

**MARITIME  
ARCHAEOLOGICAL  
ASSOCIATION  
REPORTS**

**Volume 3 : December 1988 - June 1989**



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

#### INTRODUCTION

This volume of MAAWA notes is slimmer than its predecessor because it consists of more drawings and fewer words.

This reflects the trend within MAAWA to concentrate on producing records of what divers see on wreck sites and less on researching and writing histories of the incidents which resulted in the site being there.

While the history of the wrecked ships is important, it has already been covered in other publications, notably those put out by the W.A. Maritime Museum.

Today the most active MAAWA members are divers, and their interest is to dive on the sites and record what is there, initially as a site plan and then in isometric and other types of drawing.

*FRONT COVER:*  
*Bollards on City of York site at Rottneet.*

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# THE LADY ELIZABETH

## A clearer picture emerges

The completion by Colin Cockram of an isometric drawing of the Lady Elizabeth site at Rottneest marked a major step forward in the development of MAAWA's approach to site records.

A picture has emerged which shows graphically that the ship first settled on its starboard side. The port side then collapsed down onto the decking while the starboard side collapsed outwards onto the sand.

The port side framing, outside uppermost with protruding bolts, is clearly shown lying across the decking frames, while on the starboard side of the ship the decking frames are not covered and their shape can therefore be more clearly distinguished.

The inside of the starboard hull framing is uppermost and it is outside the outer edge of the decking, which is indicated both by the framing itself and by the position of the bollards both fore and aft.

Because of the slope of the deck, both the windlass near the bow and the deck winch near the main mast step have slipped outwards from their original positions.

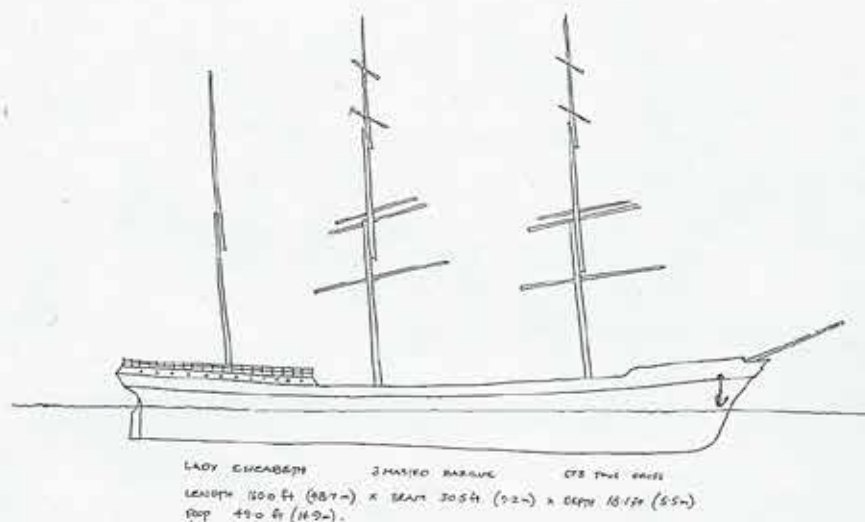
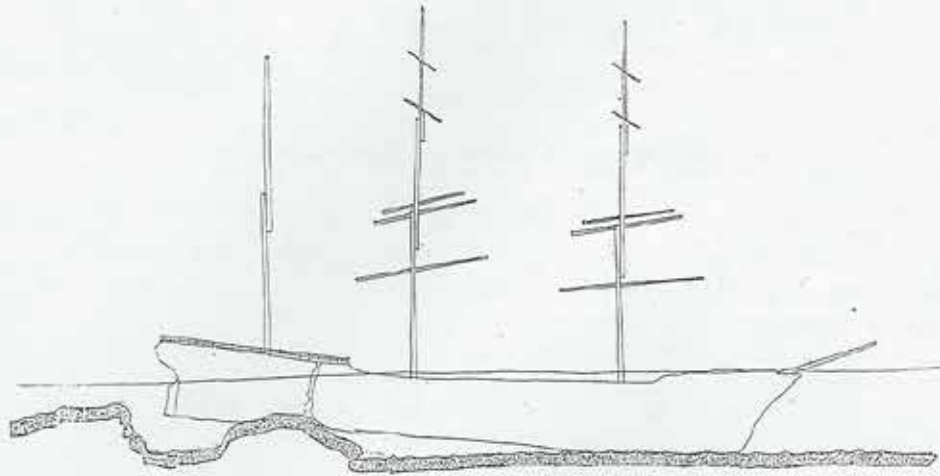
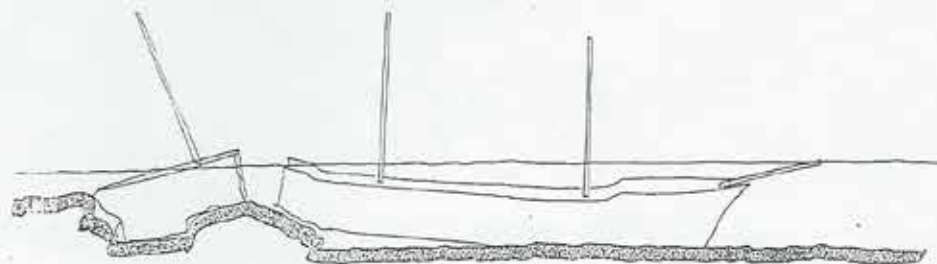


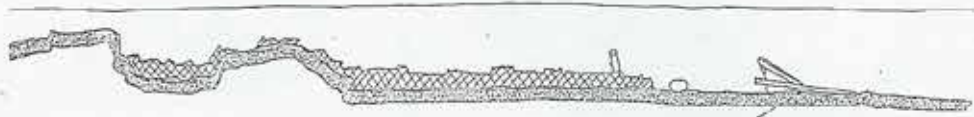
FIG 1: The Lady Elizabeth before wrecking



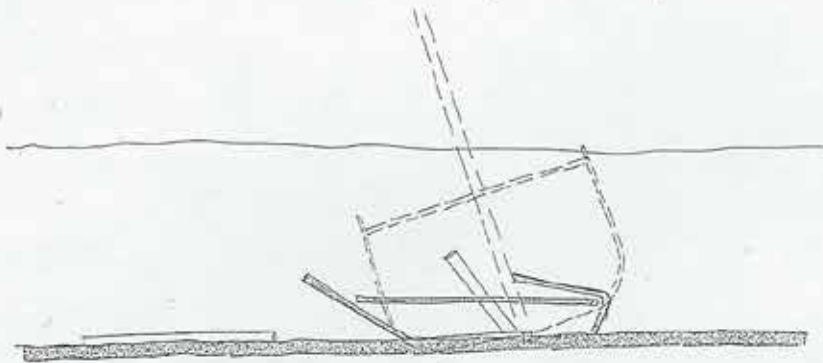
**Fig 2 : As the ship settled the stern broke over a reef.**



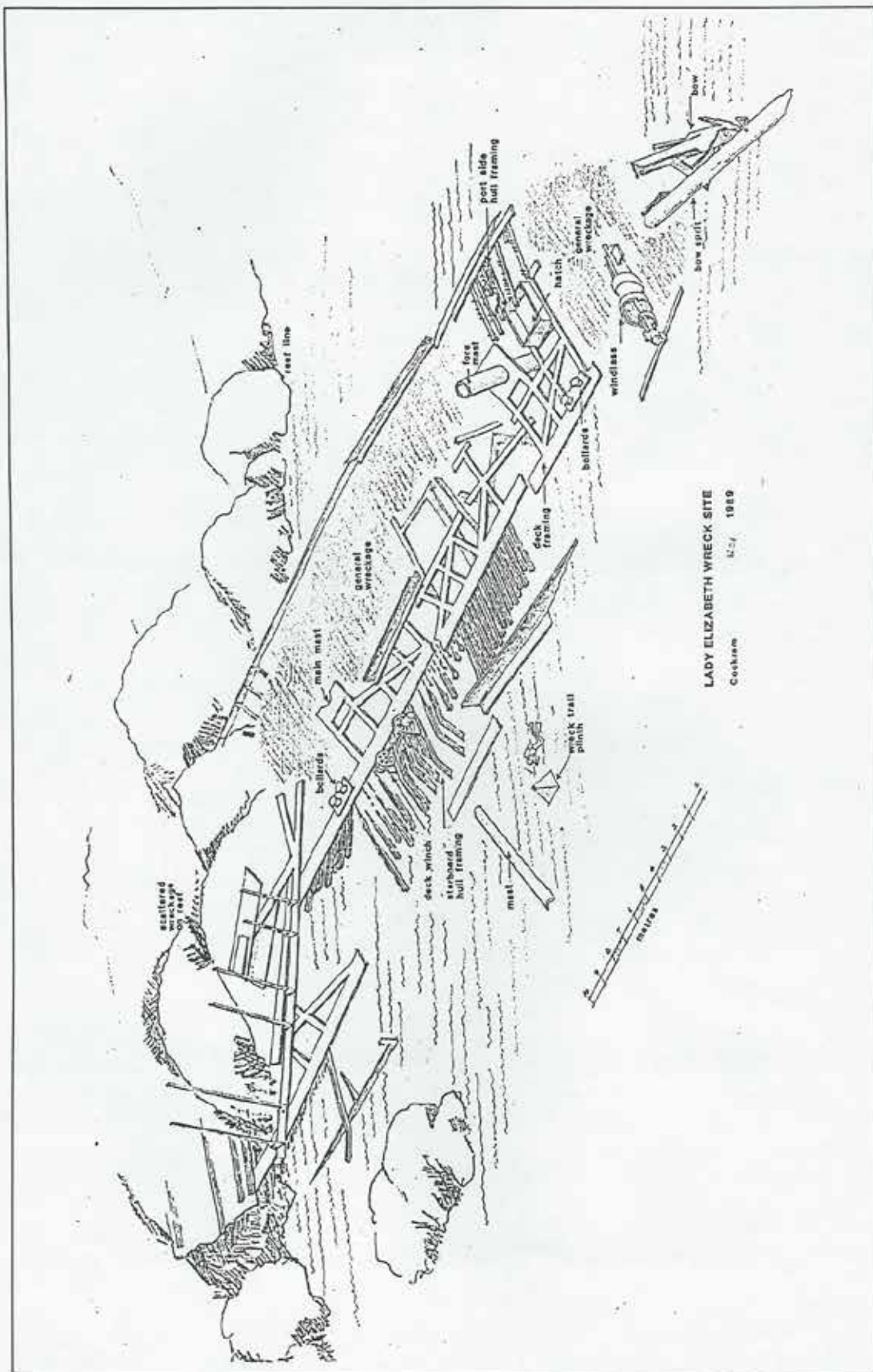
**FIG 3 : The stern breaks away further as disintegration begins**



**Fig 4 : The wreckage as it now lies, viewed from the starboard side.**



**Fig 4: A diagram of how the wreckage collapsed, viewed from the bow.**



## THE CITY OF YORK

### First map drawn on rare visit

This site on the north side of Rottnest is accessible only occasionally due to weather conditions and it was almost by chance that a MAAWA team were able to get onto it.

It was therefore even more important that those who did have the opportunity knew what was wanted and were able to produce a quick plan and photographs of the site as the basis for future work.

Due to the relatively poor visibility the photographs taken were not all suitable for reproduction here, but do show several aspects of the site and are retained in MAAWA's records.

As the drawing shows, it appears the ship may have broken in two amidships, with the two sections of deck framing off centre to each other.

It will be part of a future visit to the site to try to locate the keel and determine whether it is in fact broken, or whether it is only the decking structure that has separated.

Several sections, including what appears to be the stern, are proud of the seabed and will hopefully be the subject of future isometric drawings.

At least two winches or windlasses were identified on site, plus a pair of bollards.

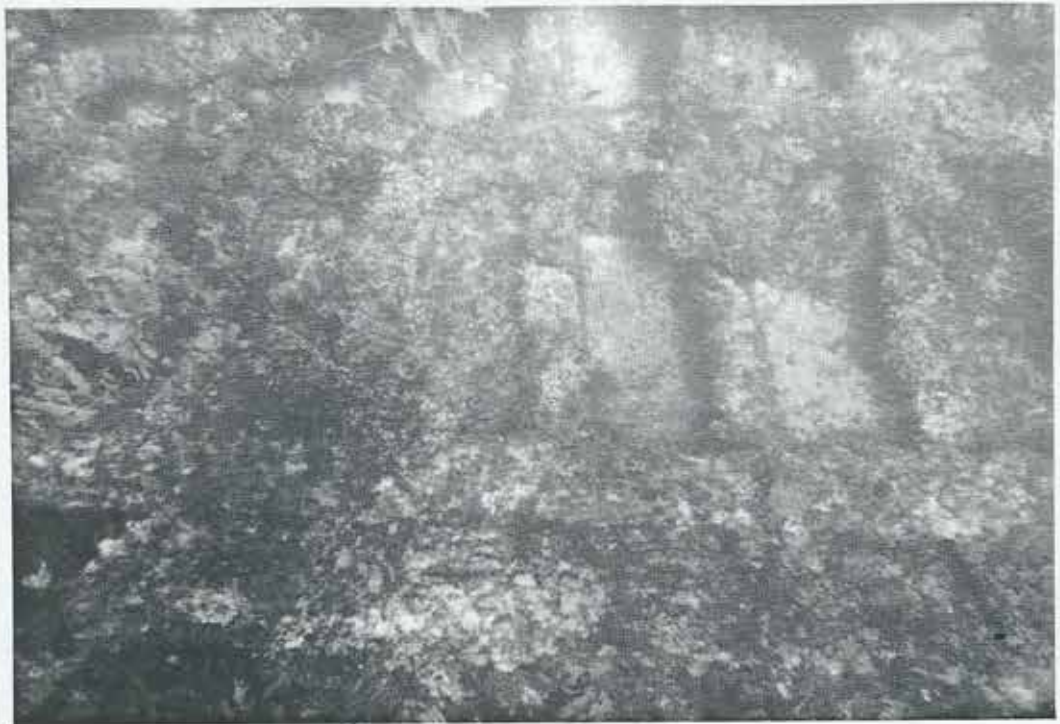
As this is the result of only one visit the information is fairly limited.

The history of the City of York wreck has been written up extensively because it was one of the more sensational, eleven people being killed.

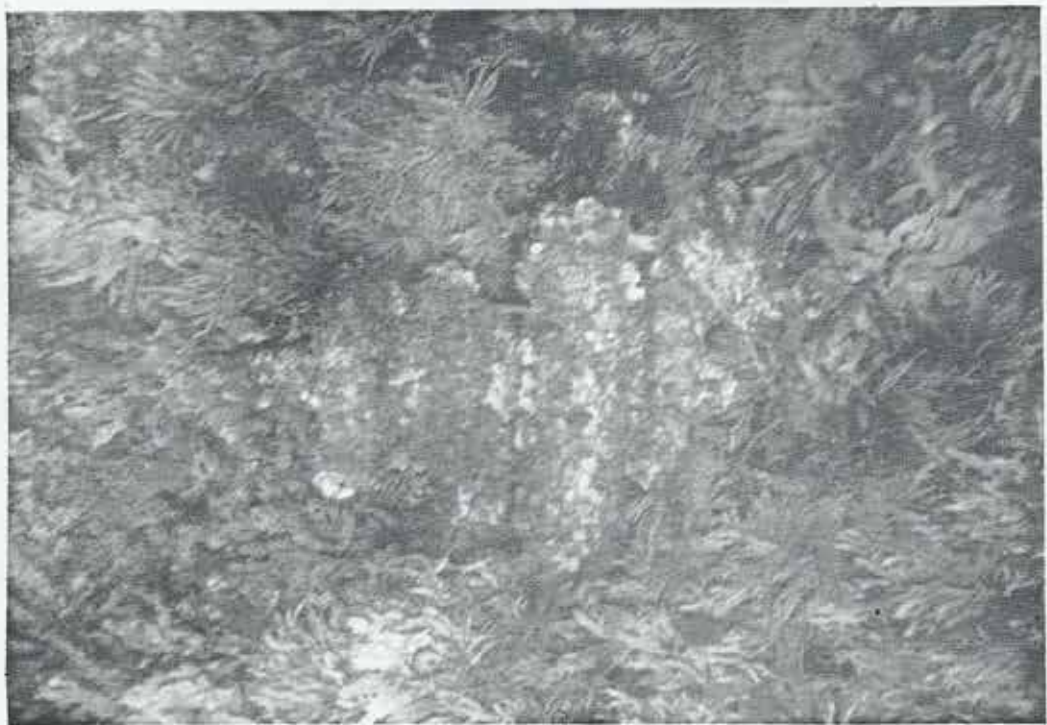
The 1218 ton British barque sank in a storm after arriving from from Puget Sound in the U.S. with a load of timber on July 12th 1899.



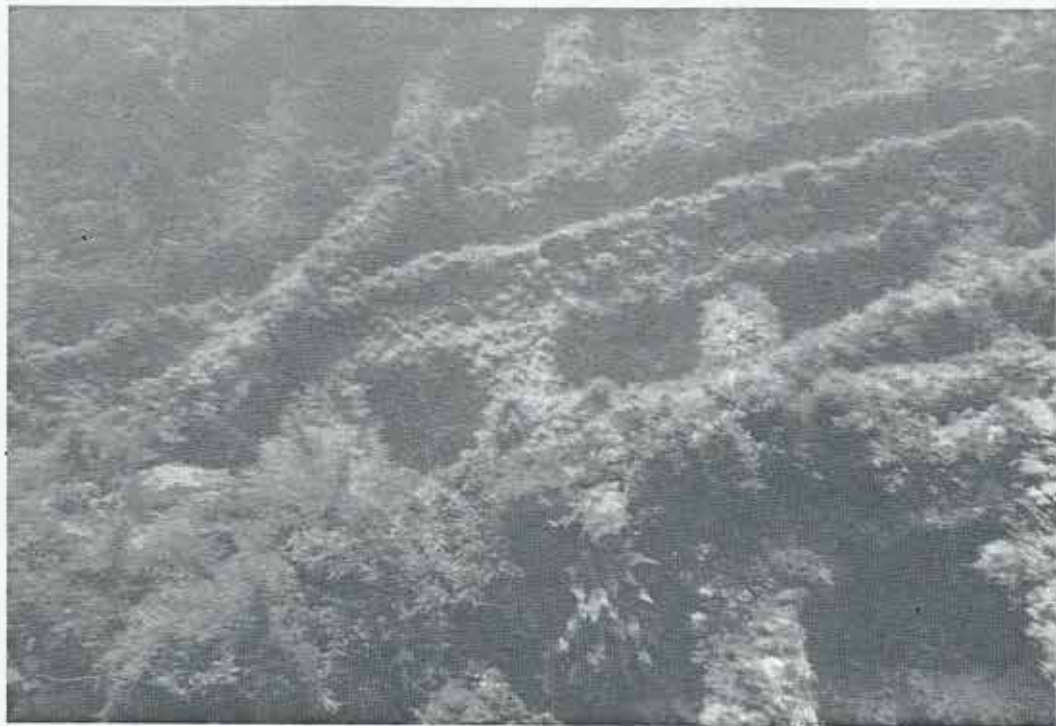
Diver with what may be part of the steering gear of the *City of York*



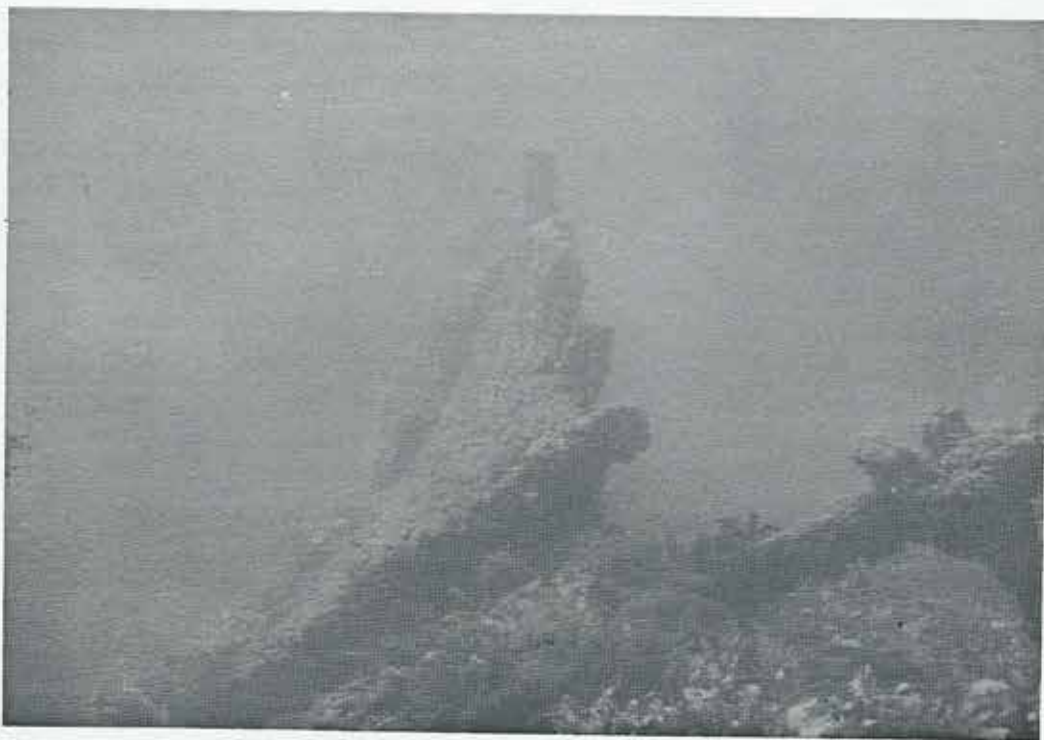
**Top picture shows deck framing on the *City of York*..  
Bottom picture shows weed- covered windlass or deck winch.**

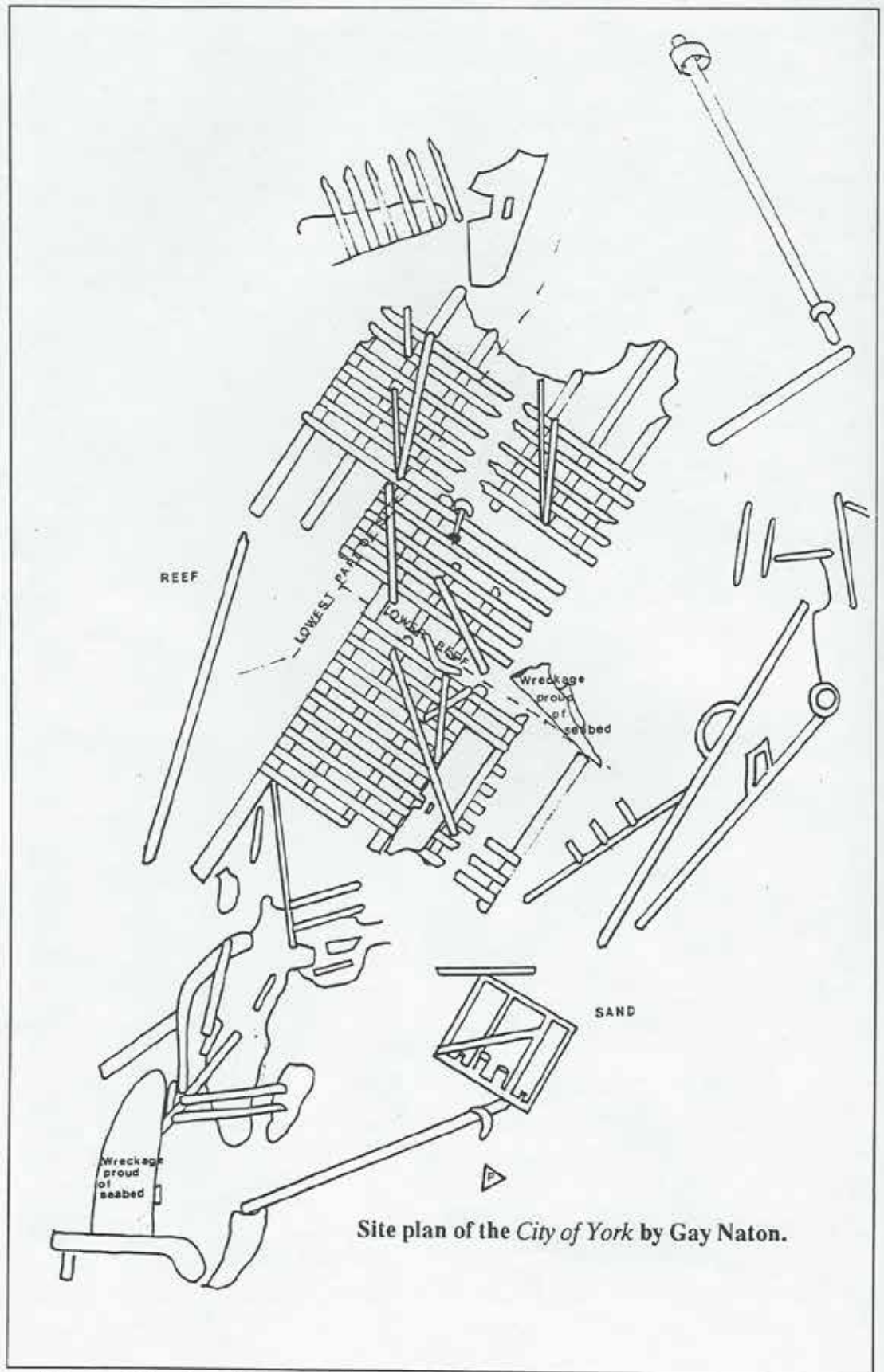






Above: A winch on the *City of York*..  
Below: Part of the stern.





Site plan of the *City of York* by Gay Naton.

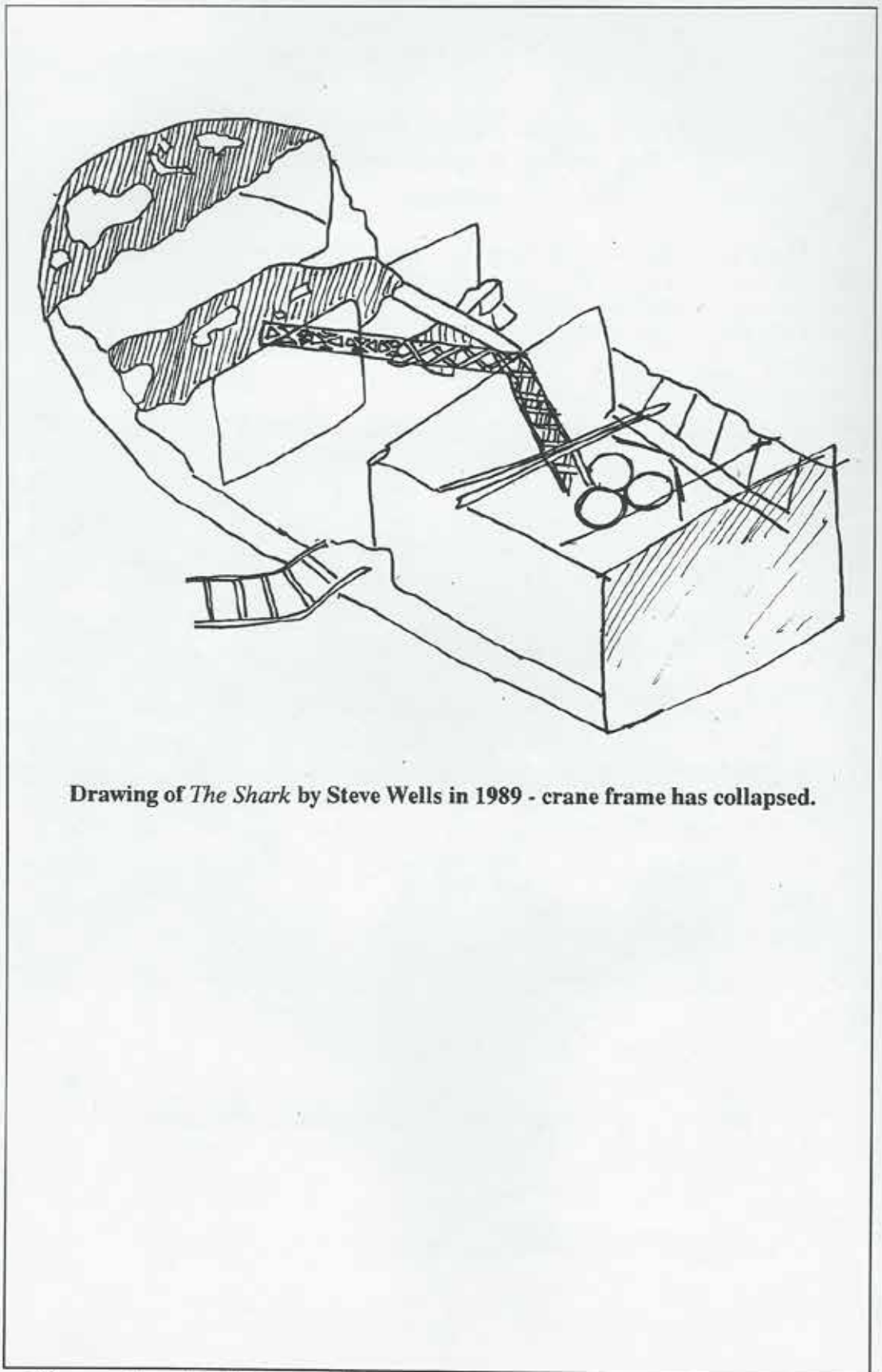
## THE SHARK

### Drawings and photographs capture disintegrating wreck

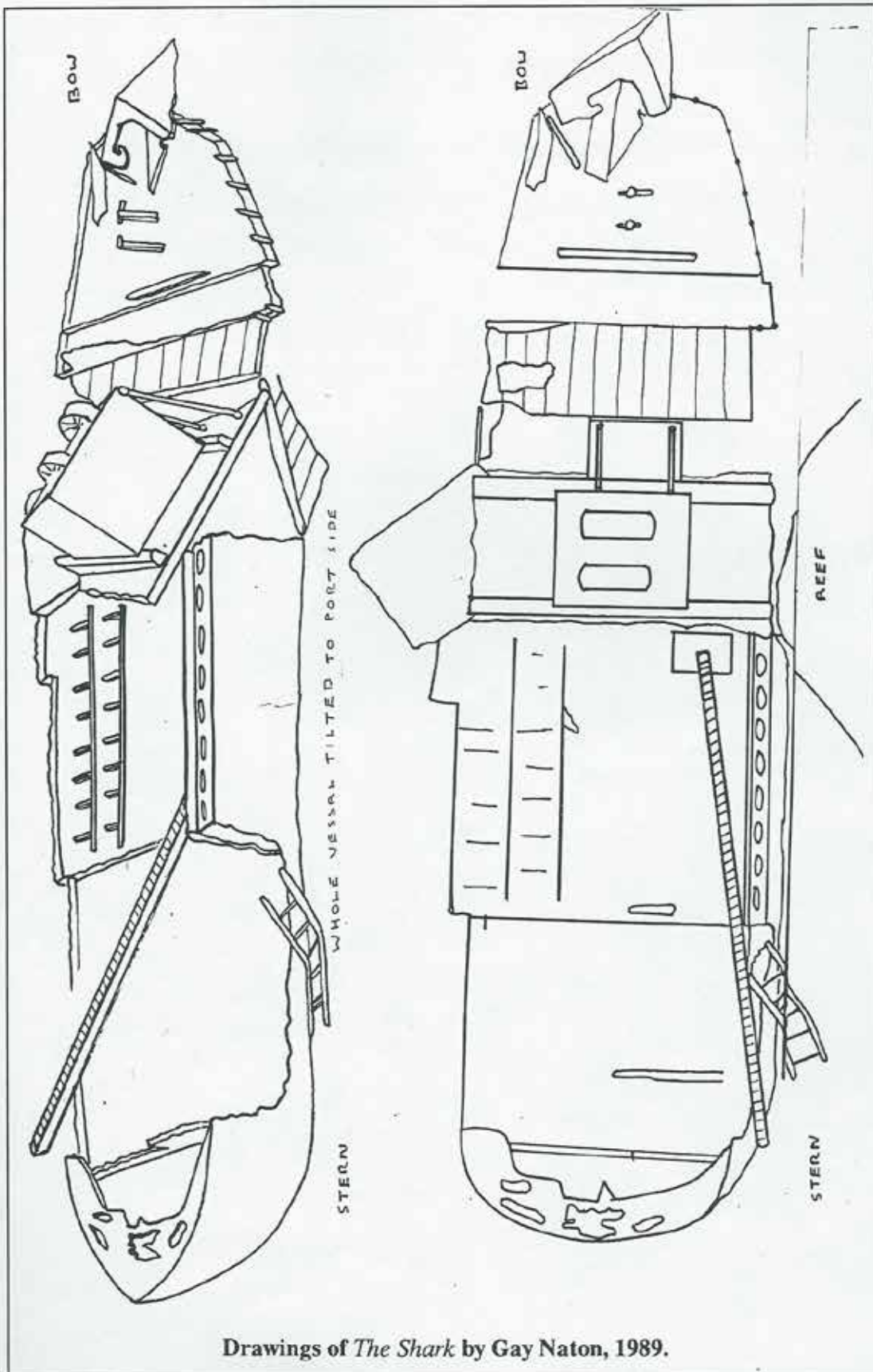
The Shark, which lies in the shallows near Henrietta Rocks on the south east side of Rottneest, is a hopper barge when went aground in 1939. Even during the time that MAAWA were photographing and drawing the wreckage parts of it collapsed.



*The Shark on a visit in 1988 - the crane frame is still upright.*



**Drawing of *The Shark* by Steve Wells in 1989 - crane frame has collapsed.**



Drawings of *The Shark* by Gay Naton, 1989.

# THE ULIDIA

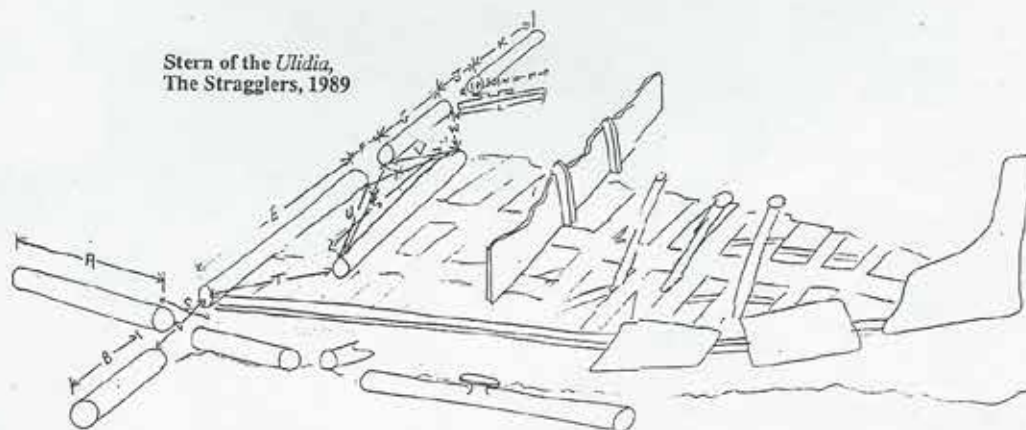
## More detail added to earlier drawings

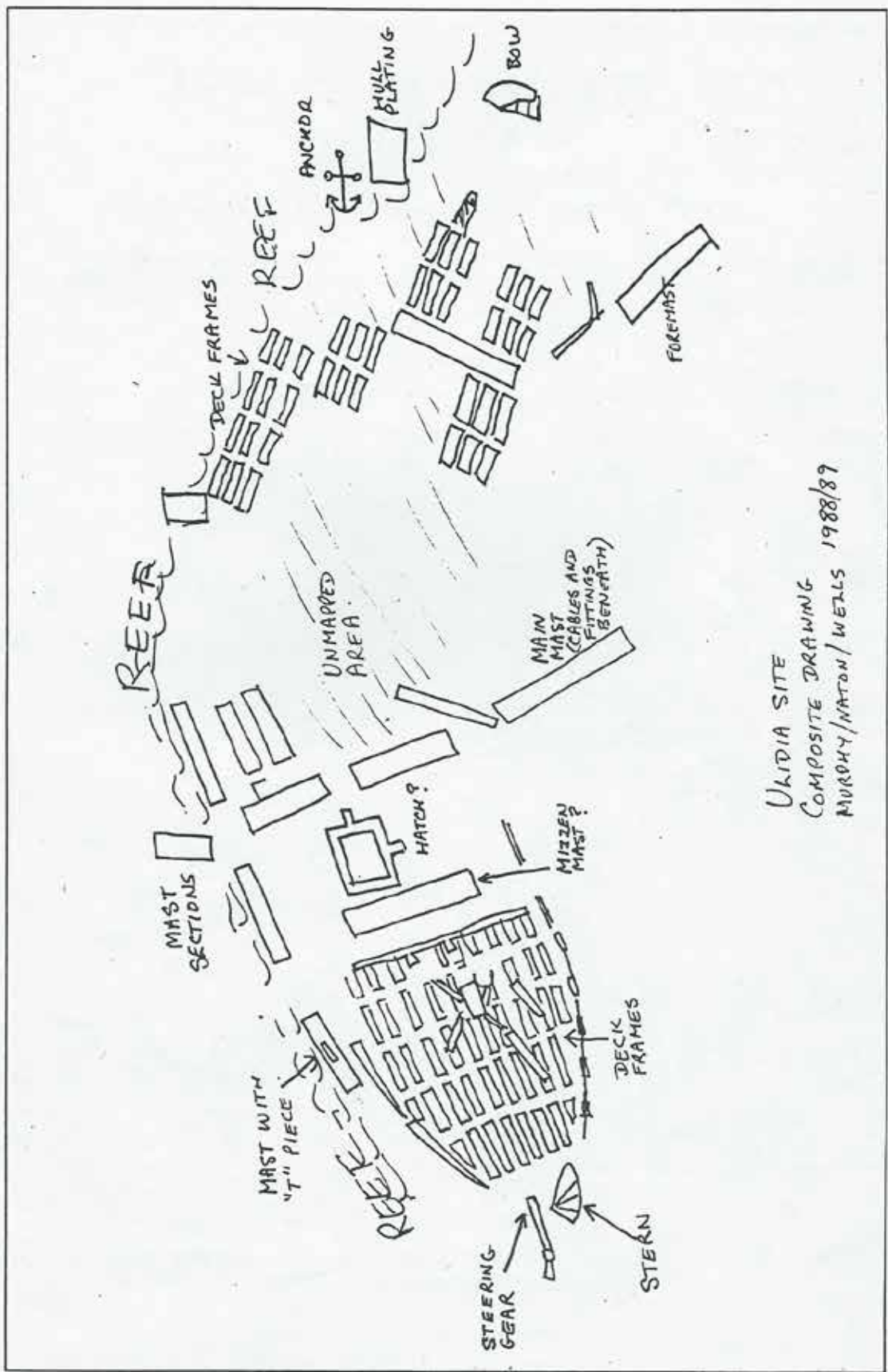
The plan drawing of the Ulidia is being gradually put together and the project is continuing.

One of the principle difficulties is the size of the site and the amount of detail which presents itself.

Isometric drawings of the stern and bow sections, and an earlier plan drawing, were presented in Volume 2.

Here are a further plan drawing and also a sketch done of part of the stern decking, showing the location of mast sections and other prominent features.



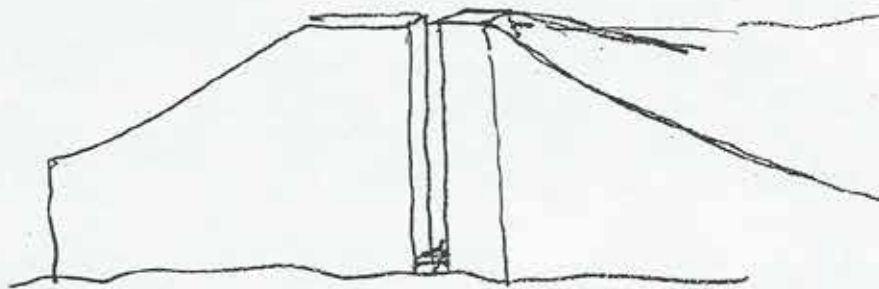


ULIDIA SITE  
 COMPOSITE DRAWING 1988/89  
 MURPHY/WATON/WELLS

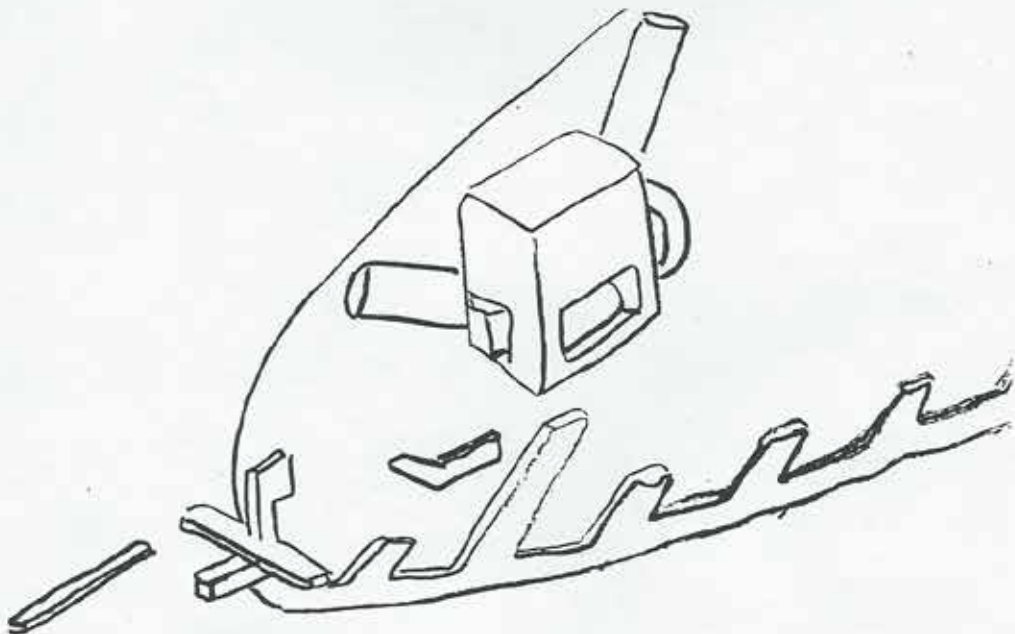
# THE CITY OF PERTH AND THE MAYFIELD

## River wrecks provide an alternative

These two wrecks lie in Rocky Bay in the Swan River at Fremantle and MAAWA turned to them as an alternative dive site on days when the weather prevented small boats going to sea.



RUDDER ELEVATION



Rudder elevation on the *City of Perth* (Colin Cockram) and bow section of the *Mayfield* showing winch (Mike Murphy).





# THE ELVIE

## Wreckage in the sand at Albany

Wreckage lying on the beach at Frenchman's Bay, Albany, has been identified as the Elvie (or Elve?), a work boat which carried supplies across the harbour to the whaling settlement from the town.

All that is visible are the tops of the frames with the stern and bow posts prominent. Below the sand hull planking can be located.

Towards the stern there are three posts which may have been decking supports. The bow post consists of three timbers bolted together, the larger forward post being 15cm wide by 20 cm and the second being 15 cm wide by 10 cm. The top of the second post is 10 cm below the first, but the presence of a bolt shows that it was original higher and bolted to the forward post. A third piece of timber exists below the sand.

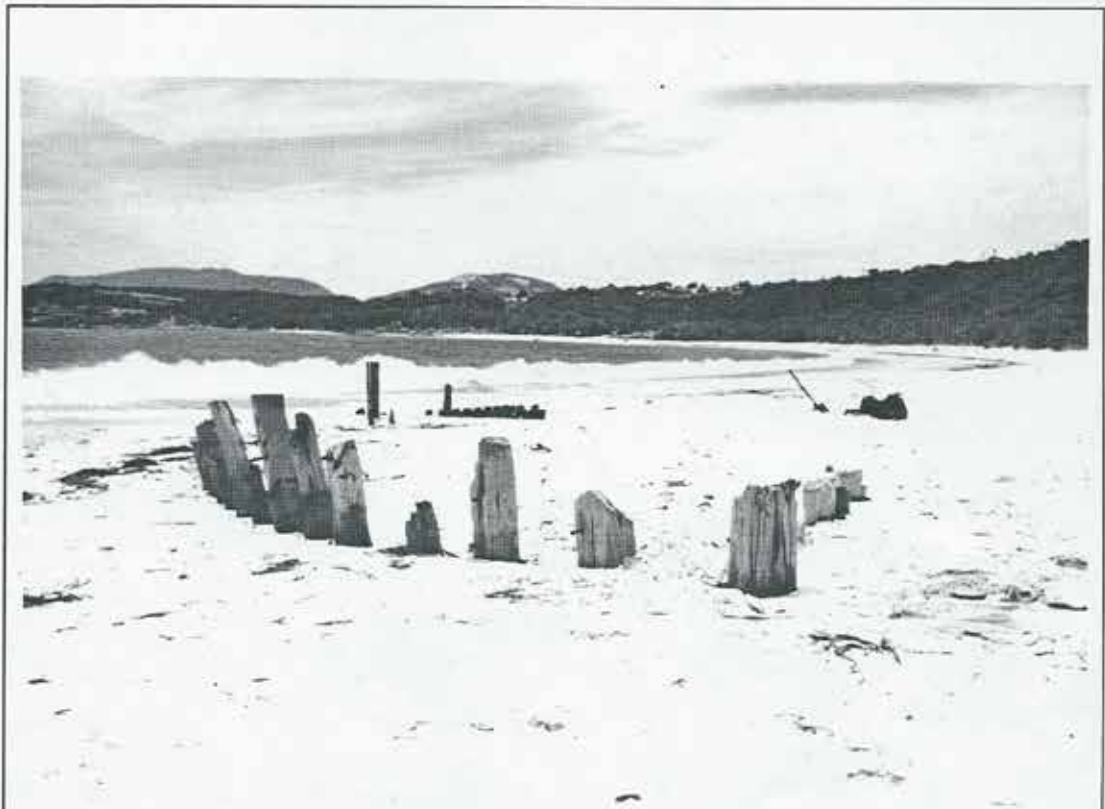
The tops of six frames on the port side and 14 frames on the starboard side are visible above the sand counting back from the bow.

There is then a section amidships where no frames are visible and more frames are visible towards the stern.

From limited excavation it appeared that substantial hull timbers are attached to the frames on both sides and it is possible that the entire hull exists below the sand. Each plank is 4cm thick and 20cm deep.

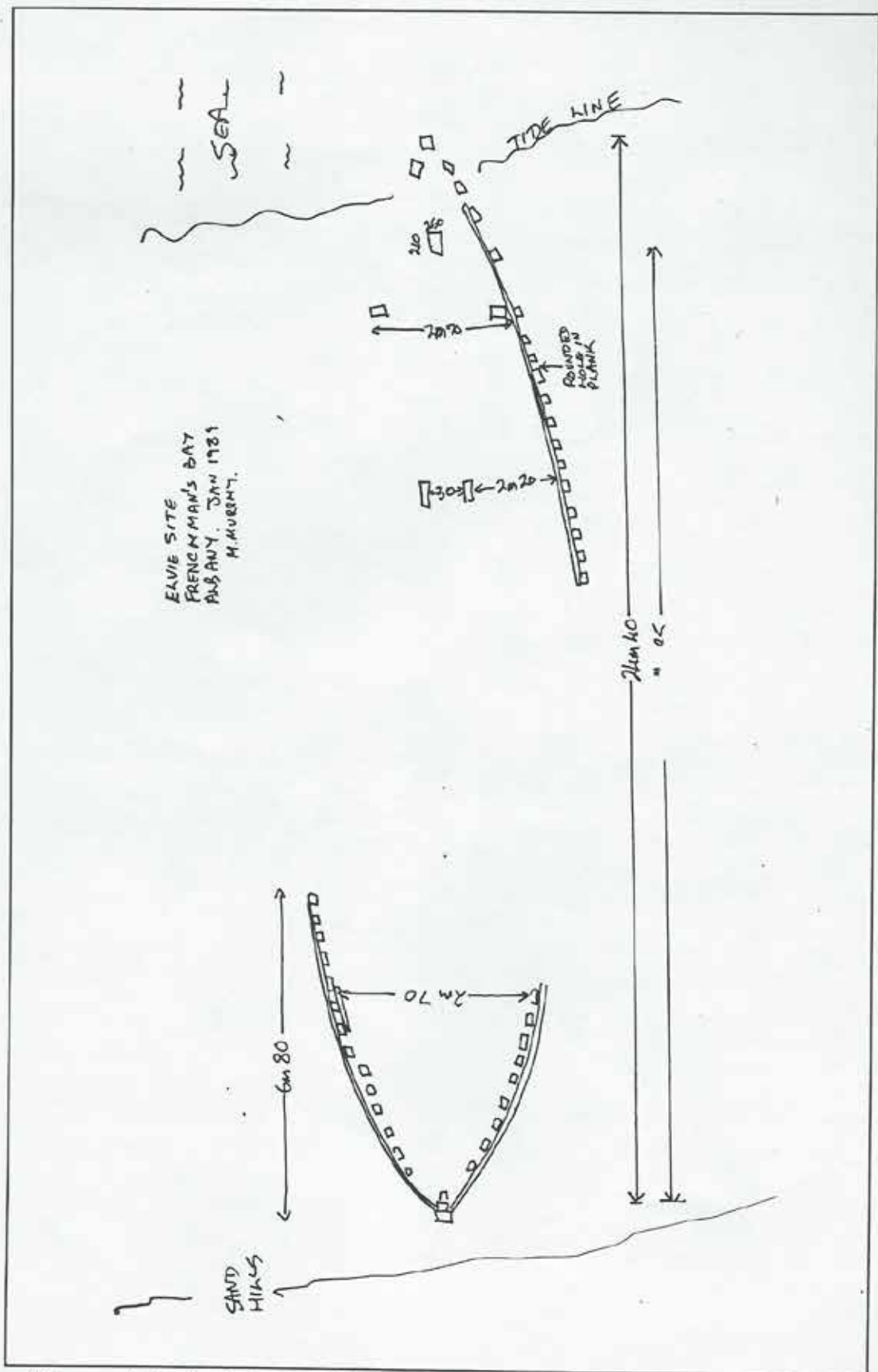
In the planking visible on the port side near the stern a scarf joint is visible and there is also a well worn hole through the timbers which may have been for a hawser.





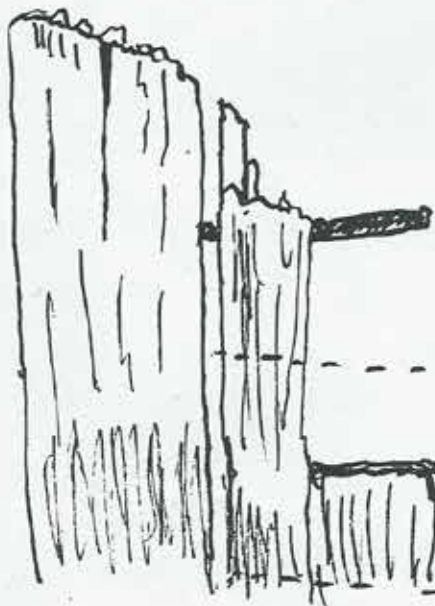
Two views of *The Elvie* site looking towards the sea.







The stern post of *The Elvie* photographed (above) and drawn (below).



PORT SIDE ELEVATION  
OF BOW POST  
M. MURPHY 1989

TOP OF PLANKING



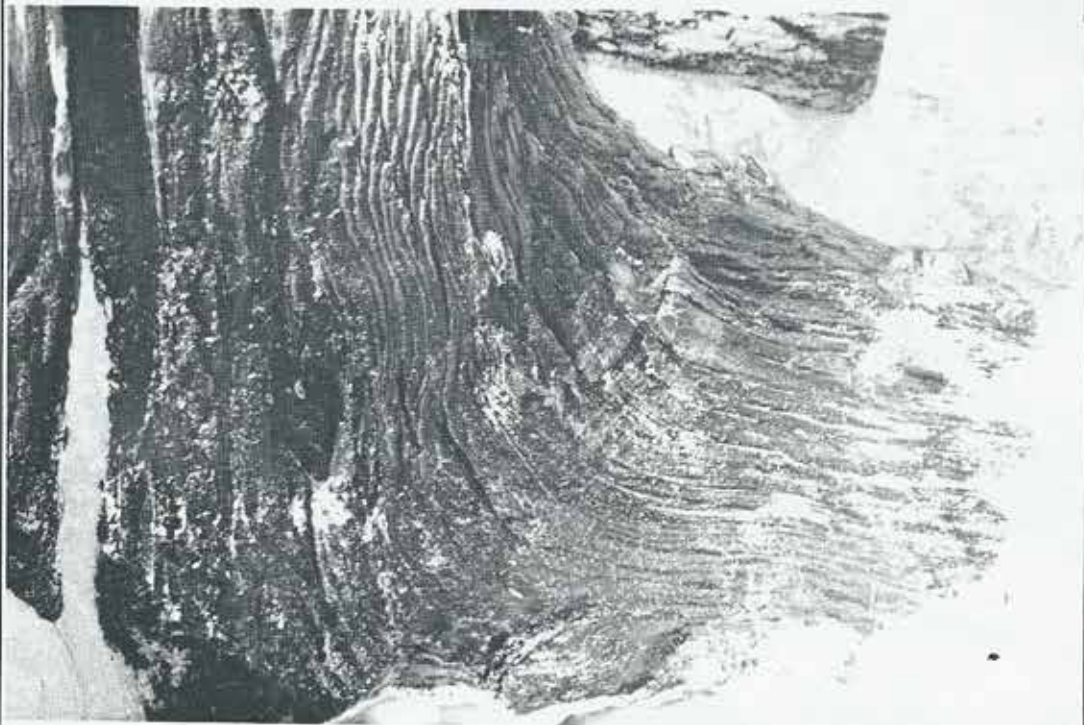
## THE ALEX T. BROWN

### Measurements and a knee discovered.

A report on an earlier visit to this beach site near Yanchep appeared in Volume 2. On this visit more detailed measurements were taken and an excavation was conducted which revealed the existence below the sand of a large wooden knee. The southern area of wreckage was also visited, but this has been dispersed and a lot of it is piled up in the sand dunes to create some form of shelter. It is likely that it will eventually be burnt or will disappear.



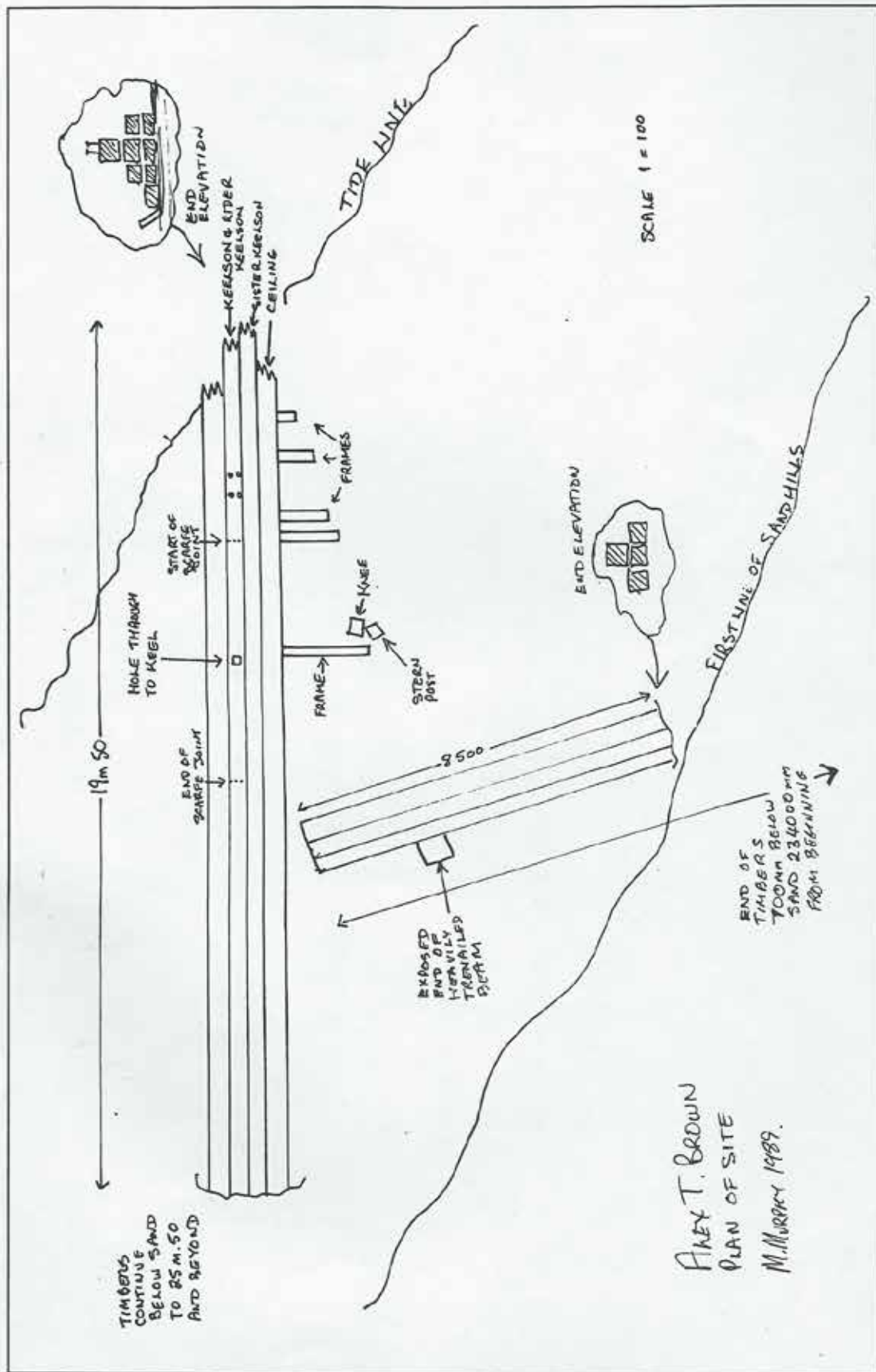
Colin Cockram and Jim Wells excavating the *Alex T. Brown* site.

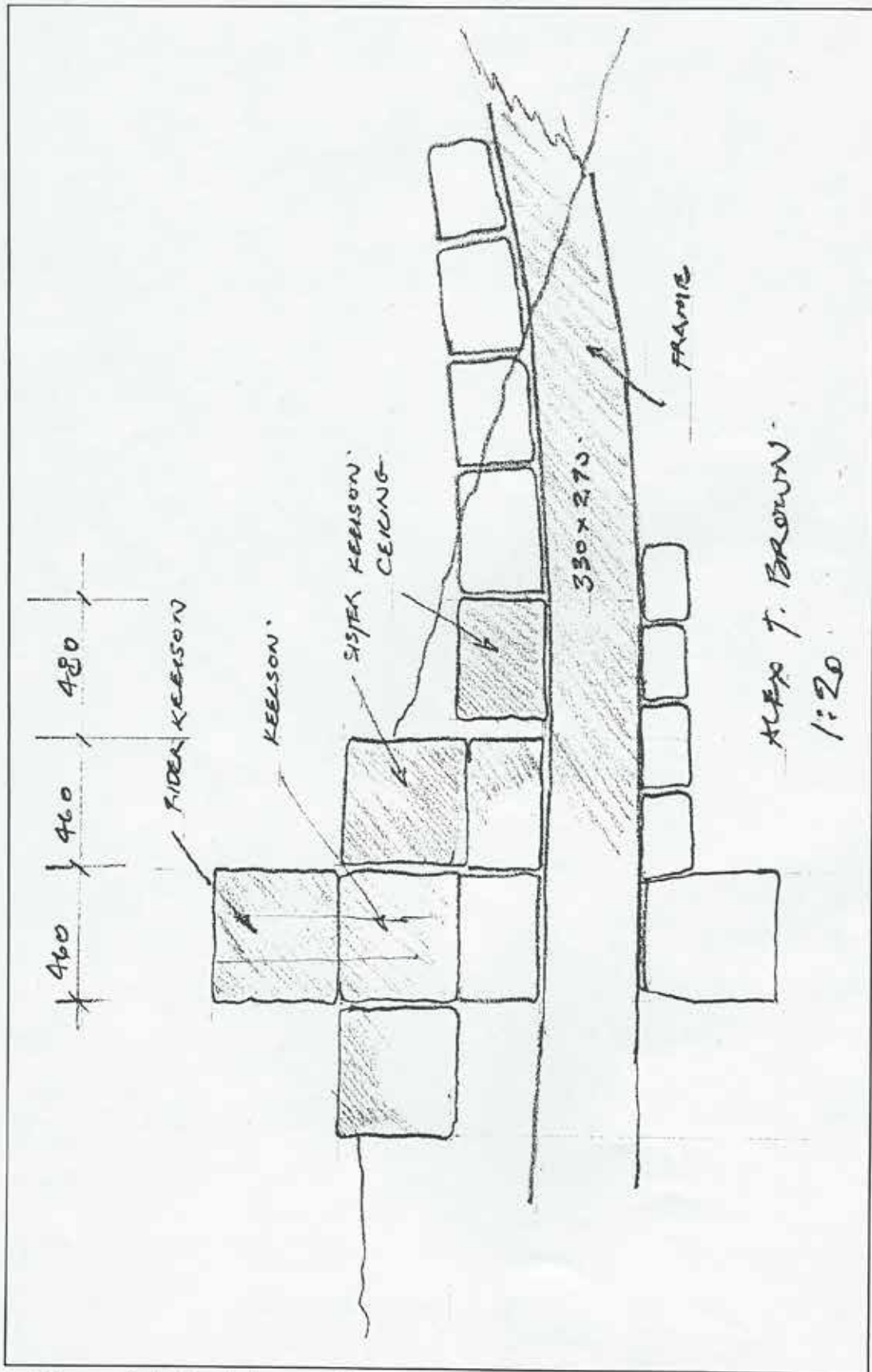


**ABOVE:** The knee exposed. **BELOW:** The second section of wreckage along the beach to the south.

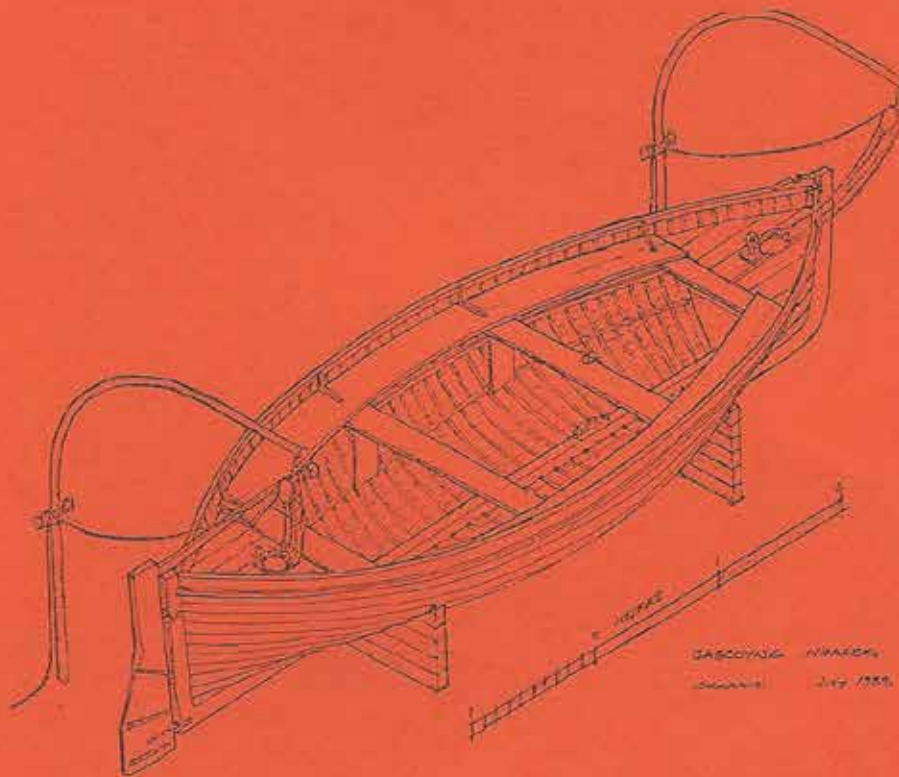








ALEX T. BROWN  
1:20



## **GASCOYNE WHALER**

This isometric drawing of the Gascoyne Whaler in the Maritime Museum, while not a MAAWA project, was drawn by MAAWA President Colin Cockram during the period under review.