharf, on the eastern side of the tidal creek, the wreck of a steel-framed wood-planked boat is conspicuous at low water. Some yellow and green paint is still noticeable. This was the Carolynn II which burnt in 1975 - a fortunate accident for the Museum as a party including Dr Peter Richardson was preparing to take explosives to the Trial site in her.

On the west side of the creek, amongst the fishermens jetties I noticed a 36-person steel lifeboat. This is abandoned at HWM with the bottom rusted out.

About 150 m from the wharf, up the western arm of the creek the remains of a prawn trawler abandoned in the mid-1960's lies among the mangroves.

During the cyclone of 1912 a large number of luggers wrecked at Bay of Rest. 60 men drowned. He found 2 skeletons of Asiatics emerging from the sandhills in 1959. The University has these.

Billy Clark, Onslow, May 1978: In 1942 five luggers in Beadon Creek were burnt to prevent their possible use by an anticipated Japanese invasion force. The remains of these can be found. One was named TURIN. A sailing lighter named Merlin was wrecked at the mouth of the creek. A lugger was wrecked at Little Sandy Island but nothing can be seen of it now. The town of Onslow moved from the Ashburton River estuary to its present location west of Beadon Creek in the mid-1920's to gain a deep-water jetty. The jetty was later destroyed by a cyclone. Most of his historical records are in the possession of a Prof. Webb of Uni West who is writing the Shire history.

Ningal Horitos, Darwin, 2 June 1978: He was shown the Osborne Islands Unidentified Wreck in the early 1960's by a Kalumburu native named Rankin. Rankin told him that the wreck had been there since 1900-02. Rankin said that the local people "ate the chinese, but never been eating the white man". Ningal believes, therefore that the vessel was engaged in carrying illegal Chinese immigrants to the north of W.A., perhaps to join the gold rush.

He himself had removed the brass port-hole fittings and a brass steam valve from the wreck but lost them when his boat the 45-foot cruiser

St. Nicolas (ex. Salina) foundered in Joseph Bonaparte Gulf enroute Rulhieres W.A. to Cape Hay, N.T. on 26 May 1966. He had looked for markings on the fittings, but found none.

He marked on a chart for me the locations of abandoned mineral exploration camps used by the CGG (Compagnie Generale Geophysiques). He said that the camps at Cape Hay, Cape Bourcroy, Peron Island, Lessear Island, Cape Talbot, Eclipse Island and Prudhoe Island were left intact when the Branch gave up their undertakings about 1971. He marked the position of a WWII Catalina base on Champagny Island, and told of a Liberty Ship on Cartier Island. From Cecil ("Cec") Piessa a.k.a. "The Count of Monte Bellos", Lugger Voltaire via Carnarvon Radio: Lugger Emile [Emyline 3] Castle wrecked 1960 at Point Murat, NW Cape. The Mildura wreck was used for aerial bombing practice in connection with "Potshot" during WWII. [Contrary to official reports], the cargo of cattle was pushed overside during the wreck; many swam ashore and were used to start Yardie Creek Station. The Merlin at Beadon Creek entrance is now under the sand, but was visible until about 1940. The Rosabud, with iron ore ballast, was wrecked on the NE reef of Airlie Island about 1928 while catching turtles. A lugger wreck no longer visible at Weld Is. could be the Annie, wrecked about 1932-34.

A small vessel [possibly the Ranji J.] was wrecked on the SW end of Enderby Is. during the last War. The people, including a woman passenger (who was probably Russian) were picked up by the Koolinda(?). They were fleeing the Japanese invasion of Indonesia.

Saw the Eddystone wreck in the Depuch anchorage channel about 1931. The wreck near the Island is Crown of England.

The schooner Mina he saw on the reef just north of Aligator Creek, Robison & Norman's Camp.

The Geraldton was wrecked on a run from Yampi Sound to Broome; the ships log is available.

Some of the Karrakatta's teak decking was used by Hunter for lugger building and repair.

In Admiralty Gulf in the bay inside Fury Rock is the abandoned site of a bêche de mer (trepang) treatment plant.

Koolama: Blow it up!

The Era was designed by Walter Reids about 1889 and won races against imported yachts. Was considered for an America's Cup challenge. Eventually brought to W.A. for schnapper fishing out of Geraldton. The main mast is at Denham. Approx 20 ton lead keel is on the bottom of South Passage.

From Robin and Richard Hunter at Broome, 11th July 1978: Bulgin is the families traditional home, and more commonly called Hunters Creek because Robin's father, Harry Hunter made a lugger camp and his home there. Robin, who claims to be 109 years old, remembers when the Karrakatta wrecked. His father took off doors, windows and every damned thing before it dropped into deep water. A lot of cargo and fittings was still on board when it sank a few weeks after stranding. No salvage was carried out after that because of the strong tidal currents. Robin's father took much of the Karrakatta's decking and built four luggers from it. In all, Harry Hunter built 12 boats at Bulgin. Although

it has been many years since Robin has been there, he recalls that the wreck could be seen under the water at low tides.

The schooner Alice was a mother ship to McKenzies' pearling fleet. Capt. McKenzie was bringing his operation to Broome from the Aru Islands when the Alice struck Brue Reef in the night. In the morning McKenzie and a couple of crewmen took the dinghy to Cape Leveque to find rescue. He found the lugger Salvador at Lombardina and Harry Hunter skippered the rescue mission. The rest of the crew lived in the wrecks rigging during high tides, and came down onto the drying reef to eat shellfish during low water. Thus they dived for several days until rescued. Nothing was salvaged from the Alice because some of the crew had been trapped below deck when the schooner wrecked; and the divers refused to enter.

Robin knows the Lacedepes well, in as much as he had a pearling camp there. He knew of a wreck of a guano ship which struck a corner of the island because of the tides. The master's name was O'Grady.

Richard said there is a cannon on the reef NE side of Browse Island.

Both had seen a large anchor at Cassini Is. It is above HWM on shore, and not on the reef. Richard said he's seen large arrows cut into the rock plateau above the cliffs. Robin recalls finding a large shackle on the west side of the Is. so heavy he could barely carry it on his shoulder.

Robin had heard of the wrecks at Jones Island but had never been there. Richard has, but saw no wrecks.

They both had seen the Osborne Islands wreck, and Robin's brother Christe told him that it was a mother ship named Pickett. It was English and had pearl shell on board. It was commanded by a Captain London, who drilled a hole in the ships' bottom to deliberately scuttle for the insurance. When London got back, he found that the insurance had lapsed. (I spoke with Christe Hunter in Broome in August. He didn't know when all this had occurred, but it was before his time, and probably before Broome. (The boat came from over East).

Robin has not seen the wreck at James Price Point but heard that it was on the offshore reef south of the Point. The story Richard told me in 1974 of the wreck survivor's all speared by natives, is not accurate. Robin said that white people were speared somewhere else, not from that wreck.

Inquirer 26/4/1865

Meteorological Observations, &c., at Camden Harbour

The subjoined extracts from a Journal kept at Camden Harbour, from December 22, 1864, to 19th March, 1865, by Captain Brown, of the *Calliance*, have been obligingly handed to use by that gentleman for the purpose of publication:-

Noon, Friday, December 22nd, 1864 – Adele Island bearing east, 10 miles distant, and a sand island E. $\frac{1}{4}$ N., about 10 miles; sounded, with 40 fathoms line out; no ground. After steering N.E. until 2.20 pm, the lookout aloft reported shoal water on both bows. Steering the ship through shoal patches until 3 pm, when the ship struck in 15 feet water, the SW end of Adele Island, bearing SSE about 7 miles distant, and the island SE by S about 5 miles distant. This shoal is not marked on chart No. 5, NW Australia, issued by the Admiralty. On the next high water the ship surged, and struck very heavily, but never floated, though everything possible was done to have her off, having also lightened her by throwing overboard ballast.

At 6 pm, 23rd, after throwing overboard 130 tons of ballast, and 120 bales hay, and pumping 1,500 gallons of fresh water out, the ship came off, after striking very heavily for some time.

Sunday, 25th – At 0.30 am came to an anchor off the entrance of Camden Harbour. At 6 am weighed and proceeded into Camden Harbour. At 10 am anchored in 6 fathoms, 25 days from Port Phillip, with 120 deaths out of the 2,700 sheep taken on board. Air close, and sun very hot; ther. 89 deg. About 5 pm Mr Hart, passenger, found insensible, having had a sun stroke; at 7 pm died; buried him on Sheep Island, the Rev. Mr Tanner reading the burial service at 7 am, 26th. Found, from the report of the passengers previously arrived by the *Stag* and *Helvetia*, there was apparently very little food, and no water within a few miles of the ship for the sheep, and that we must land them some distance up a creek, where a landing place had been found. The sheep landed from the *Stag* and *Helvetia* had been driven on a few miles to where grass and water were found, but they were dying daily by the dozen.

26th – Landed 8 boatloads of sheep up the creek. Bar. 29.84, ther. 89 deg. Towards evening squally, with rain, thunder and lightning; 8 pm, bar. 289.80, ther. 82 deg.

27th – Hot sultry weather; calm; with distant thunder and lightening, very vivid. Bar. 29.82, ther. 91 deg. Sheep landing as yesterday.

28th – Landed passengers and luggage, also sheep, as before. Bar. 29.86, ther. 88 deg. At 2 pm Mrs Richards, passenger, returned on board, with her husband in a state of insensibility from sunstroke. At 3.30 pm Mr Richards died, and was buried the same evening on Sheep Island, the Rev Mr Tanner reading the burial service.

29th – Bar. 29.86, ther. 89 deg. in sun. Landing sheep as yesterday. Every evening brings thunder and lightning from the eastward, with squalls and rain. Tonight the wind veered to NW with heavy rain.

30th – Barometer 29.87, ther. 89 deg. Landing sheep and fittings. The passengers from the *Stag* and *Helvetia* have been supplied by us with water up to this day, they not having found anywhere they have established their camp and depot. As we cannot spare any more, they have to go to Augustus Island for it, a distance of 6 miles.

31st. Landed the last of the sheep, making the total number landed alive 2,500 sheep, 14 dogs, 8 goats and 62 passengers, members of the Camden Harbour Pastoral Association, their wives and children. Winds prevailing from the westward in the day time, and calming off towards evening, when towards morning a gentle land wind blows

off from the eastward until about 10 am., when the sea breeze sets in. Find the flies very troublesome, sticking to the eyes, nose and mouth, until wiped off.

January 1st, 1865 – Barometer 29.89, therm. 88 deg., fine clear weather, hot as usual.

2nd – Landed the last of the stores and cargo belonging to the Camden Harbour Pastoral Association. Bar. 30.0, ther. 91 deg.

3rd – Light northerly winds, weather hot and sultry; bar. 29.99, ther. 91 deg.

4th – Examined the shore of two likely looking bays for a suitable beach to examine the ship's bottom. One to the NE of Mount Lookover being most easy of access, with an even bottom of broken shells, sand and mud, the entrance between the points of the bay being about 200 fathoms apart, the shore about the points lined with great boulders of rock, but at the head of the bay sand shells, with even sounding from side to side. At 4 pm moved the ship to the entrance of the bay, and steadied her in-shore with the kedge. Bar. 30.0; ther. 91 deg.; rise of tide, 25 feet.

5th – Ther. 88 deg. to 91 deg. At 9 am weighed the anchor and hove the ship towards the kedge; at 10 stopped heaving, to wait for the tide flowing and commenced coiling long lines into the boat to reach the shore, to haul the ship in as the tide flowed. At 11.30 am the sea-breeze came in with a fresh puff, and brought home the kedge; let go the anchor, but the ship took the ground before the anchor held her on the eastern point of the bay. Weighed the kedge, and placed it for heaving the ship off; also made a hawser fast to some mangrove trees on the opposite point of the bay, and with three coils of new rope to make it long enough to reach the ship; took the shore rope to the winch and the kedge rope to the capstan, and hove with all hands until high water without moving the ship. As the tide fell, the ship heeled over to starboard until the paint strake was under water, with frequent cracks and loud reports as if the timber or beams were breaking. When the tide had fallen enough went under the bottom on another large rock under the port-bilge, a little before the mainmast. On going round to the starboard side, found the mischief done very evident, the ship being bent in two arches, down between the fore and main rigging, and down at both ends. On examination found the keel had received very serious damage while on the reef, as reported on December 23rd, it being chafed to shreds in many places within two inches of the garboard-strake, and badly split under the main rigging. As soon as the extent of the damage was seen, the top masts were cut away, to lighten the ship aloft, and give her a chance of rising as the tide flowed, but we found of it no use, for the tide flowed as fast inside as it did outside, until at high water the poop-gunwale and starboard cabins were under water. All hands employed saving stores from the low side of the ship.

6th – As soon as daylight, sought out a spot for our camp, and commenced landing necessary stores and sails for tents. Wind NE, with passing showers; bar. 29.89, ther. 91 deg. The camp is situated on a small peninsula within an inlet to the eastward of the wreck, with the remains of several native miamias on it, but no water found except where the rain had lodged in holes on the rocky surface.

7th – Bar. 20.86, ther. 88 deg. to 91 deg.; wind N to NE – fresh and dark cloudy weather.

8th – Weather fine; wind northerly; barometer broken, ther. 88 deg. to 90 deg.

9th – Wind easterly, squally with showers; ther. 86 deg. to 89 deg.

10th - Variable winds, with squalls and rain.

11th – Wind E to NE with frequent squalls and heavy showers during the day, making the air cool and pleasant compared with our previous temperature, and yet the ther. stands at 86 deg.

12th – Wind ENE to N., and WNW: cloudy weather, with squalls, and frequent heavy showers of rain. Ther. 84 deg. to 86 deg.

13th – Wind variable, with hard squalls from NW, and constant heavy rain; during the night the rain came down in torrents for hours. Ther. 78 deg. to 80 deg.

14th – Squally from NW, with heavy showers and dull cloudy weather.

17th – Weather fine, winds ESE moderate. This day the first cutter, in charge of Mr Clark, 2nd officer, with Captain Edwards, a passenger and three men, left for Coepang, Timor, with a fortnight's provisions, to procure a vessel, if possible to take us and our effects, with such materials from the wreck as can be saved, for there are no means of subsistence on this barren and stony land after our own stores are exhausted.

18th – Wind NW, squally with showers; ther. 86 deg.

19th – Winds unsteady, NW to SW, weather cloudy, ther. 86 deg.

20th – Wind SW, weather cloudy, ther. 86 deg.

21st – Wind WSW and SW, thunder, lightning and rain.

22nd – Wind WSW, squally with rain.

23rd – Wind variable, SW and easterly, moderate with cloudy weather; ther. 83 deg. to 90 deg.

24th – Commences with moderate westerly winds, and fine weather; ther. 88 deg. Natives seen about the camp during the night.

25th – Commences with moderate westerly winds, and fine weather. Evening, wind easterly, with heavy clouds to the southward; ther, 82 deg. at 8 am; noon 90 deg; 8 pm 85 deg.

26th – Winds NE, fresh and squally with showers; ther. 82 deg. to 89 deg.; 8 pm 80 deg.

27th – Calm and cloudy, ther. 85 deg to 90 deg.

28th – Wind NNE with fine weather, ther. at 5 am 83 deg.; noon 99 deg.; 8 pm 86 deg.

29th – Wind light southerly, weather fine; a comet seen near the horizon to the westward; ther. 81 deg. to 91 deg.

30th – Wind NE, fresh, weather fine, ther. at 5 am 83 deg, noon 98 deg, 1 pm 82 deg., 8 pm cloudy with thunder and lightning.

31st – Light variable winds, weather fine. 5 am ther. 85 deg., noon 94 deg., 8 pm 84 deg.

February 1st – Winds NW, light weather, cloudy, ther. 84 deg. to 87 deg.

2nd – Wind NNW cloudy ter. 85 deg. to 89 deg.

3rd – Calm and fine, ther. noon 94 deg., 8 pm 86 deg., cloudy. Left with second cutter and four hands on an excursion around Augustus Island. Found Rogers Straits, a safe passage for steamers but too narrow for large vessels to work through. Tide very strong, saw no signs of any shoals at low water, and sounded in mid channel frequently from 7 to 10 ½ fms. The shores of Augustus Island, along its southern shore, is a steep declivity of rocks, but I have not seen one spot along its whole length fit to make

a garden of half an acre, for stones and rocks, nor one tree more than 20 feet high, and have seen no grass but some long coarse tufts. The east end of the island is formed of reddish coloured stone, piled up like columns. It appears harder than sandstone with veins of white in it like marble. Sailed though Port George IV found no ground at 13 and 17 fathoms, and from the colour of the water saw no signs of any shoal. It is quite land locked and surrounded with islands, all of them great masses of stone or solid rock without soil and vegetation. Saw no signs of natives. Near sunset landed on an island of considerable size, to westward of Augustus Island, found it a confused mass of stones with a few shrubs between. No water, nor grass to be seen. Moored the boat for the night.

4th – Sailed among the islands to southward and eastward, towards Camden Harbour. Landed on another island, and found a watercourse with a small stream which lost itself half way down from the top. Nothing to be seen but rocks and stones on the top. Found the tide very strong between the islands, running in whirlpools and eddies. About 4 pm passed into Brecknock Harbour, through the northern entrance. Saw a rock nearly awash about a mile from the northern Island in the entrance, and a ½ mile from the shore of Augustus Island, time of tide ½ flood. No other danger nor any discoloured water seen from the island, to the shore in the entrance, and no bottom found in 17 fms. About mid channel the passage in appearance to me quite as free from danger and with more room to handle a ship than the southern entrance. Reached the camp about 7 pm. Dark cloudy weather thunder and lightning to SE-ward. Ther. 86 deg.

5th – Wind northerly, light, ther. 83 deg. to 97 deg.

7th – Winds northerly and fine weather ther. 85 deg. to 95 deg. Told the crew that we would bring nothing more from the wreck until we knew how the materials could be saved, as we would have to leave here in the boats for Timor. If no vessel arrived in the course of two or three weeks of course we would have to abandon everything in that case. Hauled the launch up to fit her for the voyage to Timor, by raising her 15 to 18 inches.

8th – Wind SE to SW with squalls and rain, also thunder and lightning at 8 am ther. 75 deg., which is the lowest temperature observed since our arrival. Noon, ther. 84 deg., 8 pm 85 deg.

9th – Wind SE light, 6 am ther. 84 deg., noon 88 deg, 8 pm 85 deg, heaving squalls from SE with showers of rain.

10th – Wind northerly mod. Ther. at 6 am 84 deg, noon 98 deg, 8 pm 85 deg. Mr Clark 2nd mate with the boat and crew sent to Timor returned this day in an exhausted state. Having been capsized on the morning of the 8th inst, in a squall forty or fifty miles to the westward of Champagne Island, in a schooner sent by Mr Drysdale of Coepang, at the request of the Governor of that place, to take us away from here. They also report that Captain Edwards, late a passenger at the time of the accident. The crew after considerable exposure on the bottom of the schooner succeeded in getting the boat clear and turned up. When they got the water bailed out they found the mast and sail fast to her. They then made the best of their way to this port without food or water, bringing with them in addition to our own men, J. Taylor senior, and a Malay Lascar, sent to assist in navigating the schooner from Coepang.

11th – Wind SSE light, hot sultry weather, ther. 6 am 84 deg., noon 95 deg., 8 pm 85 deg., 8 pm 85 deg.

12th – Light ESE winds and calms with hot sultry weather. Ther. 6 am 84 deg., noon 95 deg., 8 pm 89 deg.

13th – Light SSE winds and calms, weather ditto ther. 6 am 85 deg., noon 98 deg., 8 pm 87 deg. Carpenter putting false keel on the launch for the voyage to Timor. Sold the wreck as she lay to Messrs Anderson and Co of the Camden Harbour Association.

14th – Light variable south and SE winds, and clear excessively hot. Ther. at 6 am 90 deg., noon 103 deg., 8 pm 88 deg., with a fresh westerly breeze for 2 hours. Getting the boats repaired and put in order for the voyage to Timor.

15th – Wind SE moderate with fine weather, ther. at 6 am 78 deg., noon 87 deg., 8 pm 79 deg.

16th – Wind SE, moderate, weather fine. Ther. 6 am 76 deg., noon 88 deg., 8 pm 78 deg. This day the barque *Tien Tsin* arrived from Fremantle bringing a resident, surveyors and staff of officers.

17th – Captain Jarman and several of the Govt staff came to our camp and a great pleasure it was to receive them and to be assured of having the crew and effects taken from here without having to abandon all but a bag to each man had we left in the boats. Unfortunately the materials saved from the wreck were sold to Messrs. Anderson and Co before the arrival of Capt Jarman.

18th – Wind SE to SW fresh and squally with showers. Ther. 78 to 86 deg. during the night natives were seen prowling about the tents.

19th – Wind SE, light weather, clear. In the evening wind SW and S squally with rain ther. 6 am 78 deg., noon 89 deg., 8 pm 76 deg.

20th – Winds south and SE light weather cloudy, ther. 6 am 84 deg., noon 92 deg., 8 pm 88 deg.

21st – Calm and cloudy ther. 6 am 84 deg., noon 92. During the day the appearance of the sky very gloomy and threatening with occasional gusts from the eastward and very heavy rain. About 11 pm perfect hurricane raged for about 20 minutes, expecting every minute to see the tent disappear, ther. at 11 pm 78 deg.

22nd – Wind mod from south to west with dark heavy clouds, throughout the day 6 pm strong gusts from SE with incessant lightning and dark threatening clouds overcast ther. 6 am 88 deg., 30 mins, noon 90 deg., 8 pm 86 deg.

23rd – Wind heavy gusts from SE to SW with terrific thunder and lightning. Ther. 6 am 79 deg., noon 89 deg., 10 pm 79 deg.

24th – Wind WSW variable and fresh SW winds with terrific thunderstorms which continued throughout the day ther. 78 deg. to 84 deg.

25th – A continuation of heavy squalls with rain from S to SW. Ther. 6 am 70 deg., noon 85 deg, 8 pm 74 deg.

26th – Squalls with rain from the southernward which continues throughout. Ther. 6 am 79 deg., noon 83 deg., 8 pm 74 deg.

27th – Strong W and NW winds and cloudy weather with occasional passing showers. Ther. 76 deg. to 80 deg.

28th – Moderate variable westerly winds and cloudy which continued throughout the day. Ther. 74 – 76 deg. Highest tide at 1.30 pm. Moons age 3 days.

March 1st – Variable westerly winds and cloudy. Ther. 86 – 89 deg.

2nd – Westerly winds steady throughout the day. Ther. 86 deg to 90 deg.

3rd – Light westerly winds freshening towards noon. *Calliance's* crew employed getting water from Augustus Island for the *Tien Tsin*.

4th – Commences with light NW winds which freshened towards the close of the day. Ther. at noon 90 deg. 8 pm 86 deg.

5th – Moderate light variable W and WSW winds with cloudy weather. Ther. 86 – 90 deg.

6th – Variable southerly winds and cloudy, with smart showers toward the close of the day. Ther. 85 – 90 deg.

7th – Light variable southerly winds cloudy, the day closes with smart showers and terrific squalls with heavy thunder and lightning and a heavy rain. Ther. 84 – 94 deg.

8th – At 7 am launched the launch and made her all ready for the voyage to Timor. At 5 pm she sailed in charge of Mr Clark, with four men, having on board a fortnight's provisions, and 160 galls of water and all other necessaries for the voyage. The launch was duly cleared from Elliot Tower, Camden Harbour, being the first issue.

9th – Begins with steady SE winds and fine clear weather. The day closes with smart squalls from ESE to W with heavy rain. Ther. 83 – 89 deg.

10th – Moderate SE winds and clear weather throughout the day. Ther. 84 – 90 deg.

11th – Steady SE easterly winds and fine weather throughout the day. Put two boatloads of stores luggage etc on board the *Tien Tsin*. Ther. 89 – 92 deg.

12th – Fresh easterly winds and fine weather throughout the day. Ther. 85 – 30 deg.

13th – Commences with moderate fresh NE winds and cloudy. The day closes with calms and light variable airs. No observations this day.

14th – Variable SSE winds and fine clear weather noon squally with fresh westerly winds 6 pm. Strong easterly winds and cloudy night fine and clear. Ther. 87 – 94 deg.

15th – Variable SSE winds and fine clear weather noon squally with fresh westerly winds 6 pm. Strong easterly winds and cloudy night fine and clear. Ther. 87 – 94 deg.

15th – Variable winds and cloudy throughout the day noon Ther. 91 deg.

16th – Moderate light easterly winds with hot sultry weather noon smart squalls with showers night calms with clear weather flies exceedingly troublesome. Ther. 86 – 99 deg.

17th – Light SE airs and fine clear weather noon light westerly winds and calms night ditto. The boats employed making trip for water to Augustus Isle during the night.

18th – Commences with light SE winds and fine weather noon fresh westerly winds with hot sultry weather all the remaining portion of our stores and personal effects were put on board *Tien Tsin*. Night ditto. Ther. 86 – 94 deg. The boats finishing getting water from Augustus Island.

19th – All in board the *Tien Tsin* including 53 passengers of the Camden Harbour Pastoral Association now extinct and who represent three fourths the finances and four fifths, in number, of the persons who formed this most unfortunate and misled body of men.

The readings of the thermometer in this journal were suspended in the Captain's tent under a roof of 4 folds of canvas with both ends of the tent always open after an accident to the barometer on the 8th January we were not able to get any correct readings that could be depended on.

Report: TECHNICAL DETAILS OF WRECK MATERIAL

Samples: Osborne Island 2031, 1637

These 2 balast stones are both basic igneous rocks. of medium grain size. They consist of feldspar (plagioclase) and olivene (partly altered). They would be classified as dolerite.

This is a relatively common rock and is found in most parts of the world. However the texture and composition is similar to a complex of volcanic and intrusive basic rocks known as the Carson River volcanics which occur through the Northern Kimberley.

Sample: Brick New Is. WR2032

This is a hand made brick which would have been made in a mould from a very sandy (quartz) clay mix. It has been fired to a low earthenware temperature (900-1000°C). The quality is not good.

Origin - It could have come from any "European" community in the world.

Date - While this type of brick was commonly made in the 1800s, they are still made in some parts of the world today. It could be dated using the thermoluminescence process if it was critical.

J. CLARKE
Research Officer,
Rock Art Conservation,
Department of Aboriginal Sites.

APP 4

THE POSSIBLE AGE OF A "1795" ENGRAVING AT FISHERMANS BEND, BROOME W.A.

The following report is based on the examination of site photographs, a rock specimen and previous field experience in the general area.

The engraving has been made in sandstone of Cretaceous age. The rock is feldspathic and micaceous and deeply weathered with moderate iron oxide staining and conversion of feldspar to clay. It is both porous and permeable. The intergranular cement is weak and poorly developed, consisting mainly of iron oxide and clay with minor silica.

These properties combine to make the rock very susceptible to a process known as salt weathering, a form of weathering resulting from the action of soluble salts within the porous rock causing rapid disintegration as the salts are hydrated and dehydrated. In coastal environments this process is the main agent of rock weathering as there is a constant input of salts and repeated wetting and drying by the sea.

Measurements have been made on the Western Australian coast in similar rocks just above mean sea level over a ten year period and the weathering rate was between 9mm close to sea level and 2mm at four metres above sea level.

With deterioration rates of this order, an engraving actually made in 1795 on an exposed rock face just above sea level should have been completely weathered away by now. In this case, the engraved lines are still sharp and distinct with no flattening of the groove profile typical of older engravings, there is no evidence that the engraving has been made over an older engraving.

There is no evidence that this particular engraving was made in 1795 and comparison with other well dated engravings in similar environments would indicate that it is unlikely to be any older than twenty years.



J. Clarke
Research Officer - Rock Art
Conservation
Department of Aboriginal Sites

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Date

REPORT OF WRECK INSPECTION

File 93/73

APPENDIX F

Site: OSBORNE ISLANDS Unidentified Wreck

Date of Inspection: 1st and 6th August 1976

Personnel: S. Sledge Officer in Charge

F. Wells

I. Cheinmoro

Approx. Location: Offshore in bay on SE corner, Middle

Osborne Island, Admiralty Gulf.

Universal Grid Ref. 51L AK 788119 (Metric series)

Lat. 14°21.0' S

Long. 126°01.5' E

Compass bearings: 1) 320° to Hilltop AK 777132

2) 015° to Hilltop AK 798146

3) 036° to Hilltop AK 815135

4) 198° to NW edge steep Head Is. ZE 012 217

Using Universal
Grid References
(Metric)

Sextant
Angles: 1 - 2 = 54° 36'

2 - 3 = 21° 25'

Transit Photos: Numbers to be determined.

Site Photos: Numbers to be determined.

Description of Site:

The wreck is located about two kilometers SW of Cliffy Point, the southeastern extremity of Middle Osborne Island, 400 meters from and parallel to the shore on a N-S axis, the bow pointing North. The iron hull plating and deck beams were intact, but weakened by corrosion estimated at 50%. The wreck lies almost upright on her keel, canting slightly to port, sitting on a soft seabed composed of shell grit and fine grey silt detritus. Underwater work on the site was difficult because of extreme variations in water movement, visibility (1.1 m to 2.5 m) and depth, caused by a tidal range often in excess of 7 meters. The deck beams and about 50 centimeters of upper hull become exposed briefly at spring low tides, and a boiler uptake stack just forward of midships is then conspicuous, rising 80 centimeters above the deck beams. With the turn of the tide the water rises quickly; in less than one hour the wreck is again completely submerged. At neap lows it does not expose at all; the water over midship measured 95 cms. The wreckage is heavily encrusted with marine growth. This material prevents any real drying, and thus protects against the rapid disintegration consequent to repeated soaking and drying out.

The site and visual bearings were photographed. Measurements were taken and an overall plan drawing made, noting structural details (see attached). No casualty damage to

Description of Site (cont.):

the hull plating could be found, but it was not feasible to determine how much of the lower hull lay buried in the mud. Encrusted and eroded wooden poles lie askew on the bottom off the starboard bow, but none appeared large enough to be the spars of a sailing ship. Inboard the most conspicuous feature was a small cylindrical boiler set fore and aft slightly below deck level although the hull was filled with mud of at least 30 cms depth, a heavy piece of machinery connected to the boiler by obscured linkages was located just forward of the sealed bulkhead capped by the main deck beam (midship deck beam). Despite chipping off of concretion on the machinery and deck beam, no markings or indication of the vessel's Official Number could be found. A non-indigenous unquarried stone (probably ballast) was found near the stern. The eroded top of the rudder stock protruded out from an iron coaming welded to the deck beams. From this two (of four remaining) brass fastening plates were prised loose. Of the steering apparatus which they once secured there was no sign. Rising out of the mud under the stern the top of the rudder and possibly a blade of a screw propeller were noticed (clouding of the water prevented detailed examination). No glass or ceramic artifacts could be located and no wreckage could be located on the nearest beach.

General Impressions:

Small, iron-hulled, single screw steamer (perhaps auxiliary steam); clipper-type hull design featuring a sharp entrance and greatly overhanging oval stern. Laying in a bay sheltered from all winds except easterlies. Iron deterioration should continue at a slow rate. Little danger of further damage by treasure hunters anticipated.

Construction:

Iron single-plate carvel hull with 18 cm x 12 cm oval-shaped portholes without glass or fittings average 10 cms below deck beams. 10 cm iron equal-angle bar beams spaced an average of 1.0 meter apart. One deck. Equal-angle bar deck beams. Wood deck planking no longer present.

Dimension:

Length 29.60 meters (96 ft.)
Width 4.85 meters (16 ft.)
Depth 3.00 meters (10 ft.)
(estimated)

Material Raised:

2 brass fastenings cleats (with brass screws) 10 cms x 10 cms x 1.5 cms.
ballast stone (believed to be granite)

Identification Comments:

So far no documentary evidence has been found relating to any vessel wrecked or abandoned in the vicinity. Ildephonse Cheimoro, who guided the inspected team to the location, is a Gambure aboriginal whose father showed the wreck to him in the late 1920's or early 1930's. At that time the wreck was considered "very old". The elder said that the ship hit rocks in Voltaire Passage, came under its own power to its present location and was there abandoned, the crew setting out for Indonesia in the lifeboat. When queried if in fact the crew would not have made for Wyndham which is the closest port, Ildephonse insisted Indonesia, saying "Wyndham wasn't

Identification Comments:

there yet". If this statement is accurate, the vessel would have been abandoned prior to 1885 when the ports of Wyndham and Derby were popular debarkation centres for the Kimberley goldfields. I suspect that the vessel is not likely to have been much involved with Australian trade, but probably a Portuguese or Dutch vessel perhaps voyaging to Timor. Enquiries have been made to Indonesian authorities. It seems likely that the crew of a British Colonial vessel wrecked there would have tried to reach a British settlement, and some report of the loss would have been printed in the newspaper, for she is of solid construction and would have been valuable

Her flush-decked clipper-type hull design indicates that she may have been built as early as 1850, however, the design may have been anachronistic. In any case, she is certainly of 19th Century construction, but in the absence of historical data, it is not possible to state with any certainty that she was lost prior to 1900.

Recommendations:

The wreck site is unlikely to yield a significant range of historic artifacts and in my opinion does not warrant the expense of excavation in such a remote area. On the other hand, it is of a very interesting type and to date represents the best-preserved 19th Century iron hull extant in Western Australia. I do not believe that it should be declared of no historic interest unless further research proves that the vessel was lost subsequent to 1900. If the Committee decides that the wreck should be declared a Maritime Archaeological site, then I would suggest that a reward be offered to Mr. Frank Hill, 6 Trembath Street, Port Hedland, who reported the site to the Museum 19 March 1971.

SCOTT SLEDGE.

Joint Committee Action:

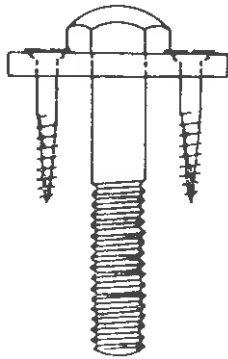
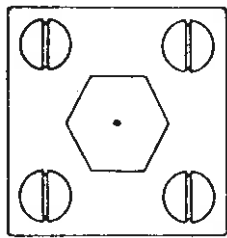
- Res.35/76: Resolved that the Committee recommend to the Director that the Osborne Island wreck be accepted as a historic ship and the site be declared a maritime archaeology site under S4 of the Maritime Archaeology Act.
- Res.36/76: Resolved to recommend to the Trustees that an interim reward of \$100 be offered to Mr Frank Hill.

Date of Vesting: State: 4/3/77 Commonwealth Prov. Decln. 8/9/77

Appendix E - Drawings of Sample Artifacts

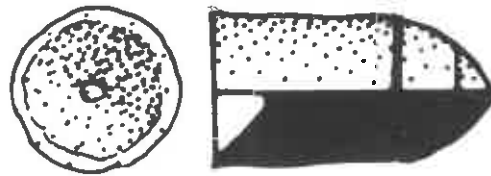
<u>No.</u>	<u>Place found</u>
2008 (A-D)	<u>Calliance Wreckers Camp</u>
1957	" " "
1931	<u>Calliance Camp</u>
1994	Association Camp
1962	" "
1936	" "
1939	" "
1934	" "
1991	" "
1967 (A-E)	Government Camp
1973	" "
1636	Osborne Island Wreck

pp. E



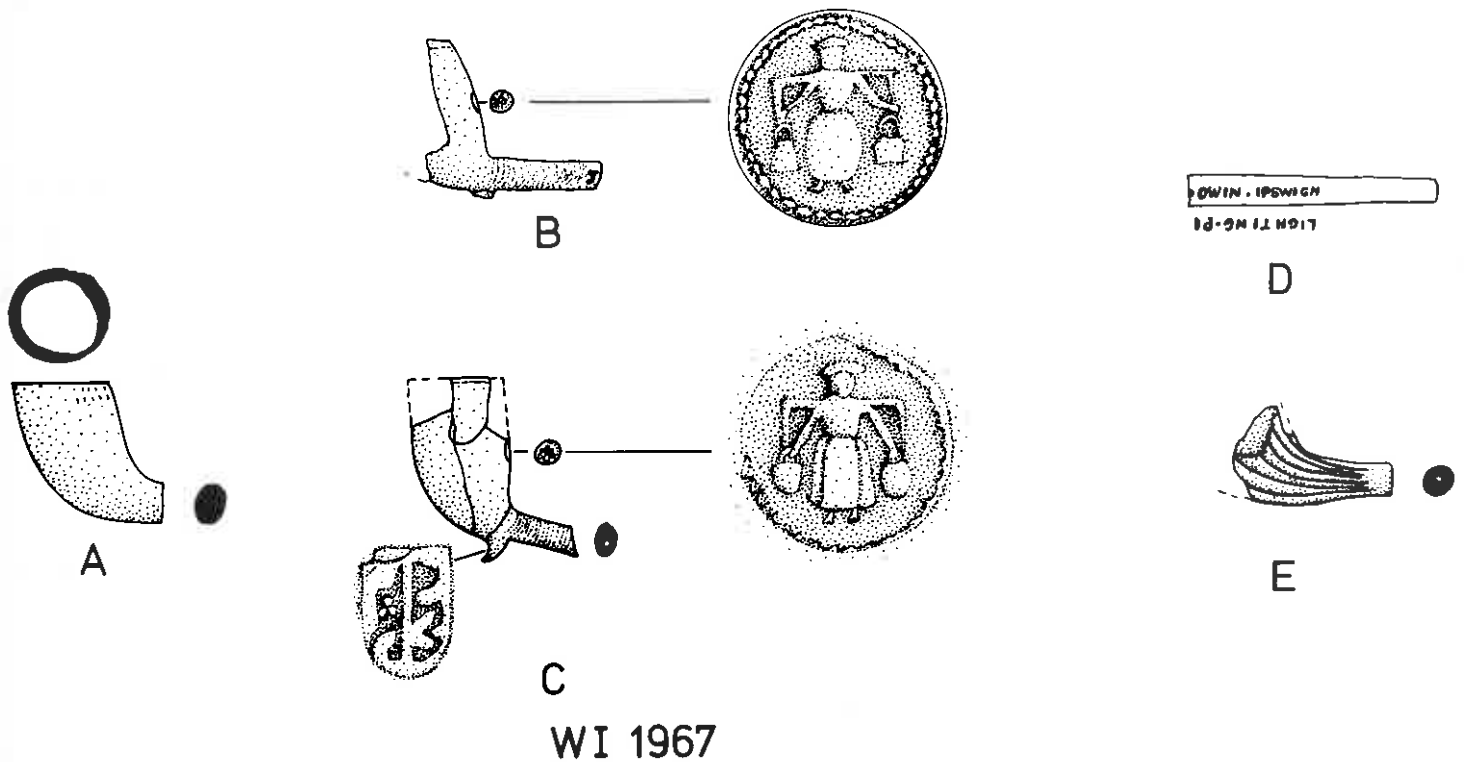
WI 1636

1636 Brass hatch coaming fitting.



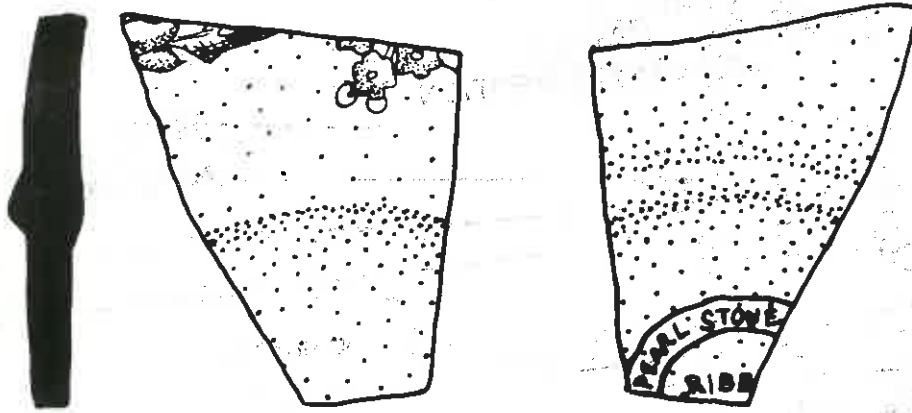
WI 1973

1973 : Possibly modern lead bullet



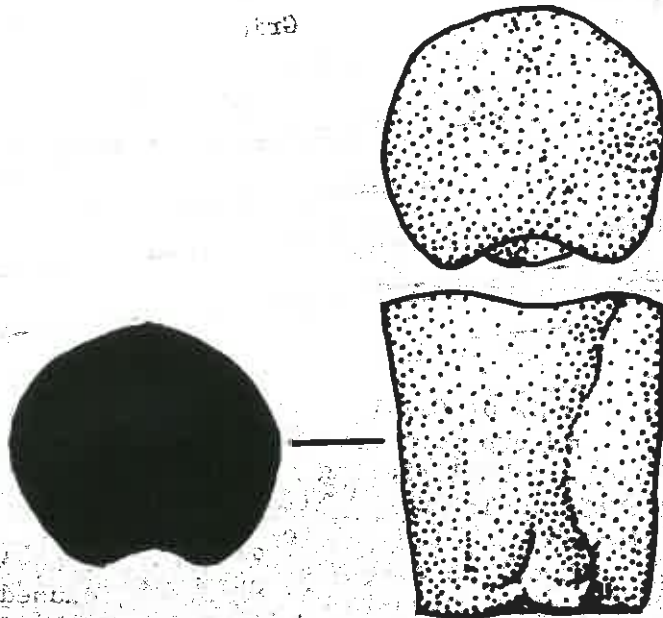
WI 1967

1967 : clay pipe fragmentd and seals (enlarged).



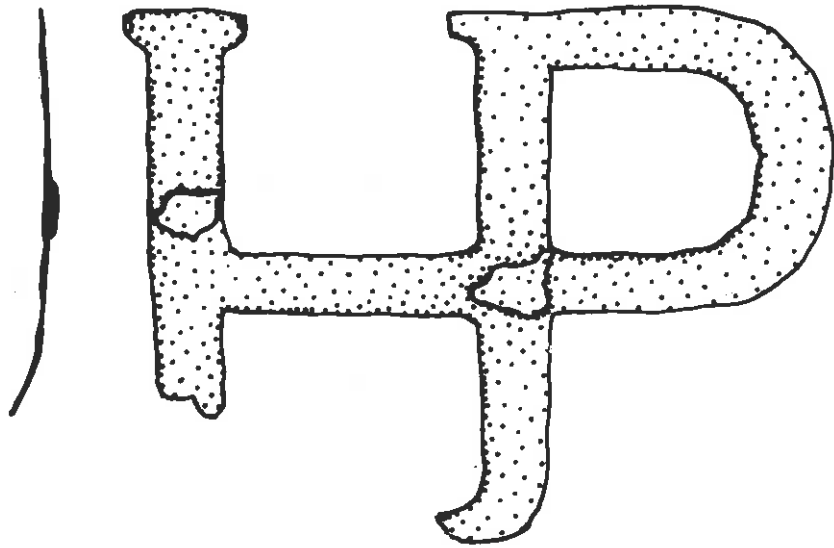
WI 1934

1934: Pearlstone ware saucer fragment.



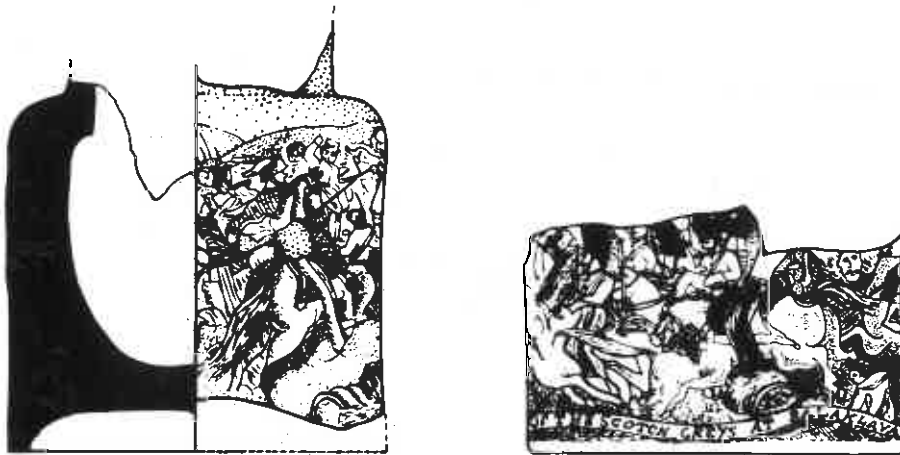
WI 1991

1991 : Stone bottle stopper (carved.)



WI 1994

1994 : "HP" branding device?



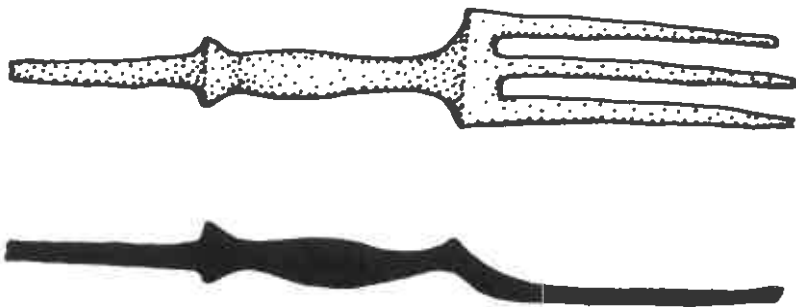
WI 1962

1962 : Mens fancy toiletry jar.



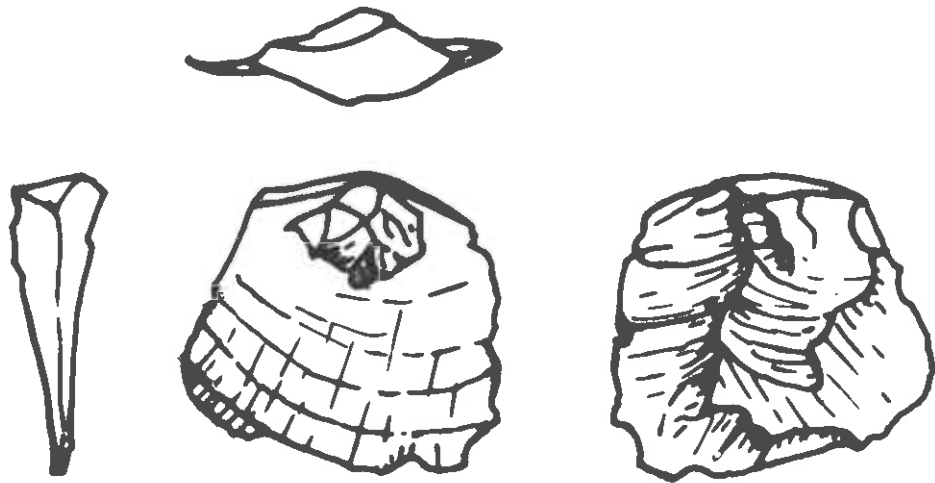
WI 1936

1936 : Ointment jar lid.



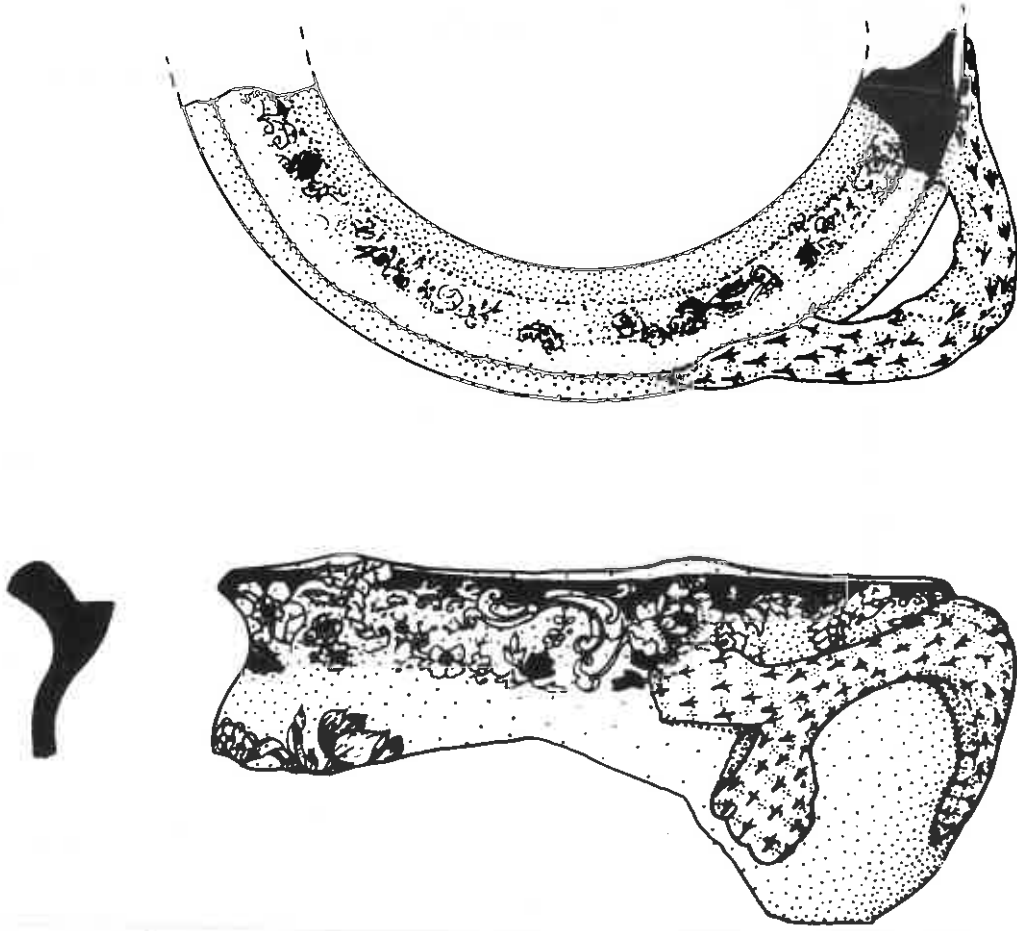
WI 1939

1939 : Iron cake fork.

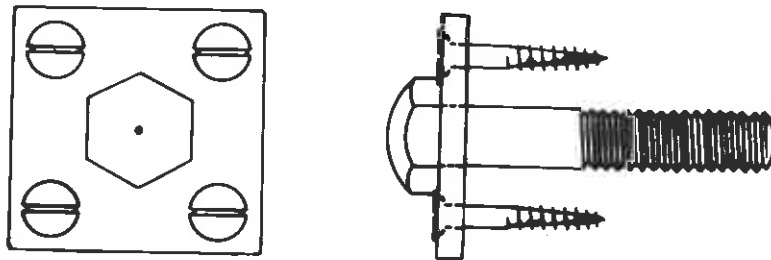


WI 1957

1957:
19th Century bottle glass used in Aboriginal toolmaking.

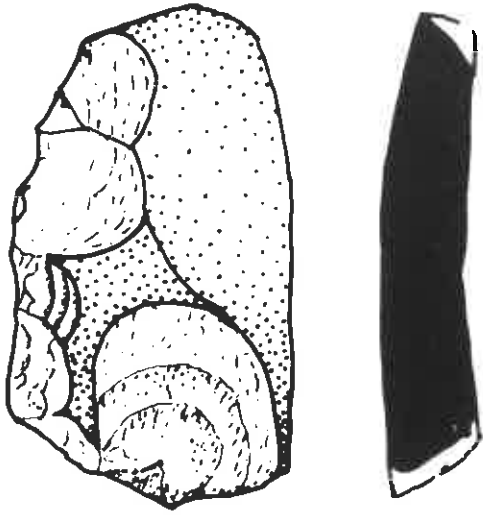


1931 : Broken blue and white bowl.

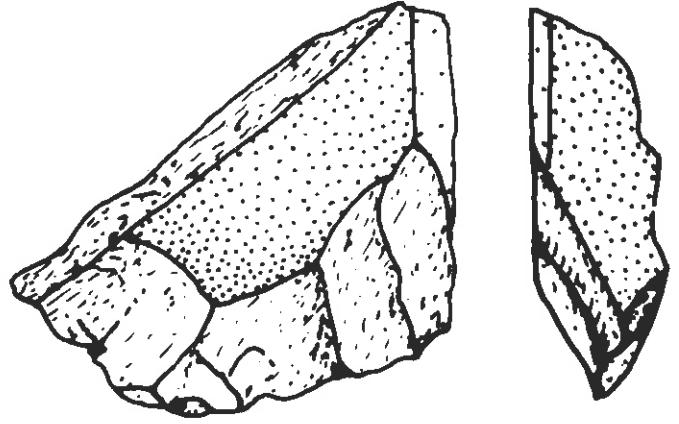


WI 1636

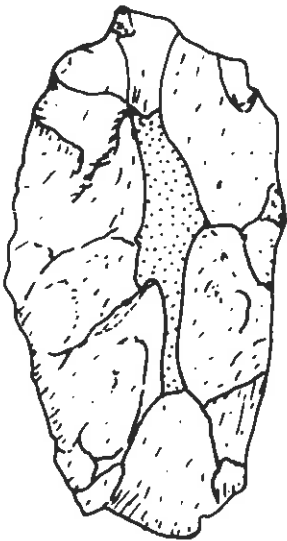
1636 Brass hatch coaming fitting.



A



B

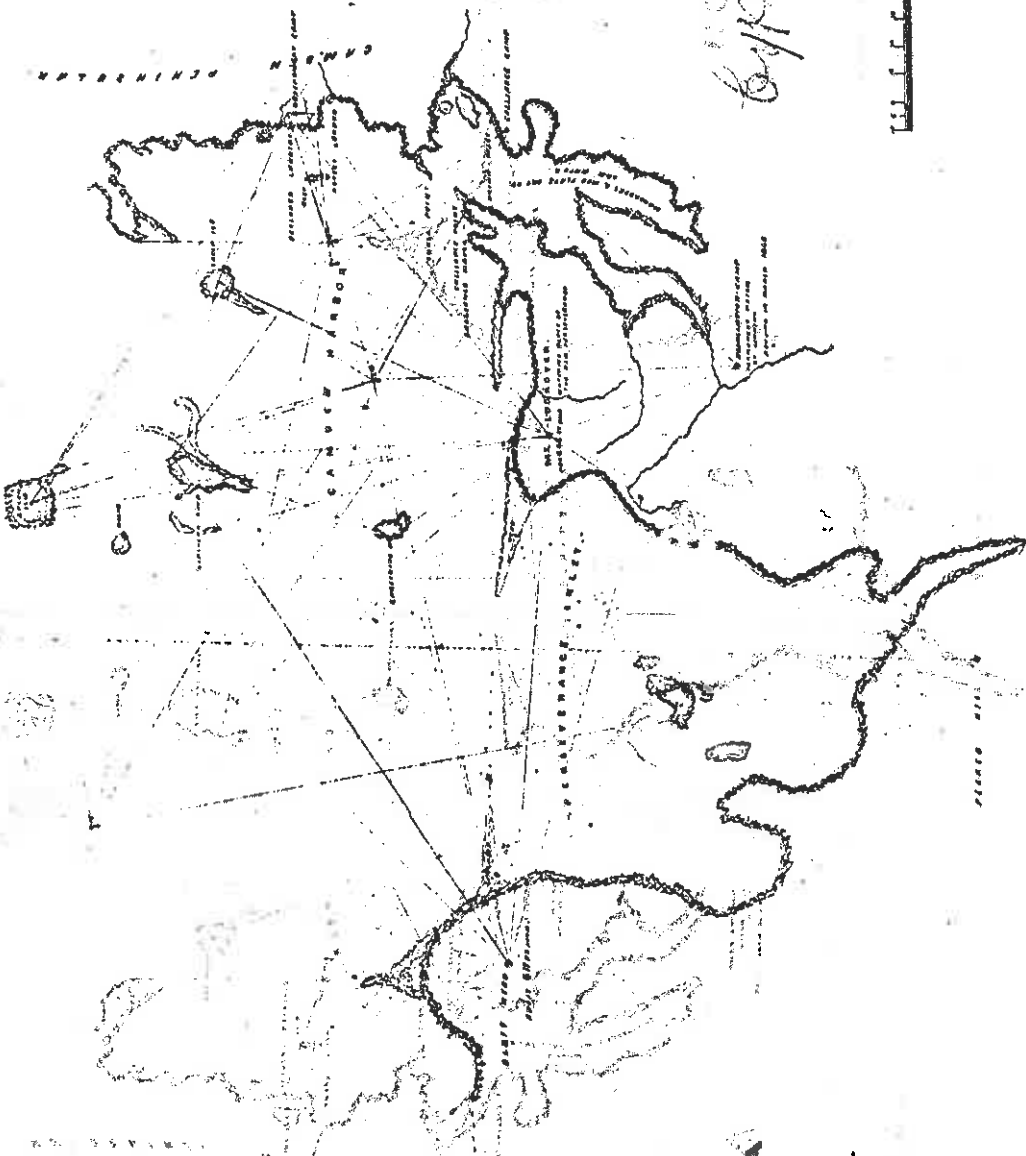


C



D

Ceramic ware showing signs of being worked.



PLAN
OF
CAMDEN HARBOR
NORTH - WEST. AUSTRALIA
MARCH 1865

PLAN SHEETS LOW WATER MARK.

WATER
CAMDEN HARBOR

10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

AS

OP EXPLOR.

