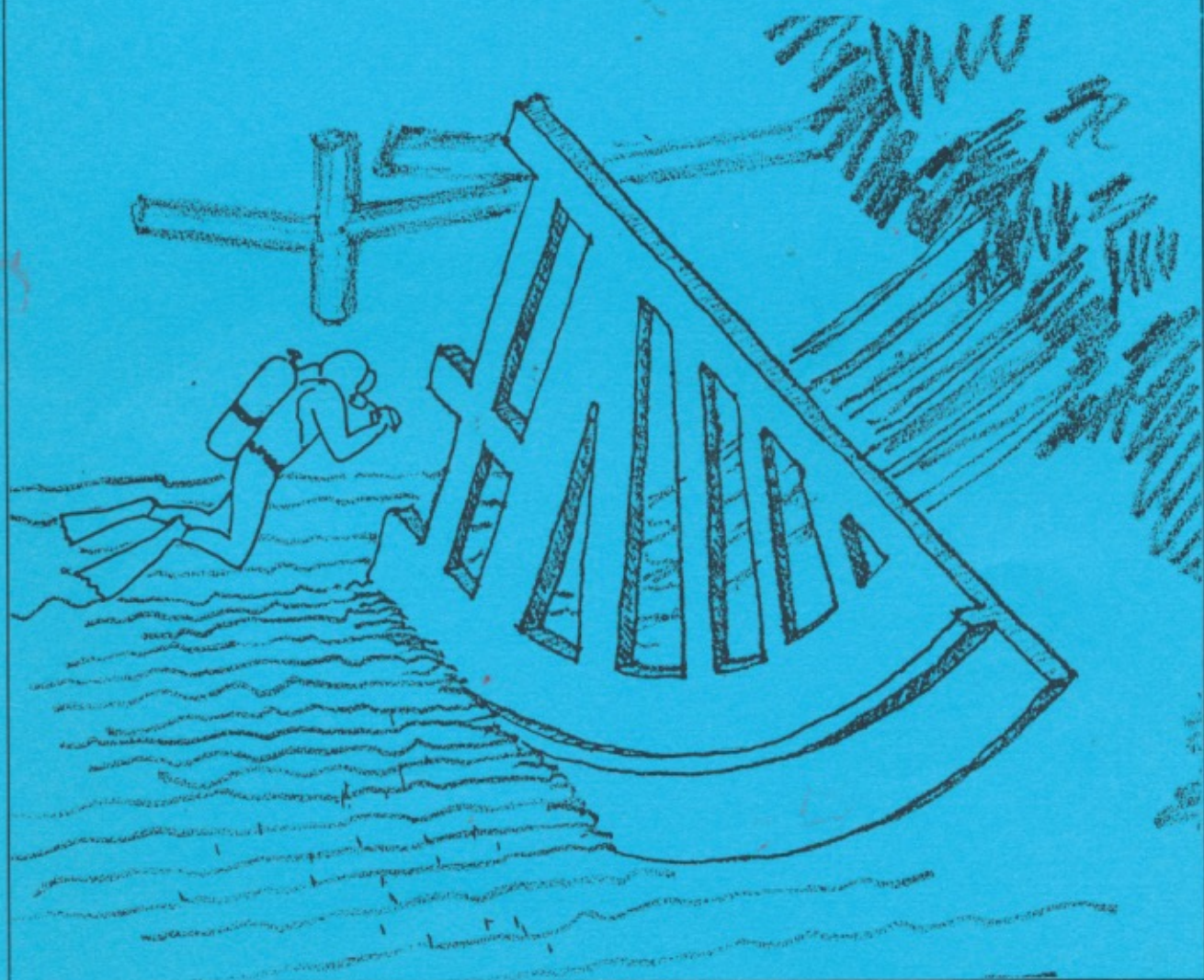

**MARITIME
ARCHAEOLOGICAL
ASSOCIATION
REPORTS**

Volume 2 : July - December 1988



MARITIME ARCHAEOLOGICAL ASSOCIATION REPORTS

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Notes on projects of the Maritime Archaeological Association of Western Australia.

Introduction:

In this second volume of regular reports we have continued the move into the area where an amateur group like MAAWA has a contribution to make to maritime archaeology - in the observation of wreck sites and the recording of what is there.

Some historical research and some interpretation of the material found is a necessary part of each project, but our main aim is to visit sites and take a few basic measurements, produce drawings and photograph what we see.

This is a task well within the limits of our expertise and also one which enables us to produce fairly quick results. Its value in archaeological terms is that we are producing a basic record where in most cases none exists, in circumstances where much of what we observe is deteriorating, in some cases quite rapidly.

FRONT COVER : The stern section of the Ulidia, drawn by Colin Cockram.

CONTENTS

- THE LADY ELIZABETH**
Isometrics produce results
- THE SS CAMBRIA**
The search starts
The salvage operation
Personalities
- THE ULIDIA**
A picture emerges
- THE ZEDORA**
A history and a photographic study
- THE JAMES SERVICE**
Site revisited
- THE NORTH MOLE**
Few conclusions
- THE ALEX T. BROWN**
Isometric drawing and photographs
- THE D9**
A plan drawing and a photograph
- THE WYOLA**
Isometric drawing, photograph
and a brief history

THE LADY ELIZABETH

Isometrics produce results

By Colin Cockram

The LADY ELIZABETH is probably the longest running project on the MAAWA books. Several attempts at producing a photo-mosaic have been less than successful because of the high profile of the site and its complexity,

The latest attempt to record details of the wreck site began in November 1985 when I became involved as project leader.

The first trip to the site made it quite obvious that this was a very complex wreck site and that a great deal of time would be needed to produce a significant survey and record. This raised questions about the most efficient method of conducting the necessary tasks, and the form in which the end result would be presented.

Initially the approach was to produce a plan drawing of the site and with this in mind we proceeded to set up reference points on the site from which measurements could be taken.

Because of the time span which we recognised would be necessary it was clearly impractical to set up a formal grid using star picket lines etc, which could become displaced between visits. Further, the high profile of the site made this method impractical.

Finally, a random series of markers was attached to the wreck from which triangulation measurements could be taken after first setting out the grid by the same method.

The method, although complex, is quite accurate and could ultimately have been successful. However, the time taken to record measurements and the subsequent translation to drawing, coupled with infrequent visits to the site, finally forced the realisation that the LADY ELIZABETH could once again beat us.

During this period a great deal of thought was being given to our role and abilities to produce significant results in recording wreck sites. The ultimate conclusion was reached that we lack both the time and the skills to produce archaeological records such as the Maritime Museum may do.

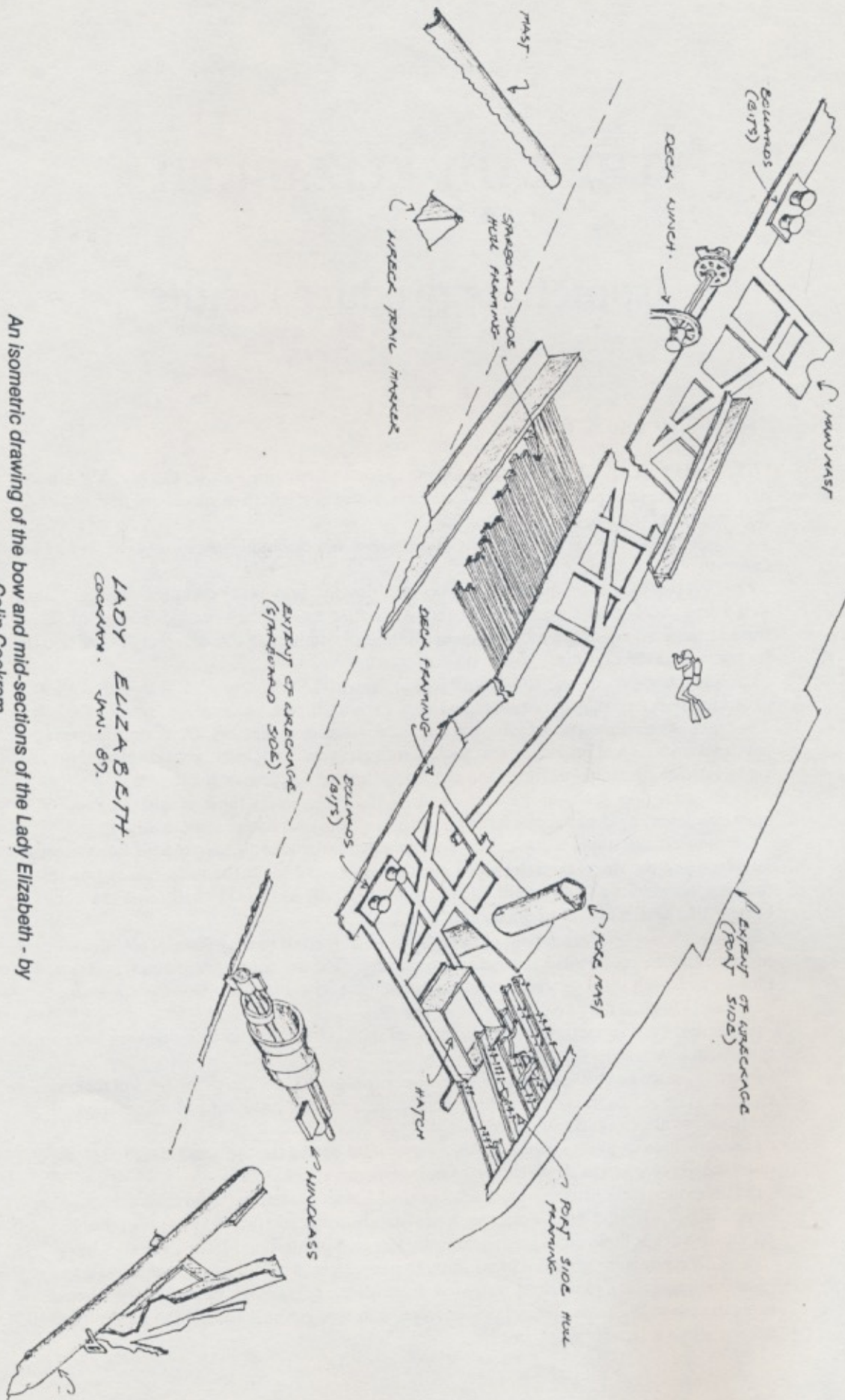
A simpler, quicker method had to be devised so that we could cover more area in a short time, with less detail.

Lately we have been more content to produce footprint sketches giving overall measurements and an indication where certain objects lie, and then producing more detailed sketches of various points of interest.

Isometric drawings were then seen as a very useful device for this more detailed work, but unfortunately a method in which few of our members are skilled.

In September 1988, after having made the decision to produce an isometric sketch of the LADY ELIZABETH site, I began with the first drawings starting at the bow end of the ship. The work is done on site using an isometric grid printed on plastic drafting film.

The only equipment required in addition to pencils etc is a 2-metre measuring rod and a base line from which to work. A weighted line with 10cm graduations is used for vertical measurements. With this technique immediate and recognisable results can be achieved underwater in a relatively short time.



LADY ELIZABETH.
 COCKRAM. JAN. 69.

An isometric drawing of the bow and mid-sections of the Lady Elizabeth - by
 Collin Cockram

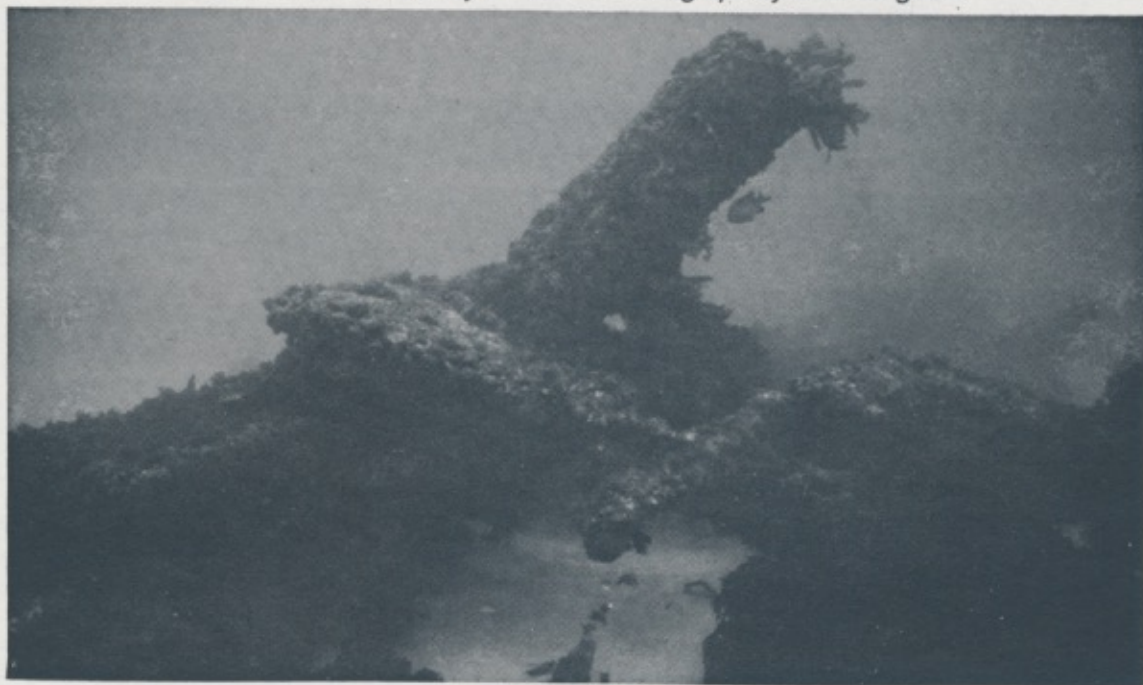
A final drawing is then produced simply by tracing over the original, adding shading etc to produce a three dimensional picture.

The results printed here have been produced from three dives on the site and cover the forward half of the wreck. The intention is not to show everything that exists on this site, but to be selective enough to show the main structure and important objects.

Hopefully by the end of this summer this objective will be realised and a useful record will be available for addition to the Rottneest Wreck Trail information.



Colin Cockram using a measuring rod to produce an isometric drawing of one of the winches on the Lady Elizabeth - Photograph by Brad Sargeant.



The remaining stump of the fore mast of the Lady Elizabeth indicates the angle at which the wreckage is lying - Photograph by Brad Sargeant

THE SS CAMBRIA

The search commences

By Mike Murphy

A search for any remains of the S.S. CAMBRIA has commenced this summer in the South Channel between the southern end of Garden Island and Point Peron where the small coastal steamer was wrecked in March, 1900.

The first area to be searched was on the northern side of the channel due south from South West Point on Garden Island as this seems to be the western end of the general area fitting the description given by the ship's master, Captain Coalstad, in contemporary reports.

Captain Coalstad reported that he had encountered strong S.S.W. winds outside Gage Roads and these had freshened, with a heavy head sea, when they left the lee of the islands through Challenger Passage. Unable to make headway he turned back towards Rockingham and as he was "abreast of the south point of Garden Island", in the centre of the Channel, a heavy swell carried the ship to leeward and it struck the reef about a quarter of a mile from the island.

The draft was 7ft 6in aft and 5ft 6in forward when the CAMBRIA foundered.

Later, after an attempt was made to restart the engine, the propellor shaft broke and the ship "swung round off the reef".

"The south point of Garden Island" if taken literally, is Collie Head, and there is a substantial area of shallow reef there alongside the channel indicated by existing markers. This is to the east of the initial area where we have started the search.

No sighting

No evidence of a wreck was found in the first area of search, but the underwater terrain is very rugged and there were many lumps and outcrops, including several which had straight edges and other surfaces which could be taken for wreckage from a distance but proved to be reef on closer inspection. One outcrop in sand away from the main reef was almost rectangular in shape, for example, and another protruded from the sand like the bow of a ship.

During the initial search we also examined the area of Collie Ledge, on the southern side of the channel across from Collie Head, where a group of anchors were reported in 1981 by Graham Anderton. We found one anchor (see picture) which was close to a large protruding rock, and we are inclined to agree with the view that this originally held a marker bouy. While this does not relate directly to the Cambria, there was some discussion at the Inquiry about the reliability of the marker bouys, and this may indicate that the Cambria was in line with, or very near the bouys when it sank.

We did not find the other anchors reported, including one said to have iron remains beneath it, and a further search will be made of that area.

Apart from the SS CAMBRIA, two other wrecks in the area were the Government schooner ELLEN, the sinking of which is reported in CSR file No 1235/90 and the West Australian of 6/1/1890, and 7/1/1890, and the DEVONSHIRE, which is mentioned in a

Maritime Museum file relating to the discovery of the Collie Ledge anchors but about which little other information has been found.

The salvaging operation

From newspaper reports and advertisements at the time it is clear that most of the cargo of the SS CAMBRIA was systematically salvaged within a few weeks of its sinking on March 4, 1900.

The report of the incident on March 6 in the West Australian listed the cargo as 150 tons of general merchandise and machinery including 85 tons of groceries, kerosene, wines and beer and hardware for Bunbury, 55 tons of machinery ex Suffolk for the Imperial Timber and Woodpaving Company of Bunbury, 30 tons of hardware, bran, pollard and general groceries for Busselton and a quantity of oregon, rope and tar for Hamelin.

On March 7 Captain Webster was appointed to salvage the cargo on behalf of the underwriters and he set off in the tug DUNSKEY, skippered by Captain Douglas, with the lighter STEADY and a team of divers. The Fremantle Harbour Master, Captain Russell, had earlier used the DUNSKEY to take a look at the wreck.

Lighter cargo that had been on deck had floated away and a lot of it reached the beach near Rockingham. It was the sight of brooms and other items floating in that first alerted Constable Murphy of the Rockingham police that there had been a wreck. The Inquirer of March 9 reports that a lot of deck cargo, including kerosene and other goods, was also washed up on Garden Island.

The West Australian of March 9 and the Southern Times of March 10 report Captain Webster returning with 140 pounds worth of salvage including bar and galvanised iron, a spring cart and some timber, and the Herald adds that rough weather had forced the



The anchor found by MAAWA divers on Collie Ledge

STEADY to take shelter in Careening Bay while the salvage was transhipped to the DUNSKY.

The West Australian of March 9 carried the first notice for the auction of the salvaged supplies by Learmonth and Co at the Cleopatra Hotel on March 10, and on March 12 there is a report of the sale of the hull for 41 pounds to a Mr Johnson, representing the Underwriters Association - presumably some legal device connected with the insurance and subsequent disposal of the remains. The ship had been insured with the China Traders Insurance Co and a portion of the cargo with the Commercial Union Office.

Captain Webster apparently went back to the wreck repeatedly. There is another notice of auction on March 13, this time at the Eureka Mill in Nairn Street, Fremantle, on March 15 with the auction list to include 107 cases of kerosene, whiskey, vinegar, 10 rolls of wire netting, clothes baskets, mantlepieces, brooms, galvanised iron, glass, the spring cart, tubs, axe handles, milk, tea, enamel pots and "an immense quantity of timber including 3/8" and 1/2" matchboard, oregon pine, doors etc.

The advertisement says another consignment is expected and it seems it arrived, because the Morning Herald of March 20th lists heavy machinery, wines, spirits and provisions among the items recovered.

This report says the hull will not be worth recovery but machinery and boilers could be utilised. Captain Webster was returning to the wreck again that night.

A notice of auction in the same paper that day lists another 34 cases of whiskey, champagne, McEwen's Ale, potted meats, nails, vinegar, milk, jams, salmon, preserved fruits and sardines.

No wonder the Southern Times of March 13 had reported that merchants at Busselton lost heavily because of the failure of the CAMBRIA to arrive with the supplies they were expecting.

Those latest goods to be salvaged were auctioned on March 22 and within days the highly successful salvage team were back with enough for yet another sale. This time the notice in the West Australia of March 30 includes tobacco, worcestershire sauce, wine, beer and stout. It also announces the intention to sell the hull, engines, machinery and equipment "as she lies", which suggests Captain Webster couldn't salvage them, and if he couldn't who could?

Unfortunately the newspaper record ends there. There is no report on the sale, if any, of what Captain Webster was forced to leave behind, or of any subsequent attempt to salvage the hull and the engines.

Personalities associated with the Cambria

James Cornish Port

The principal owner of the CAMBRIA is listed in newspaper reports as J.C. Port of Bunbury and it is almost certain this is James Cornish Port, who was connected with the timber mill for which the ship was carrying machinery.

According to a report on the Timber Industry in the W.A. Historical Society Reports of 1929, Part V, J.C. Port arrived in W.A. in 1886 and built the National Bank in Perth. He then entered the timber industry and four years later opened a mill at Crooked Brook with a yard at Bunbury. Later he built two mills at Worsley and either bought or built one at Argyle. Eventually he sold out to the "Jarrah Timber and Wood Paving Corporation of London", which appears to be the same as the "Imperial Timber and and Wood Paving Corporation" which is named in reports as owner of the machinery the CAMBRIA was carrying. Mr Port was living in Maylands in 1929 and was still working in the timber industry at Pindalup.

In his book "Mills and Men", W.C. Thomas says James Cornish Port was born in 1858 in Geelong, Victoria, where his father had a timber yard. Thomas recalls that the loss of a steamer in the neighbourhood in the early 1880s caused the Adelaide Steamship Company

to place the SS Franklyn on the W.A. run and Port arrived in W.A. on the Franklyn's first voyage from Port Adelaide to Champion Bay.

He gives 1883 as the date of Port's arrival in Perth to start work on the National Bank and locates Crooked Brook on the Ferguson River near Bunbury.

Thomas says Port sold his interests, including timber leases on the Collie River, to the Jarrah Timber and Wood Paving Company in 1888 and that he stayed on as general manager until its amalgamation with other timber concerns in 1902. In 1911 Port was working at Dwellingup and was chairman of the local Chamber of Commerce. From Thomas' account it would appear Port was still alive in 1938 when the book was written.

Captain Charles Coalstad

The master of the CAMBRIA, Captain Charles Coalstad, had a one tenth share in the vessel. His coasting master's ticket, which he had held for only 18 months, was suspended as a result of the wreck but he was allowed to continue as a mate and undoubtedly captained other ships in later years.

He is described in one newspaper report as Norwegian and the name is spelt variously as Coalstad, Cronstad and Coalstadt.

At the Inquiry it was stated that he had been examined by Captain Irvine for his master's certificate and was well acquainted with the channel, having passed through it about once a week for eighteen months. He had often been through it at night, including the night on which the CARLISLE CASTLE sank.

It is presumably the same Captain Coalstad (spelt Coldstad) who in 1934 was sent by the Cossack Lightering and Traders Ltd to inspect the URIBES prior to purchase.

The earliest appearance of a Captain C. Coalstad in the Legislative Council roll is in 1920, his occupation being given as master mariner and his address being "Ras-El-Tin", 22 Hamilton Street, Fremantle. He is listed in the Perth telephone book for 1935 and for May, 1936, but is not listed in the edition of November, 1936, suggesting that he may have died around that time.

A Miss H. Coalstad is listed in the telephone book for 1943, her address being 18 Kershaw Road, Subiaco, and a Mary Ada Coalstad died aged 69 at Subiaco in 1944 and was buried at Karrakatta. It seems likely that Mary Ada Coalstad was Captain Coalstad's wife and Miss H. Coalstad was their daughter.

If this is so it would put Captain Coalstad at the age of about 40 at the time of the wreck, which seems older than would be expected for someone who had only recently obtained his master's certificate. He may have arrived from Norway not long before that, and may have had Norwegian qualifications which were not recognised in W.A.

A Mr Ian Neilson has indicated that he has done research into the CAMBRIA and that Capt. Coalstad's daughter became Mrs Crisp. He interviewed her but she has since died.

Mr Neilson indicated, and other sources have supported the report, that the steering wheel of the SS CAMBRIA hangs on the wall of a Perth yacht club. I have been unable to locate it.

William Mollison

William Mollison was the builder of the CAMBRIA in 1885 and operated on the banks of Cam River near Emu Creek at what is now Burnie in Tasmania.

In "Blue Gum Clippers and Whale Ships of Tasmania", Will Lawson lists many small ships built in the area. Others built by Mollison included the MARY BANNATYNE, of 150 tons, and the schooner EXPERT, built for Captain James Pilson.

The name CAMBRIA could have any connection with Wales and there were several other ships of similar name, including the British barge QUEEN OF CAMBRIA which was visiting Fremantle at the time its near-namesake was wrecked. There is a possible connection in Tasmania with the estate named "Cambria" which is mentioned in "Isle of Mountains" by Charles Barrett. However, this is on Tasmania's east coast, not the north and it is only the fact that the ship was built in Tasmania which suggests any connection.

THE ULIDIA

A picture emerges

By Steven Wells

The ULIDIA arrived at Bunbury from Newport, England, after a quick 87-day passage in 1873. She was carrying a cargo of rails and railway materials.

She ran aground whilst approaching the Bunbury jetty and took in 20 inches of water into her hold. Despite being on rocky ground she sustained little damage and was floated off on the next high tide once some cargo was removed.

A subsequent inquiry led to the Master, Douglas Carey, having his ticket suspended for 12 months. Capt. Abbot, of Fremantle, had charge of the vessel on the voyage to Fremantle and on arrival there Capt. James McAdam was appointed as the new Master.

After removal of her cargo the ULIDIA was taken to Careening Bay where she took on 1000 tons of sand ballast. She left there on May 12 and was towed for part of the journey to the Stragglers by the SS Dolphin.

Arriving at the Roads on May 13 she anchored well outside the marker bouys and to the northward of the main anchorage. During those two days the ship was under the control of Pilot S.G. Butcher.

Capt. McAdam waited until May 18 before getting suitable winds to depart. With clear and starry skies, the wind NE by N and a falling barometer, the order to make sail was given at 3.30 a.m. and by 4.45 a.m. she was under way with all sails set.

Her initial course was NW by half N for half an hour at 3-4 knots. The captain thought he would be able to put to sea before the wind swung north but this did not happen.

Once under way the wind commenced to haul more northerly, breaking the ship off and preventing her keeping her course. Order were given to tack over but she missed her stays. When she wouldn't come round the captain ordered the helm to be put up. Stay sails were dropped and the after yards squared. After she had gone off about 4 points she stayed in that position, heading approximately west.

The starboard anchor was let go and the helm put hard to port. About 120 fathoms of cable was played out before it snapped. The port anchor was then let go but it was brought up as she grounded.

Ground was taken on the port side at about 6 a.m. By now there was a moderate breeze and a high sea. A current of 1.5 knots running south was also noted.

The pumps were kept going as the ship bumped heavily for the next half hour. By this time the lower hold was full of water. Soon after the tugs Dolphin and Rescue came up to give assistance. On board were Captains Fothergill, Ward and McLure who surveyed the stricken vessel. She was condemned and it was recommended that she be sold "for the benefit of all concerned".

All crew were safely removed to shore.

No pilot was aboard at the time of the departure because none was required according to local legislation.

Reports the next day indicated the ship had struck "almost 60 yards NNW of the visible part of the Stragglers". The head was pointing to the NW and sand was noticed billowing out of a large hole in the bottom abreast of the main mast. The reef was described as being 1.5 fathoms under water on her port bow, 2 fathoms starboard side, forward 2.5 fathoms and after 3 fathoms.

By afternoon the wreck was full of water to within 4ft of 'tween decks".

Contents were sold at auction later for 425 pounds to a local syndicate.

Attempts were then made by the syndicate to refloat the ship. The attempt continued for several months but an article dated September 1893 reports it was abandoned and the condition of the vessel was regarded as hopeless.

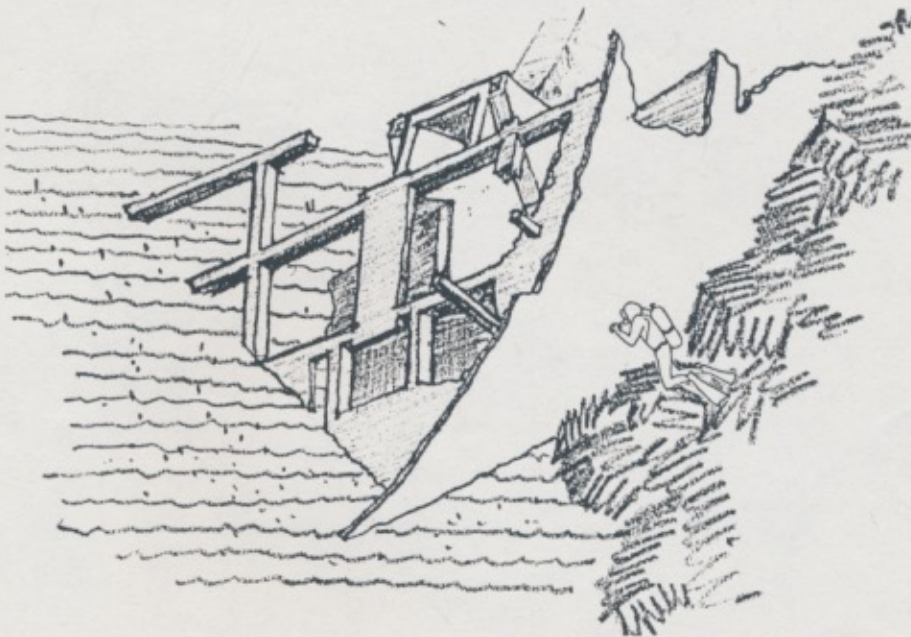
Capt. McAdam was charged and found guilty on three separate charges which resulted in his ticket being suspended for six months.

The Wreck Today

The Ulidia site is one of the biggest in the Fremantle/Rottneest area, covering an area approximately 80 metres x 20 metres.

There are prominent upright sections at both the bow and stern, but the bulk of the remainder is relatively level.

The wreckage appears to be lying in a "dog-leg" as if the ship broke in two at some stage. Several sections of mast lie across the exposed decking beams and there are several sections of masts or cross trees lying along the side nearest the reef. In front of the main mast section, approximately midships, there is what appears to have been a hatchway. On the side away from the reef there are more sections of mast and what appears to have been framework from the superstructure. Near the stern on the reef side there is a large section of hull plating upright against the reef and near this there is an anchor which appeared on first inspection to be small for a ship of this size..

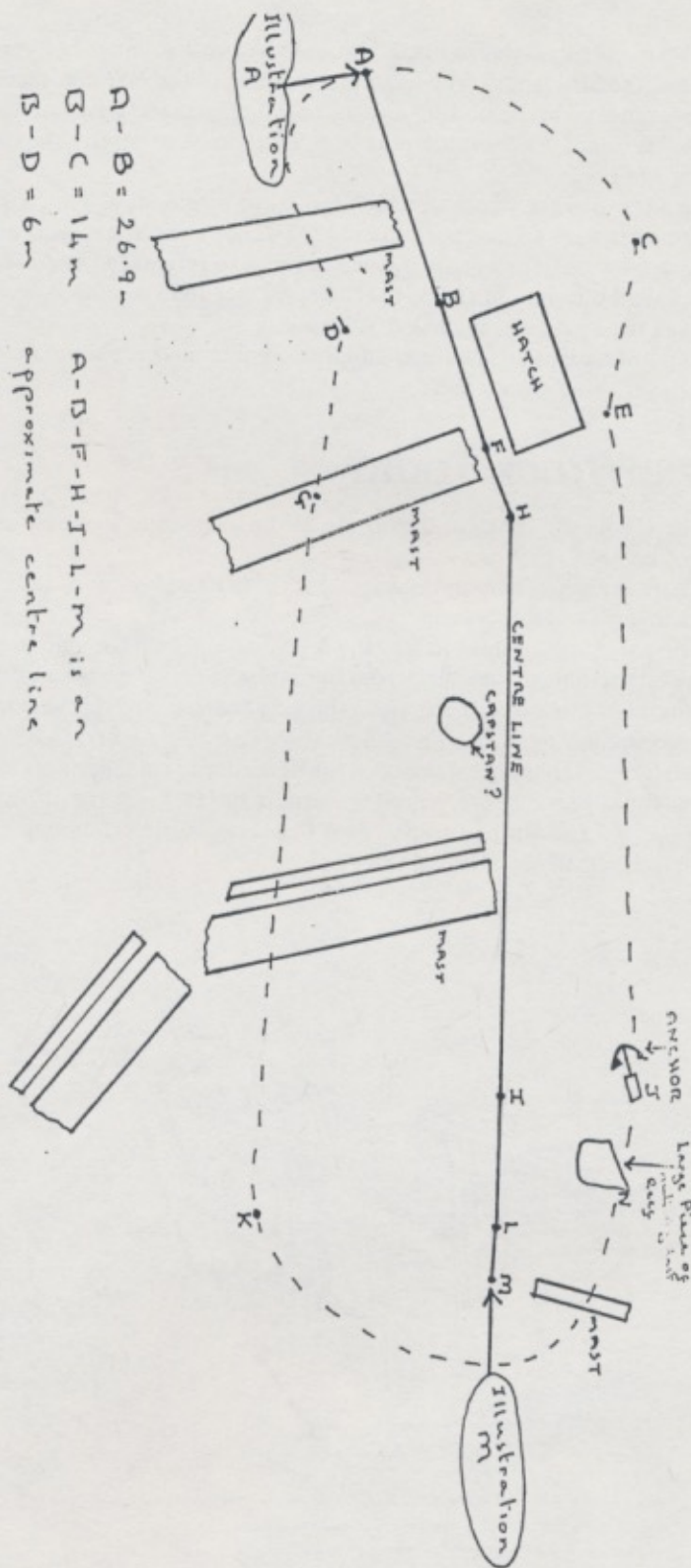


The bow section of the Ulidia - drawing by Colin Cockram

ULIDIA

Preliminary Survey Nov 5th 1988

Approximate outline of wrecksite 80 metres x 20 metres



A-B = 26.9m

B-C = 14m

B-D = 6m

E-F = 9m

F-G = 11m

F-H = 5m

H-L = 47m

I-L = 9m

I-N = 9.5m

L-M = 2m

L-K = 16m

L-N = 4.5m

A-B-D-F-H-I-L-M is an

approximate centre line

A is stern end

M is bow end

I is a prominent piece of wreckage

rising at an angle.

A map of the Ulidia site - drawn on the first MAAWA dive by Mike Murphy with later additions by Gay Nayton.

THE ZEDORA

A history and photographic study

By Steven Wells

The ZEDORA was a wooden, three-masted barque sheathed with yellow metal, 117.7 ft long, 25 ft beam and 14.8 ft depth, weighing 269 tons built at Bideford in North Devon in 1869.

It left London in 1874 under master John Hodges and arrived at Mauritius via the Cape in early January 1875. From Mauritius it departed in sand ballast for Adelaide on January 10 and on the outward voyage encountered strong winds from the south. These forced the ship north so that by Sunday, February 7th, its position was determined to be 37 degrees magnetic with winds blowing SSE.

At this time the captain decided to make for Fremantle to try to pick up a charter.

At about 10 p.m. on the 7th the wind was blowing strongly and a heavy sea was running. A squall struck the ship and threw it on the beam ends. It would not lay off for an hour and a half as its ballast had shifted and the crew had to go below to trim it.

When it didn't lay off the master brought it round on the other tack while the crew trimmed it. The ship kept this tack for two hours before returning to its course.

On the morning of the 8th the master made sail on the vessel but found it very tender. Lifting the hatches it was found that water was on the lee side, washing the ballast, and the pumps choked.

At noon on the 10th the ship's position was fixed by observation as being 90 miles west of Rottneest with the wind blowing SSE and course heading approximately east by north until about 1 p.m. when it was hauled more to the south.

At 2 p.m. it was heading east by south by compass until 4 p.m. when the course changed to east by south half south, travelling at about 8.5 knots (by log) until 8 p.m.

The master was steering on course to make the Rottneest light, which should have been right ahead or a little on the lee bow. By 8 p.m. the master considered he should be 20 miles from Rottneest.

As a result and because it was getting dark, sail was reefed upper fore and main topsails and fore staysail shortened and speed reduced to 3.5 to 4 knots with a sharp lookout for the light.

The master was on deck constantly but saw nothing. At 8.30 he went aloft for 20 minutes but still saw nothing.

At 11 p.m. the mate reported that no light had yet been seen but drew the master's attention to land under the lee. The master at once cast the lead and had a reading of 25 fathoms. They were still heading east by south half south.

The master then told the mate to let her go west north west. At this point he went below to consult his chart. The mate shortly after reported seeing a revolving light on the starboard quarter bearing north east. The ship's course was turned northerly and a man was sent aloft to examine the light.

The helmsman and the lookout aloft agreed that the light was revolving. Unfortunately the mate, who had also gone aloft, thought the light was flashing rather than revolving. The long boat was made ready and tied astern.

The ship struck lightly but was carried off. Its course was now laid more west, at which time it struck heavily and became unmanageable.

Orders were given for boats to be got out and while this was being done the ship drifted south.

The master was now at the wheel keeping the ship west by south, attempting to sail as close to the winds as he could.

The lookout forward reported a revolving light on the starboard bow bearing north north west with white water ahead.

An attempt was made to heave the lead but it was carried away. While the line was being hauled in the rudder came up and the wheel broke as the ship bumped heavily.

It was 20 minutes between the first and second striking. On the second bump the ZEDORA became firmly stuck.

The force of the impact carried away the rudder and the yards and the mast threatened to come down. After a short time Captain Hodge "deemed it prudent for the safety of the lives of the crew to leave the ship, which they did about 2 a.m."

All the ship's company alighted in two boats and made shore safely.

The gig, commanded by the mate, led the way, making for the Rottneest light. The captain followed in the long boat. At daybreak the wind was moderating so the captain decided to return to the ZEDORA. He changed places with the mate and took three volunteers but it was impossible to reach the ship which was pushing the gig onto the reef. They therefore decided to run the gig before the wind and onto the beach north of Fremantle.

The captain landed about three miles north of Fremantle where he was picked up by Mr Broomhill, the clerk of works. He was taken to Warder Grady's and "most kindly treated and provided with refreshment".

Pilot O'Grady picked up the rest of the crew when he went out to inspect the ship and brought them back to Fremantle.

All inquiries against Captain Hodge were dismissed at a subsequent inquiry.

Total wreck

The ZEDORA became a total wreck and the hull was sold at auction shortly after for 160 pounds. Numerous other articles were also sold at the auction including 43 sails.

After the purchase of the wreckage there were notices in *The Inquirer* warning people that anyone removing anything washed up on the beach without authority would be prosecuted. It is evident from this and from the captain's reports that the ship was in a very tender condition indeed and was probably breaking up as it lay on the reef.

Over a year later some wreckage was reported at Jurien Bay (*West Australian Times* 11-7-1876). The report indicates that this is the remains of the ZEDORA. It is likely to be. What was found was a piece of board with the letters ZE printed on it. Currents of the WA coast would certainly be favourable for transporting wreckage north and it appears unlikely that any other vessel with the name beginning ZE would have gone down in an area capable of despatching wreckage to this area. The only other ZE ships reported lost were the ZEEWYCK in 1725 and the ZEPHYR in 1966.

The wreck today

The ZEDORA and the LANCIER lie within several hundred metres of each other and have been frequently confused. There is evidence that the ZEDORA has been "excavated" in the search for the legendary 7,000 pounds of specie reportedly lost soon after the LANCIER was wrecked.

As recently as 1959 Hugh Edwards wrote an article in the *Daily News* describing what appears to be the ZEDORA as a treasure ship (i.e the LANCIER). The details of the reef

around the wreck and the comments about it periodically being covered by sand leave little doubt that he is describing the ZEDORA and not the LANCIER.

It wasn't until 1973 that Mike Pollard, writing in the UEC Newsletter, settled the question of which wreck was which.

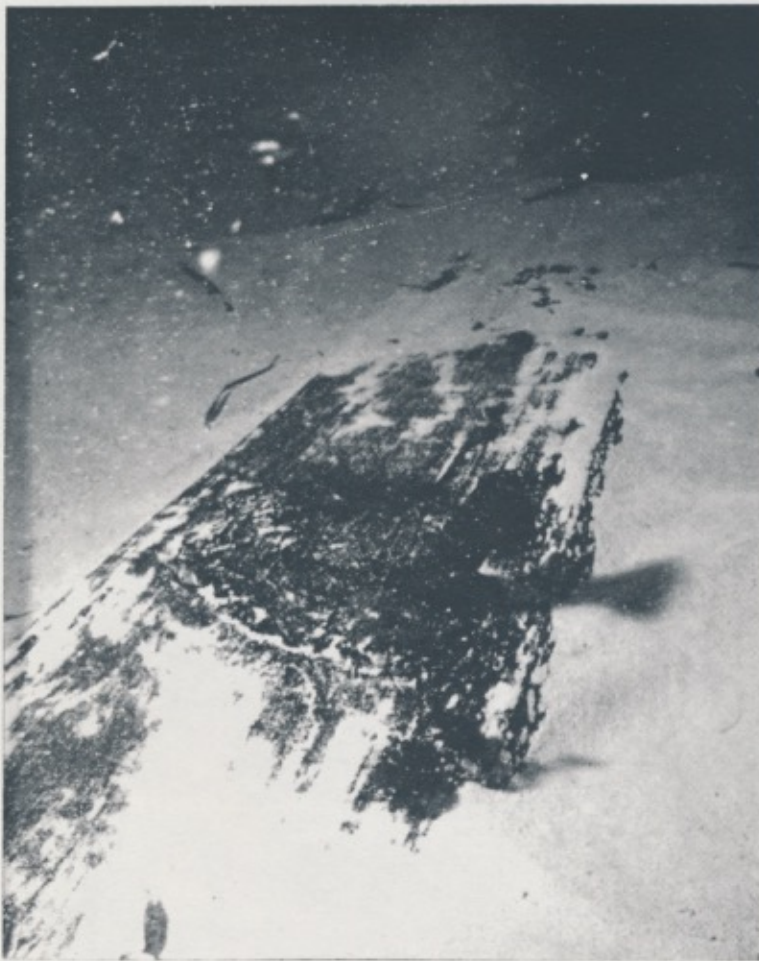
Casual conversation with local diving legend Jack Sue revealed that he has several artefacts from the ZEDORA including a small anchor. Further reports on this wreck will include a follow-up on this information.

Wreck Report

The ZEDORA was almost successful in heading out to sea through Hugel Passage. The reef it struck is on the very edge of the passage. Although marked on the charts as a lump the reef itself consists of several inter-connected lumps with sandy weedy bottoms up to 15m wide between them.

The wreckage lies in about 8 m. of water at the base of a 3-4 m. reef wall which has a prominent overhang to the northern end of the wreckage.

The site is prone to swells in any weather as the reef provides one of the first obstacles to incoming water. As a result, visibility is often poor due to sand being thrown about. At times it is also probable that the reef gets completely covered with sand.



*The keelson of the Zedora, well covered by sand
- Photograph by Brad Sergeant.*

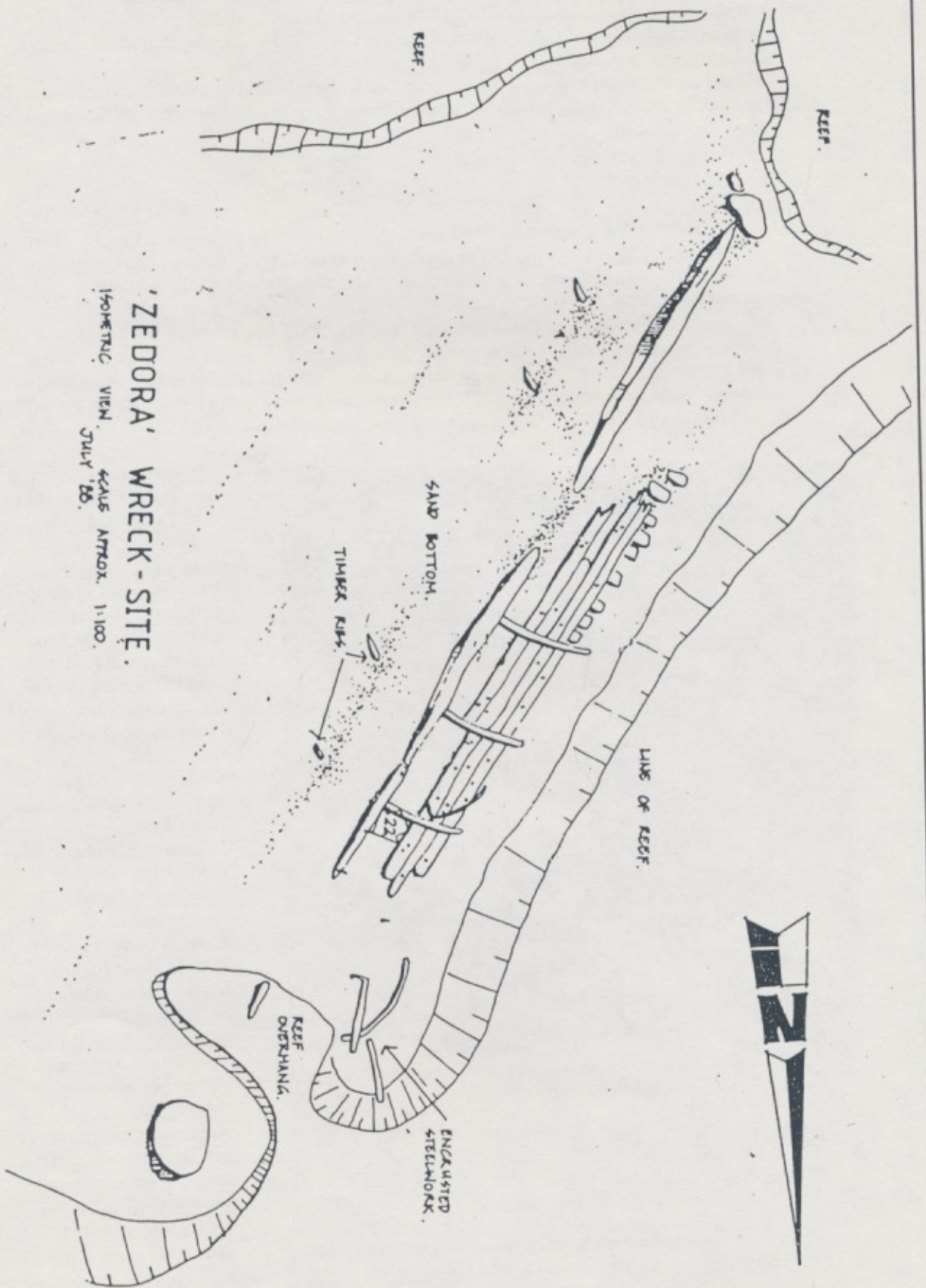
Two successful dives have been made on the site. The most productive occurred in July 1988 and resulted in Brad Sergeant drawing a detailed plan of the site and producing an excellent set of slides of major wreck features. The interested reader is highly recommended to view these slides.

When exposed the wreckage covers an area 20m x 5m.

The wreckage lies parallel to the reef face in roughly NE (bow) - SW (stern) orientation.

This is to be expected as an initial report in a letter to the Colonial Secretary (CSR/813/12-18) reported her "head to westward and her bow run up on some very shoal rocks, and her stern, more especially her port quarter, partly under water as she had careened to southward.

Very little wreckage protrudes more than 1 metre above the bottom.



'ZEDORA' WRECK - SITE.

ISOMETRIC VIEW
 4 CAUS APPROX. 1:100
 JULY '88.

The Zedora site - an initial plan by Brad Sergeant

Remains of the keelson are clearly visible for a length of 15 metres. This consists of heavy timber almost a metre wide on the floor face. Along the keelson scarf joints are evident along with several securing bolts.

At right angles to the keelson on both the port and starboard sides framing extends up to two metres outwards and up to a metre above the keelson. Sand covers all but the tops of all starboard frames while the port side is exposed and reveals the frames as well as attached outer planking. This is probably due to scouring action along the reef face.

The outer planking runs parallel to the direction of the keelson for a distance of 9-10 metres and consists of up to four planks up to 25 cm wide.

The bow end of the planking has become the resting place of one iron knee which is quite prominent, sitting on the wood.

Separate from the wooden structure described and slightly west by about two metres is located some heavily encrusted steelwork. This consists of a curved piece of iron with a straight piece running from the near centre of the imaginary circle formed by the curved piece through circumference. This structure has a maximum length of 2.5 metres and is assumed to be part of the bowsprit.

On the second dive several weeks after the first, only the ends of the frames were visible above the sand.

The location of the wreckage indicates that two things have happened since the account in the Colonial Secretary's report.

(a) The bow section and possibly the whole vessel has slid off the reef and back into deeper water.

(b) The vessel has continued its southern movement - rotating about 120 deg. southerly about the bow to reach the present location.

Proposed further work

(1) To try to ascertain whether the bow section did remain intact with the bulk of the ship or has remained in its original position while the rest broke away and rotated south.

(2) A closer examination of timbers including detailed measurements.

(3) A search for any wreckage near the Mewstone (where the ship originally struck) and around the present wreck site.



The iron knee which is clearly evident among the timbers of the Zedora site -

THE JAMES SERVICE

Site revisited

By Mike Murphy and Stephen Wells

The wreck of the James Service was visited by MAAWA divers Steve Wells, Terry Farrell and Paul Wright on October 29, 1988. Other divers in the team failed to see the wreck due to haze which obscured the horizon and prevented site location by visual transits and visibility of less than three metres below the surface in strong swell and very sandy conditions.

The site is on the southern end of the Murray Reef and is found by following bearing 335 deg. from the mouth of the Murray River at Mandurah to where waves are breaking over the reef at two points. South of these breaks there is a long patch of turbulent water over shallow reef. The wreck is located to the south of the most northern of a series of turbulent areas. The turbulent areas to the south of the wreck may be less visible on other days. There had been a storm a few days previously and on the day a big swell was crossing the reef. We anchored well behind it because of this swell, which meant a swim of 50 to 100 metres to the wreck site.

On the day we visited the wreck site there was a slight south-easterly blowing. This swung south westerly by late morning, whipping up small waves to about 1 metre.

As we journeyed the 4-5 km NNW to the wreck site it was evident that we were in for a poor visibility, surgy dive. Rough weather during the previous week had stirred up the bottom nicely and the 1.5m. swell which was running didn't help matters.

The wreck itself was towards the southern end of the Murray Reef which itself forms the southern tip of the Five Fathom Bank reef network.

Finding the actual wreck site by viewing landmarks was impossible on the day we dived. This was due to smoke and haze obscuring two given marks.

Fortunately the reef (locally called "James Service") is reasonably easy to locate as it breaks in almost all conditions. With the additional information of "It is south of the rock that the water swirls over and this is in turn south of the two main breaks" we were able to anchor approximately 100 metres due west of the site.

The site itself is located immediately to the east of a shallow lump of reef. This means visibility is often poor with conditions for diving made difficult due to waves above and surge below.

The wreck lies in 5-8 metres of water. The axis of the keel runs approximately east-west with the bow facing west. Wreckage is scattered over an area of 180' x 40'.

The bow section has collapsed sternward and canted over to starboard due to the initial impact and rusting of supporting structures sternward.

Since Dave Totty's drawing (1985) it is evident that most of the iron plating making up the outer hull has gone. Underlying frames are still intact and still indicate the original hull shape. This structure rises 2.5m from the bottom.

Three deadeyes are still visible 15m sternwards on the port side of the wreck. These are heavily encrusted with marine growth (as is much of the site) making their identification im-

possible until we saw slides later. The deadeyes protrude 0.6m above a section of fairly intact hull which comes up from the bottom about 1.5m and extends from the bow for 20m sternwards.

Ribbing is evident inside the hull at this point.

Extensive ribbing is also evident from the central section of the wreck on both sides extending 30m sternwards. This protrudes up to a metre from the hull.

A ledge extending 30m sternward from the the bow on the starboard side has been formed by remaining intact hull plates. This ledge is 1.5m high and it is possible to swim along it for 10-15 metres and clearly observe the curvature of the hull down towards the keel. This section is fairly free of growth.

Within the central section of the wreck there were clearly defined frames making up the flooring (?) support and keelson. Although covered with much loose plating the grid pattern was easily seen.

The stern of the ship rises from the bottom for 2m. Little plate remains but steering gear is clearly visible. This almost looks like a huge anchor with crosspiece and fluke.

Two separate mast sites were found south of the main wreck site.

The first immediately south of the central wreckage consisted of two intact sections of hollow iron mast about 1m in diameter lying on a generally SE-NW axis. Within this location was one section of mast 15m in length lying over another 20m long. Some circular metal hoops were on both sections. These may be fittings on the mast or else hoops for sails.

The second mast site was 10m west of the first.

It also consisted of two sections. Their axis was E-W. The first section was 15m long while the second slightly west of the first was 6m long. No hoops were noted on the second mast site.

On both mast sites steel cable is visible running along the general direction of the masts and to the west.



Part of the wreckage of the James Service - Photograph by Dave Totty

Much iron plating has fallen both into the internal area of the ship and surrounding areas. This plating presents a confusing picture until one is able to swim over the whole site to ascertain main structural features.

The plating may cover artefacts. Comparison with the slides taking in 1985 indicates that much plating has either fallen or corroded away from the frames. The wreck may still be continuing to disintegrate, hence the need for detailed mapping of the site to plot the development of this process.

This report is necessarily brief due to it being the first and only dive on the site and the poor conditions. The site is certainly worthy of further work by MAAWA.

Only one anchor has been found at the wreck site and this now forms part of the commemorative monument to those who perished when the ship was wrecked. Those interested can see this anchor in the Mandurah Cemetary.

One theory has it that the ship actually anchored further out to sea and drifted onto its present location. This could account for the lack of anchors on the site. Any future visit to the site could include a search for the missing anchors.

HISTORY :

There is a full article on the wreck of the James Service written by Scot Sledge in the Port of Fremantle Quarterly of Autumn 1974 with photographs and a location map provided by



*Diver searching the wreck on the first MAAWA expedition under Dave Totty -
Photograph by Dave Totty.*

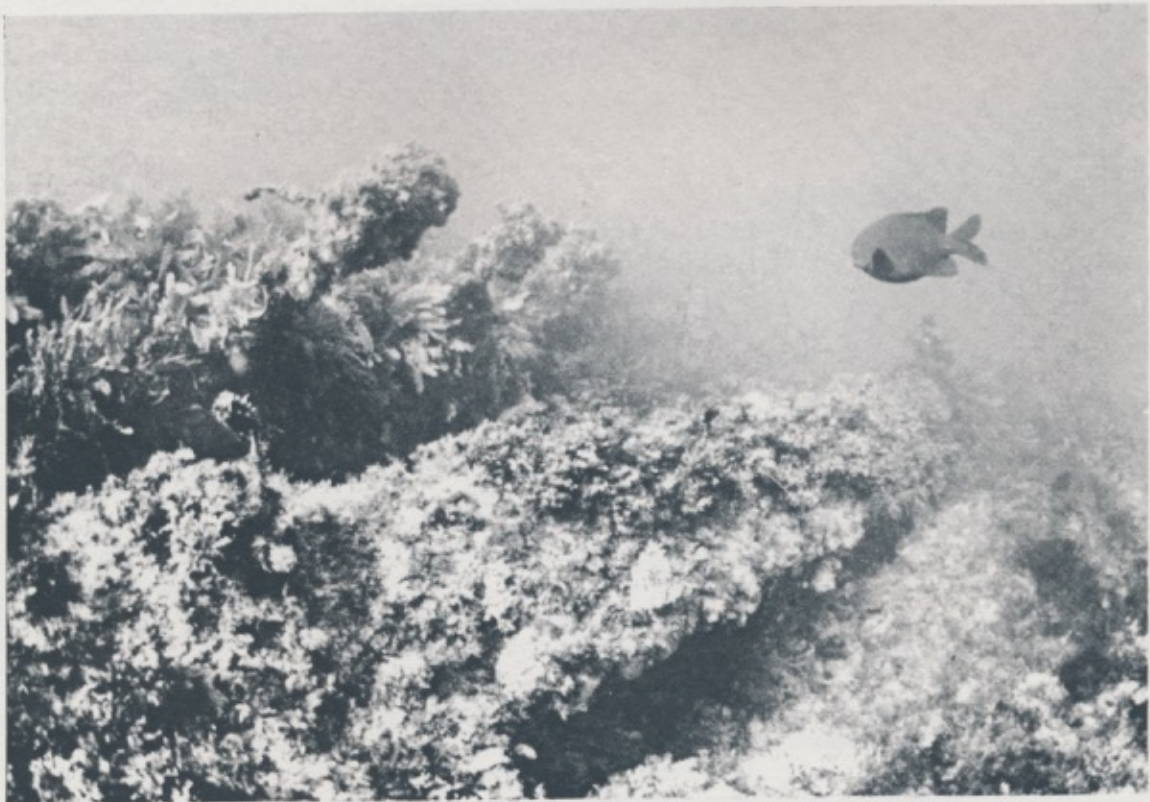
Denis Robinson. The three-masted barque was on its way from Calcutta to Melbourne when it was wrecked in July 1878. All the crew and passengers died and many bodies were washed up on the beach. The wreck occurred during a storm and it is assumed the ship had been damaged (there is a report from someone watching from shore that the mizzen was missing), turned towards Fremantle to find harbour and struck the reef from the landward side on a port tack.

In 1986, after a submission to the W.A. Museum by Dave Totty, approval was given for MAAWA to undertake a full-scale survey of the wreck, but this approval did not provide for assistance from the Museum which had been requested, or for the removal of artefacts which had also been proposed. Instead the approval suggests that MAAWA should conduct the survey and then contact the Museum again, when an inspection would be carried out. The survey was not conducted.

PHOTOGRAPHS

Dave Totty has a large number of slides of the wreck and of the 1985 preliminary survey work.

Dave Budd of Dave Budd Watersports in Mandurah has also taken photographs.



Deadeyes on the James Service wreck. - Photograph by Dave Totty

THE NORTH MOLE

A long project with few conclusions

By Mike Murphy

As was reported in the previous edition of MAAWA reports, the North Mole project has taken place over several years under several project leaders.

In 1988 pressure was placed upon MAAWA to produce some kind of result quickly because the wrecks, particularly the dredge or barge popularly but erroneously known as the GAREENUP, were about to be covered over by extensions to the harbour.

In the event, the main wreck was relocated by the Marine and Harbours Department with assistance from MAAWA in deciding the new site. The other wreck sites lie within the new harbour area and until work is completed it will not be known to what extent they have survived or have been destroyed in the dredging process.

In attempting to produce a publication before the work on the harbour extensions we went back over past research and found so many questions unanswered that few conclusions could be made.

Apart from Denis Robinson's evidence that the dredge is not the GAREENUP and is in fact the PRIESTMAN 2 we have no clear evidence of what it is, or what any of the other wreckage is from.

The case against it being the GAREENUP is quite simple. The measurements are wrong and it is made of metal while the GAREENUP was timber. The suggestion of a timber hull which has fallen away from a metal interior is pure speculation and, in any event, the measurements alone rule out the GAREENUP.

The other principal wreck site in the area (listed by Kieran Hostie as Wreck No 2.) is also metal.

The third wreck site was called "the flat wreck" by Kieran Hostie. Very little examination of this site has taken place and nothing of any certainty can be stated about it.

Similarly with the fifth site, identified as "stone and timber". This is a jumble of materials which could have been dumped there and may not be a wreck site at all.

Over the years a number of vessels have been named in connection with the North Mole sites.

Summarising each claim briefly:

The GAREENUP.

Reg. No. 15 of 1906 at the Port of Fremantle, this was a lighter built by W. Lawrence in 1892. It had a wooden hull and was 90.18ft x 17.18 ft x 5.83 ft. It was wrecked in a collision in Fremantle Harbour in August 1923 and while the collision is well reported in Battye Library records I have seen no report of it being raised and towed to the north side of the Mole. The GAREENUP was struck by another lighter, the EURO, and rapidly filled and sank near Victoria Quay. The EURO smashed through the GAREENUP'S combings and it went down by the after end. Denis Robinson appears to have first made the claim that the wreck

of the North Mole was the GAREENUP in "Shipwrecks Around Fremantle" in 1974, but he subsequently retracted this in a report in a MAAWA Newsletter in 1983.

The S.S. SUSAN.

This North Mole contender was a small steam launch used to take pilots and other officials to and from ships. It was rammed by the RMS Mongolia in mid-channel just off the North Mole in December 1908, turned bottom up and went to the bottom. Again there is no report of it being raised or moved. It was made of wood and was too small to be either of the main North Mole sites. The name BLACKEYED SUSAN refers to the same vessel and was used, apparently erroneously, in a report of the incident by the New Zealand Insurance Co.

The BLACK SWAN

This 90 ft dredge, which was imported from England in 1869 and worked with convict labour on the Swan River, sounds like a strong contender because in a paper by K.O. Murray presented to the W.A. Historical Society in June 1949 he said it had been "sunk behind the North Mole" in 1923. It had a jarrah bottom fitted to a steel hull, and there was planking evident at the bottom of the North Mole Number 1 site. However, Denis Robinson told me that he had spoken to K.O. Murray who had assured him that it was not the BLACK SWAN and that the term "behind the North Mole" was in common use as meaning anywhere out to sea from Fremantle. Also, the steamers and boilers were salvaged, further evidence against it being the Number 1 wreck site as there is a boiler remaining in that structure.

The EAGLE

Built in 1906, the EAGLE was a wooden steam tug which collided with a barge off the North Mole in January 1941. Its measurements were 67.6ft x 15.5ft x 7.2ft and these are fairly close to the general measurements of the North Mole Number 2 site. However, North Mole Number 2 consists of metal remains and the EAGLE was of timber.

Another possibility is that the boiler of the EAGLE is the one closer in to shore than the main wreck sites. However, there is no other wreckage apparent in the area apart from the Number 3 site and nothing has been found to identify the boiler in any way.

The ANTELOPE

This appears to have been included in the list of possibilities purely because it was wrecked near Fremantle. It was a very small boat which broke up on the bar in 1856 before the North Mole was built.

Several other vessels were wrecked on the bar or in that general area. Marine and Harbours workers told me that the remains of a big sailing ship lie under the North Mole and that somewhere off the Mole, at a site they would not disclose, there is a very large lead keel lying on the bottom.

THE CASE FOR THE PRIESTMAN

Denis Robinson is convinced that the main barge, now relocated outside the new harbour wall, is the PRIESTMAN No. 2, of which there is a photograph with the HMAS REPULSE in Fremantle in February 1924.

In a report to MAAWA in 1983 he said measurements had ruled out the BLACK SWAN, PREMIER, No 5 BARGE, ADVANCE, GAREENUP, PONTOONS A & B, PARMELIA, FREMANTLE and GOVERNOR, leaving the possibilities unchecked as AVON, 404 (ex Timaru) and PRIESTMAN No.2.

SUMMARY

MAAWA's work on the North Mole project in 1987 and 1988 produced worthwhile drawings of the three main wreck sites, together with measurements. While this may be useful as-

sistance in future research to identify the wrecks, no conclusive evidence exists to identify any of the sites.

Denis Robinson's claim for the PRIESTMAN No.2 seems strong but not proven and, apart from the AVON and the 404 to which he referred and on which no research has been done, all other contenders named in the past appear to have been discounted.

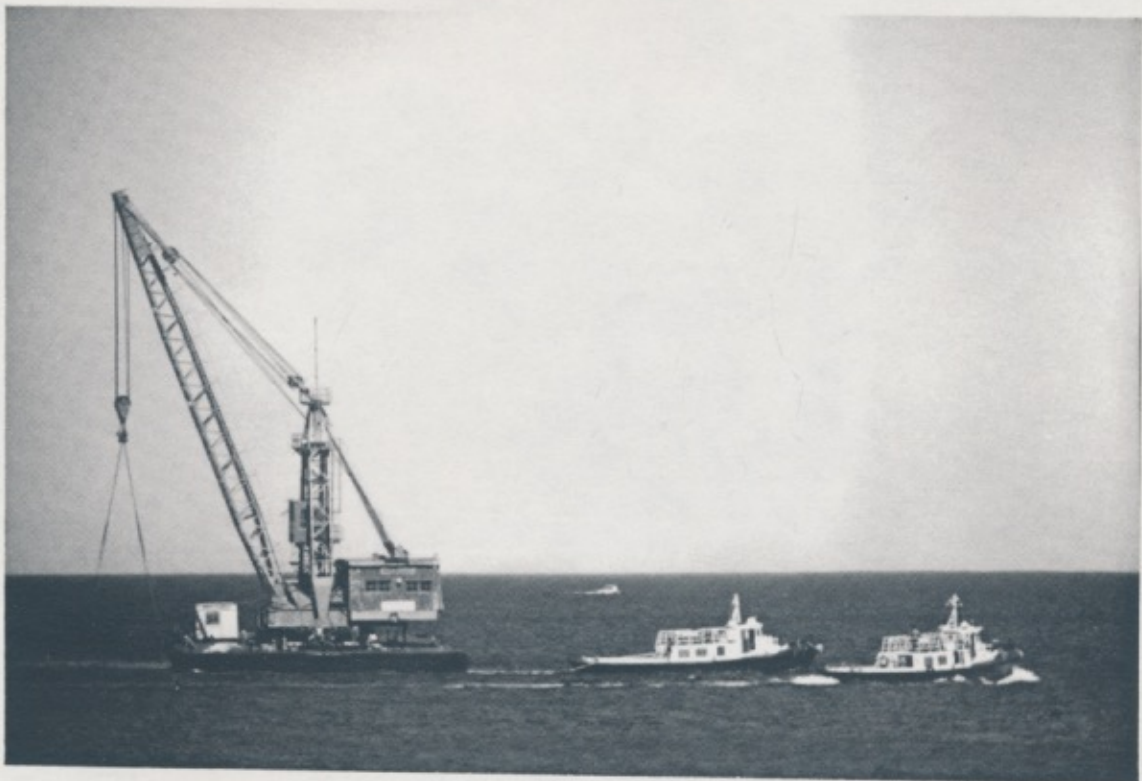
If the decision is made to return to this project after the harbour extensions are completed the following procedure would be recommended:

1. To measure, photograph and draw any wreckage remaining within the harbour extensions. Although it is more likely that existing material has been damaged or destroyed by the dredging it is also possible that new material has been revealed.

2. Research should be carried out on the AVON and the 404 listed by Denis Robinson.

3. The photograph of the PRIESTMAN 2 with the HMAS RELIANCE should be obtained. This should be compared with Colin Cockram's isometric drawing of the North Mole barge, or with another drawing to be prepared from a similar angle to that in the photograph, to determine whether a positive identification can be made.

4. Once this work is completed MAAWA would be in a position to produce a publication which would have fewer unanswered questions and would be something more positive to contribute than is possible at the present stage of research and investigation.



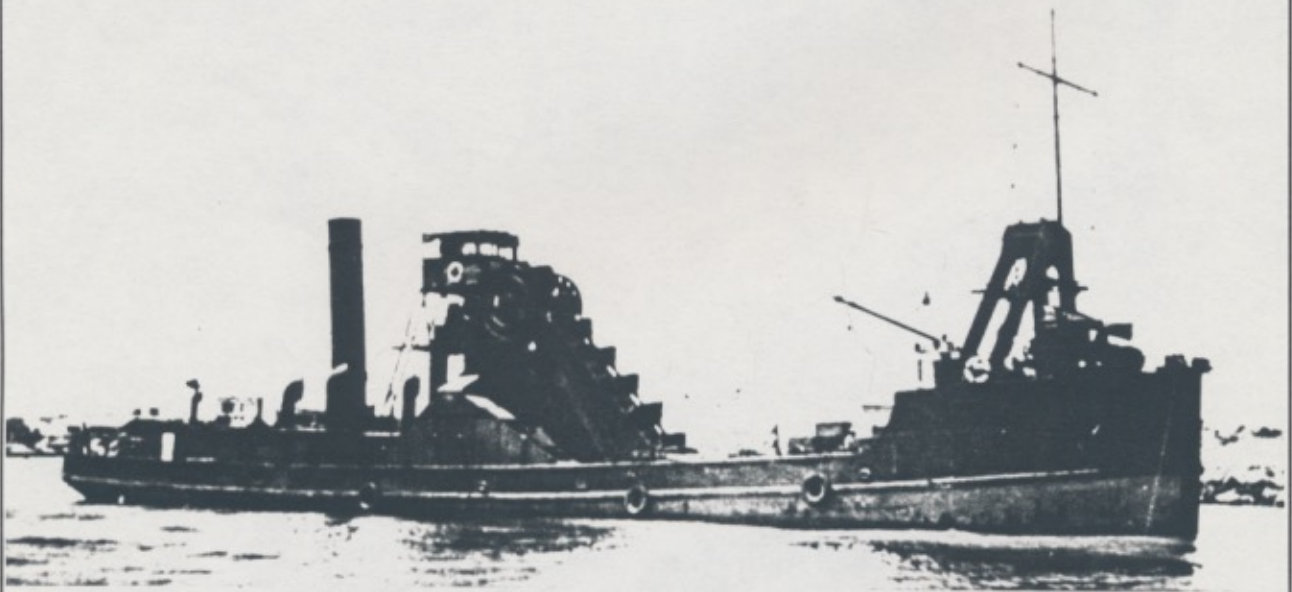
*A crane moves the North Mole barge to a new location during harbour extensions.
The new site was selected with advice from MAAWA.*

THE D9

A drawing and a photograph

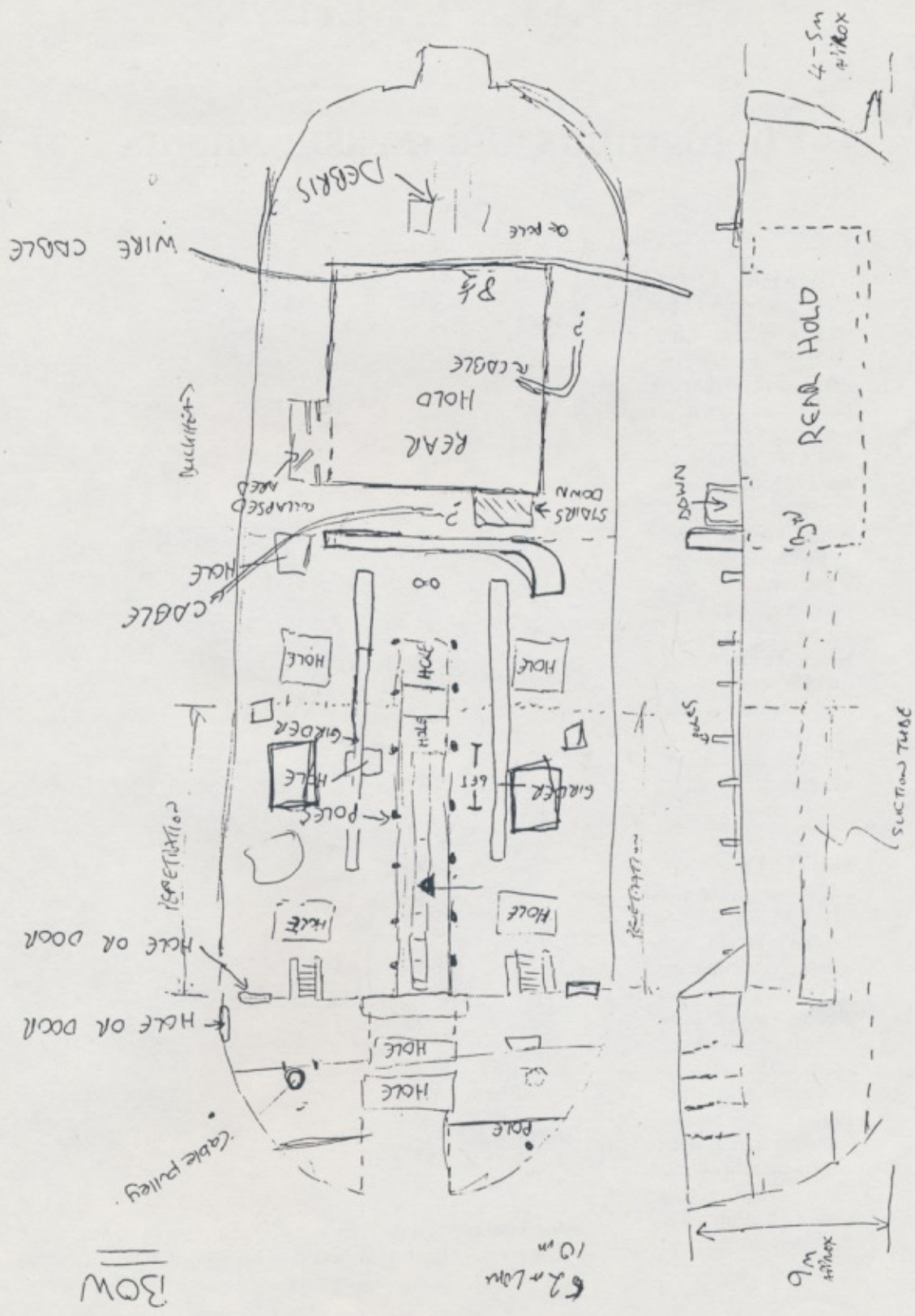
A number of unsuccessful attempts have been made by MAAWA divers to visit the wreck of the D9 in Cockburn Sound.

The only contributions to research this year are a drawing of the barge made by Paul Wright before he became a MAAWA member, and a photograph located in the Battye Library by Colin Cockram which he believes to be of the D9.



A picture of the barge which initial research indicates is the one now known as the D9 - original photograph in Battye Library

STERN



A plan and side elevation of the D9 - by Paul Wright

THE ALEX T. BROWN

Photographs and measurements

By Mike Murphy

The wreckage of the ALEX T. BROWN lies in the sand on the beach near Yanchep. It was visited by MAAWA members in the 1970s when a number of photographs were taken and was again visited in 1988 when further photographs and measurements were taken, the aim being to provide some record against which any further deterioration to the wreckage can be measured.

HISTORY

The story of the wreck of the ALEX T. BROWN is well documented in newspaper reports of the time, including a superb picture of the stranded vessel in the West Australian of April 18, 1931.

It was a four-masted American schooner of 654 tons register, commanded by Captain Walter H. Myers, and arrived at Fremantle



The keel of the Alex T. Brown lies at an angle to the surf on the beach at Yanchep - Photograph by Brad Sergeant.

from Puget Sound in April 1917.

On May 29 at 2 p.m. it sailed for Manila without cargo or ballast and about midnight struck the rocks at Wreck Point, 50 miles north of Fremantle. An attempt to put out a big kedge anchor in a boat failed when the boat smashed against the ship's side. The tug Wyola was unable to get near and the schooner was turned broadside by the surf and driven up onto the beach.

Captain Myers stayed on board for two days but eventually gave up any hope for his vessel which continued to pound on the beach so that the rudder, stern post, keel and sister keelson were rapidly broken up. The wreck was sold for 420 pounds.

Surprisingly, after the initial damage it appears to have remained as a fairly substantial structure for many years, as witnessed by the photograph taken in 1931.

REMAINS IN 1988

Timbers forming the keel and keelson remain evident, buried in the sand in two sections at angles to each other, indicating that the vessel at some stage broke into two. From the main section, lying at an angle to the waterline of about 45 deg. the remains of several frame timbers are visible, each containing several trenails.

The south eastern end of the main section of keel is buried deeply into a sandhill and it is possible that a more substantial structure has been preserved beneath the sand.



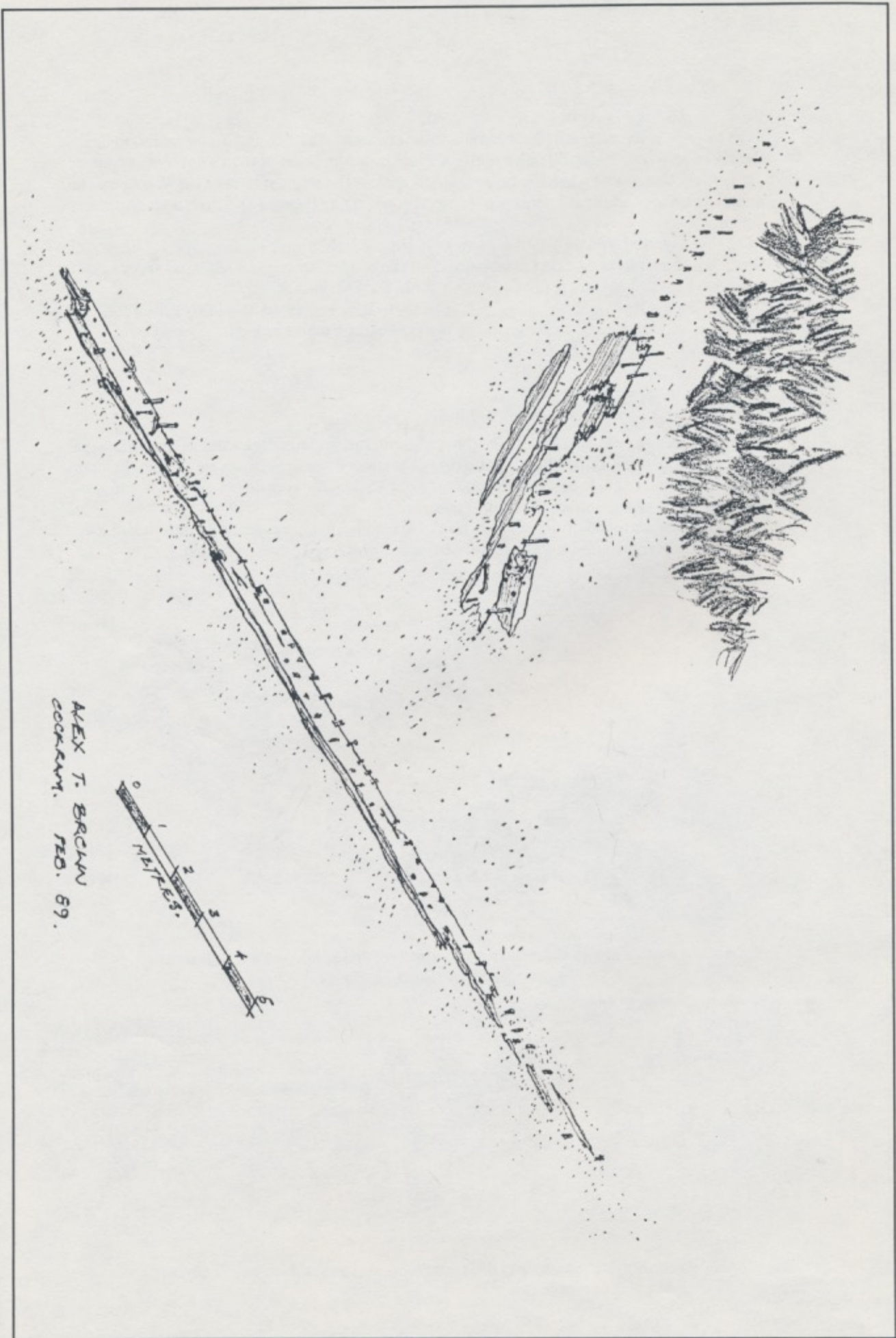
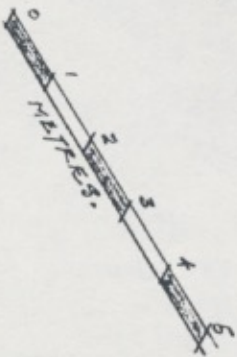
*The sea end of the keel timbers - damaged by fire at some time in the past -
Photograph by Brad Sergeant*



MAAWA members measuring the remaining timbers of the Alex T. Brown

An isometric drawing of the Alex T. Brown site - by Collin Cockram

ALEX T. BROWN
COCKRAM, FEB. 69.



THE TUG WYOLA

An isometric drawing

The remains of the tug WYOLA lie on the beach near Robb Jetty and have been measured and an isometric drawing produced by Brad Duncan.

The WYOLA was owned by the Swan River Shipping Co. and brought to Fremantle from England in July 1912. It had a 179 horsepower engine and was registered at 306 tons gross.

Details of the crew of the WYOLA over a period of years are contained in records available in the Battye Library. The master on the first voyage to Fremantle was A. Billet, aged 50 from Devon. The ship's cook, R.W. Olsen, was promised a bonus of one pound a month "subject to his giving satisfaction to the master".

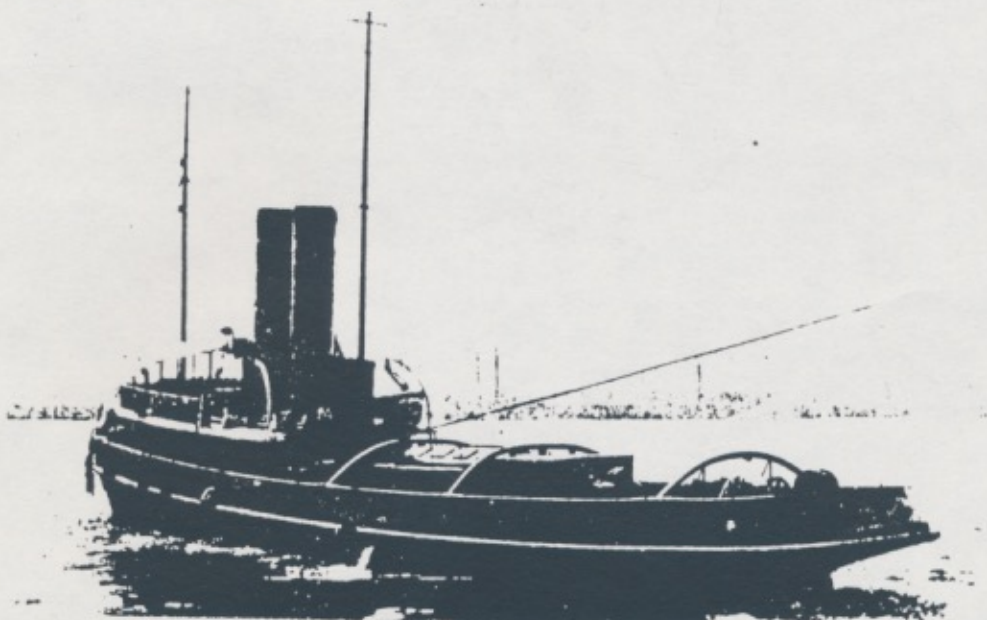
In 1918 the WYOLA was requisitioned by the British Admiralty and in 1926 it was involved in a slight collision with another tug, the IVANHOE, while towing the RMS Ormuz in Fremantle Harbour.

Richard McKenna says the Wyola was sold by the Swan River Shipping Company to Goldfields Metals Pty Ltd for scrapping and was taken to Robb Jetty.

At the jetty a barge was moored alongside with the sign "Randy's Wreckers" prominently displayed on it. As the tug was cut down so it was gradually worked shorewards until it grounded. The hull was drawn up onto the shoreline and was further cut down until only the keel, part of the sternpost and the stern frame remained.

This was eventually covered with sand as it is today (1989).

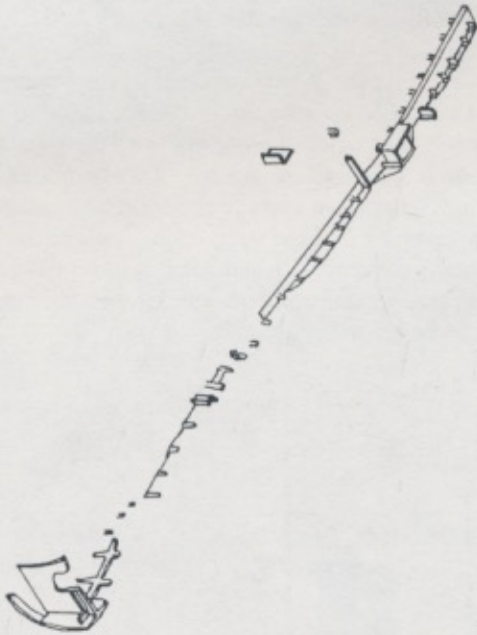
The barge also came ashore and became derelict and subsequently caught fire and burned. Some timbers may be buried nearby



Photograph of the Wyola from the Battye Library collection



WYOLA
1.3.88
Brad Duncan
Scale 1:100



An isometric drawing of the Wyola site - by Brad Duncan