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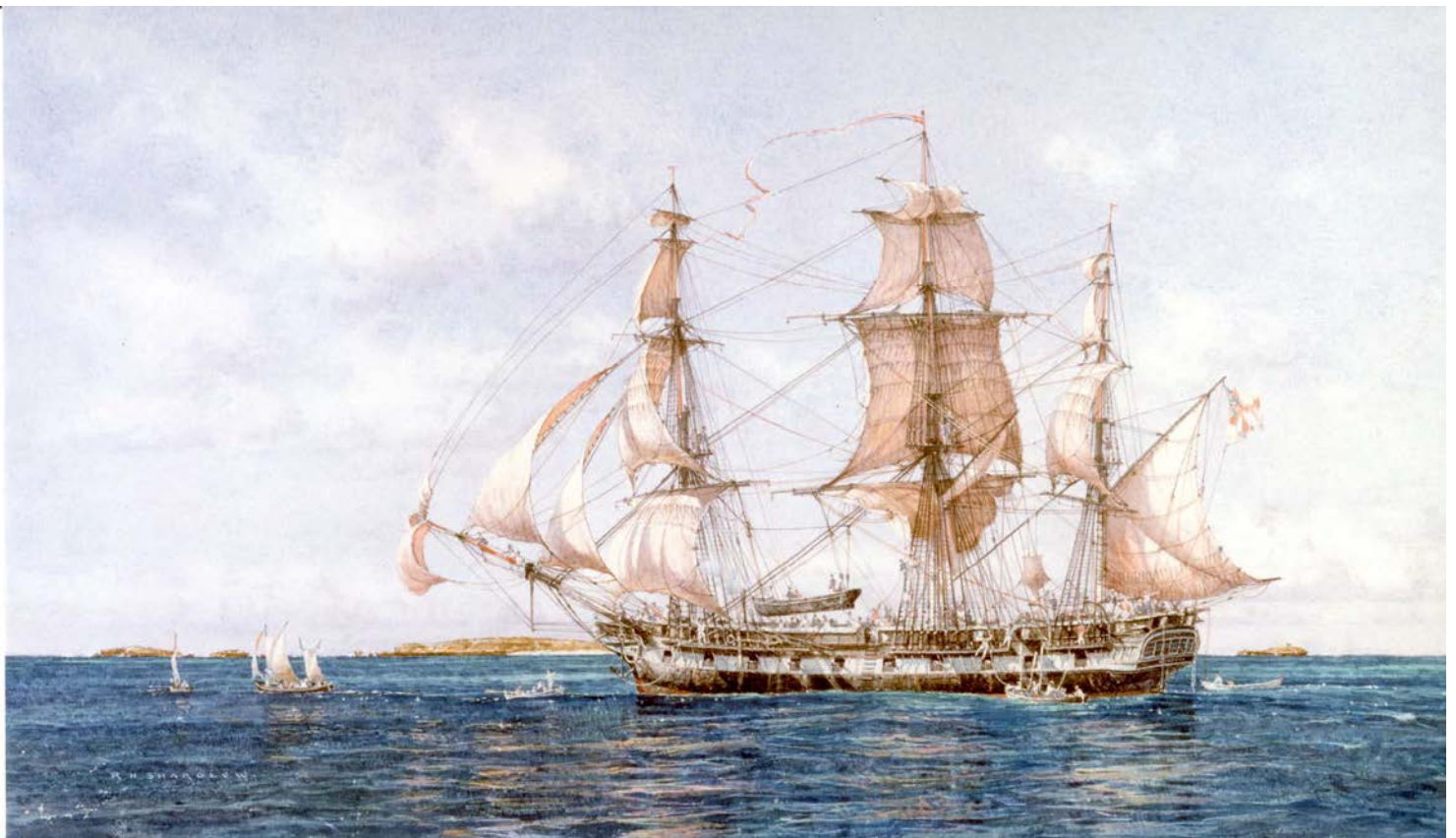
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HMS Success Hove to off Carnac Island, Western Australia – 1827

Painting by Ross Shardlow

See article page 7



The Maritime Heritage Association Journal is the official newsletter of the Maritime Heritage Association of Western Australia, Incorporated.

All of the Association's incoming journals, newsletters, etc. are now archived with Ross Shardlow who may be contacted on 9361 0170, and are available to members on loan. Please note that to access the videos, journals, library books, etc. it is necessary to phone ahead.

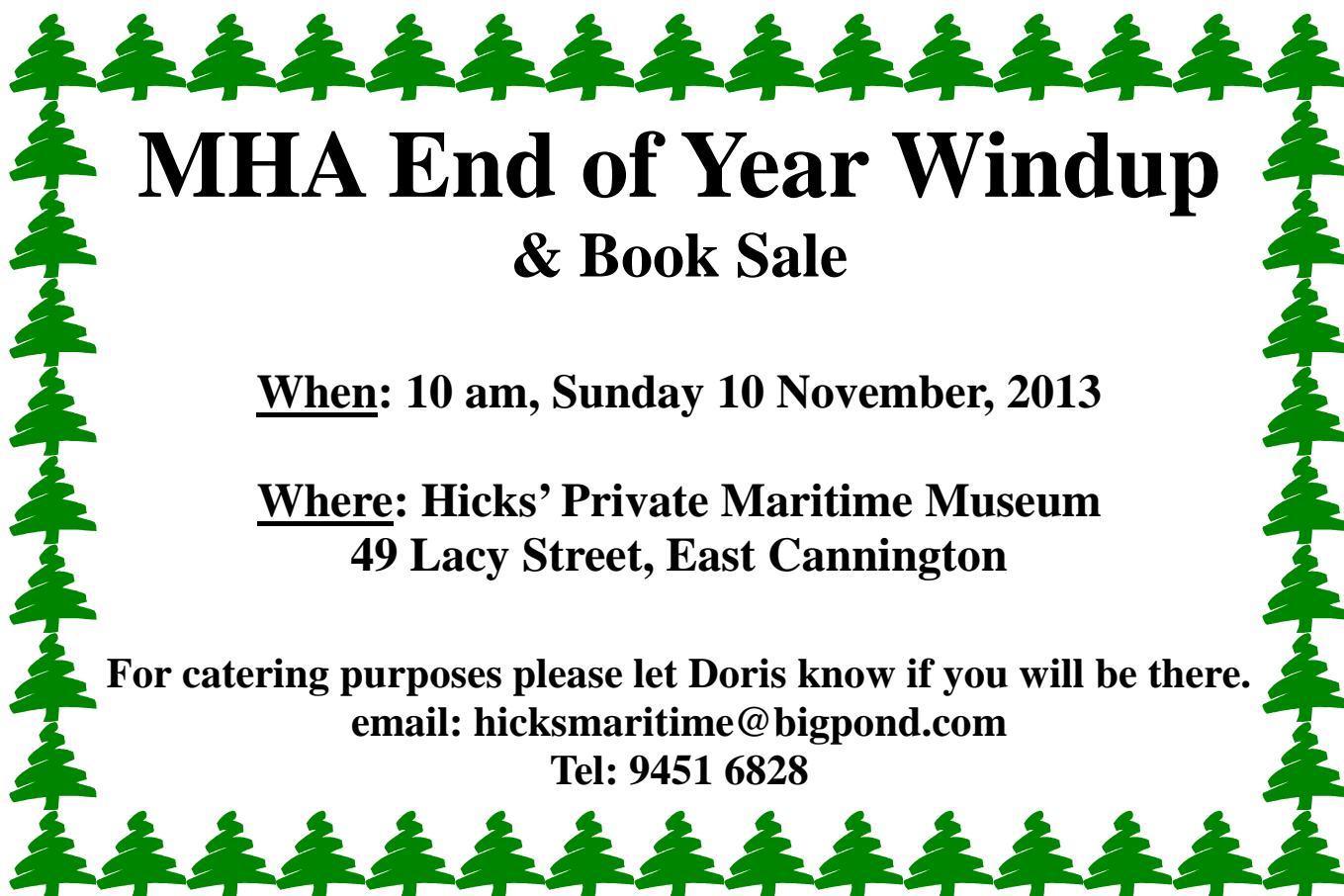
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MHA End of Year Windup & Book Sale

When: 10 am, Sunday 10 November, 2013

**Where: Hicks' Private Maritime Museum
49 Lacy Street, East Cannington**

For catering purposes please let Doris know if you will be there.

email: hicksmaritime@bigpond.com

Tel: 9451 6828

Things They Would Rather Have Not Said

“Artillery only seems effective against raw troops. Cavalry will have a larger sphere of action in future wars.”

Field Marshal Douglas Haig, 1914

Haig was created Earl Haig and given £100,000 in 1919 for his service during World War I.



The Ditty Bag

An occasional collection of nautical trivia to inform, astound, amuse and inspire.

(The inspiration could take the form of contributions to this page!)



5 November 1904 resulted in a bigger than usual explosion for Guy Fawkes Day when the 921-ton iron barque *Brier Holme* struck the south-west coast of Tasmania. The cargo of dynamite in the aft hold exploded, and all but one of the crew of eighteen died.

Australia's first regatta was held on the Derwent River at Hobart on 5 January 1827.

Tasmanian blue gum was a favourite boat building timber in the early days because of its strength and great lengths which were obtainable. The barque *Thomas Brown* (279 tons) built in 1860, for instance, had a 144-foot long keel in one piece of blue gum. The barque *Middleton* (340 tons) launched in 1850 had some planking in 80 foot lengths. The only blue-gum clipper to have masts and spars of this timber was the barque *Tasman* (560 tons).

Between 1831 when charges for pilotage were imposed at Albany, and 1840 when a review of those charges was made, pilotage involved two different costs. One was for pilotage between the sea and King George Sound, and the other for pilotage between the Sound and Princess Royal Harbour. Pilots were paid according to the dues they collected until 1846 when they were transferred to the government salary system.

On 26 December 1895 the steamer *Port Stephen* from London unloaded two Maxim guns and two Hotchkiss guns at Albany. These four quick-firing guns were for the forts, and were replacements for the 9-pounders previously sent to Perth.

Everyone knows that a fathom is 6 feet or 1.829 metres, but did you know that the French fathom was only 1.677 metres or 5 feet 6 inches?

Pogie-pot. Metal tub in which putrefied oysters were boiled to recover the pearls from the shells. The work was mainly carried out by women, and

the pots were, not surprisingly, noted for their 'distinctive smell'.

Babbage Island near Carnarvon was named in 1839 by Lieutenant George Grey after his friend Professor Charles Babbage (1792-1871) of Cambridge University. Babbage carried out a lot of experimental work later used in computer designing.

London: *Two new White Star liners are being built at Belfast. They will be named Olympic and Titanic. Each will have a tonnage of 16,000 tons and they will cost altogether £3,500,000 (Albany Advertiser, 17 September 1908: 2f).*

Is champagne a cure for sea-sickness?

There was a young lady from Spain

Who washed down her meal with champagne

In a futile attempt

To make her exempt

From seeing the same food again.

On 24 November 2012 a new world sailing speed record was set. The *Vestas Sailrocket 2* achieved an average 65.45 knots over the required two runs of a 500 m course at Walvis Bay, Namibia. At the helm was Australian Paul Larsen, and he reached a maximum speed during the sail of 68.01 knots, or 78.26 mph. Wind speed was around 28 knots.

On 20 June 1774 a submarine invented by a ship's carpenter named Day was crushed while at a depth of 22 fathoms in Plymouth Sound. The First Lord of the Admiralty, Lord Sandwich, was in Plymouth and authorized the use of navy ships to assist in the rescue attempts. This was the first recorded submarine salvage attempt.

Oak heartwood is rot resistant, but the sapwood is not. To tell the difference spit on the end grain of a small piece and blow from the other end. If bubbles come it is sapwood. If you go red in the face it is heartwood.



More Messing About in Madura

Nick Burningham

Nick Burningham continues his account of field work investigating janggolan and other vessels on the island of Madura with Jeffrey Mellefont in 1994.

We were told that there were about eighty *janggolan* currently engaged in the salt trade, all of 15m length and about 35-40 tonnes burden. There were other similar vessels laid up for want of crew, partly because most young men preferred to sail on the big timber carriers where they could earn more – as Haji Hasan had told us. However, crews on timber carriers were away from home for eight or nine months of the year and often lived in discomfort and squalor, alternately eaten by mosquitoes in the jungle up some god-forsaken creek where they slowly loaded a cargo from a tiny, cobbled-together saw mill, often broken down for want of spare parts and good equipment; and eaten by mosquitoes in the fetid Kali Baru harbour east of Jakarta.

Salt carriers were only away from home for three to five nights, two or three times a month.

There were said to be about seventy *janggolan* engaged in the timber trade, and there were at least a dozen big new ones under construction. In March and early April all the timber trade *janggolans* were beached at various places around Sreseh, being refitted at the end of the wet season lay-up. We went to the village of Taman to talk with Haji Sedik, who, with his sons, owned about 50% of the fleet. The Haji was quite elderly and took no real part in the business. He had first carried cargoes of salt to Jakarta in 1955 and switched to timber in the 1960s, so the family were well-known and had plenty of clients.

One of his sons, Haji Rofi'in, explained how the *janggolan* timber trade was organised. It was different and separate from the rest of the timber trade to West Java. The owners of *janggolan* were *bakul*, wholesale timber merchants who sourced timber from saw mills on the coasts and rivers of Kalimantan, Sumatera, Belitung and smaller islands. In effect they chartered their own vessels to carry the timber to Jakarta, Cirebon and Semarang on the north coast of Java. The chartered at the standard rate (about \$15 per cubic metre) but they did not pay costs such as harbour dues that normally fall to the consignor and consignee of cargoes, and they covered less of the maintenance costs than most *perahu* owners.

There was an interesting division of maintenance and fitting out costs. The owners paid for the timber spars and the mainsail, the anchors and anchor lines, while the crew paid for the bamboo spars, rigging and cordage, foresail and mizzen, any extra anchors they thought



The bow of a timber-carrier janggolan under construction. The carved and painted decoration is traditional and had changed very little since the beginning of the 20th century.



A big fat janggolan being recaulked on the beach at low tide.

necessary and the paint. All net profit from the voyage was divided among the crew. The owners' profits derived only from selling the timber, and those profits were enhanced by slightly reduced shipping costs and having reliable access to vessels that could be sent to remote



This janggolan under construction in 1994 was probably the largest ever built

(sometimes illegal) sawmills. Also, *janggolan* didn't have to sit idle waiting to be paid after delivering a cargo to West Java.

While everywhere else in Indonesia young men were ashamed to go to sea on engineless *perahu*, the men of Sreseh resisted fitting auxiliary motors and also eschewed anti-fouling paint, preferring the traditional lime putty coating and frequent beaching for scraping.

Many of the timber carriers could load more than 100³m of timber, the largest under construction in 1994 would load twice that; yet only a decade previous 80³m capacity was considered very big. Most of the older timber carriers had been rebuilt adding several strakes to increase beam and depth in the hold, but not length of keel. The result, in some cases, was very capacious but clumsy-looking vessels. They gave some glimpse of how the big fat medieval vessels such as cogs could have been successfully operated.

We were assured that they could sail without ballast despite their high freeboard, but they must have made terrible leeway. New vessels were being built with better lines. The rig of the biggest *janggolan* was the same as that of the salt carriers, but their rudders were different. It would have been impossible to raise and lower scaled-up rudders when tacking, so the big *janggolan* carried rudders which were smaller relative to hull size and both rudders were more-or-less permanently deployed – the rudder mounting arrangement was copied from that of the big *perahu pinis* from Sulawesi.

Sreseh, where all the *janggolan* were built and owned, was an unusual area. It is part of Madura which is a large island and easily reached from Surabaya, but Sreseh was remote being almost inaccessible by road and cut up by creeks and canals. There was an unsealed track along the

coast from the west, but there was no public transport on that road. When we had concluded our investigations, and were ready to leave Sreseh to look at traditional vessels in other parts of Madura, we caught a small ferry which took us and other passengers up one of the main three creeks to a point where we could scramble up a muddy bank to a road, seemingly in the middle of nowhere and surrounded by salt flats and fish farms. There, on a hot and steamy morning we waited for a bus or a bemo.

We spent another week travelling to different parts of Madura. The island is about 80 nautical miles

long and about 20 miles wide at its widest. Different regions have quite different *perahu* designs. Not far along the south coast from Sreseh was the home of the *perahu eder* with their spectacularly recurved prows. They operate from beautiful sandy beaches around the village of Camplong ... beautiful sandy beaches where thousands of villagers defecate every day. I remember remarking to Jeffrey that if were in charge of public health for that part of Madura, I'd have their bums sewn up. *Perahu eder* are a form of *mayang*, the traditional seine-net boats of Java.



Perahu eder

Further east along the coast one encounters fishing vessels and cargo boats that belong to a different tradition of boat building. Most of them belong to a tradition that can be seen as exemplified by the big *perahu lete lete* that used to trade all over the archipelago and to Singapore. Some engineless *perahu lete lete* from the island of Raas still sail to Scott Reef and Cartier Reef on Australia's northwest shelf where engineless *perahu* are still allowed to work in traditional



A small *perahu lete lete* from the island of Raas, anchored at Rote, south of Timor, and preparing to sail down to Australian waters.

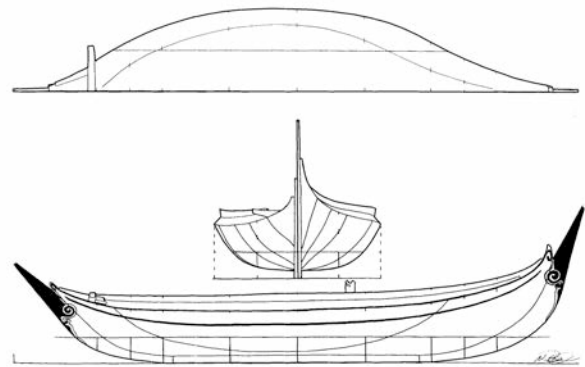
fisheries according to a Memorandum of Understanding so long as they do not stray from a 100 by 100 mile box.

Perahu lete lete and related types all have a tall prow which is termed *linggi*, a name related to the hindi *lingam* meaning phallus. And behind the *linggi* there is a second finial made from two conjoined timbers which represent female wotsits, called *pakes* locally. I was excited to find another type of *perahu* in southeastern Madura which was differently structured and probably entirely female in conception. There were only a few of those *perahu*, probably there are none left now, and I am fairly sure they have never been recorded anywhere prior to this brief description in the *MHA Journal*.



A *perahu* seen in southeast Madura, of a type not previously recorded. We failed to record a name for the type.

On the northeast coast the *lete lete*-type *perahu* are stylistically different and are called *perahu antokan* by their builders. Until quite recently they had been built more or less exclusively for fishing and were not more than 10-11m long. But with the boom in the timber trade the design had suddenly been scaled up to increase their capacity about ten-fold. Jeffrey and I took the lines off a small *antokan* at a fishing village called Slopeng. There



are two models of *antokan* in the new Maritime Museum in Fremantle. One is a very fine model, built with planks and trunnels exactly as a full-size vessel would be built.

From Madura Jeffrey went east to smaller islands and sailed from Kangean to Sepeken on a Sea Gipsy (Bajo) *perahu sopek* carrying a big tilted rectangular sail, like the Macassan *perahu* that came to north Australia until 1906.

I went to Lamongan, a curiously isolated part of East Java where many *perahu* were built, but my only opportunity to get afloat was an afternoon with a relief team taking emergency supplies to villages surrounded by miles of flood water on the Solo River flood plain. We carried instant noodles and a few kerosene stoves to marooned communities.



A big *antokan* ready for launching.



The Story of HMS *Success* (1823-1849)

The Ship in which Captain Stirling Sailed to the Swan River in 1827

Thanks to Geoff Vickridge for sending in this article on HMS *Success*. It was originally written in 1935 by someone using the pseudonym 'Cygnet'. Does anyone know who 'Cygnet' was?

For many years the warship *Success* in which Captain Stirling sailed to the Swan River in 1827 has been confused with the East India Merchantman *Success* which brought emigrants to Western Australia in 1843, was subsequently a convict hulk in Melbourne, and later a show boat in American Waters.

It may be conceded that there was a certain amount of justification for the confusion since both vessels bore the same name, both were old wooden ships, both were identified with India and Australia in their prime, both grounded on the same sandbank outside Fremantle (called ever since the *Success* Bank), both were ordered destroyed and both escaped for a time that fate.

To add to the confusion two regrettable errors have arisen in recent years in our local records. The first consisted of a picture in the 'Encyclopaedia of West Australia' purporting to be HMS *Success* when it was actually that of the Show Boat *Success*. The second error was perpetuated when this picture was reproduced in the Centenary Book of the City of Perth and again wrongly shown there as HMS *Success*. The documented story which follows will, however, remove finally and completely all confusion, between the warship and the ex-convict hulk, so that there will not be the shred of an excuse for the repetition of any error at any time in the future.

The bare facts regarding the birth, life and dissolution of HMS *Success* are plainly set forth in the records of the British Admiralty at Whitehall. There, in the beautiful copperplate handwriting of a long dead and forgotten clerk, one may read the history of every warship in the British Navy that bore the name *Success*. There have been seven of them. The first *Success* in the King's Navy was launched in 1680 when Charles the Second was pursuing his merry way. The sixth was taken to pieces in 1821 after a stirring career in every quar-

ter of the globe under Britain's greatest admirals. The seventh ship to be named *Success* in the British Navy was the one we know as Stirling's *Success*.

The keel of this seventh *Success* was laid down in Pembroke Dockyards in July 1823. She was exactly two years building, and was launched on 30 August 1825. The actual cost to the nation of this warship was £11,635 for materials and £2,675 for labour, a modest total of £14,310 — which is about as much as the cost of the Captain's gig on a modern warship.

HMS *Success* was entered in the Navy List as '6th Rate,' and was mounted with 28 guns. She was at once put into commission, and on 25 January 1826, Captain James Stirling, who had been on half pay since 1818, was recalled to the active list of the Royal Navy and given command. She was posted to the East Indies Station, which at that date, and for years afterwards, included Australia, and Stirling was ordered to sail her to Sydney. Towards the end of 1826 HMS *Success* was riding at anchor in Sydney Harbour.

Stirling had been ordered to Australia with a definite object. This was to transfer the settlement at Melville Island in the north of Australia (close by the modern airport of Darwin) to a more suitable site, and at once on his arrival Governor Darling, of New South Wales, began to discuss details with him. But two events combined to delay the performance of Stirling's allotted task. The first was the fact that the monsoon period was at hand in the north of Australia and it was inadvisable to attempt to shift the settlement. The second was the decision of the Home Government to set up a settlement at King George Sound on the western coast of Australia (the present Albany). Stirling's arrival, in fact, had coincided with the despatch of Major Lockyer and his party to King George Sound, and he (Stirling) seems to have at once



realized that if any permanent settlement was to be effected on the western coast of Australia it would have to be at a more suitable site than King George Sound. His instinct led him to suggest the Swan River and accordingly he persuaded Governor Darling to allow him to fill in the time, while waiting for the monsoon, period to pass, by exploring the Swan River.

Governor Darling having granted the necessary permission, Stirling sailed *Success* out of Sydney Harbour on 17 January 1827. He called in at Tasmania on his way and we have evidence of his stay there, and of the hospitality he received, in the name Arthur's Head at Fremantle, named after Governor Arthur of Tasmania (or Van Diemen's Land as it was still called at that time). After leaving Tasmania, Stirling set his course direct for the Swan River, and on 4 March 1827, rounded Cape Leeuwin. The next day, 5 March, the crew explored Rottneest, and on 6 March the *Success* was brought to anchor off the mouth of the Swan River. Without delay preparations were put in hand to effect the object of the voyage.

At this stage some details of the personnel of the *Success* may be given. They are taken from the records as written by Stirling's clerk, W C Gilbert (not 'Surgeon' Gilbert as some people have foolishly written it). On the departure of HMS *Success* from England the crew numbered 153, but in some inexplicable manner that number had grown to 160 men and 11 boys when the ship came to anchor off the mouth of the Swan River. As to the officers, their names were:

James Stirling, Captain,
John Rivett Carnac, 1st Lieutenant,
William Preston, 2nd Lieutenant,
Peter Belches, 3rd Lieutenant,
Edmond Yonge, Lieutenant,
Richard W Milroy, Master,
W R Madge, 2nd Master,
F R Clause, Surgeon,
William Duncan, Assistant Surgeon,
Thomas Woodman, Purser,
G G Heathcote, Midshipman,
Hon'ble J R Keppel, Midshipman,
W C Gilbert, Clerk,
John Drury, Lieutenant of Marines,
Charles Fraser, Colonial Botanist, New South Wales,
Frederick Garling, Artist.

Most of these names have been handed down to posterity on our map. Stirling's name is there, of course, a score of times. Lieutenant Carnac lives in Carnac Island (which the French had named Berthollet Island). Preston Point we still know at Fremantle but the Preston River in the South-West was not discovered and named for another three years, when Preston had returned to the Swan River as Lieutenant of the *Sulphur*. Lieutenant Belches has a claim to remembrance as the first to explore the Canning River, and for his valuable services as Harbour Master at Albany in later years. Surgeon Clause gave his name to the Claise Brook, once a picturesque streamlet but now sunk to the dimensions and indignity of a mere drain. He pronounced his name Claise (in the Cholmondley-Chumley fashion) and not to rhyme with claws. Heathcote, the midshipman, is enshrined in Point Heathcote. He must have had a warm spot in Stirling's heart for Point Heathcote was once in the running for the site of the city of Perth. Woodman's (*sic*) Point is not, as some have asserted so often, the place whence the *Success* procured its wood, but commemorates Thomas Woodman, Stirling's purser, while Frazer's name adorns Point Frazer near the Causeway, as well as a dozen other landmarks. Point Garling (after the artist), above the Causeway, has disappeared from the map.

The exploration of the Swan River was begun on 8 March 1827. With two boats Stirling ascended the river to a point beyond Guildford, and on the return journey the Entree Moreau of the French was explored by Lieutenant Belches and discovered to be a river, whereupon it was renamed the Canning River after the famous statesman and Prime Minister. On 19 March 1827, the exploration of the Swan River was complete, and on 21 March 1827, having accomplished his purpose in a bare 13 days, Stirling began his return journey. He examined Geographe Bay and its vicinity on the way. On 2 April 1827, he put into King George Sound, and two days later he sailed for Sydney. On 15 April 1827 (after a passage of only 11 days), the *Success* dropped anchor in Sydney Harbour. It had been absent but three months.

The return of *Success* to Sydney was well timed, for a week later, 23 April 1827, was held the first regatta in Australia. HMS *Success* had the honour of being the Flagship on this notable occa-



sion, and it is of more than passing interest to note that the first yacht race of this first regatta was won by Lieutenant Preston, of the *Success* (afterwards Stirling's brother-in-law), in a sailing boat appropriately named *Black Swan*.

Exactly a month after Stirling had returned to Sydney from the Swan River he sailed out of Port Jackson (19 May 1827) for the north of Australia to choose a more suitable site for a permanent settlement than Melville Island. On 17 June 1827, he made Raffles Bay, and on 18 June (the anniversary of Waterloo) a settlement was here set up and named Fort Wellington. Stirling remained there six weeks, during which time the crew of the *Success* built a fort and explored the surrounding country, after which, on 23 July 1827, it sailed for Melville Island.

On 29 July 1827, HMS *Success* left Melville Island for Penang; and when next we hear of the vessel Captain Jervoise is in command and Stirling is on his way to England. Under Captain Jervoise the *Success* returned to Sydney, but its subsequent movements have little interest for us until 28 November 1829, when it put into Fremantle en route to England. The visit, however, proved unfortunate and extremely costly, for *Success* ran aground on a sandbank, the damage occasioned being so extensive as to lay the ship up at Fremantle for a whole 12 months while under repairs. As a result of this incident the name Success Bank was thereafter applied to this shoal. Strangely enough, in after years the other *Success*, the emigrant ship—later the Show Boat—on its first arrival with emigrants in Western Australia in 1843, ran on this identical sandbank, a fact which tended in years to come to fuse the identities of the two vessels.

Jarrah, the famous Western Australian hardwood, was employed in these repairs on HMS *Success*, and with every success; but for some obscure and inexplicable reason she was shortly afterwards (1831) ordered home to England to be broken up. Actually she was only six years old at the time, a mere infant compared to many other warships still on the active list of the Royal Navy at that time after twenty to forty years' service; but for all that we find the Secretary to the Admiralty, Sir John Barrow, writing to Governor Stirling in 1833 that "HMS *Success* being an old ship she was ordered home and broken up."

The Secretary to the Admiralty was wrong, strangely and doubly wrong, for the *Success* was neither old, as we have seen, nor was it broken up for nearly twenty years after that — as we will see. However, it certainly went home, for we may read in the Ship's Log Book at the Public Records Office, Chancery Lane, of its arrival at Spithead under the command of Captain Jervoise on Friday, 25 November 1831, and in the Admiralty Register of its anchoring at Portsmouth on 30 November 1831. The close of its life as a warship was now close at hand. The final entry in the Log Book of HMS *Success* reads:

Friday, 16 December 1831.
Sunset. Struck the pendant.
T F DORMER, Master

Thereafter, the Log Book is blank. But this was not the end. There is no doubt that the Admiralty intended the *Success* to be broken up and it was only the good job made by the repairers in Fremantle, together with the established qualities of this new Western Australian hardwood, jarrah, used in those repairs, which saved her from that fate. The Naval Records testify to this, for they show that on 25 September 1832, and again on 19 December 1832, the Admiralty officials ordered the *Success* to be surveyed with especial reference to the repairs she had received at Swan River Settlement and called for a report on the timber then used in the repairs. As a result of these inspections, and the flattering reports on the durable quality of the jarrah, the Secretary to the Admiralty (Sir John Barrow) wrote the Governor of Western Australia (Sir James Stirling) on 16 November 1833, that the "Lords Commissioners of the Admiralty had ordered 200 loads of timber similar to that used in repairs of H.M.S. *Success*," to be sent to England as soon as possible. Unfortunately, this order was not complied with because of the limited resources of the struggling settlement, and Western Australia thus lost a unique advertisement for this truly valuable hardwood.

The inspections that had been carried out had, in addition to revealing the durable qualities of the jarrah used in the repairs, shown the *Success* to be fit for many more years of active work, and on 4 January 1833, she was 'docked' and directed to be handed over to the Harbour Authorities at Portsmouth for harbour purposes. On 22 February 1833, the Admiralty issued a further order that the



Success was to be fitted out as a "Receiving Ship" at Portsmouth. Her bottom was stripped and an experiment was made in re-covering her with zinc; but the nails rusted and the zinc bottom fell off. She was accordingly re-covered with copper, and this remained in position until 1840, when it was removed for some reason not stated.

For 16 eventful years, from 1833 to 1849, the *Success* did duty as a Harbour Ship at Portsmouth. In this capacity she was made use of by the famous Royal Engineer, General Sir C. Pasley, over a number of years in his efforts to raise the *Royal George*, that historic vessel which with its admiral, "Brave Kempenfelt," had on a famous occasion in 1782 "overset, filled and sank" whilst at anchor — as every schoolboy knows (or used to know). Pasley was a great engineer and was Commandant of the Engineering School and Fortifications at Portsmouth. He was the foremost authority on explosives in his time, and when he could not raise the *Royal George* from her ocean bed nor recover any more material from the wreck, he set himself the task of clearing the channel of the obstruction to shipping offered by the wreck. The diver is shown at work on the broken hulk on the ocean bed, above is a small vessel with Pasley and his assistants awaiting the diver's return, while in the offing may be seen the *Success* lying at anchor. The print is dated 1839, and it is curious to note there appears to be a paddle-boat with smoking chimney in the middle of the picture. Unfortunately the *Success* is too far distant to be distinguishable in any details, so that neither in its hey-day nor in its years of decline are we permitted to see this, to us, historic vessel just as she was.

The *Success* remained in commission performing this and other

duties until 5 May 1849, when the Admiralty finally ordered her to be broken up. On 5 June 1849, she was placed in dock at Portsmouth and the work of breaking up immediately commenced. The Naval and Military Gazette of 23 June 1849, appears to have the last word on the subject:

The *Success* hulk used so frequently by Major-General Sir C Pasley in his operations for raising the *Royal George* at Spithead, is now being broken up, but although one of the oldest ships in the Service her timbers and floors are perfectly sound.

But actually the final chapter is in the Admiralty Register. Prosaically it reads:

HMS *Success*

Taken to pieces—June 1849

Value of Stores Returned

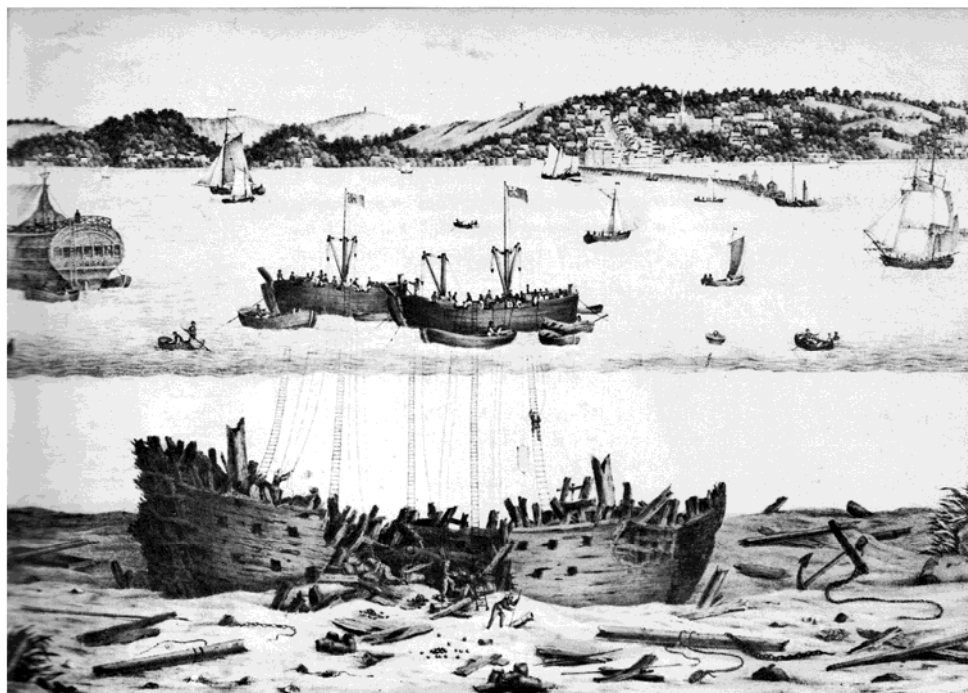
Hull£1,242

Masts

Stores£405

£1,647

It only remains to add that for many years there was on exhibition in the Museum of the Royal Naval College, Greenwich, a piece of timber taken from HMS *Success*. This was a piece of jarrah whose resisting qualities had so impressed the Admiralty a century ago; but it has long since disappeared, and is believed to have been lent on





"permanent loan" to Australia at some time or another. The Royal Navy Museum at Greenwich, however, has still a link with HMS *Success*, for directly inside the main entrance door stands a piece of much-worn timber recovered from the *Royal George* by General Pasley per medium of Captain Stirling's old ship.

* * * *

Such is the story of HMS *Success*, and with this documented account of the building and breaking up of the vessel sailed by Captain Stirling in his exploration of Western Australia, there can be no further excuse for confusing with it the ex-convict hulk *Success* later on show in American waters.

Editor's note:

Readers are referred to Volume 3, No. 3; Volume 4, No. 2; Volume 4, No. 4; Volume 10, No. 3 and Volume 14, No. 1 of this Journal for previous articles by Ross Shardlow, Nick Burningham and Rod McKay on HMS *Success* and its boats.

Specifications of the 28-gun frigate HMS *Success*:

LOA:	113 ft 8 in
Breadth:	31 ft 6 in
Depth:	8 ft 9 in
Tonnage:	504
Armament:	20 – 32 pdr
	6 – 18 pdr carronades
	2 – 6 pdr

Can You Help?

The photo below is of three Albany vessels taking passengers on an outing. The vessel on the right is the *Silver Star* and the central one is the tug *The Bruce*. The caption claims the vessel on the left is the *Boronia*. This is incorrect as what can be seen of the name on the stern ends in the letters INE or possibly HINE.

Can anyone identify this Albany launch?





Turning Back the Hands of Time...

This article on the history of the South of Perth Yacht Club was written by Murray Rann, the longest standing member of that club who joined in January 1947. It is reprinted (with thanks for permission) from *Soundings*, the quarterly magazine of the South of Perth Yacht Club (Inc.).

In 1907 an attempt was made to form a South Perth Sailing Club at Mill Point in the vicinity of Judd Street. A short programme of five races was held but nothing more came of this effort and the project faded into obscurity. (Refer *Yachting and Motor Boating Annual 1907-08*)

In 1945 immediately following the conclusion of World War II, circumstances were much different. Community spirit was extremely high and the populace was anxious to shake off the constraints of wartime conditions.

A small group of South Perth sailing enthusiasts led by Frank Sampson convened a meeting in the Port Hampton Sea Scouts hall at South Como and decided to form a yacht club.

At the meeting 28 enthusiasts unanimously carried the following motion:

That this meeting of residents of South Perth individually and collectively realizing the benefits to be obtained from the sport and recreation of yachting, do declare themselves in favour of the formation of a yacht club, and move for the appointment of a Provisional Committee, consisting of a Chairman, Hon. Secretary, and ten others to do all things necessary to draw up a Constitution and obtain all the information it considers necessary, and report to a General Meeting of interested persons so that the formation of the Club can be proceeded with.

Consensus of opinion at the meeting was that the Club should be open to all who were interested in the sport including owners of all types of craft, yachts, motor launches etc.

They also felt that yacht racing should be commenced at an early date; that Clubrooms be built with slipways, lockers and all the necessary facilities; that the fostering of the special class or classes of craft should be investigated; and all those

things necessary for the furtherance of the sport and community spirit be addressed.

It was decided that the club would conduct its first race on 13th January, 1946. And in six months 83 persons had joined the Club.

At a subsequent meeting in 1946 and with the strong support of the then South Perth Roads Board (now South Perth City Council) and the very active South Perth Community Centre Association, an enthusiastic working group set about creating the South Perth Yacht Club with the proposed club to be located adjacent to the Sea Scouts at Olive Reserve on the Eastern shore of the Canning River mouth.

To provide a Clubhouse, Building Contractors Frank Sampson and Tom Kempin underwrote the purchase and organised the demolition and reerection of an ex-Army mess hut from the Melville Camp. With the enthusiastic support of volunteer labour the project was completed in time for the opening of the 1946-47 Sailing Season.

The Club first annual picnic was held on the 7th April, 1946. And on the 9th May, 1946 the Club decided to sponsor the VJ as its junior racing craft.

On the 4th July, 1946 it was decided that in addition to an Annual Subscription of £1-1-0 (\$2.10) for Senior Members, new members should pay a nomination fee of 10/6 (\$1.05). Non-sailing Lady Members would pay 2/6 (25cents) and Junior Members 10/6 (\$1.05) annually.

In the ten years that followed steady progress was made.... Membership increased from 83 to approximately 400. The Club's family policy was strictly adhered to and the juniors of surrounding districts were encouraged into the sport of yachting.

Over this decade the Clubhouse was extensively improved, a jetty was built, launching ramps and



numerous other amenities were added. Membership was expanding, new classes had been added and generally speaking the South Perth Yacht Club was thriving. In the mid 1950's however, when the Western Australian Government announced the creation of the Kwinana Freeway the South Perth Yacht Club was effectively dispossessed of its location and all of its hard earned facilities.

Something had to be done and it was.

A strong case was prepared and many depositions were made to the various Ministers of the day.

Two prominent Club members, Dave Robins and Frank Corser did an outstanding job of presenting the Club's case. Together, they succeeded in negotiating a new site to be specially created on the opposite side of the Canning River at Coffee Point. Some reparations were extracted for roadway, pens and jetty.

In 1956, the Club's Commodore W. E. David and Past Commodore Mel T. Peacock were selected to assist with the yachting section of the Olympic Games, conducted in Melbourne, Victoria, Australia.

During this same yachting season, the Sabot training craft was introduced at the South Perth Yacht Club and organized training of the youth of surrounding districts was commenced. Eighty boys and girls attended the first advertised school held in November, 1956.

In 1959, following definite advice of the Government's intention to assist in re-establishing the Club at Coffee Point Applecross, immediate consideration was given to altering the name of the Club to cover the wider scope that had been attained over recent years and also to change it from a local district organization to an establishment which covered the wider areas south of the Swan River.

A bold plan was then devised to create the beginnings of the resource that exists today appropriately re-named the South of Perth Yacht Club.

On the 22nd October, 1960 the Senior Clubhouse consisting of a Bar/Coolroom, Storerooms, Steward's Room, Hall, Lounge 60ft x 36ft (18.2m x

10.9m), "Visitors" Room, Committee Room, Powder Room for the ladies and a Washroom for gentlemen, Galley and 10ft (3m) Verandahs was opened by the Premier of Western Australia, The Hon. (later Sir) David Brand MLA and a suitable plaque erected to mark the event.

Following this official opening, steps were immediately taken to consider ways and means of raising money to enable the Club to complete the Junior Clubhouse and thus fulfil the promise given to the Government and Licensing Court in which it was undertaken to complete the project as soon as the Club was in a position to meet the additional capital expenses. This was accomplished with the help of the BP Group Australia Pty Ltd who made available a gift of £500 (\$1,000) plus a loan of £7,000 (\$14,000).

Again tenders were called, this time for the completion of the Junior Club and for 29 boat pens.

The completed Junior Club was officially opened by the Deputy Leader of the Opposition The Hon. John Tonkin MLA on the 21st October, 1961 and this was finalized the Club's £100,000 (\$200,000) project.

By 1961 the South Perth Yacht Club – from its small beginning supported by the South Perth Community Centre movement back in December 1945 with its yacht racing being conducted from under the shade of the trees of the Olives Reserve near Port Hampton Sea Scouts Hall at Como and without any assets but with plenty of faith in the future – had become the South of Perth Yacht Club (Inc.) at Coffee Point, Applecross with over 1,000 members and over £100,000 (\$200,000) worth of assets.

The tenacity and skill that Sampson, Kempin, Robins and Corser and the successive Committees displayed is the reason that Club Members enjoy the peerless position we find ourselves in today.

Murray Rann

Editor's note:

I regret not being able to reproduce the photographs which went with this article. The photos in the photocopy of the article from *Soundings* were not clear enough for me to use.



Storm King

The following report from Albany appeared in *The Daily News*, 5 July 1890: 3f. It was repeated in *The Inquirer and Commercial News*, 9 July 1890: 7g.

Does anyone know what happened to the *Storm King* after it reached Melbourne?

About four years ago Captain Jorgensen was in command of a vessel named the *Ragna*, running in the Australian trade, and it was during this time that, having run far to the south on one of his trips, in the neighbourhood of the icebergs, and also having a number of ordinary iron water tanks on deck, the idea first occurred to him that in case of collision between a ship and an iceberg, and the consequent smash of the former, that a man might save his life if stowed away with provisions in one of the tanks. From this "happy thought" eventually the *Storm King* came into existence.

On his arrival at Melbourne Captain Jorgensen interested a number of people in his proposal to construct a life boat in sections on the tank principle, so that the several parts could be used as ordinary tanks on board sea-going vessels, and when required in case of shipwreck or disaster at sea as life saving rooms, provisioned and with fresh water as ballast, the different sections being capable of fixing together into a life-boat after launching overboard. After working out the idea Captain Jorgensen patented his proposed boat, and, on arriving again in the Old Country, left his ship at Cardiff and went to London to carry out the building of the little craft. The captain had hoped to excite sufficient attention in the great city to induce some monied philanthropist or those interested in saving life at sea to help in the (to a man not overburdened with wealth) serious expense of constructing his boat, but in this hope he was disappointed. Two years had elapsed ere he had accomplished his wish and had the little vessel built and ready for her adventurous journey.

At last, all difficulties having been overcome, Captain Jorgensen, accompanied by Mr Neilsen, left London on September 19th in the *Storm King*, the dimensions of which small craft are as follows: Length, 30ft; depth, 4ft 6in; width 8ft 6in; and the tonnage measurement only 6 tons. The blood of the old noble Vikings must run warm in the veins of the man who dared to put to sea at such an advanced season as September in England

with the intention of sailing round half the world in such a morsel of a ship as *Storm King*. However, the start was made, and with the exception of a heavy gale in the Bay of Biscay nothing of importance occurred to the voyagers till they landed at Madeira, on October 2nd. Here they stayed a few days, being made much of by the inhabitants, who gazed in astonishment at the little boat which had come so far and yet had only practically commenced the journey she was intending to make.

On leaving Madeira Captain Jorgensen made for Pernambuco, in South America, where he arrived on 21st November. Here he only stayed two days, and on the 23rd of November left for Capetown, arriving in Table Bay at midnight on March 1st. In Capetown [sic] much was made of the captain and crew of the *Storm King*, and the little boat was the scene of constant leveés of admiring visitors. Captain Jorgensen stayed six weeks in Capetown, recruiting after his six months at sea, and when the boat left for the last portion of its voyage to Australia the little cabin was stocked with a supply of light literature, through the kindness of visitors, sufficient to have stocked a lending library at a fashionable sea-side resort.

After leaving the Cape and south of Madagascar, in latitude 40 deg., the sea qualities of the *Storm King* – which had been tried severely enough before – were still more severely tested in a cyclone, out of which she came as sound as a nut and with perfect satisfaction to the skipper, whose belief in his little craft was not strengthened, since it was as strong as possible before, but confirmed by her behaviour during the cyclone. To make assurances doubly sure, however, the *Storm King* had to weather a second cyclone not long after in 40 S, 65 E, out of which she emerged without a stain on her character as a wonderful sea boat, though sufficiently stormworn in appearance. Just after this latter storm the only vessel sighted between the Cape and Cape Leeuwin was spoken in 39 S, 68 E. She turned out to be an American barque, *Adam Space*, bound for Melbourne.



A heavy gale off Cape Leeuwin was the only other great excitement till Albany was reached. West Australian land – in the neighbourhood of Cape D’Entrecasteaux – was sighted at midnight on Sunday, and when under Breaksea heavy rain set in with a light wind, which did not help the boat much. At about 2 p.m. on Monday Mr Armstrong’s launch, *Loch Lomond*, which was fortunately at Breaksea, went out to the little boat and towed her into the harbour. On the way in from Breaksea the *Storm King* was boarded by Captain Butcher, who put her alongside the jetty.

stopped on June 10th, and as the other watches on board had also stopped before this occurred, he was unable to work his longitudes. This serious mishap occurred in 37.18 S; 91.21 E – when fully 1400 miles to the west of Cape Leeuwin; and from this point to Albany the course was taken by dead reckoning.

Editor’s note:

Storm King arrived at Albany in the evening of 30 June 1890, and left on 10 July 1890.

To add to the difficulties of the wonderful cruise made by Captain Jorgensen his chronometer

It arrived at Adelaide on 4 August 1890, and at Melbourne on 23 August 1890.

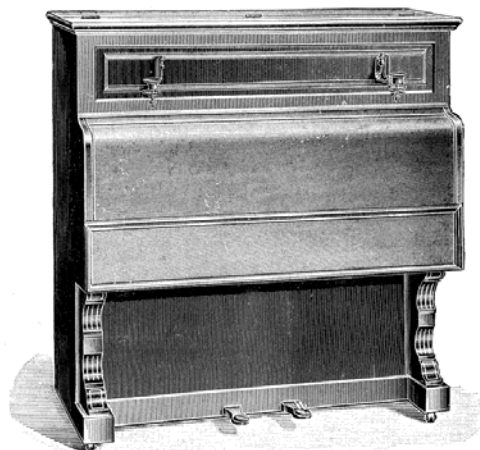
QUIZ

Answers to June.

1. A voyage is a trip consisting of an outward passage and a homeward passage, while a passage is a one-way trip. In modern times these words have become rather interchangeable, however don’t forget this is a Maritime Heritage Association. So please don’t misuse the terms in future.
2. An old ship (often a hulk) fitted up in a commercial port in which religious services were held.
3. HMAS *Sydney* sank the *Emden* on 9 November 1914.

Quiz

1. On what date was the steamer *Georgette* wrecked at Calgardup?
2. On 30 March 1772 at Dirk Hartog Island a French expedition led by Louis de Saint Aloüarn took possession of Western Australia. Where is the small island named after St Aloüarn?
3. Everyone knows that Horatio Nelson commanded the British fleet at the Battle of Trafalgar in 1805, but who was in command of the combined French-Spanish fleet?



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Re the answer to question 3 in the March Quiz –

How did our esteemed editor (who holds a qualification in Celestial Navigation) fail to see that if the *Vianen* had been stranded “21° S latitude and slightly south of present day Port Hedland”, it would put the incident as occurring somewhere on the road between Port Hedland and Wittenoom?



My *Kiewa* Story

By Ron Lindsay

Ever taken a tiger by the tail? Well nor have I, but that's how it felt committing to a project like restoring a 100 year old 40ft boat. Once committed there is too much at stake to let go. If you are like me, a Jack of all trades but master of bugger all, it makes the decision to enter that seldom trodden ground a sort of a leap of faith.

You have this ageing blokes dream, or vision if you like, someone in his 60s striving to maintain a purpose in his life and needing a project to get him out of bed each morning whilst needing also to challenge his brain for it to stay alive. He wonders if he will see it through and have enough left in the tank at the end to enjoy the fruits of his labour, though it is the actual completion of the project which becomes overwhelmingly important. This he makes more and more difficult, as the more he realises how he and the boat will be judged, the more important it becomes to him to make the finished product as close to perfect as possible. I mean, suppose you don't get it right and you waste your years and money on what turns out to be a piece of floating junk? - So no cut corners here, and thus it snowballs!

Enough of the philosophy. I think my story needs to start with me as a kid when my little Grandmother sat me on her knee and told me about her Dad who built lots of boats. Not that she knew her parents all that well because at 4 or 6 years of age, she lost her Mum and her father got rid of all his kids, putting her 'into service'. She had a sad life until she met my Grandfather, but they had the happiest of marriages.

The original William Lawrence, my Great Great Grandfather was a deserter from an American whaler in Albany in 1844. He ran a mail service on the Swan River, explored the Kimberly region and played a major role in the discovery of gold as well as starting a boat

building business in Perth in the early 1860s. This was located where the Convention Centre now stands on reclaimed land. He eventually owned a large area of the central city block of Perth. The Swan River Settlement was totally dependent on water transport.

He took two sons into the business, firstly my Great Grandfather William Jnr. and then his younger brother Sam. When William senior died in 1898, the sons combined and the business became 'W & S Lawrence'. I have only been able to locate four remaining Lawrence boats, *Kiewa* 1913, *Nokomis* 1923, the old South Perth Ferry *Duchess 2* (circa 1933) and *Winylya* 1938.



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Back to the retiring old fart – me.

I was listening to a nostalgia program on 720 one Sunday in 1998, when a volunteer researcher from the Fremantle Maritime Museum, Rod Dickson was announcing the release of his book on the first 100 years of boatbuilding in WA *They Kept This State Afloat*. Following the programme I contacted Rod and enquired where I might find plans for a notable 40-ft Lawrence boat so that I might build a replica.

'Oh! I can do better than that' says Rod, 'I know of a 40-ft Lawrence looking for an owner!'

So it was that I was introduced to Chris Mews whose dad, Peter had stripped 1913 *Kiewa* down intending to restore her but he had unfortunately passed away.

Now if you thought that finding *Kiewa* was a bit of a co-incidence, consider this. – When my Great Great Grandfather took his second son Sam into the business, my Great Grandfather went out on his own and purchased the boat building yard next door. Who from?? The Mews!!

Poor old *Kiewa*, many told me that she was just a chainsaw job but a couple of Perth's reputable wooden boat enthusiasts thought she might come up ok if I stripped her completely and started from the bare bones. In came Rowan Chick of Haulcraft, and home she went to Wanneroo where we lived on a semi-rural property. The old flower packing shed was modified, the roof raised and there *Kiewa* sat for ten years whilst we contemplated the financial and other challenges.

In addition to a lot of research into the forthcoming restoration, her history was investigated with some remarkable results. She had belonged to some most notable West Australians and taken part in many important events. She had indeed been a Queen of the river whilst travelling frequently to Rotto and on two occasions to Darwin. Fremantle Maritime Museum even had details of her original registration in 1913 with Lloyds of London as an auxiliary lugger.

Her construction was carvel, being NZ kauri strakes over blackwood ribbing on a jarrah backbone. She was originally fitted with an Ailsa Craig petrol/kero engine of 27hp (RAC), but circa 1939 she was fitted with a three cylinder Lister diesel. It was most apparent that some of her tim-

bers would require re-edging or scarfed ends as well as some replacement in places. Now the jarrah though difficult to obtain in quality pieces of the required dimensions, was procurable, but what of the kauri? I have been told that it has been over 50 years since the felling of kauri was banned in NZ and 30 years since its export was also banned.

My wife had long been asking to be taken to NZ for a holiday and being ever the easy touch, I agreed to go. It came to pass that much of her holiday was spent as part of a super sleuth team in the quest for kauri. No names or pack drill, but shortly after we got home, a pallet of kauri arrived at the Fremantle wharf for *Kiewa*.

If I was to do a total rebuild, I was definitely going to need help to strip repair and replace her larger components, so I invited Steve Handley of Fremantle Boat Manufacturers to look her over. He in turn brought two of his shipwrights to assess the job. One such shipwright was Kevin Hart, and from the minute he clapped eyes on *Kiewa* it was obvious that he was engrossed in her possibilities. I, in turn was convinced after some discussion that he was the expert I and *Kiewa* needed. It was arranged that I would work alongside Kev whilst she spent the next four months at FBM.

Before leaving FBM we held an open day, and had a great roll up of folks from all backgrounds, including many descendants of past owners families. The general enthusiasm shown over old wooden boats inspired me throughout the project.

Being boat building, you never get done what you





think you can and with the budget blown before our goals were met, I had to take her home from FBM still held together on temporary frames by gutter bolts and steel wood screws. However, all main hull timbers had been reconditioned and all old nail holes plugged and epoxied. She spent the next six months under a tarp whilst the shed was further modified and more finances scraped together.

Following dramas in acquiring suitable young



green karri and reinventing the steamer (none of the available plans for them worked very well), it was the endless task of bending and fitting the ribs. Four and a half thousand copper nails, all roved and peened. Untold thanks, and more thanks to Richard who endured with me the entire process.

Fit the shear strake, rubbing strake, knees, risers and deck shelf etc. and it's time for another open day. "See people? It's all traditional, and all so nice and tight!" A further six months of flat out work has now passed. *Kiewa* consists still of more than 90% of her original 100 year old timbers, so amazingly durable is the timber boat.

At this stage, you find you are patting yourself on the back until someone says 'congratulations, you're nearly one third of the way to your goal'. WHAT! No way, I'm at least half way! - WRONG you are indeed nearly a third. (A quick reassurance required here).

Many hours of sitting in the open hull on a plastic chair with a tape and piece of chalk in hand (plus the odd stubby) and the vision of her superstructure and layout started to take shape.

After checking with 'She who must be obeyed', the many drawings started, firstly with much scratching out then with gathering confidence. It was impossible to recreate the original superstructure as we are nowadays much taller and the boat needed to be as practical and useful in its layout as possible to appeal to future owners. Hence whilst staying with the original lines, we added a wheelhouse and some ornate features from another Lawrence boat of the same year, the *Wahroo*. The design of the interior was easier as I had vivid mem-

ories of a mates Grandmother's house which was built and furnished in classic 1912 style. This along with remnants of *Kiewa's* interior guided me here.

At this stage I called in Kerry the engineer to fit the new 75hp Volvo diesel engine, shaft, prop and steering. Would you believe that simply by stretching a string centrally through the stern tube, I had managed to get the engine beds accurate to within a 2mm packing washer.

I plodded along for almost twelve months by myself and finished the framing up of all the cabins and superstructure until I got to the point where I needed someone with better woodworking and



shipwright skills than my own. Enter Kev again the 'Guru' of all shipwrights. Truly, there is nothing this guy can't do – and to the highest possible standard. He is possessed by a love of old wooden boats. From this point until finished, Kev kept all my work up to scratch whilst he put in a considerable time himself on his *Kiewa*. - If, on asking for his approval of a piece of my work, Kev thought it not quite up to scratch, he would say something like– 'I've seen worse done by tradesmen!' Bloody perfectionists! #^*+!!

The workshop was always a place of enjoyment and good humour when we worked together and I was really getting great satisfaction from our achievements. Some of the banter included a term often heard by artisan boatbuilders making one off pieces of wooden artwork – “I wouldn't have thought it would take you that long!” and “ where did you get that carved and shaped classic teak piece?” to which the answer always came – “Oh, bought it at “K” Mart”. And so it went on.

Acquiring just the right brass and bronze fittings required a trip to England and finding many other bits meant much research or innovation, other bits we just had to make ourselves. I had to acquire new skills as I tackled jobs new to me but enjoyed it all immensely.

Oh, I forgot to mention the other member of the team – Puss, she was in charge of bilge rat control and licking up any milk spilled by clumsy Kev at 'smoko'. The rest of her time was spent either on security duty at the head of the steps to the boat (where regular pats resulted), inspecting your work (to the point that she had to be removed for her own safety) or getting the office work done on the most comfortable chair which she commanded.

With Kev practising his unbelievable skills on teak decks, teak windows and doors, etc., I worked on the internal fit-out plus doing the painting, varnishing, plumbing, wiring, quilting etc.

The amazing thing about the project was that the more jobs you finished, the more extra ones seemed to spring up ahead. I think the reason is that because you get so excited at each achievement, your enthusiasm gets you over optimistic, hence for months it seemed that completion was

near when even at launch day there were still dozens of jobs yet to do.

As for setting a launch date, the timing was governed by the availability of a rail slip as our girl wasn't going in on the end of a sling and rail slips are getting scarce. *Kiewa* has had a long history at Perth Flying Squadron and we are past members there, so the choice was obvious. The only problem was that they were due to replace the slip shortly and we couldn't afford to miss out. Hence the pressure was really on us to finish and this turned out to be most stressful.

Having a web page proved helpful as it saved hours of time answering questions from well-meaning and interested people. When time became scarce, I could just refer them to the web page. Tradies who were too busy to take our jobs on, after viewing the web page, asked to come around to see *Kiewa*. Once they did so, they were 'hooked' and we can say that all the trades used were of the highest standard.

Over the years which the project ran, I had the privilege of meeting so many lovely and knowledgeable people. Our states most respected naval architect Len Randell offered to do her sail design and would not take any remuneration. Thank you, Len.

The project could not have happened without Kev, with his amazing skills, enthusiasm and genuine love of wooden boats.

Much of my drive came from family and personal pride and a desire to see some history retained, but the enthusiasm of the many who followed our endeavours from the early stages helped see me through some difficult stages.

How long did the restoration take? Five years and three months.

Launch day was an absolute 'hoot' and I ran on pure adrenalin. – Thanks to all who helped and took part in the period costumed re-enactment. (Can't wait for the video)

How do I feel about our *Kiewa* now that she is a going concern? SHE IS AMAZING and we love her. She can do 10+ knots on her 75hp and cruise at 8 knots on less than 5 litres of diesel an hour. –



Then we can put the sails up! You certainly don't need plastic and a computer to make a beautiful and efficient boat!

Kiewa under power

If you are contemplating restoring a boat and you want my advice – I say DO IT! But firstly, make sure that you really want to and don't add up the bills.

Kiewa can be made available for charitable events, or promotional events with a donation to charity.

Ron.

Read more at www.kiewa1913.com

Maritime Heritage Association Inc.

46 Sandgate Street, South Perth, Western Australia, 6151.

