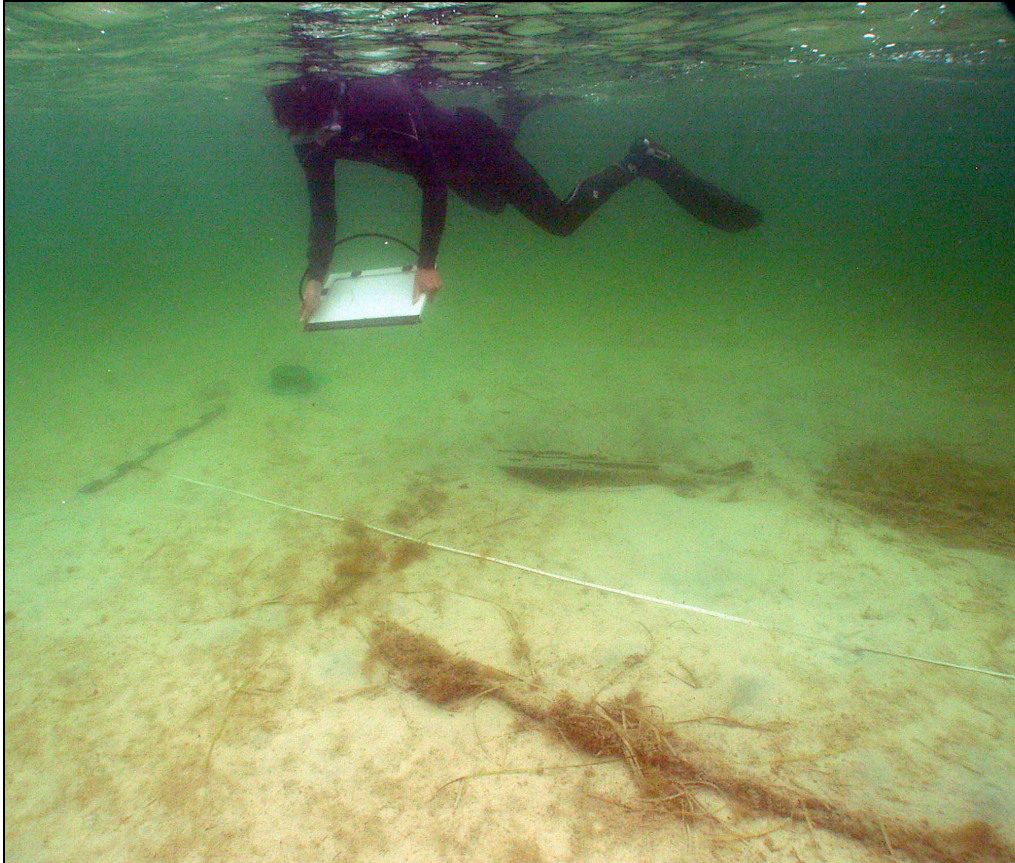


WRECK INSPECTION REPORT

Dunsborough Unidentified (c. 1920-50s)



Report - Department of Maritime Archaeology,
Western Australian Museum– No. 295

July 2012

Ross Anderson



Government of Western Australia
Department of Culture and the Arts

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Technical Data

Site Name: Dunsborough Unidentified **Date lost** c. 1920-50s

Date of Inspection: 15/1/2012

Personnel:

Ross Anderson OIC: (Department of Maritime Archaeology, WA Museum)

Aidan Ash (archaeologist, volunteer diver)

Steve Blackwood (site reporter)

Adam Blackwood (site reporter)

Gary Zinnecker (local resident)

Approximate location

In Dunn Bay, 45 metres offshore Lot 48 Foreshore Reserve, in vicinity of Banks St, Dunsborough.

GPS Position **Lat:** 33° 37.103 ' S **Long:** 115° 07.030 ' E

Datum: WGS84

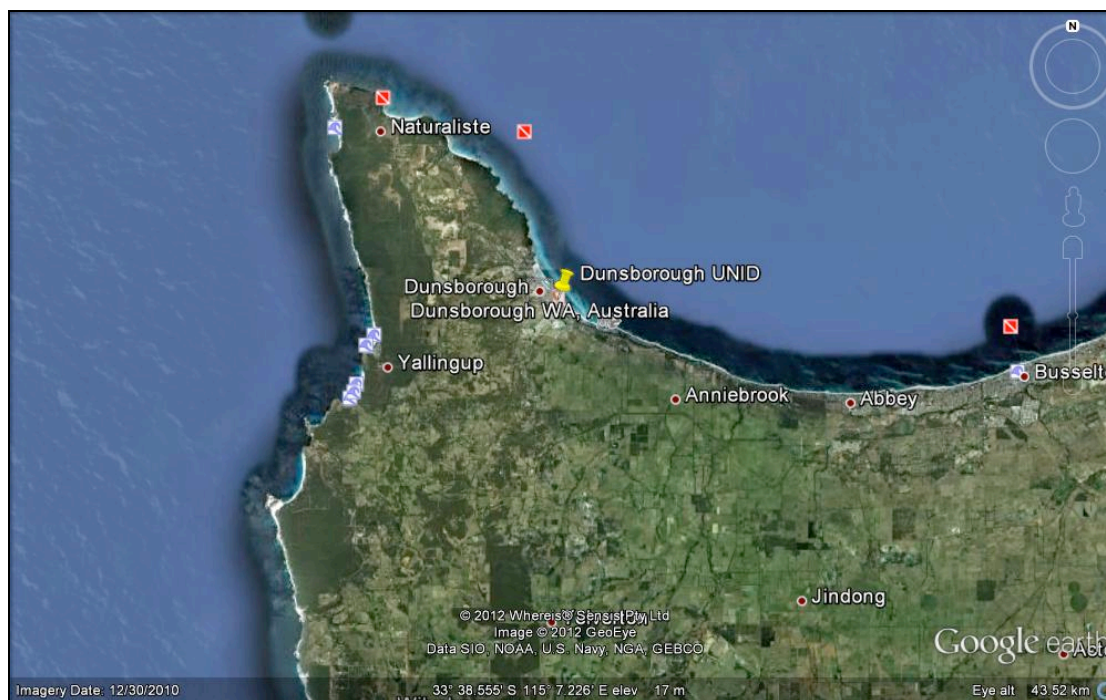


Figure 1: Location of Dunsborough in southwest Western Australia (Google Earth).

Access Directions:

Approaching by boat entering Dunn Bay from the north, line up outside buoy on outside of sandbank and white pole on beach, that form a transit to mark a channel through the weed covered sandbanks. The site is also an easy shore dive accessible from public car parks in the vicinity of the corner of Banks St and Geographe Bay Rd.

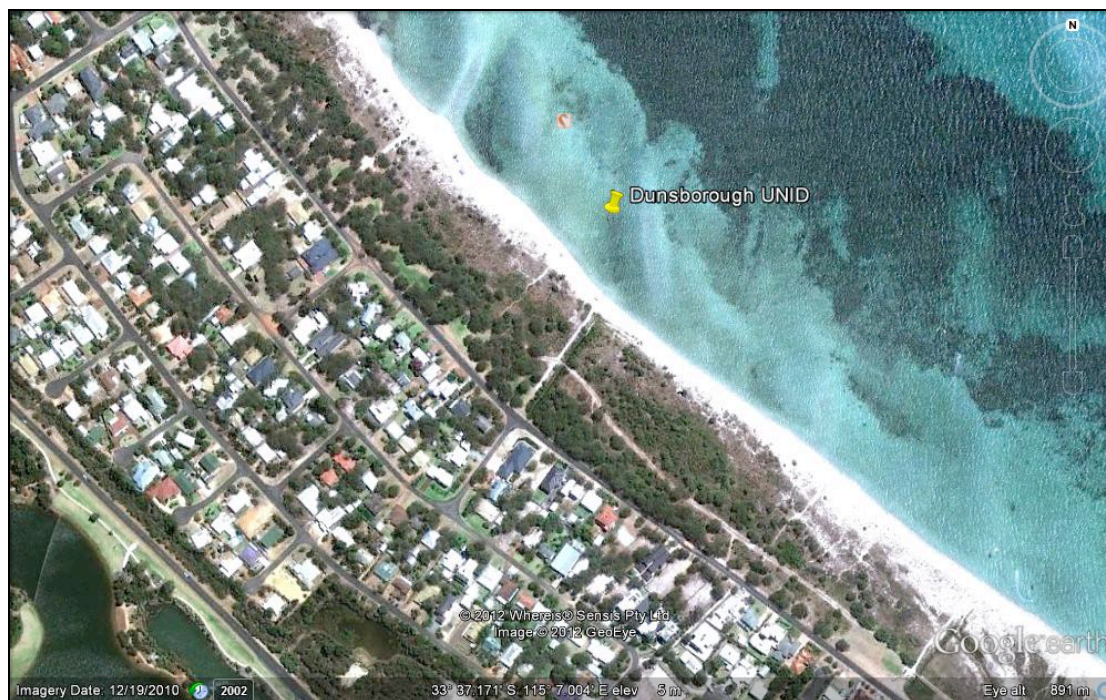


Figure 2: Detail of Dunstable foreshore area showing location of Dunstable Unidentified wreck (Google Earth).

Visual Transits:(Specify direction looking towards, e.g. NE

1. N/A
- 2.

Photo
Photo:

Site Photographs:

Underwater and above water digital photos (Ricoh Caplio GX with Sea & Sea DX8000 housing and wide angle lens).

Site Conditions on inspection

Sea and Swell: Nil

Surge: Nil

Visibility: 8m

Current: Nil

Depth: 1.8 m

Sea-bed environment: The site lies buried in an area of flat sandy seabed, with surrounding seagrass beds. When originally reported in March 2011 the entire outline of the hull was exposed and visible. On this inspection only parts the amidships sides of the hull of the vessel were exposed.

Chemical Measurements :

Temperature: N/A

Salinity

Ph

Dissolved O₂

Corrosion Potentials (Reading and location)

Biological Data :

Colonising flora and fauna: Some algal/ weed growth on a section of exposed timber.

Description of Site and Environment

The site lies on a flat sandy seabed in 1.8 m depth, with the partial outline of the gunwales of a small boat, frames, upper strakes of doubled inner and outer planking and copper alloy fastenings (screws and nails) visible. The site is oriented approximately north-south.

The eastern side of the hull has part of the gunwale visible, with what appears to be white lead-based paint. A timber sample from a section of broken off planking previously provided by finders Steve and Adam Blackwood has been identified as *eucalyptus sp.* (Godfrey, Dr. I.) indicating local construction. The timbers observed all appear to be in remarkably good condition, and the vessel appears to be a complete and unique find – it is literally ‘buried to the gunwales’. As the site inspection was undertaken on snorkel, detailed measurements of the frames and timbers were not recorded.

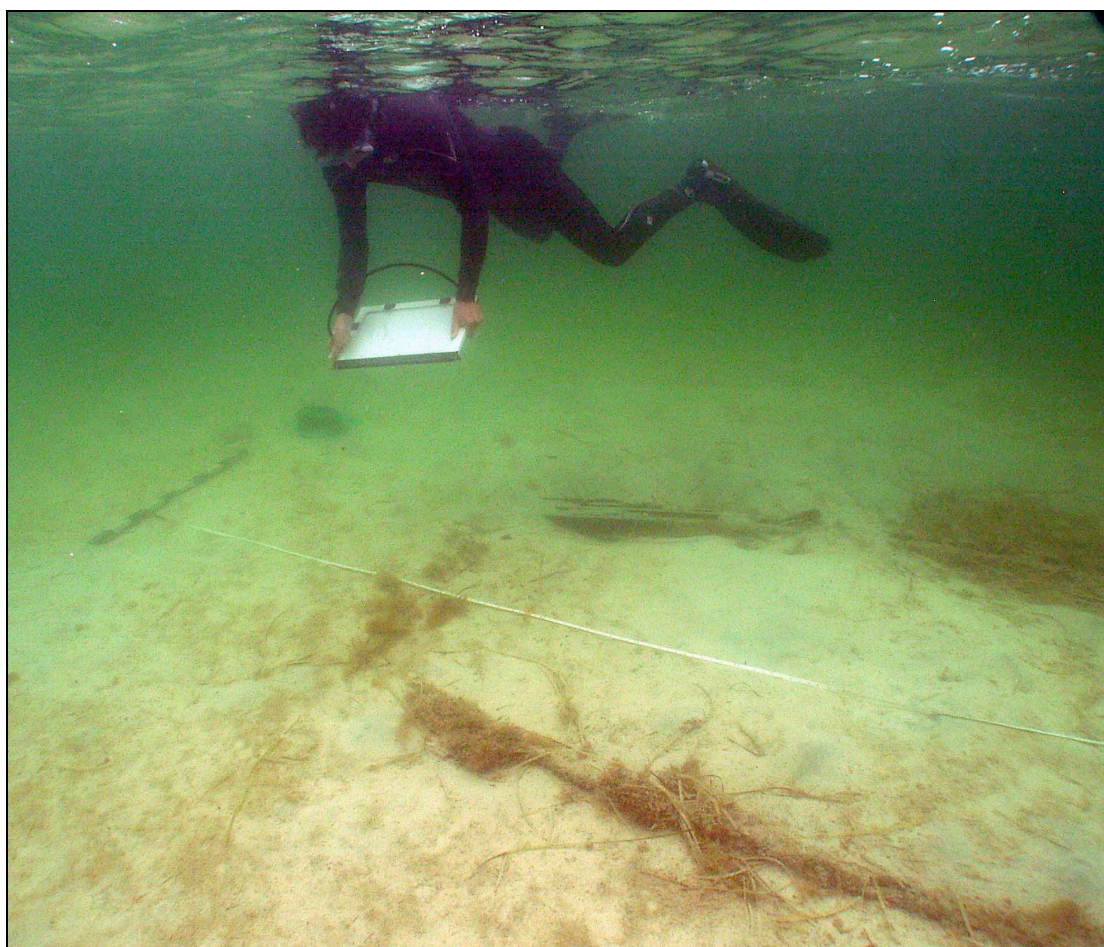


Figure 3: Underwater view of site looking approximately north-east.

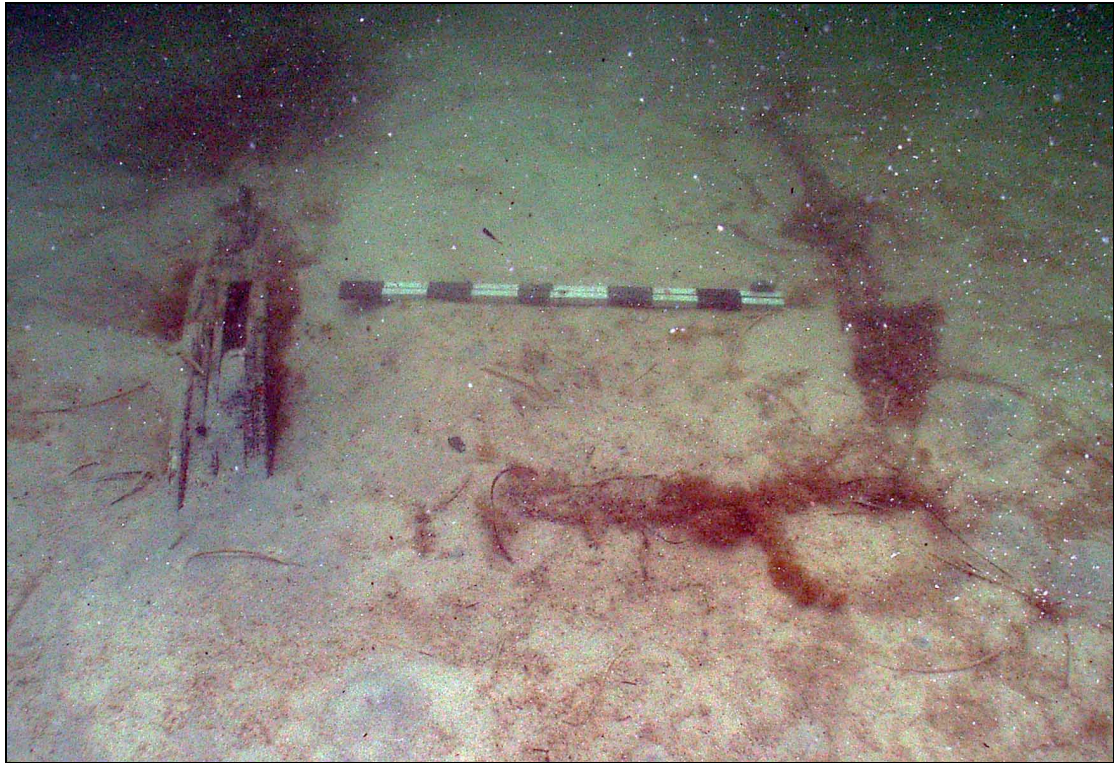


Figure 4: Underwater view of site looking south.



Figure 5: Detail of exposed eastern edge of hull showing copper nails and screw fastenings.



Figure 6: Edge of visible hull on eastern side of wreck showing excellent preservation of frames, inner and outer planking. Note doubled inner and outer planking.

The flat sandy seabed consists of pockets of sand in this area, and Gary Zinnecker (an experienced local fisherman and diver) advises that this is the only area of foreshore between Dunsborough and Busselton that does not consist of sand overlying shallow limestone reef.

The wreck is almost completely buried in a deep pocket of sand which has provided excellent conditions for preservation. Overall the site appears to be quite stable with some, if any, exposure likely to occur during strong winter north or northwest storms. Steve Blackwood and Gary Zinnecker observed that this small boat anchorage is sanding up, and the channel to the eastwards has also become shallower.

The following excerpt from the Shire of Busselton's Dunsborough Foreshore Management Plan describes the natural coastal regime and processes in this specific area:

Geographe Bay generally experiences one tidal exchange per day with tidal movements averaging 0.5m. The passage of low pressure systems and associated northerly winds through the area in winter can generate storm surges with the ability to cause considerable erosion. Typically the area experiences five or six erosive storms each year. The Geographe Bay foreshore is a low energy but dynamic, sandy coastline in the lee of Cape Naturaliste with a relatively unique northerly aspect. A longshore drift from west to east predominates along the Bay. The Geographe Bay coast experiences zones of accretion and erosion but with an overall trend towards accretion since 1941. Due to the normally low wave energy and subsequent restricted sediment supply, recovery from erosion events can be slow. The seagrass meadows and sandbars just offshore are noted for their contribution to 'bottom resistance' and a resultant reduction in wave impact on the foreshore. In addition the dead seagrass or wrack that accumulates on the shoreline with the winter storms also serves to reduce the wave impact on the foreshore. DCALC

are currently contributing to a study occurring into the role sea grass wrack plays within the foreshore. The Dunsborough foreshore has previously been identified as stable or accreting and many local residents consulted during the preparation of the plan attest to the accumulation of sand through most of the area in recent years. (Shire of Busselton 2009: 7-8)

The Shire of Busselton manages a beach replenishment program to the west of this area which positively affects sand cover across the site, by causing accretion as a result of eastwards longshore drift.

Management considerations:

Site environment e.g. Sea-bed composition, depth of burial of site, seasonal exposure, etc:

The site is almost fully buried with only the upper parts exposed. A greater degree of exposure is likely/ possible during northerly winter storms. A stormwater drain discharges to the east of the site. The area is generally accreting sediment so should remain buried and stable.

(ii) Present and future human impacts

The site is easily accessible lying close to shore though does not appear to have been interfered with. No loose, portable artefacts were observed on this inspection.

(a) Contemporary salvage: Not known

(b) When discovered and by whom: Steve and Adam Blackwood discovered the site while using the area for mooring their boat, and reported the site to the WA Museum on 21 March 2011.

(c) Modern salvage: Not known.

(d) Casual diver interference, if any: Not known.

(e) Modern use, if any: The area is currently used as a mooring area for small recreational vessels.

(f) Government and/ or private development: The Dunsborough foreshore in this area is managed as a public reserve by the Shire of Busselton. There may be future developments in terms of foreshore stabilisation works (e.g. in response to projected sea-level rise and foreshore erosion) and placement of moorings. Current small boat moorings placed in the area are mostly unregistered. The Department of Environment and Conservation (DEC) is likely to require boat moorings in this area to be registered in future.

(iii) Projected general site stability

The site is considered to be stable, though monitoring of the site after major storms is recommended, as the area can be slow to recover from sediment loss.

Site Plan

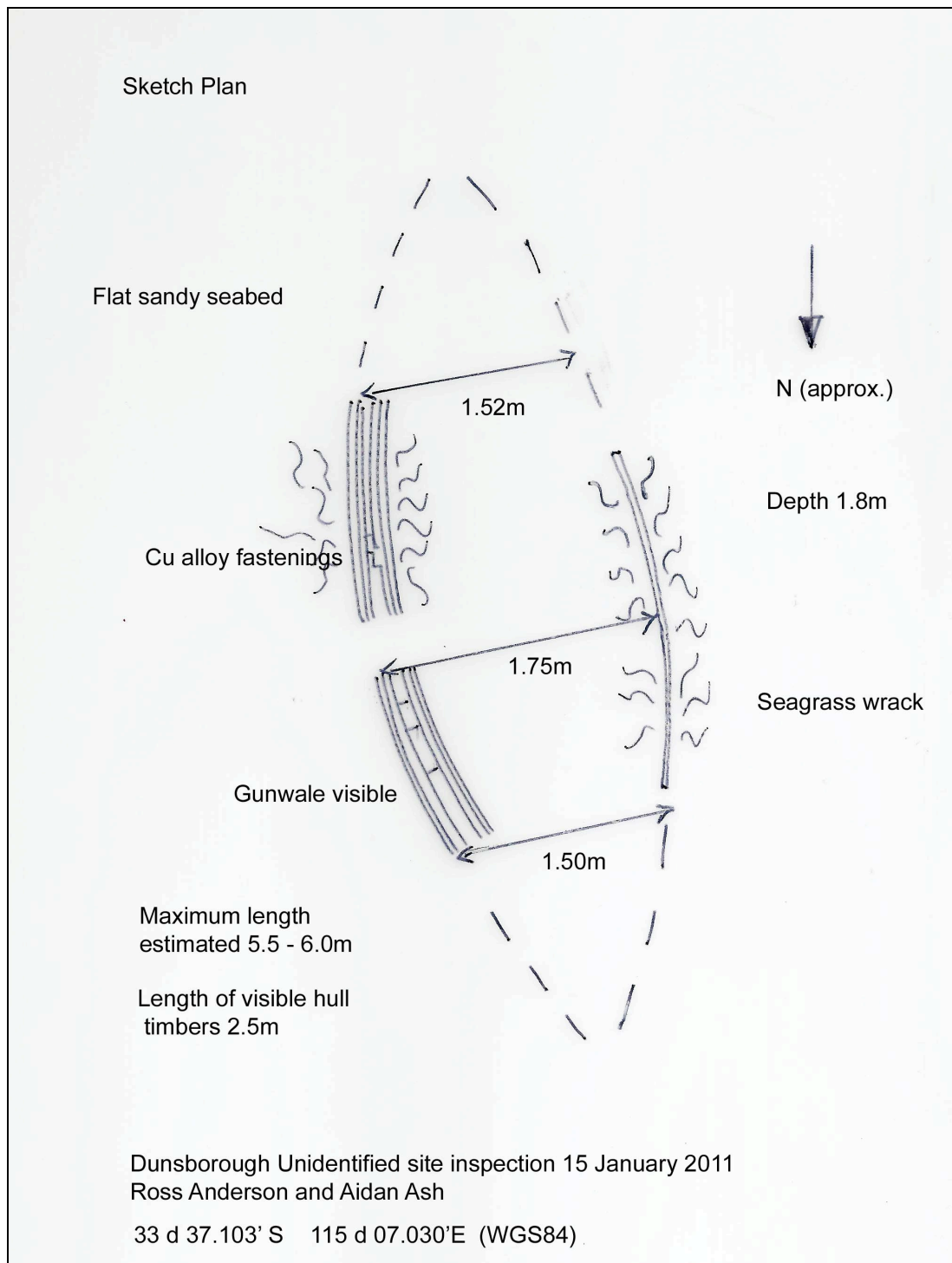


Figure 7: Sketch plan of site



Figure 8: Photo-mosaic of exposed eastern edge of hull. North at bottom, scale 1m/ 10cm gradations.

Site Condition and Integrity :

The site appears to be the buried remains of an almost completely intact, sturdily constructed, small wooden vessel with a maximum length of around 5.5 – 6.0 m. The edges of visible timbers are in apparently excellent condition with minimal biodegradation or erosion, though some of the uppermost planking is loose or missing. A maximum of 2.5 m of both sides/ gunwales in the mid-ships section were exposed on this inspection though the outline and curvature of the hull was clear, with a maximum width across the beam of 1.75 m. The eastern side of the hull was more exposed than the western side, which was mostly buried.

Material Raised

No material was raised on this inspection. A sample from a timber plank previously provided to the WA Museum by finder Steve Blackwood was identified as *eucalyptus sp.* (Godfrey 2010).

Historical information and site identification

Only one possible wreck was identified in the area which was a lighter built by Captain Molloy that never floated, that was known as 'Molloy's Folly' (Guinness 1979). Its exact sinking location is not known, nor is it known if the vessel was salvaged or destroyed.

Local Dunsborough settlers used the area for net and line fishing from at least the 1850s. Dunsborough was the only place between Cape Naturaliste and Busselton where licensed net fishermen could work in winter months, due to the protective sandbar that ran parallel to the coast (SRO 1953/0149).

From 1901 the Department of Fisheries received petitions from Quindalup and Dunsborough settlers, as well as licensed fishermen and residents of Quindalup and Busselton, both for and against closure of waters in the vicinity of Fish Rock between Point Dalling and Point Daking. In an echo of the Geographe Bay territorial fishing rights contested by American whalers and British colonial authorities in the mid-19th century, conflict arose between local settlers line fishing for enjoyment and licensed net fishermen intensively fishing in the same waters. A whiff of British colonial settler society racism and White Australia policy was apparent in a letter dated 7 Sept 1901 from Quindalup resident Patrick P. Moy, who noted that only two families in Quindalup opposed the petition to close the waters, and two fishermen—'one fisherman is a German and the other a Jamaica Black. Both have removed to Busselton' (SRO 1954/0149). In view of this conflict, no doubt the fishermen felt excluded from the small community of settlers. The German fisherman may have been Fred Klaehn, who in 1911 together with John Harris forwarded to the Perth market between 10 and 12 tons of fish from Dunsborough as well as supplying Busselton with fish, and in 1919 again petitioned the government for non-closure of Dunsborough waters (SRO 1953/0149).

The importance of the area to commercial fishermen was described by Fisheries Inspector F.W. Taylor to the Chief Inspector Fisheries in a letter dated 17 August 1906. Taylor notes that 12 tons or 75% of fish from the entire Vasse District caught in winter months was from Dunsborough, which equated

to approximately half the total output for Vasse for the year (SRO 1953/0149). Commercial fishing at Dunsborough for the Perth market was only viable in winter months due to the distance from Busselton and lack of refrigeration. Fish netted by licensed fishermen at Dunsborough were unloaded on the beach to be transported to Busselton Railway Station by cart, then to Perth by train. Overall the petitions and associated correspondence on the State Records Office file provide a glimpse into the activities of the licensed fishermen and social dynamics of local settlers involved in the fishing industry at Dunsborough during the early 20th century.

The attraction of recreational fishing for holidaymakers from the 1900s featured in local settlers' continued arguments for the closure of waters to commercial net fishermen, reflecting the growth of Dunsborough, Yallingup and the Caves area as a tourism centre, and the local settlers' corresponding dependence on tourism income (SRO 1953/0149).

Between 1901 and 1954 environmental changes saw the channel become shallow in the area of Fish Rock, and an increase in the number of fishers with outboard motors impact upon fish stocks (SRO 1953/0149). On 5 February 1954 the Fisheries Department closed Dunsborough waters to net fishermen for a period of five years (SRO 1953/0149).

Gary Zinnecker provided information that this area was used by salmon fishermen from around the 1920s, as it previously provided an anchorage suitable for vessels up to 30 feet, and was accessible via a channel through the wide drying sandbars running parallel to the coast. The fishermen used 'long-boats' which were about 15-18 feet (5.5 -6 m) in length that had a single cylinder petrol motor and long rudder tiller. The catch was unloaded directly onto tramway trucks that were run down to the beach on steel tramway lines, and hauled out by a tractor. The tramway carts were made of wood in a shallow rectangular tub shape, with small metal bogies.

Gary observed that the sandbars and shoreline were once teeming with 'trillions' of crabs and large cobbler over a metre in length, that have since been fished out.

'The Smith Seat' memorial situated in the Lot 48 Foreshore Reserve adjacent to the wreck site has a plaque stating that 'William Henry Smith bought Location 48 in 1853 and farmed and fished hereabouts'. An 1869 map from the State Records Office shows that W.H. Smith was the owner of Lot 48, Area 10 in the location of Sussex on the foreshore of Dunn Bay, prior to the settlement being officially gazetted as the township of Dunsborough (later changed to 'Dunsborough') in 1877 (SRO Series 236 Cons.3869 Item Sussex 002).

Gary and Steve also advised there used to be an Aboriginal mission in this area on Geographe Bay Road, which closed in the 1960s.



Figure 9: Memorial to William Henry Smith in Lot 48 Foreshore Reserve.



Figure 10 : Detail of 1869 map by surveyor C. Carey of Sussex Roads in the vicinity of present day Dunsborough, showing Lot 48. (State Records Office)

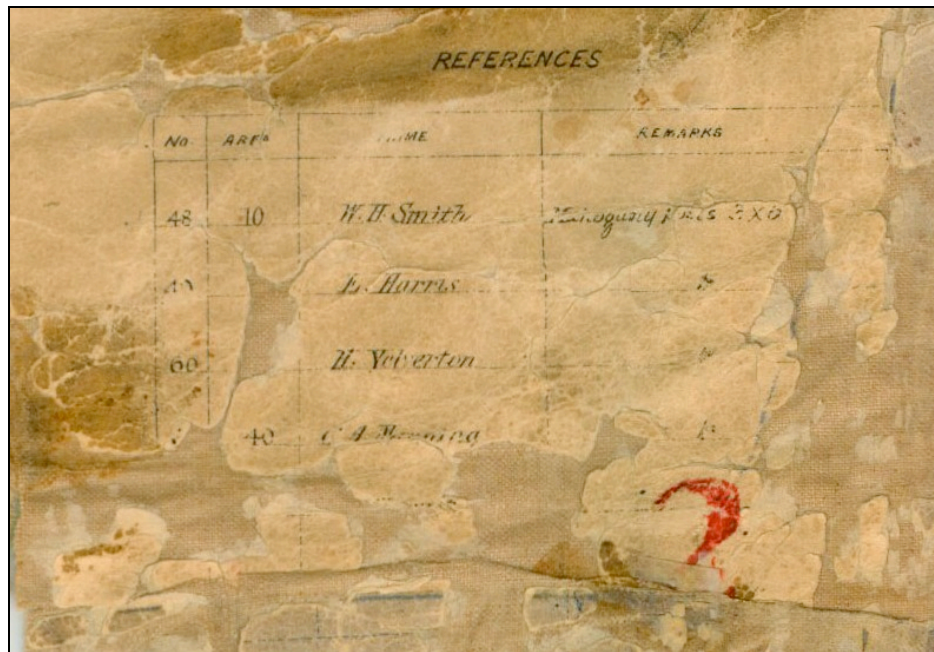


Figure 11: Detail of 1869 map, showing reference to W.H. Smith owning Lot 48. (State Records Office)

Two newspaper articles briefly describe the activities of professional salmon and shark fishermen in Dunsborough in the 1950s:

Fisherman's Luck

DUNSBOROUGH, May 1:

Angling from the rocks and beaches lately has proved disappointing, but not surprising in view of the procession of professional fishermen passing up and down the Dunsborough beaches in fine weather. But the good fortune of one holidaymaker was surprising—he made his haul without an effort. He went fishing with others at a popular rock on the west coast, out of range of the net fishermen. After he had caught two salmon he wandered down to a nearby sandy beach, intending to try his luck there. His luck was in; and he needed no line. Herring, chased by salmon, were leaping on to the shore. The holidaymaker bagged five dozen before the tumult ended as the salmon, in their turn, were chased by a large shark.

(*The West Australian*, Wednesday 2 May 1951, p.4)

Shark Fishing Under Way In South

DUNSBOROUGH, Sun.

Shark fishing in the Dunsborough area has been begun by a Bunbury family. Each year they start fishing in November and carry on until near Christmas. They work with a sturdy fishing boat and a truck equipped with a big ice box. Whales are proving a problem to the fishermen. They playfully disturb their set lines. The biggest shark caught this season has been a 9ft. hammerhead. Local residents and visitors watch the daily catch being unloaded. The sharks are butchered at sea for convenience in handling.

(*The West Australian*, Monday 12 November 1951, p.7)

On the basis of available historical information and archaeological evidence it appears most likely that this site is the remains of a fishing boat wrecked sometime between the 1920s and 1960s. Given its location close to shore it was likely to have been abandoned in its anchorage after sinking, possibly during a storm. Given the information about fishing activities being undertaken in the area from 1853 however, it could possibly date from earlier times. Further historical and archaeological research is recommended to establish the wreck's construction details, date of loss and possible identity of the owner.

Assessment of Site Significance

(i) Archaeological

Due to its integrity and good state of preservation, the site has archaeological significance as the remains of a locally-built small craft most likely used in the fishing industry. There may be further archaeological remains in the water and on the shoreline associated with the use of the area as a vernacular fishing and trading port, and the early development of Dunsborough. The presence of Nyoongar fish traps and coastal archaeological sites in the area, and documented history of fishing from the time of European settlement combine to illustrate the continuity and range of fishing activities undertaken in Dunsborough/ Geographe Bay.

(ii) Technological

The site has technological significance as an intact and complete example of a particular type of craft, of which there are no known surviving examples.

(iii) Scientific

The site has scientific significance for its potential to reveal information on the degradation of materials in a buried seabed environment.

(iv) Educational

The site has educational significance as an easily accessible wreck site for educational and school groups.

(v) Recreational

The site has recreational significance as an accessible snorkelling and heritage site, that could be included as part of a cultural and environmental heritage trail.

(vi) Historical

The site has local historical significance in relation to the development of Dunsborough, as evidence of local fishing and boat-building industries, and of the exploitation and management of fishing resources in the south-west region generally.

(vii) Cultural

The site has local cultural significance as a unique and intact maritime site.

viii) Rarity and/ or representativeness

The site is a rare and well preserved example of an almost complete small boat wreck, and is a unique find. It is the only recorded shipwreck in Dunns Bay. It is likely to be representative of a type of vessel used in the fishing industry along the southwest Western Australian coast.

Recommendations

- i) A more detailed survey should be carried out with limited excavation to further reveal the full extent of the structure and more clearly identify constructional and diagnostic features;
- ii) Further research should be undertaken with WA Museum's Department of Maritime History, State Records Office, Dunsborough Historical Society and Busselton Historical Society in order to identify the vessel, its owner(s) and its exact date of wrecking;
- iii) On the basis of the above determine if the site is eligible for protection under the Commonwealth *Historic Shipwrecks Act 1976*;
- iv) The site is recommended to be listed on the City of Busselton Municipal Heritage Inventory (MHI);
- v) Continue to liaise with the finders and local community members to monitor the condition and level of exposure of the site;
- vi) Provide copies of this report to the Dunsborough and Busselton Historical Societies, the Shire of Busselton, and Heritage Council of Western Australia for information, management and planning purposes.

References

Godfrey, Dr. I., 2010, Timber identification, Dunsborough Unidentified wreck, Department of Materials Conservation, WA Museum.

Guinness, C. 1979, *From Quedjinup to Dunsborough: a brief history compiled by Claire Guinness*, Dunsborough.

Shire of Busselton, 2009, Dunsborough Foreshore Management Plan, http://www.busselton.wa.gov.au/sites/busselton.wa.gov.au/files/Dunsborough_Foreshore_Management_Plan.pdf . Viewed 25/1/2011.

State Records Office, Map of Sussex Roads, Dunsborough area, 1869, Series 326, Cons.3869, Item Sussex 002.

State Records Office, Item 1953/0149, Fisheries - closed waters - Dunsborough District - General Correspondence, 1 Jan.1901 – 31 Dec. 1960.

The West Australian newspaper

Appendices

Appendix A: Notes from State Records Office, Item 1953/0149, Fisheries - closed waters - Dunsborough District - General Correspondence, 1 Jan.1901 – 31 Dec. 1960.

Consignment No: 1553 Item No. 1953/ 0149

27 Aug 1901 Petition from Quindalup settlers to the Minister for Lands

- State that 90% of families in district are represented on the petition;
- That closure of the beach between October-March will benefit the residents, visitors to the caves and professional fishermen alike;
- The fishing industry is being monopolised by 'a very few';
- Locals have developed the fishing industry but now are being restricted;
- The area a mile east of Fish Rock is a feeding and spawning ground for fish, and a couple of fishermen watch the schools and have very large nets, they burley the water with 'gurrie' which attracts the fish;
- 'Constant watching and continuous hauling at every sign of a fish is simply killing the fishing industry in this part of the bay by the wanton destruction of the spawn deposited on this spawning ground';
- Seasonal closure would give residents of the Quindalup district the same rights as residents in Busselton , Bunbury and elsewhere the right to fish with a line;
- Visitors to the caves come from Kalgoorlie, goldfields etc by train and enjoy visiting the caves and line fishing for relaxation;
- 'Gurrie' is described as 'Dead whales, which occasionally come ashore in the bay generally in a high state of decomposition, are boiled down, and the dregs and sediment – the result of the boiling down process for the oil – together with the refuse and other putrid matter from the whale are thereby mixed and preserved, the whole making a very (illegible.) compound indeed for enticing the fish on the spawning grounds (illeg.) to near enough to the shore to shoot the net around them.'
- Discusses how gurrie causes fish to go prematurely rotten, spoiling during shipment by train to Perth;
- Signed F.A. Pearce, Fisherman, W.J. Harwood, Fisherman and 55 other petitioners including H.A. Sourett, Fisherman, James McCormick, fisherman, also the caretakers of the Caves, E. Dawson and F.C. Seymour.

7 Sept 1901 Letter from Patrick P. Moy re: Quindalup residents' petition also notes that:

- Only two families in Quindalup oppose the petition, and two fishermen – ‘one fisherman is a German and the other a Jamaica Black. Both have removed to Busselton.’
- The two families mentioned caught hundreds of salmon in the spawning ground and used them for manure for their land;
- During the summer months visitors to the caves use the area for fishing.

16 Sept 1901 Letter from Chief Inspector of Fisheries to Inspector Locke requesting report on petitions for and against closure of Fish Rock area for net fishing, mentions use of ‘gurrie’ by net fishermen to entice schools of fish into shallower waters.

19 Sept 1901 Letter from Inspector F. Locke to Chief Inspector Fisheries providing his opinion that the waters at Fish Rock should not be closed for the following reasons:

- The area is used for the greater part of the year owing to it being more sheltered and freer of seaweed in rough weather;
- The net fishermen haul their nets into their boats on the edge of the deeper water, making it almost impossible to harm spawn in shallower waters;
- Closing this strip would be the means of throwing a lot of fishermen out of work, and there is already a strip of two miles closed at the Vasse jetty and one and three quarter miles closed at the mouth of the Wonnerup Inlet;
- A number of residents at or near Quindalup are opposed to the closure as it is in their interest as the fishermen provide work carting the fish to Busselton Railway Station and provisions out etc.

7 Aug 1906 Letter from Robert J. Seymour to Frank Wilson M.L.A. with signed petition from 99 residents of Dunsbro’ and Quindalup requesting a fishing reserve at Fish Rock for the purposes of line fishing by local settlers and families.

17 Aug 1906 Letter from F.W. Taylor Inspector of Fisheries to Chief Inspector Fisheries notes that:

- Fully 75% of fish from the entire Vasse District caught in winter months comes from Dunsborough, amounting to 12 tons, which is very near to half the total output for Vasse for the year;
- This area 4 miles west of Quindalup Jetty is and always has been recognised as the best fishing ground on the coast in winter months, made possible by a sandbar that runs 2 ½ miles parallel to the shore that breaks the sea making the inshore waters smooth;
- It is only used in winter months as the distance is too far from Busselton for carriage to Perth in summer months;

- The waters are not over netted and R. Seymour reports catching around 30 good sized fish per visit which is ample fish for settlers and their families;
- 'I think that if more amicable feelings existed between some of the residents in the vicinity there would be no petitions'.

17 Sep 1906 Letter from R.J. Seymour to Mr Frank Wilson Colonial Treasurer noting that Fish Rock is practically at the entrance to fish feeding grounds and that net fishermen are depleting future stocks by being allowed to fish these grounds.

12 Dec 1906 Memo from Chief Inspector Gale to Colonial Secretary's Department recommending that no closure should be made of waters at Dunsborough as this would affect the livelihood of licensed fishermen.

14 Feb 1912 Letter from Yallingup Progress Association to Chief Inspector Fisheries requesting closure of Dunsborough waters in winter as large numbers of fish visit these waters between May, June and July and 'they are simply slaughtered by the net fishermen and large quantities are often left to waste'.

29 Feb 1912 Letter from John Harris to Mr. Aldrick, Chief Inspector Fisheries notes that:

- He understands Mr F. Seymour has presented a petition re closure of Dunsborough waters to net fishing;
- Has observed Mr Seymour at various times fishing in the summer reserve without a licence, assisted by his brother Robert Seymour and Messrs E. Dawson, caretaker of Yallingup Cave and Thompson, proprietor of Cave House;
- Harris and Fred Klaehn forwarded to Perth market last winter between 10 and 12 tons of fish from Dunsborough as well as supplying Busselton with fish;
- Hopes Aldrick will throw Seymour's petition in the waste paper basket as last Chief Fisheries Inspector Gale did;
- Dunsborough is the only location in the Sussex district protected by a sand bar and where fishing can be carried out in winter months;
- Not one licensed fisherman made any wages last summer due to the scarcity of fish.

4 Mar 1912 Letter from Inspector Eaton to Chief Inspector Fisheries reporting on visit to meet with Yallingup Progress Association and fishermen. Notes that:

- Vicinity of Fish Rock has a depth of water of 4 feet at high tide (was 2 foot 6 inches when last visited in September 1911), and the water is much deeper to westward;
- Castle Rock is a popular quality angling spot for line fishers and offers viable alternative for line fishers;
- Waters to east of Fish Rock have a sandbar and are protected from Southerly and westerly winds in winter months, making it the only place where fishermen can work between Cape Naturaliste and Busselton;
- There are only 3 or 4 men using the coast for net fishing in winter months, and they do not appear to interfere with recreational angling;
- Recommends net fishing be allowed in winter months.

11 Mar 1912 Letter from Chief Inspector of Fisheries to Colonial Secretary making the following points and recommending no alteration of closure from six months to a full year as requested by the Yallingup Progress Association:

- The metropolitan (Perth) fish supply is 'limited, irregular and unsatisfactory';
- The winter months are best suited for carriage of fish to Perth;
- 3 or 4 fishermen work the spot during winter months and several tons of fish were dispatched to Perth.

Mar 1912 Letter to Chief Inspector Fisheries from 59 Busselton residents and fishermen protesting against closure of Dunsborough as it is the only place net fishermen can work in winter months being protected waters. Nine names signed as 'fishermen' are:

O. Burt, (?) G. Smith, C. Pettit, E.G. Pettit, W.G.Pettit, E. (?)Laurence, P. Klaehn, F. Klaehn, J. Harris.

25 Nov 1915 Letter from Yallingup Progress Association saying net fishing has impacted on recreational fishers' enjoyment and ability to catch fish, requesting the closed season of six months to be extended to the whole year.

10 Nov 1919 Petition from 11 fishermen requesting Dunsborough waters be opened to net fishing. Petitioners listed are:

John Harris, Dunsborough, J.F. Seymour, Dunsborough, Leonard Blythe, Dunsborough, Edward Pettit, Busselton, A.Smith, Busselton, J. Smith, Busselton, W. , Busselton, R. Smith, Dunsborough, F. Klaehn, Newtown, P. Klaehn, Newtown, G. Harris, Quindalup.

25 June 1920 Letter from Secretary to Inspector Eaton advising as follows:

- Petition of 99 signatures forwarded in August 1906 followed by closure of waters to netting October-March though matter had been under consideration since 1901;
- Recently a petition was received from 11 fishermen requesting waters be opened year round;
- Requesting Inspector Eaton to meet and discuss and advise recommended action.

14 September 1920 Letter from Inspector Eaton to Secretary of Fisheries Dept advising area to south-east of Fish Rock that is closed was previously deep water but now is only 12-18 inches deep, and a sand bank has formed some 60-70 yards out from the shore, and recommending it be opened for net fishing.

9 Jan 1920 Extract of Government Gazette 9 January 1920 - Netting prohibited in Dunborough $\frac{1}{2}$ a mile along the foreshore either side of Fish Rock and $\frac{1}{4}$ mile out to sea between 1 January 1920 – 31 March 1920 and 1 October 1920 – 31 December 1920.

13 September 1953 Report of Supervising Inspector Bramley on meeting at Busselton with Southwest Licensed Fishermens Association and Dunborough Progress Association on 14 Sept 1953, who notes net fishing is conducted by professional fishermen for herring in April in vicinity of Dunborough townsite.

11 February 1954 Letter from Superintendent of Fisheries to Mr E. Keenan, Dunborough Progress Association advising net fishing is prohibited between Point Dalling and Point Daking for a period of 5 years, and notice of same published in Government Gazette of 5 Feb 1954.

Appendix B

Notes from Clare Guinness, 1979, *From Quedjinup to Dunsborough: a brief history compiled by Claire Guinness, Dunsborough.*

- William Fredrick Seymour born 1820, was a boat builder, cooper and headsman for J.D. Bateman at Castle Cove whaling station in 1846. In 1853 he leased land from Henry Chapman and built a house.
- Captain Molloy built a lighter but it never floated, and was called 'Molloy's Folly';
- William Henry Smith and Eliza Louisa Pamphelion had a daughter Amelia in Nov 1852 at Wonnerup, then seven more children at Dunsborough.
- 'Up until 1937 three lagoons stretched for ½ a mile and were large enough for net fishing...In 1937 a cyclone broke the bank which held the lagoons, and the sea washed in and swept away all the land in between. There were about 200 yards of shore in front of the Quindalup school (now the hostel) before that cyclone where we used to play hide and seek.'
- Toby's Inlet changed shape and depth after the drains were put into the low lands. It was a natural harbour for boats.
- 'The Fishermen: In the old days the fishing was marvellous in the Bay. When the salmon came they would turn the water black with their numbers. After them came herring followed by skipjack. Nutty (William Sloan) used to catch fish for Caves House and would land whatever the cook wanted. Nutty lived more or less in his boat but he had a camp, an old boat house near what is now the corner of Nicholas Crescent and Geographe Bay Road. He couldn't swim, but he would row and sail a 16 foot boat to Bunbury and back. That is a distance of 35 miles if you go straight across, but Nutty would go around the Bay camping on the way. His sail was patched with black. His beard stuck out at right angles and he always wore his trousers rolled up – one rolled to his knee, the other just above his ankle. He died on his boat after a heart attack. There were lots of fishermen here. There was one fishing camp at Quindalup, another at Dunsborough. Some of them would live here, some would spend the salmon season, others their holidays. The oldest living fisherman in our district is Duddy A.H. Mewett. Aged 89.'