

REPORT ON THE WRECK OF *MAYHILL* (1895)

Prepared by David Totty 15 August 1982



Photo of the *Mayhill* on Point Moore Reef August 1895
by Mr Delucy

Report on *Mayhill* survey 6 March 1980

Peter Worsley, Bill Dunne and David Totty dived with the intention of surveying the site. The wind was north-west, sea choppy. Underwater on the wreck site there was a surge taking the divers 8 metres across the site. The facts below is all we could do/find out on the day.

1. The wreck lies east west.
2. Length of site: after 60 metres the tape snagged and broke.
3. Stern/rudder section measures 2.16 m high off the reef, 1.53 m wide lying 60° NE, 240 WSW.
4. A section of keel east of stern lying 55° NE, 235 WSW.
5. Another section of keel further east again completely separate, lying 55° NE 225° WSW.
6. Around the stern section is an assortment of wreckage thought to be part of the ship's steering gear and side nails from the stern deck.

***Mayhill* wrecked 19th August 1895 at Point Moore, Geraldton**

Early morning on the 10th August 1895 John Cream, a butcher in the small sea-side town of Geraldton was up and about, standing on the beach close to his butchers shop.

As the morning light changed the view before him he saw out at sea a large four-masted sailing ship. He watched her closely as she was the largest ship of her kind to have sailed to Champion Bay. He watched her as she tacked, coming towards the bay then away, then back towards the bay again in windy conditions and heavy seas. Then in what seemed like a quick about-turn, he saw her run onto the reef only two-hundred yards from the deep-water channel and half-an-hour's sailing to a safe anchorage.

The *Mayhill* was built in 1890 by A. Stephens and Sons of Dundee. A four-masted iron and steel barque of 2,131 tons gross and some 292 feet in length. Registered in Liverpool she took her cargo from Middlesborough, England being chartered by the White Star Line to carry 2947 tons of railway lines to Geraldton for the Mullewa to Cue railway in the Geraldton hinterland.

She set out for Geraldton on 20th May 1895 under the captaincy of James Hume. She was manned by four officers, a steward, cook, carpenter, sixteen seamen and five apprentices. She carried one passenger and a pet pig named Parnell.

Her passage started with eight days of light winds and dense fog as she sailed down the English Channel. A moderate wind pushed her past Madeira on the 5th June where she lost the trade winds and picked up the variable winds of the equator.

This line was crossed on the 19th June. The first south-east trade winds gave out when they sailed close to the meridian of the Cape of Good Hope; they then changed to very unstable winds which took the *Mayhill* past the Cape of Good Hope.

Sailing through a north-west gale in the southern Indian Ocean two icebergs were sighted on the 25th and 26th July. The *Mayhill* sailed past Amsterdam Island on the 31st July. From this point to Champion Bay, Geraldton, Captain Hume and his crew encountered light unsteady winds, finally reaching the Western Australian coast eighty-three days out of England.

Point Moore lighthouse, which guards Champion Bay, was built in 1877. It was sighted by the watch of the *Mayhill* at 2 am on the 10th August 1895; the wind was starting to blow hard. Mr Brown, the passenger, was on deck with Captain Hume at the time the light was sighted. Soon after, he bid Captain Hume goodnight and retired to his cabin, no doubt looking forward to walking the streets of Geraldton the following morning.

At 5 am there was a moderate gale blowing with an overcast sky. The *Mayhill* lay west-north-west of the light and the wind blew from the west-north-west. With top sails, foresails, lower staysails, mainsail and two jibs set, all hands were called on deck. Captain Hume tacked the *Mayhill* back and forth looking for the two red lights which, his navigators directory stated, should be lined up to give the location of the deep water channel into Champion Bay anchorage.

Captain Hume did not know, however, that fifteen years before his coming, these lights had been changed to two bright white lights. These Captain Hume and the crew saw, but discounted because they were looking for two red lights.

As she tacked, with the Captain and crew still searching for the leading lights, the ship came closer to the reef. When Captain Hume noticed this and put her about on the starboard tack, he found she would not clear the reef. He sharply put her about again but before she came up to the wind she struck the reef. The time was 6.15 am. The gale intensified; the fierce wind brought with it strong squalls off the starboard side, while the current set strong pushing the *Mayhill* onto the reef.

Soundings taken revealed three fathoms of water ahead and amidships, three-and-a-half fathoms astern and two-feet of water in the hold. The pumps were manned immediately but the water gained rapidly on them. At 10 am there was six-feet of water in the hold.

Captain Hume signalled the ship *Lindus* for assistance but the captain of the *Lindus* refused to imperil his vessel. Captain Hume remarked later that he could have got the *Mayhill* off the reef with the help of *Lindus* ¹.

The deputy pier master of Geraldton Mr Brede, and water-policeman, Mr Reichard, aided by a young man named Davis made the first attempt to rescue the crew in a yacht owned by Mr Cream, in a heavy sea and very strong winds, they got within a few hundred yards of the *Mayhill* when their mast snapped in half. With the sea and wind as it was they had to rig a jury in a hurry and scamper back to the town jetty.

Later on in the morning they put off in a lugger. After a good many tacks they came close enough for the crew to put the ship's boats in the water and ferry the ship's people to the lugger. At 2 pm the survivors arrived at the old jetty (Gregory Street) where they were welcomed by the townspeople.

Many of the crew had little clothing and the townspeople kindly supplied them with clothes while the ship's agents, Weinwright and Co. also did their best to alleviate the wants of the crew.

The following morning the captain and crew went to the *Mayhill* to remove what they could. They invited a reporter from the Geraldton Express and Murchison Goldfields News. The following is an account of the day's events as seen through that reporter's eyes, and printed on the 16th August, 1895:

'By invitation of the captain we visited the wreck on Sunday morning starting off about half-past nine. Captain Hume and two other men took off in a life-boat which was under the control of first mate, Mr Brice, while I went with the rest of the crew in another larger boat. The morning was lovely and sunny and nature seemed to be having a rest after the storm. The bay was calm, sails were put up but with very little breeze about they were soon taken down again. The wrecked crew then indulged in rollicking old sea songs as they rowed out to the wreck.

About a mile from the old jetty the ocean swells appeared; the life-boat was tossed about somewhat when we got three miles out to the breakers. They were about twenty-feet high, breaking over the stern of the stranded *Mayhill*. A seaman managed to get hold of a rope and clamber up the side to throw a rope ladder over the side. This was not much use for those who wanted to get up onto the ship as they had to make a spring jump for the ladder as the boat was lifted on top of the breakers, stumble, and you were crushed to pulp between the sides of the boat and the hull of the *Mayhill*.

Nearly all the crew were aboard when someone cried out 'Good God, the captain's life-boat has capsized'. Six men pluckily sprang from the side of the *Mayhill* into the boat they had just vacated and in a jiffy came to the rescue of the captain and his comrades in misfortune. Captain Hume was sitting on the upturned boat while his companions were clinging to the boat all around him. They were taken into our boat. Three sailors stripped and turned the boat right side up and began to bail her out. By the time this was done we were out picking up the coats, hats, fenders etc. The other boat set sail and it was a very peculiar sight to see three naked men bailing out a boat with the waves breaking over them every three to four minutes. In a few minutes they were relived and once again we tried to board the *Mayhill*.

The captain's boat was overturned by a large white-capped roller which simply rushed over the top of the small boat filling her up with water in an instant, then overturned her. Captain Hume was caught up in some ropes and but for the bravery of Mr Brice he would surely have lost his life. The captain said he'd never experienced such large breakers before.

I could not get on board the *Mayhill* and so spent my time sitting in the boat alongside. For the first half-hour this was alright but then the swells came round the reef and for our hours I experienced being picked up by the waves and falling twenty-feet down into the trough of the wave. I and some sailors remained like this tied to the job boom of the boat for safety. The smaller boat only had one man in her, named Ryan. He only stayed a few minutes before a huge wave tossed him out like a piece of cork. He swam about for ten minutes bobbing up and down before a life-belt was thrown to

him. After twenty minutes in the water he was onto the larger boat completely exhausted.

By mistake, a sailer cut loose the rope from the *Mayhill* and we all drifted away among the reefs. Things became very serious and we began to think all was up on us, in fact on two or three occasions the boat was swamped. Mr Cleaver who had charge of the life-boat had difficulty getting the men to use the oars. By a stroke of luck we managed to secure a life-buoy as it swept by with a line attached which had been thrown from the *Mayhill*. This was all they could do as they did not have any boat in which they could rescue us. We should have gone to Davey Jones Locker had it not been for Mr Cleaver's good luck in getting the life-buoy.

No luggage was taken off the ship, only the ship's log and papers which were difficult enough to secure, and their pet pig called Parnell. Those on board the *Mayhill* had to come down a forty-foot rope to get off having to chance whether they dropped into the boat or the sea. A landsman slid down the rope before you could say two, he came down with such force that the heel of his boot was broken off and a small bone on his ankle was broken.

Despite the day's events all arrived back at the old jetty safe, though very wet, at 5 pm".

On Monday morning Captain Hume sent a telegram to Sir George Shenton, then Lloyd's Agent in Fremantle, stating: *Mayhill's back broken – 18 feet of water in ship – poor prospects of salvage*².

On Tuesday fine weather permitted the *Mayhill's* crew to visit their ship. A lighter was taken out and without much difficulty the personal effects of the crew, plus a number of other useful articles were taken off. Captain Wymark of the Underwriter's Association arrived in Geraldton that morning. He came on behalf of the Commercial Union Assurance company in connection with the salvage of *Mayhill's* cargo, which his company had insured for £15,000, keeping the entire risk itself. The manager of Commercial Union, Mr C.H. Johnson also arrived that day.

After reports had been cabled back to London, on Friday, Captain Hume received a cablegram from London and consequently abandoned the ship to the underwriters of that city. Meanwhile, from the shore, the breakers could be seen washing over the stern of the vessel. The crew were paid off and given the option of being sent at once, free of cost, to the port of their choosing; or they would be permitted to remain in Western Australia and earn their livelihood where ever they could. Many of them expressed the desire to be sent to their home port.

Friday the 17th was a busy day all round as the preliminary inquiry into the shipwreck started at the Courthouse. On the bench were Mr M. Brown, Governor's representative and Inspector Lodge, Justice of the Peace. Mr du Boulay appeared on behalf of the captain and officers of the *Mayhill*. Also present was Mr Jones, shipping agent for Messrs. Weinwright and Co. on behalf of the owners of the vessel. The following is a report on that inquiry.

Captain Hume, under oath, gave this account of the events on the night of the 10th August. "At 2 am on 10th August we sighted Point Moore Light. We then hauled the ship close to the wind on the port tack and steered on a course north-to-north-by-east until Point Moore Light bore north-by-south-east. I then steered on a north-east course looking for two red leading lights which my directory gave, red leading lights we could not see. When I found the ship was getting too close to the breakers I put about on the starboard tack but after being a short time on that tack I found the ship would not clear the rocks off Point Moore Light. We then wore³ the ship again and before she came up to the wind she struck on the rocks. During the most of this time we were all looking for a pilot or two red lights. We also found a strong current setting onto the rocks. This is not accounted for in the directory. It was about a quarter-past-six when the ship struck. We had to call all the men up to haul in the mainsail. There was a terrific gale blowing which gave such force to the wind and the strong squalls off the starboard tack.

I produce two of the ship's charts which are quite new and were used by me in coming into the harbour. The ship directory states in two places that we had to get two red lights in line. The directory produced is the latest issue, page 219 of the directory says 'two fixed red lights are exhibited in buildings situated in the northern side of the Bay about a mile south of Chapman River and about half-a-mile north-west of the beacon'. Also, from page 220 'At night from south-west to westward does not show less than 20 fathoms until Point Moore Light bears eastward of north-east, remembering when in the vicinity of African Reef not to bring this Light west of north or to open red section from lower light, when a north-east course may be steered until the red lights situated on the north side of the Bay are in line bearing east by north, 1,8, north which will lead through the five fathom channel north of Point Moore Reef, and Point Moore Light bears south of half west. Steer east half south until red rays open bearing south-southwest three quarters west'.

I strictly followed the instructions laid down in the directory. I saw two bright lights, which I now know to be the leading lights. Had they been red lights instead of white the ship would have been now safely anchored.

In the book produced there are some corrections made but nothing is said about red lights. The directory was bought by me in 1893 and is the latest I am aware of." Captain Hume produced his official logbook in which all entries were correct.

Mr Brown (the passenger on *Mayhill*) stated: 'He (Captain Hume) was perfectly sober and carefully attending to his duties as a master should, at 6 am he was sober. Speaking in regards to his character, I wish to state since we left England, I never knew him before this voyage, that he has always been sober. I never saw him once take a drop of liquor except on one occasion when he had a glass of wine with me. He has been most attentive to his many duties'.

Mr du Boulay stated: 'I have known Captain Hume for five years. I have never known him to be drunk. He is a careful navigator and in rough weather or when nearing land he stops on deck day and night. I consider there was ample room to wear the ship. The current, wind and wrong direction in the directory were, I consider the cause of the wreck. There was too much canvas set and the mainsail had to be hauled in'.

After statements verifying Captain Hume's account had been heard from first mate Brice, able seaman Parry, and water police Constable Reichard, the inquiry was concluded at 3 o'clock and the following decision was given by the Bench that a charge of palpably neglecting to supply himself before leaving Middlesboro' with sailing directions for Champion Bay would be preferred against Captain Hume, and the charge would be heard on Monday next.⁴

Although the captain and crew of the *Mayhill* received succour in many forms from the townsfolk of Geraldton they made a valid effort to help themselves out of their plight by putting on a variety concert for the townsfolk. The concert they gave on the Friday evening of the 17th August 1895 proved to be extremely good and most enjoyable, considering one must presume these shipwrecked mariners had never been on a concert platform before. The townsfolk of Geraldton rose to the occasion and gave them a bumper house, all the seating and standing room was occupied.

The curtain rose at 8 pm sharp, Captain Hume and all the crew were grouped on the platform. The Mayor, Mr Reilly, then rose and introduced them. After a few remarks of welcome the following programme was presented. Mr H. Lloyd started with a song: *the lights of the Harbour*, *Dorothy Dean* was sung by Mr H. Armstrong. *The Miners Dream* was sung by Mr F.G. Pickburn while Messrs. W. Griffith and O. Stapleton gave a fencing exhibition, after which Mr T. Parry sang *It was a Cold St Patrick's Day*. A banjo solo selection was given by Mr T. Ryan; Mr H. Armstrong started a successful run with a song called *The Ship Turned Upside Down*, then went on to do an original comic recitation *The British Army* after which Messrs Parry and Stapleton did a step-dance to the *Hornpipe* tune. Mr T.V. Bernasioni sang *The Irishman's In Town*; Mr R. Harwood sang *Colonial Crusher*. *The Sailor's Farewell* was sung by E. Jones, a comic song *Morgan Jones* was sung by Mr T. Thomas and Mr M. Stapleton sang another comic song *The Hat McGinty Wore*.

Needless to say there were numerous encores, nautical songs and dances during the programme with Mr Armstrong being the star of the show by keeping the audience in roars of laughter all evening with his funny comicalities.

At the end of the show one of the apprentices got up and thanked those present for the attendance and said he would like to take the opportunity to pay tribute of respect and esteem to Captain Hume and 'that they never hoped to sail under a better or kinder navigator than he'.

The Mayor then thanked the crew for a pleasant evening they had given them. After cheers for Captain Hume, the Mayor and the people of Geraldton the proceedings were brought to a close.⁵

Monday morning (19th August) at the Court House, Captain Hume was charged with six offences arising from Friday's preliminary inquiry.

They were:

- (1) that you, being the master did before proceeding neglected to supply yourself with direction for Champion Bay.
- (2) Incurred unnecessary risk and hazard in the navigation of *Mayhill* by trying to enter at night instead of laying off until daylight, having no knowledge of the Bay.
- (3) Guilty of gross negligence omitting to provide yourself with the latest issue of Admiralty list of lights for the WA coast.
- (4) Guilty of gross negligence for not providing yourself with Admiralty Chart No. 1723 called Houtman's Rocks 1892 as Lights on this chart show as white lights.
- (5) Guilty of gross negligence for not providing yourself with Admiralty Chart No. 1725 called Champion Bay corrected 1882 superceding charts of 1877 which showed lights as red ones, which they were when first erected, and if you did supply yourself with this chart you failed to be guided by it.
- (6) Guilty of gross negligence and acted in direct opposition to the caution issued by the Admiralty and Lloyd's.

At the inquiry Mr W. Davis gave evidence that he had been a resident of Geraldton for twenty-four years and was there when two buildings were erected containing two leading lights. They were originally red. Two or three years later they were changed to two bright lights and that was about fifteen years ago. Mr J. Cream, the butcher also gave his account and the court adjourned to the spot Mr Cream said he saw the incident from.

The court's findings were as follows: Referring to charges 1, 3, 4 and 5 no blame was attached to Captain Hume. Reference to charts lies with the owners' agents, Constantine Pickering and Co. of Middlesboro, who say they provided Captain Hume with all the latest data. Charge No. 2 was upheld and the court ruled

Captain Hume committed an error of judgement. Charge No. 6 Captain Hume was absolved of.

The court stated: We therefore under the powers granted unto us under Local Ordinance 28 Vic N4 and 5 1 Vic No. 6 suspend the master mariner's certificate of James Hume, No. 07726 of 9th July 1883 for three months from 10th August 1895. In the meantime he may use his chief mate's certificate. Signed Maitland Brown.⁶

In Fremantle at the time there was a ship whose master had taken ill. Captain Hume asked if he could sail her back to England. The Court said it would recommend him to the owners as they felt that, despite the findings, it could have happened to the best of men and that a ship in any port would be in good hands with him. So they would refer it to a higher tribunal as they had the conviction that Captain Hume was a trustworthy master.

When leaving the Court Captain Hume was given three ringing cheers by the crew of the *Mayhill*, who considered him more a father than master. He was liked and respected by those who came in contact with him. He was, however, unfortunate not to secure a berth on the ship and eventually left Western Australia on the 20th September 1895.

Twenty-one of the crew, however, left the following Thursday, 22nd August 1895, on the steam ship *Australind* to Singapore *en route* to London.

The wreck of the *Mayhill* once again brought to the attention of the people of Geraldton the fact that a pilot was much needed for Champion Bay. Three years previously it had been reported that a Norwegian barque sailed just outside the bay all day looking for a safe way in before someone sailed out and brought her through the reefs. The Minister for Mines, Mr E.H. Wittenoom, was in town the week following the wreck and was confronted with the question of a pilot by the townfolk of Geraldton.

The *Geraldton Express* and *Murchison Goldfields News* asked the question, 'Who will be appointed Harbour Master and Pilot for Champion bay?' The paper had strong views on this, as an article printing in that paper on Friday the 23rd August 1895 shows.

The article reads as follows:

‘Who will be appointed Harbour Master and Pilot for Champion Bay? The question which to a large extent may be easily answered. The successful applicant for the post we have not the slightest doubt will be some ‘curled darling’ of the Weld Club or some hanger-on of the Forrest crowd who with utter shamelessness seem to reserve all the best billets in the civil service for their own particular and social clan. There are at least twelve men in the colony who know every rock rise and dip in our harbour, who have had a life-long experience as mariners and who in every respect would make model pilots, but we feel safe in prophesying that if any of these seek the situation they will be unsuccessful and that the billet will be conferred on some upstart who will have worked himself into the good graces of that reckless combination of politicians which has a solid majority of seventeen at its back to approve of its bad as well as of its worthy deeds’.

The people of Geraldton got their pilot, and the following year the same paper under its new name of *Geraldton Advertiser* printed in its September 7th 1896 issue: ‘Our very popular Harbour Master has won golden opinions from all since he took up duties in the Bay’.

In July 1896 the wreck *Mayhill* was sold. The vessel fetched £53, and five-hundred tons of railway iron fetched £26. Salvage started in September when four men and a couple of divers were put aboard to salvage what they could. They had with them a St Bernard dog. When it came time to take them ashore after a day’s work, there was a heavy sea running and it was impossible to remove them from the wreck. They spent an uncomfortable night, and went twenty-four hours without food and water. The next morning (Saturday) they were taken off rather hurriedly as the wreck was starting to break up.

Unfortunately, in their haste, they left their St Bernard behind. The *Geraldton Advertiser* (5.10.1896) records the fate of the dog as follows: ‘A handsome St Bernard dog was left aboard by some means when the party hurriedly quitted the scene of their labours on Saturday. It was surmised that he had been washed overboard and drowned. On Sunday afternoon however, he agreeably surprised the owner by turning up safe and sound, apparently little the worse for a swimming feat which must have necessitated extraordinary power and endurance’.

The *Mayhill* had formed a permanent sea mark since she struck. Thirteen months later, after constant battering by the sea, she finally started to show signs of fatigue due to the heavy swell of the previous week, when the salvage men were hastily taken from her. The vessel began to break up only a few hours after they left. The following Sunday morning the stern and amidships had gone, and only 50-feet of the bow section was visible. This was the grim sight which greeted the iron ship *Greta* as she sailed past on her way to anchor in Champion Bay. She was also on charter to deliver railway lines to Geraldton. She had had a bad

passage, a fifteen-year-old boy having committed suicide by throwing himself over the side during the long haul out from England.⁷

In 1979 the author reported this wreck to the Department of Maritime Archaeology, Western Australian Museum, it has since been accepted for recommendation as an historic wreck.

The *Mayhill* can be seen spread over a wide area in 5 metres of water, approximately 600 metres south of the two leading buoys at the entrance to the Champion Bay deep water channel. All that remains nowadays is a few spars, a mast, the keel and lower part of her rib frames; one or two sections of the hull sides and, of course, lots of railway lines which make a criss-cross pattern on the sea floor. All this is covered with the seaweed growth of many years. To dive on this wreck three prerequisites are needed. They are: little or no swell as at this position on the reef the swells pick up to a fair height even if they don't break. Secondly, very little wind, preferably a light easterly, once the wind gets round to the south-south-west the seas increase along with the swell. Last but not least you will need a boat, as the wreck site is a good 2 km from the nearest land.

MAYHILL FACTS

Built in	:	1890
By	:	A. Stephens and Sons, Dundee, Scotland
Dimensions – Length	:	292 ft
Breadth	:	41 ft
Depth of hold	:	23 ft 7 ins
Moulded depth	:	25 ft 2 ins
Free board amidships	:	5 ft 6 ins
Tons Gross	:	2121
Tons Net	:	2027
Underdeck	:	1988
Hull	:	Iron and steel, two decks, upper deck steel sheathed with wood. Steel plates and beams, iron frames and stringers. Bulkhead cemented
Rigged:	:	Four-masted barque, single top gallant sails and royals.
Surveyed	:	Dundee
Classed	:	A1
Official No.	:	97768
First owner	:	George William Wood
Owner when wrecked	:	W.H. Myers and Sons, Liverpool (bought in 1893)
Port of Register	:	Liverpool, UK
Value	:	£24,000
Chartered by	:	white Star Line, Aberdeen
Cargo	:	2947 tons railway line
Ship's agent	:	Weinwright & Co., Geraldton
Managed by	:	Ismay Imrie & Co., Champion Bay
Best passages ⁸	:	1891-1892 Downs (South East Corner of England) to Melbourne in 74 days.
		1892 Newcastle (NSW) to San Francisco (USA) in 57 days
		1893 Newcastle (NSW) to San Francisco (USA) in 50 days
Position wrecked	:	Longitude 114° -34' – 2 Latitude 28° -45' – 8

CREW AND PASSENGER LIST

		HOME TOWN
Captain	: James Hume (Master Mariner's Cert. No. 07726 (9.7.1883)	Liverpool, UK
First Mate	: Mr Brice	London, UK
Second Mate	: Mr Cleaver	Liverpool, UK
Third Mate	: Mr Pickburn	Queensland, Aus.
Fourth Mate	: Mr Grimshaw	Manchester, UK
Steward	: Mr Owens	
Cook	: Mr Williams	Carnarvon, North Wales
Carpenter	: Mr D. Evans	Talsarnau, North Wales
Seamen	: Bernasconi	Liverpool, UK
	: T. Ryan	Liverpool, UK
	: Parry	Liverpool, UK
	: Griffiths	Liverpool, UK
	: Lloyd	Liverpool, UK
	: L. Jones	Liverpool, UK
	: H. Jones	Liverpool, UK
	: W. Jones	Liverpool, UK
	: Maher	Liverpool, UK
	: Thomas	Bangor, Wales
	: Thomas	Aberystwyth, South Wales
	: S. Owen	Carnarvon, North Wales
	: R. Ingram	
	: Roberts	Anglesey, Wales
	: Stapleton	Guernsey
	: Nelson Jeffe	Norway
Apprentices	: Armstrong	London, UK
	: Graham	London, UK
	: Bolt	Liverpool, UK
	: Brown	Scarborough, UK
	: Griffiths	Baltimore, USA
Passenger	: Mr Browne	Bishop's Waltham, Sussex, UK

Captain, 4 Officers, Steward, Cook, Carpenter,
16 Seamen, 5 Apprentices and 1 passenger.

30 Altogether plus one pet pig named 'Parnell'

POST SCRIPT

Robert Ingram, a member of the *Mayhill's* crew, decided to stay in Western Australia. Unfortunately, he was drowned two years later in May 1897 along with another man. They and five other men were changing the position of a 2-ton anchor belonging to the dredge *Parmelia* when the anchor was let go and carried the boat they were in to the bottom of Fremantle Harbour.⁹

The extension of the Geraldton Railway from Mullewa to Cue, although delayed due to the *Mayhill* being wrecked, was eventually completed in 1898.

Photos of the *Mayhill* were taken by Mr Delucy. Originals held by Mr N. Thompson of Geraldton. Photo negatives held by Mr D. Totty.

1. *Inquirer*, 16th August 1895
2. *Geraldton Express and Murchison Goldfields News*, 16th August 1895.
3. Wore: To put a vessel on to the other tack by putting its stern into the wind: this is by running off before the wind and sailing round to the other tack while trimming sail.
4. *Geraldton Express and Murchison Goldfields News*, 23rd August 1895.
5. *Geraldton Express and Murchison Goldfields News*, 23rd August 1895.
6. *Geraldton Express and Murchison Goldfields News* 30th August 1895.
7. *Geraldton Advertiser*, 5th October 1896.
8. By courtesy of National Maritime Museum, Greenwich, London.
9. *Morning Herald*, 8th May 1897