

Significant values of the Kimberley Region Historic Shipwreck Resource

Volume 1 :

Located shipwrecks in the Kimberley Region

**Compiled by Corioli Souter
May 2009**



WINC Expedition 1978 Image Source: Patrick Baker, WAM.

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Executive Summary

This report is a compilation of historical, archival and archaeological information pertaining to the historic shipwreck resource in the Kimberley region of Western Australia, retained by the Western Australian Museum.

This report is the first of four volumes. The first volume is a compilation of all shipwreck sites in the Kimberley region of Western Australia where the location is known. The second to fourth volumes contain information on shipwrecks that have not been physically located in the Kimberly region from Eighty Mile Beach to Cambridge Gulf.

The report provides detailed historical information on each shipwreck that is as complete and accurate as possible, depending on the availability of suitable reference materials. Location information for every shipwreck (unless historically unknown) is based on either the known coordinates of the shipwreck or plotted from the best available historical evidence (WGS 84 Datum). Where the exact location of a shipwreck is unknown, an area bounded by a maximum and minimum latitude and longitude is provided. The region under study is divided into twelve discrete areas and the shipwrecks are listed according to their date of wrecking, in ascending order.

This report also includes a significance assessment of the known and located Kimberley region historic shipwrecks and compiles the heritage values of each known and located historic shipwreck against the National Heritage List criteria.

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Eighty Mile Beach

Introduction

The Eighty Mile Beach area encompasses the region from the De Grey River estuary to Cape Bossut, including Casuarina reef of La Grange Bay, and extends seawards to approximately 18°00 latitude. There have been a number of substantial cyclones that have decimated the pearling fleets working in the region. As such, there is a high probability for wrecks of pearling luggers and mother ships to be located close to the pearling grounds off Eighty Mile Beach. They are also likely to occur closer to the mainland, particularly in the region of Banningarra Creek, as vessels attempted to seek shelter in river and creek estuaries.

Wreckage along the Eighty Mile Beach has been consistently reported to the Museum, dating back to correspondence received from the van Boeyen family of Mt Goldsworthy in 1974. The remains of three luggers were also noted at the time by Mr Bruce Grey, the then manager of Anna Plains Station (Sledge, Wreck inspection Day book, November 1974). In the same year the Cloonen family of Port Fairy, Victoria, reported some wreckage 'nine miles by road' towards the coast from Wallal Downs Station and approximately 500 metres from the sand-hills on the shore. This appeared as three ribs visible above the sand. In 1983, Mr Peter Taylor wrote of what appears to be the same wreckage. He was able to identify a Muntz Patent stamp on sheathing with the date 1872, 'brass bolts' of 6-8 inches (150-200mm) long, steel bolts 300 mm long with copper nuts, a silver spoon inscribed "E.P.B.M" (Electro Plated Base Metal), a number of iron 'pigs' (cast ballast iron), the remains of a water tank, 'large chunks' of haematite iron ore and possibly chain plates. In June 1983, the Mosley Family of Bateman's Bay NSW reported finding the fluke of an anchor 40 metres from a clay bank on the 80 Mile Beach, in a direct line with a group of fisherman's stakes. They excavated the anchor and recovered it. Their data suggests that the anchor appears to have come from the Eighty Mile Unidentified Site. In 1990 a Mr P. Dale of Falcon WA donated a ship's barometer (EMB3682), which he had found on the beach at an unknown location. The finder of this site, Mr Col Lewis, indicated that he had seen another possible wreck site around 18 kilometres further up the beach, but much further out to sea from the high water mark.

Salvage of all these sites is expected to have been extensive in the months and years following their loss. The wrecks would have been clearly visible from shore and the remains would have represented far too good an opportunity to miss for the crew, owners and passing vessels. Station hands, indigenous people and other residents are also expected to have accessed the wrecks in times gone by (McCarthy & Thom 1996).

Edith

Wreck Details

Wreck	
Name:	<i>Edith</i>
Details:	Wrecked at Condon
Date wrecked:	22/04/1907
Year wrecked:	1907
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	In State waters.
Location	
Where wrecked:	Condon
Found:	Y
Region:	North West (Eighty Mile Beach Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-19.984750
Latmin:	
Lonmax:	119.369667
Lonmin:	
GPS	
coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	2.0300
Construction:	Wood
Type:	Barge
Gross tonnage:	67.14
Net tonnage:	
LOA(mtrs):	23.4000
Beam(mtrs):	5.4700
Engine:	N
Builder:	
Port built:	Fremantle
State built:	

Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	101495
Registered number:	
Home port:	
Home country:	
Cargo:	General
Industry type:	Transport
Industry type 2:	Cargo - coastal
Crew - passengers	
Master:	
Owner:	J. Denny Bros and Lynn of Fremantle
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8026
URL:	
Signage:	
Source:	<i>Morning Herald</i>, 1904/05/25, p.4a [? see Edith Mathilda] <i>West Australian</i>, 1906/02/28, p. 6g <i>West Australian</i>, 1907/04/20, p. 22d <i>West Australian</i>, 1973/10/19, p. 5d HMC 125/2, 48/2 McKenna Collection 680, Western Australian Museum Cairns, L. & Henderson, G., 1995, <i>Unfinished Voyages Western Australian Shipwrecks 1881-1900</i>. University of Western Australia Press, Nedlands. Garratt, D, McCarthy, M. and Shaw, R. 1996, <i>Edith 1891-1907</i>. Report—Department of Maritime Archaeology, Western Australian Maritime Museum, No. 113.
Protection notes:	
Inspected:	Y

Vessel History

Built at Fremantle in 1890, *Edith* was first registered as No. 9 of 1891 at Fremantle to David Symon of Fremantle, merchant & Cecil Henry Hammond of Fremantle, merchant & George Yorke Hubble of Fremantle, merchant, trading as Symon,

Hubble & Co of Fremantle, merchants, on 8 April 1891.

This is possibly the vessel reported as having been driven ashore in the violent storm beaching or destroying many vessels around Cossack and Flying Foam Passage between 3 & 4 January 1894 (Cairns & Henderson 1995:222).

Ownership was transferred to Western Australian Lighterage Stevedoring Transport Co Ltd of Fremantle on 21 December 1896. *Edith* was sold to John & James Leslie Denny of Fremantle, merchants & Nils Nilsen of Fremantle, master mariner & Andrew Brown of Fremantle, seaman & Robert John Lynn of Fremantle, merchant, on 15 May 1903.

This vessel was wrecked at Condon, Nor'west coast of WA on 17 April 1907. Certificate not delivered up. Registry closed 18 July 1907 (*British Register of Shipping*, Fremantle).

Site Description

The wreck, from the visible remains, appears around 19 metres long, lies on a north-south axis and on its side. It was not possible to conclusively differentiate the bow from the stern, though an anchor stock, which lies barely visible within the wreckage five metres from its southern extremity, indicates that the bow lies to the south. The most obvious features of the site are a pair of iron diagonal hanging knees towards the southern (bow?) end of the site, a line of exposed frames on the port (?) side and the ends of a number of fastenings visible on the starboard side approximately five metres from the exposed frames. These give some indication of the minimum width of the structure. Approximately six metres due east a section of the wreck, consisting mainly of iron work, lies mainly buried in the sand. Approximately 150 metres inshore (south) there is a large section of the wreck consisting of hull planking measuring 7 x 1.5 metres and consisting of seven strakes of planks. Twenty metres south east of the site, a section of plank also appears. From correspondence received from the finder, it appears that the level of sand cover over the wreck regularly changes (Garratt et al. 1996).

National Heritage List Criteria

The National Heritage criteria against which the heritage values of this shipwreck site are assessed are:

- a. *the place has outstanding heritage value to the nation because of the place's importance in the course, or pattern, of Australia's natural or cultural history.*
This shipwreck site is representative of vessels lost during the numerous cyclones in the region
- b. *the place has outstanding heritage value to the nation because of the place's possession of uncommon, rare or endangered aspects of Australia's natural or cultural history*
Sixty-five vessels have been reported lost in the Eighty Mile Beach vicinity of which only three have been located.
- c. *the place has outstanding heritage value to the nation because of the place's potential to yield information that will contribute to an understanding of Australia's natural or cultural history*

The wreck of the *Edith* is the remains of a Western Australian owned and operated

wooden ship that was built in Fremantle. Though it lay in an easily accessible position, allowing it to be heavily salvaged, some artefactual material is expected to lie in the bilge of the wreck and under the hull itself and therefore has archaeological significance.

- d. *the place has outstanding heritage value to the nation because of the place's importance in demonstrating the principal characteristics of:*

- *a class of Australia's natural or cultural places; or*
- *a class of Australia's natural or cultural environments;*

This shipwreck is representative of a class of coastal traders operating on the Western Australian coast in the nineteenth century. This vessel was engaged in trading and provisioning Western Australian in the remote North West during the nineteenth century

- e. *the place has outstanding heritage value to the nation because of the place's importance in exhibiting particular aesthetic characteristics valued by a community or cultural group*

This site may be used by recreational diving groups and has educational and recreational significance.

- f. *the place has outstanding heritage value to the nation because of the place's importance in demonstrating a high degree of creative or technical achievement at a particular period*

This site has archaeological significance and can contribute to our understanding of local shipbuilding practices.

- g. *the place has outstanding heritage value to the nation because of the place's strong or special association with a particular community or cultural group for social, cultural or spiritual reasons*

Not applicable.

- h. *the place has outstanding heritage value to the nation because of the place's special association with the life or works of a person, or group of persons, of importance in Australia's natural or cultural history*

Not applicable.

- i. *the place has outstanding heritage value to the nation because of the place's importance as part of Indigenous tradition.*

Not applicable.

Images



MA/WI 2122 Edith wreck site. 1995. Colour Slide. Image Source: Dena Garrett and Ray Shaw, WAM.



MA/WI 2123 Edith wreck site. 1995. Colour Slide. Image Source: Dena Garrett and Ray Shaw, WAM.

See also: MA/WI 2121; MA/WI 2124-2129 *Edith* wreck site. 1995. Colour Slide.
Image Source: Dena Garrett and Ray Shaw, WAM.

Eighty Mile Beach Unidentified

Wreck Details

Wreck	
Name:	Eighty-Mile Beach unidentified
Details:	
Date wrecked:	
Year wrecked:	
Protected:	Not protected by <i>Maritime Archaeology Act, 1973</i>
Status:	
From port:	
To port:	
Comments:	Possibly a lugger
Location	
Where wrecked:	Eighty Mile Beach
Found:	Y
Region:	North West (Eighty Mile Beach Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-19.749667
Latmin:	
Lonmax:	120.678667
Lonmin:	
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	Wood
Type:	
Gross tonnage:	
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	
Builder:	
Port built:	
State built:	
Country built:	

Date built:	
Port registered:	
Official number:	
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	
Industry type 2:	
Crew - passengers	
Master:	
Owner:	
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8034
URL:	
Signage:	
Source:	McCarthy, M. & Thom, K., 1996, <i>80 Mile Beach Unidentified Wreck inspection</i> . Report-Department of Maritime Archaeology Western Australian Maritime Museum No 114.
Protection notes:	
Inspected:	Y

Site Description

The wreck, which measured 13.5 metres x 3.5 metres, appears to lie broadside on to the beach 25 metres from the base of the present sand hills and in close proximity to a ridge of clay at mean high water. A chain mound, two pump barrels, assorted ballast stones, copper/zinc alloy sheathing, sheathing tacks and some ironwork are the main items visible above the sand and clay seafloor.

A number of test excavations were conducted revealing some sheathing remains, fastenings, further ballast stones and a few heavily eroded frame timbers. The small scantlings of the timbers that were excavated and the small frame bolts visible were consistent with those encountered on small lugger-sized vessels, such as the *Ancel* and *Trixen* in the Western Australian Museum's collection, and on the wrecks of vessels known to be pearling luggers, e.g., the Parkes lugger wreck in the Monte Bello Islands (Sledge 1978:11-13). Thus it was concluded that the wreck was the remains of a pearling vessel or similar. We were also advised by passers-by that the remains of some centre-fire bullets had been unearthed the day before our visit and that these were consistent with the common .44 and .303 calibre munitions. A number of small coastal craft are known to have carried similar for hunting and other purposes. These also help date the remains as a post 1900 phenomenon.

A rudder that had been recovered some time previously on the mud flats to seaward of the site (which was not visible at the time), was displayed at the caravan park. From there it was taken to the rubbish dump. When viewed it proved to be in excellent condition, with the sheathing and timber-work all sound and with all pintles in place. These remains were also consistent with material from known pearling luggers.

Due to the size of the remains, the presence of copper/zinc alloy fastenings and sheathing and the scantlings of the fastenings and timbers, and the apparent presence of 20th century munitions, it is evident that the wreck is that of late 19th to early 20th century vessel in the traditional pearling lugger size range i.e., around 5-10 tons. This still leaves a very large list of possibilities (McCarthy & Thom 1996).

National Heritage List Criteria

The National Heritage criteria against which the heritage values of this shipwreck site are assessed are:

- a. the place has outstanding heritage value to the nation because of the place's importance in the course, or pattern, of Australia's natural or cultural history.*

This shipwreck site is representative of the pearling luggers lost during the numerous cyclones in the region. The site represents a period in Australian history that has great historical and archaeological significance. The vessel is most probably historic (older than 75 years) and represents a period in Australian history where Broome and the pearling fleets were supplying up to 80 percent of the world's pearl shell. Pearling was an important vocation from the middle of the nineteenth century until present and is synonymous with life in the North West of Australia.

- b. the place has outstanding heritage value to the nation because of the place's possession of uncommon, rare or endangered aspects of Australia's natural or cultural history*

Sixty-five vessels have been reported lost in the Eighty Mile Beach vicinity of which only three have been located.

- c. the place has outstanding heritage value to the nation because of the place's potential to yield information that will contribute to an understanding of Australia's natural or cultural history*

Archaeological investigation yields the possibility of furthering our understanding of the practices of pearling and life at sea for the people engaged in this industry.

- d. the place has outstanding heritage value to the nation because of the place's importance in demonstrating the principal characteristics of:*

- *a class of Australia's natural or cultural places; or*
- *a class of Australia's natural or cultural environments;*

This site is representative of vessels used in the pearling industry during the nineteenth and early twentieth centuries, of which there are little historical or archaeological remains.

- e. the place has outstanding heritage value to the nation because of the place's importance in exhibiting particular aesthetic characteristics valued by a community or cultural group*

This site may be used by recreational diving groups and has educational and recreational significance.

- f. the place has outstanding heritage value to the nation because of the place's importance in demonstrating a high degree of creative or technical*

achievement at a particular period

This site has archaeological significance and can contribute to our understanding of local shipbuilding and pearl diving practices.

- g. the place has outstanding heritage value to the nation because of the place's strong or special association with a particular community or cultural group for social, cultural or spiritual reasons*

There was a substantial loss of life in the pearling fields off Eighty Mile Beach due to annual cyclonic activity. This wreck site is representative of the final resting place of men and women, European, Aboriginal, Malay and Japanese, engaged in the pearling industry (both consensual and non-consensual).

- h. the place has outstanding heritage value to the nation because of the place's special association with the life or works of a person, or group of persons, of importance in Australia's natural or cultural history*

This site is representative of vessels used in the pearling industry during the nineteenth and early twentieth centuries. It may be considered significant to those, past and present, involved in the pearling industry as well as to the people of the northwest of Western Australia, generally.

- i. the place has outstanding heritage value to the nation because of the place's importance as part of Indigenous tradition.*

Very little is known about the involvement of aboriginal people in the pearling industry. This site may prove to be significant to individual or groups of aboriginal people engaged in the pearling industry (both consensual and non-consensual).

Artefacts

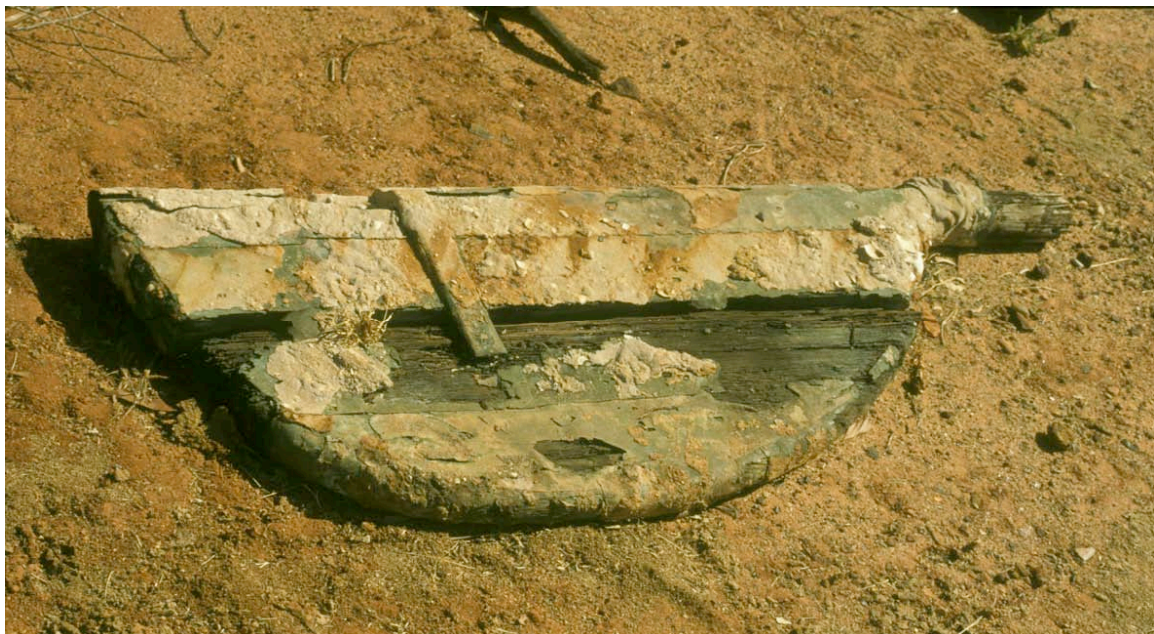
EMB4079 Ballast rock sample: Quartz like.
EMB4080 Ballast rock sample: black.
EMB4081 Fastening nail/spike: copper.
EMB4082 Bolt small: brass.
EMB4083 14 Sheathing tacks: copper.
EMB4084 2 Nails: copper.
EMB4085 Threaded screw: copper.

Images

MA/WI 2281-2317 Wreck Inspection Eighty Mile Beach Unidentified. 1996. Colour slide. Image Source: Mike McCarthy, WAM.



MA/WI 2311 Wreck Inspection Eighty Mile Beach Unidentified. 1996. Colour slide.
Image Source: Mike McCarthy, WAM.



MA/WI 2317 Wreck Inspection Eighty Mile Beach Unidentified. 1996. Colour slide.
Image Source: Mike McCarthy, WAM.

19 Mile Unidentified

Wreck Details

Wreck	
Name:	19 mile unidentified
Details:	
Date wrecked:	
Year wrecked:	
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	
From port:	
To port:	
Comments:	
Location	
Where wrecked:	
Found:	Y
Region:	North West (Eighty Mile Beach Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-19.179350
Latmin:	
Lonmax:	121.153083
Lonmin:	
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	
Type:	
Gross tonnage:	
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	
Builder:	

Port built:	
State built:	
Country built:	
Date built:	
Port registered:	
Official number:	
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	
Industry type 2:	
Crew - passengers	
Master:	
Owner:	
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	7650
URL:	
Signage:	
Source:	Gainsford, M. & Kimpton, G. 2003. <i>19 Mile Broome Unidentified Interim Wreck Inspection</i> . Report-Department of Maritime Archaeology Western Australian Maritime Museum No. 177.
Protection notes:	
Inspected:	Y

Site Description

The site is located offshore from Eighty Mile Beach in 18.5 metres of water (neap tide) and is dominated by three coral 'bombies' and scattered materials. The site has a low profile and is mostly covered with sediment. There are scatterings of pearl shell, ballast, anchors and pulley blocks that are mostly or partially covered with sand. The integrity of the site seems relatively sound as it is largely covered with sediments.

Material from the site is scattered over an area c. 25 by 10 metres, with little structure remaining above the seabed. Wreckage most noticeable was a frame, some pulley blocks, pearl shell, machinery, anchors, a windlass (?), stone blocks and some unidentifiable wreckage. It appears to be either a pearling lugger, mother ship or similar, identified as such from the large quantity of pearl shell at the site. Another indicating factor is the davit arm; used to haul shell over the side of a vessel when the divers' bags were full of shell. It would have been a wooden vessel. Some wood at the site corroborates this. A wood sample was acquired during the inspection but this sample is quite degraded. There is also a frame that appears to be joined to perhaps a keel or keelson; also wooden. Wooden pulley blocks are evident indicating that the vessel was both wooden construction and sail driven. Several anchors are evident at the site; these perhaps were not all in use by the vessel and could have been used as ballast in conjunction with the stone blocks (300 x 200 x 200mm). These anchors are of admiralty pattern and are about a metre to 1.2 metres long.

The shipwreck that lies off Eight Mile Beach could be any number of vessels, a few possibilities are listed below:

Ruby: *Ruby* left Cossack for pearling grounds two days before a cyclone hit in March 1882. The *Ruby* was a composite cutter built in 1880 of 31 tons, measuring 51.2 x 16.1 x 6.6 feet. Captain Topper was her master, O/No. 753089.

Surprise: Cutter of 28 tons, dimensions of 18.2 x 4.8 x 1.2 metres. Wrecked NW Coast of WA 4/11/1883 (Cape Bossut?), O/No. 61100.

Pearl: Schooner of 65 tons, lost on the north-western coast during October 1892. The vessel was Sydney built with dimensions 74.5 x 16.8 x 7.1 feet & O/No.89265.

Nellie: O/No.75319, built in 1884, a fore and aft schooner of 67.4 tons. Dimensions were 73.5 x 17.29 x 7.92 feet. Utilised for carrying cargo and passengers up and down the coast. After a few years put into the pearling industry at Broome where she acted as a mother ship, her fate is unknown. Date of wrecking is unknown.

Anne: Schooner of 71 tons, O/No.120006, lost 26 April 1908.

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- a. *the place has outstanding heritage value to the nation because of the place's importance in the course, or pattern, of Australia's natural or cultural history.*
This shipwreck site is representative of the pearling luggers lost during the numerous cyclones in the region. The site represents a period in Australian history that has great historical and archaeological significance. The vessel is most probably historic (older than 75 years) and represents a period in Australian history where Broome and the pearling fleets were supplying up to 80 percent of the worlds pearl shell. This particular vessel is possibly either a lugger or schooner mother ship. Pearling was an important vocation from the middle of the nineteenth century until present and is synonymous with life in the North West of Australia.
- b. *the place has outstanding heritage value to the nation because of the place's possession of uncommon, rare or endangered aspects of Australia's natural or cultural history*
Sixty-five vessels have been reported lost in the Eighty Mile Beach vicinity of which only three have been located.
- c. *the place has outstanding heritage value to the nation because of the place's*

potential to yield information that will contribute to an understanding of Australia's natural or cultural history

Archaeological investigation yields the possibility of furthering our understanding of the practices of pearling and life at sea for the people engaged in this industry.

- d. *the place has outstanding heritage value to the nation because of the place's importance in demonstrating the principal characteristics of:*

- *a class of Australia's natural or cultural places; or*
- *a class of Australia's natural or cultural environments;*

This site is representative of vessels used in the pearling industry during the nineteenth and early twentieth centuries, of which there are little historical or archaeological remains.

- e. *the place has outstanding heritage value to the nation because of the place's importance in exhibiting particular aesthetic characteristics valued by a community or cultural group*

This site may be used by recreational diving groups and has educational and recreational significance.

- f. *the place has outstanding heritage value to the nation because of the place's importance in demonstrating a high degree of creative or technical achievement at a particular period*

This site has archaeological significance and can contribute to our understanding of local shipbuilding and pearl diving practices.

- g. *the place has outstanding heritage value to the nation because of the place's strong or special association with a particular community or cultural group for social, cultural or spiritual reasons*

There was a substantial loss of life in the pearling fields off Eighty Mile Beach due to annual cyclonic activity. This wreck site is representative of the final resting place of men and women, European, Aboriginal, Malay and Japanese, engaged in the pearling industry (both consensual and non-consensual).

- h. *the place has outstanding heritage value to the nation because of the place's special association with the life or works of a person, or group of persons, of importance in Australia's natural or cultural history*

This site is representative of vessels used in the pearling industry during the nineteenth and early twentieth centuries. It may be considered significant to those, past and present, involved in the pearling industry as well as to the people of the northwest of Western Australia, generally.

- i. *the place has outstanding heritage value to the nation because of the place's importance as part of Indigenous tradition.*

Very little is known about the involvement of aboriginal people in the pearling industry. This site may prove to be significant to individual or groups of aboriginal people engaged in the pearling industry (both consensual and non-consensual).

Artefacts

UNID4515 Piece of Wood (possibly hull timber)

UNID4516 Copper Rod (possible fastening)

UNID4517 Pearl Shell (complete pearl shell)

Images

No images available (Digital Video only, WAM).

Rowley Shoals

Introduction

The Rowley Shoals are a chain of coral atolls on the western edge of the continental shelf. The Rowley Shoals were named in 1818 by Captain Philip Parker King, who first described their relative positions. He discovered and named the most north-easterly of the trio Mermaid Reef, after his ship. He gave the middle shoal the name Clerke Reef after Captain Clerke, who had reported it from a whaler sometime between 1800 and 1809. The south-western shoal was dubbed Imperieuse Reef after the vessel from which it was sighted by Captain Rowley in 1800. According to Captain H.V. Howe, a former pearler on the north-west coast at the turn of the century, some of the pearling luggers working out of Cossack from the mid-1800s to about 1930 regularly called at the Rowley Shoals and Scott Reef, to the north, to collect beche-de-mer and fish, before returning their Indonesian pearl divers to Kupang in Timor. There has only been one shipwreck found at Mermaid atoll.

Lively

Wreck Details

Wreck	
Name:	<i>Lively</i>
Details:	
Date wrecked:	
Year wrecked:	c.1810
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	London
To port:	Southern Fishery
Comments:	Possibly the French naval cutter <i>Abeille</i> , taken as a prize by the Royal Navy in 1796. Iron bolts and knees; copper sheathed over boards; oak frames.
Location	
Where wrecked:	Mermaid Reef, Rowley Shoals
Found:	Y
Region:	North West (Rowley Shoals Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-17.089683
Latmin:	
Lonmax:	119.591500
Lonmin:	
GPS coordinates:	17°05.381 119°35.490
Water depth:	
Vessel	
Draft(mtrs):	4.27
Construction:	Wood
Type:	Ship
Gross tonnage:	240
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	
Port built:	

State built:	
Country built:	France
Date built:	1787
Port registered:	
Official number:	
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	whaling
Crew - passengers	
Master:	Stonehouse ?
Owner:	Daniel Bennett ?
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8418
URL:	http://www.museum.wa.gov.au/mm/museum/march/shipwrecks/Wreckfinder/lively.html
Signage:	
Source:	Clowes, W.L., 1900, <i>The Royal Navy a history 1803—1815</i> . Henderson, G.J., 1983, <i>The Rowley Shoals Shipwreck Site: A Progress Report</i> . Report-Department of Maritime Archaeology, Western Australian Maritime Museum, No.20. Henderson G, J. 2007, <i>Unfinished Voyages Western Australian Shipwrecks 1622-1850 Second Edition</i> . University of Western Australia Press. Henderson G, J. & McCarthy M, 1982, The Quest for the Lively <i>Western Way</i> , 1.3 4-5 McCarthy M, 1981, <i>Rowley Shoals Unidentified (possibly Lively) Report (wreck inspection)</i> . Department of Maritime Archaeology, Western Australian Maritime Museum No.69.
Protection notes:	
Inspected:	Y

Vessel History

The *Lively* was a 240-241-ton French vessel (most likely formerly *L'Abeille*), built in 1787 and condemned as a prize by the British in January 1796. It was not 'made free' until 18 April

1798 and first appeared in the Register of Shipping in 1798 as a foreign-built, square-stern ship with specifications 89 feet 10 inches extreme length aloft, 25 feet 9 inches extreme breadth and 5 feet height between decks. It had three masts, two decks, a quarter-deck, no galleries and a curved knee head. Classified E1, meaning a second-class vessel with first class materials, the *Lively* was constructed using iron bolts. It was listed as having good repairs in 1798 and 1804, when the last survey took place. The vessel had a draught, when loaded, of 14 feet. In 1803 it was sheathed with copper over sacrificial planking boards. Magnus Smith was master from 1798 to 1802, and by 1806 Whitehouse was master. Ownership of the 240-ton *Lively* transferred from A. Dixon to Daniel Bennett in June 1798. Bennett, along with Samuel Enderby, was a dominant ship owner in British South Seas whaling. In 1800 Bennett's *Lively* was armed with ten 9-pounder cannon, but by 1804 these had been replaced by ten 4-pounders. The *Lively* was last listed at Lloyds in 1812. This is probably the vessel wrecked at the Rowley Shoals. The listed size matches the archaeology, as does the number and calibre of guns and the construction features of copper over boards and iron deck supports (Henderson 2007:90-100).

Site Description

The wreck of the *Lively* lies on Mermaid Shoal in the Rowley Shoals approximately 255 kilometres West of Broome. Two iron anchors and iron deck supports lie on the reef top on the West side of Mermaid Shoal. The shipwreck itself is located immediately adjacent to the reef in water up to four metres deep. Underwater, museum divers recorded two whalers' try pots, five iron cannon (3-4 pounders), an anchor, rudder fittings, copper sheathing tacks, sacrificial planking nails and a try-works brick. The wreck site was surveyed and partially excavated by teams from the Western Australian Maritime Museum assisted by Earthwatch volunteers during two expeditions in 1982 and 1983 (Henderson 2007:90-100).

National Heritage List Criteria

The National Heritage criteria against which the heritage values of this shipwreck site are assessed are:

- a. *the place has outstanding heritage value to the nation because of the place's importance in the course, or pattern, of Australia's natural or cultural history.*
The wreck of the *Lively* is understood to be the earliest whaler wreck yet found off the Western Australian coast (indeed the earliest in Australian waters). The history of the western third of the Australian continent has been well documented from the time of the first settlement in 1829. But for the period leading up to the first settlement—the 1780s through to the 1820s—very little is known about the activities of the various European nations in the waters off Western Australia. The exception is the official scientific expeditions sent out by Britain and France. Thus, every shipwreck for that period has the potential to fill some of the wide gaps in our knowledge of European activities and contacts.
- b. *the place has outstanding heritage value to the nation because of the place's possession of uncommon, rare or endangered aspects of Australia's natural or cultural history*
The wreck of the *Lively* is understood to be the earliest whaler wreck yet found off the Western Australian coast (indeed the earliest in Australian waters).
- c. *the place has outstanding heritage value to the nation because of the place's potential to yield information that will contribute to an understanding of Australia's natural or cultural history*
The site provides information about a little known industry—the British South Seas Whale fishery. The part played by the Americans in South Seas whaling is well known, but there has been little published on the English contribution, and the

available archival sources are sparse.

- d. *the place has outstanding heritage value to the nation because of the place's importance in demonstrating the principal characteristics of:*

- *a class of Australia's natural or cultural places; or*
- *a class of Australia's natural or cultural environments;*

This site is representative of vessels used in the whaling industry during the nineteenth century, of which there are few archaeological remains.

- e. *the place has outstanding heritage value to the nation because of the place's importance in exhibiting particular aesthetic characteristics valued by a community or cultural group*

This site may be used by recreational diving groups and has educational (popular and academic) and recreational significance.

- f. *the place has outstanding heritage value to the nation because of the place's importance in demonstrating a high degree of creative or technical achievement at a particular period*

The whaling equipment, the ship's armament, navigational equipment and the construction of the vessel the crew's possessions provide research material for interpretation of the techniques employed by the British South Seas Whale Fishery and survival at sea.

- g. *the place has outstanding heritage value to the nation because of the place's strong or special association with a particular community or cultural group for social, cultural or spiritual reasons*

The site is unique and contributes to our understanding of the exploration and exploitation of Australia prior to colonial settlement and is therefore important to all Australians.

- h. *the place has outstanding heritage value to the nation because of the place's special association with the life or works of a person, or group of persons, of importance in Australia's natural or cultural history*

The site is archaeologically significant and contributes to our understanding of the exploration and exploitation of Australia prior to colonial settlement and is important to all Australians, as well as academic researchers.

- i. *the place has outstanding heritage value to the nation because of the place's importance as part of Indigenous tradition.*

Not applicable

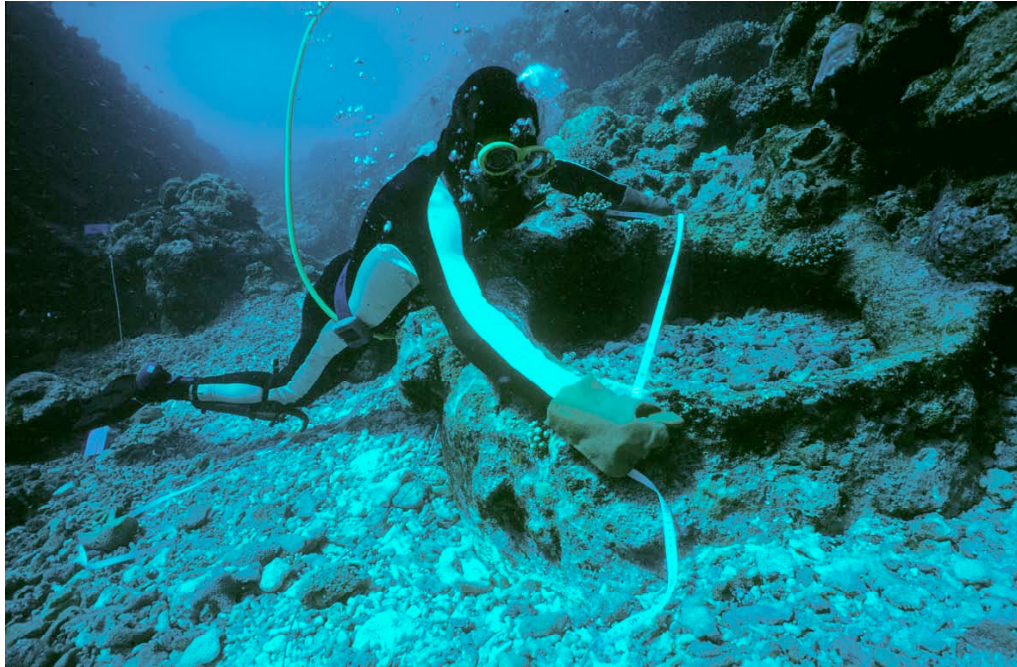
Artefacts

585 artefact listings on WAM Maritime Archaeology Database.

Artefacts

585 artefact listings on WAM Maritime Archaeology Database.

Images



RS/A/110 Lively Site Underwater. 1986. Colour slide. Image Source: Patrick Baker, WAM.

RS/A/21-780 Lively Site Underwater. 1986. Colour slides. Image Source: Patrick Baker, WAM.

RS/B/1-1400 Lively Site Above Water. 1986. Colour slides. Image Source: Patrick Baker, WAM.

RS/3/1-16 Non-Ferrous Arefacts. 1986. Colour slides. Image Source: Patrick Baker, WAM.

Scott Reef

Introduction

Scott Reef comprises three reefs, Scott Reef South, Scott Reef Central and Scott Reef North. Each of these structures rises steeply from the seabed 400 to 500 m below. Much of the reef area dries at low tide, but besides Sandy Islet of Scott Reef South, there are only a few rocks and sandbank above the high water mark. Only one historic shipwreck is located here although vessels in modern times have also foundered here.

Yarra

Wreck Details

Wreck	
Name:	Yarra
Details:	Struck reef during gale
Date wrecked:	1884/01/15
Year wrecked:	1884
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	Lakes Island
To port:	Northwest
Comments:	
Location	
Where wrecked:	Scott reef
Found:	Y
Region:	North West (Scott Reef Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-14.038333
Latmin:	
Lonmax:	121.766667
Lonmin:	
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	5.0000
Construction:	Iron
Type:	Barque
Gross tonnage:	482
Net tonnage:	463
LOA(mtrs):	45.2000
Beam(mtrs):	8.5000
Engine:	N
Builder:	
Port built:	Sunderland
State built:	
Country built:	UNITED KINGDOM

Date built:	
Port registered:	Melbourne
Official number:	63604
Registered number:	
Home port:	
Home country:	
Cargo:	Guano
Industry type:	Transport
Industry type 2:	cargo - coastal
Crew - passengers	
Master:	Lewis Schutt
Owner:	Mrs V. M. Christian
Crew:	11
Passengers:	3
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	9097
URL:	http://www.museum.wa.gov.au/mm/museum/march/shipwrecks/Wreckfinder/yarra.html
Signage:	
Source:	Report, PC Lemon to Sergeant O'Connell, Cossack, 10 March 1884, Police Records 708/1884 <i>Inquirer</i> , 12 March 1884 <i>Lloyds Shipping Register</i> , 1884-5 Sledge, S., 1984, Yarra, <i>Unpublished Wreck Inspection Report</i> . Department of Maritime Archaeology, Western Australian Maritime Museum, No. 80 Cairns. L. & Henderson. G., 1995 <i>Unfinished Voyages, Western Australian Shipwrecks 1881-1900</i> . University of Western Australia Press, Nedlands.
Protection notes:	
Inspected:	Y

Vessel History

The iron barque *Yarra* (Official Number 63604) sailed from Lakes Island, in the Gulf of Carpenteria, on 1 December 1883, after taking on a load of guano. On board were the master, Lewis Schutt, his wife and 2 children, as well as the mate and nine crewmen. All went well until 15 January, when the vessel struck on Scott's Reef, off the north-west coast, during a gale. The boats were washed away, so a makeshift raft was put together, on which they were all able to escape from the disabled vessel and make for Browse Island, some 160 kilometres away. They arrived there on 28

January, and Captain Schutt, with his family and five members of the crew were taken aboard the Swedish schooner *Alert*, loading guano and bound for Falmouth, while the mate, Francis Lough, and the four other men went on board the brig *Risöe*. Both vessels left the island the same day for Port Walcott, to deliver the *Yarra* survivors. On 6 March, however, *Risöe* arrived at Cossack, having lost sight of the *Alert* (Report, P.C. Lemon to Sgt. O'Connell, Cossack 10 March 1884, Police Record 708/1884 (Acc 129). Concern was expressed over the non-arrival of the schooner but it had already reached Port Darwin with the Schutts and the rest of the crew. In the report appearing in the *Inquirer*, the Swedish schooner is wrongly identified as the *Albert* (*Inquirer*, 12 March 1884, p.5a; Cairns & Henderson 1995:57).

The *Yarra* was an iron barque of 463-tons, built at Sunderland in 1870 with dimensions of 45.2 metres by 8.5 metres by 5 metres. The vessel was registered at Melbourne under the ownership of Mrs V. M. Christian (*Lloyds Shipping Register*, 1884-5).

Site Description

The wreck of the *Yarra*, discovered in 1984 by the officers and crew of the Australian Navy patrol boat *Gawler*, was inspected by staff of the Western Australian Museum's Maritime Archaeology Department in October 1894. The wreck lies on top of the reef, partly exposed on all tides, but completely dry at spring low tides. With the iron frame and hull plating reasonably intact, the wreck is visually attractive. It was subsequently declared an Historic Wreck (Sledge, S., 1984, *Yarra*, Unpublished Wreck Inspection Report, Department of Maritime Archaeology, Western Australian Maritime Museum, No. 80).

National Heritage List Criteria

The National Heritage criteria against which the heritage values of this shipwreck site are assessed are:

- a. *the place has outstanding heritage value to the nation because of the place's importance in the course, or pattern, of Australia's natural or cultural history.*
This shipwreck site is representative of the guano vessels lost during the numerous cyclones in the region. During the 1850s and 1860s ship owners began exploiting phosphate deposits in southern oceans. American vessels in particular searched for unoccupied guano islands, and were able to illegally extract guano from remote islands. The Western Australian colonial government became active in administering this resource from the mid-1870s onwards. The site represents a period in Australian history that has great historical and archaeological significance.
- b. *the place has outstanding heritage value to the nation because of the place's possession of uncommon, rare or endangered aspects of Australia's natural or cultural history*
This site, in particular the ship's machinery and fittings, is in good condition. The bilge pump apparatus is significant as there is no other archaeological example of this fitting in WA.
- c. *the place has outstanding heritage value to the nation because of the place's potential to yield information that will contribute to an understanding of Australia's natural or cultural history*
Archaeological investigation yields the possibility of furthering our understanding of the practices of guano mining and life at sea for the people engaged in this industry

d. *the place has outstanding heritage value to the nation because of the place's importance in demonstrating the principal characteristics of:*

- *a class of Australia's natural or cultural places; or*
- *a class of Australia's natural or cultural environments;*

This site is representative of vessels used in the guano industry during the nineteenth century, of which there are little historical or archaeological remains

e. *the place has outstanding heritage value to the nation because of the place's importance in exhibiting particular aesthetic characteristics valued by a community or cultural group*

This site may be used by recreational diving and charter groups and has educational and recreational significance.

f. *the place has outstanding heritage value to the nation because of the place's importance in demonstrating a high degree of creative or technical achievement at a particular period*

This site has archaeological significance and can contribute to our understanding of local shipbuilding and guano mining and collection practices.

g. *the place has outstanding heritage value to the nation because of the place's strong or special association with a particular community or cultural group for social, cultural or spiritual reasons*

Not applicable.

h. *the place has outstanding heritage value to the nation because of the place's special association with the life or works of a person, or group of persons, of importance in Australia's natural or cultural history*

This site is representative of vessels used in the guano industry during the nineteenth century. The site is archaeologically significant and contributes to our understanding of the exploration, exploitation and settlement in the northwest of Western Australia, generally.

i. *the place has outstanding heritage value to the nation because of the place's importance as part of Indigenous tradition*

Not applicable.

Images

MA/WI/1022-1043 Wreck Inspection HMS Gawler Trip Scott Reef. Yarra above water. 1984. Colour slides. Image Source: Scott Sledge, WAM.

MA/WI/1050-1077 Wreck Inspection HMS Gawler Trip Scott Reef. Yarra underwater. 1984. Colour slides. Image Source: Scott Sledge, WAM.



MA/WI/1043 Wreck Inspection HMS Gawler Trip Scott Reef. Yarra above water. 1984. Colour slide. Image Source: Scott Sledge, WAM.



MA/WI/1030 Wreck Inspection HMS Gawler Trip Scott Reef. Yarra above water. 1984. Colour slide. Image Source: Scott Sledge, WAM.



MA/WI/1062 Wreck Inspection HMS Gawler Trip Scott Reef. Yarra underwater. 1984. Colour slide. Image Source: Scott Sledge, WAM.

Lacepede Islands Area

Introduction

Located south of Cape Leveque, the Lacepede Islands comprise four small spits of land. Shipwrecks in this area mainly relate to the nineteenth century exploitation of guano. During the 1850s and 60s, enterprising sea captains and shipowners began to exploit previously ignored phosphate deposits on islands in the South Seas. American vessels, in particular, searched for unoccupied guano islands and then set one or two men ashore, claiming that their law thereby entitled them to possession of the island's resources. This led to a painful new awareness within the governments of the Australian colonies of the vastness of the unoccupied sections of coastline and islands to be administered. British legal opinion was that the governments of the Australian colonies could not annex offshore rocks and islands merely by declaring an intent to annex them. It was necessary to occupy a place and preserve the evidence of that occupation. By the mid-1870s, the Western Australian Government had begun to take action after an American named Mr S.P. Lord had planted his nation's flag on the Lacepede Islands and claimed them for America (Inquirer, 8 August 1877). In response, the British flag was hoisted and the Western Australian Government stationed an official representative on the Lacepedes, and required vessels to procure a licence before removing guano. This measure was designed to ensure that the Colony maintained control and received royalties for the guano.

Manfred

Wreck Details

Wreck	
Name:	<i>Manfred</i>
Details:	At anchor
Date wrecked:	1879/01/24
Year wrecked:	1879
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Lacepedes
Found:	Y
Region:	North West (Lacepedes Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-16.856667
Latmin:	
Lonmax:	122.128333
Lonmin:	
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	5.9000
Construction:	Wood
Type:	Barque
Gross tonnage:	587
Net tonnage:	
LOA(mtrs):	46.4000
Beam(mtrs):	9.3000
Engine:	N
Builder:	
Port built:	Sunderland
State built:	
Country built:	UNITED KINGDOM

Date built:	
Port registered:	
Official number:	47712
Registered number:	
Home port:	
Home country:	
Cargo:	Guano
Industry type:	Transport
Industry type 2:	cargo - coastal
Crew - passengers	
Master:	Captain John Smith
Owner:	W. Davison of North Shields
Crew:	
Passengers:	0
Deaths:	0
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8452
URL:	http://www.museum.wa.gov.au/mm/museum/march/shipwrecks/Wreckfinder/manfred.html
Signage:	
Source:	Scott Sledge, <i>Report of Wreck Inspection North Coast, 1878</i> , Western Australian Museum, Perth, 1980 Police Station, Cossack, to Police Superintendent, 14/3/1879, Police Records, Acc. No. 79 Lloyds Shipping Register, 1879 Henderson, G & Henderson K.J., 1988, <i>Unfinished Voyages Western Australian Shipwrecks 1851-1880</i> . University of Western Australia Press, Nedlands.
Protection notes:	
Inspected:	Y

Vessel History

The barque *Manfred* was loading guano for Messrs F.E. Beaver and Co. at the Lacepede Islands on 24 January 1879, when a gale blew up from the east and then veered to north-east. The vessel began dragging her anchors towards a reef, so Captain John Smith made the decision to run her into the 'gut', a passage between the western island and the inhabited island. In the process, the ship grounded on a sand-bar, and although the crew managed to get her off into deeper water, she was then driven onto rocks, where she became a total wreck. All of the crew made it safely ashore. At the time of going ashore, the *Manfred* had 750 tons of guano aboard, and this was lost (Police Station, Cossack, to Police Superintendent, 14 March 1879, Police Records, Acc. No.79). The wreck was sold at public auction for

two hundred and five pounds. Some of the crew were taken to Cossack on the cutter Edward James, while ten men remained with the guano loading settlement on the Lacepedes.

The 587-ton *Manfred* (Official Number 47712) was built at Sunderland in 1864, and was owned by W. Davison, of North Shields (Lloyds Shipping Register, 1879). The vessel had one deck, an elliptical stern, a figurehead of a woman, and the dimensions 46.4 metres x 9.3 metres x 5.9 metres.

Site Description

At low water, the iron deck supports, bollards, windlass and other components of the Manfred are obvious to visitors to the Lacepede Islands. The wreck seems entirely in the intertidal zone, although a few pieces may be continually underwater. Timber, bolts and small fittings were remarkable by scarcity, and virtually no small artefacts were located. The wreck was inspected by the Museum in 1978 (Sledge 1978:30-32).

National Heritage List Criteria

The National Heritage criteria against which the heritage values of this shipwreck site are assessed are:

- a. *the place has outstanding heritage value to the nation because of the place's importance in the course, or pattern, of Australia's natural or cultural history.*
This shipwreck site is representative of the guano vessels lost during the numerous cyclones in the region. During the 1850s and 1860s ship owners began exploiting phosphate deposits in southern oceans. American vessels in particular searched for unoccupied guano islands, and were able to illegally extract guano from remote islands. The Western Australian colonial government became active in administering this resource from the mid-1870s onwards. The site represents a period in Australian history that has great historical and archaeological significance. The vessel is most probably historic (older than 75 years).
- b. *the place has outstanding heritage value to the nation because of the place's possession of uncommon, rare or endangered aspects of Australia's natural or cultural history*
Forty-two vessels have been reported lost in the Lacepede Islands vicinity of which only one, the *Manfred*, has been located.
- c. *the place has outstanding heritage value to the nation because of the place's potential to yield information that will contribute to an understanding of Australia's natural or cultural history*
Archaeological investigation yields the possibility of furthering our understanding of the practices of guano mining and life at sea for the people engaged in this industry.
- d. *the place has outstanding heritage value to the nation because of the place's importance in demonstrating the principal characteristics of:*
 - a class of Australia's natural or cultural places; or
 - a class of Australia's natural or cultural environments;This site is representative of vessels used in the guano industry during the nineteenth century, of which there are little historical or archaeological remains
- e. *the place has outstanding heritage value to the nation because of the place's importance in exhibiting particular aesthetic characteristics valued by a community or cultural group*
This site may be used by recreational diving groups and has educational and

recreational significance.

- f. the place has outstanding heritage value to the nation because of the place's importance in demonstrating a high degree of creative or technical achievement at a particular period*

This site has archaeological significance and can contribute to our understanding of local shipbuilding and guano mining and collection practices.

- g. the place has outstanding heritage value to the nation because of the place's strong or special association with a particular community or cultural group for social, cultural or spiritual reasons*

Not applicable.

- h. the place has outstanding heritage value to the nation because of the place's special association with the life or works of a person, or group of persons, of importance in Australia's natural or cultural history*

This site is representative of vessels used in the guano industry during the nineteenth century. The site is archaeologically significant and contributes to our understanding of the exploration, exploitation and settlement in the northwest of Western Australia, generally.

- i. the place has outstanding heritage value to the nation because of the place's importance as part of Indigenous tradition*

Not applicable.

Images

MA/WI 1421-31 Wreck Inspection of Manfred 1978. Colour Slides. Image Source: Maritime Archaeology, WAM.

WINC 500-520 Wreck Inspection North Coast (WINC) 1978. Manfred site. Colour Slides. Image Source: Maritime Archaeology, WAM.

WINC565-574 Wreck Inspection North Coast (WINC) 1978. Manfred site. Colour Slides. Image Source: Maritime Archaeology, WAM.



*WINC 566 Wreck Inspection North Coast (WINC) 1978. Manfred site. Colour Slide.
Photo: Patrick Baker. Image Source: Maritime Archaeology, WAM.*

King Sound Area

Introduction

King Sound is a body of water 145 km by 56 km located at the top of the Dampier Peninsula. Its entrance is flanked by Cape Leveque to the west and the four island clusters of the Buccaneer Archipelago in Yampi Sound to the east. The mouths of the Fitzroy, Meda, Lennard, May, and Robinson rivers are along its shores. A peninsula that divides the inner section of the inlet has the port of Derby on its western shore. An eleven metre tidal range poses a challenge to navigators, as does the presence of many shoals and reefs. The sound was explored in 1838 by John Stokes and John Wickham, captains of the ship HMS *Beagle*, who named it after the surveyor Phillip Parker King. This area also encompassed the offshore region north of King sound including Adele Island.

SS Karrakatta

Wreck Details

Wreck	
Name:	<i>Karrakatta</i>
Details:	Screw Steamer
Date wrecked:	1901/03/26
Year wrecked:	1901
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	Fremantle
To port:	Singapore
Comments:	Wrecked whilst proceeding from Broome to Derby
Location	
Where wrecked:	Swan Point, western approach to King Sound
Found:	Y
Region:	North West (King Sound Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-16.356667
Latmin:	
Lonmax:	123.035000
Lonmin:	
GPS coordinates:	16°21.4 123°02.1
Water depth:	
Vessel	
Draft(mtrs):	5.4
Construction	Iron
Type:	Schooner Rigged Screw Steamer
Gross tonnage:	2091.34
Net tonnage:	1271.47
LOA(mtrs):	91.5
Beam(mtrs):	12.8
Engine:	Triple Expansion 300 HP
Builder:	John Scott & Co
Port built:	Kinghorn
State built:	

Country built:	Scotland, UK
Date built:	1897
Port registered:	Fremantle
Official number:	102212
Registered number:	No 4 of 1898
Home port:	
Home country:	
Cargo:	Assorted and mail
Industry type:	Transport
Industry type 2:	International cargo
Crew - passengers	
Master:	Harry Talboys
Owner:	West Australian Steam Navigation Company Ltd.
Crew:	80
Passengers:	59
Deaths:	N
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8333
URL:	http://www.museum.wa.gov.au/mm/museum/march/shipwrecks/Wreckfinder/karrakatta.html
Signage:	
Source:	<i>West Australian</i> , 2/4/1901 p5. <i>The Inquirer and Commercial News</i> , 5/4/1901 Sledge, S., 1978, <i>Wreck Inspection, North Coast Site not found (WINC) Expedition, 1978</i> . Report Department of Maritime Archaeology, Western Australian Maritime Museum, No.11. I.J. Field, Steam Vessel File McKenna Collection No 681, WA Maritime Museum. Parsons. R., 1973, <i>Steamships in Colonial Western Australia. British Register of Shipping</i> , Fremantle.
Protection notes:	
Inspected:	Y

Vessel History

The steel single screw steam ship *Karrakatta* was built in 1897 and first registered as No 4 of 1898 at Fremantle to Western Australian Stern Navigation Co. Ltd (*British Register of Shipping*, Fremantle). The ship had 5 bulkheads, 2 decks and an elliptical stern. *Karrakatta*'s two masts were schooner rigged and power was provided by a triple expansion 300hp steam engine.

On a voyage from Fremantle to Singapore under Captain Talboys, the vessel wrecked after striking an uncharted rock near Swan Point at the approaches to King Sound on 26 March 1901 (British Register of Shipping, Fremantle). Crew members managed to recover 17 mail bags (almost all of them) by diving into the nearly submerged mail room. Important documents concerning the ship were recovered although little was saved in the way of personal effects (*West Australian*, 2 April 1908 p5). A party that set out overland for help was forced to return to the wreck. Eventually the schooner *Alto* rescued the complement of 129 and landed them at Broome.

Site Description

The wreck of the *Karrakatta* was inspected by divers from the Western Australian Maritime Museum during the course of the Wreck Inspection North Coast (WINC) expedition in 1978 (Sledge 1978:81). With heavy tidal flow making for challenging conditions, the divers noted L-section iron frames and iron rods or pipes. Some iron plating was present but the wreck lacked any structural integrity. Two ceramic tiles, a ballast stone and an alloy pipe were retrieved.

National Heritage List Criteria

The National Heritage criteria against which the heritage values of this shipwreck site are assessed are:

- a. *the place has outstanding heritage value to the nation because of the place's importance in the course, or pattern, of Australia's natural or cultural history.*
The *Karrakatta* was dedicated to the West Australia Steam Navigation Company's regular run to Singapore via outports. The vessel played an important part in the development of the north west of Australia carrying passengers with cargo of mails, wool, pearl shell and timber. The *Karrakatta* helped to support a growing trade interlocked with the continued developments of the Coolgardie and Kalgoorlie goldfields, coupled with the expanding pearling industry on the Northwest coast.
- b. *the place has outstanding heritage value to the nation because of the place's possession of uncommon, rare or endangered aspects of Australia's natural or cultural history*
Twenty-six vessels have been reported lost in the King Sound vicinity of which only two have been located. The wreck of the *Karrakatta* is unique in that it was a purpose-built vessel for the Singapore coastal run.
- c. *the place has outstanding heritage value to the nation because of the place's potential to yield information that will contribute to an understanding of Australia's natural or cultural history*
The wreck of the *Karrakatta* is the remains of a Western Australian owned and operated steam ship. Due to it's swift sinking in an isolated area, limited salvage has been undertaken and it is expected to be artefactually rich. It therefore has high archaeological significance.
- d. *the place has outstanding heritage value to the nation because of the place's importance in demonstrating the principal characteristics of:*
 - a class of Australia's natural or cultural places; or
 - a class of Australia's natural or cultural environments;This shipwreck is representative of a class of coastal traders operating on the Western Australian coast in the nineteenth and early twentieth century. This vessel

was engaged in trading and provisioning Western Australian in the remote North West during the nineteenth early twentieth century

- e. *the place has outstanding heritage value to the nation because of the place's importance in exhibiting particular aesthetic characteristics valued by a community or cultural group*

This site may be used by recreational diving groups and has educational and recreational significance.

- f. *the place has outstanding heritage value to the nation because of the place's importance in demonstrating a high degree of creative or technical achievement at a particular period*

This site has archaeological significance and can contribute to our understanding of shipping practices, and vessel design.

- g. *the place has outstanding heritage value to the nation because of the place's strong or special association with a particular community or cultural group for social, cultural or spiritual reasons*

This site is representative of vessels used in the Australian coastal and international trade during the nineteenth and early twentieth centuries. It may be considered significant to those, past and present, involved in the pearling, timber and wool industries as well as to the people of the northwest of Western Australia, generally.

- h. *the place has outstanding heritage value to the nation because of the place's special association with the life or works of a person, or group of persons, of importance in Australia's natural or cultural history*

Not applicable.

- i. *the place has outstanding heritage value to the nation because of the place's importance as part of Indigenous tradition.*

Not applicable.

Images



WINC1744 Karrakatta Wreck site.1978. Colour Slide. Image Source: Patrick Baker, WAM.

WINC1745 Karrakatta Wreck site.1978. Colour Slide. Image Source: Patrick Baker, WAM.

MH 604 SS Karrakatta. Oil Painting. Image Source: Bateman family, WAM.

SS Colac

Wreck Details

Wreck	
Name:	SS <i>Colac</i>
Details:	Grounded
Date wrecked:	1910/09/17
Year wrecked:	1910
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	Derby
To port:	Fremantle
Comments:	Master found guilty of error of judgment and laxity in navigating the vessel and had his certificate suspended for two months

Location	
Where wrecked:	Stranded 18 miles from Derby in King Sound
Found:	Y
Region:	North West (King Sound)
State:	Western Australia
Jurisdiction:	Federal
Latmax:	-17.340667
Latmin:	
Lonmax:	123.595000
Lonmin:	
GPS coordinates:	17° 20.44 123° 35.70
Water depth:	
Vessel	
Draft(mtrs):	5.0000
Construction:	Iron
Type:	Steamer
Gross tonnage:	1480
Net tonnage:	958
LOA(mtrs):	75.0000
Beam(mtrs):	10.0000
Engine:	Iron screw Steamer
Builder:	E. Witby & Co
Port built:	Hartlepool
State built:	
Country built:	United Kingdom
Date built:	1884
Port registered:	Adelaide
Official number:	89469
Registered number:	
Home port:	
Home country:	
Cargo:	Cattle 300, sheep 2,000
Industry type:	Transport. Coastal cargo

Industry type 2:	
Crew – passengers	
Master:	Walter John Snadden
Owner:	Adelaide SS Co Ltd
Crew:	30
Passengers:	
Deaths:	None
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	7917
URL:	
Signage:	
Source:	<i>West Australian</i>, 1908/03/10, p. 6a. <i>West Australian</i>, 19/9/1910 Harbour & Light AN. 16/5/ACC1066/1096/1910(BATT). <i>West Australian</i>, 1910/09/22. <i>West Australian</i>, 1910/10/21. McCarthy, M., <i>Wreck Inspection Report SS Colac (1886-1910)</i>. Department of Maritime Archaeology, Western Australian Maritime Museum. Report No. 110. Fremantle, 1996. Page, M., 1975, <i>Fitted for the voyage: the Adelaide Steamship</i>. Company Limited 1875-1975. Rigby, Adelaide. Lloyd's Register of British and Foreign Shipping, 1908-1909. Vol. 1.1 Steamers, entry 1279 Loney, J., <i>Wrecks on the Western Australian Coast</i>. SS <i>Colac</i> Information sheet, Derby Library. Wreck Index, Battye Library. The State Library of Western Australia. The Ships Index, Battye Library. The State Library of Western Australia. Entries 9/12/1890-6/10/1886.
Protection notes:	
Inspected:	Y

Vessel History

The SS *Colac* was built in 1884 by E Whithy and Co. in Hartlepool, UK. The *Colac* was used as a collier by the shipping firm Huddart Parker. When South Australian Railways sought tenders for the coal contract, the Adelaide Steamship Company Limited were the successful applicants and with an eye to servicing the contract they purchased the ship from Huddart Parker in September 1886 for £16000. *Colac* continued in the coal trade and was also used to transport other materials, including coke. In 1892, the vessel transported a cargo of 100 mules consigned to the Colonial Sugar Refining Company's plantation in Fiji. The *Colac* returned to Sydney laden with fruit. Camels were carried from Port Augusta in South Australia a few years later. On one voyage in July 1895, *Colac* carried 250 cattle and just over 2000 sheep

to Western Australia with few losses, establishing the vessel's reputation as a reliable stock carrier. The ship then began to service Western Australia's Kimberley region. The vessel was able to carry both passengers (up to 15) and stock such as sheep and bullocks (Page, 1975).

Lloyd's register (1908-9) records that the vessel, ON 89469, was a single deck iron screw steamer with two tiers of deck beams, of 1480 tons gross and 958 tons net. The vessel was 245.2 feet (c. 75m) long x 34.2 feet (c. 10m) wide and 17.2 feet (c. 5m) deep. It had a raised quarterdeck, bridge deck and forecastle and carried water ballast tanks forward and aft (*Lloyds Register* 1908-1909).

The SS *Colac*'s stranding was described in this entry from the *Broome Chronicle* 24/9/1910 p. 3b:

Derby Monday

The steamer *Colac* after loading 300 cattle and 2000 sheep left Derby jetty and grounded on the outer shoal. The tide receding left the vessel on an uneven bottom which damaged the vessel considerably and rendered the engines unworkable, owing to the displacement of the machinery. The SS *Minderoo* was signalled and came alongside the *Colac* and towed her back to Derby where the stock are being discharged. It is not considered possible to repair the boat's engines sufficiently here for her to steam south. Arrangements will be made for her to be towed. The *Colac* was chartered by Elder, Shenton and Co. and loaded with Blyth Bros cattle.

Late

The stock from the disabled steamer *Colac* has now been discharged. It is not considered probable that the vessel can ever be repaired, and she will most likely be broken up here.

After realising that it could neither be repaired on the spot or towed south for repairs, the stricken ship was abandoned to the underwriters. After further deliberation it was towed from the Derby wharf to its present location and progressively stripped for salvage. Recovery of brasses such as engine fittings, scuttles and the like would have occurred quite quickly, followed by all other saleable metals. Small auxiliary engines, piping and other useful fittings would have also been quite quickly removed from the wreck for used elsewhere, possibly in the town. There is some evidence that the engine columns could also have been removed. Being readily accessible, the salvage of easily removed materials was extensive, though heavy items such as the engine, boiler, propeller and anchor(s) remained due to the strength of the tide and its semi-diurnal cycle.

The *Colac*'s propeller and anchor were retrieved in 1964 by a team led by Mr. Doug D'Antione, foreman to the Derby Harbours and Rivers Authority. The Lions Club then set them in cement in front of the Derby Civic Centre.

Site Description

The wreck, as inspected by the Western Australian Maritime Museum in 1995, comprised five distinct parts:

- an intact bow triangle complete with all fixtures including the forecastle accommodation and the remnants of the wooden decking;
- a collapsed fore-hold;
- an intact midships section, with upper deck as described below;

- a collapsed aft hold; and
- an intact stern triangle, again with remnant deck timber and with rudder chains.

The entire wreck lies canted to port at varying degrees of heel on an axis of 100°/290°, across current, on a drying sand-bar within a deep scour pit that remains 1-3m deep at low water spring tides. The integrity of the midships section of the wreck was found to be due to the strength of the engine-room, boiler room and bunkers, which serve to form a very strong unit due to the many bulkheads, compartments and bracings. The coal chute, boiler room and engine gantry help to maintain the rigidity of the structure. Atop this strong unit lies the bridge, galley, some accommodation sections and the engine-room skylight. Some deck rails and davits are still in place and remains of the wooden decking are also still visible. The extent of the scour pit that has formed is evident from the height of the sand-bar behind the wreck. The deck and stanchions of the open bridge-work are the foremost of the visible structures, followed by an unidentifiable compartment and the galley, with arched hatch (door) clearly visible. This contains a wood-burning stove against the aft wall and the floor tiling is still visible. Aft is another unidentified compartment, followed by the coal chute and the engine-room skylights. The longevity of the davits and deck rails is largely due to the inability of vessels to anchor above the *Colac* wreck site. The collapsed aft cargo-hold is also visible, followed by the stern section (McCarthy 1996).

The engine room is apparently a strong unit with the parent girder to the sliding hoist helping to maintain fore and aft rigidity. The two cylinder compound engine, once upright, lies on its port side; possibly having been torn from its bed as a result of the force of the initial stranding. Some salvage may also have occurred in the ensuing years, as engine support columns were not visible from above. It is possible that the support columns were removed, allowing the engine to collapse further onto its side, to finish with the top of its cylinders almost up against the port bilge. A deep layer of sand and mud in the engine room covers the cranks, protecting the remains, but precluding a close inspection of the engine itself. While still ostensibly strong, the mishaps section of the wreck is gradually collapsing, having broken along much of its length at the turn of the bilge on the starboard side. The hull plating in this midships section is intact and appears very strong, though it is peeling away forward on the starboard side. The bow and stern triangles are expected to remain for many years, being the strongest parts of the vessel (McCarthy 1996).

National Heritage List Criteria

The National Heritage criteria against which the heritage values of this shipwreck site are assessed are:

- a. the place has outstanding heritage value to the nation because of the place's importance in the course, or pattern, of Australia's natural or cultural history.*

With the exception of the *SS Sunbeam* (b.1861) and the *SS Alkimos* (b.1943) the wreck of the *Colac* represents the most intact remains of a steamer left on the Western Australian coast. The vessel played an important part in the development of the north west of Australia demonstrating the dependence of the area on sea transport

- b. the place has outstanding heritage value to the nation because of the place's possession of uncommon, rare or endangered aspects of Australia's natural or cultural history*

Twenty-six vessels have been reported lost in the King Sound vicinity of which only

two have been located. Carrying stock out of Derby Colac is unique in that it is the only vessel left from this trade and is representative of early transport systems in the Kimberley.

- c. *the place has outstanding heritage value to the nation because of the place's potential to yield information that will contribute to an understanding of Australia's natural or cultural history*

The wreck of the *Colac* is the remains of a Western Australian owned and operated steam ship. Though it lay in an easily accessible position, allowing it to be heavily salvaged, some artefactual material is expected to lie in the bilge of the wreck and under the hull itself. *Colac* also has some importance in the study of iron shipbuilding and site formation. It therefore has high archaeological significance.

- d. *the place has outstanding heritage value to the nation because of the place's importance in demonstrating the principal characteristics of:*
- *a class of Australia's natural or cultural places; or*
 - *a class of Australia's natural or cultural environments;*

This shipwreck is representative of a class of coastal traders operating on the Western Australian coast in the nineteenth and early twentieth century. This vessel was engaged in trading and provisioning Western Australian in the remote North West during the nineteenth early twentieth century

- e. *the place has outstanding heritage value to the nation because of the place's importance in exhibiting particular aesthetic characteristics valued by a community or cultural group*

This site, given its accessibility may be accessed by community groups and has educational and recreational significance.

- f. *the place has outstanding heritage value to the nation because of the place's importance in demonstrating a high degree of creative or technical achievement at a particular period*

This site has archaeological significance and can contribute to our understanding of shipping practices, and vessel design.

- g. *the place has outstanding heritage value to the nation because of the place's strong or special association with a particular community or cultural group for social, cultural or spiritual reasons*

This site is representative of vessels used in the Australian coastal trade during the nineteenth and early twentieth centuries. It may be considered significant to those, past and present, involved in the stock trade as well as to the people of the northwest of Western Australia, generally.

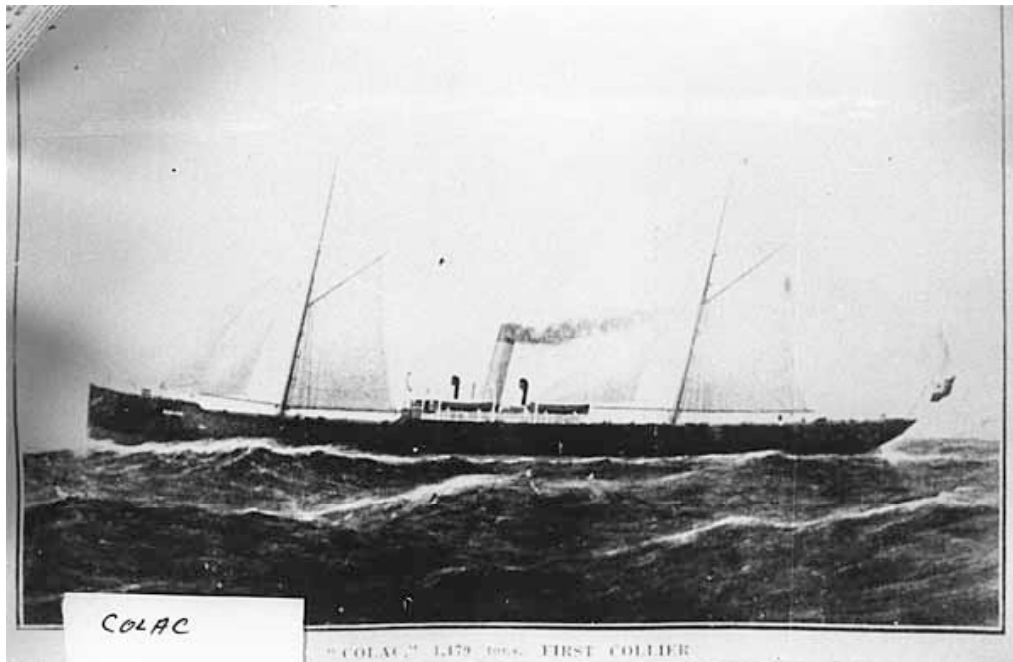
- h. *the place has outstanding heritage value to the nation because of the place's special association with the life or works of a person, or group of persons, of importance in Australia's natural or cultural history*

Not applicable.

- i. *the place has outstanding heritage value to the nation because of the place's importance as part of Indigenous tradition.*

Not applicable.

Images



MA1826/26 Photo: The COLAC, Watercolor by A.V. Gregory, 1896, in the possession of the Company.



MA58/95 File Colac site 1995. Colour Prints x 22. Image Source: Peter O'Dwyer, WAM.

CLC/03-101 Colac Site Inspection. 1995. Colour slides. Photo Source: Mike McCarthy, WAM.

Bonaparte Archipelago Area

Introduction

Incorporating mainland areas from Collier Bay to Lamarck Island in York Sound, the Bonaparte Archipelago comprises many offshore reefs and islands extending to Cassini Island in the west. Shipwrecks in this area are the result of exploration and attempts to settle this region, including the failed pastoral settlement at Camden Harbour in the 1865.

Calliance

Wreck Details

Wreck	
Name:	<i>Calliance</i>
Details:	Broke her back when swept ashore at the entrance to Camden Harbour
Date wrecked:	1865/01/05
Year wrecked:	1865
Protected:	Protected by <i>Maritime Archaeology Act, 1973</i>
Status:	Wrecked
From port:	Melbourne
To port:	Camden Harbour
Comments:	

Location	
Where wrecked:	Camden Harbour, Bonaparte Archipelago
Found:	Y
Region:	North West (Bonaparte Archipelago)
State:	Western Australia
Jurisdiction:	
Latmax:	-15.500000
Latmin:	
Lonmax:	124.611667
Lonmin:	
GPS coordinates:	
Water depth:	

Vessel	
Draft(mtrs):	6.4000
Construction:	Wood
Type:	Ship
Gross tonnage:	822
Net tonnage:	
LOA(mtrs):	48.0000
Beam(mtrs):	9.7000
Engine:	N

Builder:	
Port built:	Sunderland
State built:	
Country built:	UNITED KINGDOM
Date built:	
Port registered:	Sunderland
Official number:	26480
Registered number:	
Home port:	
Home country:	
Cargo:	Passengers, livestock
Industry type:	Transport
Industry type 2:	Cargo - international
Crew - passengers	
Master:	Captain Brown
Owner:	John Cereswell of Sunderland
Crew:	
Passengers:	
Deaths:	0
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	7853
URL:	http://www.museum.wa.gov.au/mm/museum/march/shipwrecks/Wreckfinder/calliance.html
Signage:	
Source:	Battye, J. S. 1915, <i>The History of the North-West of Australia Perth</i> . Battye, J. S. 1924, <i>Western Australia</i> . Clarendon Press, Oxford. Richards, C. 1990, <i>There were three ships</i> , UWA Press, Nedlands. Sledge, S., 1978, <i>Wreck Inspection, North Coast (WINC) Expedition, 1978</i> , Report Department of Maritime Archaeology, Western Australian Maritime Museum, No.11.
Protection notes:	
Inspected:	Y

Vessel History

The Camden Harbour expedition promises to benefit nobody but the projectors. The confiding shareholders who so willingly exchanged a hundred pounds for the privilege of becoming members of the association, appear to be only anxious to escape as quickly as possible from their bargain; and altogether the prospect of becoming a proprietor of half a million of acres and as many sheep in that well advertised settlement, is losing its value in the market. The authentic and dispassionate accounts which have been published from time to time in the press can scarcely be considered encouraging, even to the most enterprising emigrants; and we should not be surprised if we soon ceased to hear anything more, for the present at least, of colonising the most inhospitable region in the Australias [sic]. From all sides, the reports seem to agree in pronouncing the spot selected by the projectors of the expedition as the most unfitted for settlement that could have been chosen, and, in fact, uninhabitable by man or beast (*Melbourne Argus* 22/05/1865).

After reports of the agricultural potential of Camden Harbour by the explorer Captain George Grey in 1838, 'who wrote in raptures of its capabilities as a pastoral country' (*West Australian* 24/02/1886); F.T. Gregory, in 1861 who visited and recommended the North-West as a place with good opportunities for settlement and commerce, and the 'Glenelg Expedition' of the *New Perseverance* with Mr F.K. Panter and company (*West Australian Times* 9/06/1864), the Camden Harbour Pastoral Association was formed in Melbourne in 1864. With a capital of £20 000 its remit was "to settle a very superior, well-watered pastoral and agricultural country around Camden Harbour by placing one head of cattle on every thousand acres". Each share entitled the holder to a passage to Camden Harbour, North West Kimberley, rations for twelve months and a lease of 20,000 acres for 12 years with the first four free, and 230 head of cattle. The company claimed a pre-emptive right over the area leased despite the fact that land regulations did not permit this (Battye 1915). The fact that the land was considered arable by Grey, refutes the initial observations by King:

The ground is covered with loose masses of...rock with spinifex growing between them; this plant is of sufficient to indicate the poverty of the soil. (Phillip Parker King, 1820).

The distance of the Camden Harbour settlement to Coepang, Timor was also considered to be an added incentive. It was postulated that both the Dutch Government and Peninsular & Orient (P&O) steamers would establish a coastal communication and trading network with the new settlement (*Perth Gazette* 2/09/1864)

Approximately 70 settlers bought shares in this venture and sought to farm the area arriving on the vessels *Stag*, *Helvetia* and *Calliance*. By January 1865, with the arrival of the new government resident Robert Scholl, the settlement was drought stricken and suffering heavy stock losses. The settlement was abandoned by October 1865 after the last of the livestock had perished.

The *Calliance*, one of the vessels carrying 67 settlers and families (12 ladies included); 2,800 sheep; 126 guns, rifles and revolvers; 1,500 lbs of ammunition (*Melbourne Herald* 16/11/1864) was approaching the vicinity of Camden Harbour on 22 December 1864 when she struck and became stranded on an unmarked reef near Adele Island. Captain Brown had his crew throw overboard 130 tons of ballast, 120 bales of hay and 1,500 gallons of water before the ship came off to limp into the harbour. Their arrival on Christmas Day was surrounded by gloom:

The *Calliance* on the 25th Dec. Very few sheep had been lost on the voyage,

but the latter vessel entered the port with her ensign at half-mast, and it appeared that one of the shareholders had died that morning in sight of land (*West Australian* 24/02/1886)

Sunday 25th. At 0.30 a.m. came to an anchor off the entrance of Camden Harbour. At 6 a.m. weighed and proceeded into Camden Harbour. At 10 a.m. anchored in 6 fathoms, 25 days from Port Phillip, with 120 deaths out of the 2,700 sheep taken on board. Air close, and sun very hot; ther. 89 deg. About 5 p.m. Mr Hart, passenger, found insensible, having had a sunstroke; at 7 p.m. died; buried him on Sheep Island, the Rev. Mr Tanner reading the burial service at 7 a.m. 26th. Found, from the report of the passengers previously arrived by the *Stag* and *Helvetia*, there was apparently very little food, and no water within a few miles of the ship for the sheep (Journal of Captain Brown, in *Inquirer* 26/04/1865.)

By 31 December, the crew salvaged stores and personal possessions, after which the wreck was sold to a group of Melbourne settlers. On 4 January 1865, the *Calliance* was moved to the entrance of a bay and kedged towards shore, with a view to careening her. The tide rose 7.6 metres that day. ((Journal of Captain Brown, in *Inquirer* 26/04/1865). But the next day, the sea breeze blew the *Calliance* ashore, and as the tide fell, the ship heeled over to starboard amid frequent loud cracks as timbers broke. She was perched on two large rocks and the keel had been bent into two arches. The tide flowed as fast inside the ship as it did outside.

On the 17th, the *Calliance's* cutter set out for Coepang in Timor to try to procure a vessel to take the *Calliance* survivors away from Camden Sound. The cutter, under the command of the second officer, Mr Clark, with Captain Edwards (one of the settlers) and three crewmen, reached Timor in five days. At the request of the Governor of Timor, a small schooner, described as a Dutch gun-boat, was loaned to the party by a Mr Drysdale of Coepang (Journal of Trevarton Sholl, 17 February 1865, Acc. No. QB/SO, Battye Library). This vessel also foundered on approach to Camden Harbour (see Dutch Gunboat).

The two boats then got under weigh on the return voyage. About 130 kms out from Camden Sound on the morning of 8 February, a heavy squall struck and upset both the schooner and the cutter, which had been sailing a little behind. The men clambered onto the overturned hull of the cutter, and one of the crew dived under her to cut away the mast. Then they were able to right the cutter, and, using a bundle of hats that floated out of the schooner, they bailed the cutter dry. One of the men dived under the overturned schooner and kicked out the cabin window, hoping to find the body of the missing Captain Edwards. He managed to catch hold of the dead Captain's hair and drag him out through the window. Three days later, they reached New Island (off Camden Harbour) and got water. They intended burying the Captain there, but were frightened off by a party of Aborigines and were compelled to throw the decomposing body overboard before they got into harbour (*Perth Gazette & WA Times* 21/04/1865; 05/05/1865).

The settlers were preparing the *Calliance's* launch for another voyage to Coepang when the barque *Tien Tsin* arrived with a party of Government officials on 16 February. The launch set off for Timor on 8 March, with a fortnight's provisions. The *Tien Tsin* left soon afterwards. Captain Brown, of the *Calliance*, wrote:

19th. All on board the *Tien Tien*, including 53 passengers of the Camden Harbour Pastoral Association, now extinct, and who represent three fourths of the capital, and four fifths in number of persons, who formed this most

unfortunate and misled body of men. (Journal of Captain Brown, in *Inquirer* 26/04/1865.)

Among those who chose to stay were the purchasers of the wreck of the *Calliance*. Messrs Anderson and Co. Jefferson Stow, who visited Camden Sound in June 1865, saw the three men at work:

On leaving the landing at the camp we sailed over to the wreck of the *Calliance*. Here several of the Victorian settlers who had purchased the wreck had their tents erected on the shore, and were busy in preparing to burn the hull as the only way to get the copper from her. We purchased a cable, and soon after sailing, an enormous column of smoke arose from the wreck. The *Calliance* was on fire as if in honour of our departure. The wreckers burnt the hull on 3 June 1865 in order to extract the copper (Stow 1865).

Site Description

The wreck of the *Calliance* and the remains of the first European settlement in the Kimberley at Camden Harbour were located in 1978 by WAM (Sledge 1979:42-49). Material from the wreck was found scattered throughout the mangroves between low and high water marks, but nothing very substantial remains except a mound of dark volcanic ballast stones and a concentration of about 40 hearth bricks. Although it is feasible that material in the wreck site area could lie beneath the mud overburden offshore, any significant material would have been salvaged by the wreckers (Sledge 1979:46).

A lesser known reminder of the wreck is a lone boob tree on the eastern shoreline of Camden Harbour inscribed with 'JAN 1865 - SHIP – CALLIANCE'.

The Association Camp was established by the settlers on the western side of a small fresh water stream at the head of Camden Harbour. Access to this area through the mangrove thicket is difficult, even at high water, and very little trace remains of the camp today. The Government Camp was established outside the confines of Camden Harbour on the rocky slopes of the mainland directly east of Sheep Island. An access track was cleared through the rocks and mangroves to allow stores and building materials to be brought ashore. This track (right) is still clearly visible today and allows visitors to land by dinghy on a small rocky beach at low tide and walk up the hill to the remains of the Government Camp.

National Heritage List Criteria

The National Heritage criteria against which the heritage values of this shipwreck site are assessed are:

- a. *the place has outstanding heritage value to the nation because of the place's importance in the course, or pattern, of Australia's natural or cultural history.*
The *Calliance*, was one of the largest vessels seen on the Western Australian coast during the period. The vessel played an important part in the attempted settlement and development of the northwest of Australia.

- b. *the place has outstanding heritage value to the nation because of the place's possession of uncommon, rare or endangered aspects of Australia's natural or cultural history*

Seven vessels have been reported lost in the Bonaparte Archipelago vicinity of which

this is the only one to have been located on the mainland. This site is unique in that it is the only vessel left from the attempted settlement of Camden Harbour and is representative of early transport systems in the Kimberley.

- c. *the place has outstanding heritage value to the nation because of the place's potential to yield information that will contribute to an understanding of Australia's natural or cultural history*

The wreck of the *Calliance* although heavily salvaged, has not been formally excavated and as such, still retains the potential to yield artefacts and structure. It therefore has high archaeological significance.

- d. *the place has outstanding heritage value to the nation because of the place's importance in demonstrating the principal characteristics of:*

- *a class of Australia's natural or cultural places; or*
- *a class of Australia's natural or cultural environments;*

This shipwreck is representative of a class of cargo and passenger-carrying vessels operating on the Western Australian coast in the mid-late nineteenth century. This vessel was engaged in settling Western Australia in the remote North West during the nineteenth century.

- e. *the place has outstanding heritage value to the nation because of the place's importance in exhibiting particular aesthetic characteristics valued by a community or cultural group*

This site, given its accessibility may be accessed by community groups and has educational and recreational significance.

- f. *the place has outstanding heritage value to the nation because of the place's importance in demonstrating a high degree of creative or technical achievement at a particular period*

This site has archaeological significance and can contribute to our understanding of European colonisation and settlement of remote areas in the nineteenth century.

- g. *the place has outstanding heritage value to the nation because of the place's strong or special association with a particular community or cultural group for social, cultural or spiritual reasons*

This site, along with the terrestrial settlement sites is representative of attempts of European Australians to settle the remote northwest during the nineteenth century.

- h. *the place has outstanding heritage value to the nation because of the place's special association with the life or works of a person, or group of persons, of importance in Australia's natural or cultural history*

This site may be considered significant to the people of the northwest of Western Australia, and Australia generally as it is evidence of an Australian attempt to conquer and settle the Kimberley. It forms part of the colonising period in Western Australian post-contact history.

- i. *the place has outstanding heritage value to the nation because of the place's importance as part of Indigenous tradition.*

Very little archaeological research has been conducted to date at this location. As such there are knowledge gaps with respect to how the settlers of Camden Harbour related to the local aboriginal people. It is, however, understood from the journals of Robert Sholl in the 1860's that relations were not good nor necessarily peaceful. Therefore, there remains a potential for this site to be significant to aboriginal people.

Images



WINC1088 Calliance Site inspection. 1978. Colour slide. Image Source: Patrick Baker, Maritime Archaeology, WAM.

WINC 1081-1100 Calliance Site inspection. 1978. Colour slides. Image Source: Maritime Archaeology, WAM.

Cassini Island Unidentified

Wreck Details

Wreck	
Name:	Cassini Island Unidentified
Details:	
Date wrecked:	
Year wrecked:	
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Western side of Didji Point, Cassini Island
Found:	Y
Region:	North West (Bonaparte Archipelago)
State:	Western Australia
Jurisdiction:	
Latmax:	-13.953333
Latmin:	-13.953333
Lonmax:	125.621667
Lonmin:	125.621667
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	Composite
Type:	Barque(?)
Gross tonnage:	900(?)
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	

Builder:	
Port built:	
State built:	
Country built:	
Date built:	
Port registered:	
Official number:	
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Guano(?)
Industry type 2:	
Crew - passengers	
Master:	
Owner:	
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	
URL:	
Signage:	
Source:	Sledge, S., 1976, <i>Cassini Island unidentified wreck</i> . Report (Wreck Inspection)—Department of Maritime Archaeology, Western Australian Maritime Museum, No. 26. Sledge, S., 1979, <i>Wreck inspection north coast (WINC) Expedition 1978</i> . Report—Department of Maritime Archaeology, Western Australian Maritime Museum, No. 11. Crawford, I., 1988, <i>Cassini Island Unidentified Inspection Report</i> . WAM, MA 16/79.
Protection notes:	
Inspected:	Y

Site Description

The wreckage was reported first by Dr Ian Crawford in November 1967 and consisted primarily of iron, deck beam hanging knees thickly scattered among boulders above mean high water at the base of a cliff. A photo was taken from the edge of the laterite plateau and depicts a large number of these irons that were commonly used as hull structural supports in 19th century wooden vessels. The quantity of wreckage indicates that the vessel came across the fringing reef 700 metres to westward before breaking upon shore against the rocky cliffs. In a 1976 inspection the wreckage could not be relocated and it was postulated that the wreckage lay buried beneath rocks following recent landslides caused by erosional undercutting of the laterite cliff top (Sledge 1976).

In 1978, an anchor was found on rocks near the MHWL about 50 metres from the base of the cliffs. Lying a few metres distant was a heavy iron support which was possibly a breast-hook. If it was a deck beam knee, it had been badly bent which was considered a possibility as other similar irons were found 20 metres further north. At this second spot four iron knees in various attitudes as well as two long iron tubes were located. The tubes are possibly deck beam stanchions, but as there were only two it is more reasonable to assume that they were bilge pumps. The size of broken iron bolts in the breast-hook and hanging deck knees indicate a vessel of 900 tons. The anchor however, does not appear large enough for a vessel of this size. The fact that there was no chain suggests a number of possibilities:

1. that the chain became quickly corroded and was destroyed;
2. the anchor was not in use (further supported by the fact that the iron stock was not found in a set position) at the time of casualty;
3. that subsequent to the wreck some sort of salvage was carried out which would explain the presence of only one anchor at the site.

A search was made upwards of the NLWL to the base of the cliff although no further material was located except for an embossed glass bottle fragment and several iron bolts. An iron ring arrangement that appeared to be a spectacle-clew-iron, was found near the water's edge, inferring a post-1850 date. The materials examined are consistent with the wreckage of a large late 19th century wooden-hulled square-rigger, possibly a guano barge. The remnants are so scant that the main wreckage either now lies under water outside the reef, or was salvaged not long after the casualty (Sledge 1979:73-74).

Further to the wreck remains, Crawford (1988) reported a stone structure directly above the wreck on the plateau. It has been suggested that, unlike usual Aboriginal stone arrangements, it may be a stone model of the ship. The structure is on an EW line with 'bows' facing east. The 'foredeck' has been carefully constructed as flat surface, about 30cms above the ground level. In this 'deck' there are three depressions. The 'stern' half of the structure consists of a depression and outline of a shower, one on either side of the structure is a heap of stones.

National Heritage List Criteria

The National Heritage criteria against which the heritage values of this shipwreck site are assessed are:

- a. *the place has outstanding heritage value to the nation because of the place's importance in the course, or pattern, of Australia's natural or cultural history.*

This shipwreck site, following firmer identification is representative of the guano vessels lost during the numerous cyclones in the region. During the 1850s and 1860s

ship owners began exploiting phosphate deposits in southern oceans. American vessels in particular searched for unoccupied guano islands, and were able to illegally extract guano from remote islands. The Western Australian colonial government became active in administering this resource from the mid-1870s onwards. The site represents a period in Australian history that has great historical and archaeological significance. The vessel is most probably historic (older than 75 years).

- b. *the place has outstanding heritage value to the nation because of the place's possession of uncommon, rare or endangered aspects of Australia's natural or cultural history*

Seven vessels have been reported lost in the Bonaparte Archipelago vicinity of which only one, the Cassini Island Unidentified, has been located.

- c. *the place has outstanding heritage value to the nation because of the place's potential to yield information that will contribute to an understanding of Australia's natural or cultural history*

Archaeological investigation yields the possibility of furthering our understanding of the practices of guano mining and life at sea for the people engaged in this industry.

- d. *the place has outstanding heritage value to the nation because of the place's importance in demonstrating the principal characteristics of:*

- *a class of Australia's natural or cultural places; or*
- *a class of Australia's natural or cultural environments;*

This site is representative of vessels used in the guano industry during the nineteenth century, of which there are little historical or archaeological remains

- e. *the place has outstanding heritage value to the nation because of the place's importance in exhibiting particular aesthetic characteristics valued by a community or cultural group*

This site may be used by recreational diving groups and has educational and recreational significance.

- f. *the place has outstanding heritage value to the nation because of the place's importance in demonstrating a high degree of creative or technical achievement at a particular period*

This site has archaeological significance and can contribute to our understanding of local shipbuilding and guano mining and collection practices.

- g. *the place has outstanding heritage value to the nation because of the place's strong or special association with a particular community or cultural group for social, cultural or spiritual reasons*

Not known at this stage.

- h. *the place has outstanding heritage value to the nation because of the place's special association with the life or works of a person, or group of persons, of importance in Australia's natural or cultural history*

This site is representative of vessels used in the guano industry during the nineteenth century. The site is archaeologically significant and contributes to our understanding of the exploration, exploitation and settlement in the northwest of Western Australia, generally.

- i. *the place has outstanding heritage value to the nation because of the place's importance as part of Indigenous tradition*

Not known at this stage.

Artefacts

CSS3306 Iron breast hook
CSS3307 Iron plate, possibly from stove
CSS3308 2 x Iron bolts
CSS2013 Iron bolt
CSS2029 Glass fragment
CSS2030 Piece of wood
CSS2036 Iron pipe concretion? (Sheet ring)
CSS3307 2 x Iron bolts

Images



WINC1575 Cassini Island Unidentified Site. 1978. Colour slide. Image Source: Patrick Baker, WAM.

WINC1550-1577 Cassini Island Unidentified Site. 1978. Colour slide. Image Source: Patrick Baker, WAM.

MA/WI/1266-1276 HMAS *Moresby* Inspection of Cassini Island. 1987. Colour slide. Image Source: Maritime Archaeology, WAM.

Browse Island Area

Introduction

Captain George Howlett claimed to have discovered guano at Browse Island in 1872 while sailing his vessel *Wild Wave* from Port Darwin to Fremantle. Following the path of seabirds while in the becalmed waters off the Kimberley coast, Howlett happened upon Browse Island where he took a number of samples of the guano deposits. These samples were sent to Melbourne on the *Wild Wave* for testing and proved to be high in phosphates. With the objective of exploiting the deposits, he sent the *Wild Wave* back to Fremantle in July 1873 and arranged for a voyage to Singapore via Port Walcott under the command of Captain Fothergill. The *Wild Wave* was lost on 30 August 1873 near the Montebello Islands preventing Howlett from entering into a speculative guano mining venture alone, as first intended. Subsequently the Browse Island Guano Company was formed. The company surveyed the deposits on Browse Island which were estimated at 200,000 ton, covering the island 'from a depth of 6 feet to 3 ft 6 inches' (*Inquirer* 5 July 1876:3e).

Browse Island was leased from the Western Australian Government to the Adelaide-based Browse Island Guano Company from 1876–1887 whose objective was to systematically work the resource using 'coolie labour'. It is not clear if this referred to potential Asian or Indigenous labourers. The guano was to be sent to Mauritius and 'other places where a market for an article containing from 70 to 80 per cent phosphates was soon established'. Howlett sailed from Port Adelaide on 18 May 1876 aboard the three-masted schooner *Sadie F. Caller* to load the company's first shipment of guano for Mauritius which was eventually to be sold in Hamburg. The company offered prices up to '£6 2s. 6d. per ton afloat' with 'applications coming in from Germany for supplies' (*Inquirer* 5 July 1876:3e).

In 1878, cyclones at Browse Island in March wrecked the guano vessels *Matterhorn* and *Carleton* and later the barque *Runnymede* in December. *Sulina* wrecked the following year. An advertisement in the *Northern Territory Times* (8 March 1879) announced that the Browse Island Guano Company Board of Directors had sacked Howlett, although no reason was given. By the end of the 19th century world prices for guano and phosphates had fallen as a result of large deposits being found in Christmas and the Pacific Islands (Stanbury 1993:12).

It is also conceivable that shipwreck sites from Indonesian seafarers may occur in the area. As observed by CALM in 2003, Browse Island has been a fishing ground for Indonesians, particularly from West Timor, who target species of trepang, clam, fish, trochus shell and shark (Lapwood 2003:3). Pending an archaeological inspection, it is anticipated that archaeological remains from Indonesian/Macassan camps as well as submerged cultural heritage may occur given that these fishing grounds have been exploited for at least several hundred years.

Browse Island Unidentified

Wreck Details

Wreck	
Name:	Browse Island Unid.
Details:	
Date wrecked:	c.1880s
Year wrecked:	c.1880s
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	
From port:	
To port:	
Comments:	Steel plates, cylinder and anchor at wrecksite
Location	
Where wrecked:	Browse Island, 250m of eastern side
Found:	Y
Region:	North West (Browse Island Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-14.116667
Latmin:	
Lonmax:	123.560000
Lonmin:	
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	Steel
Type:	Ship
Gross tonnage:	0.1
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	

Port built:	
State built:	
Country built:	UNKNOWN
Date built:	
Port registered:	
Official number:	
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	
Industry type 2:	
Crew - passengers	
Master:	
Owner:	
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	7841
URL:	
Signage:	
Source:	Sledge, S. 1974, <i>Browse Island sites (3)</i> . Report (Wreck Inspection)—Department of Maritime Archaeology, Western Australian Maritime Museum, No. 16. Lapwood, M. 2003 Report of Visit to Browse Island 25 August to 28 August 2003, CALM, Broome WA. Maritime Archaeology Artefact Database, WAM.
Protection notes:	
Inspected:	Y

Vessel History

The Browse Island Unidentified wreck is the only located wreck site in the Browse Island region. The wreck is protected under the *Historic Shipwrecks Act 1976*, and is also a registered site (10175) on the Register of the National Estate (Cwlth). The

identity of this ship has not been confirmed although it has been suggested that this could be the *Runnymede* (1878) given it is the only iron vessel lost at Browse Island (Henderson, G. & Henderson K., 1988:255; Lapwood, 2003).

Site Description

The remains are visible on the reef at the eastern side of the island at low tide consisting of concreted chain, copper alloy fastenings, hull plating, bollards and a large admiralty type anchor located approximately 150 m south-east of the main wreckage. In 1884, the British naval survey ship *Meda* noticed the remains of a large iron vessel in the breakers on the eastern shore, which suggests that the vessel wrecked before this date.

National Heritage List Criteria

The National Heritage criteria against which the heritage values of this shipwreck site are assessed are:

- a. *the place has outstanding heritage value to the nation because of the place's importance in the course, or pattern, of Australia's natural or cultural history.*
This shipwreck site is representative of the guano vessels lost during the numerous cyclones in the region. During the 1850s and 1860s ship owners began exploiting phosphate deposits in southern oceans. American vessels in particular searched for unoccupied guano islands, and were able to illegally extract guano from remote islands. The Western Australian colonial government became active in administering this resource from the mid-1870s onwards. The site represents a period in Australian history that has great historical and archaeological significance. The vessel is most probably historic (older than 75 years).
- b. *the place has outstanding heritage value to the nation because of the place's possession of uncommon, rare or endangered aspects of Australia's natural or cultural history*
Seven vessels have been reported lost at Browse Island of which only one, the *Browse Island Unidentified*, has been located.
- c. *the place has outstanding heritage value to the nation because of the place's potential to yield information that will contribute to an understanding of Australia's natural or cultural history*
Archaeological investigation yields the possibility of furthering our understanding of the practices of guano mining and life at sea for the people engaged in this industry.
- d. *the place has outstanding heritage value to the nation because of the place's importance in demonstrating the principal characteristics of:*
 - a class of Australia's natural or cultural places; or
 - a class of Australia's natural or cultural environments;This site is representative of vessels used in the guano industry during the nineteenth century, of which there are little historical or archaeological remains
- e. *the place has outstanding heritage value to the nation because of the place's importance in exhibiting particular aesthetic characteristics valued by a community or cultural group*
This site may be used by recreational diving groups and has educational and recreational significance.

- f. the place has outstanding heritage value to the nation because of the place's importance in demonstrating a high degree of creative or technical achievement at a particular period*

This site has archaeological significance and can contribute to our understanding of local shipbuilding and guano mining and collection practices.

- g. the place has outstanding heritage value to the nation because of the place's strong or special association with a particular community or cultural group for social, cultural or spiritual reasons*

Not applicable.

- h. the place has outstanding heritage value to the nation because of the place's special association with the life or works of a person, or group of persons, of importance in Australia's natural or cultural history*

This site is representative of vessels used in the guano industry during the nineteenth century. The site is archaeologically significant and contributes to our understanding of the exploration, exploitation and settlement in the northwest of Western Australia, generally.

- i. the place has outstanding heritage value to the nation because of the place's importance as part of Indigenous tradition*

Not applicable.

Artefacts

BI4326 2 x timber pieces with fastening holes, iron stained were collected from Browse Island – north east side. There are anchors on the reef in that area; also pieces of copper sheet on the reef, which appear to be older than the piece donated (from file BI 4327).

BI4327 2 x Copper sheathing with fastening holes located Browse Island –north east side. There are anchors on the reef in that area; also pieces of copper sheet on the reef, which appear to be older than the piece donated (see BI 4327).

BI4328 2 x Iron pot, part only. Heavily corroded. Located Browse Island – north east side. There are anchors on the reef in that area; also pieces of copper sheet on the reef, which appear to be older than the piece donated (see BI 4327).

Images



Photo: Ralph Meakins (source:
www.upnaway.com/~obees/lights/kimberly/browse.html)



MA/WI 50. Browse Island Unidentified inspection. 1974. Colour slide. Image Source: Maritime Archaeology, WAM.

MA/WI 34-39 and MA/WI 41-60. Browse Island Unidentified inspection. 1974. Colour slides. Image Source: Maritime Archaeology, WAM.

Admiralty Gulf Area

Introduction

For the purpose of this study, the Admiralty Gulf Area encompasses the inlets from Cape Voltaire to Cape Talbot . Many islands are found within the Gulf including the Institut, Osborne Islands and Eclipse Archipelago. Two natural harbours are found in the Gulf, Port Warrender and Walmesly Bay. The coastline around the Gulf was explored by Phillip Parker King aboard the *Mermaid* in 1819 as part of his survey of the area. King named the Gulf, along with Port Warrender and Vansittart Bay.

Along with a number of colonial shipwreck sites, this region has also been visited by a number of Maccassan seafarers. Since the mid-1600s, fishermen from southeast Asian islands to the north (now part of Indonesia) have visited the Kimberley coast in search of trepang (sea cucumber), trochus shell, clams and fish. Trepang was often processed on shore facilities and the annual visits by Maccassans is evidenced by the groves of tamarind trees which were planted for shade at the cooking places. In Vansittart Bay alone there are 6 different locations where visitors to these shores planted tamarind. The oldest known tamarind tree in the area had sucker trees growing with trunks ten inches in diameter showing that Macassans had been visiting this coast long before the arrival of the first Europeans (Dickson 2003:59).

Sunbeam

Wreck Details

Wreck	
Name:	<i>Sunbeam</i>
Details:	Leaking hull
Date wrecked:	1892/03/28
Year wrecked:	1892
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Foundered
From port:	England
To port:	West Australian
Comments:	A 6' hole was found in the ship's corroded iron hull. This was plugged with canvas and the ship run towards shore. However she became stranded on a mud bank half a mile from land.
Location	
Where wrecked:	Off Middle Osbourne Island
Found:	Y
Region:	North West (Admiralty Gulf Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-14.350000
Latmin:	
Lonmax:	126.025000
Lonmin:	
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	3.1000
Construction:	Composite Iron hull
Type:	Steamship
Gross tonnage:	72.09
Net tonnage:	48.96
LOA(mtrs):	28
Beam(mtrs):	4.9
Engine:	Compound 18 HP

Builder:	Thames Shipbuilding Company
Port built:	Blackwall, Middlesex
State built:	
Country built:	United Kingdom
Date built:	1861
Port registered:	Kingston upon Hull
Official number:	44867
Registered number:	
Home port:	Ship was working as a pearling mother ship along the Kimberley coast
Home country:	
Cargo:	Pearl shell
Industry type:	Fisheries
Industry type 2:	Passengers - international
Crew – passengers	
Master:	Captain Read
Owner:	Gilbert Sackville, Lord Cantelupe
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8845
URL:	http://www.museum.wa.gov.au/mm/museum/march/shipwrecks/Wreckfinder/sunbeam.html
Signage:	
Source:	<i>Inquirer</i>, 16 July 1890, p. 4g and 8 October 1890, p. 7b <i>West Australian</i>, 27 May 1892, p. 3a and 28 April 1892, p. 5c and 30 August 1892, p. 6c <i>Register of British Ships</i>, London and Hull. Sledge, S., 1979, <i>Wreck Inspection, North Coast (WINC) Expedition</i>, 1978, Report Department of Maritime Archaeology, Western Australian Maritime Museum, No.11. I.J. Field, <i>Steam Vessels in Western Australian Waters</i>. Cairns. L. & Henderson. G., <i>Unfinished Voyages, Western Australian Shipwrecks 1881-1900</i>. University of Western Australia Press, Nedlands. Henderson G. & Sledge S. 1984. 'Sunbeam: Solving the Mystery'

Western Way. No 13. Perth pp. 26-32.

Silvester L., 1998, *Western Australian Maritime Museum Contact Shipwreck Data Base, Volume 3, 1870-1956*. Curtin University of Technology, Western Australia.

Protection notes:

Inspected: Y

Vessel History

Sunbeam, owned by Gilbert Sackville was a 49-ton steam yacht registered in Hull, England. Built in 1861 by The Thames Shipbuilding Company at Blackwall, Middlesex, the schooner-rigged vessel had an iron hull with one deck, three masts, a square stern and no figurehead. Measuring 92' (28m) with a 16' (4.9m) beam and draft of 10.2' (3.1m), the yacht had a 4.9 m long engine room, which originally housed a vertical 20hp annular steam engine built by Maudslay Son and Field. This was altered in 1890 to an 18hp compound engine. *Sunbeam* was also fitted with a lifting screw, which could be raised up into a cavity in the stern when not in use. This innovation served to minimise water drag when under sail and was used on ships primarily designed for sail propulsion during the 1860's and 1870's, as well as occasionally for special purpose vessels until the end of the century. Originally owned by H.C.Maudsley, *Sunbeam* passed through the hands of several owners before 1890, when purchased by Gilbert Sackville (Cairns & Henderson 1995:199). By the time of her loss in 1892, *Sunbeam* had been substantially refitted and re-powered, becoming the first steamer in the fledgling Broome pearling fleet. Indeed, it has been speculated that had *Sunbeam* survived, the West Australian pearling industry may have become mechanised much sooner. With the advent of steam power came less of a reliance on sail, which was fraught with limitations and dangers along the tidal Kimberley coast.

In July 1890, the Western Australian press somewhat excitedly reported that Lord Sackville, eldest son of Earl Delawarr, had left England for the colony aboard the steam yacht *Sunbeam*. The misplaced excitement was due to the fact that Lord Brassey had previously visited the colony in a famous yacht called *Sunbeam* some years earlier. The smaller, and less famous *Sunbeam* eventually arrived on the northwest Australian coast after lengthy repairs in Colombo, and commenced work as a mother-ship in the Kimberley pearling industry (Cairns & Henderson 1995:197). An early edition of the West Australian newspaper reported that *Sunbeam* was lying off an island in Admiralty Gulf on 27 March 1892 when a leak was discovered. The vessel was run ashore and patched up, but 12 hours after refloating the first mate reported that she was again taking on water. The Master, Captain Read, went to the engine room and found a hole in the ship's hull 6 inches long, caused by corrosion of the iron plate. Canvas was used to stem the leak and the crew tried to run the vessel back to shore. *Sunbeam* stranded on a mud bank half a mile from shore and became firmly embedded. Captain Read remained on board until the water was almost level with the deck, before joining the crew in the boats. They landed at Dicky Bay in Admiralty Gulf where a group of pearling schooners was based. The coastal steamer was due three weeks later but Captain Read was anxious to contact the *Sunbeam*'s owners. So, against the advice of the pearlers, he set off for the settlement at Broome in a whaleboat with nine of his crew. The voyagers arrived at Cygnet Bay in King Sound on 17 April where they procured fresh supplies. From there they continued the 400 miles to Roebuck Bay, arriving on 20 May (Henderson & Sledge 1984:26-32). During the course of this journey the crew had tried to put ashore but were threatened by hostile local Aboriginal people. This episode has given rise to a

Kimberley Aboriginal legend concerning the wrecking of *Sunbeam*. In pearling areas it was not uncommon for ships' crews to take Aboriginal women on board, sometimes willingly, or else by force. Legend has it that *Sunbeam*'s crew had taken Aboriginal women on board, but refused to let them return to land freely when they desired. The Aboriginal men proceeded to 'sing' the ship in retaliation, which caused the mythical serpent spirit to sink *Sunbeam* (Silvester 1998).

Site Description

Sunbeam was first reported to the Western Australian Museum in 1968 by Mr. Frank Hill and later in 1971 the wreck was reported to the Western Australian Museum by Mr. John Clarke (WAM File 168/76).

The wreck of *Sunbeam* lies in a sheltered location, almost upright on its keel, partially buried in the mud. The upper portion of the iron hull and deck beams are visible above water at very low tides, but are generally completely submerged during neaps. The hull remains exhibit the sharp entrance and overhanging counter stern of a clipper. The boiler and remains of the steam engine were found forward of a sealed bulkhead at mid-ships, and the top of one propeller blade was also visible protruding from the mud at the vessel's stern. Investigation by a team from the Western Australian Maritime Museum revealed a two-bladed propeller assembly, which could be raised and lowered on threaded rods.

National Heritage List Criteria

The National Heritage criteria against which the heritage values of this shipwreck site are assessed are:

- a. *the place has outstanding heritage value to the nation because of the place's importance in the course, or pattern, of Australia's natural or cultural history.*
The *Sunbeam* was the first steamer in the Broome pearling fleets. The site represents a period in Australian history that has great historical and archaeological significance. If *Sunbeam* had not been wrecked it may well have set the pace and led to the earlier mechanisation of the pearling industry. The vessel is historic (older than 75 years) and represents a period in Australian history where Broome and the pearling fleets were supplying up to 80 percent of the world's pearl shell. Pearling was an important vocation from the middle of the nineteenth century until present and is synonymous with life in the North West of Australia.
- b. *the place has outstanding heritage value to the nation because of the place's possession of uncommon, rare or endangered aspects of Australia's natural or cultural history*
Nine vessels have been reported lost in the Admiralty Gulf vicinity of which only two have been located. This site is unique in that it is the only steam vessel in use at this time and had a rare lifting propeller arrangement.
- c. *the place has outstanding heritage value to the nation because of the place's potential to yield information that will contribute to an understanding of Australia's natural or cultural history*
Archaeological investigation yields the possibility of furthering our understanding of the practices of pearling and life at sea for the people engaged in this industry.
- d. *the place has outstanding heritage value to the nation because of the place's importance in demonstrating the principal characteristics of:*

- a class of Australia's natural or cultural places; or
- a class of Australia's natural or cultural environments;

This site is representative of vessels used in the pearling industry during the nineteenth and early twentieth centuries, of which there are little historical or archaeological remains.

- e. *the place has outstanding heritage value to the nation because of the place's importance in exhibiting particular aesthetic characteristics valued by a community or cultural group*

This site, given its accessibility may be accessed by community groups and has educational and recreational significance.

- f. *the place has outstanding heritage value to the nation because of the place's importance in demonstrating a high degree of creative or technical achievement at a particular period*

This site has archaeological significance and can contribute to our understanding of shipbuilding and pearl diving practices.

- g. *the place has outstanding heritage value to the nation because of the place's strong or special association with a particular community or cultural group for social, cultural or spiritual reasons*

This site is representative of vessels engaged in the pearling industry which employed a range of people: men and women, European, Malay, Japanese and Aboriginal (both consensual and non-consensual).

- h. *the place has outstanding heritage value to the nation because of the place's special association with the life or works of a person, or group of persons, of importance in Australia's natural or cultural history*

This site may be considered significant to the people of the northwest of Western Australia, with both Aboriginal (see below) and European Australian connections. The historical associations, both archival and oral make it a significant archaeological site in the post-contact period in the Kimberley.

- i. *the place has outstanding heritage value to the nation because of the place's importance as part of Indigenous tradition.*

There is an Aboriginal legend about the fate of the *Sunbeam*. In pearling areas it was not uncommon for the men on these vessels to 'borrow' or kidnap Aboriginal women. Prior to the loss of the ship the *Sunbeam* crew had apparently been allowed some Aboriginal women for an agreed time, which the crew ignored. The Aboriginal men were understandably angry about this and proceeded to 'sing' the ship and to call upon serpent spirits to sink the vessel (Gamberre, Miwa group).

Very little is known about the involvement of aboriginal people in the pearling industry. This site may prove to be significant to individual or groups of aboriginal people engaged in the pearling industry (both consensual and non-consensual).

Artefacts

OI3660 Cartridge case, brass
 OI1986 Copper bolt, plate w/ screws.
 OIW2031 Brick and ballast stone
 OIW2021 Ceramic fragment, white.

Images



MHKD7/0693 Wreck remains of SUNBEAM (Ex U.K. owned) off the W.A., N/W Coast, Mid.1989. Used in W.A. Pearling Industry & abandoned at Osborne Is., Admiralty Gulf, W.A. Photo: Tony Larard. Colour Print. Image Source: McKenna Collection, WAM.



MHKD7/0694 Wreck remains of SUNBEAM off the W.A., N/W Coast, Mid. 1989. Osborne Is., Admiralty Gulf (background) Photo: Tony Larard, of S/V WILLIE (rear). Colour Print. Image Source: McKenna Collection, WAM.



*MHKD7/0695 Wreck remains of SUNBEAM off the W.A., N/W Coast, Mid. 1989.
Photo: Tony Larard. Colour Print. Image Source: McKenna Collection, WAM.*



*MHKD7/0696 Wreck remains of SUNBEAM off the W.A., N/W Coast, Mid. 1989.
Osborne Is., Admiralty Gulf (background) Photo: Tony Larard, of S/V WILLIE (rear).
Colour Print. Image Source: McKenna Collection, WAM.*



MHK D7/0697 Remains of the wreck SUNBEAM mid. 1989. Low tide. Photo: Tony Larard. Colour Print. Image Source: McKenna Collection, WAM.



MHKD7/0698 Remains of the wreck SUNBEAM mid. 1989. Low tide. Admiralty Gulf, Osborne Id. (background.) Photo: Tony Larard. Colour Print. Image Source: McKenna Collection, WAM.



*MHKD7/0699 Wreck remains of SUNBEAM off the W.A., N/W Coast, Mid. 1989.
Photo: Tony Larard. Colour Print. Image Source: McKenna Collection, WAM.*

See also WAM Collections:

MA/WI003-007

MA/WI117-119

MA/WI561-580

MA/WI874-878

MA/WI1092-4

KE/161-208

WINC/1534-49

Henry

Wreck Details

Wreck	
Name:	<i>Henry</i>
Details:	Totally wrecked
Date wrecked:	1/12/1920
Year wrecked:	1920
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	.

Location	
Where wrecked:	Cape Voltaire
Found:	Y
Region:	North West (Admiralty Gulf Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-14.233333
Latmin:	
Lonmax:	125.380000
Lonmin:	
GPS coordinates:	
Water depth:	

Vessel	
Draft(mtrs):	
Construction:	
Type:	Lugger
Gross tonnage:	
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	
Builder:	

Port built:	
State built:	
Country built:	
Date built:	
Port registered:	
Official number:	
Registered number:	B351
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	Captain Henry Scott of Broome
Owner:	Walter Raleigh Colt and Tom Ure
Crew:	5
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8253
URL:	
Signage:	
Source:	<i>Nor'West Echo</i>, Broome Saturday 4th December 1920 <i>Western Mail</i>, 2 December 1920 <i>Western Australian</i>, 21 January 1921 <i>Western Australian</i>, 22 January 1921 WA State Archives Police Files A/N 5/3. Cons 430. Item 8466 Rev. Richardson to Royal Humane Society 26 September 1971. R.W.A.H.S. Dickson, R. 2003, <i>Voyage of No Importance</i>. Hesperian Press, Western Australia Silvester, L. 1998, <i>Strangers on the Shore Database</i>, WAM. Sledge, S 1976, <i>Report of Wreck Inspection Henry; Lugger; 1920</i>. Western Australian Museum.
Protection notes:	
Inspected:	Y

Vessel History

The lugger *Henry* was licensed as B21 to Oriental Pearling Co. from 1905-1910; as B21 to Thomas Ure from 1911-1913 and as B107 to Walter Raleigh Colt and Tom Ure in 1914 (WAM Maritime History Vessel Database). With the death at sea of Ure in 1914, the partnership was dissolved and the vessel bought at auction by Captain John Morgan Johnston. During WW1 Johnston had the vessel laid up on the mudflats near the mouth of the King River. In 1918 the vessel was refitted and readied to work.

The *Henry* ran aground near Cape Voltaire in 1920 although various accounts give different dates. The captain, Henry Scott and Lancelot Pascoe undertook an epic voyage on 2 November, and rowed to Cape Leveque for assistance, arriving 20 November. They then commandeered a whaleboat from the cattle station homestead of the Hunter Brothers at Swan Bay and made the return journey to rescue their crew-mates, starting out on 25 November and arriving back at Cape Voltaire on 2 December. Four crew-members were left behind and during the time the captain was away, two of them, Frank Bass and John Smith had set off for Kununya Mission. The State Shipping Service vessel *Kwinana* had been tasked to look for the Bass and Smith. On their way they met up with some Aboriginals with whom they had a disagreement that resulted in the death of the two men somewhere southeast of Cape Pond (Dickson 2003).

According to Wadi Karawarra, an eye-witness, the white men burnt the Aboriginal's humpy and threw their spears on the fire. The elders of the group got angry and beat the two men to death. When the police caught up with the tribe, Wadi and another man called Dinjadna told the police that they had done the killing, to protect the old men from going to prison. In the end they were acquitted of the murders due to their youth or lack of evidence and eventually both became police trackers (Silvester 1998).

Site Description

No concentration or wreckage has been located although artefacts were found widely scattered across the southern edge of the site on a rock awash at low tide, in four to eleven metres of water. Extreme environmental conditions are suggested as the reason for a lack of wreckage. The site is exposed to swells from the Southwest and North-northeast as well as wind from every direction. Diving is only possible during slack water with tidal currents estimated to exceed ten knots.

National Heritage List Criteria

The National Heritage criteria against which the heritage values of this shipwreck site are assessed are:

- a. *the place has outstanding heritage value to the nation because of the place's importance in the course, or pattern, of Australia's natural or cultural history.*
This shipwreck site is representative of the pearling luggers lost in the region. The site represents a period in Australian history that has great historical and archaeological significance. The vessel is most probably historic (older than 75 years) and represents a period in Australian history where Broome and the pearling fleets were supplying up to 80 percent of the world's pearl shell. Pearling was an important vocation from the middle of the nineteenth century until present and is

synonymous with life in the North West of Australia.

- b. the place has outstanding heritage value to the nation because of the place's possession of uncommon, rare or endangered aspects of Australia's natural or cultural history*

Nine vessels have been reported lost in the Admiralty Gulf vicinity of which only two have been located.

- c. the place has outstanding heritage value to the nation because of the place's potential to yield information that will contribute to an understanding of Australia's natural or cultural history*

Archaeological investigation yields the possibility of furthering our understanding of the practices of pearling and life at sea for the people engaged in this industry.

- d. the place has outstanding heritage value to the nation because of the place's importance in demonstrating the principal characteristics of:*

- *a class of Australia's natural or cultural places; or*
- *a class of Australia's natural or cultural environments;*

This site is representative of vessels used in the pearling industry during the nineteenth and early twentieth centuries, of which there are little historical or archaeological remains.

- e. the place has outstanding heritage value to the nation because of the place's importance in exhibiting particular aesthetic characteristics valued by a community or cultural group*

This site may be used by recreational diving groups and has educational and recreational significance.

- f. the place has outstanding heritage value to the nation because of the place's importance in demonstrating a high degree of creative or technical achievement at a particular period*

This site has archaeological significance and can contribute to our understanding of local shipbuilding and pearl diving practices.

- g. the place has outstanding heritage value to the nation because of the place's strong or special association with a particular community or cultural group for social, cultural or spiritual reasons*

This site is representative of vessels engaged in the pearling industry which employed a range of people: men and women, European, Malay, Japanese and Aboriginal (both consensual and non-consensual).

- h. the place has outstanding heritage value to the nation because of the place's special association with the life or works of a person, or group of persons, of importance in Australia's natural or cultural history*

This site is representative of vessels used in the pearling industry during the nineteenth and early twentieth centuries. It may be considered significant to those, past and present, involved in the pearling industry as well as to the people of the northwest of Western Australia, generally.

- i. the place has outstanding heritage value to the nation because of the place's importance as part of Indigenous tradition.*

A confrontation encounter was recorded between survivors of the wreck and a local Aboriginal group (Wunambul).

Very little is known about the involvement of aboriginal people in the pearling industry. This site may prove to be significant to individual or groups of aboriginal people engaged in the pearling industry (both consensual and non-consensual).

Artefacts

Material raised in the 1976 wreck inspection and accessioned into the WAM collection:

LHE1637 Ballast stone

LHE1631 Brass collar from hard hat

LHE1632 Diving dress collar fittings.

LHE1633 Deck rail stanchion, brass

LHE1634 Oyster opening blade?

LHE1635 Threaded bolt

LHE1636 Hatch fittings x2,brass.

Koolama

Wreck Details

Wreck	
Name:	<i>Koolama 1</i>
Details:	Earlier bombed off Cape Rulhieres by 4 engine Japanese bomber in Joseph Bonaparte Gulf on 1942/02/20. 1942/03/03 attacked at Wyndham jetty and rolled on side, a total wreck. Guttred hull raised again in 1948 and scuttled.
Date wrecked:	3/03/1942
Year wrecked:	1942
Protected:	Not protected
Status:	Foundered
From port:	Fremantle
To port:	Darwin
Comments:	War raised in 1948 and towed to sea and scuttled. Covered by 4m of mud.
Location	
Where wrecked:	Wyndham, Cape Londonderry in 60 feet
Found:	Y
Region:	North West (Cambridge Gulf Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-15.451667
Latmin:	-15.451667
Lonmax:	128.098333
Lonmin:	128.098333
GPS coordinates:	
Water depth:	20m
Vessel	
Draft(mtrs):	6.0000
Construction:	Steel
Type:	Motor Vessel
Gross tonnage:	4068
Net tonnage:	2113
LOA(mtrs):	106.0000
Beam(mtrs):	17.0000

Engine:	Twin diesel engines made by Bermister and Wain, 808 nhp
Builder:	Harland and Wolff
Port built:	Glasgow
State built:	
Country built:	UNITED KINGDOM
Date built:	1938
Port registered:	Fremantle
Official number:	140184
Registered number:	
Home port:	Fremantle
Home country:	Australia
Cargo:	
Industry type:	Transport
Industry type 2:	Cargo - coastal
Crew - passengers	
Master:	Captain Jack Eggleston
Owner:	Western Australian State Shipping Service
Crew:	90
Passengers:	90
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8357
URL:	
Signage:	
Source:	Loane, 1992, <i>The Koolama incident</i> . East Perth: CDC Graphics MA 10/96, 3/79, 9/78, 114/80 (WAM) Stephens, A. M., 1977, <i>The Stateships Story</i> , p.48–55; 79 Plowman, P., <i>Passenger ships of Australia and New Zealand. Volume two: 1913—1980</i> . Doubleday, Sydney.
Protection notes:	
Inspected:	N

Vessel History

Built for WASS Co. service, the *Koolama* visited Fremantle, North West Ports and Darwin. The name means 'Waterfowl'. Commissioned in May 1938 it remained on

normal service on outbreak of WWI. In December 1941, the vessel was involved in the evacuation of 56 children ex Singapore Onslow—Fremantle. In January 1942, the *Koolama* carried troops from Darwin to Timor then returned to Darwin with evacuees from Timor. On 20 February 1942, while on the North West run, carrying urgently needed supplies it was attacked and damaged by Japanese aircraft off Cape Rulhieres, WA. The vessel was beached after passengers and most of crew abandoned ship. Bulkheads were shored up and pumping out continued over a number of days. The vessel was refloated on 1 March and proceeded to Wyndham arriving on the 2nd. Pumping continued & parts of cargo discharged. On 3 March the *Koolama* was attacked in a further air raid and sank alongside the jetty at Wyndam (Stephens 1977:48-55; Maritime History Vessels Database, WAM).

Site Description

The *Koolama* site is not recommended for diving and due to marine hazards and extremely poor visibility has not been surveyed.

National Heritage List Criteria

The National Heritage criteria against which the heritage values of this shipwreck site are assessed are:

- a. *the place has outstanding heritage value to the nation because of the place's importance in the course, or pattern, of Australia's natural or cultural history.*
MV *Koolama* is the only large West Australian vessel to be sunk as a direct result of enemy action during WW2.
- b. *the place has outstanding heritage value to the nation because of the place's possession of uncommon, rare or endangered aspects of Australia's natural or cultural history*
This is one of only a few WW2 wreck sites in existence in Western Australian (and Australian) waters.
- c. *the place has outstanding heritage value to the nation because of the place's potential to yield information that will contribute to an understanding of Australia's natural or cultural history*
This is one of only a few WW2 wreck sites available for study in Western Australian (and Australian) waters. It has archaeological potential for investigating human behaviour during the crises of attack and war, generally.
- d. *the place has outstanding heritage value to the nation because of the place's importance in demonstrating the principal characteristics of:*
 - *a class of Australia's natural or cultural places; or*
 - *a class of Australia's natural or cultural environments;*The role of merchant vessels during times of conflict is poorly understood. Archaeological investigation of this and similar sites may assist in better understanding this class of vessels.
- e. *the place has outstanding heritage value to the nation because of the place's importance in exhibiting particular aesthetic characteristics valued by a community or cultural group*
Not applicable.
- f. *the place has outstanding heritage value to the nation because of the place's*

importance in demonstrating a high degree of creative or technical achievement at a particular period

Not applicable

- g. the place has outstanding heritage value to the nation because of the place's strong or special association with a particular community or cultural group for social, cultural or spiritual reasons*

Surviving WW2 veterans and their families view sites of war-time casualties as socially significant.

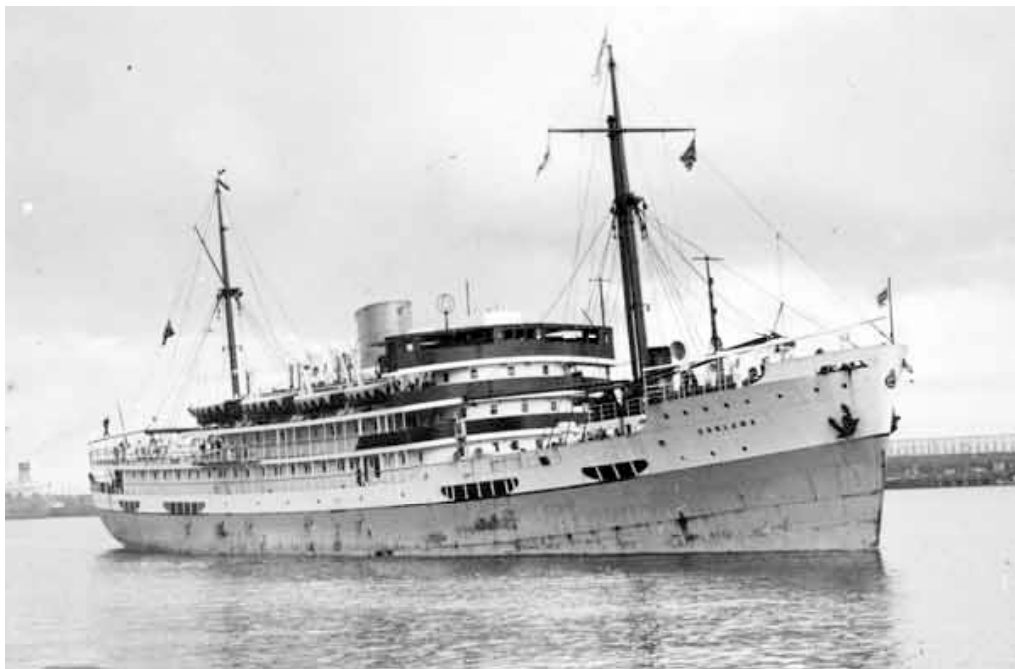
- h. the place has outstanding heritage value to the nation because of the place's special association with the life or works of a person, or group of persons, of importance in Australia's natural or cultural history*

Not applicable

- i. the place has outstanding heritage value to the nation because of the place's importance as part of Indigenous tradition.*

Not applicable.

Images



MHK 4/0439 M.V. KOOLAMA underway in port with tug UCO assisting. B & W Print
Image Source: McKenna Collection, WAM.



*MHK D4/0146 Cargo/passenger ship KOOLAMA, Broome jetty. B & W Print Image
Source: McKenna Collection, WAM.*

See also:

MHK D4/0614

MHK D4/0437-MHK D4/0441

Ann Millicent

Wreck Details

Wreck	
Name:	<i>Ann Millicent</i>
Details:	Ran aground reef
Date wrecked:	1888/01/05
Year wrecked:	1888
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	Port Darwin
To port:	Port Adelaide
Comments:	
Location	
Where wrecked:	NT Waters Cartier Reef near Cartier Island
Found:	Y
Region:	North West
State:	Western Australia
Jurisdiction:	
Latmax:	-12.541667
Latmin:	-12.541667
Lonmax:	123.536667
Lonmin:	123.536667
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	6.5000
Construction:	Iron
Type:	Barque
Gross tonnage:	921
Net tonnage:	
LOA(mtrs):	59.4000
Beam(mtrs):	9.8000
Engine:	N
Builder:	
Port built:	Hull
State built:	
Country built:	UNITED KINGDOM

Date built:	
Port registered:	Liverpool
Official number:	51490
Registered number:	
Home port:	
Home country:	
Cargo:	Ballast
Industry type:	Transport
Industry type 2:	Cargo - coastal
Crew - passengers	
Master:	R.W. Doherty
Owner:	R.W. Doherty
Crew:	
Passengers:	
Deaths:	0
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	7713
URL:	
Signage:	
Source:	<i>Inquirer</i> , 8 August 1888, p. 4h and 6 April 1888, p. 2f Royal Entymological Society, Narrative Journal of Surveying Voyage of HMS <i>Penguin</i> , Vol 1 <i>Lloyds Shipping Register</i> , 1887-8 McCarthy, M., 1991, <i>The Flamingo Bay Voyage, inc Reports on I 124, the Ann Millicent, and a wreck believed to be the Koombanah</i> , Report Department of Maritime Archaeology, Western Australian Maritime Museum, No 45 Cairns, L. & Henderson, G., 1995, <i>Unfinished Voyages Western Australian Shipwrecks 1881-1900</i> . University of Western Australia Press, Nedlands.
Protection notes:	
Inspected:	Y

Vessel History

The barque *Ann Millicent* (Official Number 51490) was sailing from Port Darwin to Port Adelaide in ballast when, on 5 January 1888 (*Inquirer*, 8 August 1888, p. 4h) it ran on an uncharted coral reef near Cartier Island, which lies in the Timor Sea about midway between Timor and the north-west coast of Western Australia. The vessel was hopelessly stranded, and on 13 January was abandoned by the crew. They made for Timor, arriving three days later. At the subsequent inquiry, held at Singapore, the officers of the barque were cleared of all blame (*Inquirer*, 6 April 1888, p. 2f).

On 18 May 1890, *HMS Penguin*, engaged in a marine survey of the north west coast, arrived at Cartier Island to fix its position. While there the wreck of the *Ann Millicent* was observed, on the reef which surrounds the island. It was lying nearly high and dry at low water and seemed, to those who boarded it, to be in good condition, with a large portion of the fittings and stores remaining intact. On the 19th *Penguin's* crew boarded the barque again, and took everything of value removed (Royal Entymological Society, Narrative Journal of Surveying Voyage of *HMS Penguin*, Vol 1).

The *Ann Millicent* was an iron barque of 921 tons. Though described in an early press report as a new iron vessel, it appears to have been built at Hull in 1865. The barque, which had 1 deck with a 15 metre poop and an 11 metre forecastle, measured 59.4 metres x 9.8 metres x 6.5 metres. Registered at Liverpool and classified A1, the *Ann Millicent* was owned by R. W. Doherty, who also appears to have been the vessel's master (*Lloyds Shipping Register*, 1887-8; Cairns & Henderson 1995:118).

Site Description

The wreck of the *Ann Millicent* is not in Western Australian waters, but in the area administered by the Northern Territory under the provisions of the Historic Shipwrecks Act. When the site was inspected in 1989, the remains of the vessel were lying on top of the reef, completely dry and accessible from the sea at low water. Though the hull has completely broken up, the wreckage has remained in a compact mass, with the construction still recognizable. The vessel lies on an E/W axis (bows W) on the reef top immediately south of Cartier Island. The remains are totally dry at low water and are accessible from the sea over a gently shelving reef. The hull is totally broken up measuring 60m stem to stern and lies in a fairly compact mass with masts and other wreckage spread as expected with the prevailing swell, towards the north in the lagoon beyond. An anomalous cluster of wreckage lying to the SE approximately 50 metres from the stern consists of a mast or large spar section and what appears to be a donkey boiler. No wreckage was visible to seaward. (McCarthy 1991:56).

National Heritage List Criteria

The National Heritage criteria against which the heritage values of this shipwreck site are assessed are:

- a. *the place has outstanding heritage value to the nation because of the place's importance in the course, or pattern, of Australia's natural or cultural history.*
This shipwreck site is representative of vessels involved in the coastal trade
- b. *the place has outstanding heritage value to the nation because of the place's possession of uncommon, rare or endangered aspects of Australia's natural or cultural history*

It is the only historic shipwreck in the Cartier Island area.

- c. *the place has outstanding heritage value to the nation because of the place's potential to yield information that will contribute to an understanding of Australia's natural or cultural history*

The wreck of the *Ann Millicent* is the remains of a Western Australian owned and operated three-masted iron sailing ship. Though it lay in an easily accessible position, allowing it to be heavily salvaged, some artefactual material is expected to

lie in the bilge of the wreck and under the hull itself and therefore has archaeological significance.

- d. *the place has outstanding heritage value to the nation because of the place's importance in demonstrating the principal characteristics of:*

- *a class of Australia's natural or cultural places; or*
- *a class of Australia's natural or cultural environments;*

This shipwreck is representative of a class of coastal traders operating on the Western Australian coast in the nineteenth century. This vessel was engaged in trading and provisioning Western Australian in the remote North West during the nineteenth century

- e. *the place has outstanding heritage value to the nation because of the place's importance in exhibiting particular aesthetic characteristics valued by a community or cultural group*

This site may be used by recreational diving groups and has educational and recreational significance.

- f. *the place has outstanding heritage value to the nation because of the place's importance in demonstrating a high degree of creative or technical achievement at a particular period*

This site has archaeological significance and can contribute to our understanding of shipbuilding practices.

- g. *the place has outstanding heritage value to the nation because of the place's strong or special association with a particular community or cultural group for social, cultural or spiritual reasons*

Not applicable.

- h. *the place has outstanding heritage value to the nation because of the place's special association with the life or works of a person, or group of persons, of importance in Australia's natural or cultural history*

Not applicable.

- i. *the place has outstanding heritage value to the nation because of the place's importance as part of Indigenous tradition.*

Not applicable.

Artefacts

ANM3284 Port hole: brass and 2 turn buckle screw fittings.

Images



AM/A/2 Ann Millicent *Underwater*. 1989. Colour slide. Image Source: Jon Carpenter, WAM.

AM/A/1-40 Ann Millicent *Underwater*. 1989. Colour slides. Image Source: Jon Carpenter, WAM.



AM/B/50 Ann Millicent *Above water*. 1989. Colour slide. Image Source: Jon Carpenter and Patrick Baker, WAM.

AM/B/1-91 Ann Millicent Above water. 1989. Colour slides. Image Source: Jon Carpenter and Patrick Baker, WAM.

Significant values of the Kimberley Region Historic Shipwreck Resource

Volume 2 :

Unlocated shipwrecks in the Kimberley Region Eighty Mile Beach Area

**Compiled by Corioli Souter
May 2009**



Pearling vessels aground on Broome foreshore during lay up. L to R: Distinctive round sterned pearling lugger, possibly TIFERA or PETINA built by A E Brown; large auxiliary ketch with unusual hull shape and raised poop deck, possibly NICOL BAY; straight stemmed , ketch rigged lugger, probably B321 ADA. Image Source: Maritime History, WAM.

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Ray Coffey
Manager, Publications
(08) 9427 2779
ray.coffey@museum.wa.gov.au

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The author and the Western Australian Museum are not to be held accountable for omissions and inconsistencies that may result from information which may come to light in the future but was not forthcoming at the time of this research.

Executive Summary

This report is a compilation of historical, archival and archaeological information pertaining to the historic shipwreck resource in the Kimberley region of Western Australia, retained by the Western Australian Museum.

The report is the second of four volumes. The first volume is a compilation of all shipwreck sites in the Kimberley region of Western Australia where the location is known. The second to fourth volumes contain information on shipwrecks that have not been physically located in the Kimberly region from Eighty Mile Beach to Cambridge Gulf.

The report provides detailed historical information on each shipwreck that is as complete and accurate as possible, depending on the availability of suitable reference materials. Location information for every shipwreck (unless historically unknown), is based on either the known coordinates of the shipwreck or plotted from the best available historical evidence (WGS 84 Datum). Where the exact location of a shipwreck is unknown, an area bounded by a maximum and minimum latitude and longitude is provided. The region under study is divided into twelve discrete areas and the shipwrecks are listed according to their date of wrecking, in ascending order.

This report also includes a significance assessment of the known and located Kimberley region historic shipwrecks and compiles the heritage values of each known and located historic shipwreck against the National Heritage List criteria.

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Introduction

The Eighty Mile Beach area encompasses the region from the De Grey River estuary to Cape Bossut, including Casuarina reef of La Grange Bay, and extends seawards to approximately 18°00 latitude. There have been a number of substantial cyclones that have decimated the pearling fleets working in the region. As such, there is a high probability for wrecks of pearling luggers and mother ships to be located close to the pearling grounds off Eighty Mile Beach. They are also likely to occur closer to the mainland, particularly in the region of Banningarra Creek, as vessels attempted to seek shelter in river and creek estuaries.

Ariel

Wreck Details

Wreck	
Name:	<i>Ariel</i>
Details:	Lost at sea
Date wrecked:	1883/02
Year wrecked:	1883
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	Cossack
To port:	Condon
Comments:	
Location	
Where wrecked:	Between Port Walcott and La Grange Bay (wreckage found at La Grange)
Found:	N
Region:	North West (Eighty Mile Beach Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-20.650000
Latmin:	-18.566667
Lonmax:	117.183333
Lonmin:	121.716667
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	2.4000
Construction:	Wood
Type:	Schooner
Gross tonnage:	75
Net tonnage:	
LOA(mtrs):	22.9000
Beam(mtrs):	5.9000
Engine:	N
Builder:	Robert Wrightson
Port built:	

State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	75299
Registered number:	
Home port:	
Home country:	
Cargo:	General goods
Industry type:	Transport
Industry type 2:	Cargo - coastal
Crew - passengers	
Master:	Hugo Leidicke
Owner:	Hugo Leidicke, Robert Lockhart
Crew:	5
Passengers:	4
Deaths:	10
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	7737
URL:	
Signage:	
Source:	Inquiry Evidence, 14 December 1881, CSO 1455, fol. 8. <i>West Australian</i>, 26 December 1882 to 6 March 1883 <i>Register of British Ships</i>, Fremantle Govt. Res., Roebourne to Col. Sec. 5 April 1883, C.S.O. 1534 fol. 37 Master's Report, Captain R England, 8 March 1883, C.S.O. 1534 fol. 2 Inspector of Pearlshell Fisheries to Govt. Res., Roebourne, 26 April 1883, C.S.O. 1534 fol. 52 <i>Herald</i>, 6 January, 1883 p. 2h <i>Herald</i>, 28 April 1883, p. 2f <i>Herald</i>, 2 to 30 June 1883 <i>Herald</i>, 14 July 1883 <i>West Australian</i>, 14 August 1883 Cairns, L. & Henderson, G., 1995 <i>Unfinished Voyages Western Australian Shipwrecks 1881-1900</i>. University of Western Australia Press, Nedlands. Parsons, R. 1971 <i>Ships Registered at Fremantle Before 1900</i>.
Protection notes:	

Vessel History

The *Ariel* was a fore-and-aft schooner of 75-tons. A wooden vessel with one deck and an oval counter stern, it measured 22.6 metres x 5.9 metres x 2.4 metres. Owned by the master Hugo Liedicke, in partnership with Robert Lockhart, the schooner had been built and registered at Fremantle in 1878. From the time Robert Wrightson launched it at Fremantle in 1877, the *Ariel* (Official number 75299) had been a regular visitor to Western Australian ports. During the early 1880s the vessel made regular trips to the North West, bringing stock and supplies, and returning with pearl shell and wool from the northern settlements. This career had naturally exposed the schooner to the peculiarities of the region's climate, with its cyclonic weather patterns and huge tidal range, but the vessel was apparently in good order, having been repaired and coppered in Singapore during 1882, following a grounding late in 1881. It had, in fact, been thoroughly examined after these repairs by Captain Pemberton Walcott, Inspector of Pearlshell Fisheries, with a view to being purchased by the government for use as a revenue vessel. The price was considered to be too high, however, and the vessel remained in private hands, being employed during November and December of 1882 transporting stock from Cossack to the Kimberleys (*West Australian*, 26 December 1882 to 6 March 1883).

After this voyage, the schooner sailed for Fremantle, arriving on 26 December 1882 with the season's first cargo of pearl shell (*Herald*, 6 January, 1883 p. 2h). Then it returned to Cossack, arriving on 31 January 1883. Six days later it set sail for Condon and the pearling grounds to the eastward, expected to return within a month (*West Australian*, 6 March 1883, p. 3f). On board were the master, five crewmen and four passengers. When the *Ariel* sailed, the barometer was falling slightly, and it was later suggested that the master, Hugo Leidicke, was reckless to have proceeded. As the cyclone, which blew up over the next few days, bypassed Cossack to strike the area to the westward on 8 February and *Ariel's* destination lay to the east, Leidicke may have thought he could avoid the blow. In his report of 5 April 1883, however, Roebourne's Government Resident expressed the belief that *Ariel* could have been driven out to sea by contrary winds, to be caught by the cyclone (Govt. Res., Roebourne to Col. Sec. 5 April 1883, C.S.O. 1534 fol. 37). The vessel was last seen near Defence Island on 7 February by the crew of the *Owlet*, (*West Australian*, 27 April 1883, p. 3a,b).

At first, though some anxiety was felt, it was hoped that the *Ariel* would have found shelter and been able to proceed to its destination, but when news arrived that the schooner had neither been to Condon nor called at the Yule River to deliver goods owned by passenger Roderick McKay, it was feared that the vessel had been lost. In the meantime the SS *Rob Roy* had visited Cossack, reporting that wreckage had been sighted at the Monte Bellos, though Captain England had considered it unsafe to send a boat to investigate. On the steamer's arrival at Fremantle, the master's report aroused considerable concern (Master's Report, Captain R England, 8 March 1883, C.S.O. 1534 fol. 2) and Captain Craig, of the S.S. *Macedon*, was requested to search the area on his next trip north (Captain J. Craig to Col. Sec., 16 March 1883, C.S.O. 1534 fol. 2). The fate, that overtook that vessel on leaving port, was not only to prevent it from carrying out this task, but also to completely overshadow the more distant disaster in press reports of the time.

Meanwhile at Cossack, the Revenue cutter *Gertrude* arrived to report that nothing had been heard of the *Ariel* at the pearling grounds. The cutter, with Inspector of

Pearlshell Fisheries, Pemberton Walcott in charge, was immediately dispatched to search the west. Captain Walcott became ill however, and the cutter returned after seven days, having only been able to complete an unsuccessful search of the Monte Bellos (Govt. Res., Roebourne to Col. Sec. 5 April 1883, C.S.O. 1534 fol. 37). The *Gertrude* eventually returned to the task, arriving back at Cossack on 26 April 1883, with nothing to show except for a rope fender, not long in the water, which it was thought may have come from the missing schooner (Inspector of Pearlshell Fisheries to Govt. Res., Roebourne, 26 April 1883, C.S.O. 1534 fol. 52).

About this time, Emily McKay, whose husband Roderick had been a passenger aboard the missing vessel, decided to take matters into her own hands and is reported to have set sail in her husband's schooner, the *Myra*, to undertake her own search (*Herald*, 28 April 1883, p. 2f). Mrs McKay, daughter of Fremantle J.P., James Manning, apparently had no more success than the official searchers, and in the *Herald* of 2 June, her husband's will was being sought by the Trustees (*Herald*, 2 to 30 June 1883.) By July, it seems that hope had been abandoned. The ship's register was closed, and notice of the death of Captain Hugo Leidicke, '...lost at sea, about 8th February...' appeared in the press (*Herald*, 14 July 1883).

The final paragraph was written in August when the *Harriet* reported having discovered wreckage washed ashore at La Grange Bay, including a mast which boat-builder Robert Wrightson was able to identify, from the description, as one from the *Ariel*, which he had spliced some time before (*West Australian*, 14 August 1883, p. 3g; Cairns and Henderson 1995:40).

Surprise

Wreck Details

Wreck	
Name:	Surprise
Details:	Struck reef while sailing for pearling grounds
Date wrecked:	1883/11/03
Year wrecked:	1883
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Foundered
From port:	
To port:	
Comments:	There were 18 Aboriginal divers on board
Location	
Where wrecked:	Cape Bossut
Found:	N
Region:	North West (Eighty Mile Beach Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.783333
Latmin:	-18.633333
Lonmax:	121.733333
Lonmin:	121.566667
GPS	
coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.2000
Construction:	Wood
Type:	Cutter
Gross tonnage:	28
Net tonnage:	
LOA(mtrs):	18.2000
Beam(mtrs):	4.8000
Engine:	N
Builder:	George Hayman
Port built:	Perth
State built:	

Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	61100
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	Jamer Craig
Owner:	John Tuckey
Crew:	
Passengers:	
Deaths:	None
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8846
URL:	
Signage:	
Source:	<i>West Australian</i>, 22 December 1881, p. 3a <i>West Australian</i>, 14 September 1883, p. 2g Inquiry Evidence, 27 November 1883, CSO 950/1883 Govt. Res., Roebourne to Collector of Customs, 28 November 1883, C.S.O. 950/1883 Inquiry Evidence, 27 November 1883, C.S.O. 950/83 Cairns, L. & Henderson, G., 1995, <i>Unfinished Voyages Western Australian Shipwrecks 1881-1900</i>. University of Western Australia Press, Nedlands. Parsons, R. 1971 <i>Ships Registered at Fremantle Before 1900</i>.
Protection notes:	
Inspected:	N

Vessel History

George Hayman built the cutter *Surprise* (Official Number 61100) in 1871, and sold it in 1881 to John Tuckey (*Register of British Ships*, Fremantle). In the following year, the vessel was traveling between Fremantle and the Murray River (*West Australian*, 22 December 1881, p. 3a). By September 1883, it had been converted to a ketch rig and it sailed on the 12th of that month for the pearling grounds under the command

of Captain James Craig (*West Australian*, 14 September 1883, p. 2g).

On the evening of the 3 November 1883, the *Surprise* was pearling off Cape Villaret. Two other boats were nearby when the ketch weighed anchor to travel some 80 kms to Cape Joubert. The *Surprise* was anchored off Cape Gourdon over night, continuing on its way at daylight on the 4th. The weather was thick and foggy, and Craig headed for a cape that he took to be Cape Bossut but, on rounding it, he found it to be a false cape. He then travelled onwards towards the real Cape Bossut, believing he was near the other pearling boats, and stood in toward the coast. When he attempted to put about, however, the vessel missed stays due to a strong current setting inshore. Craig relied on soundings that showed 2.5 fathoms. He brought the ketch around to the wind, but at that moment it struck on an unmarked reef. It was about 9.30 p.m., the moon had set and the vessel was less than 3.5 kms from shore.

As they attempted to get it off, the *Surprise* struck the reef heavily and began to make water. As the water rose rapidly to above the cabin floor, Craig put up the helm, ran the vessel round Cape Bossut toward the east as far as he could, and purposely ran it aground at about 11 p.m. By this time the water was almost level with the decks, but the crew and the 18 Aboriginal divers were landed safely (Inquiry Evidence, 27 November 1883, C.S.O. 950/1883).

It seems that the 'false Cape Bossut' was well known among masters of vessels sailing those waters (Govt. Res., Roebourne to Collector of Customs, 28 November 1883, C.S.O. 950/1883) and Craig's story was supported by his colleague Captain England of the brigantine *Flowerdale*, who in 1882 had stranded the SS *Rob Roy* at Cossack. England's support, and the fact that the reef on which the vessel came to grief was not marked on the charts, led the preliminary court of inquiry to find no evidence the vessel's master, and Craig was acquitted of any blame (Inquiry Evidence, 27 November 1883, C.S.O. 950/83).

The *Surprise* was a wooden, carvel built vessel of 28 tons, built at Perth and registered at Fremantle. Measuring 18.2 metres x 4.8 metres x 1.2 metres, the 28-ton ketch was owned by John Tuckey (*Register of British Ships*, Fremantle; Cairns & Henderson 1995:54)

Charity

Wreck Details

Wreck	
Name:	<i>Charity</i>
Details:	Cyclone
Date wrecked:	1887/04/22
Year wrecked:	1887
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	Port Darwin
To port:	Eighty Mile Beach
Comments:	
Location	

Where wrecked:	290 Km East of Cossack
Found:	N
Region:	North West (Port Hedland Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-20.750000
Latmin:	-18.000000
Lonmax:	122.000000
Lonmin:	117.166667
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.5000
Construction:	Wood
Type:	Lugger
Gross tonnage:	9.75
Net tonnage:	
LOA(mtrs):	11.1000
Beam(mtrs):	3.2600
Engine:	N
Builder:	
Port built:	Sydney
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Sydney
Official number:	93545
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	Captain John Turnbull
Owner:	

Crew:	
Passengers:	
Deaths:	Y
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	7883
URL:	
Signage:	
Source:	<i>Inquirer</i> , 3 August 1887, p. 2g <i>Inquirer</i> , 18 May 1887, p. 2b <i>Inquirer</i> , 1 June 1887, p. 3g <i>Inquirer</i> , 20 July 1887, p. 5c <i>Victorian Express</i> , 30 April 1887, p. 4f <i>West Australian</i> , 29 April 1887, pp. 2f, 3a, b <i>British Register of Shipping</i> CSO 3841/1887 Cairns, L. & Henderson, G., 1995 <i>Unfinished Voyages Western Australian Shipwrecks 1881-1900</i> . University of Western Australia Press, Nedlands.
Protection notes:	
Inspected:	N

Vessel History

The 9.7-ton *Charity* and the 9.9-ton *Faith* were sister ships, owned by Turnbull, Paine and Affleck, of NSW. Both were built in NSW and had only been launched in January 1887. The *Faith*, launched 25 January 1887, measured 11.2 metres x 3.3 metres x 1.5 metres, with one deck, 2 masts, and an elliptic stern, and the *Charity* which was commanded by Captain John Turnbull, was almost identical. First registered 8/2/1887 in Sydney, 9 in 1887, to John Turnbull, Tom Paine and Robert Affleck, all of Pyrmont, NSW, joint owners. Both vessels foundered in the hurricane of April 1887 off WA (*British Register of Shipping*). *Charity* and *Faith*, do not appear in the local accounts, but disappeared with all hands after leaving Port Darwin for the Western Australian pearling grounds before the 22 April. Though it is not certain that they met their end within West Australian waters, it seems probable that they were in the area affected by the cyclone (Cairns & Henderson 1995:92).

In April 1887, the pearling fleet operating off the north west coast of Western Australia was struck by one of the most damaging cyclones on record. The majority of the pearling craft were working in the vicinity of the 80-Mile Beach, about 290 kms east of Cossack, when the area was lashed by strong easterly gales on Friday 22 April. The storm lasted approximately 12 hours and blew from east and northeast (*West Australian*, 29 April 1887, pp. 2f, 3a,b).

The scattering of the fleet made it very difficult to assess what damage had been done, and an early report, published on 30 April in the *Victorian Express*, describes the disaster as a 'catastrophe which threatens to surpass in every respect any other

similar event in Australian annals'. Though the article goes on to explain the impossibility of estimating the loss of life and property, estimates of 400 to 500 lives and over 30 vessels lost are promptly supplied (*Victorian Express*, 30 April 1887, p. 4f.) There was, however, a great amount of confusion, which cannot be blamed on the press, and it was probably exacerbated by the fact that luggers appear not to have always been referred to locally by their correct names. In any case, these could easily be distorted by telegraphic errors. There was also some confusion over the ownership of craft, particularly in the case of partnerships, and some transactions were not officially recorded. A number of vessels were reported missing or lost which were later found to be safe and the extent of damage was in several cases exaggerated. The first report of the disaster appears to have been brought to Cossack by the SS *Australind*, which had arrived at Cape Gourdon on 25 April, to find 48 of the pearling fleet there, many of them in a damaged state. Approximately 24 or more vessels were lost in the cyclone. These included the schooners *Dairy Maid*, *Florence*, *Lord Loftus*, *Osprey*, and *Rover*; the luggers *Cocoa Nut*, *Edith*, *Le Grand*, *Maggie*, *Mary Ann*, *Pearl*, *Ranger*, *Rose*, *Theresa*, *Uno*, *Victoria* and *Zela*, plus two unidentified luggers owned by Reddell (*Inquirer*, 3 August 1887, p. 2g) and an unidentified 'Japanese boat' from the deck of which all but one of the crew were swept away (*Inquirer*, 18 May 1887, p. 2b). The remains of most of these vessels do not appear to have been found, except for the *Dairymaid*, part of which was located on the beach in Roebuck Bay (*Inquirer*, 1 June 1887, p. 3g) and the *Osprey*, discovered lying in 8.5 fathoms of water 9.6 kms west of the pearling ground (*Inquirer*, 20 July 1887, p. 5c). Neither were the bodies of the 136 or more victims found. Of these, 16 whites were identified by name, but the number of those who were members of other races could only be estimated, from the average number employed on each missing vessel (Cairns & Henderson 1995:89-94).

Cocoa Nut

Wreck Details

Wreck	
Name:	<i>Cocoa Nut</i>
Details:	Cyclone
Date wrecked:	1887/04/22
Year wrecked:	1887
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	Cossack
Comments:	
Location	
Where wrecked:	Off 80 Mile Beach
Found:	N
Region:	North West (Eighty Mile Beach Area)
State:	Western Australia
Jurisdiction:	

Latmax:	-20.083333
Latmin:	-18.000000
Lonmax:	121.666667
Lonmin:	119.333333
GPS	
coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	Wood
Type:	Lugger
Gross tonnage:	
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	
Port built:	
State built:	
Country built:	
Date built:	
Port registered:	
Official number:	
Registered	
number:	
Home port:	
Home country:	
Cargo:	Pearls
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	
Owner:	
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger	

deaths:	
Other information	
Wreck Id:	7916
URL:	
Signage:	
Source:	<i>West Australian</i> , 29 April 1887, pp. 2f, 3a,b Cairns, L. & Henderson, G., 1995, <i>Unfinished Voyages Western Australian Shipwrecks 1881-1900</i> . University of Western Australia Press, Nedlands.
Protection notes:	
Inspected:	N

Vessel History

The *Cocoa Nut* is understood to be an unregistered lugger working in the pearling grounds off Eighty Mile Beach at the time of its loss (WAM Maritime History Vessel database).

Edith

Wreck Details

Wreck	
Name:	<i>Edith</i>
Details:	Cyclone
Date wrecked:	1887/04/22
Year wrecked:	1887
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Unknown
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Off Eighty mile Beach, 290 km North Cossack
Found:	N
Region:	North West (Eighty Mile Beach Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-20.083333
Latmin:	-18.000000
Lonmax:	121.666667
Lonmin:	119.333333

GPS
coordinates:
Water depth:
Vessel
Draft(mtrs): 1.4000
Construction: Wood
Type: Lugger
Gross tonnage: 9.6
Net tonnage:
LOA(mtrs): 11.2000
Beam(mtrs): 3.2000
Engine: N
Builder:
Port built: Berry's Bay
State built:
Country built: AUSTRALIA
Date built:
Port registered: Sydney
Official number: 83750
Registered number:
Home port:
Home country:
Cargo: Pearl/Shell
Industry type: Fishing
Industry type 2: Pearling
Crew - passengers
Master:
Owner: Captain Stephen Clark of Sydney
Crew:
Passengers:
Deaths:
Crew deaths:
Passenger deaths:
Other information
Wreck Id: 8025
URL:

Signage:	
Source:	<i>West Australian</i> , 29 April 1887, pp. 2f, 3a, b CSO 3841/1887 <i>British Register of Shipping</i> . Cairns, L. & Henderson, G., 1995, <i>Unfinished Voyages Western Australian Shipwrecks 1881-1900</i> . University of Western Australia Press, Nedlands.
Protection notes:	
Inspected:	N

Vessel History]

Edith, was a 10-ton lugger (Official Number 83750), which had been built at Berry's Bay, NSW, and registered at Sydney in 1883. *Edith* was first registered 29 May 1883 in Sydney, Number 45 of 1883, to Stephen Clark of Sydney, master mariner. (WAM Maritime History Vessel database; *British Register of Shipping*).

A vessel called Edith is also recorded as lost at Beagle Bay, WA, in January 1889. Note: Attached letter (vide Rosina O/N 83749) advising loss of *Edith* is written by James Clark from Thursday Island (British Register of Shipping; Maritime History Vessel Database, WAM).

Ethel

Wreck Details

Wreck	
Name:	<i>Ethel</i>
Details:	Cyclone
Date wrecked:	1887/04/22
Year wrecked:	1887
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Off Eighty Mile Beach
Found:	N
Region:	North West (Eighty Mile Beach Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-20.083333
Latmin:	-18.000000
Lonmax:	121.666667

Lonmin:	119.333333
GPS	
coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.7500
Construction:	Composite
Type:	Schooner
Gross tonnage:	14
Net tonnage:	
LOA(mtrs):	13.4000
Beam(mtrs):	3.6000
Engine:	N
Builder:	
Port built:	Perth
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	61099
Registered	
number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	
Owner:	Thos. C. Gull & Partner
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger	
deaths:	
Other information	
Wreck Id:	8094

URL:	
Signage:	
Source:	<i>Inquirer</i> , 4 May 1887, pp. 2a,5d <i>West Australian</i> , 29 April 1887, pp. 2f, 3a, b CSO 3841/1887 CSR 897 Cairns, L. & Henderson, G., 1995, <i>Unfinished Voyages Western Australian Shipwrecks 1881-1900</i> . University of Western Australia Press, Nedlands. Parsons, R., 1971 <i>Ships Registered at Fremantle Before 1900</i> . Ronald Parsons, Lobethal, SA.
Protection notes:	
Inspected:	N

Vessel History

There is some speculation that the schooner *Ethel* may actually be the *Pearl* and that the original *Ethel* was sunk and recovered off the Forestiere Islands in 1878:

The 14-ton *Ethel* collided with the *Venus*, and sank immediately, her side stove in and her head sails blown away. A boy named Blurton drowned in the cabin. The master, A. Rouse, could not swim, but was saved from drowning by his wife, who supported him for half a mile until they reached the shore (Government Resident, Roebourne, to Co. Sec., 14 March 1878, CSR 897). The *Ethel* was again reported wrecked, this time to the west of the Fortescue River, in February 1881 (*West Australian*, 8 February 1881; Henderson 1988:231).

Alternatively it may be a vessel variously referred to as *Pearl* or *Ethel*, owned by Walton, lost in the cyclone of April 1887. In one contemporary account, a man named Archie Walton is reported lost, with five others, in the lugger *Ethel* (*Inquirer*, 10 June 1887, p. 3a). There is no further mention of the *Ethel*, in the lists of casualties, but a lugger *Pearl*, owner Walton, appears in the final police report (Report, Sgt. Payne, Roebourne, to Commissioner of Police, 10 July 1887, C.S.O. 3841/188). If an earlier report of the schooner *Pearl* being safe is correct, two possibilities arise. There may have been two *Pearls* in the area, a schooner owned by Findlay and Baynes, and a lugger belonging to Walton, the latter being lost. Alternatively, the name *Pearl* in the final list may have been caused by a telegraphic error, and the lugger owned by Walton was actually the *Ethel*, in which the owner, or one of his relations, died. As Walton was the owner of six luggers plus the brig *Lady Denison* (*Inquirer*, 4 May 1887, pp. 2a,5d) it seems unlikely that he would have been aboard one of the luggers, and both *Ethel* and *Pearl* may have been Walton luggers which were lost (Cairns & Henderson 1995:91-2).

No trace for some time and register closed 1908 (Parsons 1971:20).

Faith

Wreck Details

Wreck

Name:	<i>Faith</i>
Details:	Cyclone
Date wrecked:	1887/04/22
Year wrecked:	1887
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	Darwin
To port:	Cossack
Comments:	
Location	
Where wrecked:	Eighty Mile Beach
Found:	N
Region:	North West (Eighty Mile Beach Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-20.083333
Latmin:	-18.000000
Lonmax:	122.000000
Lonmin:	119.333333
GPS	
coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.4900
Construction:	
Type:	Lugger
Gross tonnage:	9.93
Net tonnage:	
LOA(mtrs):	11.1500
Beam(mtrs):	3.2600
Engine:	N
Builder:	
Port built:	Sydney
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Sydney
Official number:	93544

Registered number:
Home port:
Home country:
Cargo: Pearl/Shell
Industry type: Fishing
Industry type 2: Pearling
Crew - passengers
Master:
Owner:
Crew:
Passengers:
Deaths:
Crew deaths:
Passenger deaths:
Other information
Wreck Id: 8118
URL:
Signage:
Source: <i>Inquirer</i> , 3 August 1887, p. 2g <i>Inquirer</i> , 18 May 1887, p. 2b <i>Inquirer</i> , 1 June 1887, p. 3g <i>Inquirer</i> , 20 July 1887, p. 5c <i>Victorian Express</i> , 30 April 1887, p. 4f. <i>West Australian</i> , 29 April 1887, pp. 2f, 3a,b British Register of Shipping Cairns, L. & Henderson, G., 1995, <i>Unfinished Voyages Western Australian Shipwrecks 1881-1900</i> . University of Western Australia Press, Nedlands.
Protection notes:
Inspected: N

Vessel History

The 9.7-ton *Charity* and the 9.9-ton *Faith* were sister ships, owned by Turnbull, Paine and Affleck, of NSW. Both were built in NSW and had only been launched in January 1887. The *Faith*, launched 25 January 1887, measured 11.2 metres x 3.3 metres x 1.5 metres, with one deck, 2 masts, and an elliptic stern, and the *Charity* that was commanded by Captain John Turnbull, was almost identical. First registered 8 February 1887 in Sydney, Number 8 in 1887, to John Turnbull, Tom Paine and Robert Affleck, all of Pyrmont NSW, joint owners. Both vessels foundered in the hurricane of April 1887 off WA (*British Register of Shipping*). *Charity* and *Faith*, do not appear in the local accounts, but disappeared with all hands after leaving Port Darwin for the Western Australian pearling grounds before the 22 April. Though it is

not certain that they met their end within West Australian waters, it seems probable that they were in the area affected by the cyclone (Cairns & Henderson 1995:92).

Neither were the bodies of the 136 or more victims found. Of these, 16 whites were identified by name, but the number of those who were members of other races could only be estimated, from the average number employed on each missing vessel (Cairns & Henderson 1995:89-94).

Florence

Wreck Details

Wreck	
Name:	<i>Florence</i>
Details:	Cyclone
Date wrecked:	1887/04/22
Year wrecked:	1887
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Off Eighty Mile Beach
Found:	N
Region:	North West (Eighty Mile Beach Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-20.083333
Latmin:	-18.000000
Lonmax:	121.666667
Lonmin:	119.333333
GPS	
coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.5000
Construction:	Composite
Type:	Schooner
Gross tonnage:	24.16
Net tonnage:	
LOA(mtrs):	14.8000

Beam(mtrs):	4.3000
Engine:	N
Builder:	
Port built:	Perth
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	75286
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	
Owner:	Clark
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8138
URL:	
Signage:	
Source:	<i>West Australian</i>, 29 April 1887, pp. 2f, 3a, b CSO 3841/1887 Roebourne Police Records 30/633 Accession 129 Parsons, R., 1971, <i>Ships Registered at Fremantle Before 1900</i>. Cairns, L. & Henderson, G., 1995, <i>Unfinished Voyages Western Australian Shipwrecks 1881-1900</i>. University of Western Australia Press, Nedlands.
Protection notes:	
Inspected:	N

Vessel History

Florence (Official Number 75286) was a 24-ton fore-and-aft schooner built at Perth in 1876 and first registered at Fremantle in the same year. The last registered owners were Woolhouse and Stewart, who had bought it from James Tuckey in 1880, but it seems subsequently to have been obtained by Clark.

The vessel had earlier capsized at Fortescue River, WA, in January 1881, and was salvaged and restored. When the cutter *Florence* capsized, Peter Smith (known as Dutch Peter) drowned. The others on board were the master William Ellery, Charles Brown, and 22 Aboriginal divers. At 2.20 p.m., just before the cyclone reached its height, Ellery, who expected the vessel to founder at any moment, called them all on deck and told them to save themselves:

...I then started to cut away the mast as the vessel was just on her beam ends and the seas making a clear breach over her. The sea just came and broke the after main hatch; she then filled and heeled over to port. She came up again and I could see no one but Chas Brown...surmised natives had made for the mangroves about 50 yards away, but I thought that Peter Smith had been washed overboard and drowned as he could not swim....

(Report of PC Lemon, Roebourne, 25 January 1881, Police Records 30/633 Accession 129)

William Ellery found the *Florence* filled with water on the following morning, but on 15 January he succeeded in refloating the vessel (Cairns & Henderson 1995:15).

Florence was finally lost with all hands in the cyclone of 22 April 1887 which decimated the pearling fleets (Parsons 1971:31).

John S. Lane

Wreck Details

Wreck	
Name:	<i>John S. Lane</i>
Details:	Gale
Date wrecked:	1887/04/22
Year wrecked:	1887
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Unknown
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Eighty Mile Beach
Found:	N
Region:	North West (Eighty Mile Beach Area)
State:	Western Australia

Jurisdiction:	
Latmax:	-20.083333
Latmin:	-18.000000
Lonmax:	121.666667
Lonmin:	119.333333
GPS	
coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	2.6000
Construction:	Wood
Type:	Schooner
Gross tonnage:	82.24
Net tonnage:	80.05
LOA(mtrs):	24.7000
Beam(mtrs):	5.5000
Engine:	N
Builder:	Unknown
Port built:	Clarencetown, Williams River
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	51586
Registered	
number:	
Home port:	
Home country:	
Cargo:	Pearl, shell
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	
Owner:	Mathew Price & Francis R. Hassell
Crew:	
Passengers:	
Deaths:	
Crew deaths:	

Passenger deaths:	
Other information	
Wreck Id:	8310
URL:	
Signage:	
Source:	<i>West Australian</i> , 29 April 1887, pp. 2f, 3a, b <i>British Register of Shipping</i> CSO 3841/1887 McKenna Collection 680, Western Australian Museum. Parsons, R. 1971 <i>Ships Registered at Fremantle Before 1900</i> . Cairns, L. & Henderson, G., 1989, <i>Unfinished Voyages Western Australian Shipwrecks 1881-1900</i> . University of Western Australia Press, Nedlands.
Protection notes:	
Inspected:	N

Vessel History

John S. Lane was built in 1872 at Clarence Town, Williams River, NSW registered as No. 11 of 1883 at Sydney. On 22 March 1887 the vessel was transferred to Fremantle and reregistered as No 2 of 1887 at Fremantle to Charles McAlister of Croydon St, Petersham, near Sydney, fishing proprietor. On the same date *John S. Lane* was sold to Matthew Price and Francis R. Hassell (WAM Maritime History Vessel Database).

The British register reports:

...this vessel was wrecked in a cyclone on the north west coast of WA in April 1887. No official inquiry was held & no wreck form was sent to me by the Sub-Collector at Cossack, he having been informed of the wreck at the time. Certificate supposed to have been lost with the vessel. Registry closed 18/6/1889 (*British Register of Shipping*, Fremantle).

Le Grand

Wreck details

Wreck	
Name:	<i>Le Grand</i>
Details:	Storm
Date wrecked:	1887/04/22
Year wrecked:	1887
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	

Comments:	
Location	
Where wrecked:	Off Eighty Mile Beach
Found:	N
Region:	North West (Eighty Mile Beach Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-20.083333
Latmin:	-18.000000
Lonmax:	121.666667
Lonmin:	119.333333
GPS	
coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	Composite
Type:	Lugger
Gross tonnage:	12
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	
Port built:	Balmain
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	89284
Registered	
number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	

Master:	
Owner:	William Robinson or Daniel Sullivan?
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8394
URL:	
Signage:	
Source:	<i>West Australian</i> , 29 April 1887, pp. 2f, 3a, b CSO 3841/1887 <i>Register of British Ships</i> , Sydney. <i>Inquirer</i> , 10 June 1887, p.3a. Cairns, L. & Henderson, G., 1995, <i>Unfinished Voyages Western Australian Shipwrecks 1881-1900</i> . University of Western Australia Press, Nedlands.
Protection notes:	
Inspected:	N

Vessel History

The owner was probably Daniel Sullivan, who was lost with the *Le Grand*. Sullivan's name does not appear in the register, but is named in the reports as the *Le Grand*'s owner (*Register of British Ships*, Sydney; *Inquirer*, 10 June 1887, p.3a). There was also some uncertainty about his name. Making inquiries, later in the year, Colonel Angelo, the Roebourne Government Resident, could only ascertain that the drowned man's initial was J. Different earlier reports, however, had referred to the loss of both a John and a Frank Sullivan. In the register for the lugger *Maggie*, its master's name is given as Daniel Sullivan. Elisha Bruce, who owned the vessel was in charge when it was lost, so Daniel Sullivan, or a relation named John or Frank, might have been aboard the *Le Grand* (Telegram, Government Resident, Roebourne, to Col. Sec., 7 November 1887, C.S.O.3841/1887, see also *Register of British Ships*, Sydney). The *Le Grand* was a 12-ton lugger, which had been built at Balmain, NSW, in 1884, was similar to the *Mary Ann*, but had a round stern. The registered owner was William Robinson of Sydney. Both vessels were registered at Sydney after launching, but the *Le Grand* was transferred to Fremantle in February 1887, possibly with a change of ownership. (Cairns and Henderson 1995:91;93).

Lord Loftus

Wreck Details

Wreck	
Name:	<i>Lord Loftus</i>

Details:	Severe storm
Date wrecked:	1887/04/22
Year wrecked:	1887
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Off Eighty Mile Beach
Found:	N
Region:	North West (Eighty Mile Beach Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-20.083333
Latmin:	-18.000000
Lonmax:	121.666667
Lonmin:	119.333333
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	2.0000
Construction:	Composite
Type:	Schooner
Gross tonnage:	22
Net tonnage:	
LOA(mtrs):	13.4000
Beam(mtrs):	4.1400
Engine:	N
Builder:	
Port built:	Berrys Bay
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Sydney
Official number:	75045
Registered	

number:	
Home port:	
Home country:	
Cargo:	Pearl, shell
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	
Owner:	Thomas Stubbs Brown of Sydney
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8423
URL:	
Signage:	
Source:	<i>West Australian</i> , 29 April 1887, pp. 2f, 3a, b <i>British Register of Shipping</i> CSO 3841/1887
Protection notes:	
Inspected:	N

Vessel History

Lord Loftus was first registered 3 November, 1879 in Sydney, No. 65 of 1879, to John Bell of Sydney, Ship Owner. It was sold 20 June 1883 to Thomas Brown of Sydney, master mariner (*British Register of Shipping*; WAM Maritime History Vessel Database).

The schooners *Lord Loftus* and *Osprey* were both lost together with their respective masters, Dennis and Graves, the Malay crews of both ships, Graves' son and a Captain Murray. The two vessels are said to be owned by Brown. This appears to be correct in the case of the *Lord Loftus*, but in earlier reports the respective ownership had been allotted to Reddell, for *Lord Loftus*, and to Scott and Henderson, for *Osprey*. This information does not agree with the vessels' registers. The confusion probably resulted from informal arrangements involving partnerships or absentee owners, or from recent unpublicised sales of the vessels (WAM Maritime History Vessel Database).

Maggie

Wreck Details

Wreck	
Name:	<i>Maggie</i>
Details:	Cyclone storm
Date wrecked:	1887/04/22
Year wrecked:	1887
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Off Eighty Mile Beach
Found:	N
Region:	North West (Eighty Mile Beach Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-20.083333
Latmin:	-18.000000
Lonmax:	121.666667
Lonmin:	119.333333
GPS	
coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.6000
Construction:	Composite
Type:	Lugger
Gross tonnage:	15.3
Net tonnage:	
LOA(mtrs):	12.3000
Beam(mtrs):	3.6000
Engine:	N
Builder:	
Port built:	Berry's Bay
State built:	
Country built:	AUSTRALIA

Date built:	
Port registered:	
Official number:	89383
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	
Owner:	Elisha Bruce
Crew:	
Passengers:	
Deaths:	1
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8445
URL:	
Signage:	
Source:	<i>West Australian</i> , 29 April 1887, pp. 2f, 3a,b <i>British Register of Shipping</i> Cairns, L. & Henderson, G., 1995, <i>Unfinished Voyages Western Australian Shipwrecks 1881-1900</i> . University of Western Australia Press. Nedlands.
Protection notes:	
Inspected:	N

Vessel History

Maggie was first registered 19 December 1885 in Sydney, No. 88 in 1885, to Elisha Bruce of Sydney, diver. Foundered off the coast of WA in the cyclone of 22 April 1887. Margin note in register says registered owner reported to have been drowned (*British Register of Shipping*; WAM Maritime History Vessel Database)

As an example of the confusing reports, when the lugger *Maggie* (Official Number 89383) disappeared, a W. Bruce was listed as missing in the lugger. Then, in a later report, the vessel was said to be safe, the owner's name again being given as Bruce. In the final police report, however, the vessel is listed as lost and the owner is given as E. Bird. An Elias Bruce is also reported to have been lost, together with several Malays, with an unidentified lugger. The name of *Maggie's* owner was Elisha Bruce.

He was aboard at the time and was drowned (*Register of British Ships*, Sydney; Cairns & Henderson 1995:91-2). The 15-ton lugger *Maggie* was built at Berry's Bay, NSW, in 1885 and measured 12.3 metres x 3.6 metres x 1.6 metres.

Mary Ann

Wreck details

Wreck	
Name:	<i>Mary Ann</i>
Details:	Severe storm
Date wrecked:	1887/04/22
Year wrecked:	1887
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Off Eighty Mile Beach
Found:	N
Region:	North West (Eighty Mile Beach Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-20.083333
Latmin:	-18.000000
Lonmax:	121.666667
Lonmin:	119.333333
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.7000
Construction:	Wood
Type:	Lugger
Gross tonnage:	16
Net tonnage:	
LOA(mtrs):	13.2000
Beam(mtrs):	3.7000

Engine:	N
Builder:	
Port built:	Berry's Bay
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Sydney
Official number:	89258
Registered number:	
Home port:	
Home country:	
Cargo:	Pearl/shell
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	
Owner:	
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8477
URL:	
Signage:	
Source:	<i>Inquirer</i> , 3 August 1887, p. 2g <i>Inquirer</i> , 18 May 1887, p. 2b <i>Inquirer</i> , 1 June 1887, p. 3g <i>Inquirer</i> , 20 July 1887, p. 5c <i>Victorian Express</i> , 30 April 1887, p. 4f <i>West Australian</i> , 29 April 1887, pp. 2f, 3a, b <i>British Register of Shipping</i> CSO 3841/1887 Cairns, L. & Henderson, G., 1995, <i>Unfinished Voyages Western Australian Shipwrecks 1881-1900</i> . University of Western Australia Press, Nedlands.
Protection notes:	
Inspected:	N

Vessel History

The lugger *Mary Ann* was first registered 12 November 1883 in Sydney, No. 117 of 1883, to John Brennan of Sydney, mariner. The *Mary Ann* was built at Berry's Bay, NSW, in 1883, the carvel-built wooden vessel measured 13.2 metres x 3.7 metres x 1.7 metres, with 1 deck, 2 masts, an elliptic stern and a billet head. The owner, John Brennan, and several others were lost when the 16-ton lugger *Mary Ann* (Official Number 89258) foundered. It was probably Brennan's only boat, but he might have been in partnership with Sullivan, who was lost with the *Le Grand* (WAM Maritime History Vessel database; *British Register of Shipping*).

The remains of most of vessels lost in the cyclone do not appear to have been found, except for the *Dairymaid*, part of which was located on the beach in Roebuck Bay (*Inquirer*, 1 June 1887, p. 3g) and the *Osprey*, discovered lying in 8.5 fathoms of water 9.6 kms west of the pearling ground (*Inquirer*, 20 July 1887, p. 5c). Neither were the bodies of the 136 or more victims found. Of these, 16 whites were identified by name, but the number of those who were members of other races could only be estimated, from the average number employed on each missing vessel (Cairns & Henderson 1995:89-94).

Osprey

Wreck Details

Wreck	
Name:	<i>Osprey</i>
Details:	Cyclone
Date wrecked:	1887/04/22
Year wrecked:	1887
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	Off North West Coast
Comments:	
Location	
Where wrecked:	Six miles west of pearling grounds
Found:	N
Region:	North West (Eighty Mile Beach Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-20.083333
Latmin:	-18.000000
Lonmax:	121.666667
Lonmin:	119.333333
GPS	

coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.8900
Construction:	Composite
Type:	Schooner
Gross tonnage:	23
Net tonnage:	
LOA(mtrs):	15.6500
Beam(mtrs):	4.3400
Engine:	N
Builder:	Ephraim Ward
Port built:	Balmain
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Sydney
Official number:	83723
Registered number:	
Home port:	
Home country:	
Cargo:	Pearl. shell
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	Captain John Alexander Graves
Owner:	Thomas Littlejohn (or Scott, Henderson & Co?)
Crew:	
Passengers:	
Deaths:	Y
Crew deaths:	
Passenger deaths:	
Other information	

Wreck Id:	8602
URL:	
Signage:	
Source:	<i>West Australian</i> , 29 April 1887, pp. 2f, 3a, b <i>British Register of Shipping</i> CSO 3841/1887 Cairns, L. & Henderson, G., 1995. <i>Unfinished Voyages Western Australian Shipwrecks 1881-1900</i> . University of Western Australia Press, Nedlands.
Protection notes:	
Inspected:	N

Vessel History

Osprey was a 23-ton schooner (Official Number 83723) with one deck, two masts, an elliptical stern and a figurehead representing an osprey. Built at Balmain, NSW, in 1882 and registered at Sydney, the vessel measured 15.6 metres x 4.4 metres x 1.8 metres. *Osprey* was first registered 27 December 1882 in Sydney, Number 115 of 1882, to Littlejohn & Finlay. It was sold outright to Littlejohn on 10 May 1886 and foundered off the Eighty Mile Beach WA, all hands lost, on 22/4/1887 (*British Register of Shipping*; WAM Maritime History Vessel Database).

The schooners *Lord Loftus* and *Osprey* were both lost together with their respective masters, Dennis and Graves, the Malay crews of both ships, Graves' son and a Captain Murray. The two vessels were said to be owned by Brown. This appears to be correct in the case of the *Lord Loftus*, but in earlier reports the respective ownership had been allotted to Reddell, for *Lord Loftus*, and to Scott and Henderson, for *Osprey*. This information does not agree with the vessels' registers. The confusion probably resulted from informal arrangements involving partnerships or absentee owners, or from recent unpublicised sales of the vessels. The registered owner at time of wrecking was NSW merchant Thomas Littlejohn who had purchased the vessel in 1886 (WAM Maritime History Vessel Database).

A letter dated 26 May 1887 from Scott Henderson and Co. informs the widow of Captain Graves that Captain Larkham of the schooner *Herald* had last communication with the *Osprey*. *Osprey* had discharged his cargo of shell and 'on the 22nd about 11am his [Captain Graves] chain parted and he hove to under fore trysail. Captain Larkham's chain also parted about the same time and Captain Graves has not been seen again' (WAM File MA-116/80).

Ranger

Wreck Details

Wreck	
Name:	<i>Ranger</i>
Details:	Cyclone
Date wrecked:	1887/04/22

Year wrecked:	1887
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	Off Northwest Coast
Comments:	
Location	
Where wrecked:	Off Eighty Mile Beach
Found:	N
Region:	North West (Eighty Mile Beach Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-20.083333
Latmin:	-18.000000
Lonmax:	121.666667
Lonmin:	119.333333
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.6000
Construction:	Wood
Type:	Lugger
Gross tonnage:	12
Net tonnage:	
LOA(mtrs):	10.8000
Beam(mtrs):	3.7000
Engine:	N
Builder:	
Port built:	Balmain
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Sydney
Official number:	89295

Registered number:	
Home port:	
Home country:	
Cargo:	Pearl, shell
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	John Larkham
Owner:	Frederick John Gibbins
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8683
URL:	
Signage:	
Source:	<i>West Australian</i> , 29 April 1887, pp. 2f, 3a, b <i>British Register of Shipping</i> CSO 3841/1887 Cairns, L. & Henderson, G., 1995. <i>Unfinished Voyages Western Australian Shipwrecks 1881-1900</i> . University of Western Australia Press, Nedlands.
Protection notes:	
Inspected:	N

Vessel History

Ranger was first registered 20 September 1884 in Sydney, No. 100 of 1884, to Frederick John Gibbins of Sydney, Shipowner. Captain Larkham was the owner reported to have lost *Ranger* (Official Number 89295) and *Rover* in the catastrophic cyclone of April 1887, but the registered owner of these two 12-ton luggers was Frederick John Gibbins. John Larkham was named as the master of the *Ranger*.

Ranger was a 12-ton lugger measuring 10.8 metres x 3.7 metres x 1.6 metres, and he was possibly in partnership with Gibbins. The *Rover's* dimensions were 11.5 metres x 3.8 metres x 1.6 metres, but the two carvel-built wooden vessels were almost identical, with 1 deck, 2 masts, a round stern and billet head. Built at Balmain, NSW, in 1884 they were registered at Sydney during that year as owned by Frederick John Gibbins (*British Register of Shipping*; WAM Maritime History

Database).

Rose

Wreck Details

Wreck	
Name:	<i>Rose</i>
Details:	Cyclone
Date wrecked:	1887/04/22
Year wrecked:	1887
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Off Eighty Mile Beach
Found:	N
Region:	North West (Eighty Mile Beach Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-20.083333
Latmin:	-18.000000
Lonmax:	121.666667
Lonmin:	119.333333
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	
Type:	Lugger
Gross tonnage:	
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	

Engine:	N
Builder:	
Port built:	
State built:	
Country built:	
Date built:	
Port registered:	
Official number:	
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	
Owner:	
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8715
URL:	
Signage:	
Source:	
Protection notes:	
Inspected:	N

Vessel History

The *Rose* was apparently an unregistered lugger (WAM Maritime History Vessel database) operating in the pearling grounds off Eighty Mile Beach when lost in the 1887 cyclone.

Rover

Wreck details

Wreck	
Name:	<i>Rover</i>
Details:	Cyclone
Date wrecked:	1887/04/22
Year wrecked:	1887
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	Pearling grounds
Comments:	
Location	
Where wrecked:	Off Eighty Mile Beach
Found:	N
Region:	North West (Eighty Mile Beach Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-20.083333
Latmin:	-18.000000
Lonmax:	121.666667
Lonmin:	119.333333
GPS	
coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.6000
Construction:	Composite
Type:	Lugger
Gross tonnage:	11.7
Net tonnage:	
LOA(mtrs):	11.5000
Beam(mtrs):	3.8000
Engine:	N

Builder:	
Port built:	Balmain
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Sydney
Official number:	
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	
Owner:	Frederick John Gibbins
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8730
URL:	
Signage:	
Source:	<i>West Australian</i> , 29 April 1887, pp. 2f, 3a, b <i>British Register of Shipping</i> CSO 3841/1887 Cairns, L. & Henderson, G., 1995, <i>Unfinished Voyages Western Australian Shipwrecks 1881-1900</i> . University of Western Australia Press, Nedlands
Protection notes:	
Inspected:	N

Vessel History

Rover was first registered 29 December 1884 in Sydney, No. 144 of 1884, to Frederick John Gibbins of Sydney, Shipowner. The Register noted 23 July 1953 that the registered owner died in 1917, no trace of the vessel. The lugger wrecked in the cyclone of Eighty Mile Beach, WA, 22nd April 1887

Captain Larkham was the owner reported to have lost *Ranger* (Official Number 89295) and *Rover* in the catastrophic cyclone of April 1887, but the registered owner of these two 12-ton luggers was Frederick John Gibbins. John Larkham was named as the master of the *Ranger*.

Ranger was a 12-ton lugger measuring 10.8 metres x 3.7 metres x 1.6 metres, and he was possibly in partnership with Gibbins. The *Rover*'s dimensions were 11.5 metres x 3.8 metres x 1.6 metres, but the two carvel-built wooden vessels were almost identical, with 1 deck, 2 masts, a round stern and billet head. Built at Balmain, NSW, in 1884 they were registered at Sydney during that year as owned by Frederick John Gibbins (*British Register of Shipping*; WAM Maritime History Database).

Theresa

Wreck Details

Wreck	
Name:	<i>Theresa</i>
Details:	Cyclone
Date wrecked:	1887/04/22
Year wrecked:	1887
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	North West Coast
Comments:	
Location	
Where wrecked:	Off Eighty Mile Beach
Found:	N
Region:	North West (Eighty Mile Beach Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-20.083333
Latmin:	-18.000000
Lonmax:	121.666667
Lonmin:	119.333333
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	

Construction:	Composite
Type:	Lugger
Gross tonnage:	
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	
Port built:	
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	
Official number:	
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	
Owner:	
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8883
URL:	
Signage:	
Source:	<i>West Australian</i> , 29 April 1887, pp. 2f, 3a,b Cairns, L. & Henderson, G., 1995, <i>Unfinished Voyages Western Australian Shipwrecks 1881-1900</i> . University of Western Australia Press, Nedlands.
Protection notes:	
Inspected:	N

Vessel History

In April 1887, the pearling fleet operating off the north west coast of Western Australia was struck by one of the most damaging cyclones on record. The majority of the pearling craft were working in the vicinity of the Eighty Mile Beach, about 290 kms east of Cossack, when the area was lashed by strong easterly gales on Friday 22 April. The storm lasted approximately 12 hours and blew from east and northeast (*West Australian*, 29 April 1887, pp. 2f, 3a,b). The fleet was devastated, with at least 20 losses. There is no information specific to the loss of this vessel.

Unidentified Japanese Boat

Wreck Details

Wreck	
Name:	Unidentified Japanese Boat
Details:	Cyclone
Date wrecked:	1887/04/27
Year wrecked:	1887
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Off Eighty Mile Beach
Found:	N
Region:	North West (Eighty Mile Beach Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-20.083333
Latmin:	-18.000000
Lonmax:	121.666667
Lonmin:	119.333333
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	

Type:
Gross tonnage:
Net tonnage:
LOA(mtrs):
Beam(mtrs):
Engine: N
Builder:
Port built:
State built:
Country built: UNKNOWN
Date built:
Port registered:
Official number:
Registered number:
Home port:
Home country:
Cargo:
Industry type:
Industry type 2:
Crew - passengers
Master:
Owner:
Crew:
Passengers:
Deaths:
Crew deaths:
Passenger deaths:
Other information
Wreck Id: 8956
URL:
Signage:
Source: <i>West Australian</i> , 29 April 1887, pp. 2f, 3a,b <i>Inquirer</i> , 3 August 1887, p. 2g

Inquirer, 18 May 1887, p. 2b
 Cairns, L. & Henderson, G., 1995, *Unfinished Voyages Western Australian Shipwrecks 1881-1900*. University of Western Australia Press, Nedlands.

Protection

notes:

Inspected: N

Vessel History

Approximately 24 or more vessels were lost in the cyclone. These included the schooners *Dairy Maid*, *Florence*, *Lord Loftus*, *Osprey*, and *Rover*; the luggers *Cocoa Nut*, *Edith*, *Le Grand*, *Maggie*, *Mary Ann*, *Pearl*, *Ranger*, *Rose*, *Theresa*, *Uno*, *Victoria* and *Zela*, plus two unidentified luggers owned by Reddell (*Inquirer*, 3 August 1887, p. 2g) and an unidentified '**Japanese boat**' from the deck of which all but one of the crew were swept away (*Inquirer*, 18 May 1887, p. 2b).

Unidentified Luggers (2)

Wreck Details

Wreck

Name: Unidentified Luggers (2)

Details: Cyclone

Date wrecked: 1887/04/22

Year wrecked: 1887

Protected: Protected: *Historic Shipwrecks Act 1976*

Status: Wrecked

From port:

To port:

Comments:

Location

Where wrecked: Off Eighty Mile Beach

Found: N

Region: North West (Eighty Mile Beach Area)

State: Western Australia

Jurisdiction:

Latmax: -20.083333

Latmin: -18.000000

Lonmax: 121.666667

Lonmin: 119.333333

GPS
coordinates:
Water depth:
Vessel
Draft(mtrs):
Construction:
Type:
Gross
tonnage:
Net tonnage:
LOA(mtrs):
Beam(mtrs):
Engine: N
Builder:
Port built:
State built:
Country built: UNKNOWN
Date built:
Port
registered:
Official
number:
Registered
number:
Home port:
Home country:
Cargo:
Industry type:
Industry type
2:
Crew - passengers
Master:
Owner: Redell
Crew:
Passengers:
Deaths:
Crew deaths:
Passenger
deaths:

Other information	
Wreck Id:	8972
URL:	
Signage:	
Source:	<i>Inquirer</i> , 3 August 1887, p. 2g Cairns, L. & Henderson, G., 1995, <i>Unfinished Voyages Western Australian Shipwrecks 1881-1900</i> . University of Western Australia Press, Nedlands.
Protection notes:	
Inspected:	N

Vessel History

Approximately 24 or more vessels were lost in the cyclone. These included the schooners *Dairy Maid*, *Florence*, *Lord Loftus*, *Osprey*, and *Rover*; the luggers *Cocoa Nut*, *Edith*, *Le Grand*, *Maggie*, *Mary Ann*, *Pearl*, *Ranger*, *Rose*, *Theresa*, *Uno*, *Victoria* and *Zela*, plus two unidentified luggers owned by Reddell (*Inquirer*, 3 August 1887, p. 2g).

Uno

Wreck Details

Wreck	
Name:	<i>Uno</i>
Details:	Cyclone
Date wrecked:	1887/04/22
Year wrecked:	1887
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	Northwest Pearl Fields
Comments:	
Location	
Where wrecked:	Off Eighty Mile Beach
Found:	N
Region:	North West (Eighty Mile Beach Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-20.083333
Latmin:	-18.000000
Lonmax:	121.666667

Lonmin:	119.333333
GPS	
coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.8000
Construction:	Wood
Type:	Lugger
Gross tonnage:	7.5
Net tonnage:	
LOA(mtrs):	10.8000
Beam(mtrs):	3.2000
Engine:	N
Builder:	
Port built:	Torres Straight
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Brisbane
Official number:	78165
Registered	
number:	
Home port:	
Home country:	
Cargo:	Pearl, shell
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	
Owner:	
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger	
deaths:	
Other information	
Wreck Id:	9013

URL:	
Signage:	
Source:	<i>West Australian</i> , 29 April 1887, pp. 2f, 3a,b <i>British Register of Shipping</i> Cairns, L. & Henderson, G., 1995, <i>Unfinished Voyages Western Australian Shipwrecks 1881-1900</i> . University of Western Australia Press, Nedlands.
Protection notes:	
Inspected:	N

Vessel History

The 7.5-ton lugger *Uno* was a Sydney registered vessel which had been built at Prince of Wales Island, Torres Strait in 1877. It was first registered 9 March 1880 in Brisbane, No. 3 of 1880, to Robert Raff of Thursday Island, merchant. It was sold 17 April 1882 to Joseph Tucker of Thursday Island, master mariner and again on 29 January 1885 to William Shand Findlay and Richard Baynes, both of Sydney, pearl shell fishers, for 130 pounds. The registry was transferred 2 March 1886 to Sydney, No. 9 of 1886, to William Shand Findlay and Richard Burrige Baynes, both of Sydney, pearl fishers. The vessel was mortgaged 22 April 1887 to the Mercantile Bank of Sydney (*British Register of Shipping*, WAM Maritime History Database).

Findlay and Baynes lost their lugger *Uno* in the catastrophic cyclone of April 1887, but their schooner *Sree Pas Sair* and the lugger *Telephone* survived dismasting.

Victoria

Wreck Details

Wreck	
Name:	<i>Victoria</i>
Details:	Cyclone
Date wrecked:	1887/04/22
Year wrecked:	1887
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	Northwest Pearling Grounds
Comments:	
Location	
Where wrecked:	Off Eighty Mile Beach
Found:	N
Region:	North West (Eighty Mile Beach Area)
State:	Western Australia
Jurisdiction:	

Latmax:	-20.083333
Latmin:	-18.000000
Lonmax:	121.666667
Lonmin:	119.333333
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.4000
Construction:	Wood
Type:	Ketch
Gross tonnage:	12
Net tonnage:	
LOA(mtrs):	11.4000
Beam(mtrs):	3.6000
Engine:	N
Builder:	
Port built:	Perth
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	
Official number:	40484
Registered number:	
Home port:	
Home country:	
Cargo:	Pearl, shell
Industry type:	
Industry type 2:	
Crew - passengers	
Master:	
Owner:	
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	9031

URL:	
Signage:	
Source:	<i>West Australian</i> , 29 April 1887, pp. 2f, 3a,b <i>Mercantile Navy List & Maritime Directory 1879</i> Cairns, L. & Henderson, G., 1995, <i>Unfinished Voyages Western Australian Shipwrecks 1881-1900</i> . University of Western Australia Press, Nedlands. Parsons, R. 1971 <i>Ships Registered at Fremantle Before 1900</i> .
Protection notes:	
Inspected:	N

Vessel History

The *Victoria*, lost in the catastrophic cyclone of April 1887, may have been a 12-ton ketch, (Official Number 40484) built at Perth in 1858. The latest entry in the British register shows this vessel to have been bought in 1873 by R. and D. McKay, and J. Tuckey (*Mercantile Navy List & Maritime Directory 1879:554*). When no further information had been received by 1908, the register was closed (Parsons 1971:7). Other owners include Alfred Lewis, 1858; Harriet Lewis, 1860; Charles Howlett & Richard Harford, 1861; Richard Harford, 1867; and John Tapper, 1868 (WAM Maritime History Vessel Database).

Zela

Wreck Details

Wreck	
Name:	<i>Zela</i>
Details:	Cyclone
Date wrecked:	1887/04/22
Year wrecked:	1887
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	Northwest Coast Pearl Grounds
Comments:	
Location	
Where wrecked:	Off Eighty Mile Beach
Found:	N
Region:	North West (Eighty Mile Beach Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-20.083333
Latmin:	-18.000000

Lonmax:	121.666667
Lonmin:	119.333333
GPS	
coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	
Type:	Lugger
Gross	
tonnage:	
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	
Port built:	
State built:	
Country built:	
Date built:	
Port	
registered:	
Official	
number:	
Registered	
number:	
Home port:	
Home country:	
Cargo:	Pearl, shell
Industry type:	Fishing
Industry type	Pearling
2:	
Crew - passengers	
Master:	
Owner:	
Crew:	
Passengers:	
Deaths:	
Crew deaths:	

Passenger deaths:	
Other information	
Wreck Id:	9106
URL:	
Signage:	
Source:	<i>West Australian</i> , 29 April 1887, pp. 2f, 3a,b Cairns, L. & Henderson, G., 1995, <i>Unfinished Voyages Western Australian Shipwrecks 1881-1900</i> . University of Western Australia Press, Nedlands.
Protection notes:	
Inspected:	N

Vessel History

In April 1887, the pearling fleet operating off the north west coast of Western Australia was struck by one of the most damaging cyclones on record. The majority of the pearling craft were working in the vicinity of the Eighty Mile Beach, about 290 kms east of Cossack, when the area was lashed by strong easterly gales on Friday 22 April. The storm lasted approximately 12 hours and blew from east and northeast (*West Australian*, 29 April 1887, pp. 2f, 3a,b). The fleet was devastated, with at least 20 losses. There is no information specific to the loss of this vessel.

Unidentified Cutter

Wreck Details

Wreck	
Name:	Unidentified Cutter
Details:	
Date wrecked:	1890/08/16
Year wrecked:	1890
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Bedout Island
Found:	N
Region:	North West (Eighty Mile Beach Area)
State:	Western Australia

Jurisdiction:
Latmax: -20.000000
Latmin: -19.000000
Lonmax: 119.916667
Lonmin: 119.333333
GPS
coordinates:
Water depth:
Vessel
Draft(mtrs):
Construction: Not known
Type: Cutter
Gross
tonnage:
Net tonnage:
LOA(mtrs):
Beam(mtrs):
Engine: N
Builder:
Port built:
State built:
Country built: UNKNOWN
Date built:
Port
registered:
Official
number:
Registered
number:
Home port:
Home country:
Cargo:
Industry type:
Industry type
2:
Crew - passengers
Master:
Owner:
Crew:

Passengers:
Deaths:
Crew deaths:
Passenger deaths:
Other information
Wreck Id: 8947
URL:
Signage:
Source:
Protection notes:
Inspected: N

Activity

Wreck Details

Wreck
Name: Activity
Details: Mooring parted as tide went out
Date wrecked: 1892/07/19
Year wrecked: 1892
Protected: Protected: <i>Historic Shipwrecks Act 1976</i>
Status:
From port: Sydney
To port: Condon
Comments:
Location
Where wrecked: Condon
Found: N
Region: North West (Eighty Mile Beach Area)
State: Western Australia
Jurisdiction:
Latmax: -20.016667
Latmin: -19.983333
Lonmax: 119.350000

Lonmin:	119.316667
GPS	
coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	2.2000
Construction:	Wood
Type:	Ketch
Gross tonnage:	62
Net tonnage:	
LOA(mtrs):	23.1000
Beam(mtrs):	5.8000
Engine:	N
Builder:	
Port built:	Cockle Creek, Brisbane Water
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Sydney
Official number:	75026
Registered	
number:	
Home port:	
Home country:	
Cargo:	General
Industry type:	Fishing
Industry type 2:	
Crew - passengers	
Master:	
Owner:	Pearling and Trading Company
Crew:	0
Passengers:	
Deaths:	
Crew deaths:	
Passenger	

deaths:	
Other information	
Wreck Id:	7655
URL:	
Signage:	
Source:	<i>West Australian</i>, 30 July 1892, p. 4e Loane, Bill, <i>The Koolama Incident</i>, 1992 COLLATION 165 p. : ill. (some col.), maps, ports. ; 30 cm. <i>Register of British Ships</i>, Sydney Parsons, R., 1978, <i>The ships of Burns Philp and Company</i>. Ronald H. Parsons, Magill, SA. Cairns, L. & Henderson, G., 1995, <i>Unfinished Voyages Western Australian Shipwrecks 1881-1900</i>. University of Western Australia Press, Nedlands.
Protection notes:	
Inspected:	N

Vessel History

Activity was a 62-ton, Sydney-registered ketch that had been built at Cockle Creek, Brisbane Water, NSW, in 1879. The vessel was registered in Sydney from 1881-83 to J. Broomfield; from 1883-89 to Robert Philp and from 1889-92 Jas. Clark (Parsons 1978:28). From 1891 it was owned by the Pearling Trading Co. Ltd., (WAM Maritime History Vessel Database).

At Condon, on 19 July 1892,¹ a cargo of general stores was being discharged from the ketch *Activity* (Official Number 75026). The vessel was moored close to the beach, where the seabed shelved quickly. When the tide went out, the moorings parted, causing the boat to overturn and sink. The ketch became a total wreck and its cargo was badly damaged (*West Australian*, 30 July 1892, p. 4e; Cairn and Henderson 1995:201).

Julia

Wreck Details

Wreck	
Name:	<i>Julia</i>
Details:	Hit reef, grounded
Date wrecked:	1892/11/23
Year wrecked:	1892
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	Fremantle
To port:	Cossack

Comments:	
Location	
Where wrecked:	Reef off Condon
Found:	N
Region:	North West (Eighty Mile Beach Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-20.083333
Latmin:	-18.000000
Lonmax:	121.666667
Lonmin:	119.333333
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	2.0000
Construction:	Wood
Type:	Cutter
Gross tonnage:	21.18
Net tonnage:	
LOA(mtrs):	13.5000
Beam(mtrs):	4.4000
Engine:	N
Builder:	
Port built:	Fremantle
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	75294
Registered number:	
Home port:	
Home country:	
Cargo:	Wool, pearl shell

Industry type:	Transport
Industry type 2:	
Crew - passengers	
Master:	
Owner:	A.W. Anderson
Crew:	
Passengers:	6
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8316
URL:	
Signage:	
Source:	<i>West Australian</i> , 26 November 1892, p 3e <i>Register of British Ships</i> , Fremantle Cairns, L. & Henderson, G., 1995, <i>Unfinished Voyages Western Australian Shipwrecks 1881-1900</i> . University of Western Australia Press, Nedlands. Parsons, R. 1971 <i>Ships Registered at Fremantle Before 1900</i> .
Protection notes:	
Inspected:	N

Vessel History

The North West Australian Mercantile Company's cutter, the *Julia* (Official Number 75294) had just left for Cossack, when it went ashore on a reef off Condon on 23 November 1892. With the tide quickly ebbing, attempts to get the vessel off failed, and it sank bow down, with the stern caught up on the reef. At the next high tide, the vessel's bow swung round but it did not come off the reef and when the water receded it capsized and sank, breaking the stern. There had been six passengers on board the cutter, but they were able to leave safely before the final mishap. Though most of the cargo of wool and pearl shell was salvaged, the vessel was considered a total wreck (*West Australian*, 26 November 1892, p. 3e). The *Julia* was a 22-ton, carvel-built wooden vessel with 1 deck, 1 mast and a counter stern. Built at Fremantle in 1876 and registered there the following year, the *Julia* measured 13.5 metres x 4.4 metres x 2 metres. The registered owner was by A. W. Anderson, manager of North West Australian Mercantile Company, Roebourne (*Register of British Ships*, Fremantle; Parsons 1971:33; Cairns & Henderson 1995:203).

John 2

Wreck Details

Wreck	
Name:	John 2
Details:	Cyclone
Date wrecked:	1894
Year wrecked:	1894
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Eighty Mile Beach
Found:	N
Region:	North West (Eighty Mile Beach Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-20.083333
Latmin:	-17.000000
Lonmax:	121.666667
Lonmin:	119.333333
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	
Type:	
Gross tonnage:	
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	
Port built:	

State built:
Country built: UNKNOWN
Date built:
Port registered:
Official number:
Registered number:
Home port:
Home country:
Cargo:
Industry type:
Industry type 2:
Crew - passengers
Master:
Owner:
Crew:
Passengers:
Deaths:
Crew deaths:
Passenger deaths:
Other information
Wreck Id: 8307
URL:
Signage:
Source:
Protection notes:
Inspected: N

Beatrice

Wreck Details

Wreck
Name: <i>Beatrice</i>
Details: Wrecked on voyage

Date wrecked:	1899/03/15
Year wrecked:	1899
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	Roebuck Bay
To port:	Wallal
Comments:	Co-ordinates 10' off
Location	
Where wrecked:	Off Eighty Mile Beach
Found:	N
Region:	North West (Eighty Mile Beach Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-20.083333
Latmin:	-18.000000
Lonmax:	122.166667
Lonmin:	119.333333
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	5.3000
Construction:	Wood
Type:	Lugger
Gross tonnage:	12
Net tonnage:	
LOA(mtrs):	37.0000
Beam(mtrs):	10.1000
Engine:	N
Builder:	
Port built:	Fremantle
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	95675
Registered number:	
Home port:	

Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	
Owner:	G. H. Roe, J.N. Augood, W.H. James
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	7772
URL:	
Signage:	
Source:	<i>Register of British Ships</i> , Fremantle McKenna Collection 680, Western Australian Museum. Parsons, R. 1971 <i>Ships Registered at Fremantle Before 1900</i> . Cairns, L. & Henderson, G., 1995 <i>Unfinished Voyages Western Australian Shipwrecks 1881-1900</i> . University of Western Australia Press, Nedlands.
Protection notes:	
Inspected:	N

Vessel History

Beatrice (Official Number 95675), a 12-ton lugger, was wrecked off the north-west coast of Western Australia on or about 15 March 1899, whilst on a voyage from Roebuck Bay to Wallal. The loss of the carvel-built wooden vessel, owned by George Roe, John Augood and William James, was not reported in the press. The *Beatrice* measured 11.3 metres x 13 metres x 1.6 metres, with 1 deck, 2 masts, and a round stern. It was built at Fremantle in 1889 (Register of British Ships, Fremantle; Cairns & Henderson 1995:305).

KA Sea

Wreck details

Wreck	
Name:	KA Sea
Details:	
Date wrecked:	1902/05/27

Year wrecked:	1902
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Off Eighty Mile Beach
Found:	N
Region:	North West (Eighty Mile Beach Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-20.083333
Latmin:	-18.000000
Lonmax:	121.666667
Lonmin:	119.333333
GPS	
coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	
Type:	
Gross tonnage:	7
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	
Port built:	
State built:	
Country built:	
Date built:	
Port registered:	
Official number:	
Registered	
number:	
Home port:	

Home country:
Cargo:
Industry type:
Industry type 2:
Crew - passengers
Master: Diver in charge
Owner:
Crew:
Passengers:
Deaths: 1
Crew deaths:
Passenger deaths:
Other information
Wreck Id: 8331
URL:
Signage:
Source:
Protection notes:
Inspected: N

Madge

Wreck Details

Wreck
Name: <i>Madge</i>
Details:
Date wrecked: 18/04/1904
Year wrecked: 1904
Protected: Protected: <i>Historic Shipwrecks Act 1976</i>
Status: Wrecked
From port:
To port:
Comments:
Location
Where wrecked: Near Cape Jaubert, South of Broome
Found: N
Region: North West (Eighty Mile Beach Area)
State: Western Australia

Jurisdiction:	
Latmax:	-19.333333
Latmin:	-18.833333
Lonmax:	122.000000
Lonmin:	121.000000
GPS	
coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	0.9500
Construction:	Wood carvel
Type:	Lugger
Gross tonnage:	12.22
Net tonnage:	14.93
LOA(mtrs):	11.3000
Beam(mtrs):	3.4500
Engine:	N
Builder:	A.E. Brown
Port built:	Fremantle
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	117810
Registered	
number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	Captain Huramoto
Owner:	Madge Pearling Co. at Broome
Crew:	8
Passengers:	
Deaths:	1
Crew deaths:	

Passenger deaths:	
Other information	
Wreck Id:	8442
URL:	
Signage:	
Source:	<i>The Morning Herald</i> , 1904/04/20, p.4h Pearling Fleet HMC 146/3 Inquiry 1889/07/10, p.6g McKenna Collection 684, Western Australian Museum.
Protection notes:	
Inspected:	N

Vessel History

Built at Fremantle this vessel was first registered as *Madge* to Frank Biddles & R. H. S. Gaskin of Broome, pearlers on 23 June 1903. The British Register records the vessel wrecked near Cape Jaubert on or about 18 April 1904 (*British Register of Shipping*, Fremantle).

Tudor

Wreck details

Wreck	
Name:	<i>Tudor</i>
Details:	Capsized through squall striking suddenly from N/W
Date wrecked:	20/04/1904
Year wrecked:	1904
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	See Dreadnought, Star of the west, Madge
Location	
Where wrecked:	18 miles south west of Cape Bossut
Found:	N
Region:	North West (Eighty Mile Beach Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-19.000000
Latmin:	-18.700000
Lonmax:	121.616667

Lonmin:	121.250000
GPS	
coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	Wood
Type:	Lugger
Gross tonnage:	12
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	
Port built:	
State built:	
Country built:	
Date built:	
Port registered:	
Official number:	
Registered	
number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	
Owner:	The Oriental Pearling Co. at Broome
Crew:	6
Passengers:	
Deaths:	None
Crew deaths:	
Passenger	
deaths:	
Other information	
Wreck Id:	8910

URL:	
Signage:	
Source:	<i>Western Australian</i> , 26 April 1904
Protection notes:	
Inspected:	N

Vessel History

Probably the newly built lugger that left Fremantle on a maiden voyage to Broome on 20/9/1900, (WAM Maritime History Vessel Database). *Tudor* capsized on 20 April 1904 through squall striking suddenly from N/W.

Verona

Wreck Details

Wreck	
Name:	<i>Verona</i>
Details:	Cyclone
Date wrecked:	11/07/1904
Year wrecked:	1904
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	Lost in cyclone 18-21 April 1904?
Location	
Where wrecked:	Eighty Mile Beach
Found:	N
Region:	North West (Eighty Mile Beach Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-20.083333
Latmin:	-18.000000
Lonmax:	121.666667
Lonmin:	119.333333
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.2200
Construction:	Wood carvel

Type:	Lugger
Gross tonnage:	10
Net tonnage:	
LOA(mtrs):	10.6400
Beam(mtrs):	3.3500
Engine:	N
Builder:	
Port built:	Fremantle
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	101492
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	Matsumato
Owner:	F. & W. Tusdale (Acc. to R.McKenna: Filomeno Rodriquez)
Crew:	7
Passengers:	1
Deaths:	8
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	9026
URL:	
Signage:	
Source:	<i>The Morning Herald</i> , 1904/07/11, p. 4g Inquiry 1901/03/01 HMC 45/2 McKenna Collection 680, Western Australian Museum <i>British Register of Shipping</i> , Fremantle Parsons, R. 1971 <i>Ships Registered at Fremantle Before 1900</i> .
Protection notes:	
Inspected:	N

Vessel History

Built at Fremantle as *Verona* in 1890, this vessel was first registered as No. 6 of 1891 at Fremantle to Filomena Rodriguez of Cossack, pearler on 23 February 1891. This vessel was wrecked on Eighty Mile Beach, NW coast of WA on 29 June 1904. Certificate of Registry lost with vessel. Register closed 23 August 1904 (*British Register of Shipping*, Fremantle).

South Australian

Wreck Details

Wreck	
Name:	<i>South Australian</i>
Details:	Struck reef in bad weather and washed off, sunk in 8 fathoms
Date wrecked:	14/01/1907
Year wrecked:	1907
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	(or refloated?) This ship has been running regularly from the Eastern States from 1884
Location	
Where wrecked:	Around Ninety Mile Beach
Found:	N
Region:	North West (Eighty Mile Beach Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-20.083333
Latmin:	-18.000000
Lonmax:	121.666667
Lonmin:	119.333333
GPS	
coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	
Type:	Lugger
Gross tonnage:	12
Net tonnage:	

LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	
Port built:	
State built:	
Country built:	
Date built:	
Port registered:	
Official number:	
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	Diver in charge
Owner:	Newman Goldstein & Co., Broome
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8810
URL:	
Signage:	
Source:	Adelaide Steamship Co.
Protection notes:	
Inspected:	N

Vessel History

South Australian was licensed to Newman Goldstein & Co between 1905-1906 (WAM Maritime History Vessel Database).

Don Clarence

Wreck Details

Wreck	
Name:	<i>Don Clarence</i>
Details:	
Date wrecked:	26/05/1907
Year wrecked:	1907
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	HMC 91/3
Location	
Where wrecked:	At Bedout Island
Found:	N
Region:	North West (Eighty Mile Beach Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-19.833333
Latmin:	-19.500000
Lonmax:	119.333333
Lonmin:	119.000000
GPS	
coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.0200
Construction:	Wood carvel
Type:	Schooner
Gross tonnage:	13.33
Net tonnage:	17.63
LOA(mtrs):	12.9300
Beam(mtrs):	3.5000
Engine:	N
Builder:	A.E. Brown
Port built:	Fremantle
State built:	
Country built:	AUSTRALIA

Date built:	
Port registered:	Fremantle
Official number:	114468
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	A. Ullbrick
Owner:	Henry Sussman
Crew:	6
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	7993
URL:	
Signage:	
Source:	Inquiry 1901/03/01 McKenna Collection 681, Western Australian Museum <i>British Register of Shipping</i> , Fremantle
Protection notes:	
Inspected:	N

Vessel History

Built at Fremantle in 1899, *Don Clarence* was first registered on 24 July 1902 to Filomena Rodriguez of Broome, pearler. It was then sold to Henry Sussman of Broome, pearler. This vessel was wrecked on Bedout Island, North West Coast of Australia on 26 May 1907 (*British Register of Shipping*, Fremantle).

Alma

Wreck details

Wreck	
Name:	<i>Alma</i>

Details:	In a cyclone
Date wrecked:	26/04/1908
Year wrecked:	1908
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Off Cape Jaubert
Found:	N
Region:	North West (Eighty Mile Beach Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-19.333333
Latmin:	-18.833333
Lonmax:	122.000000
Lonmin:	121.000000
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.8500
Construction:	Wood carvel
Type:	Schooner
Gross tonnage:	33.72
Net tonnage:	34.67
LOA(mtrs):	17.0000
Beam(mtrs):	3.9500
Engine:	N
Builder:	
Port built:	Fremantle
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	95672
Registered	

number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	Alex Chamberlain
Owner:	Alex Chamberlain
Crew:	12
Passengers:	
Deaths:	None
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	7693
URL:	
Signage:	
Source:	<i>West Australian</i> , 1908/04/29, p. 7f-g <i>West Australian</i> , 1908/04/30, p. 5e-f <i>Northern Times</i> , May 2, 1908, page 2 <i>Northern Times</i> , May 9, 1908, page 2: account of search party onboard SS <i>Paroo</i> on May 4/5 <i>The Western Mail</i> , 1908/05/02, p. 16a-b HMC 35/2 Parsons, R. 1971 <i>Ships Registered at Fremantle Before 1900</i> .
Protection notes:	
Inspected:	N

Vessel History

Built at Fremantle in 1887 *Alma* was first registered as No 10 of 1890 at Fremantle to H. Makaals on 29 September 1890. This vessel was wrecked off Cape Joubert, Indian Ocean in a hurricane that occurred on 27 April 1908. Certificate of Registry lost. Registry closed 28 January 1909 (British Register of Shipping, Fremantle).

Bessie

Wreck Details

Wreck	
Name:	<i>Bessie</i>
Details:	During hurricane
Date wrecked:	26/04/1908

Year wrecked:	1908
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Ninety Mile Beach
Found:	N
Region:	North West (Eighty Mile Beach Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.750000
Latmin:	-17.000000
Lonmax:	123.000000
Lonmin:	121.666667
GPS	
coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	
Type:	Lugger
Gross tonnage:	12
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	
Port built:	
State built:	
Country built:	
Date built:	
Port registered:	
Official number:	
Registered	
number:	
Home port:	

Home country:	
Cargo:	Wool
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	D. Moss
Owner:	Mertcalf, Thompson (Card Syst: J. Byrne)
Crew:	6
Passengers:	
Deaths:	6
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	7795
URL:	
Signage:	
Source:	<i>West Australian</i> , 1908/04/29, p. 7f-g <i>West Australian</i> , 1908/04/30, p. 5e-f <i>Northern Times</i> , May 2, 1908, page 2 <i>Northern Times</i> , May 9, 1908, page 2: account of search party onboard <i>SS Paroo</i> on May 4/5 <i>The Western Mail</i> , 1908/05/02, p. 16a-b Harbour
Protection notes:	
Inspected:	N

Cossack

Wreck details

Wreck	
Name:	<i>Cossack</i>
Details:	Total wreck during cyclone
Date wrecked:	26/04/1908
Year wrecked:	1908
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	
Location	

Where wrecked:	Cape Frezier (Cape Bossut)
Found:	N
Region:	North West (Eighty Mile Beach Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-19.333333
Latmin:	-18.000000
Lonmax:	122.000000
Lonmin:	121.000000
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	
Type:	Lugger
Gross tonnage:	30
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	
Port built:	
State built:	
Country built:	
Date built:	
Port registered:	
Official number:	
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	Diver in charge
Owner:	O.E. Baker

Crew:	7
Passengers:	
Deaths:	None
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	7941
URL:	
Signage:	
Source:	<i>West Australian</i> , 1908/04/29, p. 7f-g <i>West Australian</i> , 1908/04/30, p. 5e-f <i>Northern Times</i> , May 2, 1908, page 2 <i>Northern Times</i> , May 9, 1908, page 2: account of search party onboard SS <i>Paroo</i> on May 4/5 <i>The Western Mail</i> , 1908/05/02, p. 16a-b Harbour
Protection notes:	
Inspected:	N

Vessel History

Licensed to Offord E. Baker as B453 between 1907 and 1908 (WAM Maritime History Vessel Database).

Don Joseph

Wreck Details

Wreck	
Name:	<i>Don Joseph</i>
Details:	Cyclone
Date wrecked:	26/04/1908
Year wrecked:	1908
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Off Ninety Mile Beach, Broome area
Found:	N
Region:	North West (Eighty Mile Beach Area)
State:	Western Australia

Jurisdiction:	
Latmax:	-18.750000
Latmin:	-17.000000
Lonmax:	122.000000
Lonmin:	120.000000
GPS	
coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.0000
Construction:	Wood
Type:	Lugger
Gross tonnage:	13.33
Net tonnage:	17.66
LOA(mtrs):	12.8100
Beam(mtrs):	3.7800
Engine:	N
Builder:	A.E. Brown
Port built:	Fremantle
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	114473
Registered	
number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	
Owner:	Guthrie & Co, Fremantle
Crew:	
Passengers:	
Deaths:	4
Crew deaths:	

Passenger deaths:	
Other information	
Wreck Id:	7996
URL:	
Signage:	
Source:	<i>Inquiry</i> 1901/03/01; photo of vessel in McKenna Collection, Western Australian Museum. <i>West Australian</i> , 1908/04/29, p. 7f-g <i>West Australian</i> , 1908/04/30, p. 5e-f <i>Northern Times</i> , May 2, 1908, page 2 <i>Northern Times</i> , May 9, 1908, page 2: account of search party onboard SS <i>Paroo</i> Cairns, L. & Henderson, G., 1995, <i>Unfinished Voyages Western Australian Shipwrecks 1881-1900</i> . University of Western Australia Press, Nedlands.
Protection notes:	
Inspected:	N

Vessel History

This schooner was built in 1899 to replace the former *Don Joseph* that had been wrecked off Point Cloates on 30 April 1899, on its delivery voyage from Fremantle to Broome (Cairns & Henderson 1995:309). First registered to Filomena Rodriguez of Broome, pearler, on 21 July 1902, it was sold to Mark Rubin of Broome, merchant, on 8 November 1904. Its last registry transfer was to (John Madden Archer & Gladys Pauline May Blackman trading as) Archer & Blackman on 10 January 1908.

According to the register, the vessel was reportedly lost on 27 April 1908 (Register states 1909); certificate delivered up and registry cancelled on 28 January 1909 (WAM Maritime History Vessel Database).

Images



MHKD7/0459 Don Joseph 2 Postcard Fremantle: Wrecked schooner Mana (foot of Russell St.), Fremantle Baths (foot of Howard St.). Pearling lugger Don Joseph under sail for N/W W.A. ports on 4th July 1900 or 2.nd. Image Source: P.Falk & Co.,Ltd; W.D. Murray.

MA 1705/11 Hand tinted postcard (same as above). Image Source: Battye Library.

Isabella

Wreck Details

Wreck	
Name:	<i>Isabella</i>
Details:	Cyclone
Date wrecked:	26/04/1908
Year wrecked:	1908
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Cape Frezier
Found:	N
Region:	North West (Eighty Mile Beach Area)

State:	Western Australia
Jurisdiction:	
Latmax:	-19.333333
Latmin:	-18.000000
Lonmax:	122.000000
Lonmin:	121.000000
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	Wood
Type:	Lugger
Gross tonnage:	70
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	
Port built:	
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	119046 (?)
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	
Owner:	Hugh T. Biddles
Crew:	8
Passengers:	
Deaths:	5

Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8284
URL:	
Signage:	
Source:	<i>West Australian</i> , 1908/04/29, p. 7f-g <i>West Australian</i> , 1908/04/30, p. 5e-f <i>Northern Times</i> , May 2, 1908, page 2 <i>Northern Times</i> , May 9, 1908, page 2: account of search party onboard SS <i>Paroo</i> on May 4/5 <i>The Western Mail</i> , 1908/05/02, p. 16a-b Harbour
Protection notes:	
Inspected:	N

Vessel History

Listed as schooner in Broome Pearling Register, the lugger *Isabella* was registered as B191, in 1905 and owned by W.B. Isbieter. The vessel was sold to Hugh Biddles that season and re-registered as B48 for the 1905, 1906 and 1907 seasons (WAM Maritime History Vessel Database).

Mavis

Wreck Details

Wreck	
Name:	<i>Mavis</i>
Details:	
Date wrecked:	26/04/1908
Year wrecked:	1908
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Off Cape Frezier
Found:	N
Region:	North West (Eighty Mile Beach Area)
State:	Western Australia
Jurisdiction:	

Latmax:	-19.333333
Latmin:	-18.000000
Lonmax:	122.000000
Lonmin:	121.000000
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	
Type:	Lugger
Gross tonnage:	12
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	
Port built:	
State built:	
Country built:	
Date built:	
Port registered:	
Official number:	
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	
Owner:	Dick Dantoin (Card Syst. Harry Talboys)
Crew:	6
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	

Wreck Id:	8490
URL:	
Signage:	
Source:	<i>West Australian</i> , 1908/04/29, p. 7f-g <i>West Australian</i> , 1908/04/30, p. 5e-f <i>Northern Times</i> , May 2, 1908, p 2 <i>Northern Times</i> , May 9, 1908, p 2: account of search party onboard SS <i>Paroo</i> on May 4/5 <i>The Western Mail</i> , 1908/05/02, p. 16a-b Harbour
Protection notes:	
Inspected:	N

Nellie

Wreck Details

Wreck	
Name:	<i>Nellie</i>
Details:	Cyclone
Date wrecked:	26/04/1908
Year wrecked:	1908
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	Also mentioned as a lugger
Location	
Where wrecked:	Patterson's Shoals
Found:	N
Region:	North West (Eighty Mile Beach Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-19.233333
Latmin:	-19.016667
Lonmax:	121.383333
Lonmin:	121.033333
GPS coordinates:	
Water depth:	
Vessel	

Draft(mtrs):	
Construction:	
Type:	Schooner
Gross tonnage:	
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	
Port built:	
State built:	
Country built:	
Date built:	
Port registered:	
Official number:	
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	
Owner:	Streeter
Crew:	
Passengers:	
Deaths:	5
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8566
URL:	
Signage:	
Source:	<i>West Australian</i> , 1908/04/29, p. 7f-g <i>West Australian</i> , 1908/04/30, p. 5e-f <i>Northern Times</i> , May 2, 1908, page 2 <i>Northern Times</i> , May 9, 1908, page 2: account of search party onboard SS <i>Paroo</i> on May 4/5

<i>The Western Mail</i> , 1908/05/02, p. 16a-b West Au	
Protection notes:	
Inspected:	N

Rajah

Wreck details

Wreck	
Name:	<i>Rajah</i>
Details:	Cyclone
Date wrecked:	26/04/1908
Year wrecked:	1908
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	Co-ordinates 5' box
Location	
Where wrecked:	Cape Frezier
Found:	N
Region:	North West (Eighty Mile Beach Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.783333
Latmin:	-18.633333
Lonmax:	121.733333
Lonmin:	121.566667
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	
Type:	Lugger
Gross tonnage:	
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	N

Builder:	
Port built:	
State built:	
Country built:	
Date built:	
Port registered:	
Official number:	
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	
Owner:	Hugh T. Biddles
Crew:	6
Passengers:	
Deaths:	2
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8682
URL:	
Signage:	
Source:	<i>West Australian</i> , 1908/04/29, p. 7f-g <i>West Australian</i> , 1908/04/30, p. 5e-f <i>Northern Times</i> , May 2, 1908, page 2 <i>Northern Times</i> , May 9, 1908, page 2: account of search party onboard SS <i>Paroo</i> on May 4/5 <i>The Western Mail</i> , 1908/05/02, p. 16a-b Harbour
Protection notes:	
Inspected:	N

Ruth

Wreck Details

Wreck

Name:	<i>Ruth</i>
Details:	Sunk in collision during cyclone
Date wrecked:	26/04/1908
Year wrecked:	1908
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	Co-ordinates 5' box
Location	
Where wrecked:	Cape Bossut
Found:	N
Region:	North West (Eighty Mile Beach Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.783333
Latmin:	-18.633333
Lonmax:	121.733333
Lonmin:	121.566667
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.0600
Construction:	Wood carvel
Type:	Lugger
Gross tonnage:	12.3
Net tonnage:	15.6
LOA(mtrs):	11.2800
Beam(mtrs):	3.6600
Engine:	N
Builder:	A.E. Brown
Port built:	Fremantle
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	102258
Registered number:	

Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	Wilfred Hawkes
Owner:	Alexander Birnie & Robert C. Clifton, Broome
Crew:	7
Passengers:	
Deaths:	1
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8739
URL:	
Signage:	
Source:	<i>West Australian</i> , 1908/04/29, p. 7f-g <i>West Australian</i> , 1908/04/30, p. 5e-f <i>Northern Times</i> , May 2, 1908, page 2 <i>Northern Times</i> , May 9, 1908, page 2: account of search party onboard SS <i>Paroo</i> on May 4/5 <i>The Western Mail</i> , 1908/05/02, p. 16a-b HMC 68/3
Protection notes:	
Inspected:	N

Vessel History

First registered at Fremantle as *Ruth* in 1902 to Alexander Birnie & Robert Cecil Clifton Hawkes of Broome, pearlers. This vessel wrecked in a hurricane off Broome on 27 April 1908 (WAM Maritime History Vessel Database).

Yang Pertama

Wreck Details

Wreck	
Name:	<i>Yang Pertama</i>
Details:	Struck reef
Date wrecked:	23/01/1909
Year wrecked:	1909
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked

From port:	
To port:	
Comments:	Co-ordinates 5' box
Location	
Where wrecked:	Cape Bossut Reef
Found:	N
Region:	North West (Eighty Mile Beach Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.783333
Latmin:	-18.633333
Lonmax:	121.733333
Lonmin:	121.566667
GPS	
coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	
Type:	
Gross tonnage:	
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	
Port built:	
State built:	
Country built:	
Date built:	
Port registered:	
Official number:	
Registered	
number:	
Home port:	
Home country:	
Cargo:	
Industry type:	

Industry type 2:
Crew - passengers
Master:
Owner:
Crew:
Passengers:
Deaths:
Crew deaths:
Passenger deaths:
Other information
Wreck Id: 9096
URL:
Signage:
Source:
Protection notes:
Inspected: N

Pearl

Wreck Details

Wreck
Name: <i>Pearl</i>
Details: Total wreck
Date wrecked: 20/03/1912
Year wrecked: 1912
Protected: Protected: <i>Historic Shipwrecks Act 1976</i>
Status: Wrecked
From port:
To port:
Comments:
Location
Where wrecked: Mouth of the Condon Creek
Found: N
Region: North West (Eighty Mile Beach Area)
State: Western Australia
Jurisdiction:
Latmax: -20.016667
Latmin: -19.983333

Lonmax:	119.350000
Lonmin:	119.316667
GPS	
coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	
Type:	Lugger
Gross tonnage:	12
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	
Port built:	
State built:	
Country built:	
Date built:	
Port registered:	
Official number:	
Registered	
number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	Chas. Stuart
Owner:	
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger	
deaths:	
Other information	

Wreck Id:	8621
URL:	
Signage:	
Source:	
Protection notes:	
Inspected:	N

Roomaana

Wreck Details

Wreck	
Name:	<i>Roomaana</i>
Details:	Cyclone
Date wrecked:	20/03/1912
Year wrecked:	1912
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Near Bedout Island
Found:	N
Region:	North West (Eighty Mile Beach Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-20.000000
Latmin:	-19.000000
Lonmax:	119.916667
Lonmin:	119.333333
GPS	
coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	
Type:	
Gross tonnage:	2182
Net tonnage:	

LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	
Port built:	
State built:	
Country built:	
Date built:	
Port registered:	
Official number:	122235
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	
Industry type 2:	
Crew - passengers	
Master:	T. Allen
Owner:	
Crew:	72
Passengers:	
Deaths:	72
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8711
URL:	
Signage:	
Source:	
Protection notes:	
Inspected:	N

Eleanor

Wreck Details

Wreck
Name: <i>Eleanor</i>

Details:	In a gale
Date wrecked:	18/05/1914
Year wrecked:	1914
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Foundered
From port:	
To port:	
Comments:	
Location	
Where wrecked:	At Wallal
Found:	N
Region:	North West (Eighty Mile Beach Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-19.733333
Latmin:	-19.483333
Lonmax:	121.000000
Lonmin:	121.666667
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.4500
Construction:	Wood
Type:	Lugger
Gross tonnage:	12.01
Net tonnage:	14.51
LOA(mtrs):	10.9800
Beam(mtrs):	3.5000
Engine:	N
Builder:	William Chamberlain
Port built:	Fremantle
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	118536
Registered	

number:
Home port:
Home country:
Cargo:
Industry type: Fishing
Industry type 2: Pearling
Crew - passengers
Master:
Owner: Charles Henry Edward Blackman
Crew:
Passengers:
Deaths: 2
Crew deaths:
Passenger deaths:
Other information
Wreck Id: 8039
URL:
Signage:
Source: Harbour & Light File AN 16/5/ ACC 1066/ 1313/1914 BATT McKenna Collection 682, Western Australian Museum
Protection notes:
Inspected: N

Vessel History

The *Eleanor* built at Fremantle in 1903 was first registered to John Madden Archer of Fremantle, commercial traveler, on 13 October 1903. It was sold to Thomas Albert Edward Archer of Broome, pearler, on 20 July 1908 and again on 1 December 1911 to Charles H E Blackman of Broome, pearler. The ship was totally lost on 12 May 1914 (*British Register of Shipping*, Fremantle; WAM Maritime History Vessel Database).

Images



MA 1708/04 Pearling luggers refitting after lay-up, Broome foreshore, 1914. Series of luggers moored stern on to beach, Broome town jetty in background, Customs House at right. Lugger in foreground is B60 Eleanor, dating photograph to 1914-1915 season. Image source: Battye Library.



MHD333/034a Broome foreshore north of McDaniel's camp, bough shed and stacks of red mangrove firewood in foreground, luggers aground at low tide behind.

Luggers nearest camera claimed to be l-r: Betty Margaret, Claudius, Winnie, Orontes, Doric, Eleanor, unidentified double-ender, Leta. Photo taken between Dec 1912 when Betty Margaret built and May 1914 when Eleanor lost. Given state of

boats, probably at commencement of season in 1914. Note round stern on Claudius.
Image source: WAM Maritime History.

Endeavour

Wreck Details

Wreck	
Name:	<i>Endeavour</i>
Details:	Capsized off shore
Date wrecked:	28/03/1917
Year wrecked:	1917
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Foundered
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Near Banningarra Creek, Broome
Found:	N
Region:	North West (Eighty Mile Beach Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-20.033333
Latmin:	-20.033333
Lonmax:	119.683333
Lonmin:	119.683333
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.7300
Construction:	Wood
Type:	Schooner
Gross tonnage:	12.12
Net tonnage:	15
LOA(mtrs):	15.1270
Beam(mtrs):	4.4650
Engine:	N
Builder:	W.A. Chamberlain
Port built:	Fremantle
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	117813
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	Diver in Charge
Owner:	F. Biddles, Fremantle and J. W. Tilly, Broome
Crew:	8

Passengers:	
Deaths:	6
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8079
URL:	
Signage:	
Source:	HMC 140a/4 McKenna Collection 682, Western Australian Museum <i>British Register of Shipping</i> , Fremantle
Protection notes:	
Inspected:	N

Vessel History

Built at Fremantle, *Endeavour* was first registered to Frank Biddles & James William Tilly of Broome, pearlers on 3 June 1903. The Certificate was cancelled and Registry closed 14 May 1917 with the vessel totally lost 28 March 1917 (*British Register of Shipping*, Fremantle).

Cossack

Wreck Details

Wreck	
Name:	<i>Cossack</i>
Details:	
Date wrecked:	28/03/1917
Year wrecked:	
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Banningarra Creek
Found:	N
Region:	North West (Eighty Mile Beach Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-20.033333
Latmin:	-20.033333
Lonmax:	119.683333
Lonmin:	119.683333
GPS	
coordinates:	

Water depth:	
Vessel	
Draft(mtrs):	4.6000
Construction:	Wood
Type:	Lugger
Gross tonnage:	8
Net tonnage:	
LOA(mtrs):	12.1700
Beam(mtrs):	10.3300
Engine:	N
Builder:	Chamberlain & Cooper (1st owner). A. Schaachtscadel (last owner)?
Port built:	Fremantle
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	119037
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	Louis Kabin
Owner:	
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	7940
URL:	
Signage:	

Source:	<i>British Register of Ships</i> , Port of Fremantle: Bk 4: 61 Dickson, R. 1996, <i>Ships Registered in Western Australia from 1856: their details, their owners and their fate</i> . Report—Department of Maritime Archaeology, Western Australian Maritime Museum, No.80.
Protection notes:	
Inspected:	N

Vessel History

Built at Fremantle, WA, *Cossack* was first registered as No. 45 of 1904 at Fremantle to Charles Ernest Moore of Cossack, WA, Merchant, on 22 November 1904. It was licensed to Carl & Alice Schachtschabel as B567, B234 from 1912-1915. The Register was closed 27 May 1917 when the WA Dept of Fisheries & Fauna advised that the vessel was lost at sea (*British Register of Shipping*, Fremantle).

The vessel foundered in a storm in 5 fathoms of water near Banningarra Creek on 28 March 1917, master Luis Kabin (Dickson 1996:131).

Celtic

Wreck Details

Wreck	
Name:	<i>Celtic</i>
Details:	In collision with lugger <i>Bulletin</i>
Date wrecked:	12/11/1917
Year wrecked:	1917
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Ten miles on Condon side of Mount Blaze, Broome
Found:	N
Region:	North West (Eighty Mile Beach Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-20.500000
Latmin:	-20.750000
Lonmax:	119.500000
Lonmin:	120.000000
GPS coordinates:	

Water depth:	
Vessel	
Draft(mtrs):	1.4300
Construction:	Wood
Type:	Lugger
Gross tonnage:	12.33
Net tonnage:	15.08
LOA(mtrs):	10.9000
Beam(mtrs):	3.5000
Engine:	N
Builder:	W. & S. Lawrence
Port built:	Perth
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	119013
Registered number:	
Home port:	
Home country:	
Cargo:	Pearl shell
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	Diver in Charge
Owner:	Oriental Pearling Co.
Crew:	7
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	7875
URL:	
Signage:	
Source:	McKenna Collection 683, Western Australian Museum
Protection notes:	
Inspected:	N

Vessel History

Built at Perth, *Celtic* was registered as No. 13 of 1904 at Fremantle to Thomas Hughes Owen of Broome; Julius Bauer & Maurice Max Shaumer of Melbourne, Jewellers (t/as Oriental Pearling Co. of Broome), on 10 February 1904. It was sold to Thomas Hughes Owen of Broome, Pearler, on 2 December 1909. The vessel is recorded as wrecked 12 November 1917 with advice received from the owner (*British Register of Shipping*, Fremantle).

Images



MA1780 "Schooner like" pearling luggers; including B79 and B19; coming in to anchor in Roebuck Bay; distant land; titled "Pearling Luggers At Broome". From left to right: Schooner rigged lugger B19 Bronlas, B14 Celtic, B12 Afric, unidentified clipper bow lugger, B79 George. Glass negative. Image Source: Bourne Collection, WAM.

Biddie

Wreck details

Wreck	
Name:	<i>Biddie</i>
Details:	Total loss after vessel bumped and finally opened up during incoming tide
Date wrecked:	31/05/1919
Year wrecked:	1919
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Foundered

From port:
To port:
Comments:
Location
Where wrecked: Somersets Landing 90 Mile Beach
Found: N
Region: North West (Eighty Mile Beach Area)
State: Western Australia
Jurisdiction:
Latmax: -20.083333
Latmin: -18.000000
Lonmax: 121.666667
Lonmin: 119.333333
GPS
coordinates:
Water depth:
Vessel
Draft(mtrs):
Construction:
Type:
Gross tonnage: 14
Net tonnage:
LOA(mtrs):
Beam(mtrs):
Engine: N
Builder:
Port built:
State built:
Country built:
Date built:
Port registered:
Official number: 131680
Registered
number:
Home port:
Home country:
Cargo:
Industry type:

Industry type 2:	
Crew - passengers	
Master:	J. Ackland
Owner:	H. E. Ferguson
Crew:	3
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	7800
URL:	
Signage:	
Source:	<i>Register of British Ships, Fremantle</i>
Protection notes:	
Inspected:	N

Vessel History

Built at Fremantle WA as *Thistle* in 1900. This vessel was initially renamed *Swan* in 1915. It was registered as *Biddie* on 4 January 1916 as No 1 of 1916 at Fremantle to William Eric Ferguson of Broome WA, Pearler. The Certificate was cancelled and Register closed 21 July 1919 with the vessel reported as a total loss on 31 May 1919 by the owner (*British Register of Shipping*, Fremantle; WAM Maritime History Vessel Database).

Whynot

Wreck Details

Name:	<i>Whynot</i>
Details:	Mainsail gibbed to blow out
Date wrecked:	27/03/1920
Year wrecked:	1920
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Foundered
From port:	
To port:	
Comments:	
Location	

Where wrecked:	Cape Frezier, Broome
Found:	N
Region:	North West (Eighty Mile Beach Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-19.333333
Latmin:	-18.000000
Lonmax:	122.000000
Lonmin:	121.000000
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.6000
Construction:	Wood
Type:	Lugger
Gross tonnage:	12
Net tonnage:	14.5
LOA(mtrs):	11.1000
Beam(mtrs):	3.4500
Engine:	N
Builder:	H. Yamashita
Port built:	Broome
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	118538
Registered number:	
Home port:	
Home country:	
Cargo:	Pearl shell
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	J. Saunders
Owner:	E.W. Lepoigneur, Broome
Crew:	8

Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	9076
URL:	
Signage:	
Source:	HMC 137/4 McKenna Collection 683, Western Australian Museum
Protection notes:	
Inspected:	N

Vessel History

Built in 1903 at Broome, WA, as *Whynot*. This vessel was first registered as No. 41 of 1904 at Fremantle to Joseph John Eacott of Broome, pearler. It was sold to Robison & Norman Ltd of Broome, merchants on 26 Jan 1907 and again to Emile Wilfred Lepoigneur of Broome, pearler on 18 March 1910. The Registry was closed after receiving advice from the owner of the vessel's loss in 1920 (*British Register of Shipping*, Fremantle; WAM Maritime History Database).

Leighton

Wreck Details

Wreck	
Name:	<i>Leighton</i>
Details:	Whilst making for shelter into mangrove
Date wrecked:	14/04/1920
Year wrecked:	1920
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Foundered
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Near Condon, Banningarra Creek
Found:	N
Region:	North West (Eighty Mile Beach Area)
State:	Western Australia

Jurisdiction:	
Latmax:	-20.033333
Latmin:	-20.033333
Lonmax:	119.683333
Lonmin:	119.683333
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.5200
Construction:	Wood
Type:	Schooner
Gross tonnage:	13.25
Net tonnage:	16.75
LOA(mtrs):	11.9000
Beam(mtrs):	3.9600
Engine:	N
Builder:	Jeremiah Asquith
Port built:	Guildford
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	118986
Registered number:	No. 82 of 1903
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	Joseph Bacci
Owner:	Lizzie Withers, Broome
Crew:	8
Passengers:	

Deaths:	0
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8398
URL:	
Signage:	
Source:	HMC 190/3 McKenna Collection 682, Western Australian Museum <i>British Register of Shipping</i> , Fremantle
Protection notes:	
Inspected:	N

Vessel History

Built at Guildford, WA, *Leighton* was first registered to John Sydney Hicks of Fremantle, medical practitioner, on 10 November 1903. It was sold to Donald Norman McLeod of Nungarin, pastoralist, on 23 September 1908; and to Lizzie Withers of Broome, pearler, on 8 February 1909. The ship was totally lost on 14 April 1920 (*British Register of Shipping*, Fremantle). Whilst making for shelter in Barrengarra [Banningarra] Creek, the main & foresails blew out in mouth of creek, leaving vessel uncontrollable. She struck hard on the bar and was carried in a very leaky state into the mangroves where she subsequently broke up (Maritime History Vessel Database WAM).

Tifera

Wreck Details

Wreck	
Name:	<i>Tifera</i>
Details:	During Willy Willy
Date wrecked:	8/03/1923
Year wrecked:	1923
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Foundered
From port:	
To port:	
Comments:	See Lorna Doone, formerly a sailing vessel
Location	
Where wrecked:	Fifteen miles off Wallal
Found:	N

Region:	North West (Eighty Mile Beach Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-19.733333
Latmin:	-19.483333
Lonmax:	120.850000
Lonmin:	120.550000
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.3800
Construction:	Wood
Type:	Steamer screw
Gross tonnage:	13
Net tonnage:	17
LOA(mtrs):	12.3500
Beam(mtrs):	3.8000
Engine:	14 Sc.
Builder:	A.E. Brown (?)
Port built:	Fremantle
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle, 1915
Official number:	125023
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	C.B. Alexander

Owner:	Archie Male, Broome
Crew:	9
Passengers:	
Deaths:	1
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8893
URL:	
Signage:	
Source:	Harbour & Light File AN 16/5/ ACC 1066/ 397/1923 BATT 17/6 Dickson, R. 1998 <i>They Kept this State Afloat</i> Hesperian Press, Perth.
Protection notes:	
Inspected:	N

Vessel History

The pearling lugger *Tifera* was built at Fremantle, WA, in 1910. It was first registered as No. 25 of 1910 at Fremantle to Walt Lumsden of Broome, pearler. It was sold to Archie Male of Broome, business manager in 18 December 1913. The first certificate was cancelled and Register closed 16 December 1915 and the vessel registered anew owing to material alterations (fitting of a motor). It was reregistered as No 2 of 1915 at Fremantle to Archie Male of Broome, business manager. On 8 January 1918, *Tifera* was sold to Streeter & Male Ltd of Broome, merchants and again on 14 January 1919 to Charles Beltrand Alexander of Broome, pearler. The Certificate was cancelled and Register closed 28 March 1923 except insofar as relates to Mortgage A [to Streeter & Male Ltd] after the vessel foundered off Wallal on NW coast of Australia on 8 March 1923, along with the pearling lugger *Lorna Doone* (WAM Maritime History Vessel Database).

Images



MHL 252 Tifera, Petina, Nicol Bay, B321 Ada, Image Source: Bourne Collection, WAM.

Lorna Doone

Wreck Details

Wreck	
Name:	<i>Lorna Doone</i>
Details:	During willy-willy
Date wrecked:	8/03/1923
Year wrecked:	1923
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Foundered
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Fifteen miles off Wallal, see Tifera
Found:	N
Region:	North West (Eighty Mile Beach Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-19.733333

Latmin:	-19.483333
Lonmax:	120.850000
Lonmin:	120.550000
GPS	
coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.4500
Construction:	Wood
Type:	Lugger
Gross	12.35
tonnage:	
Net tonnage:	14.85
LOA(mtrs):	11.1000
Beam(mtrs):	3.6600
Engine:	N
Builder:	A.E. Brown
Port built:	Fremantle
State built:	
Country built:	AUSTRALIA
Date built:	
Port	Fremantle
registered:	
Official	119009
number:	
Registered	
number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type	Pearling
2:	
Crew - passengers	
Master:	
Owner:	Hugh McKay
Crew:	7
Passengers:	
Deaths:	

Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8425
URL:	
Signage:	
Source:	Harbour & Light File: AN 16/5/ ACC 1066/ 397/1923 BATT HMC 19/4 <i>British Register of Shipping</i> , Fremantle Dickson, R. 1998 <i>They Kept this State Afloat</i> . Hesperian Press, Perth.
Protection notes:	
Inspected:	N

Vessel History

Lorna Doone was built at Fremantle, WA, in 1904 and first registered as No. 7 of 1904 at Fremantle to Joseph Spencer Richards of Broome, pearler. It was sold to Hugh McKay of Broome, pearler, on 16 September 1916 and foundered along with *Tifera* off Wallal on NW coast of Australia on 8 March 1923 (*British Register of Shipping*, Fremantle; WAM Maritime History Vessel Database).

Delaware

Wreck Details

Wreck	
Name:	<i>Delaware</i>
Details:	Washed on banks and smashed beyond repair
Date wrecked:	5/05/1928
Year wrecked:	1928
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Inside Banningarra, Broome
Found:	N
Region:	North West (Eighty Mile Beach Area)
State:	Western Australia

Jurisdiction:	
Latmax:	-20.033333
Latmin:	-20.033333
Lonmax:	119.683333
Lonmin:	119.683333
GPS	
coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	
Type:	Lugger
Gross tonnage:	12
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	
Port built:	
State built:	
Country built:	
Date built:	
Port registered:	Fremantle
Official number:	120027 (?)
Registered	
number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	
Owner:	
Crew:	
Passengers:	
Deaths:	
Crew deaths:	

Passenger deaths:	
Other information	
Wreck Id:	7974
URL:	
Signage:	
Source:	British Register of Shipping, Fremantle
Protection notes:	
Inspected:	N

Vessel History

Built at Bunbury in 1904 as *Delaware*, this vessel was first registered as No. 19 of 1907 at Fremantle to Mark Robert Freney of Perth, commercial traveler, on 31 December 1907. It was sold to Martin Richard Freney of Broome, pearler, on 6 December 1915. Lost inside Baningarra Creek in 1928, the Registry was closed 14 May 1928. Advice received from the Master reported that the ship had broken up (*British Register of Shipping*, Fremantle).

Ettica

Wreck Details

Wreck	
Name:	<i>Ettica</i>
Details:	Lost in Willy-Willy
Date wrecked:	29/04/1931
Year wrecked:	1931
Protected:	Not protected
Status:	Wrecked
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Broome area, Willy-Willy near Barrengarra
Found:	N
Region:	North West (Eighty Mile Beach Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-20.033333
Latmin:	-20.033333
Lonmax:	119.683333

Lonmin:	119.683333
GPS	
coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.5500
Construction:	Wood carvel
Type:	Lugger
Gross tonnage:	12.86
Net tonnage:	15.36
LOA(mtrs):	11.5900
Beam(mtrs):	3.5000
Engine:	N
Builder:	Chas. Walker
Port built:	East Fremantle
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	125035
Registered	
number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	
Owner:	Ancell Clement Gregory
Crew:	
Passengers:	
Deaths:	2
Crew deaths:	
Passenger	
deaths:	
Other information	
Wreck Id:	8095

URL:	
Signage:	
Source:	McKenna Collection 684, Western Australian Museum <i>British Register of Shipping</i> , Fremantle
Protection notes:	
Inspected:	N

Vessel History

Built at South Fremantle WA, *Ettica* was first registered as No. 28 of 1910 at Fremantle to John Johnson of Broome, pearler, on 13 December 1910. Following the death of the owner, the vessel was sold to William Brooks Johnson of Broome, pearler, on 29 January 1913. *Ettica* was sold to Alice Margaret Blanche Capes of Broome, pearler, on 12 June 1918 and finally to Ancell Clement Gregory of Broome, pearler, on 9 July 1929. The Register was closed with the vessel declared a total wreck on 2 April 1931 (*British Register of Shipping*, Fremantle).

Madana

Wreck Details

Wreck	
Name:	<i>Madana</i>
Details:	
Date wrecked:	18/10/1931
Year wrecked:	1931
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Near Waroo Creek, Wallal
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-19.733333
Latmin:	-19.483333
Lonmax:	120.850000
Lonmin:	120.550000
GPS	

coordinates:
Water depth:
Vessel
Draft(mtrs):
Construction:
Type: Lugger
Gross
tonnage:
Net tonnage:
LOA(mtrs):
Beam(mtrs):
Engine: N
Builder:
Port built:
State built:
Country built:
Date built:
Port
registered:
Official
number:
Registered
number:
Home port:
Home country:
Cargo:
Industry type: Fishing
Industry type Pearling
2:
Crew - passengers
Master: Louis Kalin
Owner:
Crew:
Passengers:
Deaths: None
Crew deaths:
Passenger
deaths:
Other information

Wreck Id:	8441
URL:	
Signage:	
Source:	
Protection notes:	
Inspected:	N

Laura

Wreck Details

Wreck	
Name:	<i>Laura</i>
Details:	While being towed
Date wrecked:	26/08/1940
Year wrecked:	1940
Protected:	Not protected
Status:	Foundered
From port:	
To port:	
Comments:	Co-ordinates 5' box
Location	
Where wrecked:	West of Cape Bossut, off Ninety Mile Beach
Found:	N
Region:	North West (Eighty Mile Beach Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.766667
Latmin:	-18.683333
Lonmax:	121.650000
Lonmin:	121.566667
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	
Type:	Lugger

Gross tonnage:	13
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	
Port built:	
State built:	
Country built:	
Date built:	
Port registered:	
Official number:	118985
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	
Owner:	
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8391
URL:	
Signage:	
Source:	HMC 198/3
Protection notes:	

Inspected: N

Significant values of the Kimberley Region Historic Shipwreck Resource

Volume 3 :

Unlocated shipwrecks in the Kimberley Region Rowley Shoals and Broome Area

**Compiled by Corioli Souter
May 2009**



Robison & Norman pearling camp, Bulla Bullaman Creek, Beagle Bay. L-r: Schooner MINA, luggers BOYD B35, PETREL B37 (hidden), HUGHIE B36, LASSIE B38 (hidden), PATON B245. Image Source: Norman Archive, WAM.

**Report—Department of Maritime Archaeology, Western Australian Museum,
No. 244**

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The author and the Western Australian Museum are not to be held accountable for omissions and inconsistencies that may result from information that may come to light in the future but was not forthcoming at the time of this research.

Executive Summary

This report is a compilation of historical, archival and archaeological information pertaining to the historic shipwreck resource in the Kimberley region of Western Australia, retained by the Western Australian Museum.

This report is the third of four volumes. The first volume is a compilation of all shipwreck sites in the Kimberley region of Western Australia where the location is known. The second to fourth volumes contain information on shipwrecks that have not been physically located in the Kimberley region from Eighty Mile Beach to Cambridge Gulf.

The report provides detailed historical information on each shipwreck that is as complete and accurate as possible, depending on the availability of suitable reference materials. Location information for every shipwreck (unless historically unknown), is based on either the known coordinates of the shipwreck or plotted from the best available historical evidence (WGS 84 Datum). Where the exact location of a shipwreck is unknown, an area bounded by a maximum and minimum latitude and longitude is provided. The region under study is divided into twelve discrete areas and the shipwrecks are listed according to their date of wrecking, in ascending order.

This report also includes a significance assessment of the known and located Kimberley region historic shipwrecks and compiles the heritage values of each known and located historic shipwreck against the National Heritage List criteria.

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Introduction

This volume encompasses the Rowley shoals and the waters off Broome.

The Rowley Shoals are a chain of coral atolls on the western edge of the continental shelf. The Rowley Shoals were named in 1818 by Captain Philip Parker King who first described their relative positions. He discovered and named the most north-easterly of the trio Mermaid Reef, after his ship. He gave the middle shoal the name Clerke Reef after Captain Clerke, who had reported it from a whaler sometime between 1800 and 1809. The south-western shoal was dubbed Imperieuse Reef after the vessel from which it was sighted by Captain Rowley in 1800. According to Captain H.V. Howe, a former pearler on the north-west coast at the turn of the century, some of the pearling luggers working out of Cossack from the mid-1800s to about 1930 regularly called at the Rowley Shoals and Scott Reef, to the north, to collect beche-de-mer and fish, before returning their Indonesian pearl divers to Kupang in Timor.

The Broome area is taken from La Grange Bay and included the waters offshore of the Dampier Peninsula, extending seawards to 16°50 latitude. The majority of shipwrecks in this region are of vessels used in the pearling industry. The remains of pearling vessels represent a period in Australian history where Broome and the pearling fleets were supplying up to eighty percent of the worlds pearl shell. These vessels played an integral part in an industry that was world renowned for both the quality of its shell and its divers. The impact that this industry had on the development of the Kimberley was significant. To date, no vessel reported lost in this region has been located. In the Kimberley region, the Broome area has the highest number of shipwrecks (131).

Rowley Shoals

Pelsart

Wreck Details

Wreck	
Name:	<i>Pelsart</i> (Pelsaert)
Details:	Abandoned in sinking condition
Date wrecked:	15/10/1908
Year wrecked:	1908
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	Fremantle
To port:	Balla Balla
Comments:	No blame can be attached to master or crew. Crew was taken off by Dutch schooner Harriet Lat. 17.20 Long. 118.40
Location	
Where wrecked:	12 miles off Imperieuse Reef, Rowley Shoals
Found:	N
Region:	North West (Rowley Shoals Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-17.566667
Latmin:	-17.333333
Lonmax:	118.583333
Lonmin:	118.000000
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.3500
Construction:	Wood
Type:	Cutter
Gross tonnage:	64.18
Net tonnage:	
LOA(mtrs):	21.1000
Beam(mtrs):	8.2300
Engine:	N
Builder:	W. & S. Lawrence
Port built:	Perth

State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	102230
Registered number:	
Home port:	
Home country:	
Cargo:	General
Industry type:	Other
Industry type 2:	Other
Crew - passengers	
Master:	G.R. Cumming
Owner:	Whim Creek Copper Mining Company
Crew:	5
Passengers:	
Deaths:	0
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8627
URL:	
Signage:	
Source:	Harbour & Light Files AN16/5/ACC1066/938/1908(BATT) <i>West Australian</i> , 1908/11/04 HMC 41/3 <i>Register of British Ships</i> , Fremantle
Protection notes:	
Inspected:	N

Vessel History

Built at Perth in 1899, *Pelsart* was first registered to Florence Constantine Broadhurst of Abrolhos Islands, Guano contractor on 16 August 1902. It was sold on 20 August 1908 to Whim Creek Copper Mines Ltd. The vessel was wrecked twelve miles Northwest of Imperious Reef on the 16 October 1908 (*Register of British Ships*, Fremantle).

Broome Area

Hawk

Wreck Details

Wreck	
Name:	<i>Hawk</i>
Details:	
Date wrecked:	1896/01
Year wrecked:	1896
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	
From port:	
To port:	
Comments:	

Location	
Where wrecked:	Cape Villaret
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.316667
Latmin:	-18.316667
Lonmax:	122.050000
Lonmin:	122.050000
GPS coordinates:	
Water depth:	

Vessel	
Draft(mtrs):	
Construction:	Wooden
Type:	Cutter
Gross tonnage:	
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	

Engine:	N
Builder:	
Port built:	
State built:	
Country built:	UNKNOWN
Date built:	
Port registered:	
Official number:	
Registered number:	101615 (?)
Home port:	
Home country:	
Cargo:	
Industry type:	Fisheries
Industry type 2:	Pearling
Crew - passengers	
Master:	
Owner:	F. L. Parkes (?)
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	Not assigned yet (new entry)
URL:	
Signage:	
Source:	Telegram, P.C. Thomas, Broome, to Commissioner, 20 January 1896, Police Records 204/1896. <i>West Australian</i> , 27 January 1896, p. 5e. <i>Register of British Ships</i> , Fremantle. Cairns, L. & Henderson, G., 1995, <i>Unfinished Voyages Western Australian Shipwrecks 1881-1900</i> . University of Western Australia Press, Nedlands.
Protection notes:	
Inspected:	N

Vessel History

On 17 January 1896, several Aboriginal employees of local pearler Harry Jaeger arrived at Condon to report that the cutter *Hawk* had capsized off Cape Villaret that morning. Jaeger and one Aboriginal crewman had drowned and it had taken the survivors all day to swim ashore (Telegram, P.C. Thomas, Broome, to Commissioner, 20 January 1896, Police Records 204/1896). It seems that the fleet was lying a considerable distance from the shore, between Beagle and Lagrange Bays, when a storm struck. The *Hawk* capsized, leaving the master and crew struggling in the water. The Jaeger fleet was referred to locally as the 'mosquito fleet', because it was made up of small boats. The *Hawk*, which was the largest boat, was said to be a former lifeboat that had been converted for pearl fishing after its watertight compartments were removed. Jaeger, who was believed to have been Italian, was well known and respected at Cossack (*West Australian*, 27 January 1896, p. 5e).

If not a converted lifeboat, the *Hawk* may have been a 12-ton schooner (Official Number 101615) that had been built at Fremantle in 1893. The registered owner of this vessel at the time was F. L. Parkes (*Register of British Ships*, Fremantle; Cairns & Henderson 1995:254).

Dairy Maid

Wreck details

Wreck	
Name:	<i>Dairy Maid</i>
Details:	Gale
Date wrecked:	1887/04/22
Year wrecked:	1887
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	Cossack
To port:	
Comments:	Co-ordinates 5' box
Location	
Where wrecked:	6 Miles North of Roebuck Bay
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-17.975000
Latmin:	-17.891667
Lonmax:	122.216667
Lonmin:	122.133333
GPS coordinates:	

Water depth:	
Vessel	
Draft(mtrs):	1.7000
Construction:	Not known
Type:	Schooner
Gross tonnage:	31
Net tonnage:	
LOA(mtrs):	18.3000
Beam(mtrs):	4.3000
Engine:	N
Builder:	
Port built:	
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	New South Wales
Official number:	38851
Registered number:	
Home port:	
Home country:	
Cargo:	Pearl, shell
Industry type:	
Industry type 2:	
Crew - passengers	
Master:	Captain French
Owner:	James Merriman
Crew:	
Passengers:	
Deaths:	>4
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	7962
URL:	
Signage:	
Source:	<i>West Australian</i> , 29 April 1887, pp. 2f, 3a,b
Protection notes:	
Inspected:	N

Vessel History

In April 1887, the pearling fleet operating off the north west coast of Western Australia was struck by one of the most damaging cyclones on record. The majority of the pearling craft were working in the vicinity of the Eighty Mile Beach, about 290 kms east of Cossack, when the area was lashed by strong easterly gales on Friday 22 April. The storm lasted approximately 12 hours and blew from East and Northeast (*West Australian*, 29 April 1887, pp. 2f, 3a,b).

Captain Reddell recorded the second heaviest losses, with the wreck of the schooner *Dairy Maid* the lugger *Rose* and two other unidentified luggers. Captain French, master of *Dairymaid* was lost in the wreck, together with a man identified as Hodgson, and several unidentified Malays. *Dairymaid* may have been the 31-ton vessel (Official Number 38851), built in NSW in 1867. In 1881, this vessel had been owned by James Merriman (WAM Maritime History Vessel Database).

Mindel

Wreck Details

Wreck	
Name:	<i>Mindel</i>
Details:	
Date wrecked:	1888
Year wrecked:	1888
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Unknown
From port:	
To port:	
Comments:	Co-ordinates 2' off
Location	
Where wrecked:	La Grange Bay, Casuarina Reef
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.750000
Latmin:	-18.683333
Lonmax:	121.633333
Lonmin:	121.575000
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	

Construction:	
Type:	Lugger
Gross tonnage:	10
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	
Port built:	Hong Kong
State built:	
Country built:	HONG KONG
Date built:	
Port registered:	Darwin
Official number:	87562
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	
Owner:	F. Biddles
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8520
URL:	
Signage:	
Source:	<i>Inquirer</i> , 24 October 1888, p. 7a <i>Morning Herald</i> , 25 August 1888, p. 2 <i>West Australian</i> , 21 April 1885, p. 3g <i>Register of British Ships</i> , Darwin <i>Register of British Ships</i> , Fremantle Cairns, L. & Henderson, G., 1995. <i>Unfinished Voyages Western Australian Shipwrecks 1881-1900</i> . University of Western Australia Press, Nedlands.
Protection notes:	

Inspected:	N

Telephone

Wreck Details

Wreck	
Name:	<i>Telephone</i>
Details:	Abandoned, previously damaged
Date wrecked:	1888/11
Year wrecked:	1888
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	
Location	
Where wrecked:	La Grange Bay
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.700000
Latmin:	-18.566667
Lonmax:	121.733333
Lonmin:	121.616667
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	Not known
Type:	Schooner
Gross tonnage:	
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	
Port built:	

State built:	
Country built:	UNKNOWN
Date built:	
Port registered:	
Official number:	
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	
Owner:	
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8874
URL:	
Signage:	
Source:	<i>West Australian</i> , 6 November 1888, p. 3c Cairns, L. & Henderson, G., 1995, <i>Unfinished Voyages Western Australian Shipwrecks 1881-1900</i> . University of Western Australia Press, Nedlands.
Protection notes:	
Inspected:	N

Vessel History

Streeter and Company's schooner *Telephone*, which had suffered damage during the cyclone of April 1887, was reported in November 1888 to have been abandoned at Lagrange Bay. The vessel was subsequently sold by the Receiver of Wrecks (*West Australian*, 6 November 1888, p. 3c; Cairns & Henderson 1995:125).

Hector

Wreck Details

Wreck	
Name:	<i>Hector</i>

Details:	Capsized under tow
Date wrecked:	1888/12/21
Year wrecked:	1888
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Foundered
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Roebuck Bay offshore
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.133333
Latmin:	-17.983333
Lonmax:	122.350000
Lonmin:	122.200000
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	Not known
Type:	Cutter
Gross tonnage:	
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	
Port built:	
State built:	
Country built:	UNKNOWN
Date built:	
Port registered:	
Official number:	
Registered number:	
Home port:	

Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	
Owner:	Matthew Price and Company
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8244
URL:	
Signage:	
Source:	<i>West Australian</i> , 21 December 1888 Cairns, L. & Henderson, G., 1995, <i>Unfinished Voyages Western Australian Shipwrecks 1881-1900</i> . University of Western Australia Press, Nedlands
Protection notes:	
Inspected:	N

Vessel History

On 21 December 1888, the schooner *Fanny Thornton* sailed from Roebuck Bay with the pearling cutter *Hector* in tow. About two hours later heavy weather came on, but due to the falling tide, the schooner was unable to put back. A little later the cutter turned over and sank, bows first. As it was impossible to save it, the tow-rope was slipped. The *Hector*, which was owned by Matthew Price and Company, was insured (*West Australian*, 20 December 1888, p. 3a; Cairns & Henderson 1995:127)

Pearl

Wreck Details

Wreck	
Name:	<i>Pearl</i>
Details:	Heavy gale
Date wrecked:	1891/02/21
Year wrecked:	1891
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Foundered

From port:	Broome
To port:	Lagrange Bay
Comments:	
Location	
Where wrecked:	Point Gantheaume
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.058333
Latmin:	-17.891667
Lonmax:	122.175000
Lonmin:	122.091667
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	2.1000
Construction:	Wood
Type:	Schooner
Gross tonnage:	30
Net tonnage:	
LOA(mtrs):	17.4000
Beam(mtrs):	4.6000
Engine:	N
Builder:	
Port built:	Fremantle
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	61111
Registered number:	
Home port:	
Home country:	
Cargo:	Materials, mail
Industry type:	Transport
Industry type 2:	Pearling

Crew - passengers	
Master:	
Owner:	H.J Cook and J.W. Morrell
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8618
URL:	
Signage:	
Source:	<i>West Australian</i> , 25 February 1891, p 3g <i>Register of British Ships</i> , Fremantle Cairns, L. & Henderson, G., 1995, <i>Unfinished Voyages Western Australian Shipwrecks 1881-1900</i> . University of Western Australia Press, Nedlands. Parsons, R. 1971, <i>Ships Registered at Fremantle Before 1900</i> .
Protection notes:	
Inspected:	N

Vessel History

On the morning of 22 February 1891, the schooner *Pearl* (Official Number 61111) was on a voyage from Broome to La Grange Bay, to deliver materials and stores to some of the company's pearling vessels, which were working in that area. Off Point Gantheaume, a heavy gale was encountered and the vessel foundered. All hands survived, after 3 1/2 hours in the water, by floating ashore on broken spars. The schooner's master was fortunate to be saved by a 16-year-old Malay boy named Lucas Fallahato, but the mail bags for Lagrange Bay went down with the vessel. In the press reports of the loss, the vessel was said to be owned by Streeter and Company, of London (*West Australian*, 25 February 1891, p 3g). Though the loss of the vessel is recorded in the vessel's register, however, there is no record of the sale of the vessel, the owners from 1881 being given as H. J. Cook and J. W. Morrell (Cairns & Henderson 1995:180).

Governor Weld

Wreck Details

Wreck	
Name:	<i>Governor Weld</i>
Details:	Wrecked
Date wrecked:	1894/02/07
Year wrecked:	1894
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>

Status:	Wrecked
From port:	
To port:	
Comments:	Co-ordinates 2' off
Location	
Where wrecked:	Casuarina Reef, La Grange Bay
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.750000
Latmin:	-18.683333
Lonmax:	121.633333
Lonmin:	121.575000
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.8000
Construction:	Wood
Type:	Cutter
Gross tonnage:	18.12
Net tonnage:	
LOA(mtrs):	14.3000
Beam(mtrs):	4.4000
Engine:	N
Builder:	
Port built:	Fremantle
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	61097
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Unknown

Industry type 2:	
Crew - passengers	
Master:	
Owner:	McKenzie Grant, A. E. Anderson and John Edgar
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8201
URL:	
Signage:	
Source:	<i>Register of British Ships</i> , Fremantle Cairns, L. & Henderson, G., 1995, <i>Unfinished Voyages Western Australian Shipwrecks 1881-1900</i> . University of Western Australia Press, Nedlands. Parsons, R. 1971, <i>Ships Registered at Fremantle Before 1900</i> .
Protection notes:	
Inspected:	N

Vessel History

Little is known about how the cutter *Governor Weld* (Official Number 61097) came to grief on the night of 7 February 1894. The vessel's registry simply states that it was wrecked on the Casuarina Reef, in the vicinity of Lagrange Bay. The *Governor Weld* was a carvel-built wooden vessel of 18 tons. Built and first registered at Fremantle in 1870, with 1 deck, 1 mast and a round stern, the cutter measured 14.3 metres x 4.4 metres x 1.8 metres. Originally owned by W. Bartram and E. Newman of Fremantle, the vessel had changed hands several times by November 1879 when it was acquired by McKenzie Grant, A. E. Anderson and John Edgar. There appear to have been no more transactions recorded until the loss of the vessel. The register was closed on 15 November 1894 (Cairns & Henderson 1995:225).

Charles

Wreck Details

Wreck	
Name:	<i>Charles</i>
Details:	
Date wrecked:	1897/10/03
Year wrecked:	1897
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked

From port:	
To port:	
Comments:	
Location	
Where wrecked:	Baldwin Creek
Found:	N
Region:	North West (Brome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-17.016667
Latmin:	-17.016667
Lonmax:	122.383333
Lonmin:	122.383333
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.5000
Construction:	Wood carvel
Type:	Lugger
Gross tonnage:	11.46
Net tonnage:	11.8
LOA(mtrs):	11.1000
Beam(mtrs):	3.4000
Engine:	N
Builder:	Unknown
Port built:	Berry's Bay
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	83766
Registered number:	
Home port:	
Home country:	
Cargo:	1
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	

Master:	
Owner:	Henry Rugford and C.F. Presswell
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	7884
URL:	
Signage:	
Source:	McKenna Collection 680, Western Australian Museum <i>Register of British Ships</i> , Fremantle. Cairns, L. & Henderson, G., 1995, <i>Unfinished Voyages Western Australian Shipwrecks 1881-1900</i> . University of Western Australia Press, Nedlands. Parsons, R. 1971 <i>Ships Registered at Fremantle Before 1900</i> .
Protection notes:	
Inspected:	N

Vessel History

Charles was first registered 7 August 1883 in Sydney, No. 68 in 1883, to William O'Hagan of Petersham, NSW, master mariner. It was sold on 24 September 1883 to Charles McAlister of Friday Island, Torres Strait, pearl shell ship-owner. The vessel was transferred to the Port of Fremantle and reregistered as No. 4 of 1887 at Fremantle to Charles McAlister of Croydon St, Petersham, near Sydney, fishing proprietor on 22 March 1887. *Charles* was again sold on the same date to Matthew Price of Fremantle, pearler & Francis R Hassell of ?, pearler. It's final owners were Richard Henry Mugford of Fremantle, pearler and Charles Frederick Presswell of Fremantle, pearler, who purchased the vessel on 5 November 1889. The vessel wrecked at Baldwin Creek on 30 October 1897 (*Register of British Ships*, Fremantle).

Sultan

Wreck Details

Wreck	
Name:	<i>Sultan</i>
Details:	Unknown
Date wrecked:	1899/07/25
Year wrecked:	1899
Protected:	Protected: Historic Shipwrecks Act 1976
Status:	Unknown
From port:	Fremantle

To port:	Broome
Comments:	
Location	
Where wrecked:	En route between Broome and Fremantle
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.750000
Latmin:	-17.000000
Lonmax:	123.000000
Lonmin:	121.666667
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	
Type:	Lugger
Gross tonnage:	
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	A.E. Brown
Port built:	Fremantle
State built:	
Country built:	
Date built:	
Port registered:	Unregistered
Official number:	
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	pearling
Crew - passengers	
Master:	William Miles

Owner:	Frank Biddles
Crew:	4
Passengers:	
Deaths:	4
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8844
URL:	
Signage:	
Source:	<i>Inquirer</i> , 14 July 1899, p. 16a <i>West Australian</i> , 26 July 1899, p. 4a <i>Inquirer</i> , 1 September 1899, p. 8c; see also <i>West Australian</i> , 8 September 1899, p. 4a <i>West Australian</i> , 16 September 1899, p. 7e, and 29 September 1899, p. 4a Cairns, L. & Henderson, G., 1995, <i>Unfinished Voyages Western Australian Shipwrecks 1881-1900</i> . University of Western Australia Press, Nedlands.
Protection notes:	
Inspected:	N

Vessel History

On 25 July 1899 the lugger *Sultan*, newly launched by boat-builder A. E. Brown for Frank Biddles, departed Fremantle for Broome (*West Australian*, 26 July 1899, p. 4a). By the end of August the vessel had still not reached its destination. It was suggested that there was no cause for alarm as the *Mikado*, which had left Fremantle on the same day, had also still to arrive and it was possible that the lugger had joined the pearling fleet before reaching Broome, in which case its arrival might not have been reported (*Inquirer*, 1 September 1899, p. 8c; see also *West Australian*, 8 September 1899, p. 4a).

In mid-September, when the lugger had still not arrived, it was posted as missing. William Miles, late master of the *Janet*, who had also lost the lugger *Don Joseph* some months earlier, had been in charge of the vessel. He was accompanied by a crew of 3, 2 of whom were described as Malays. This time, Miles' luck finally ran out, for no trace of the *Sultan* or its crew was ever found (Cairns & Henderson 1995:319).

Shamrock

Wreck Details

Wreck	
Name:	<i>Shamrock</i>
Details:	
Date wrecked:	1901/02/20
Year wrecked:	1901

Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	Co-ordinates 10' box
Location	
Where wrecked:	Cape Bartheot
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-17.400000
Latmin:	-17.083333
Lonmax:	122.666667
Lonmin:	122.166667
GPS	
coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	
Type:	Lugger
Gross tonnage:	9
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	
Port built:	
State built:	
Country built:	UNKNOWN
Date built:	
Port registered:	
Official number:	83670
Registered	
number:	
Home port:	
Home country:	

Cargo:	
Industry type:	
Industry type 2:	
Crew - passengers	
Master:	Y. Yamashi
Owner:	Alexander Birnir
Crew:	6
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8792
URL:	
Signage:	
Source:	<i>British Register of Shipping</i>
Protection notes:	
Inspected:	N

Vessel History

Shamrock was first registered 16 June 1882 in Sydney, No. 40 of 1882, to Walter Harcourt Peale of Newtown, NSW, merchant. It was sold on 15 June 1892 to John Alfred Reddell of Albany Is, Qld, Master Mariner. It is listed as a total wreck at Cape Bertholet, northwest WA on 20 February 1901 (*British Register of Shipping*).

Tommy

Wreck Details

Wreck	
Name:	<i>Tommy</i>
Details:	Wrecked whilst on voyage from Beagle Bay to Broome
Date wrecked:	1901/02/22
Year wrecked:	1901
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	Beagle Bay
To port:	Broome
Comments:	

Location	
Where wrecked:	Willie Creek, 2 Miles north of
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-16.916667
Latmin:	-17.950000
Lonmax:	122.533333
Lonmin:	122.233333
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.2700
Construction:	Wood carvel
Type:	Lugger
Gross tonnage:	6.83
Net tonnage:	
LOA(mtrs):	9.8000
Beam(mtrs):	2.9600
Engine:	N
Builder:	Walter McFarlane Ford
Port built:	Sydney
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	73345
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	Mankow

Owner:	George Tagg, Cossack
Crew:	6
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8897
URL:	
Signage:	
Source:	McKenna Collection 681, Western Australian Museum <i>Register of British Ships</i> , Sydney <i>Register of British Ships</i> , Fremantle
Protection notes:	
Inspected:	N

Vessel History

Built at Sydney, *Tommy* was first registered as No. 9 of 1876 at Sydney on 24 February 1876 to Thomas Kelly, ship-owner, and John Cussen, master mariner. It was sold 22 June 1886 to Peter Erikson of Thursday Island, pearl sheller and then to George Tagg of Cossack WA, pearler, on 14 July 1900. The Register was closed and transferred to Port of Fremantle on 14 December 1900. *Tommy* was registered at Fremantle as No 3 of 1901, to George Tagg of Cossack, pearler. The vessel was lost on passage from Beagle Bay for Broome, 22 February 1901 (*British Register of Shipping*).

Edith Matilda

Wreck details

Wreck	
Name:	<i>Edith Matilda</i>
Details:	
Date wrecked:	1903/06/16
Year wrecked:	1903
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	Also Hamelin mentioned as place of wrecking
Location	
Where wrecked:	Roebuck Bay

Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.000000
Latmin:	-18.216667
Lonmax:	122.183333
Lonmin:	122. 183333
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.5200
Construction:	Wood
Type:	Lugger
Gross tonnage:	13
Net tonnage:	
LOA(mtrs):	11.8500
Beam(mtrs):	3.3400
Engine:	N
Builder:	
Port built:	Fremantle
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	101491
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	E.E. Waley
Owner:	J.J. Facott
Crew:	6

Passengers:
Deaths:
Crew deaths:
Passenger deaths:
Other information
Wreck Id: 8027
URL:
Signage:
Source: HMC 44/2 <i>West Australian</i> 1903/06/20, p. 6a McKenna Collection 680, WA Maritime Museum <i>British Register of Shipping</i> , Fremantle
Protection notes:
Inspected: N

Vessel History

Built at Fremantle in 1890, *Edith Matilda* was first registered as No. 5 of 1891 at Fremantle to Filomena Rodriguez of Cossack, pearler, on 23 February 1891. It was sold to Joseph John Eacott of Broome, pearler, on 21 December 1900. The vessel wrecked in Roebuck Bay, North West coast of WA on 16 June 1903 with the Certificate cancelled and Register closed 16 November 1903 (*British Register of Shipping*, Fremantle).

Diamond

Wreck details

Wreck
Name: <i>Diamond</i>
Details: Wrecked whilst on voyage
Date wrecked: 1903/06/19
Year wrecked: 1903
Protected: Protected: <i>Historic Shipwrecks Act 1976</i>
Status: Wrecked
From port: Beagle Bay
To port: Broome
Comments:
Location
Where wrecked: Lacepedes Area, Beagle Bay, Sandy Point
Found: N
Region: North West (Broome Area)
State: Western Australia

Jurisdiction:	
Latmax:	-16.916667
Latmin:	-17.950000
Lonmax:	122.533333
Lonmin:	122.233333
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.5200
Construction:	Wood carvel
Type:	Schooner
Gross tonnage:	17.22
Net tonnage:	
LOA(mtrs):	12.8000
Beam(mtrs):	4.2600
Engine:	N
Builder:	
Port built:	Fremantle
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	101502
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Transport
Industry type 2:	Passengers - coastal
Crew - passengers	
Master:	J. Massolio (Massalino)
Owner:	Beagle Bay Mission (?)
Crew:	4
Passengers:	3
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	

Wreck Id:	7981
URL:	
Signage:	
Source:	HMC 55/2 McKenna Collection 680, Western Australian Museum <i>British Register of Shipping</i> , Fremantle
Protection notes:	
Inspected:	N

Vessel History

Built at Fremantle, *Diamond* was first registered as No. 16 of 1891 at Fremantle to John McRae & Frederick Pearse of Cossack, pearler & grazier, on 10 November 1891. It was sold to James Francis Tiffany of Cossack, commission agent, on 21 January 1893. This vessel was wrecked on a voyage from Beagle Bay to Broome 19 June 1903. The Certificate was cancelled and Registry closed 30 November 1903 (*British Register of Shipping*, Fremantle).

Star of the West

Wreck Details

Wreck	
Name:	<i>Star of the West</i>
Details:	During cyclone blown ashore and broken up
Date wrecked:	18/04/1904
Year wrecked:	1904
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Roebuck Bay
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.133333
Latmin:	-17.983333
Lonmax:	122.350000
Lonmin:	122.200000
GPS coordinates:	

Water depth:	
Vessel	
Draft(mtrs):	1.6000
Construction:	Wood
Type:	Schooner
Gross tonnage:	24.91
Net tonnage:	36.91
LOA(mtrs):	14.7500
Beam(mtrs):	5.1900
Engine:	N
Builder:	Messrs Crowright, Wilson, Johnston
Port built:	Fremantle
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	102228
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	S.C. Pigott
Owner:	Frank Biddles
Crew:	3
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8827
URL:	
Signage:	
Source:	<i>The Morning Herald</i> , 1904/04/20, p.4h HMC 25/3 McKenna Collection No 681, Western Australian Museum <i>British Register of Shipping</i> , Fremantle

Protection notes:	
Inspected:	N

Vessel History

Built at Fremantle in 1898, *Star of the West* was first registered as No. 9 of 1899 at Fremantle to Charles Robert Brown of Fremantle, steward on ship *Albany*, on 6 December 1899. It was sold to Alexander Birnie of Broome, pearler, on 27 November 1901 and again on 30 December 1901 to Sydney Capel Pigott of Broome, pearler. The vessel wrecked at Broome, WA during a late season cyclone on 17 April 1904 (blown ashore & completely broken up) (*British Register of Shipping*, Fremantle).

Harold

Wreck details

Wreck	
Name:	<i>Harold</i>
Details:	Cyclone
Date wrecked:	18/04/1904
Year wrecked:	1904
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	Broome
Comments:	Co-ordinates 5' box
Location	
Where wrecked:	Gantheaume Point
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.058333
Latmin:	-17.891667
Lonmax:	122.175000
Lonmin:	122.091667
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.4500
Construction:	Wood
Type:	Lugger

Gross tonnage:	12.33
Net tonnage:	15.54
LOA(mtrs):	11.5000
Beam(mtrs):	3.3500
Engine:	N
Builder:	W. & S. Lawrence
Port built:	Fremantle
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	117820
Registered number:	
Home port:	
Home country:	
Cargo:	Pearl shell
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	Fred Peterson
Owner:	M. Rubin & E.H. Hunter of Broome
Crew:	8
Passengers:	
Deaths:	8
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8238
URL:	
Signage:	
Source:	<i>The Morning Herald</i> , 1904/07/08, p. 4-5 HMC 155/0 McKenna 682 <i>British Register of Shipping</i> , Fremantle
Protection notes:	
Inspected:	N

Vessel History

Built at Perth, *Harold* was first registered to Mark Rubin & Edmund Harold Hunter of Broome, pearlers, joint owners, on 27 July 1903. This vessel was wrecked on

Gantheaume Point, Roebuck Bay, Broome or about 18 April 1904 (*British Register of Shipping*, Fremantle).

Stine

Wreck details

Wreck	
Name:	<i>Stine</i>
Details:	
Date wrecked:	2/02/1905
Year wrecked:	1905
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	Lugger in charge of "Tender" Co-ordinates 2' off
Location	
Where wrecked:	Ledge Point, Beagle Bay
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-16.933333
Latmin:	-16.883333
Lonmax:	122.533333
Lonmin:	122.500000
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.6000
Construction:	Wood carvel
Type:	Lugger
Gross tonnage:	13.8
Net tonnage:	
LOA(mtrs):	11.0000
Beam(mtrs):	3.2500
Engine:	N
Builder:	
Port built:	Fremantle

State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	101508
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	Captain W. Lumsden
Owner:	Robinson and Norman Ltd, Broome
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8833
URL:	
Signage:	
Source:	HMC 69/2, 126/2 McKenna Collection 680, Western Australian Museum
Protection notes:	
Inspected:	N

Agnes Donald

Wreck Details

Wreck	
Name:	<i>Agnes Donald</i>
Details:	Broken up and burnt
Date wrecked:	17/11/1905
Year wrecked:	1905
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Burnt

From port:	
To port:	
Comments:	Wrecked also in 1894/07/25 32°04-115°22 but was refloated
Location	
Where wrecked:	Broome
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-17.961667
Latmin:	-17.961667
Lonmax:	122.236388
Lonmin:	122.236388
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	2.4000
Construction:	Wood
Type:	Schooner
Gross tonnage:	61.75
Net tonnage:	59.4
LOA(mtrs):	21.6000
Beam(mtrs):	5.8000
Engine:	N
Builder:	
Port built:	Auckland
State built:	
Country built:	NEW ZEALAND
Date built:	
Port registered:	Fremantle
Official number:	70334
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling

Crew - passengers	
Master:	
Owner:	N. Goldstein
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	7672
URL:	
Signage:	
Source:	McKenna Collection 680, Western Australian Museum <i>Register of British Ships</i> , Fremantle. <i>West Australian</i> , 27 July 1894, p.4a, see also <i>Inquirer</i> , 27 July 1894, p. 14d. <i>West Australian</i> , 31 July 1894, p.4a, 13 August 1894, p.4a and 18 August 1894, p. 4a. Cairns, L. & Henderson, G., 1995, <i>Unfinished Voyages Western Australian Shipwrecks 1881-1900</i> . University of Western Australia Press, Nedlands.
Protection notes:	
Inspected:	N

Vessel History

Fremantle experienced rough weather on 25 and 26 July 1894. On the morning of the 26th the schooner *Agnes Donald* (Official Number 70334), recently arrived from Thursday Island and loaded only with ballast, drifted from its anchorage on to the South Beach. It was left lying high up on the beach, quarter on to sea with the waves breaking over it (*West Australian*, 27 July 1894, p.4a, see also *Inquirer*, 27 July 1894, p. 14d.).

The *Agnes Donald*, which was floated off on 30 July and found to have suffered little damage, was shortly afterward sold to A. E. Gummow, a Broome pearler and storekeeper. It departed for that port on 16 August (*West Australian*, 31 July 1894, p.4a, 13 August 1894, p.4a and 18 August 1894, p. 4a).

The 62-ton schooner *Agnes Donald* was registered at Auckland, New Zealand, where it had been built in 1875. A carvel-built wooden vessel, it had 1 deck, 2 masts, a round stern and a scroll head. Its dimensions were 21.6 metres x 5.8 metres x 2.4 metres. The vessel's registration was transferred to Fremantle in 1895 (Cairns & Henderson 1995:228).

Agnes Donald was broken up and burnt at Broome in November 1905 (*Register of British Ships*, Fremantle).

Fanny Thornton

Wreck Details

Wreck	
Name:	<i>Fanny Thornton</i>
Details:	Vessel broken up and burnt
Date wrecked:	17/11/1905
Year wrecked:	1905
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Burnt
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Broome
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.750000
Latmin:	-17.000000
Lonmax:	123.000000
Lonmin:	121.666667
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	2.4400
Construction:	Wood carvel
Type:	Schooner
Gross tonnage:	71.98
Net tonnage:	81.49
LOA(mtrs):	23.4300
Beam(mtrs):	5.9300
Engine:	N
Builder:	Unknown
Port built:	Jervis Bay
State built:	
Country built:	AUSTRALIA
Date built:	

Port registered:	Fremantle
Official number:	74920
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	
Industry type 2:	
Crew - passengers	
Master:	
Owner:	N. Goldstein
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8127
URL:	
Signage:	
Source:	McKenna Collection 680, Western Australian Museum
Protection notes:	
Inspected:	N

Toniko Toko

Wreck Details

Wreck	
Name:	<i>Toniko Toko</i>
Details:	Ship broken to pieces on foreshore at Broome
Date wrecked:	1906
Year wrecked:	1906
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	
Location	

Where wrecked:	Broome
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.750000
Latmin:	-17.000000
Lonmax:	123.000000
Lonmin:	121.666667
GPS	
coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.5200
Construction:	Wood carvel
Type:	Lugger
Gross tonnage:	13
Net tonnage:	
LOA(mtrs):	11.8500
Beam(mtrs):	3.6500
Engine:	N
Builder:	
Port built:	Fremantle
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	101493
Registered	
number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	
Owner:	F. Rodriques, W.J. Coleman

Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8898
URL:	
Signage:	
Source:	HMC 129/2, 46/2, Parsons BAT McKenna Collection 680, Western Australian Museum <i>British Register of Shipping</i> , Fremantle
Protection notes:	
Inspected:	N

Vessel History

Built at Fremantle in 1890, *Toniko Toko* was first registered as No. 7 of 1891 at Fremantle to Filomena Rodriguez of Cossack, pearler, on 23 February 1891. The vessel was sold to Frederick Lee Parkes of Perth, pearler, on 26 June 1894; to George Tagg of Cossack, pearler, on 1 June 1895; to Alexander Gordon of Broome, accountant, on 27 September 1899; to Cecil Nicholls Murphy of Broome, pearler, on 23 July 1901 and finally to William Isaiah Coleman of Broome, pearler, on 6 April 1904. The Registry closed 3 December 1913 after the vessel 'was broken to pieces' on the foreshore at Broome WA, about 1906 (*British Register of Shipping*, Fremantle).

Kori

Wreck Details

Wreck	
Name:	<i>Kori</i>
Details:	Cyclone
Date wrecked:	16/01/1907
Year wrecked:	1907
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Tappers Inlet

Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-16.816667
Latmin:	-16.816667
Lonmax:	122.550000
Lonmin:	122.550000
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	
Type:	Schooner
Gross tonnage:	
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	
Port built:	
State built:	
Country built:	UNKNOWN
Date built:	
Port registered:	Cowes, Isle of Wight
Official number:	27680
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	
Industry type 2:	
Crew - passengers	
Master:	P. Percy
Owner:	P. Percy
Crew:	
Passengers:	

Deaths:	None
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8361
URL:	
Signage:	
Source:	<i>West Australian</i> , 1907/01/25, p. 4h Shipping Disasters
Protection notes:	
Inspected:	N

Taniwah

Wreck Details

Wreck	
Name:	<i>Taniwah</i>
Details:	
Date wrecked:	1908
Year wrecked:	1908
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	Co-ordinates 5' box
Location	
Where wrecked:	Roebuck Bay, Gantheaume Point
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.058333
Latmin:	-17.891667
Lonmax:	122.175000
Lonmin:	122.091667
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.5500

Construction:	Wood carvel
Type:	Lugger
Gross tonnage:	15
Net tonnage:	
LOA(mtrs):	11.5500
Beam(mtrs):	3.6500
Engine:	N
Builder:	
Port built:	Fremantle
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	95362
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	
Owner:	George Tagg, Cossack
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8868
URL:	
Signage:	
Source:	Parsons BAT, HMC 19/2 <i>British Register of Shipping</i> , Fremantle
Protection notes:	
Inspected:	N

Vessel History

Built at Fremantle in 1887, *Taniwah* was first registered as No. 5 of 1888 at Fremantle to Frederick Lee Parkes & Thomas Lorenson, pearlers, on 5 October 1888. It was sold to Frederick Lee Parkes of North West coast of WA, pearler, on 26 June 1894 and finally to George Tagg of Cossack, pearler, on 21 October 1902. The Register was closed 9 September 1913 with the vessel recorded as sunk off Gantheaume Point, Roebuck Bay in 1908 (*British Register of Shipping*, Fremantle).

Albany

Wreck Details

Wreck	
Name:	<i>Albany</i>
Details:	Cyclone
Date wrecked:	26/04/1908
Year wrecked:	1908
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Near Broome
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.750000
Latmin:	-17.000000
Lonmax:	123.000000
Lonmin:	121.666667
GPS	
coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.6000
Construction:	Wood

Type:	Schooner
Gross tonnage:	12
Net tonnage:	15
LOA(mtrs):	11.5000
Beam(mtrs):	3.9500
Engine:	N
Builder:	W. & S. Lawrence
Port built:	Perth
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	118989
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	Charles Roberts
Owner:	Streeter & Male
Crew:	6
Passengers:	
Deaths:	2
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	7677
URL:	
Signage:	
Source:	HMC 188/3 <i>British Register of Shipping</i> , Fremantle <i>West Australian</i> , 1908/04/29, p. 7f-g

<i>West Australian</i> , 1908/04/30, p. 5e-f <i>Northern Times</i> , May 2, 1908, page 2 <i>Northern Times</i> , May 9, 1908, page 2: account of search party onboard SS Paroo on May 4/5 <i>The Western Mail</i> , 1908/05/02, p. 16a-	
Protection notes:	
Inspected:	N

Vessel History

Built at Perth in 1899, *Albany* was first registered as No. 80 of 1903 at Fremantle to Henry Forster Shaw & Garnet Eric Shaw of Broome, pearlers. It was sold to Streeter & Male Ltd of Broome, merchants, 18 February 1905. Archie Male of Broome, business manager, bought the vessel outright on 6 July 1905 but it was transferred back to Streeter & Male Ltd of Broome on 7 July. This vessel was wrecked in a hurricane off Broome on 27 April 1908 (*British Register of Shipping*, Fremantle).

Albarta

Wreck Details

Wreck	
Name:	<i>Albarta</i>
Details:	During cyclone
Date wrecked:	27/04/1908
Year wrecked:	1908
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Broome
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.750000
Latmin:	-17.000000
Lonmax:	123.000000
Lonmin:	121.666667
GPS coordinates:	
Water depth:	

Vessel	
Draft(mtrs):	2.0800
Construction:	Wood
Type:	Lugger
Gross tonnage:	15.24
Net tonnage:	12.74
LOA(mtrs):	14.6800
Beam(mtrs):	4.9000
Engine:	N
Builder:	A.E. Brown, South Beach Fremantle
Port built:	Fremantle
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	120035
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	H.F. Shaw
Owner:	J. De Baun
Crew:	6
Passengers:	
Deaths:	6
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	7682
URL:	
Signage:	
Source:	HMC 112/4 <i>West Australian</i> , 1908/04/29, p. 7f-g <i>West Australian</i> , 1908/04/30, p. 5e-f <i>Northern Times</i> , May 2, 1908, page 2 <i>Northern Times</i> , May 9, 1908, page 2: account of search party

onboard SS Paroo on May 4/5 <i>The Western Mail</i> , 1908/05/02, p. 16a-b	
Protection notes:	
Inspected:	N

Vessel History

Built at Fremantle, *Alberta* was first registered as No 3 of 1907 at Fremantle to John de Baun of Perth WA, Gentleman, on 4 April 1907. This vessel was wrecked in a hurricane off Broome on 27 April 1908 (*British Register of Shipping*, Fremantle).

Anne

Wreck details

Wreck	
Name:	<i>Anne</i>
Details:	Cyclone
Date wrecked:	26/04/1908
Year wrecked:	1908
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Broome area
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.750000
Latmin:	-17.000000
Lonmax:	123.000000
Lonmin:	121.666667
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	Wood
Type:	Lugger
Gross tonnage:	71

Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	
Port built:	
State built:	
Country built:	
Date built:	
Port registered:	Fremantle
Official number:	120006
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	F. Kaschions (Koschu)
Owner:	Rubin
Crew:	
Passengers:	
Deaths:	8
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	7717
URL:	
Signage:	
Source:	<i>West Australian</i> , 1908/04/29, p. 7f-g <i>West Australian</i> , 1908/04/30, p. 5e-f <i>Northern Times</i> , May 2, 1908, page 2 <i>Northern Times</i> , May 9, 1908, page 2: account of search party onboard SS <i>Paroo</i> on May 4/5 <i>The Western Mail</i> , 1908/05/02, p. 16a-b
Protection notes:	
Inspected:	N

Vessel History

Built at Singapore at an unknown date, *Anne* was first registered as No. 16 of 1905

at Fremantle to John Johnson of Broome, pearler, on 31 December 1905. On 27 September 1907 the lugger was sold to Mark Rubin of Broome, pearler, before being wrecked in a hurricane off Broome on 27 April 1908 (*British Register of Shipping*, Fremantle).

Annie

Wreck Details

Wreck	
Name:	<i>Annie</i>
Details:	Cyclone
Date wrecked:	26/04/1908
Year wrecked:	1908
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Off Broome
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.750000
Latmin:	-17.000000
Lonmax:	123.000000
Lonmin:	121.666667
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	0.9100
Construction:	Wood
Type:	Lugger
Gross tonnage:	12.12
Net tonnage:	14.72
LOA(mtrs):	10.9000
Beam(mtrs):	3.6600
Engine:	N

Builder:	A.E. Brown
Port built:	Fremantle
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	117799
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	
Owner:	Mark Rubin
Crew:	6
Passengers:	
Deaths:	8 (Card Syst: 5)
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	7721
URL:	
Signage:	
Source:	U.E.C. Journal 4/1971 <i>West Australian</i> , 1908/04/29, p. 7f-g <i>West Australian</i> , 1908/04/30, p. 5e-f <i>Northern Times</i> , May 2, 1908, page 2 <i>Northern Times</i> , May 9, 1908, page 2: account of search party onboard SS ^ on May 4/5 <i>The Western Mail</i> , 1908/0
Protection notes:	
Inspected:	N

Vessel History

Annie was first registered at Fremantle to Alexander Birnie of Broome, Pearler on 8 April 1903. The vessel was sold to C. N. Murphy & Co Ltd of Broome & London on 23 March 1904 and the name in the registry changed to C. N. Murphy of Broome,

merchant & J. E. Louton of Matlock Bath, England, cotton manufacturer on 27 May 1904. The vessel then changed hands on 12 August 1907 to Mark Rubin of Broome, pearler before wrecking in a hurricane off Broome on 27 April 1908 (*British Register of Shipping*).

Broome

Wreck Details

Wreck	
Name:	<i>Broome</i>
Details:	Cyclone
Date wrecked:	26/04/1908
Year wrecked:	1908
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Broome area
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.750000
Latmin:	-17.000000
Lonmax:	123.000000
Lonmin:	121.666667
GPS	
coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	91.0000
Construction:	Steel
Type:	Lugger
Gross tonnage:	12.69
Net tonnage:	16.42
LOA(mtrs):	11.4000
Beam(mtrs):	3.8000
Engine:	N

Builder:	E. Howson, South Beach
Port built:	Fremantle
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	102257
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	Charles Roberts
Owner:	Arthur Male
Crew:	6
Passengers:	
Deaths:	4
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	7834
URL:	
Signage:	
Source:	HMC 62/3 <i>West Australian</i> , 1908/04/29, p. 7f-g <i>West Australian</i> , 1908/04/30, p. 5e-f <i>Northern Times</i> , May 2, 1908, page 2 <i>Northern Times</i> , May 9, 1908, page 2: account of search party onboard SS <i>Paroo</i> on May 4/5 <i>The Western Mail</i> , 1908/05/02, p. 16a-b
Protection notes:	
Inspected:	N

Vessel History

First registered in 1901 at Fremantle as *Broome* to Arthur Male of Broome, Merchant. This vessel was wrecked in a hurricane off Broome on 27 April 1908 (WAM Maritime History Vessel Database).

Chieftain

Wreck Details

Wreck	
Name:	<i>Chieftain</i>
Details:	During cyclone
Date wrecked:	26/04/1908
Year wrecked:	1908
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked above water
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Broome area
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.750000
Latmin:	-17.000000
Lonmax:	123.000000
Lonmin:	121.666667
GPS	
coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.5000
Construction:	Wood
Type:	Lugger
Gross tonnage:	12.22
Net tonnage:	14.72
LOA(mtrs):	11.2800
Beam(mtrs):	3.3800
Engine:	N
Builder:	W. Murray
Port built:	Fremantle
State built:	

Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	118526
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	H.T. Biddles
Owner:	H.T. Biddles
Crew:	6
Passengers:	
Deaths:	4
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	7895
URL:	
Signage:	
Source:	HMC 164/3 <i>British Register of Shipping</i> , Fremantle <i>West Australian</i> , 1908/04/29, p. 7f-g <i>West Australian</i> , 1908/04/30, p. 5e-f <i>Northern Times</i> , May 2, 1908, page 2 <i>Northern Times</i> , May 9, 1908, page 2: account of search party onboard SS <i>Paroo</i> on May 4/5 <i>The Western Mail</i> , 1908/05/02, p. 16a-
Protection notes:	
Inspected:	N

Vessel History

First registered as *Chieftain* on 28 August 1903 to Hugh Tom Biddles of Broome, pearler. This vessel wrecked in a hurricane off Broome 27 April 1908 (*British Register of Shipping*, Fremantle).

Don Gerald

Wreck details

Wreck	
Name:	<i>Don Gerald</i>
Details:	During cyclone
Date wrecked:	26/04/1908
Year wrecked:	1908
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Off Broome
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.750000
Latmin:	-17.000000
Lonmax:	123.000000
Lonmin:	121.666667
GPS	
coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.0500
Construction:	Wood
Type:	Lugger
Gross tonnage:	13.79
Net tonnage:	18.12
LOA(mtrs):	12.8400
Beam(mtrs):	3.8000
Engine:	N
Builder:	A.E. Brown
Port built:	Fremantle
State built:	
Country built:	AUSTRALIA

Date built:	
Port registered:	Fremantle
Official number:	114469
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	Edward H. Hunter
Owner:	Edward H. Hunter
Crew:	8
Passengers:	
Deaths:	6
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	7994
URL:	
Signage:	
Source:	HMC 90/3 <i>West Australian</i> , 1908/04/29, p. 7f-g <i>West Australian</i> , 1908/04/30, p. 5e-f <i>Northern Times</i> , May 2, 1908, page 2 <i>Northern Times</i> , May 9, 1908, page 2: account of search party onboard SS <i>Paroo</i> on May 4/5 <i>The Western Mail</i> , 1908/05/02, p. 16a-b
Protection notes:	
Inspected:	N

Vessel History

First registered as *Don Gerald* to Filomena Rodriguez of Broome, pearler, on 24 July 1902, the lugger was then sold to Mark Rubin of Broome, pearler, on 8 November 1904. Its last recorded owner was Edmund Harold Hunter of Broome, pearler, who purchased the vessel on 1 September 1906 (*British Register of Shipping*, Fremantle).

Doreen

Wreck Details

Wreck	
Name:	<i>Doreen</i>
Details:	Cyclone
Date wrecked:	26/04/1908
Year wrecked:	1908
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Broome area
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.750000
Latmin:	-17.000000
Lonmax:	123.000000
Lonmin:	121.666667
GPS	
coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	0.8800
Construction:	Wood carvel
Type:	Lugger
Gross tonnage:	12.47
Net tonnage:	16.21
LOA(mtrs):	11.6700
Beam(mtrs):	3.7600
Engine:	N
Builder:	E. Howson
Port built:	Fremantle
State built:	
Country built:	AUSTRALIA

Date built:	
Port registered:	Fremantle
Official number:	114477
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	
Owner:	Arthur Male and John Barnes, Broome
Crew:	7
Passengers:	
Deaths:	5
Crew deaths:	1
Passenger deaths:	
Other information	
Wreck Id:	8001
URL:	
Signage:	
Source:	<i>West Australian</i> , 1908/04/29, p. 7f-g <i>West Australian</i> , 1908/04/30, p. 5e-f <i>Northern Times</i> , May 2, 1908, page 2 <i>Northern Times</i> , May 9, 1908, page 2: account of search party onboard SS <i>Paroo</i> on May 4/5 <i>The Western Mail</i> , 1908/05/02, p. 16a-b
Protection notes:	
Inspected:	N

Ella

Wreck details

Wreck	
Name:	<i>Ella</i>
Details:	Cyclone
Date wrecked:	26/04/1908
Year wrecked:	1908

Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Off Broome
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.750000
Latmin:	-17.000000
Lonmax:	123.000000
Lonmin:	121.666667
GPS	
coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.4500
Construction:	Wood
Type:	Lugger
Gross tonnage:	12.01
Net tonnage:	14.51
LOA(mtrs):	10.9000
Beam(mtrs):	3.4500
Engine:	N
Builder:	William Chamberlain
Port built:	Fremantle
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	118983
Registered	
number:	
Home port:	
Home country:	

Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	
Owner:	Mark Rubin
Crew:	6
Passengers:	
Deaths:	1
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8049
URL:	
Signage:	
Source:	HMC 195/3 <i>West Australian</i> , 1908/04/29, p. 7f-g <i>West Australian</i> , 1908/04/30, p. 5e-f <i>Northern Times</i> , May 2, 1908, page 2 <i>Northern Times</i> , May 9, 1908, page 2: account of search party onboard SS <i>Paroo</i> on May 4/5 <i>The Western Mail</i> , 1908/05/02, p. 16a-
Protection notes:	
Inspected:	N

Vessel History

Built at Fremantle, this vessel was first registered as *Public* to George Hampton of Broome, pearler, on 12 November 1903. It was sold to Godfrey Ellard Hemsworth of Broome, pearler, 7 January 1904 and renamed *Elia*, 25 March 1904. Its final registered owner was Mark Rubin of Broome, merchant (*British Register of Shipping*, Fremantle).

Emerald

Wreck details

Wreck	
Name:	<i>Emerald</i>
Details:	Cyclone
Date wrecked:	26/04/1908
Year wrecked:	1908
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>

Status:
From port:
To port:
Comments:
Location
Where wrecked: Sam Point Reef (Lacepedes?)
Found: N
Region: North West (Broome Area)
State: Western Australia
Jurisdiction:
Latmax: -20.083333
Latmin: -17.000000
Lonmax: 123.000000
Lonmin: 121.666667
GPS
coordinates:
Water depth:
Vessel
Draft(mtrs):
Construction: Wood
Type: Lugger
Gross tonnage: 12
Net tonnage:
LOA(mtrs):
Beam(mtrs):
Engine: N
Builder:
Port built:
State built:
Country built: AUSTRALIA
Date built:
Port registered:
Official number:
Registered
number:
Home port:
Home country:
Cargo:

Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	Diver in charge
Owner:	Rose Gonzales
Crew:	6
Passengers:	
Deaths:	None
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8063
URL:	
Signage:	
Source:	<i>West Australian</i> , 1908/04/29, p. 7f-g <i>West Australian</i> , 1908/04/30, p. 5e-f <i>Northern Times</i> , May 2, 1908, page 2 <i>Northern Times</i> , May 9, 1908, page 2: account of search party onboard SS <i>Paroo</i> on May 4/5 <i>The Western Mail</i> , 1908/05/02, p. 16a-b Harbour Register of British Ships Register of Ships Licensed for Pearling, Broome Parsons, R. 1971, <i>Ships Registered at Fremantle Before 1900</i> .
Protection notes:	
Inspected:	N

Vessel History

Although not confirmed, this vessel was probably the *Emerald* reported as having been sunk off Cossack in the storm of 4 Jan 1891, but later found dismasted. If saved, this *Emerald*, may have been the 11-ton lugger (Official Number 101498) registered at Fremantle by McRae and Pearse in 1891. This carvel built wooden vessel, with 1 deck, 2 masts and a round stern survived to be sold to overseas interests in 1902 (Cairns & Henderson 1995:222).

Emerald was first registered as No. 12 of 1891 at Fremantle to John McRae & Frederick Pearse of Cossack, pearler & grazier. With the death of McRae on 14 September 1893, the Registry was transferred to Frederick Pearse of Rottnest Island, superintendent. On 4 March 1900, the vessel was sold to Robert Barter of Broome, pearler. *Emerald* was finally 'sold to a foreigner' on 7 Jan 1902, the Certificate delivered up and cancelled and the Registry closed 12 February 1902' (British Register of Shipping, Fremantle) It is possible that the vessel was subsequently licensed to Yee Ah Chun (a 'foreigner') as B338 from 1905-1906 and sold to Rose Gonzales, licenced as B419 in 1907 (Parsons 1971:50, WAM Maritime History Vessel Database).

Evelyn

Wreck Details

Wreck	
Name:	<i>Evelyn</i>
Details:	Cyclone
Date wrecked:	26/04/1908
Year wrecked:	1908
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Broome area
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.750000
Latmin:	-17.000000
Lonmax:	123.000000
Lonmin:	121.666667
GPS	
coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	0.9600
Construction:	Wood
Type:	Lugger
Gross tonnage:	12.24
Net tonnage:	15.58
LOA(mtrs):	11.1300
Beam(mtrs):	3.4900
Engine:	N
Builder:	William A. Chamberlain
Port built:	Fremantle
State built:	
Country built:	AUSTRALIA

Date built:	
Port registered:	Fremantle
Official number:	114462
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	
Owner:	Mark Rubin
Crew:	6
Passengers:	
Deaths:	3
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8107
URL:	
Signage:	
Source:	HMC 69/3 <i>West Australian</i> , 1908/04/29, p. 7f-g <i>West Australian</i> , 1908/04/30, p. 5e-f <i>Northern Times</i> , May 2, 1908, page 2 <i>Northern Times</i> , May 9, 1908, page 2: account of search party onboard SS <i>Paroo</i> on May 4/5 <i>The Western Mail</i> , 1908/05/02, p. 16a-b
Protection notes:	
Inspected:	N

Vessel History

Evelyn was first registered at Fremantle to Alexander Birnie of Broome, pearler in 1902. The vessel was sold to C. N. Murphy & Co Ltd of Broome & London on 23 March 1904 and the name in the registry changed to C. N. Murphy of Broome, merchant & J. E. Louton of Matlock, Bath, England, cotton manufacturer on 27 May 1904. The vessel then changed hands on 12 August 1907 to Mark Rubin of Broome, pearler before wrecking in a hurricane off Broome on 27 April 1908 (*British Register of Shipping*).

Grace

Wreck Details

Wreck	
Name:	Grace
Details:	Cyclone
Date wrecked:	26/04/1908
Year wrecked:	1908
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Broome area
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.750000
Latmin:	-17.000000
Lonmax:	123.000000
Lonmin:	121.666667
GPS	
coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.3800
Construction:	Wood
Type:	Lugger
Gross tonnage:	12.33
Net tonnage:	15.58
LOA(mtrs):	11.1000
Beam(mtrs):	3.3500
Engine:	N
Builder:	W. & S. Lawrence
Port built:	Fremantle
State built:	
Country built:	AUSTRALIA

Date built:	
Port registered:	Fremantle
Official number:	117807
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	Diver in charge
Owner:	Robison & Norman
Crew:	6
Passengers:	
Deaths:	3
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8202
URL:	
Signage:	
Source:	HMC 138/3 <i>West Australian</i> , 1908/04/29, p. 7f-g <i>West Australian</i> , 1908/04/30, p. 5e-f <i>Northern Times</i> , May 2, 1908, page 2 <i>Northern Times</i> , May 9, 1908, page 2: account of search party onboard SS <i>Paroo</i> on May 4/5 <i>The Western Mail</i> , 1908/05/02, p. 16a-
Protection notes:	
Inspected:	N

Vessel History

Built at Perth, *Grace* was first registered to Herbert Roy Willick of Broome, pearler, on 18 May 1903. It was sold to Robison & Norman Ltd of Broome, pearlers, on 23 October 1907. This vessel was wrecked in a hurricane off Broome on 27 April 1908 (British Register of Shipping, Fremantle).

Gwinava

Wreck Details

Wreck	
Name:	<i>Gwinava</i>
Details:	During cyclone
Date wrecked:	26/04/1908
Year wrecked:	1908
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Near Broome
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.750000
Latmin:	-17.000000
Lonmax:	123.000000
Lonmin:	121.666667
GPS	
coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.2200
Construction:	Wood carvel
Type:	Schooner
Gross tonnage:	11
Net tonnage:	
LOA(mtrs):	10.9500
Beam(mtrs):	3.0500
Engine:	N
Builder:	
Port built:	Fremantle
State built:	
Country built:	AUSTRALIA

Date built:	
Port registered:	Fremantle
Official number:	95673
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	
Owner:	H.R. Willick
Crew:	5
Passengers:	
Deaths:	5
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8225
URL:	
Signage:	
Source:	HMC 36/2 <i>West Australian</i> , 1908/04/29, p. 7f-g <i>West Australian</i> , 1908/04/30, p. 5e-f <i>Northern Times</i> , May 2, 1908, page 2 <i>Northern Times</i> , May 9, 1908, page 2: account of search party onboard SS <i>Paroo</i> on May 4/5 <i>The Western Mail</i> , 1908/05/02, p. 16a-b Parsons, R., 1971, <i>Ships Registered at Fremantle Before 1900</i> . Cairns, L. & Henderson, G., 1995, <i>Unfinished Voyages Western Australian Shipwrecks 1881-1900</i> . University of Western Australia Press, Nedlands.
Protection notes:	
Inspected:	N

Vessel History

Gwinava was first registered as No. 11 of 1890 at Fremantle to Christopher Wookey of Cossack, Manager of the North West Australian Mercantile Co. on 1 October 1890. On May 12 1894 the vessel was sold to Filomena Rodriguez of Cossack, pearler. *Gwinava* was one of many vessels reported driven ashore in Flying Foam Passage/Cossack in the violent storm on 3 and 4 January 1894 (Cairns & Henderson

1995:222). *Gwinava* was wrecked in a hurricane off Broome on 27 April 1908. Certificate of Registry given up and the Registry closed 28 January 1909 (*British Register of Shipping*, Fremantle; Parsons 1971:47).

Iona

Wreck Details

Wreck	
Name:	<i>Iona</i>
Details:	Cyclone
Date wrecked:	26/04/1908
Year wrecked:	1908
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Broome area
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.750000
Latmin:	-17.000000
Lonmax:	123.000000
Lonmin:	121.666667
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.4500
Construction:	Wood
Type:	Lugger
Gross tonnage:	13.35
Net tonnage:	16.85
LOA(mtrs):	11.5700
Beam(mtrs):	3.4500
Engine:	N

Builder:	James Howson
Port built:	Fremantle
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	117819
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	
Owner:	Robison & Norman
Crew:	6
Passengers:	
Deaths:	3
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8277
URL:	
Signage:	
Source:	HMC 151/3 <i>West Australian</i> , 1908/04/29, p. 7f-g <i>West Australian</i> , 1908/04/30, p. 5e-f <i>Northern Times</i> , May 2, 1908, page 2 <i>Northern Times</i> , May 9, 1908, page 2: account of search party onboard SS <i>Paroo</i> on May 4/5 <i>The Western Mail</i> , 1908/05/02, p. 16a-
Protection notes:	
Inspected:	N

Vessel History

Built at Fremantle, *Iona* was first registered to Joseph Fowlie & Alexander McLachlan of Fremantle, pearlers, joint owners on 13 July 1903. It was sold on 12 November 1903 to Alexander McLachlan of Fremantle, pearler and mortgaged to Robison &

Norman Ltd of Broome, pearlers, 5 December 1904 (*British Register of Shipping*, Fremantle).

Jessie

Wreck details

Wreck	
Name:	<i>Jessie</i>
Details:	Cyclone
Date wrecked:	26/04/1908
Year wrecked:	1908
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Broome area
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.750000
Latmin:	-17.000000
Lonmax:	123.000000
Lonmin:	121.666667
GPS	
coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	Wood
Type:	Lugger
Gross tonnage:	
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	William Chamberlain (?)

Port built:	Fremantle
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	
Official number:	
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	Diver in Charge
Owner:	H.D. Norman
Crew:	6
Passengers:	
Deaths:	4
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8298
URL:	
Signage:	
Source:	<i>West Australian</i> , 1908/04/29, p. 7f-g <i>West Australian</i> , 1908/04/30, p. 5e-f <i>Northern Times</i> , May 2, 1908, page 2 <i>Northern Times</i> , May 9, 1908, page 2: account of search party onboard SS <i>Paroo</i> on May 4/5 <i>The Western Mail</i> , 1908/05/02, p. 16a-b Harbour
Protection notes:	
Inspected:	N

Katsuyama

Wreck Details

Wreck	
Name:	<i>Katsuyama</i>

Details:	Cyclone
Date wrecked:	26/04/1908
Year wrecked:	1908
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Broome area
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.750000
Latmin:	-17.000000
Lonmax:	123.000000
Lonmin:	121.666667
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	
Type:	Lugger
Gross tonnage:	
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	
Port built:	
State built:	
Country built:	
Date built:	
Port registered:	
Official number:	
Registered number:	

Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	Diver in Charge
Owner:	H.D. Norman
Crew:	6
Passengers:	
Deaths:	3
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8339
URL:	
Signage:	
Source:	<i>West Australian</i> , 1908/04/29, p. 7f-g <i>West Australian</i> , 1908/04/30, p. 5e-f <i>Northern Times</i> , May 2, 1908, page 2 <i>Northern Times</i> , May 9, 1908, page 2: account of search party onboard SS <i>Paroo</i> on May 4/5 <i>The Western Mail</i> , 1908/05/02, p. 16a-b Harbour Register of Wrecks and Casualties, WA
Protection notes:	
Inspected:	N

Laura

Wreck Details

Wreck	
Name:	<i>Laura</i>
Details:	Hurricane
Date wrecked:	26/04/1908
Year wrecked:	1908
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	

Location	
Where wrecked:	Broome Area
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.750000
Latmin:	-17.000000
Lonmax:	123.000000
Lonmin:	121.666667
GPS	
coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	
Type:	Lugger
Gross tonnage:	
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	
Port built:	
State built:	
Country built:	
Date built:	
Port registered:	
Official number:	
Registered	
number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	

Owner:	Wilfred Hawkes
Crew:	5
Passengers:	
Deaths:	4
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8389
URL:	
Signage:	
Source:	<i>West Australian</i> , 1908/04/29, p. 7f-g <i>West Australian</i> , 1908/04/30, p. 5e-f <i>Northern Times</i> , May 2, 1908, page 2 <i>Northern Times</i> , May 9, 1908, page 2: account of search party onboard SS <i>Paroo</i> on May 4/5 <i>The Western Mail</i> , 1908/05/02, p. 16a-b Harbour
Protection notes:	
Inspected:	N

Lilla

Wreck details

Wreck	
Name:	<i>Lilla</i>
Details:	Cyclone
Date wrecked:	26/04/1908
Year wrecked:	1908
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Broome area
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.750000

Latmin:	-17.000000
Lonmax:	123.000000
Lonmin:	121.666667
GPS	
coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	Wood
Type:	Lugger
Gross tonnage:	
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	A.E. Brown
Port built:	Fremantle
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	
Official number:	
Registered	
number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	
Owner:	
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger	
deaths:	

Other information	
Wreck Id:	8408
URL:	
Signage:	
Source:	<i>West Australian</i> , 1908/04/29, p. 7f-g <i>West Australian</i> , 1908/04/30, p. 5e-f <i>Northern Times</i> , May 2, 1908, page 2 <i>Northern Times</i> , May 9, 1908, page 2: account of search party onboard SS <i>Paroo</i> on May 4/5 <i>The Western Mail</i> , 1908/05/02, p. 16a-b Harbour
Protection notes:	
Inspected:	N

Lillian

Wreck Details

Wreck	
Name:	<i>Lillian</i>
Details:	
Date wrecked:	26/04/1908
Year wrecked:	1908
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Broome area
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.750000
Latmin:	-17.000000
Lonmax:	123.000000
Lonmin:	121.666667
GPS	
coordinates:	
Water depth:	
Vessel	

Draft(mtrs):	
Construction:	
Type:	Lugger
Gross tonnage:	
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	
Port built:	
State built:	
Country built:	
Date built:	
Port registered:	
Official number:	
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	
Owner:	
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8409
URL:	
Signage:	
Source:	UEC Journal 4/1971 West Australian, 1908/04/29, p. 7f-g West Australian, 1908/04/30, p. 5e-f Northern Times, May 2, 1908, page 2 Northern Times, May 9, 1908, page 2: account of search party

onboard SS <i>Paroo</i> on May 4/5 <i>The Western Mail</i> , 1908/05/02	
Protection notes:	
Inspected:	N

Vessel History

Probably B75 owned by Newman & Goldstein, last recorded registered 1908, licence number 1675 (WAM Maritime History Vessel Database)

Images



MA 1828/04a Lillian. A diver surfacing on board pearly lugger Lillian. Image Source: unknown, WAM.

Mabel

Wreck Details

Wreck	
Name:	<i>Mabel</i>
Details:	Cyclone
Date wrecked:	26/04/1908
Year wrecked:	1908
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>

Status:	Wrecked
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Broome area
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.750000
Latmin:	-17.000000
Lonmax:	123.000000
Lonmin:	121.666667
GPS	
coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	Wood
Type:	Lugger
Gross tonnage:	
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	
Port built:	
State built:	
Country built:	
Date built:	
Port registered:	
Official number:	
Registered	
number:	
Home port:	
Home country:	
Cargo:	

Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	A. Anderson, W. Manley (crew)
Owner:	
Crew:	
Passengers:	
Deaths:	None
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8437
URL:	
Signage:	
Source:	<i>West Australian</i> , 1908/04/29, p. 7f-g <i>West Australian</i> , 1908/04/30, p. 5e-f <i>Northern Times</i> , May 2, 1908, page 2 <i>Northern Times</i> , May 9, 1908, page 2: account of search party onboard <i>SS Paroo</i> on May 4/5 <i>The Western Mail</i> , 1908/05/02, p. 16a-b
Protection notes:	
Inspected:	N

Mena

Wreck details

Wreck	
Name:	<i>Mena</i>
Details:	During cyclone
Date wrecked:	27/04/1908
Year wrecked:	1908
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Off Broome
Found:	N

Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.750000
Latmin:	-17.000000
Lonmax:	123.000000
Lonmin:	121.666667
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.2000
Construction:	Wood
Type:	Lugger
Gross tonnage:	11
Net tonnage:	11
LOA(mtrs):	10.6700
Beam(mtrs):	3.3500
Engine:	N
Builder:	C.N. Murphy
Port built:	Broome
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	114494
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	
Owner:	Mark Rubin
Crew:	
Passengers:	

Deaths:	6
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8510
URL:	
Signage:	
Source:	McKenna Collection 682, Western Australian Museum <i>British Register of Shipping</i> , Fremantle
Protection notes:	
Inspected:	N

Vessel History

Built at Broome, *Mena* was first registered to Cecil N. Murphy of Broome, master mariner, on 9 March 1903. On 28 October 1903 it was sold to C. N. Murphy & Co of London & Broome, merchants and again on 27 May 1904 to C. N. Murphy of Broome, merchant & J. E. Louton of Matlock Bath, England, cotton manufacturer. Its final transfer of ownership was to Mark Rubin of Broome, pearler on 12 August 1907. This vessel was wrecked in a hurricane off Broome on 27 April 1908 (*British Register of Shipping*, Fremantle).

Minnie

Wreck details

Wreck	
Name:	<i>Minnie</i>
Details:	Cyclone
Date wrecked:	26/04/1908
Year wrecked:	1908
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Broome area
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	

Latmax:	-18.750000
Latmin:	-17.000000
Lonmax:	123.000000
Lonmin:	121.666667
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.5500
Construction:	Wood carvel
Type:	Lugger
Gross tonnage:	11
Net tonnage:	
LOA(mtrs):	10.6700
Beam(mtrs):	3.1500
Engine:	N
Builder:	Charles Walker, Fremantle
Port built:	Fremantle
State built:	
Country built:	AUSTRALIA
Date built:	1890
Port registered:	Fremantle
Official number:	102238
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	
Owner:	Godfrey Ellard Maud Hemsworth, Broome
Crew:	6
Passengers:	
Deaths:	5
Crew deaths:	
Passenger	

deaths:	
Other information	
Wreck Id:	8524
URL:	
Signage:	
Source:	HMC 34/3 <i>West Australian</i> , 1908/04/29, p. 7f-g <i>West Australian</i> , 1908/04/30, p. 5e-f <i>Northern Times</i> , May 2, 1908, page 2 <i>Northern Times</i> , May 9, 1908, page 2: account of search party onboard SS <i>Paroo</i> on May 4/5 <i>The Western Mail</i> , 1908/05/02, p. 16a-b <i>Inquirer</i> , 7 August 1889, p. 5f. <i>West Australian</i> , 8 August 1889, p. 2g. <i>West Australian</i> , 7 August 1889, p. 3c Cairns, L. & Henderson, G., 1995, <i>Unfinished Voyages Western Australian Shipwrecks 1881-1900</i> . University of Western Australia Press Nedlands.
Protection notes:	
Inspected:	N

Vessel History

The *Minnie* was built at Fremantle by Charles Walker (*West Australian*, 7 August 1889, p. 3c) and first registered at Fremantle to Godfrey Ellard Hemsworth of Broome, pearler. *Minnie* had one stranding incident, prior to its final loss. James Lilly received a telegram from the Adelaide Steamship Company's agent at Cossack on 6 August 1889, notifying him that the SS *Flinders* had been detained in Barrow Passage, assisting the lugger *Minnie*, ashore on the Barrow Island Shoal (*Inquirer*, 7 August 1889, p. 5f). The lugger, owned by Captain Riddell, who was on board *Flinders* at the time, was not damaged and was expected to be floated by the next tide (*West Australian*, 8 August 1889, p. 2g; Cairns & Henderson 1995:146).

The *Minnie* was wrecked in a cyclone off Broome on the 27 April 1908 with the loss of five lives.

Phyllis

Wreck Details

Wreck	
Name:	<i>Phyllis</i>
Details:	Cyclone
Date wrecked:	26/04/1908
Year wrecked:	1908
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	Sank at anchor

To port:	
Comments:	
Location	
Where wrecked:	At Cardwell?
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.750000
Latmin:	-17.000000
Lonmax:	123.000000
Lonmin:	121.666667
GPS	
coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.4500
Construction:	Wood
Type:	Lugger
Gross tonnage:	12.67
Net tonnage:	15.92
LOA(mtrs):	10.9500
Beam(mtrs):	3.4000
Engine:	N
Builder:	W. Murray
Port built:	Fremantle
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	118512
Registered	
number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling

Crew - passengers	
Master:	R.E. Bordwell
Owner:	Victorian Shelling Co., Broome
Crew:	8
Passengers:	
Deaths:	3
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8648
URL:	
Signage:	
Source:	<i>West Australian</i> , 1908/04/29, p. 7f-g <i>West Australian</i> , 1908/04/30, p. 5e-f <i>Northern Times</i> , May 2, 1908, page 2 <i>Northern Times</i> , May 9, 1908, page 2: account of search party onboard SS <i>Paroo</i> on May 4/5 <i>The Western Mail</i> , 1908/05/02, p. 16a-b HMC 149/
Protection notes:	
Inspected:	N

Polly

Wreck Details

Wreck	
Name:	<i>Polly</i>
Details:	Wrecked cyclone
Date wrecked:	26/04/1908
Year wrecked:	1908
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Broome area
Found:	N
Region:	North West (Broome Area)
State:	Western Australia

Jurisdiction:	
Latmax:	-18.750000
Latmin:	-17.000000
Lonmax:	123.000000
Lonmin:	121.666667
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	
Type:	Lugger
Gross tonnage:	9
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	
Port built:	
State built:	
Country built:	
Date built:	
Port registered:	
Official number:	93549
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	Diver in charge
Owner:	Robinson & Norman Ltd, Broome
Crew:	3
Passengers:	
Deaths:	3
Crew deaths:	
Passenger deaths:	

Other information	
Wreck Id:	8660
URL:	
Signage:	
Source:	<i>West Australian</i> , 1908/04/29, p. 7f-g <i>West Australian</i> , 1908/04/30, p. 5e-f <i>Northern Times</i> , May 2, 1908, page 2 <i>Northern Times</i> , May 9, 1908, page 2: account of search party onboard SS <i>Paroo</i> on May 4/5 <i>The Western Mail</i> , 1908/05/02, p. 16a-b
Protection notes:	
Inspected:	N

Vessel History

First registered as *Polly* on 5 April 1887 in Sydney, No. 18 in 1887, to William Robison of Sussex St, Sydney, NSW. The vessel is sold on 15 April 1898 to Hugh Davis Norman, pearl fisher, and John William Boyd Robison, Engineer, both of Sydney, NSW, joint owners. Lost during a hurricane near Broome WA during April 1908. Register closed 18/2/1909. Pearling registration B34, named spelled '*Pollie*' in Broome pearling register. Went on expedition with six other luggers and schooner *Mist* to Thursday Island to recruit divers then to King Sound WA to establish pearling business in 1887 (*Register of British Ships*, Sydney; WAM Maritime History Vessel Database).

Ray

Wreck Details

Wreck	
Name:	<i>Ray</i>
Details:	Cyclone
Date wrecked:	26/04/1908
Year wrecked:	1908
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Broome area
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	

Latmax:	-18.750000
Latmin:	-17.000000
Lonmax:	123.000000
Lonmin:	121.666667
GPS	
coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	
Type:	Lugger
Gross tonnage:	
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	
Port built:	
State built:	
Country built:	
Date built:	
Port registered:	
Official number:	
Registered	
number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	
Owner:	Mark Rubin
Crew:	6
Passengers:	
Deaths:	4
Crew deaths:	
Passenger	

deaths:	
Other information	
Wreck Id:	8687
URL:	
Signage:	
Source:	<i>West Australian</i> , 1908/04/29, p. 7f-g <i>West Australian</i> , 1908/04/30, p. 5e-f <i>Northern Times</i> , May 2, 1908, page 2 <i>Northern Times</i> , May 9, 1908, page 2: account of search party onboard <i>SS Paroo</i> on May 4/5 <i>The Western Mail</i> , 1908/05/02, p. 16a-b Harbour
Protection notes:	
Inspected:	N

Rose

Wreck Details

Wreck	
Name:	<i>Rose</i>
Details:	Cyclone
Date wrecked:	27/04/1908
Year wrecked:	1908
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Off Broome
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.750000
Latmin:	-17.000000
Lonmax:	123.000000
Lonmin:	121.666667
GPS coordinates:	
Water depth:	
Vessel	

Draft(mtrs):	1.4200
Construction:	Wood
Type:	Lugger
Gross tonnage:	12.17
Net tonnage:	14.17
LOA(mtrs):	11.2800
Beam(mtrs):	3.2000
Engine:	N
Builder:	C. Walker
Port built:	Fremantle
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	11845
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	
Owner:	Mark Rubin
Crew:	
Passengers:	
Deaths:	6
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8716
URL:	
Signage:	
Source:	West Australian, 1908/04/29, p. 7f-g West Australian, 1908/04/30, p. 5e-f Northern Times, May 2, 1908, page 2 <i>Northern Times</i> , May 9, 1908, page 2: account of search party onboard SS <i>Paroo</i> on May 4/5

Protection notes:

Inspected: N

Vessel History

Built at Fremantle, *Rose* was first registered on 11 November 1903 to Alexander Birnie of Broome, pearler. It was sold to C. N. Murphy & Co of London & Broome, merchants on 23 March 1904 and then again to C. N. Murphy of Broome, merchant & J. E. Louton of Matlock Bath, England, cotton manufacturer on 27 May 1904. The final transfer in the Registry was to Mark Rubin of Broome, pearler. This vessel was wrecked in a hurricane off Broome on 27 April 1908 (*British Register of Shipping*, Fremantle).

Ruby

Wreck Details

Wreck	
Name:	<i>Ruby</i>
Details:	Cyclone
Date wrecked:	26/04/1908
Year wrecked:	1908
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Broome area
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.750000
Latmin:	-17.000000
Lonmax:	123.000000
Lonmin:	121.666667
GPS	
coordinates:	
Water depth:	
Vessel	

Draft(mtrs):	1.3000
Construction:	Carvel
Type:	Lugger
Gross tonnage:	9.62
Net tonnage:	9.3
LOA(mtrs):	10.3300
Beam(mtrs):	3.0400
Engine:	N
Builder:	Unknown
Port built:	Sydney, North Shore, Berry's Bay
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	83721
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	
Owner:	Charles Pilliet
Crew:	6
Passengers:	
Deaths:	6
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8734
URL:	
Signage:	
Source:	HMC 132/2, 60/2, 11/2 <i>West Australian</i> , 1908/04/29, p. 7f-g <i>West Australian</i> , 1908/04/30, p. 5e-f <i>Northern Times</i> , May 2, 1908, page 2 <i>Northern Times</i> , May 9, 1908, page 2: account of search party

onboard SS *Paroo* on May 4/5 The Western Mail 1908/05
 Cairns, L. & Henderson, G., 1995, *Unfinished Voyages Western Australian Shipwrecks 1881-1900*. University of Western Australia Press, Nedlands.
 Parsons, R. 1971 *Ships Registered at Fremantle Before 1900*.

Protection notes:

Inspected: N

Vessel History

Built at Berry's Bay, North Sydney, in 1882, *Ruby* was first registered as No. 113 of 1882 at Sydney. The vessel was transferred to Fremantle and reregistered as No. 3 of 1887 at Fremantle to Charles McAlister of Croydon St, Petersham, Nr Sydney, fishing proprietor on 22 March, 1887,

On 22 March 1887, *Ruby* was sold to Matthew Price of Fremantle, pearler & Francis R. Hassell of ?, pearler. On 4 March 1889, the vessel was sold by the Sheriff by order of the Supreme Court of WA to Matthew Price of Fremantle, pearler, Edward Newman of Fremantle and Henry Smith of Fremantle. On 21 March that same year all shares were transferred to Matthew Price of Fremantle, pearler. On 5 November 1889, it was sold to Richard Henry Mugford of Fremantle, pearler & Charles Frederick Presswell of Fremantle, pearler. When RH Mugford died intestate, probate was granted to West Australian Trustee Executor & Agency Co Ltd of Perth and Charles Frederick Presswell of Fremantle, pearler. Presswell then sold to Frank Biddles of Broome, pearler on 3 November 1896.

The lugger was lost in the cyclone of 25 February 1893 which struck the pearling fleet at Exmouth Gulf. The vessel was salvaged along with a number of other luggers, including *Emerald* (Official Number 101498) (Cairns & Henderson 1995:208). *Ruby* was sold to Nathan Goldstein of Broome, pearler, on 21 January 1903. The vessel wrecked in a cyclone off Broome on 27 April 1908. Certificate cancelled & Register closed 21/1/1909 (*British Register of Shipping*, Fremantle).

Sayonora

Wreck Details

Wreck	
Name:	<i>Sayonora</i>
Details:	During cyclone
Date wrecked:	1908/04/26 (1909/12/08 acc. to RD and R. McKenna)
Year wrecked:	1908
Protected:	Not protected
Status:	Wrecked
From port:	
To port:	
Comments:	
Location	

Where wrecked:	Broome area
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.750000
Latmin:	-17.000000
Lonmax:	123.000000
Lonmin:	121.666667
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	0.9300
Construction:	Wood
Type:	Lugger
Gross tonnage:	12.19
Net tonnage:	14.69
LOA(mtrs):	10.9300
Beam(mtrs):	3.4900
Engine:	N
Builder:	William A. Chamberlain
Port built:	Fremantle
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	117784
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	
Owner:	Donald Sutherland
Crew:	7

Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8758
URL:	
Signage:	
Source:	HMC 114/3 <i>West Australian</i> , 1908/04/29, p. 7f-g <i>West Australian</i> , 1908/04/30, p. 5e-f <i>Northern Times</i> , May 2, 1908, page 2 <i>Northern Times</i> , May 9, 1908, page 2: account of search party onboard SS <i>Paroo</i> on May 4/5 <i>The Western Mail</i> , 1908/05/02, p. 16a- <i>British Register of Shipping</i> , Fremantle
Protection notes:	
Inspected:	N

Vessel History

Built at Fremantle, *Sayonara* was first registered to Donald Sutherland of Broome, pearler, on 28 January 1903. This vessel was wrecked in a hurricane off the north west coast of this state on 8 December 1908 (*British Register of Shipping*, Fremantle).

Sylvia

Wreck Details

Wreck	
Name:	<i>Sylvia</i>
Details:	Cyclone
Date wrecked:	26/04/1908
Year wrecked:	1908
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Broome area
Found:	N
Region:	North West (Broome Area)
State:	Western Australia

Jurisdiction:	
Latmax:	-18.750000
Latmin:	-17.000000
Lonmax:	123.000000
Lonmin:	121.666667
GPS	
coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	0.9100
Construction:	Wood
Type:	Lugger
Gross tonnage:	11.15
Net tonnage:	
LOA(mtrs):	10.6400
Beam(mtrs):	3.0400
Engine:	N
Builder:	
Port built:	Fremantle
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	101623
Registered	
number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	J. Harvey
Owner:	George Moss (Acc. to R. McKenna: G.E. Hemsworth, Cossack)
Crew:	6
Passengers:	
Deaths:	6
Crew deaths:	

Passenger deaths:	
Other information	
Wreck Id:	8863
URL:	
Signage:	
Source:	HMC 98/2 <i>West Australian</i> , 1908/04/29, p. 7f-g <i>West Australian</i> , 1908/04/30, p. 5e-f <i>Northern Times</i> , May 2, 1908, page 2 <i>Northern Times</i> , May 9, 1908, page 2: account of search party onboard SS <i>Paroo</i> on May 4/5 <i>The Western Mail</i> , 1908/05/02, p. 16a-b
Protection notes:	
Inspected:	N

Tess

Wreck Details

Wreck	
Name:	<i>Tess</i>
Details:	Cyclone
Date wrecked:	26/04/1908
Year wrecked:	1908
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Off Broome
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.750000
Latmin:	-17.000000
Lonmax:	123.000000
Lonmin:	121.666667
GPS coordinates:	

Water depth:	
Vessel	
Draft(mtrs):	0.9100
Construction:	Wood
Type:	Lugger
Gross tonnage:	12.46
Net tonnage:	15.92
LOA(mtrs):	11.5000
Beam(mtrs):	3.4000
Engine:	N
Builder:	E. Howson
Port built:	Fremantle
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	117806
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	J. Barnes & Arthur Male
Owner:	Francis & Wallace
Crew:	6
Passengers:	
Deaths:	5
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8877
URL:	
Signage:	
Source:	HMC 137/3 <i>West Australian</i> , 1908/04/29, p. 7f-g

<i>West Australian</i> , 1908/04/30, p. 5e-f <i>Northern Times</i> , May 2, 1908, page 2 <i>Northern Times</i> , May 9, 1908, page 2: account of search party onboard SS <i>Paroo</i> on May 4/5 <i>The Western Mail</i> , 1908/05/02, p. 16a-	
Protection notes:	
Inspected:	N

Vessel History

Built at Fremantle, *Tess* was first registered to Arthur Male of Broome, merchant & John Barnes of Broome, pearler, joint owners, on 6 May 1903. This vessel was lost in a hurricane off Broome on 27 April 1908 (*British Register of Shipping*, Fremantle).

Violet

Wreck Details

Wreck	
Name:	<i>Violet</i>
Details:	Cyclone
Date wrecked:	26/04/1908
Year wrecked:	1908
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Broome area
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.750000
Latmin:	-17.000000
Lonmax:	123.000000
Lonmin:	121.666667
GPS	
coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	

Construction:	
Type:	Lugger
Gross tonnage:	
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	
Port built:	
State built:	
Country built:	
Date built:	
Port registered:	
Official number:	
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	D. Ferris
Owner:	
Crew:	6
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	9039
URL:	
Signage:	
Source:	<i>West Australian</i> , 1908/04/29, p. 7f-g <i>West Australian</i> , 1908/04/30, p. 5e-f <i>Northern Times</i> , May 2, 1908, page 2 <i>Northern Times</i> , May 9, 1908, page 2: account of search party onboard SS <i>Paroo</i> on May 4/5 <i>The Western Mail</i> , 1908/05/02, p. 16a-b Harbour

Protection notes:	
Inspected:	N

Zoe

Wreck Details

Wreck	
Name:	Zoe
Details:	Cyclone
Date wrecked:	26/04/1908
Year wrecked:	1908
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Broome area
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.750000
Latmin:	-17.000000
Lonmax:	123.000000
Lonmin:	121.666667
GPS	
coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	
Type:	Lugger
Gross tonnage:	
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	

Port built:	
State built:	
Country built:	
Date built:	
Port registered:	
Official number:	117800
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	
Owner:	Mark Rubin
Crew:	6
Passengers:	
Deaths:	2
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	9109
URL:	
Signage:	
Source:	<i>West Australian</i> , 1908/04/29, p. 7f-g <i>West Australian</i> , 1908/04/30, p. 5e-f <i>Northern Times</i> , May 2, 1908, page 2 <i>Northern Times</i> , May 9, 1908, page 2: account of search party onboard SS <i>Paroo</i> on May 4/5 <i>The Western Mail</i> , 1908/05/02, p. 16a-b Harbour
Protection notes:	
Inspected:	N

Vessel History

First registered as Zoe to Robert Watts Wigmore of Broome, pearler on 8 April 1903. Vessel was wrecked in a hurricane off Broome on 27 April 1908 (*British Register of Shipping*, Fremantle).

Images



MA1706/02 Pearling Luggers Broome foreshore, no date. Pearling luggers in lay-up, stern on to beach. Note distinctive elliptical transom stern on lugger on far right. This vessel may be Moa or similar luggers Mavie and Zoe built by Charles Walker in Fremantle in 1903, or La Mascotte. Battye Library.



MA 1706/03 Pearling Luggers Broome in lay-up amongst the mangroves, stern on to beach, Streeter's Jetty, c1912. Note hessian draped on hulls to prevent them drying out. Note distinctive elliptical transom stern on lugger on far right. This vessel may be Moa or similar luggers Mavie and Zoe built by Charles Walker in Fremantle in 1903. Battye Library.

Argo

Wreck Details

Wreck	
Name:	<i>Argo</i>
Details:	Cyclone
Date wrecked:	8/12/1908
Year wrecked:	1908
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Broome area
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.750000
Latmin:	-16.000000
Lonmax:	123.000000
Lonmin:	121.666667
GPS	
coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.2070
Construction:	Wood
Type:	Lugger
Gross tonnage:	12
Net tonnage:	
LOA(mtrs):	14.9800
Beam(mtrs):	4.3570
Engine:	N
Builder:	A.E. Brown
Port built:	Fremantle
State built:	
Country built:	AUSTRALIA

Date built:	
Port registered:	Fremantle
Official number:	114499
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	
Owner:	John Johnson, Broome
Crew:	6
Passengers:	
Deaths:	6
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	7735
URL:	
Signage:	
Source:	HMC 107/3 The Richard McKenna Memorial Collection, Western Australian Museum <i>British Register of Shipping</i> , Fremantle
Protection notes:	
Inspected:	N

Vessel History

Built at Fremantle, *Argo* was first registered to John Johnson and Harry Brett of Broome, pearlers, on 26 November 1902. It was transferred fully to John Johnson on 16 May 1906 after Harry Brett died. This vessel was wrecked in a hurricane off Broome on 8/12/1908 (*British Register of Shipping*, Fremantle).

Kelander Bux

Wreck Details

Wreck	
Name:	<i>Kelander Bux</i>

Details:	Cyclone
Date wrecked:	9/12/1908
Year wrecked:	1908
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Broome area
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.750000
Latmin:	-17.000000
Lonmax:	123.000000
Lonmin:	121.666667
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	
Type:	Lugger
Gross tonnage:	140
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	
Port built:	
State built:	
Country built:	
Date built:	
Port registered:	
Official number:	108096
Registered number:	

Home port:	
Home country:	
Cargo:	Pearl
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	Ancell C. Gregory
Owner:	Mark Rubin
Crew:	20
Passengers:	
Deaths:	11
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8348
URL:	
Signage:	
Source:	
Protection notes:	
Inspected:	N

Vessel History

The Lloyd's Register 1899-1900 lists this vessel as registered at Singapore and owned by Savena Pitchay (WAM Maritime History Vessel Database).

Vandura

Wreck details

Wreck	
Name:	<i>Vandura</i>
Details:	Cyclone
Date wrecked:	9/12/1908
Year wrecked:	1908
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	
Location	

Where wrecked:	Broome area, N/W
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.750000
Latmin:	-17.000000
Lonmax:	123.000000
Lonmin:	121.666667
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.4500
Construction:	Wood carvel
Type:	Lugger
Gross tonnage:	12.01
Net tonnage:	14.51
LOA(mtrs):	10.9800
Beam(mtrs):	3.4500
Engine:	N
Builder:	W.A. Chamberlain
Port built:	Fremantle
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	118528
Registered number:	No 66 of 1903 at Fremantle
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	
Owner:	D. Sutherland
Crew:	8

Passengers:	
Deaths:	8
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	9017
URL:	
Signage:	
Source:	HMC 174/3 McKenna Collection 682, Western Australian Museum <i>British Register of Shipping</i> , Fremantle
Protection notes:	
Inspected:	N

Vessel History

Built at Fremantle, *Vandura* was first registered to Donald Sutherland of Broome, pearler, on 11 September 1903. This vessel was wrecked in a hurricane off the NW coast of this State on the 9 Decemeber 1908 (*British Register of Shipping*, Fremantle).

Welcome

Wreck Details

Wreck	
Name:	<i>Welcome</i>
Details:	During cyclone
Date wrecked:	8/12/1908
Year wrecked:	1908
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Off Broome
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.750000

Latmin:	-16.000000
Lonmax:	123.000000
Lonmin:	121.666667
GPS	
coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	0.7900
Construction:	Wood
Type:	Lugger
Gross tonnage:	12.62
Net tonnage:	16.52
LOA(mtrs):	11.6700
Beam(mtrs):	3.6500
Engine:	N
Builder:	A.E. Brown
Port built:	Fremantle
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	117789
Registered	
number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	Thomas Clarke
Owner:	Thomas Clarke
Crew:	6
Passengers:	
Deaths:	6
Crew deaths:	
Passenger	
deaths:	

Other information	
Wreck Id:	9068
URL:	
Signage:	
Source:	HMC 115/3 McKenna Collection 682, Western Australian Museum <i>British Register of Shipping</i> , Fremantle
Protection notes:	
Inspected:	N

Vessel History

Built at Fremantle *Welcome* was first registered to Joseph John Eacott of Broome, pearler, on 29 January 1903. It was sold to Thomas Clarke of Broome, pearler, on 26 December 1906. This vessel was wrecked in a hurricane off Broome on 8 December 1908 (*British Register of Shipping*, Fremantle).

Lillie

Wreck Details

Wreck	
Name:	<i>Lillie</i>
Details:	During cyclone
Date wrecked:	09/12/1908
Year wrecked:	1908
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Broome area
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.750000
Latmin:	-10.000000
Lonmax:	123.000000
Lonmin:	121.666667
GPS coordinates:	

Water depth:	
Vessel	
Draft(mtrs):	0.9300
Construction:	Wood carvel
Type:	Lugger
Gross tonnage:	11.83
Net tonnage:	15.98
LOA(mtrs):	11.6400
Beam(mtrs):	3.7000
Engine:	N
Builder:	A.E. Brown
Port built:	Fremantle
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	114482
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	pearling
Crew - passengers	
Master:	Pearling vessel, no master
Owner:	Nathan Goldstein
Crew:	6
Passengers:	
Deaths:	6
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8411
URL:	
Signage:	
Source:	McKenna Collection 681, WA Maritime Museum <i>British Register of Shipping</i> , Fremantle

Protection notes:	
Inspected:	N

Vessel History

Built at Fremantle, *Lillie* was first registered to Frank Biddles of Broome, pearler, on 23 June 1902. It was sold to Nathan Goldstein of Broome, pearler, on 2 January 1903. This vessel was wrecked in a hurricane off the north west coast of the state on the 8th and 9th December 1908 (*British Register of Shipping*, Fremantle).

Leon

Wreck Details

Wreck	
Name:	<i>Leon</i>
Details:	Cyclone
Date wrecked:	10/12/1908
Year wrecked:	1908
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Broome area
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.750000
Latmin:	-17.000000
Lonmax:	123.000000
Lonmin:	121.666667
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	
Type:	Schooner
Gross tonnage:	

Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	
Port built:	
State built:	
Country built:	UNKNOWN
Date built:	
Port registered:	
Official number:	
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	
Industry type 2:	
Crew - passengers	
Master:	
Owner:	Newman & Co
Crew:	6
Passengers:	
Deaths:	5
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8400
URL:	
Signage:	
Source:	
Protection notes:	
Inspected:	N

Tasmanian

Wreck Details

Wreck	
Name:	<i>Tasmanian</i>

Details:	Cyclone
Date wrecked:	10/12/1908
Year wrecked:	1908
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	
From port:	
To port:	
Comments:	Came out of cyclone of April of the same year well
Location	
Where wrecked:	North West of Broome
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.750000
Latmin:	-17.000000
Lonmax:	123.000000
Lonmin:	121.666667
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	
Type:	Schooner
Gross tonnage:	
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	
Port built:	
State built:	
Country built:	
Date built:	
Port registered:	
Official number:	
Registered number:	

Home port:	
Home country:	
Cargo:	
Industry type:	
Industry type 2:	
Crew - passengers	
Master:	C. Stuart
Owner:	Newman & Co
Crew:	6
Passengers:	
Deaths:	6
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8872
URL:	
Signage:	
Source:	<i>West Australian</i> , 1908/05/04, p. 5g
Protection notes:	
Inspected:	N

Wild Wave

Wreck Details

Wreck	
Name:	<i>Wild Wave</i>
Details:	
Date wrecked:	1910
Year wrecked:	1910
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Foundered
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Roebuck Bay, Government Jetty
Found:	N
Region:	North West (Broome Area)

State:	Western Australia
Jurisdiction:	
Latmax:	-18.750000
Latmin:	-17.000000
Lonmax:	123.000000
Lonmin:	121.666667
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	
Type:	Schooner
Gross tonnage:	12.5
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	
Port built:	
State built:	
Country built:	
Date built:	
Port registered:	
Official number:	
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	
Industry type 2:	
Crew - passengers	
Master:	
Owner:	
Crew:	
Passengers:	
Deaths:	
Crew deaths:	

Passenger deaths:	
Other information	
Wreck Id:	9079
URL:	
Signage:	
Source:	
Protection notes:	
Inspected:	N

Flora

Wreck details

Wreck	
Name:	<i>Flora</i>
Details:	Cyclone
Date wrecked:	16/10/1910
Year wrecked:	1910
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Broome, entrance Roebuck Bay
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.050000
Latmin:	-18.000000
Lonmax:	122.216667
Lonmin:	122.166667
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	93.0000
Construction:	Wood
Type:	Lugger

Gross tonnage:	12.78
Net tonnage:	16.38
LOA(mtrs):	11.5900
Beam(mtrs):	3.7600
Engine:	N
Builder:	W. Murray
Port built:	Fremantle
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	117782
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	Diver in charge
Owner:	F.H. Biddles & R.H.S. Gaskin
Crew:	5
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8136
URL:	
Signage:	
Source:	HMC 112/3 McKenna Collection 682, Western Australian Museum <i>British Register of Shipping</i> , Fremantle
Protection notes:	
Inspected:	N

Vessel History

Built at Fremantle, *Flora* was first registered to Frank Biddles & R. H. S. Gaskin of Broome, pearlers, on 24 January 1903. It was sold to Frank Biddles of Broome, pearler, sole owner, 1 June 1904. This vessel was lost during a cyclone at Entrance

Point, Roebuck Bay, Broome WA on 16 Nov 1910 (*British Register of Shipping*, Fremantle).

Aloyisus

Wreck Details

Wreck	
Name:	<i>Aloyisus</i>
Details:	Cyclone
Date wrecked:	19/11/1910
Year wrecked:	1910
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Entrance Roebuck Bay
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.050000
Latmin:	-18.000000
Lonmax:	122.216667
Lonmin:	122.166667
GPS	
coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.5200
Construction:	Wood
Type:	Schooner
Gross tonnage:	12.4
Net tonnage:	14.7
LOA(mtrs):	11.4800
Beam(mtrs):	3.3700
Engine:	N
Builder:	Rose Gonzales, Broome

Port built:	Broome
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	125025
Registered number:	
Home port:	
Home country:	
Cargo:	Shell
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	J.J. Gonzales
Owner:	Rose Gonzales
Crew:	7
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	7696
URL:	
Signage:	
Source:	HMC 52/5 McKenna Collection 684, Western Australian Museum
Protection notes:	
Inspected:	N

Vessel History

Built at Broome, WA, *Aloyisus* (sic) was first registered as No. 19 of 1910 at Fremantle to Rose Gonzales of Broome, WA, married woman on 8 September 1910. This vessel was wrecked at the entrance to Roebuck Bay, Broome on 19 November 1910 and reported to Asst Secretary, Marine Dept, London on 28 April 1911 (*British Register of Shipping*, Fremantle).

Australia

Wreck Details

Wreck	
Name:	<i>Australia</i>
Details:	
Date wrecked:	19/11/1910
Year wrecked:	1910
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Broome, entrance Roebuck Bay
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.050000
Latmin:	-18.000000
Lonmax:	122.216667
Lonmin:	122.166667
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	
Type:	
Gross tonnage:	10
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	
Port built:	
State built:	
Country built:	
Date built:	

Port registered:
Official number:
Registered number:
Home port:
Home country:
Cargo:
Industry type:
Industry type 2:
Crew - passengers
Master: Diver in charge
Owner:
Crew: 6
Passengers:
Deaths: 6
Crew deaths:
Passenger deaths:
Other information
Wreck Id: 7748
URL:
Signage:
Source: Register of Ships Licensed for Pearling-Broome
Protection notes:
Inspected: N

Vessel History

The lugger was licensed to the Australian Pearling Syndicate as B428 in 1905; layed up during 1906 and licensed to Robison & Norman as B34 between 1908-1910 (*Register of Ships Licensed for Pearling-Broome*; WAM Maritime History Vessel Database).

Bacchus

Wreck Details

Wreck
Name: <i>Bacchus</i>
Details:
Date wrecked: 1910/04/19 or 11/19
Year wrecked: 1910

Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Beagle Bay
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-16.933333
Latmin:	-16.833333
Lonmax:	122.558333
Lonmin:	122.483333
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	
Type:	
Gross tonnage:	
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	
Port built:	
State built:	
Country built:	
Date built:	
Port registered:	
Official number:	
Registered number:	
Home port:	
Home country:	
Cargo:	

Industry type:	
Industry type 2:	
Crew - passengers	
Master:	Diver in charge
Owner:	A.C. Neall
Crew:	6
Passengers:	
Deaths:	2
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	7757
URL:	
Signage:	
Source:	
Protection notes:	
Inspected:	N

Bingie

Wreck details

Wreck	
Name:	<i>Bingie</i>
Details:	
Date wrecked:	19/11/1910
Year wrecked:	1910
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Broome, entrance to Roebuck Bay
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.050000

Latmin:	-18.000000
Lonmax:	122.216667
Lonmin:	122.166667
GPS	
coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.3
Construction:	Wooden
Type:	
Gross tonnage:	8.86
Net tonnage:	
LOA(mtrs):	11.5
Beam(mtrs):	3.3
Engine:	N
Builder:	Walter McFarlane Ford
Port built:	Berry's Bay, Sydney
State built:	NSW
Country built:	UNKNOWN
Date built:	1887
Port registered:	Sydney
Official number:	93548
Registered	
number:	
Home port:	
Home country:	
Cargo:	
Industry type:	
Industry type 2:	
Crew - passengers	
Master:	Diver in charge
Owner:	Robison & Norman Ltd.
Crew:	6
Passengers:	
Deaths:	1
Crew deaths:	
Passenger	
deaths:	

Other information	
Wreck Id:	7802
URL:	
Signage:	
Source:	<i>Register of British Ships, Sydney</i>
Protection notes:	
Inspected:	N

Vessel History

Bingie was first registered 5 April 1887 in Sydney, No. 17 in 1887, to William Robison of Sussex St, Sydney, NSW. Robison died on the 28 February 1894, in his 'Will' dated the 26th February 1894, appointed John William Boyd Robison, executor (in conjunction with Margaret Robison and Willia Mina Boyd Robison) probate granted in the Supreme Court of NSW on the 5th April 1894. The vessel sold 15 April 1898 to Hugh Davis Norman, pearl fisher, and John William Boyd Robison, Engineer, both of Sydney NSW, joint owners. *Bingie* was lost in a cyclone at the entrance to Roebuck Bay, Broome WA on 19 November 1910 and the Register closed 9 May 1911 (*Register of British Ships, Sydney*).

Blue Bell

Wreck details

Wreck	
Name:	<i>Blue Bell</i>
Details:	During cyclone
Date wrecked:	19/11/1910
Year wrecked:	1910
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Entrance to Roebuck Bay, Broome
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.050000
Latmin:	-18.000000
Lonmax:	122.216667

Lonmin:	122.166667
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	0.9800
Construction:	Wood
Type:	Lugger
Gross tonnage:	12.44
Net tonnage:	15.56
LOA(mtrs):	10.9800
Beam(mtrs):	3.6800
Engine:	N
Builder:	William A. Chamberlain
Port built:	Fremantle
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	102246
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	Diver in charge
Owner:	Robinson and Norman Ltd.
Crew:	6
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	7813
URL:	
Signage:	

Source:	52/3 McKenna Collection 681, Western Australian Museum <i>British Register of Shipping</i> , Fremantle
Protection notes:	
Inspected:	N

Vessel History

Built at Fremantle *Blue Bell* was first registered as No. 7 of 1901 at Fremantle to Sydney Capel Pigott & Henry Forster Shaw of Broome, pearlers, on 15 May 1901. It was subsequently sold to Henry Forster Shaw of Broome, pearler, on 22 January 1902 and then to Hugh Davis Norman of Broome, pearler, on 8 February 1905. The vessel wrecked in a cyclone at Entrance Point, Roebuck Bay, Broome, on 19 November 1910 with the Certificate given up and cancelled, and Registry closed 28 April 1911 (*British Register of Shipping*, Fremantle).

Crawley Belle

Wreck Details

Wreck	
Name:	<i>Crawley Belle</i>
Details:	Cyclone
Date wrecked:	19/11/1910
Year wrecked:	1913
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Broome area
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.750000
Latmin:	-17.000000
Lonmax:	123.000000
Lonmin:	121.666667
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	35.0000

Construction:	Wood
Type:	Launch
Gross tonnage:	4
Net tonnage:	5
LOA(mtrs):	302.0000
Beam(mtrs):	75.0000
Engine:	N
Builder:	
Port built:	Perth
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	120003
Registered number:	No 6 of 1906
Home port:	
Home country:	
Cargo:	
Industry type:	
Industry type 2:	
Crew - passengers	
Master:	
Owner:	Walter Derbyshire, Perth in 1909
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	7944
URL:	
Signage:	
Source:	Merchant Navy List 1909 <i>British Register of Shipping</i> , Fremantle
Protection notes:	
Inspected:	N

Vessel History

Built at Perth, WA, *Crawley Belle* was first registered as No. 6 of 1906 at Fremantle to Walter Derbyshire of Perth WA, Solicitor, on 25 April 1906. The vessel was lost in a cyclone on the North West coast on 19 November 1910 and advice was received from Captain Gregory, Harbour & Light Department, Broome WA and sub-collector, Broome (*British Register of Shipping*, Fremantle).

Doris

Wreck Details

Wreck	
Name:	<i>Doris</i>
Details:	Cyclone
Date wrecked:	19/11/1910
Year wrecked:	1910
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	
Location	
Where wrecked:	6 miles from Gartheaume Point Lighthouse
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-17.966667
Latmin:	-17.833333
Lonmax:	121.166667
Lonmin:	121.083333
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	0.9100
Construction:	Wood carvel
Type:	Lugger
Gross tonnage:	12.38
Net tonnage:	15.78
LOA(mtrs):	10.1000
Beam(mtrs):	3.6600

Engine:	N
Builder:	W. & L. Lawrence
Port built:	Fremantle
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	114491
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	pearling
Crew - passengers	
Master:	Diver in charge
Owner:	Harry Talboys
Crew:	7
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8003
URL:	
Signage:	
Source:	HMC 99/3 McKenna Collection 681, Western Australian Museum <i>British Register of Shipping</i> , Fremantle
Protection notes:	
Inspected:	N

Vessel History

Built at Perth, *Doris* was first registered to Harry Talboys of Fremantle, pearler, on 9 October 1902. This vessel was wrecked 6 miles from Gantheaume Lighthouse, Broome on 19 November 1910 (*British Register of Shipping*, Fremantle).

Exchange

Wreck Details

Wreck	
Name:	<i>Exchange</i>
Details:	Cyclone
Date wrecked:	19/11/1910
Year wrecked:	1910
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked above water
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Broome, entrance to Roebuck Bay
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.050000
Latmin:	-18.000000
Lonmax:	122.216667
Lonmin:	122.166667
GPS	
coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.4800
Construction:	Wood
Type:	Lugger
Gross tonnage:	12.32
Net tonnage:	14.65
LOA(mtrs):	11.2800
Beam(mtrs):	3.3700
Engine:	N
Builder:	A.E. Brown
Port built:	Fremantle
State built:	
Country built:	AUSTRALIA

Date built:	
Port registered:	Fremantle
Official number:	118522
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	J. Johnson
Owner:	J.M. Johnson
Crew:	
Passengers:	
Deaths:	0
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8109
URL:	
Signage:	
Source:	HMC 162/3 McKenna Collection 682, Western Australian Museum <i>British Register of Shipping</i> , Fremantle
Protection notes:	
Inspected:	N

Vessel History

Built at Fremantle, *Exchange* was first registered as No. 54 of 1903 at Fremantle to Joseph John Eacott of Broome, pearler, on 24 August 1903. The vessel was sold to Joseph Maddison Johnson of Broome, pearler, on 27 December 1906. This vessel was wrecked at the entrance to Roebuck Bay, Broome on 19 November 1910. The Certificate was cancelled and Register closed 28 April 1911.

Exchange was however, apparently salvaged and registered anew 14 January 1922 (See Book 6, Folio 94) as No. 1 of 1922 at Fremantle to Alice Margaret Blanche Capes of Broome, pearler. It was sold to Ancell Clement Gregory of Broome, pearler, on 9 July 1929 and the Register closed 19 August 1986 by virtue of Section 92 (4) of the Shipping Registration Act 1981 - no trace of vessel or owner found (*British Register of Shipping*, Fremantle).

Joan

Wreck Details

Wreck	
Name:	Joan
Details:	At Sea Anchorage, Roebuck Bay
Date wrecked:	19/11/1910
Year wrecked:	1910
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Foundered
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Broome, Roebuck Bay
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.133333
Latmin:	-17.983333
Lonmax:	122.350000
Lonmin:	122.200000
GPS	
coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	Wood
Type:	Schooner
Gross tonnage:	12.36
Net tonnage:	15.36
LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	Jeremiah Asquith & Co
Port built:	Guildford
State built:	
Country built:	AUSTRALIA

Date built:	
Port registered:	Fremantle
Official number:	118543
Registered number:	
Home port:	
Home country:	
Cargo:	M.O.P. Shell
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	H.E. Bardwell
Owner:	Stanley P. Pigott
Crew:	7
Passengers:	
Deaths:	2
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8304
URL:	
Signage:	
Source:	HMC 176/3 <i>Rod Dickson, They Kept This State Afloat.</i> McKenna Collection 682, Western Australian Museum
Protection notes:	
Inspected:	N

Vessel History

Built at Guildford by Jeremiah Asquith, *Joan* was first registered to Stanley P. Pigott of Broome, pearler, on 8 October 1908. This vessel foundered at Anchorage, Roebuck Bay, Broome, WA, and was totally lost on 19th December 1910 (*British Register of Shipping*, Fremantle).

There is also the possibility that this vessel may be the lugger *John* (Wreck ID 8306) which is also recorded as foundering at the entrance to Roebuck Bay in 1910 and has the same official number (WAM Maritime History Vessel Database).

Jupiter

Wreck details

Wreck	
Name:	<i>Jupiter</i>
Details:	Cyclone
Date wrecked:	19/11/1910
Year wrecked:	1910
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Foundered
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Off Broome
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.750000
Latmin:	-17.000000
Lonmax:	123.000000
Lonmin:	121.666667
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.5500
Construction:	Wood
Type:	Lugger
Gross tonnage:	13.12
Net tonnage:	17.24
LOA(mtrs):	11.7000
Beam(mtrs):	3.6000
Engine:	N
Builder:	A. Lynn
Port built:	Guildford
State built:	
Country built:	AUSTRALIA
Date built:	

Port registered:	
Official number:	117808
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	Diver in Charge
Owner:	Harry Talboys
Crew:	7
Passengers:	
Deaths:	6
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8326
URL:	
Signage:	
Source:	HMC 136/3 McKenna Collection 682, Western Australian Museum <i>British Register of Shipping</i> , Fremantle
Protection notes:	
Inspected:	N

Vessel History

Built at Guildford, WA, *Jupiter* was first registered to Walter Frank Croft of Perth on 6 May 1903. The vessel was sold to Harry Talboys of Broome, pearler, on 7 May 1910. *Jupiter* foundered at sea off Broome and was totally lost 19 November 1910 (*British Register of Shipping*, Fremantle).

Lucifer

Wreck Details

Wreck	
Name:	<i>Lucifer</i>
Details:	Cyclone
Date wrecked:	19/11/1910
Year wrecked:	1910

Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Broome area, Roebuck Bay
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.133333
Latmin:	-17.983333
Lonmax:	122.350000
Lonmin:	122.200000
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.5000
Construction:	Wood
Type:	Lugger
Gross tonnage:	13.48
Net tonnage:	15.98
LOA(mtrs):	11.7000
Beam(mtrs):	3.5500
Engine:	N
Builder:	A.E. Brown
Port built:	Fremantle
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	118991
Registered number:	
Home port:	
Home country:	
Cargo:	

Industry type:	Fishing
Industry type 2:	pearling
Crew - passengers	
Master:	J. Challem
Owner:	H.J. Stirling Taylor
Crew:	6
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8430
URL:	
Signage:	
Source:	HMC 13/4 Rod Dickson, <i>They Kept This State Afloat</i> . McKenna Collection 683, Western Australian Museum <i>British Register of Shipping</i> , Fremantle
Protection notes:	
Inspected:	N

Vessel History

Built at Fremantle as *Lucifer* was registered as No. 1 of 1904 at Fremantle to Stirling Taylor of Broome, pearler, on 8 January 1904. This vessel was wrecked in a cyclone at Roebuck Bay, Broome on 19 November 1910 (*British Register of Shipping*, Fremantle).

Maritana

Wreck Details

Wreck	
Name:	<i>Maritana</i>
Details:	Cyclone, Capsized
Date wrecked:	19/11/1910
Year wrecked:	1910
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	
Location	

Where wrecked:	In Roebuck Bay
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.133333
Latmin:	-17.983333
Lonmax:	122.350000
Lonmin:	122.200000
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	0.8100
Construction:	Wood
Type:	Lugger
Gross tonnage:	12.85
Net tonnage:	16.85
LOA(mtrs):	11.7000
Beam(mtrs):	3.7000
Engine:	N
Builder:	Edward Howson
Port built:	Fremantle
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	114483
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	
Owner:	F.A. Everett
Crew:	6

Passengers:	
Deaths:	3
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8464
URL:	
Signage:	
Source:	HMC 92/3 McKenna Collection 681, Western Australian Museum <i>British Register of Shipping</i> , Fremantle
Protection notes:	
Inspected:	N

Vessel History

Built at Fremantle, *Maritana* was first registered to Arthur Male of Broome, merchant & Alfred John Everett of Broome, pearler, on 25 July 1902. It was subsequently sold to Frederick Albert Everett of Broome, pearler, on 16 January 1908. This vessel was totally wrecked in Roebuck Bay, Broome on 19 November 1910 (*British Register of Shipping*, Fremantle).

Marjorie

Wreck Details

Wreck	
Name:	<i>Marjorie</i>
Details:	Cyclone
Date wrecked:	19/11/1910
Year wrecked:	1910
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Broome area, Roebuck Bay
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.133333

Latmin:	-17.983333
Lonmax:	122.350000
Lonmin:	122.200000
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.6200
Construction:	Wood
Type:	Lugger
Gross tonnage:	13.84
Net tonnage:	16.84
LOA(mtrs):	12.0000
Beam(mtrs):	3.0200
Engine:	N
Builder:	C. Walker
Port built:	East Fremantle
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	119017
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	A. Mulliner
Owner:	E.H. Hunter
Crew:	7
Passengers:	
Deaths:	7
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8466
URL:	

Signage:	
Source:	HMC 27/4 McKenna Collection 683, Western Australian Museum <i>British Register of Shipping</i> , Fremantle
Protection notes:	
Inspected:	N

Vessel History

Built at East Fremantle, WA, *Marjorie* was first registered as No. 15 of 1904 at Fremantle to William White of Fremantle, pearler, on 29 February 1904. The vessel sold to Joseph Pearl of Broome, pearler, on 6 September 1904; to Mark Rubin of Broome, pearler, on 11 November 1904; to (John Madden Archer & Gladys Pauline May Blackman trading as) Archer & Blackman of Broome on 23 December 1908; to Gladys Pauline May Blackman of Broome, married woman, on 14 September 1909; to Otto Walter Blackman of Broome, pearler, on 14 September 1909 and to Edmund Harold Hunter of Broome, pearler, on 8 April 1910. This vessel was lost in a cyclone in Roebuck Bay, Broome 19 November 1910 (*British Register of Shipping*, Fremantle).

Mars

Wreck Details

Wreck	
Name:	<i>Mars</i>
Details:	
Date wrecked:	19/11/1910
Year wrecked:	1910
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Broome, Roebuck Bay
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.050000
Latmin:	-18.000000
Lonmax:	122.216667
Lonmin:	122.166667

GPS
coordinates:
Water depth:
Vessel
Draft(mtrs):
Construction:
Type:
Gross tonnage: 7.6
Net tonnage:
LOA(mtrs):
Beam(mtrs):
Engine: N
Builder:
Port built:
State built:
Country built: UNKNOWN
Date built:
Port registered: Sydney
Official number: 89394
Registered number:
Home port:
Home country:
Cargo:
Industry type:
Industry type 2:
Crew - passengers
Master: Diver in charge
Owner: Robinson & Norman Ltd.
Crew: 6
Passengers:
Deaths: 1
Crew deaths:
Passenger deaths:
Other information
Wreck Id: 8470
URL:

Signage:	
Source:	<i>Register of British Ships, Sydney</i>
Protection notes:	
Inspected:	N

Vessel History

Mars was first registered 19 March 1886 in Sydney, No. 17 in 1886, to William Shand Findlay and Richard Burrige Baynes, merchants of Sydney NSW, joint owners. *Mars* went on expedition with six other luggers and the schooner *Mist* to Thursday Island to recruit divers then to King Sound, WA to establish pearling business in 1887. The vessel was sold 17 May 1889 to William Robison of Sussex St, Sydney NSW. After the death of Robison in 1894, *Mars* was sold on 15 April 1898 to Hugh Davis Norman, pearl fisher and John William Boyd Robison, engineer, both of Sydney NSW, joint owners. The vessel was lost in a cyclone at the entrance to Roebuck Bay, Broome WA on 19 November 1910 and the Register closed 9 May 1911. One of the vessel's pearling registrations was B36 (*Register of British Ships, Sydney, WAM Maritime History Vessel Database*).

Nautilus

Wreck Details

Wreck	
Name:	<i>Nautilus</i>
Details:	Cyclone
Date wrecked:	19/11/1910
Year wrecked:	1910
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Foundered
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Roebuck Bay, Broome
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.133333
Latmin:	-17.983333
Lonmax:	122.350000
Lonmin:	122.200000
GPS	

coordinates:
Water depth:
Vessel
Draft(mtrs): 1.1000
Construction: Wood
Type: Lugger
Gross tonnage: 12.47
Net tonnage: 15.47
LOA(mtrs): 11.2500
Beam(mtrs): 3.3500
Engine: N
Builder: T. Rowland Hill
Port built: Perth
State built:
Country built: AUSTRALIA
Date built:
Port registered: Fremantle
Official number: 118514
Registered number:
Home port:
Home country:
Cargo:
Industry type: Fishing
Industry type 2: Pearling
Crew - passengers
Master: C.V. Hawkes
Owner: Alexander Birnie, Peterhead, Scotland
Crew: 7
Passengers:
Deaths: 3
Crew deaths:
Passenger deaths:
Other information
Wreck Id: 8561
URL:
Signage:

Source:	HMC 153/3 <i>British Register of Shipping, Fremantle</i>
Protection notes:	
Inspected:	N

Vessel History

Built at Perth *Nautilus* was first registered to David Bell & George Loy of Broome, pearlers, on 20 July 1903. It was sold to Claude Victor Hawkes of Broome, pearler, on 15 December 1905 and to Alexander Birnie of Petershead, Scotland, gentleman, on 31 January 1907. This vessel was wrecked in a cyclone in Roebuck Bay, Broome on 19 November 1910 (*British Register of Shipping, Fremantle*).

Orion

Wreck Details

Wreck	
Name:	<i>Orion</i>
Details:	Cyclone
Date wrecked:	19/11/1910
Year wrecked:	1910
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Broome area
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.750000
Latmin:	-17.000000
Lonmax:	123.000000
Lonmin:	121.666667
GPS	
coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.2

Construction:	Carvel
Type:	Lugger
Gross tonnage:	8
Net tonnage:	
LOA(mtrs):	11.5
Beam(mtrs):	3.3
Engine:	N
Builder:	Walter McFarlane Ford
Port built:	Berry's Bay, Sydney
State built:	NSW
Country built:	Australia
Date built:	1886
Port registered:	
Official number:	89395
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	pearling
Crew - passengers	
Master:	Diver in charge
Owner:	Robinson & Norman Ltd, Broome
Crew:	3
Passengers:	
Deaths:	3
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8600
URL:	
Signage:	
Source:	WAM Maritime History Vessel Database <i>Register of British Ships, Sydney</i>
Protection notes:	
Inspected:	N

Vessel History

First registered 19 March 1886 in Sydney, No. 17 in 1886, to William Shand Findlay and Richard Burrige Baynes, merchants of Sydney NSW, joint owners, *Orion* was then mortgaged on 22 April 1887 to the Mercantile Bank of Sydney NSW (*Register of British Ships*, Sydney).

The lugger went on expedition with six other luggers and schooner *Mist* to Thursday Island to recruit divers, then to King Sound WA to establish pearling business in 1887 (WAM Maritime History Vessel Database).

It was sold 17 May 1889 to William Robison of Sussex St, Sydney NSW. A few years after the death of Robison in 1894, *Orion* was sold on 15 April 1898 to Hugh Davis Norman, pearl fisher, and John William Boyd Robison, Engineer, both of Sydney NSW, joint owners. The vessel was lost in a cyclone at the entrance to Roebuck Bay, Broome WA on 19 November 1910. Register closed 9/5/1911. Pearling registration B35, (WAM Maritime History Vessel Database).

Phoebe

Wreck Details

Wreck	
Name:	<i>Phoebe</i>
Details:	Cyclone
Date wrecked:	19/11/1910
Year wrecked:	1910
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked above water
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Cable Beach, Broome
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-17.916667
Latmin:	-17.833333
Lonmax:	122.200000
Lonmin:	121.083333
GPS coordinates:	
Water depth:	
Vessel	

Draft(mtrs):	1.5600
Construction:	Wood
Type:	Lugger
Gross tonnage:	13.72
Net tonnage:	17.22
LOA(mtrs):	11.7500
Beam(mtrs):	3.3700
Engine:	N
Builder:	
Port built:	Fremantle
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	118525
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	Diver in Charge
Owner:	Harry Talboys
Crew:	7
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8645
URL:	
Signage:	
Source:	HMC 165/3 McKenna Collection 682, Western Australian Museum
Protection notes:	
Inspected:	N

Vessel History

Built at Fremantle, *Phoebe* was first registered to Alfred Morris of Broome, pearler, on 31 August 1903. It was sold to Nellie Talboys of Broome, married woman, renamed *Gladys* on 24 January 1907. Talboys acquired part of Newman Goldstein's fleet, and returned vessel name to original *Phoebe* (making room for Goldstein's *Blackboy* to be renamed *Gladys* B305) (WAM Maritime History Vessel Database). This vessel was totally wrecked off Cable Beach, Broome, on 19 November 1910 (*British Register of Shipping*, Fremantle).

Rose

Wreck Details

Wreck	
Name:	<i>Rose</i>
Details:	
Date wrecked:	19/11/1910
Year wrecked:	1910
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Broome, Roebuck Bay
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.133333
Latmin:	-17.983333
Lonmax:	122.350000
Lonmin:	122.200000
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	
Type:	
Gross tonnage:	10
Net tonnage:	
LOA(mtrs):	

Beam(mtrs):	
Engine:	N
Builder:	
Port built:	
State built:	
Country built:	
Date built:	
Port registered:	
Official number:	
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	
Industry type 2:	
Crew - passengers	
Master:	
Owner:	
Crew:	
Passengers:	
Deaths:	1
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8718
URL:	
Signage:	
Source:	
Protection notes:	
Inspected:	N

Sirius

Wreck Details

Wreck	
Name:	<i>Sirius</i>
Details:	
Date wrecked:	19/11/1910

Year wrecked:	1910
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Broome, entrance to Roebuck Bay
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.050000
Latmin:	-18.000000
Lonmax:	122.216667
Lonmin:	122.166667
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	5.8
Construction:	Wooden
Type:	
Gross tonnage:	7.47
Net tonnage:	
LOA(mtrs):	11.2
Beam(mtrs):	1.8
Engine:	N
Builder:	William Langford
Port built:	Berry's Bay
State built:	
Country built:	Australia
Date built:	1886
Port registered:	
Official number:	89397
Registered number:	No 20 of 1886 at Sydney
Home port:	
Home country:	

Cargo:	
Industry type:	Fisheries
Industry type 2:	Pearling
Crew - passengers	
Master:	Diver in Charge
Owner:	Robinson and Norman Ltd.
Crew:	6
Passengers:	
Deaths:	1
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8802
URL:	
Signage:	
Source:	<i>Register of British Ships, Sydney</i>
Protection notes:	
Inspected:	N

Vessel History

Sirius was first registered 19 March 1886 in Sydney, No. 17 in 1886, to William Shand Findlay and Richard Burrige Baynes, merchants of Sydney NSW, joint owners. *Sirius* went on expedition with six other luggers and the schooner *Mist* to Thursday Island to recruit divers then to King Sound, WA to establish pearling business in 1887. The vessel was sold 17 May 1889 to William Robison of Sussex St, Sydney NSW. After the death of Robison in 1894, *Sirius* was sold on 15 April 1898 to Hugh Davis Norman, pearl fisher and John William Boyd Robison, engineer, both of Sydney NSW, joint owners. The vessel was lost in a cyclone at the entrance to Roebuck Bay, Broome WA on 19 November 1910 and the Register closed 9 May 1911. One of the vessel's pearling registrations was B36 (*Register of British Ships, Sydney, WAM Maritime History Vessel Database*).

Sybil

Wreck Details

Wreck	
Name:	<i>Sybil</i>
Details:	During cyclone
Date wrecked:	19/11/1910
Year wrecked:	1910
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Foundered

From port:	
To port:	
Comments:	
Location	
Where wrecked:	Broome area, Buccaneer Rock
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-17.950000
Latmin:	-17.950000
Lonmax:	122.233333
Lonmin:	122.233333
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	93.0000
Construction:	Wood
Type:	Lugger
Gross tonnage:	12.82
Net tonnage:	16.72
LOA(mtrs):	11.6000
Beam(mtrs):	3.8000
Engine:	N
Builder:	E. Howson
Port built:	Fremantle
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	117787
Registered number:	
Home port:	
Home country:	
Cargo:	Shell
Industry type:	Fishing
Industry type 2:	pearling

Crew - passengers	
Master:	Diver in charge
Owner:	Streeter & Co
Crew:	6
Passengers:	
Deaths:	12
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8861
URL:	
Signage:	
Source:	HMC 117/3 McKenna Collection 682, Western Australian Museum <i>British Register of Shipping</i> , Fremantle
Protection notes:	
Inspected:	N

Vessel History

Built at Fremantle, *Sybil* was first registered to Arthur Male of Broome, merchant & John Barnes of Broome, pearler, on 3 May, 1903. It was subsequently sold to George Skelton Streeter of Thorley, Herts., England, gentleman, on 3 June 1909. This vessel was wrecked in a cyclone at the entrance to Roebuck Bay, Broome on 19 November 1910 (*British Register of Shipping*, Fremantle).

Images



MA 1705/29 Wreck of the pearling lugger B96 Sybil at Buccaneer Rocks, Roebuck Bay, Broome after the cyclone of December 1910. Party of sightseers at the wreckage. Three women wearing bonnets sitting on bow, one gentleman on board, one standing barefoot beside the wreck on the beach. A small gunter rigged open sloop in background. B & W Print. Image Source: Battye Library.

Venus

Wreck Details

Wreck	
Name:	Venus
Details:	
Date wrecked:	19/11/1910
Year wrecked:	1910
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Foundered
From port:	
To port:	
Comments:	Co-ordinates 1' box
Location	
Where wrecked:	Off Entrance Point, entrance Pt. Broome
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.026667
Latmin:	-18.010000
Lonmax:	122.226667
Lonmin:	122.190000
GPS	
coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.5500
Construction:	Wood
Type:	Lugger
Gross tonnage:	13.49
Net tonnage:	17.24
LOA(mtrs):	11.1000
Beam(mtrs):	3.3500

Engine:	N
Builder:	A. Lynn
Port built:	Guildford
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	117818
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	D.H. Hatfield
Owner:	Pryor & Hatfield
Crew:	7
Passengers:	
Deaths:	1
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	9022
URL:	
Signage:	
Source:	HMC 144/3 McKenna Collection 684, Western Australian Museum <i>British Register of Shipping</i> , Fremantle
Protection notes:	
Inspected:	N

Vessel History

Built at Guildford, WA, *Venus* was first registered to Walter Frank Croft of Perth, pearler, on 18 June 1903. It was sold to Sydney John Pryor of Broome, pearler, on 19 April 1909. This vessel foundered off Entrance Point, Broome and was totally lost 19 November 1910 (*British Register of Shipping*, Fremantle).

Waratah

Wreck Details

Wreck	
Name:	Waratah
Details:	
Date wrecked:	19/11/1910
Year wrecked:	1910
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Off Cable Beach, Broome
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-17.916667
Latmin:	-17.833333
Lonmax:	122.200000
Lonmin:	121.083333
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	
Type:	Lugger
Gross tonnage:	
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	
Port built:	
State built:	
Country built:	
Date built:	

Port registered:	
Official number:	
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	A. Davis
Owner:	A. Davis
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	9059
URL:	
Signage:	
Source:	WA 12/3/1889; WA 13/3/1889: wrecked; 27/3/1889: found
Protection notes:	
Inspected:	N

Bernard

Wreck Details

Wreck	
Name:	<i>Bernard</i>
Details:	
Date wrecked:	31/01/1911
Year wrecked:	1911
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	
From port:	
To port:	
Comments:	
Location	

Where wrecked:	3.5 miles off Port Smith, near Broome
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.750000
Latmin:	-18.416666
Lonmax:	121.833333
Lonmin:	121.666667
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	
Type:	
Gross tonnage:	
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	
Port built:	
State built:	
Country built:	
Date built:	
Port registered:	
Official number:	
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	
Industry type 2:	
Crew - passengers	
Master:	S.K. Dean
Owner:	S.K. Dean
Crew:	8

Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	7784
URL:	
Signage:	
Source:	Register of Ships Licensed for Pearling-Broome
Protection notes:	
Inspected:	N

Vessel History

Bernard was initially licensed to Mark Rubin as B370 between 1905-1906. It was sold to Bransa Maidin in 1906 and licensed as B205. It was sold again in 1909 and licensed to Simon Dean (*Register of Ships Licensed for Pearling-Broome*, WAM Maritime History Vessel Database).

Constance

Wreck Details

Wreck	
Name:	<i>Constance</i>
Details:	Vessel stranded on a sandbank during a cyclone
Date wrecked:	19/03/1912
Year wrecked:	1912
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Port Smith, near Cape La Touche Treville
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.750000
Latmin:	-18.433333

Lonmax:	123.833333
Lonmin:	121.666667
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.8300
Construction:	Wood carvel
Type:	Lugger
Gross tonnage:	10
Net tonnage:	
LOA(mtrs):	10.8300
Beam(mtrs):	4.1000
Engine:	N
Builder:	
Port built:	Fremantle
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	95677
Registered number:	No 1 of 1891
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	E.H. Hunter
Owner:	E.H. Hunter
Crew:	7
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	7932
URL:	

Signage:	
Source:	128/2, 40/2 McKenna Collection 680, Western Australian Museum <i>British Register of Shipping</i> , Fremantle
Protection notes:	
Inspected:	N

Vessel History

Built at Fremantle in 1889, *Constance* was first registered as No. 1 of 1891 at Fremantle to Emile Sirie of Cossack, pearler, on 23 February 1891. It was sold to Alexander Birnie of Broome, pearler & Alexander Hamilton Wallace of Broome, pearler, on 30 December 1893; to Alexander Hamilton Wallace of Broome, pearler, on 18 September 1894; to Arthur Male of Broome, pearler & John Barnes of Broome, pearler, on 22 October 1903; to Mark Rubin of Broome, pearler, on 26 December 1906 and to Edmund Harold Hunter of Broome, pearler, on 18 December 1908. This ship stranded on a sandbank during a cyclone on 19 March 1912 at Port Smith, northwest Australia and subsequently became a total wreck. The Certificate was cancelled and Registry closed 13 May 1912 (*British Register of Shipping*, Fremantle).

Koombana

Wreck Details

Wreck	
Name:	<i>Koombana</i>
Details:	Cyclone
Date wrecked:	21/03/1912
Year wrecked:	1912
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	Port Hedland
To port:	Broome
Comments:	"The fate of the Koombana passes beyond human knowledge and remains a mystery of the sea" Co-ordinates 10' box
Location	
Where wrecked:	Port Hedland and Broome, Bedout Island
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-19.783333
Latmin:	-19.400000
Lonmax:	119.283333
Lonmin:	118.900000

GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	Iron
Type:	Steamship
Gross tonnage:	3668
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	Inverted T.E. 3000 HP
Builder:	Alex. Stephens & Sons, Glasgow
Port built:	Glasgow
State built:	
Country built:	UNITED KINGDOM
Date built:	
Port registered:	
Official number:	122725
Registered number:	
Home port:	
Home country:	
Cargo:	General
Industry type:	Transport
Industry type 2:	cargo - coastal
Crew - passengers	
Master:	Captain Thomas M. Allen
Owner:	Adelaide S.S. Co. Ltd.
Crew:	74
Passengers:	76
Deaths:	150 (all)
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8358
URL:	http://www.museum.wa.gov.au/mm/museum/march/shipwrecks/Wreckfinder/koombana.html
Signage:	

Source:	<i>West Australian</i> , 1912/03/13, p. 6a and further <i>West Australian</i> , 1912/03/23, p. 12h <i>West Australian</i> , 1912/03/25, p. 7d- <i>The Hedland Advocate</i> , 1912/04/06, p. 5a-c <i>The Northern Times</i> , 1912/04/06, p. 2f-g <i>West Australian</i> , 1912/04/01, p. d-g Harbour & Lights Department
Protection notes:	
Inspected:	N

Vessel History

On March 20th the smart steamer *Koombana*, with 138 passengers and crew, and only a small quantity of cargo left Port Hedland for Broome in a fresh north easterly, following S.S. *Bullarra* which was also engaged in the north west passenger and cargo trade. A couple of hours later when they altered courses a heavy north easterly gale was setting in as a cyclone swept the area. The *Bullarra* was badly damaged by the cyclone but was able to limp into Cossak. The *Koombana* was not seen again.

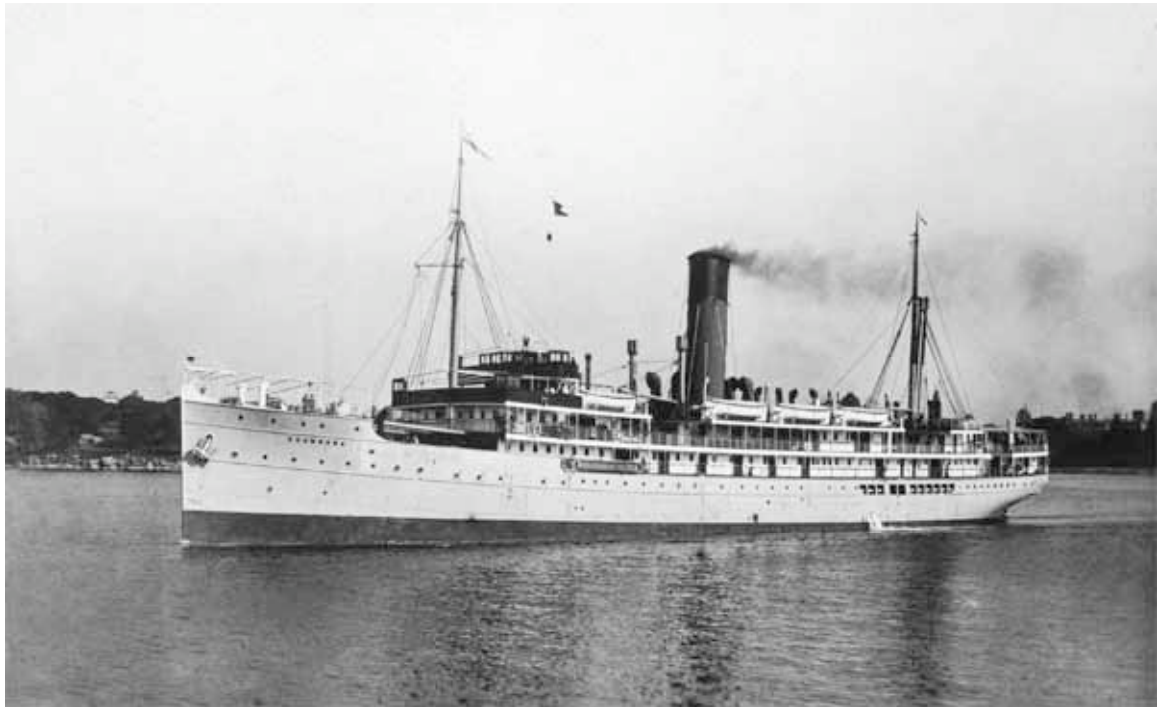
A search was soon organized but several vessels that steamed over the route she would have followed found no trace of her. More ships joined the search but by the end of the month hopes of finding her had faded. On April 3rd one of the search ships steamed through a quantity of wreckage about 25 nautical miles north of Bedout Island and the following day more was sighted and recovered.

Among the items identified was a lifeboat and state room door. Nothing further was retrieved although in 1973 the remains of what appeared to be a large vessel were located in deep water about 20 nautical miles off the Eighty Mile Beach. However, up to the beginning of 1994 nothing had been found.

Interest in the disappearance has been maintained by the story that Mr Abraham Davis, one of the passengers, was carrying a fortune in pearls. Just before he left for Broome he was believed to have purchased a quantity of pearls including the Roseate Pearl, then valued at twenty thousand pounds, a gem that has been linked to the violent deaths of several men.

There were also claims that the ghost of Mr Davis haunted the historic Bishop's Palace in Broome, his original home, before it was demolished in 1980. Built at Glasgow in 1908, the *Koombana* was a steel steamer of 3668 tons on dimensions of 340.1 x 48.2 x 20.8 feet. She was owned by the Adelaide Steam Ship Company and her master was Captain Allen (<http://www.museum.wa.gov.au/collections/maritime/march/shipwrecks/Wreckfinder/Koombana.htm>).

Images



MHK D3/0841 Koombana, portside view; land behind. B & W Print. Source: McKenna Collection, WAM.

MA 1814/08 *Koombana* with small vessel alongside. Source: Unknown.

MA 1819/16 *Koombana* underway close to land. B & W Print. Source: Unknown.

D3/0843 The *Koombana* aground in Shark's Bay, W.A.; portside view. "Western Eng.Co." B & W Print. Source: McKenna Collection, WAM.

MHK D3/0844 *Koombana*, portside view; flushing ballast water. B & W Print. Source: McKenna Collection, WAM.

MHK D3/0842 "S.S.*Koombana*, The Adelaide Steamship Co.Limited"; portside view; company flag in corner. Colour Postcard. Source: McKenna Collection, WAM.

MA 1781 Two clipper or fiddle bow pearling luggers luggers anchored, two others in distance; closest sail marked upside down "HCR"(?); motor boat moving between; flag-adorned ship behind; titled "Pearling Luggers At Broome". Steamer is the *Koombana* - possibly on her maiden voyage to Broome? Glass Negative. Source: Bourne Collection, WAM.

Daisy

Wreck Details

Wreck	
Name:	<i>Daisy</i>
Details:	Abandoned
Date wrecked:	1914
Year wrecked:	1914
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	

From port:	
To port:	
Comments:	
Location	
Where wrecked:	Broome Area
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.750000
Latmin:	-17.000000
Lonmax:	123.000000
Lonmin:	121.666667
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	
Type:	Lugger
Gross tonnage:	
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	
Port built:	
State built:	
Country built:	
Date built:	
Port registered:	
Official number:	
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling

Crew - passengers
Master:
Owner:
Crew:
Passengers:
Deaths:
Crew deaths:
Passenger deaths:
Other information
Wreck Id: 7964
URL:
Signage:
Source:
Protection notes:
Inspected: N

Mo'Lhennan

Wreck Details

Wreck
Name: <i>Mo'Lhennan</i>
Details:
Date wrecked: 1914/05/24
Year wrecked: 1914
Protected: Protected: <i>Historic Shipwrecks Act 1976</i>
Status: Wrecked
From port:
To port:
Comments:
Location
Where wrecked: Broome area, Mangrove Point
Found: N
Region: North West (Broome Area)
State: Western Australia
Jurisdiction:
Latmax: -17.966667
Latmin: -17.966667
Lonmax: 122.233333

Lonmin:	122.233333
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	
Type:	Lugger
Gross tonnage:	15
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	
Port built:	
State built:	
Country built:	
Date built:	
Port registered:	
Official number:	131625
Registered number:	
Home port:	
Home country:	
Cargo:	Pearl shell, 4.5 tons
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	Duncan Sinclair
Owner:	Duncan Sinclair
Crew:	8
Passengers:	
Deaths:	1
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8435
URL:	
Signage:	

Source:	<i>British Register of Shipping, Fremantle</i>
Protection notes:	
Inspected:	N

Vessel History

Built at East Fremantle, WA, *Mo'Lhennan* was registered as No. 3 of 1912 at Fremantle to Duncan Sinclair of Fremantle, Fisherman, on 17 February 1917. The Certificate was cancelled and Register closed 25 August 1914 after the owner reported the vessel foundered in a sudden squall with one life lost, 24 May 1914 (*British Register of Shipping, Fremantle*).

S.P.S. (Sree Pas Sair)

Wreck Details

Wreck	
Name:	<i>S.P.S. (Sree Pas Sair)</i>
Details:	Struck by heavy cock eyed bob vessel, capsized and total loss
Date wrecked:	14/12/1914
Year wrecked:	1914
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Broome area, Mangrove Point
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-17.966667
Latmin:	-17.966667
Lonmax:	122.233333
Lonmin:	122.233333
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.5200
Construction:	Wood carvel
Type:	Lugger

Gross tonnage:	17.95
Net tonnage:	25.95
LOA(mtrs):	13.5500
Beam(mtrs):	4.4300
Engine:	N
Builder:	I. Howson
Port built:	Fremantle
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	102248
Registered number:	
Home port:	
Home country:	
Cargo:	MOP Shell
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	Captain E. Curedale
Owner:	C. Alexander, Broome
Crew:	10
Passengers:	
Deaths:	0
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8741
URL:	
Signage:	
Source:	HMC 57/3 Harbour & Light File AN 16/5/ ACC 1066/ 1659/1914 BATT McKenna Collection 681, WA Maritime Museum British Register of Ships, Fremantle
Protection notes:	
Inspected:	N

Vessel History

Built at Fremantle, *S.P.S.* (named after the original *Sree Pas Sair*; Official No: 82632) was first registered to Arthur Male of Broome, merchant, on 19 September 1912. It

was sold to Paul Frederick Franck of Broome, pearler, on 19 September 1912 and then to Charles Alexander of Broome, pearler, on 14 July, 1914. The vessels was totally lost 4 am 15 December 1914 (*British Register of Ships*, Fremantle).

Eldorado

Wreck Details

Wreck	
Name:	<i>Eldorado</i>
Details:	Struck reef
Date wrecked:	18/12/1914
Year wrecked:	1914
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	Sank in 10 fathoms of water.
Location	
Where wrecked:	Port Smith
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.750000
Latmin:	-18.416667
Lonmax:	121.833333
Lonmin:	121.666667
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	Wood
Type:	Lugger
Gross tonnage:	12
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	

Port built:	
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	
Official number:	
Registered number:	
Home port:	
Home country:	
Cargo:	7.5 tons M.O.P.
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	Charles Alexander
Owner:	C. Alexander
Crew:	7
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8037
URL:	
Signage:	
Source:	Harbour & Light File AN 16/5/ ACC 1066/ 1661/1914 BATT
Protection notes:	
Inspected:	N

Moa

Wreck Details

Wreck	
Name:	<i>Moa</i>
Details:	Struck a sandbank
Date wrecked:	1/03/1915
Year wrecked:	1915
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Foundered

From port:	Broome
To port:	Port Smith
Comments:	
Location	
Where wrecked:	Broome jetty, Port Smith
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.750000
Latmin:	-18.416667
Lonmax:	121.833333
Lonmin:	121.666667
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	Wood
Type:	Lugger
Gross tonnage:	15
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	
Port built:	
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	
Official number:	
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	pearling

Crew - passengers	
Master:	
Owner:	J. Cockell
Crew:	4
Passengers:	
Deaths:	None
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8534
URL:	
Signage:	
Source:	Harbour & Light File AN 16/5/ ACC 1066/ 81/1915 BATT
Protection notes:	
Inspected:	N

Vessel History

Moa was licensed to W. A. Taylor as B295 from 1905-06; to A. C. Neall as B295 from 1907-12; and to James Cockell as B295/B280 from 1913-14 (WAM Maritime History Vessel Database).

Ivydale

Wreck Details

Wreck	
Name:	<i>Ivydale</i>
Details:	Cyclone, capsized
Date wrecked:	23/07/1916
Year wrecked:	1916
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Foundered
From port:	Wallal
To port:	Mangrove Point
Comments:	Lugger <i>Whynot</i> picked up one survivor. Also registered as B326
Location	
Where wrecked:	Broome area, Between Mangrove Point and Wallal
Found:	N
Region:	North West (Broome Area)
State:	Western Australia

Jurisdiction:	
Latmax:	-20.000000
Latmin:	-18.000000
Lonmax:	122.000000
Lonmin:	120.500000
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.4700
Construction:	Wood
Type:	Lugger
Gross tonnage:	12.22
Net tonnage:	14.72
LOA(mtrs):	11.1000
Beam(mtrs):	3.5500
Engine:	N
Builder:	A.E. Brown
Port built:	Fremantle
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	118990
Registered number:	No. 86 of 1903
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	pearling
Crew - passengers	
Master:	Captain E.H. Lepoigneur
Owner:	E.H. Lepoigneur
Crew:	7
Passengers:	
Deaths:	6
Crew deaths:	
Passenger deaths:	

Other information	
Wreck Id:	8288
URL:	
Signage:	
Source:	Harbour & Light File AN 16/5/ ACC 1066/ 185/1916 BATT Rod Dickson, <i>They Kept This State Afloat</i> . McKenna Collection 682, Western Australian Museum <i>British Register of Shipping</i> , Fremantle
Protection notes:	
Inspected:	N

Vessel History

Built at Fremantle, *Ivydale* was first registered as No. 86 of 1903 at Fremantle to John Vigers Banfield & Herbert John Wigmore of Fremantle, merchants, on 12 November 1912. It was then sold to Emile Wilfred Lepoigneur of Broome, pearler, on 6 January 1913. The Certificate was cancelled and Register closed 6 October 1916 when the vessel was totally lost on 23 July 1916 (*British Register of Shipping*, Fremantle)

Nugarea

Wreck Details

Wreck	
Name:	<i>Nugarea</i>
Details:	Brook moorings, blew on to beach
Date wrecked:	6/01/1917
Year wrecked:	1917
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	According to the Mercantile Navy List of 1917 this ship has an engine
Location	
Where wrecked:	Buccaneer Rocks, Roebuck Bay
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-17.950000
Latmin:	-17.950000

Lonmax:	122.233333
Lonmin:	122.233333
GPS coordinates:	Buccaneer Rock
Water depth:	
Vessel	
Draft(mtrs):	2.5500
Construction:	Wood
Type:	Schooner
Gross tonnage:	95
Net tonnage:	143
LOA(mtrs):	32.6400
Beam(mtrs):	7.1500
Engine:	60 Sc.Hercules Engine, San Fransisco, USA
Builder:	David Drake of Balmain
Port built:	Balmain
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle, 1910
Official number:	106225
Registered number:	
Home port:	
Home country:	
Cargo:	Guano
Industry type:	Fishing
Industry type 2:	pearling
Crew - passengers	
Master:	W.J. Cunningham
Owner:	Fallowfield & Co, Geraldton
Crew:	7
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	

Wreck Id:	8586
URL:	
Signage:	
Source:	HMC 41/5 McKenna Collection 684, Western Australian Museum HMC Wrecks and Casualties 1917
Protection notes:	
Inspected:	N

Vessel History

The *Nugarea* was built at Balmain, NSW in 1899 and registered as No. 25 of 1899 at Sydney NSW. On 13 May 1910, the vessel transferred to Fremantle and reregistered as No. 16 of 1910 at Fremantle to William Bower Fallowfield & Charles Rankin Partridge both merchants of Geraldton. On 7 March 1914, *Nugarea* was sold to Hubert Stephen Cross of Broome, pearler and again on 16 March 1914 to Ethel Henrietta Cross of Broome, married woman & Annie Kezia White of Broome, married woman. On 23 August 1916, it was sold to Robert James Stevens of Broome, pearler. The Certificate of ownership was cancelled and Register closed on 26 February 1917 after the vessel was lost on 6 January 1917 (WAM Maritime History Database; *British Register of Shipping*, Fremantle).

The *Nugarea* was out of commission and anchored in Roebuck Bay when during, a heavy gale it parted its moorings and drifted onto Buccaneer Rock and commenced to break up (HMC Wrecks and Casualties 1917:105-6).

Blanche

Wreck Details

Wreck	
Name:	<i>Blanche</i>
Details:	Struck reef
Date wrecked:	19/05/1917
Year wrecked:	1917
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Foundered
From port:	
To port:	
Comments:	This vessel is called an engine boat Shell, engine and gear were saved
Location	
Where wrecked:	Inside Casuarina Reef, Cape Bossut, La Grange Bay
Found:	N
Region:	North West (Broome Area)
State:	Western Australia

Jurisdiction:	
Latmax:	-18.666667
Latmin:	-18.566667
Lonmax:	121.466667
Lonmin:	121.716667
GPS	
coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.3300
Construction:	Wood
Type:	Lugger
Gross tonnage:	12.18
Net tonnage:	15.33
LOA(mtrs):	11.4000
Beam(mtrs):	3.4200
Engine:	Yes
Builder:	W.A. Chamberlain
Port built:	Fremantle
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	117804
Registered	
number:	
Home port:	
Home country:	
Cargo:	Shell
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	Oakji Sadajiro
Owner:	R.J. White
Crew:	8
Passengers:	
Deaths:	12
Crew deaths:	

Passenger deaths:	
Other information	
Wreck Id:	7808
URL:	
Signage:	
Source:	Nor'West Echo, May 26, 1917 McKenna Collection 682, Western Australian Museum <i>British Register of Shipping</i> , Fremantle
Protection notes:	
Inspected:	N

Vessel History

Built at Fremantle, *Blanche* was first registered to Godfrey Ellard Hemsworth of Broome, pearler, on 4 May 1903. It was sold to Mark Rubin of Broome, merchant on 10 December 1907; to William Brook Johnson of Broome, pearler, on 16 November 1912; to Annie Kezia White & Ethel Henrietta Cross of Broome, married women, joint owners, on 8 October 1913; to Annie Kezia White of Broome, married woman, 15 September 1916 and finally to Robert Jameson White of Broome, pearler, on 16 September 1916. The Certificate was cancelled and Registry closed 8 June 1917. Advice received from the owner records the ship totally lost on 19 May 1917 (*British Register of Shipping*, Fremantle).

Orient

Wreck Details

Wreck	
Name:	<i>Orient</i>
Details:	Strong "Cock-eyed-bob" came up from S.E. and vessel capsized
Date wrecked:	3/01/1918
Year wrecked:	1918
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Foundered
From port:	
To port:	
Comments:	
Location	
Where wrecked:	7 miles west of Cape Villaret
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	

Latmax:	-18.416667
Latmin:	-18.166667
Lonmax:	122.166667
Lonmin:	122.000000
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	
Type:	Lugger
Gross tonnage:	9
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	
Port built:	
State built:	
Country built:	
Date built:	
Port registered:	
Official number:	75079
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	A. Lunar
Owner:	John Ralph, Broome
Crew:	5
Passengers:	
Deaths:	3
Crew deaths:	
Passenger	

deaths:	
Other information	
Wreck Id:	8599
URL:	
Signage:	
Source:	152/4, 58/2, 14/2 British Register of Shipping
Protection notes:	
Inspected:	N

Vessel History

Built at Berry's Bay, North Sydney, *Orient* was first registered 1 October 1880 in Sydney, No. 55 of 1880, to Charles McAlister of Sydney, grocer. It was sold 30 August 1883 to William O'Hagan of Petersham, NSW, master mariner and again on 3 February 1886 to Charles McAlister of Petersham, NSW, pearl shell fishery proprietor. The NSW Register was closed 16 February 1887 and transferred to Port of Fremantle, No. 6 of 1887. *Orient* had a series of owners in the pearling industry: sold to Matthew Price of Fremantle, pearler, on 21 March 1889; sold to Richard Henry Mugford of Fremantle, pearler & Charles Frederick Presswell of Fremantle, pearler, 5 November 1889; to Frank Biddles of Broome, pearler, 3 November 1896; to Nathan Goldstein of Broome, pearler, 21 January 1903; to Henry Forster Shaw of Broome, pearler; to George Moss of Broome, pearler, 2 February 1905; and to John Ralph of Broome, pearler on 15 March 1914.

On 3 January 1918, *Orient* capsized in strong SE wind 7 miles west of Cape Villaret near Broome WA with the loss of 3 out of crew of 5 (*British Register of Shipping*).

Culwulla

Wreck Details

Wreck	
Name:	<i>Culwulla</i>
Details:	Total wreck
Date wrecked:	2/02/1918
Year wrecked:	1918
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	Koepang
Comments:	Culevulla
Location	
Where wrecked:	Broome area, Dan Island
Found:	N

Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.750000
Latmin:	-10.000000
Lonmax:	123.000000
Lonmin:	121.666667
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.7000
Construction:	Wood
Type:	Schooner
Gross tonnage:	22.82
Net tonnage:	27.82
LOA(mtrs):	14.3500
Beam(mtrs):	4.2700
Engine:	N
Builder:	Alexander Birnie
Port built:	Broome
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	119006
Registered number:	No 3 of 1904
Home port:	Fremantle
Home country:	
Cargo:	Carrying time expired crews back to Koepang
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	J. Johnson
Owner:	Moss & Richardson, Broome
Crew:	28
Passengers:	
Deaths:	
Crew deaths:	

Passenger deaths:	
Other information	
Wreck Id:	7953
URL:	
Signage:	
Source:	McKenna Collection 683, Western Australian Museum <i>British Register of Shipping</i> , Fremantle Dickson, R. 1996, <i>Ships Registered in Western Australia from 1856: their details, their owners and their fate</i> . Report— Department of Maritime Archaeology, Western Australian Maritime Museum, No.80.
Protection notes:	
Inspected:	N

Vessel History

Built at Broome in 1903, *Culwulla* was first registered as No. 3 of 1904 at Fremantle to Alexander Birnie & West Australian Trustee Executor & Agency Co Ltd, pearler & agency, on 15 January 1904. It was sold to Wilfred Cory Peate Hawkes of Broome, pearler & Claude Victor Hawkes of Broome, pearler, on 23 August 1909; to John de Baun of Broome, pearler, on 17 September 1909; and to George Moss of Broome, pearler & Hugh Leona Richardson of Broome, pearler, on 10 December 1912. The vessel was totally lost on 6 Feb 1918 (British Register of Shipping, Fremantle). *Culwulla* was blown ashore on Dan Island carrying time expired native crews back to Koepang (Dickson 1996:122).

Hercules

Wreck Details

Wreck	
Name:	<i>Hercules</i>
Details:	
Date wrecked:	3/03/1918
Year wrecked:	1918
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	Engine was changed Vessel was worked by messrs James Clark & Co.
Location	
Where wrecked:	Broome area, off Barred Creek
Found:	N
Region:	North West (Broome Area)

State:	Western Australia
Jurisdiction:	
Latmax:	-17.650000
Latmin:	-17.650000
Lonmax:	122.183333
Lonmin:	122.183333
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.8000
Construction:	Wood
Type:	Schooner
Gross tonnage:	50.89
Net tonnage:	58.29
LOA(mtrs):	20.4200
Beam(mtrs):	5.1700
Engine:	Screw oil engine, Hercules Gasoline, San Fransisco, USA
Builder:	Lane & Brown
Port built:	Whangaroa
State built:	
Country built:	NEW ZEALAND
Date built:	
Port registered:	Fremantle
Official number:	102294
Registered number:	
Home port:	
Home country:	
Cargo:	Timber
Industry type:	Transport
Industry type 2:	
Crew - passengers	
Master:	W. Larsen
Owner:	Messrs Gregory & Co., Broome
Crew:	7
Passengers:	
Deaths:	

Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8256
URL:	
Signage:	
Source:	<i>North West Echo</i> Newspaper Saturday, 09/03/1918; HMC 197/3, 154/4, not in Lloyds McKenna Collection 682, Western Australian Museum <i>British Register of Shipping</i> , Fremantle
Protection notes:	
Inspected:	N

Vessel History

Built at Whangaroa, New Zealand in 1896, *Hercules* was previously registered as No. 48 of 1902 at Sydney, NSW. On 19 November 1903, the vessel was transferred to Fremantle and reregistered to Burns Philp & Co Ltd of Sydney. It was sold to Nor'West Fishing Co Ltd of Perth on 26 October 1903; to George Francis of Fremantle, master mariner on 6 May 1905; to Lillian Neall of Broome, pearler on 3 January 1910; Edmund Harold Hunter of Broome, pearler, on 7 October 1912; to Otto Walter Blackman & Ancell Clement Gregory of Broome, pearlers, on 6 October 1913; and to Ancell Clement Gregory of Broome, pearler, on 8 January 1915.

This vessel was also re-surveyed on 1 May 1905 and alterations to measurements, tonnages and change from oil engine power to sailing vessel made on 2 June 1905 and reported to London.

Wrecked off Barred Creek, near Broome, on 4 March 1918 (*British Register of Shipping*, Fremantle).

Mikado

Wreck Details

Wreck	
Name:	<i>Mikado</i>
Details:	
Date wrecked:	23/03/1918
Year wrecked:	1918
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	
From port:	
To port:	
Comments:	

Location	
Where wrecked:	Red point, Barred Creek
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-17.650000
Latmin:	-17.650000
Lonmax:	122.183333
Lonmin:	122.183333
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	
Type:	
Gross tonnage:	12
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	
Port built:	
State built:	
Country built:	
Date built:	
Port registered:	
Official number:	110669
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	
Industry type 2:	
Crew - passengers	
Master:	Diver in charge
Owner:	Moss and Richardson, Broome

Crew:	7
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8517
URL:	
Signage:	
Source:	Register of Ships Licensed for Pearling-Broome Register of Wrecks & Casualties, WA
Protection notes:	
Inspected:	N

Vessel History

Mikado was licensed to Newman Goldstein as B85 from 1905-1908; to Moss & Richardson as B163 from 1909-1913; to S. H. Dick as B165 in 1914 and to Moss & Richardson as B165 between 1915-1918 (Register of Ships Licensed for Pearling-Broome, Register of Wrecks & Casualties, WA; WAM Maritime History Vessel Database).

Images



MHD333/006b; MA 1706/12. Landing pearl shell in baskets luggers at half tide. Caption describes this as Alexander Birnie's fleet c1905. More likely this is Moss & Richardsons between 1909 -1913. Luggers stern on to beach at half tide in Broome: l-r: unknown black hull, unknown white hull, Eurus, Mikado, unknown, Mina. In distance is black hulled schooner Theresa. Proud owner in horse drawn buggy in foreground. B & W Print. Image Source: Battye Library.

Jimmy

Wreck Details

Wreck	
Name:	Jimmy
Details:	Total loss
Date wrecked:	4/05/1918
Year wrecked:	1918
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	
Location	
Where wrecked:	False Cape Bossut
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.583333
Latmin:	-18.500000
Lonmax:	121.833333
Lonmin:	121.666666
GPS	
coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.8000
Construction:	Wood carvel
Type:	Schooner
Gross tonnage:	24.15
Net tonnage:	29.15
LOA(mtrs):	14.4000

Beam(mtrs):	4.2700
Engine:	N
Builder:	Yamatsu Sinjoro of Broome
Port built:	Broome
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	120038
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	
Industry type 2:	
Crew - passengers	
Master:	A. Anderson
Owner:	Thomas Clarke, Broome
Crew:	5
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8303
URL:	
Signage:	
Source:	Harbour & Light File AN 16/5/ ACC 1066/ 607/1918 BATT McKenna Collection 684, Western Australian Museum <i>British Register of Shipping</i> , Fremantle
Protection notes:	
Inspected:	N

Vessel History

Built at Broome in 1904 as *Mayola* for Beagle Bay Pearling Co this vessel was licensed as B438; licensed to J M Archer as B63 in 1906 and to John de Baun as B63 in 1907. It was sold to Thomas Clarke of Broome, pearler, on 29 January, 1908 and renamed *Jimmy*. It was registered as No. 2 of 1908 at Fremantle on 21 February

1908. The vessel ran aground on False Cape reef and became a total wreck on 3 May 1918 (*British Register of Shipping*, Fremantle).

Esta

Wreck Details

Wreck	
Name:	<i>Esta</i>
Details:	Struck reef and sunk
Date wrecked:	10/02/1920
Year wrecked:	1920
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	Co-ordinates 5' box
Location	
Where wrecked:	Off Gautheume Point, Broome area
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.058333
Latmin:	-17.891667
Lonmax:	122.175000
Lonmin:	122.091667
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	Wood
Type:	Lugger
Gross tonnage:	12
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	
Port built:	

State built:	
Country built:	
Date built:	
Port registered:	Fremantle
Official number:	131668
Registered number:	No 10 of 1917
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	pearling
Crew - passengers	
Master:	Captain Tujimoto
Owner:	J.T.C. Mackenzie, Broome
Crew:	4
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8092
URL:	
Signage:	
Source:	Possibly Nor-West Echo 1920/02/28, p. 1a and p. 8a <i>British Register of Shipping</i> , Fremantle
Protection notes:	
Inspected:	N

Vessel History

Built in 1892 at Japanese Slip, Thursday Island, *Esta* was first registered as No. 10 of 1917 at Fremantle to James Clark of Brisbane, Qld, pastoralist & Robert Philp of Brisbane, Qld, pastoralist & Percival Pitman Outridge of Redland Bay, Qld, orchardist & Isabella Mitchell Campbell of Brisbane, Qld, widow & James Theodore Blewett MacKenzie of Broome, pearler, on 26 January 1917. The Certificate was cancelled and Register closed 25 February 1920 after advice from the owner that the vessel was totally lost on 7 February 1920 (*British Register of Shipping*, Fremantle).

Beryl

Wreck Details

Wreck	
Name:	<i>Beryl</i>
Details:	Heavy weather, total loss
Date wrecked:	25/02/1920
Year wrecked:	1920
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Foundered
From port:	
To port:	
Comments:	Vessel is called engine boat
Location	
Where wrecked:	Near Bossut Creek, Broome
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.700000
Latmin:	-18.700000
Lonmax:	121.616667
Lonmin:	121.616667
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.5200
Construction:	Wood carvel
Type:	Lugger
Gross tonnage:	12.39
Net tonnage:	14.39
LOA(mtrs):	11.1000
Beam(mtrs):	3.6600
Engine:	Yes
Builder:	Murphy & Shroger
Port built:	Broome
State built:	
Country built:	AUSTRALIA
Date built:	

Port registered:	Fremantle
Official number:	119014
Registered number:	No 30 of 1904
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	
Owner:	Charles Bertrand Alexander
Crew:	2
Passengers:	
Deaths:	1
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	7789
URL:	
Signage:	
Source:	Nor'West Echo, Broome 1920/02/28, p. 8a HMC 188/4, 42/4 McKenna Collection 683, WA Maritime Museum British Register of Shipping, Fremantle
Protection notes:	
Inspected:	N

Vessel History

Built at Broome in 1903, *Beryl* was first registered as No. 30 of 1904 at Fremantle to Lawrence Gardner Warton of Broome, pearler, on 28 April 1904. It was sold to Arthur Male of Broome, merchant, on 11 January 1911. It was then sold under the hand of the Marshall of the Vice Admiralty Court of Perth to: James Clark of Brisbane, Qld, pastoralist & Robert Philp of Brisbane, Qld, pastoralist & Percival Pitman Outridge of Redland Bay, Qld, orchardist & Isabella Mitchell Campbell of Brisbane, Qld, widow & James Theodore MacKenzie of Broome, pearler. The last owner was Charles Beltrand Alexander of Broome, pearler, who purchased *Beryl* on 21 October 1919. The vessel was totally lost on 25 February 1920 (*British Register of Shipping*, Fremantle)

Spinifex

Wreck Details

Wreck	
Name:	<i>Spinifex</i>
Details:	Bad weather
Date wrecked:	8/03/1920
Year wrecked:	1920
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Foundered
From port:	
To port:	
Comments:	Boat was not insured, owners had private sinking fund
Location	
Where wrecked:	Broome area, near Bossut Creek
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.700000
Latmin:	-18.700000
Lonmax:	121.616667
Lonmin:	121.616667
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	Wood
Type:	Lugger
Gross tonnage:	12
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	
Builder:	
Port built:	
State built:	
Country built:	
Date built:	

Port registered:	
Official number:	131641
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	Diver in charge
Owner:	Streeter & Male Ltd
Crew:	7
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8815
URL:	
Signage:	
Source:	<i>Nor'West Echo</i> , Broome 1920/02/28 <i>British Register of Shipping</i> , Fremantle
Protection notes:	
Inspected:	N

Vessel History

Built at Fremantle WA, *Spinifex* was first registered as No. 3 of 1913 at Fremantle to Mark Rubin of Broome, pearl buyer on 16 April 1913. It was sold to Simon Karalis Dean of Broome, pearler, on 7 May 1913 and then again on 18 November 1913 to Streeter & Male Ltd of Broome, merchants. The Certificate was cancelled and Register closed 15 March 1920 after the vessel was totally lost on 25 February 1920 (*British Register of Shipping*, Fremantle).

Wanderer II

Wreck Details

Wreck	
Name:	<i>Wanderer II</i>
Details:	

Date wrecked:	1923
Year wrecked:	1923
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Abandoned
From port:	
To port:	
Comments:	Reported master and mate murdered by aboriginals, but were left on an island.
Location	
Where wrecked:	Broome Creek
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.750000
Latmin:	-17.000000
Lonmax:	123.000000
Lonmin:	121.666667
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.5
Construction:	Wood
Type:	Lugger
Gross tonnage:	15.85
Net tonnage:	12.6
LOA(mtrs):	11.3
Beam(mtrs):	3.7
Engine:	N
Builder:	A.E. Brown
Port built:	Fremantle
State built:	
Country built:	AUSTRALIA
Date built:	

Port registered:	Fremantle
Official number:	131644
Registered number:	No 4 of 1913
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	Eric McGuire
Owner:	
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	9057
URL:	
Signage:	
Source:	Harbour & Light File AN 16/5/ ACC 1066/ 526/1913 BATT <i>West Australian</i> , 1914/07/1 Loney, J. K., 1994, <i>Wrecks on the Western Australian coast including wrecks in Northern Territory waters</i> . Lonestone Press, Yarram, Victoria. Silvester, L., 1998, <i>WA Maritime Museum Contact Shipwreck Database Vol 3. 1870-1956</i>
Protection notes:	
Inspected:	N

Vessel History

Built at Fremantle *Wanderer 11* was first registered as No. 4 of 1913 at Fremantle to E. McGuire of Fremantle, mariner, on 28 April 1913. The vessel was sold to Joseph Spencer Richards of Broome, pearler, & Hugh McKay of Broome, pearler, on 8 November 1913; to Joseph Spencer Richards of Broome, pearler, on 16 September 1916 and to Edgar de Burgh Norman of Broome, pearler, on 8 November 1913. The Certificate was cancelled and Register closed 9 April 1970. Vessel left to rot on the beach at Broome Creek, Broome, WA around 1923 and became a total loss (*British Register of Shipping*, Fremantle).

A *Wanderer*, was also reported wrecked at Rogers Strait (Loney 1994:109) and Captain McGuire and his mate were allegedly murdered by aboriginals. Newspaper reports at the time were extremely prejudicial to the Aboriginal community. The West Australian of 24 July 1913 states 'the notoriously treacherous Aboriginals in the neighbourhood of Collier Bay in the Northwest have added yet another fearful atrocity to their grim record' (Silvester 1998). This has not been substantiated and may refer to another vessel.

Dominion

Wreck Details

Wreck	
Name:	<i>Dominion</i>
Details:	
Date wrecked:	1926
Year wrecked:	1926
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Broome
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-17.9616666
Latmin:	-17.9616666
Lonmax:	122.2363883
Lonmin:	122.2363883
GPS coordinates:	RAN Hydrographic Department
Water depth:	
Vessel	
Draft(mtrs):	1.1
Construction:	Wood
Type:	Lugger
Gross tonnage:	15.61
Net tonnage:	12.23
LOA(mtrs):	11.1

Beam(mtrs):	3.6
Engine:	N
Builder:	W.A. Chamberlain
Port built:	Fremantle
State built:	WA
Country built:	AUSTRALIA
Date built:	1902
Port registered:	Fremantle
Official number:	114466
Registered number:	No 9 of 1902
Home port:	
Home country:	Australia
Cargo:	Pearl shell
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	
Owner:	Ancell Clement Gregory
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	
URL:	
Signage:	
Source:	RAN Hydrographic Department database <i>British Register of Shipping</i> , Fremantle Register of Ships Licensed for Pearling-Broome Ronan, T., 1964, <i>Packhorse and pearling boat</i> . Cassell Australia, Melbourne.
Protection notes:	
Inspected:	N

Vessel History

Built at Fremantle, *Dominion* was first registered to George Hampton of Broome, pearler, in 1902. On 25 January 1905, it was sold to George Francis of Fremantle,

master mariner. On 5 January 1922, the ship sold under the hand of the bailiff of the Local Court in Broome to Agnes Ward of Broome, married woman, & Harold Wilson of Broome, pearler, joint owners. Harold Wilson of Broome, pearler, purchased *Dominion* on 10 January 1924 and the final transfer of ownership was to Ancell Clement Gregory of Broome, pearler on 22 February 1925. The vessel became a total wreck and following advice received from the owner, the Registration was closed 27 March 1926 (*British Register of Shipping*, Fremantle; Register of Ships Licensed for Pearling-Broome; WAM Maritime History Vessel Database).

Tom Ronan in Packhorse and pearling boat alleges that *Dominion* was rebuilt as *Pam* by Gregory, although only the keelson was used again (Ronan 1964).

Mina

Wreck Details

Wreck	
Name:	<i>Mina</i>
Details:	
Date wrecked:	24/01/1926
Year wrecked:	1926
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	
From port:	
To port:	
Comments:	According to the Mercantile Navy List of 1917 this ship has an engine
Location	
Where wrecked:	Ledge Point, Beagle Bay
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-16.933333
Latmin:	-16.833333
Lonmax:	122.558333
Lonmin:	122.483333
GPS	
coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	2.9000
Construction:	Wood

Type:	Schooner
Gross tonnage:	49
Net tonnage:	84
LOA(mtrs):	24.0000
Beam(mtrs):	6.2000
Engine:	N
Builder:	
Port built:	Singapore
State built:	
Country built:	SINGAPORE
Date built:	
Port registered:	Fremantle, 1904
Official number:	119020
Registered number:	No 29 of 1904
Home port:	
Home country:	
Cargo:	
Industry type:	
Industry type 2:	
Crew - passengers	
Master:	
Owner:	Robinson & Norman, Broome
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8519
URL:	
Signage:	
Source:	Harbour & Light 460/51 Vol I <i>British Register of Shipping</i> , Fremantle
Protection notes:	
Inspected:	N

Vessel History

Built at Singapore in 1903, *Mina* was first registered as No. 29 of 1904 at Fremantle to Cecil Nicholls Murphy of Broome, pearler, on 11 April 1904. It was sold to C. N. Murphy & Co of London & Broome, merchants, on 16 April 1904; to C. N. Murphy of Broome, merchant & J. E. Louton of Matlock Bath, England, cotton manufacturer, on 27 May 1904 and finally to Robison & Norman Ltd of Broome, pearlers, on 19 August 1907. The Register was closed 19 August 1986 by virtue of Section 92 (4) of the Shipping Registration Act 1981 when no trace of vessel or owner found (*British Register of Shipping*, Fremantle).

Images



MHD331/055 Labelled "*Mina*" photo by courtesy of E. Norman" so came from Edward (Ted) Norman, who joined the R&N fleet in 1910. Broadside view of two-masted mother schooner at anchor, sails hoisted to dry. B & W Print

MHD333/027 Robison & Norman's schooner *Mina* alongside the Town Jetty, Broome. (Caption misidentifies this as schooner *Mist*) B & W Print. Image Source: WAM Maritime History.

MHD333/047 Robison & Norman pearling camp, Bulla Bullaman Creek, Beagle Bay. L-r: Schooner *Mina*, luggers *Boyd B35*, *Petrel B37* (hidden), *Hughie B36*, *Lassie B38* (hidden), *Paton B245*. B & W Print. Image Source: Norman Archive, WAM Maritime History.

MHD333/201 Robison & Norman's schooner *Mina* wrecked on the rocks at Ledge Point, near Broome, January 1926. View from starboard bow, looking aft. Reverse view of MHD 319_1. B & W Print. Image Source: Mrs Helen Swift & Mrs Iris Francis, WAM Maritime History.

MA 1706/16 Broome foreshore & Dampier Terrace. Shell sheds & Streeter's jetty to right; Bauer & Shaumer's store and Roebuck Bay Hotel at Napier Tce, looking towards Norman's Store & Pearler's Rest hotel. Large two masted schooner in background, possibly R & N's *Mina* or Percy's *Gwendoline*. Lugger under

construction in foreground, fleets of luggers laid up in background. B & W Print.
 Image Source: Battye Library.
 MA 1713/10 Luggers laid up on Broome foreshore. Large two masted schooner in background, possibly R & N's *Mina* or Percy's *Gwendoline*. B & W negative 21/4".
 Image Source: Jeanne Haynes, WAM Maritime History.
 MA1715/11 Wreck of Robison & Norman's pearling schooner *Mina*, Ledge Point, Broome, January 1926. B & W negative 21/4". Image Source: Jeanne Haynes, WAM Maritime History.
 MA1730/10a Robison & Norman's schooner *Mina* wrecked on the rocks at Ledge Point, near Broome (Beagle Bay), January 1926. View from port quarter, looking forward. Reverse view of MA 1715_11. B & W Print. Image Source: Mrs D Wilkinson, WAM Maritime History.
 MHL327 Robison & Norman's pearling schooner / mothership "*Mina*" under full sail; putting down anchor; scrub-covered bay/shoreline in background. Transparency.
 Image Source: Bourne Collection, WAM.

Enid

Wreck Details

Wreck	
Name:	<i>Enid</i>
Details:	Lost
Date wrecked:	1927/1928
Year wrecked:	1927/1928
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	
From port:	Broome
To port:	Fremantle
Comments:	
Location	
Where wrecked:	Broome area
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.750000
Latmin:	-17.000000
Lonmax:	123.000000
Lonmin:	121.666667
GPS	
coordinates:	
Water depth:	
Vessel	

Draft(mtrs):	
Construction:	
Type:	Lugger
Gross tonnage:	12
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	
Port built:	
State built:	
Country built:	
Date built:	
Port registered:	
Official number:	13169 (118516 RD)
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	pearling
Crew - passengers	
Master:	C. Kruger
Owner:	
Crew:	
Passengers:	
Deaths:	10
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8081
URL:	
Signage:	
Source:	<i>British Register of Shipping, Fremantle</i> Dickson, R., 1996, <i>Ships Registered in Western Australia from 1856: their details, their owners and their fate</i> . Report—Department of Maritime Archaeology, Western Australian Maritime Museum, No.80.

Protection notes:	
Inspected:	N

Vessel History

Built at Fremantle, *Enid* was first registered, to John Sydney Hicks of Fremantle, medical practitioner, on 21 July 1903. The vessel was sold to D. N. MacLeod of Carnarvon, pastoralist, on 22 September 1908; to Thomas Clarke of Broome, pearler, on 8 February 1909; to Victor Ralph Keper of Broome, pearler, on 24 December 1919 and finally to Albert Barnett Saunders of Broome, pearler, on 8 August 1925. Aote in Alphabetical Register in 1927 reports the *Enid* as 'Lost' and as 25 February 1966 'no trace of vessel' (*British Register of Shipping*, Fremantle)

This vessel left Broome, C. Kruger, master, for Fremantle on 22 May 1928 and was not heard from again. Three lives were lost (Dickson 1996:109).

Minnie

Wreck Details

Wreck	
Name:	<i>Minnie</i>
Details:	
Date wrecked:	4/02/1933
Year wrecked:	1933
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	
Location	
Where wrecked:	3 miles south of Cape Leveque, Nannagine Creek (Gnamagun?)
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-17.000000
Latmin:	-16.750000
Lonmax:	122.250000
Lonmin:	122.000000
GPS coordinates:	
Water depth:	

Vessel	
Draft(mtrs):	
Construction:	
Type:	Lugger
Gross tonnage:	
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	
Port built:	
State built:	
Country built:	
Date built:	
Port registered:	
Official number:	
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	C. Goodwin
Owner:	
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8523
URL:	
Signage:	
Source:	
Protection notes:	
Inspected:	N

Bronton

Wreck Details

Wreck	
Name:	<i>Bronton</i>
Details:	
Date wrecked:	5/03/1933
Year wrecked:	1933
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Foundered
From port:	
To port:	
Comments:	Co-ordinates 10' off
Location	
Where wrecked:	False Cape Bossut
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.700000
Latmin:	-18.400000
Lonmax:	121.733333
Lonmin:	121.550000
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.5700
Construction:	Wood
Type:	Schooner
Gross tonnage:	14.25
Net tonnage:	17.25
LOA(mtrs):	12.0300
Beam(mtrs):	3.9600
Engine:	N
Builder:	A.E. Brown
Port built:	Fremantle
State built:	
Country built:	AUSTRALIA
Date built:	

Port registered:	Fremantle
Official number:	125037
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	
Owner:	Thomas Hughes Owen, Broome
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	7833
URL:	
Signage:	
Source:	McKenna Collection 684, Western Australian Museum
Protection notes:	
Inspected:	N

Vessel History

Bronton was first registered as No 4 of 1911 at Fremantle to Thomas Hughes Owen of Broome, WA, pearler, on 16 February 1911. The certificate was cancelled and Register closed 27 February 1934 after advice received from the owner. The vessel foundered off False Cape Bossut on 5 March 1933 and became a total wreck (*British Register of Shipping*, Fremantle).

Brouslow

Wreck Details

Wreck	
Name:	<i>Brouslow</i>
Details:	Sprung leak
Date wrecked:	3/06/1933
Year wrecked:	1933
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>

Status:	Foundered
From port:	
To port:	
Comments:	
Location	
Where wrecked:	One mile off False Cape Bossut
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.666667
Latmin:	-18.500000
Lonmax:	121.833333
Lonmin:	121.666667
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	
Type:	Ship
Gross tonnage:	
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	
Port built:	
State built:	
Country built:	UNKNOWN
Date built:	
Port registered:	
Official number:	
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	

Industry type 2:
Crew - passengers
Master:
Owner:
Crew:
Passengers:
Deaths: None
Crew deaths:
Passenger deaths:
Other information
Wreck Id: 7840
URL:
Signage:
Source:
Protection notes:
Inspected: N

John & Elizabeth

Wreck Details

Wreck
Name: <i>John & Elizabeth</i>
Details:
Date wrecked: 1935
Year wrecked: 1935
Protected: Not protected
Status:
From port:
To port:
Comments:
Location
Where wrecked: Alligator (Norman) Creek, Beagle Bay
Found: N
Region: North West (Broome Area)
State: Western Australia
Jurisdiction:
Latmax: -16.950000
Latmin: -16.950000

Lonmax:	122.500000
Lonmin:	122.500000
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.6
Construction:	Wooden
Type:	Schooner
Gross tonnage:	40
Net tonnage:	
LOA(mtrs):	20.5
Beam(mtrs):	5.2
Engine:	N
Builder:	
Port built:	
State built:	
Country built:	UNKNOWN
Date built:	
Port registered:	Fremantle
Official number:	74640
Registered number:	No 6 of 1897
Home port:	
Home country:	
Cargo:	
Industry type:	
Industry type 2:	
Crew - passengers	
Master:	
Owner:	
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8308
URL:	

Signage:	
Source:	Parsons, R. 1971, <i>Ships Registered at Fremantle Before 1900</i> . Sledge, S., 1979, <i>Wreck inspection north coast (WINC) Expedition 1978</i> . Report—Department of Maritime Archaeology, Western Australian Maritime Museum, No. 11.
Protection notes:	
Inspected:	N

Vessel History

John & Elizabeth (ex Mebourne 1897) was first registered to M.C. Davies (of Adelaide) in. It was then transferred to J.M. Antonsen in September 1898; West Australian Turtle & Fish Preserving Company December 1900; C.N. Murphy in 1902 and finally to the Beagle Bay Syndicate Ltd in September 1903 (Parsons 1971:61).

Site Description

While the wreck has not been found out rightly, the remains of an indeterminate number of vessels have been observed in Alligator (Norman) creek, primarily on the intertidal sloping bank adjacent to the old Robison and Norman pearling camp which was abandoned after the 1935 cyclone. These include luggers and a schooner, probably the *John & Elizabeth*. A vast amount of equipment and fittings common to the pearling vessels was found to remain mostly above HWM: a score of riveted and galvanized –iron water tanks, two dozen iron wheels and handles for diving pumps, a schooner mast band and large iron davits (Sledge 1979:26).

South New Moon

Wreck Details

Wreck	
Name:	<i>South New Moon</i>
Details:	
Date wrecked:	1935/03/
Year wrecked:	1935
Protected:	Not protected
Status:	
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Beagle Bay
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	

Latmax:	-16.933333
Latmin:	-16.833333
Lonmax:	122.558333
Lonmin:	122.483333
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	
Type:	
Gross tonnage:	15.36
Net tonnage:	12.52
LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	
Port built:	
State built:	
Country built:	
Date built:	
Port registered:	
Official number:	118539
Registered number:	No 67 of 1903
Home port:	
Home country:	
Cargo:	
Industry type:	
Industry type 2:	
Crew - passengers	
Master:	
Owner:	
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	

Wreck Id:	8812
URL:	
Signage:	
Source:	HMC 175/3
Protection notes:	
Inspected:	N

Vessel History

South New Moon was built at East Fremantle and first registered to Henry James King of Fremantle, shipping agent & Andrew Mills of Fremantle, master mariner, on 7 October 1903. It was registered in Broome as B332. The vessel was sold to Robert Loton Annear of Broome, pearler, on 4 February 1909 and again on 8 January 1912 to Streeter & Male Ltd of Broome, merchants. The vessel was destroyed in a storm at Beagle Bay in March 1935 and the Certificate cancelled and Register closed 3 March 1936 (*British Register of Shipping*, Fremantle).

H.M.C. (Phyllis)

Wreck Details

Wreck	
Name:	H.M.C. (Phyllis)
Details:	Cyclone
Date wrecked:	27/031935
Year wrecked:	1935
Protected:	Not protected
Status:	
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Alligator (Norman) Creek
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-16.950000
Latmin:	-16.950000
Lonmax:	122.500000
Lonmin:	122.500000
GPS coordinates:	

Water depth:	
Vessel	
Draft(mtrs):	1.5
Construction:	Wooden
Type:	Ketch
Gross tonnage:	11.03
Net tonnage:	8.28
LOA(mtrs):	12.7
Beam(mtrs):	3.6
Engine:	N
Builder:	UNKNOWN
Port built:	Fremantle
State built:	WA
Country built:	AUSTRALIA
Date built:	1905
Port registered:	Fremantle
Official number:	140176
Registered number:	No 4 of 1934; B198, B199,B330
Home port:	
Home country:	
Cargo:	
Industry type:	
Industry type 2:	
Crew - passengers	
Master:	
Owner:	The Pious Society of Missions Incorporated of Broome WA
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	New shipwreck-No ID allocated
URL:	
Signage:	
Source:	<i>British Register of Shipping</i> , Fremantle
Protection notes:	
Inspected:	N

Vessel History

Built as *Phyllis* in 1905, this vessel was licenced as B198 to Thomas Clarke between 1905-1913; as B330 to T G Dawson in 1914; as B199 to Thomas Clarke between 1917-1931. The vessel was renamed *H.M.C.* in 1921. It was licensed as B199 to E.L. St John from 1932-1933 and sold to Pious Society of Missions Inc in 1934.

H.M.C. was first registered as No 4 of 1934 at Fremantle to The Pious Society of Missions Incorporated of Broome WA, Missionary Society. The Register was closed 29 May 1968. Vessel wrecked in a cyclone 27 March 1945 [sic] (1935) at Norman Creek in Beagle Bay, WA (*British Register of Shipping*, Fremantle).

Images



MA1713/06 Pearling luggers preparing to sail. Left to right: B74 KARAKATTA, B441 IVYDALE, B198 PHYLLIS identifiable. Broome, c1912 B & W Negative 21/4". Image Source: Jeanne Haynes, Maritime History, WAM.



MHL797 Pearling luggers; including ADA and EVA; anchored to shore; sails up; dinghies behind; at high tide; "PEARLING LUGGERS AT BROOME" printed across photo. B & W Print. Image Source: Bourne Collection, WAM.

Pelican

Wreck Details

Wreck	
Name:	<i>Pelican</i>
Details:	Pounded to pieces
Date wrecked:	22/12/1936
Year wrecked:	1936
Protected:	Not protected
Status:	Foundered
From port:	
To port:	
Comments:	
Location	
Where wrecked:	La Grange Bay, Broome
Found:	N
Region:	North West (Broome Area)
State:	Western Australia

Jurisdiction:	
Latmax:	-18.700000
Latmin:	-18.566667
Lonmax:	121.733333
Lonmin:	121.616667
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	
Type:	Lugger
Gross tonnage:	13
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	
Port built:	
State built:	
Country built:	
Date built:	
Port registered:	
Official number:	Unregistered
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	
Owner:	
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	

Other information	
Wreck Id:	8626
URL:	
Signage:	
Source:	Harbour & Lights File 847/37 Register of Ships Licensed for Pearling-Broome
Protection notes:	
Inspected:	N

Vessel History

The lugger *Pelican* is described as unregistered but has had a number of licences for pearling: Licensed to Patrick Percy as B142 from 1905-19; to Daniel McDaniel as B75 in 1920; to Daniel McDaniel as B70 in 1923; to Daniel McDaniel as B75 from 1924-25; to Daniel McDaniel as B71 in 1926; to Daniel McDaniel as B73 from 1927-28 and to Daniel McDaniel as B87 from 1930-32 (Register of Ships Licensed for Pearling-Broome; WAM Maritime History Vessel Database).

Waitangi

Wreck Details

Wreck	
Name:	<i>Waitangi</i>
Details:	Struck shoal
Date wrecked:	1937/07
Year wrecked:	1937
Protected:	Not protected
Status:	Foundered
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Carnot Bay
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-17.183333
Latmin:	-17.133333
Lonmax:	122.266667
Lonmin:	122.200000
GPS coordinates:	

Water depth:
Vessel
Draft(mtrs):
Construction:
Type: Lugger
Gross tonnage:
Net tonnage:
LOA(mtrs):
Beam(mtrs):
Engine: N
Builder:
Port built:
State built:
Country built: AUSTRALIA
Date built:
Port registered:
Official number:
Registered number:
Home port:
Home country:
Cargo:
Industry type: Fishing
Industry type 2: Pearling
Crew - passengers
Master:
Owner:
Crew:
Passengers:
Deaths: 3
Crew deaths:
Passenger deaths:
Other information
Wreck Id: 9052
URL:
Signage:
Source: <i>British Register of Shipping, Fremantle</i>
Protection notes:

Inspected:	N

Vessel History

Built at Fremantle, *Waitangi* was first registered to Gilbert Solloway Brown of Broome, pearler, & Alfred Edmund Brown of Fremantle, ship builder, on 10 July 1903. The vessel was sold to George Ingram of Broome, pearler, on 4 April 1908; to Gerald Brough Warren of Broome, pearler, on 13 December 1908; to William Price of Broome, pearler, on 7 December 1910; to Elsie Hannah Price of Broome, pearler, 5 November 1915; to John Bertie Miller of Broome, pearler; 5 March 1921; under the hand of the bailiff of the Local Court In Admiralty, Broome, to Albert Edward Morris of Broome, baker, 8 march 1922 and to Bransa Maidin of Broome, pearler, on 9 January 1928. The Register noted 23 February 1966 that there was no trace of the vessel (*British Register of Shipping*, Fremantle).

Orantes

Wreck Details

Wreck	
Name:	<i>Orantes</i>
Details:	
Date wrecked:	1942
Year wrecked:	1942
Protected:	Not protected
Status:	Burnt
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Broome Area
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.750000
Latmin:	-17.000000
Lonmax:	123.000000
Lonmin:	121.666667
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	

Construction:	
Type:	Lugger
Gross tonnage:	
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	
Port built:	
State built:	
Country built:	
Date built:	
Port registered:	
Official number:	
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	
Owner:	
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8597
URL:	
Signage:	
Source:	
Protection notes:	
Inspected:	N

Mary Ann

Wreck Details

Wreck	
Name:	<i>Mary Ann</i>
Details:	
Date wrecked:	1942
Year wrecked:	1942
Protected:	Not protected
Status:	Burnt
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Broome Area
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.750000
Latmin:	-17.000000
Lonmax:	123.000000
Lonmin:	121.666667
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	
Type:	Lugger
Gross tonnage:	
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	
Port built:	
State built:	
Country built:	
Date built:	

Port registered:	
Official number:	
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	
Owner:	
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8478
URL:	
Signage:	
Source:	
Protection notes:	
Inspected:	N

Foxworthy

Wreck Details

Wreck	
Name:	<i>Foxworthy</i>
Details:	
Date wrecked:	1942/02
Year wrecked:	1942
Protected:	Not protected
Status:	Burnt
From port:	
To port:	
Comments:	
Location	

Where wrecked:	Broome
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.750000
Latmin:	-17.000000
Lonmax:	123.000000
Lonmin:	121.666667
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.5500
Construction:	Wood
Type:	Schooner
Gross tonnage:	12.74
Net tonnage:	15.24
LOA(mtrs):	11.2800
Beam(mtrs):	3.7400
Engine:	N
Builder:	Murray and Howson, Fremantle
Port built:	Fremantle
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	125032
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	
Owner:	G. S. Streeter and A. Male
Crew:	

Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8150
URL:	
Signage:	
Source:	McKenna Collection 684, Western Australian Museum <i>British Register of Shipping</i> , Fremantle Loney, J. 1994, <i>Wrecks on the Western Australian coast including wrecks in Northern Territory waters</i> . Lonestone Press. Yarram, Victoria
Protection notes:	
Inspected:	N

Vessel History

Built at Fremantle, *Foxworthy* was first registered as No. 26 of 1910 at Fremantle to George Skelton Streeter of London, gentleman & Arthur Male of Broome, merchant, on 9 November 1910. It was sold to Frederick Albert Everett of Broome, pearler, on 6 December 1910. The Certificate was cancelled and the Register closed 1 March 1942 when the ship was destroyed at Broome during the Japanese air raid in February 1942 (Loney 1994:132). Advice received from Department of the Navy (*British Register of Shipping*, Fremantle).

Bulletin

Wreck Details

Wreck	
Name:	<i>Bulletin</i>
Details:	
Date wrecked:	1942/02
Year wrecked:	1942
Protected:	Not protected
Status:	Burnt
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Broome
Found:	N
Region:	North West (Broome Area)

State:	Western Australia
Jurisdiction:	
Latmax:	-18.750000
Latmin:	-17.000000
Lonmax:	123.000000
Lonmin:	121.666667
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.6000
Construction:	Wood
Type:	Schooner
Gross tonnage:	12.61
Net tonnage:	15.11
LOA(mtrs):	11.2800
Beam(mtrs):	3.5500
Engine:	N
Builder:	Murray & Howson
Port built:	East Fremantle
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	125039
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	
Owner:	Frederick Albert Everett
Crew:	
Passengers:	
Deaths:	
Crew deaths:	

Passenger deaths:	
Other information	
Wreck Id:	7845
URL:	
Signage:	
Source:	McKenna Collection 684, Western Australian Museum <i>British Register of Shipping</i> , Fremantle
Protection notes:	
Inspected:	N

Vessel History

Built at Fremantle, WA, *Bulletin* was first registered as No. 5 of 1911 at Fremantle to Frederick Albert Everett of Broome, WA, pearler, on 4 March 1911. The Certificate was cancelled and Register closed 1 March 1942. The vessel was destroyed at Broome during February 1942 (Japanese air raid?). Advice was received from Department of the Navy (*British Register of Shipping*, Fremantle).

Streeter

Wreck Details

Wreck	
Name:	<i>Streeter</i>
Details:	
Date wrecked:	15/06/1964
Year wrecked:	1964
Protected:	Not protected
Status:	Burnt
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Broome
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-18.750000
Latmin:	-17.000000
Lonmax:	123.000000
Lonmin:	121.666667

GPS
coordinates:
Water depth:
Vessel
Draft(mtrs):
Construction:
Type: Fishing Boat
Gross tonnage:
Net tonnage:
LOA(mtrs):
Beam(mtrs):
Engine: N
Builder:
Port built:
State built:
Country built:
Date built:
Port registered:
Official number:
Registered number:
Home port:
Home country:
Cargo:
Industry type: Fishing
Industry type 2:
Crew - passengers
Master: S. Male
Owner:
Crew:
Passengers:
Deaths:
Crew deaths:
Passenger deaths:
Other information
Wreck Id: 8838
URL:

Signage:	
Source:	
Protection notes:	
Inspected:	N

Significant values of the Kimberley Region Historic Shipwreck Resource

Volume 4 :

Unlocated shipwrecks in the Kimberley Region Lacepede Islands, King Sound, Bonaparte Archipelago, Browse Island, Admiralty Gulf and Cambridge Gulf Areas

**Compiled by Corioli Souter
May 2009**



WINC Expedition 1978 Aerial tour of Kimberley Image Source: Patrick Baker, WAM.

**Report—Department of Maritime Archaeology, Western Australian Museum,
No. 244**

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Executive Summary

This report is a compilation of historical, archival and archaeological information pertaining to the historic shipwreck resource in the Kimberley region of Western Australia, retained by the Western Australian Museum.

The report is the fourth of four volumes. The first volume is a compilation of all shipwreck sites in the Kimberley region of Western Australia where the location is known. The second to fourth volumes contain information on shipwrecks that have not been physically located in the Kimberley region from Eighty Mile Beach to Cambridge Gulf.

The report provides detailed historical information on each shipwreck that is as complete and accurate as possible, depending on the availability of suitable reference materials. Location information for every shipwreck (unless historically unknown), is based on either the known coordinates of the shipwreck or plotted from the best available historical evidence (WGS 84 Datum). Where the exact location of a shipwreck is unknown, an area bounded by a maximum and minimum latitude and longitude is provided. The region under study is divided into twelve discrete areas and the shipwrecks are listed according to their date of wrecking, in ascending order.

This report also includes a significance assessment of the known and located Kimberley region historic shipwrecks and compiles the heritage values of each known and located historic shipwreck against the National Heritage List criteria.

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Introduction

This volume examines the unlocated shipwreck resource from the Lacepede Islands through to Cambridge Gulf, encompassing all offshore islands and reefs and surrounding waters.

Located south of Cape Leveque, the Lacepede Islands comprise four small spits of land. Shipwrecks in this area mainly relate to the nineteenth century exploitation of guano. This area has 42 wrecks listed as missing between 1877–1935. Most are pearling luggers and small coastal vessels. Eight were larger vessels of 300 tons or more engaged in the shipment of guano.

King Sound is located at the top of the Dampier Peninsula. Its entrance is flanked by Cape Leveque to the west and the four island clusters of the Buccaneer Archipelago in Yampi Sound to the east. An eleven metre tidal range poses a challenge to navigators, as does the presence of many shoals and reefs. Twenty-six vessels are recorded as lost in this area, many of which were engaged in pearling.

Browse Island lies offshore at -14.109S, 123.550E. The shipwreck resource identified in the Browse Island region relates to guano exploitation during the colonial period. Additionally, it is also conceivable that shipwreck sites from Indonesian seafarers may occur in the area. As observed by CALM in 2003, Browse Island has been a fishing ground for Indonesians, particularly from West Timor, who target species of trepang, clam, fish, trochus shell and shark (Lapwood 2003). There are seven shipwrecks reported as lost in this area.

The Admiralty Gulf area encompasses the inlets from Cape Voltaire to Cape Talbot. Many islands are found within the Gulf including the Institut, Osborne Islands and Eclipse Archipelago. There are nine vessels reported as lost in this region, the majority of them working in the pearling industry.

The Cambridge Gulf area encompasses the waterways and offshore islands and reef from Cape Londonderry through to the Northern Territory border. Four vessels are recorded as lost in this region, some of which are related to the Benedictine missions established at Pago and later Kalumbaru. Very little research has been undertaken with respect to maritime cultural heritage in this region so there remains the potential for more sites to be discovered.

The North West General area refers to shipwrecks whose location is only referred to as lost of the NW of Western Australia in the British Shipping Registers. Further research, outside the scope of this current project, will hopefully better define their position.

Lacepede Islands

Start

Wreck Details

Wreck	
Name:	<i>Start</i>
Details:	
Date wrecked:	1877/01/27
Year wrecked:	1877
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Foundered
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Lacepede Islands
Found:	N
Region:	North West (Lacepedes Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-17.000000
Latmin:	-16.750000
Lonmax:	122.250000
Lonmin:	122.000000
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.0000
Construction:	Wood
Type:	Cutter
Gross tonnage:	6
Net tonnage:	
LOA(mtrs):	11.0000
Beam(mtrs):	3.2000
Engine:	N
Builder:	
Port built:	Perth

State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	61110
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	
Industry type 2:	
Crew - passengers	
Master:	
Owner:	James and Ephraim Clarke, Thomas Hamilton and Henry Albert
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8829
URL:	
Signage:	
Source:	<i>Inquirer</i> , 21 March 1877 <i>Register of British Ships</i> , Fremantle Henderson G. & Henderson, K.J., 1988, <i>Unfinished Voyages Western Australian Shipwrecks 1851-1880</i> . University of Western Australia Press, Nedlands.
Protection notes:	
Inspected:	N

Vessel History

A letter to the *Inquirer* in March 1877 reported that a small cutter named the *Start*, belonging to a Mr McKay, had been totally wrecked on the Lacepede Islands prior to 27 January (*Inquirer*, 21 March 1877, p. 3). A 6-ton cutter of that name (Official Number 61110) was built at Perth in 1873. That vessel had the dimensions 11 metres x 3.2 metres x 1 metre, and was built with one deck and a round stern. Her listed owners, however, were James and Ephraim Clarke, Thomas Hamilton and Henry Albert (*Register of British Ships*, Fremantle; Henderson G. & Henderson, K.J. 1988:212).

Lighter (3)

Wreck details

Wreck	
Name:	Lighter (3)
Details:	
Date wrecked:	1877/02/16
Year wrecked:	1877
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Unknown
From port:	Ship
To port:	Shore
Comments:	
Location	
Where wrecked:	Lacepede Island
Found:	N
Region:	North West (Lacepedes Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-17.000000
Latmin:	-16.750000
Lonmax:	122.250000
Lonmin:	122.000000
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	Wood
Type:	
Gross tonnage:	
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	
Port built:	
State built:	
Country built:	UNKNOWN
Date built:	

Port registered:	
Official number:	
Registered number:	
Home port:	
Home country:	
Cargo:	Guano
Industry type:	
Industry type 2:	
Crew - passengers	
Master:	
Owner:	Messrs Poole, Picken and Co., of Melbourne
Crew:	
Passengers:	
Deaths:	0
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8405
URL:	
Signage:	
Source:	Wynne to Col. Sec., 23 February 1877, C.S.O. 864, fol. 26-33. Henderson G. & Henderson K.J., 1988, <i>Unfinished Voyages Western Australian Shipwrecks</i> . University of Western Australia Press, Nedlands.
Protection notes:	
Inspected:	N

Vessel History

On the morning of the 16 February 1877 a number of vessels were moored around the Lacepede Islands collecting guano. The dawn brought constant rain and a gale from east-north-east, producing huge breakers on the beach. Three lighters, owned by the lessees of the guano deposits (Messrs Poole, Picken and Co., of Melbourne) and used for carrying guano out to the ships, were driven ashore. As the tide came in, the sea rose so much that the crests of the breakers were level with the height of the middle island, a terrifying spectacle for the twenty-seven men living ashore there, who had been employed by the lessees to collect and land the guano (Wynne to Col. Sec., 23 February 1877, C.S.O. 864, fol. 26-33). Soon after, the water flowed over the edge of the island, rolling forward planks and spars. The landing stages belonging to the W.A. Guano Co. and to the barque *Amur* were washed away, together with bagged guano and a boat left behind by the *Amur*. The next day, the barometer fell to 754 millimetres. At high tide, the waves flooded the camp and there appeared some danger that the whole of the low sandy island would be engulfed (Henderson, G. & Henderson K.J. 1988:213-218).

Aboyne

Wreck Details

Wreck	
Name:	<i>Aboyne</i>
Details:	Cyclone
Date wrecked:	1877/02/17
Year wrecked:	1877
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	RAN Hydrographic Department position 17°57.7 122°09.6
Location	
Where wrecked:	Lacepede Islands
Found:	N
Region:	North West (Lacepedes Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-17.000000
Latmin:	-16.750000
Lonmax:	122.250000
Lonmin:	122.000000
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	Composite
Type:	Barque
Gross tonnage:	445
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	
Port built:	Sunderland
State built:	

Country built:	UNITED KINGDOM
Date built:	
Port registered:	London
Official number:	48681
Registered number:	
Home port:	
Home country:	
Cargo:	Guano
Industry type:	Transport
Industry type 2:	Other
Crew - passengers	
Master:	Captain Swan
Owner:	W. Moodie and Co.
Crew:	3
Passengers:	3
Deaths:	6
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	7653
URL:	
Signage:	
Source:	Inquirer, 28/3/1877 <i>Western Australian Times</i> , 13/4/1877 Wynne to Col. Sec., 23/2/1877, C.S.R. 864, fol. 26-33 Wynne to Col. Sec., 3/3/1877, C.S.R. 864, fol. 42 Wynne to Col. Sec., 5/4/1877, C.S.R. 864, fol. 65 Lloyds Shipping Henderson G. & Henderson K.J., 1988, <i>Unfinished Voyages Western Australian Shipwrecks</i> University of Western Australia Press, Nedlands.
Protection notes:	
Inspected:	N

Vessel History

The barque *Aboyne*, laden with 400 tons of guano came ashore during the 1877 cyclone. The *Aboyne*, with her deeper draft, struck further out to sea, about 0.4 kilometres eastward of the *Cingalee*. She fell, decks to leeward, and the sea quickly found an entrance to her hull. The guano from the hold was driven up in huge brown columns above her mast-heads. (*Inquirer*, 28 March 1877). The hull parted lengthwise, and in a few seconds, not a vestige was to be seen. Six lives were lost, including the captain's wife and two children.

The men living ashore on the middle island could observe, but not help, the men scrambling ashore on the western island as the vessels hit the beach. The Government Resident wrote:

It was a painful sight to see the shore, as far as the eye could reach, strewn with the debris of the wrecks of the *Aboyne* and *Helen Malcolm*. Huge timbers broken in pieces, masts and other spars snapt across in short lengths of six feet and upwards. Planking literally reduced to matchwood. Copper bolts cut asunder, great iron bars twisted and turned like so much wire. Copper sheathing wrinkled like tin foil. Cabin fittings, boxes, clothing, cordage, sails, timber, iron tanks, all mingled together, broken, torn, smashed beyond all power of utilisation (Wynne to Col. Sec., 23 February 1877, C.S.O. 864, fol. 26-33).

The 445-ton *Aboyne* (Official Number 48681) was built at Sunderland, in the United Kingdom, in 1864. She was copper fastened and was last yellow-metalled in 1875. The *Aboyne* was owned by W. Moodie and Co., and registered at London (*Lloyds Shipping Register*, 1877-78). Her master was Captain Swan (Henderson, G. & Henderson K.J. 1988:213-218).

Albert Victor

Wreck Details

Wreck	
Name:	<i>Albert Victor</i>
Details:	Cyclone
Date wrecked:	1877/02/18
Year wrecked:	1877
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	
From port:	
To port:	
Comments:	RAN Hydrographic Department 16°51.5 122°08.5
Location	
Where wrecked:	Lacepede Islands
Found:	N
Region:	North West (Lacepedes Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-17.000000
Latmin:	-16.750000
Lonmax:	122.750000
Lonmin:	122.000000
GPS	

coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	4.5000
Construction:	Wood
Type:	Barque
Gross tonnage:	384
Net tonnage:	
LOA(mtrs):	42.3000
Beam(mtrs):	9.1000
Engine:	N
Builder:	
Port built:	Schleswig
State built:	
Country built:	GERMANY
Date built:	
Port registered:	
Official number:	52835
Registered number:	
Home port:	
Home country:	
Cargo:	Guano
Industry type:	
Industry type 2:	
Crew - passengers	
Master:	Captain McWilliam
Owner:	John Hughes of Williamstown
Crew:	
Passengers:	
Deaths:	0
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	7681
URL:	
Signage:	

Source:	<i>Inquirer</i> , 28/3/1877 <i>Western Australian Times</i> , 13/4/1877 Wynne to Col. Sec., 23/2/1877, C.S.R. 864, fol. 26-33 4. Wynne to Col. Sec., 3/3/1877, C.S.R. 864, fol. 42 5. Wynne to Col. Sec., 5/4/1877, C.S.R. 864, fol. 65 Lloyds Shipping Henderson G. & Henderson K.J., 1988, <i>Unfinished Voyages Western Australian Shipwrecks</i> University of Western Australia Press, Nedlands.
Protection notes:	
Inspected:	N

Vessel History

The *Albert Victor* was wrecked during the 1877 cyclone. The *Albert Victor's* master signalled to the land party, 'Worst over and I think we will ride it out' (*Western Australian Times*, 13 April 1877). Unfortunately, the winds increased again that night. An enormous sea struck the barque *Albert Victor*, lifting her almost perpendicularly, and at that moment, her heaviest chain cable snapped. Captain McWilliam held on to his remaining anchors until high-water at 2 a.m., when he too ran for the beach. The *Albert Victor* went ashore close to the schooner *Mary Smith*.

The 384-ton *Albert Victor* (Official Number 52835) was built at Schleswig, in Germany, in 1864 (Board of Trade Wreck Register, 1877). She was owned by John Hughes, of Williamstown, Victoria, and her master was Captain McWilliam (Henderson, G. & Henderson K.J. 1988: 213-218).

Amur Ship's Boat

Wreck Details

Wreck	
Name:	<i>Amur Ship's Boat</i>
Details:	Cyclone
Date wrecked:	1877/02/17
Year wrecked:	1877
Protected:	<i>Protected: Historic Shipwrecks Act 1976</i>
Status:	Foundered
From port:	Ship
To port:	Shore
Comments:	
Location	
Where wrecked:	Lacepede Island
Found:	N
Region:	North West (Lacepedes Area)
State:	Western Australia

Jurisdiction:	
Latmax:	-17.000000
Latmin:	-16.750000
Lonmax:	122.250000
Lonmin:	122.000000
GPS	
coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	Aluminium
Type:	Boat
Gross tonnage:	
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	
Port built:	
State built:	
Country built:	UNKNOWN
Date built:	
Port registered:	
Official number:	
Registered	
number:	
Home port:	
Home country:	
Cargo:	Guano
Industry type:	Other
Industry type 2:	Other
Crew - passengers	
Master:	
Owner:	
Crew:	0
Passengers:	0
Deaths:	0
Crew deaths:	

Passenger deaths:	
Other information	
Wreck Id:	7708
URL:	
Signage:	
Source:	<i>Inquirer</i> , 28/3/1877 <i>Western Australian Times</i> , 13/4/1877 Wynne to Col. Sec., 23/2/1877, C.S.R. 864, fol. 26-33 Wynne to Col. Sec., 3/3/1877, C.S.R. 864, fol. 42 Wynne to Col. Sec., 5/4/1877, C.S.R. 864, fol. 65 Lloyds Shipping Henderson G. & Henderson K.J., 1988, <i>Unfinished Voyages Western Australian Shipwrecks 1851-1880</i> . University of Western Australia Press, Nedlands.
Protection notes:	
Inspected:	N

Vessel History

The *Amur* Ship's Boat was wrecked during the 1877 cyclone. The barques *Star of Jamaica* and *Amur*, and the brig *Emily*, slipped their cables and put out to sea, their masters fearful of the consequences of going aground on a lee shore with a tidal range of some six metres. Three lighters, owned by the lessees of the guano deposits (Messrs Poole, Picken and Co., of Melbourne) and used for carrying guano out to the ships, were driven ashore. As the tide came in, the sea rose so much that the crests of the breakers were level with the height of the middle island, a terrifying spectacle for the twenty-seven men living ashore there, who had been employed by the lessees to collect and land the guano (Wynne to Col. Sec., 23 February 1877, C.S.O. 864, fol. 26-33). Soon after, the water flowed over the edge of the island, rolling forward planks and spars. The landing stages belonging to the W.A. Guano Co. and to the barque *Amur* were washed away, together with bagged guano and a boat left behind by the *Amur*.

The next day, the barometer fell to 754 millimetres. At high tide, the waves flooded the camp and there appeared some danger that the whole of the low sandy island would be engulfed. At 1 p.m., when the tide was high, the master of the barque *Cingalee*, judging the time to be right, deliberately slipped his mooring and steered straight for the beach on the northern side of the western island, in an endeavour to save the lives of his crew. Being in ballast, the *Cingalee* struck lightly, and was lifted by the waves nearly on top of the island. All the crew scrambled ashore. Closely following the *Cingalee* was the barque *Aboyne*, laden with 400 tons of guano. The *Aboyne*, with her deeper draft, struck further out to sea, about 0.4 kilometres eastward of the *Cingalee*. She fell, decks to leeward, and the sea quickly found an entrance to her hull. The guano from the hold was driven up in huge brown columns above her mast-heads. (*Inquirer*, 28 March 1877). The hull parted lengthwise, and in a few seconds, not a vestige was to be seen. Six lives were lost, including the captain's wife and two children. The *Aboyne* had scarcely touched the beach when the schooner *Mary Smith* came ashore on a sandy point forming the brink of the narrow channel between two of the islands. The *Mary Smith* was left nearly dry by the receding wave, and her crew disembarked safely. The brig *Isabellas* came

ashore, followed by the barque *Helen Malcolm*, which struck close to where the *Aboyne* had disappeared. The *Helen Malcolm*'s masts quickly went over the side and the vessel suddenly collapsed. The *Prince Arthur* and the *Albert Victor* were now the only vessels remaining afloat. The *Albert Victor*'s master signalled to the land party, 'Worst over and I think we will ride it out' (*Western Australian Times*, 13 April 1877). Unfortunately, the winds increased again that night. An enormous sea struck the barque *Albert Victor*, lifting her almost perpendicularly, and at that moment, her heaviest chain cable snapped. Captain McWilliam held on to his remaining anchors until high-water at 2 a.m., when he too ran for the beach. The *Albert Victor* went ashore close to the schooner *Mary Smith*.

The men living ashore on the middle island could observe, but not help, the men scrambling ashore on the western island as the vessels hit the beach. The Government Resident wrote:

It was a painful sight to see the shore, as far as the eye could reach, strewn with the debris of the wrecks of the *Aboyne* and *Helen Malcolm*. Huge timbers broken in pieces, masts and other spars snapped across in short lengths of six feet and upwards. Planking literally reduced to matchwood. Copper bolts cut asunder, great iron bars twisted and turned like so much wire. Copper sheathing wrinkled like tin foil. Cabin fittings, boxes, clothing, cordage, sails, timber, iron tanks, all mingled together, broken, torn, smashed beyond all power of utilisation (Wynne to Col. Sec., 23 February 1877, C.S.O. 864, fol. 26-33).

The *Prince Arthur* rode out the storm, and later in the month, took sixty-four of the shipwrecked crewmen to Fremantle. The crew of the *Mary Smith* stayed on the island because the captain hoped to be able to refloat her. The vessel did float on the first spring tide, but drifted back onto rocks on the middle island while the crew were trying to get her ashore to be laid on her side for inspection of hull damage. So the crew took passage to Fremantle on another vessel early in March (Wynne to Col. Sec., 3 March 1877, C.S.O. 864, fol.42).

The wrecks were auctioned in Fremantle. The *Cingalee*, the newest vessel, was knocked down for one hundred and seventy pounds to Messrs J. and W. Bateman. The remaining five vessels (and the schooner *Bessie* which had gone ashore at Beagle Bay during the same storm), were purchased by Captain Owston and partners for three hundred and forty pounds. Soon after the sale, the news arrived in Fremantle that the *Cingalee* which was worth at least 3000 pounds to a purchaser has been literally stripped of her gear by pilferers and could not possibly, even if successfully launched, be taken to any place of safety without a new outfit (Wynne to Col. Sec., 5 April 1877, C.S.O. 864, fol. 65).

Bateman and Owston sent the coaster *Azelia* to the Lacepedes with twenty workmen to break up the wrecked vessels, and others worked on salvaging the stranded ships. The *Cingalee* was the first vessel successfully refloated, and she arrived at Fremantle in September. The *Mary Smith* followed in October. These two vessels were repaired by the Fremantle shipwright Robert Howson and put back into useful service. The *Cingalee* was eventually lost when driven ashore at Bunbury in 1887, while the *Mary Smith* was beached and abandoned near Fremantle in 1890.

The remaining four vessels - *Aboyne*, *Isabellas*, *Helen Malcolm* and *Albert Victor* were totally lost. Not one of these wrecks have been found in modern times. The boat from the *Amur*, and the three lighters, described in the *Western Australian Times* as 'paltry old boats', would have disintegrated rapidly, while the *Aboyne* and

Helen Malcolm broke up immediately. But what of the 268-ton *Isabellas* and the 384-ton *Albert Victor*, both of which went ashore at high tide? It would appear that the work begun by pilferers living on the island, and continued by Bateman and Owston's workmen, was efficiently completed by the heavy tides (Henderson, G. & Henderson K.J. 1988:213-218).

Helen Malcolm

Wreck Details

Wreck	
Name:	<i>Helen Malcolm</i>
Details:	Cyclone
Date wrecked:	1877/02/17
Year wrecked:	1877
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Lacepede Island
Found:	N
Region:	North West (Lacepedes Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-17.000000
Latmin:	-16.750000
Lonmax:	122.250000
Lonmin:	122.000000
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	4.9000
Construction:	Wood
Type:	Barque
Gross tonnage:	311
Net tonnage:	
LOA(mtrs):	39.9000
Beam(mtrs):	8.5000
Engine:	N

Builder:	
Port built:	Port Edward Island
State built:	
Country built:	CANADA
Date built:	
Port registered:	Melbourne
Official number:	54239
Registered number:	
Home port:	
Home country:	
Cargo:	Guano
Industry type:	Other
Industry type 2:	Other
Crew - passengers	
Master:	Captain Kirby
Owner:	John Smith of Melbourne
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8246
URL:	
Signage:	
Source:	<i>Inquirer</i> , 28/3/1877 <i>Western Australian Times</i> , 13/4/1877 Wynne to Col. Sec., 23/2/1877, C.S.R. 864, fol. 26-33 Wynne to Col. Sec., 3/3/1877, C.S.R. 864, fol. 42 Wynne to Col. Sec., 5/4/1877, C.S.R. 864, fol. 65 Lloyds Shipping Henderson G. & Henderson K.J., 1988, <i>Unfinished Voyages Western Australian Shipwrecks 1851-1880</i> . University of Western Australia Press, Nedlands.
Protection notes:	
Inspected:	N

Vessel History

On the morning of the 16 February 1877 a number of vessels were moored around the Lacepede Islands collecting guano. The dawn brought constant rain and a gale from east-north-east, producing huge breakers on the beach. The next day, the barometer fell to 754 millimetres. At high tide, the waves flooded the camp and there

appeared some danger that the whole of the low sandy island would be engulfed. The barque *Helen Malcolm* came ashore and struck close to where the *Aboyne* had disappeared. The *Helen Malcolm* 's masts quickly went over the side and the vessel suddenly collapsed.

The men living ashore on the middle island could observe, but not help, the men scrambling ashore on the western island as the vessels hit the beach. The Government Resident wrote:

It was a painful sight to see the shore, as far as the eye could reach, strewn with the debris of the wrecks of the *Aboyne* and *Helen Malcolm*. Huge timbers broken in pieces, masts and other spars snapt across in short lengths of six feet and upwards. Planking literally reduced to matchwood. Copper bolts cut asunder, great iron bars twisted and turned like so much wire. Copper sheathing wrinkled like tin foil. Cabin fittings, boxes, clothing, cordage, sails, timber, iron tanks, all mingled together, broken, torn, smashed beyond all power of utilisation (Wynne to Col. Sec., 23 February 1877, C.S.O. 864, fol. 26-33).

The 311-ton *Helen Malcolm* (Official Number 54239) was built at Prince Edward Island, in Canada, in 1866. She too was partly fastened with iron bolts, and was yellow-metalled in 1869. The *Helen Malcolm* was owned by John Smith of Melbourne, and her master was Captain Kirby (Henderson, G. & Henderson K.J. 1988:213-218).

Isabellas

Wreck Details

Wreck	
Name:	<i>Isabellas</i>
Details:	Cyclone
Date wrecked:	1877/02/17
Year wrecked:	1877
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Lacepede Island
Found:	N
Region:	North West (Lacepedes Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-17.000000
Latmin:	-16.750000

Lonmax:	122.250000
Lonmin:	122.000000
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	Wood
Type:	Brig
Gross tonnage:	268
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	
Port built:	South Shields
State built:	
Country built:	UNITED KINGDOM
Date built:	
Port registered:	Melbourne
Official number:	28336
Registered number:	
Home port:	
Home country:	
Cargo:	Guano
Industry type:	Other
Industry type 2:	Other
Crew - passengers	
Master:	Captain Friend
Owner:	Thomas Brooks of Newcastle,
Crew:	
Passengers:	
Deaths:	0
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8283
URL:	

Signage:	
Source:	<i>Inquirer</i> , 28/3/1877 <i>Western Australian Times</i> , 13/4/1877 Wynne to Col. Sec., 23/2/1877, C.S.R. 864, fol. 26-33 Wynne to Col. Sec., 3/3/1877, C.S.R. 864, fol. 42 5. Wynne to Col. Sec., 5/4/1877, C.S.R. 864, fol. 65 6. Lloyds Shipping Henderson G. & Henderson K.J., 1988, <i>Unfinished Voyages Western Australian Shipwrecks 1851-1880</i> . University of Western Australia Press, Nedlands
Protection notes:	
Inspected:	N

Vessel History

The brig *Isabellas* came ashore during the 1877 cyclone, followed by the barque *Helen Malcolm*, which struck close to where the *Aboyne* had disappeared.

The 268-ton *Isabellas* (Official Number 28336) was built at South Shields, in the United Kingdom, in 1860. The *Isabellas* was fastened partly with iron bolts and was yellow-metalled in 1875 (Lloyds Shipping Register, 1877-78). She was owned by Thomas Brooks of Newcastle, New South Wales, and her master was Captain Friend (Henderson, G. & Henderson K.J. 1988:213-218).

Albert

Wreck Details

Wreck	
Name:	<i>Albert</i>
Details:	
Date wrecked:	1880/01/31
Year wrecked:	1880
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	RAN Hydrographic Department database -16.85° 122.1416666°
Location	
Where wrecked:	Lacepedes Islands
Found:	N
Region:	North West (Lacepedes Area)
State:	Western Australia
Jurisdiction:	

Latmax:	-17.000000
Latmin:	-16.750000
Lonmax:	122.250000
Lonmin:	122.000000
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.7000
Construction:	Wood
Type:	Cutter
Gross tonnage:	23
Net tonnage:	
LOA(mtrs):	13.8000
Beam(mtrs):	4.4000
Engine:	N
Builder:	
Port built:	Perth
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	36544
Registered number:	
Home port:	
Home country:	
Cargo:	Shell
Industry type:	Fishing
Industry type 2:	pearling
Crew - passengers	
Master:	
Owner:	F. McRae, G. Fauntleroy and F. Pearce of Roebourne
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	7680

URL:	
Signage:	
Source:	<i>Register of British Ships</i> , Fremantle J.W.Clifton to Col. Sec., 22 April 1881, C.S.O. 1309/1881, fol. 88 Journal of P.C. Thomson, 23 August 1867, Police Files, Acc.No.129, Battye Library. <i>Inquirer</i> , 7 August 1867 <i>Inquirer</i> , 9 October 1867 Henderson, G. & Henderson K.J. 1988 <i>Unfinished Voyages Western Australian Shipwrecks 1851-1880</i> . University of Western Australia Press, Nedlands.
Protection notes:	
Inspected:	N

Vessel History

The 23-ton cutter *Albert* was built in 1861 on the Swan River at Perth and initially used for local trading. It was first registered to Richard Harford, boatman, & Chas Howlett, warehouseman of Perth in 1862. On 1 August 1867, the vessel departed Fremantle for Champion Bay carrying 500 pounds of gunpowder (*Inquirer*, 7 August 1867). From Geraldton, the *Albert* had been chartered to proceed to Roebourne, but while in port at Geraldton, the Government arranged for her to search the Abrolhos for shipwrecks. Two vessels, the *Brothers* and the *Emily*, were missing. The *Albert* left for the Abrolhos on 8 August, and the next morning, the crew sighted the Middle Group, but heavy squalls hindered their progress. On the morning of the 11th, the vessel struck a reef a kilometre from a small island in the Northern Group called Goss' Monument, which bore east by north. Goss' Monument, presumably so named after Captain Goss, who camped there when the *Favourite* was stranded, was later renamed Beacon Island. After lowering the sails and launching the dinghy, the crew took the provisions and water ashore, and began discharging ballast from the *Albert*. From the 13th to the 19th, the crew tried to get the vessel afloat, without success. Then they made a mast and sail for the dinghy, and three men set out for Geraldton. (Journal of P.C. Thomson, 23 August 1867, Police Files, Acc.No.129, Battye Library).

Arrangements were made at Geraldton for the *Swan* to return to the Abrolhos to refloat the *Albert*, which lay in a sheltered position on soft coral. The cutter *Victoria* also lent a hand in refloating the *Albert*, before returning to Fremantle on 16 September (*Inquirer*, 9 October 1867). The *Albert* then resumed her coastal trading.

The vessel changed hands a number of times: in July 1868 to William Shakespeare Hale, storekeeper of Port Walcott; in July 1869 To Wm Shenton, Charles Wedge & GC Knight; in 1870 (?) to F McRae; to F McRae & Geo Fauntleroy and to Frederick Pearse at later unspecified dates.

In 1875, the vessel was involved in the pearling industry at Exmouth Gulf when a fracas broke out on board, resulting in several deaths.

The *Albert* was eventually totally wrecked at the Lacepedes on 31 January 1880, while engaged in the pearling industry. Discussing the loss in April 1881, the Collector of Customs, J.W. Clifton, lamented:

It is quite impossible for me to obtain the necessary information to fill in

'Wreck Forms' for casualties happening to Pearlers on the N.West Coast when no Court of Inquiry is held and the bare fact comes to my knowledge many months and sometimes over a year after the event (J. W. Clifton to Col. Sec., 22 April 1881, C.S.O. 1309/1881, fol. 88).

The *Albert* was carvel built, with a square stern, and measured 13.8 metres x 4.4 metres x 1.7 metres (Register of British Ships, Fremantle). Her last shareholders were F. McRae, G. Fauntleroy and F. Pearce of Roebourne (Henderson G. & Henderson K.J. 1988:276).

Ivy

Wreck Details

Wreck	
Name:	<i>Ivy</i>
Details:	Holed and sank
Date wrecked:	1896/11/27
Year wrecked:	1896
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	Broome
To port:	Lacapede Islands
Comments:	
Location	
Where wrecked:	Lacapede Islands
Found:	N
Region:	North West (Lacepedes Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-17.000000
Latmin:	-16.750000
Lonmax:	122.250000
Lonmin:	122.000000
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	2.2000
Construction:	Wood
Type:	Schooner
Gross tonnage:	59
Net tonnage:	

LOA(mtrs):	20.0000
Beam(mtrs):	5.2000
Engine:	N
Builder:	
Port built:	Fremantle
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	75310
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	pearling
Crew - passengers	
Master:	Birnie
Owner:	Birnie
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8286
URL:	
Signage:	
Source:	<i>West Australian</i> , 8 December 1896, p. 5i and 10 December 1896, p. 5h. <i>Register of British Ships</i> , Fremantle Cairns, L. & Henderson, G., 1995 Unfinished Voyages Western Australian Shipwrecks 1881-1900 University of Western Australian Press, Nedlands.
Protection notes:	
Inspected:	N

Vessel History

When the schooner *Ivy* left Broome on 27 November 1896 at high water, the master, a man named Birnie, headed for the Lacepede Islands, where his luggers were working. The vessel reached the islands safely, but struck a reef while it was still underweigh at high water. After the tide fell and the schooner was high and dry, Birnie was able to examine it. It looked to be relatively undamaged, so he decided to run it ashore at high water. At first, all appeared to be going well. The water was gaining very little on the pumps and the boat had moved some distance, but it suddenly filled and went down. It happened so quickly that the crew did not even have time to get out the whale-boat. Fortunately, the depth was only seven fathoms and the men saved themselves by climbing up the masts. Nevertheless, Birnie and his crew were in the water for several hours, before being rescued by some Japanese who had been catching turtles on the islands.

The schooner *Ivy*, which had been pearling on the coast for number of years, had formerly been the property of Frank Biddle. It had only recently been bought by Birnie (*West Australian*, 8 December 1896, p.5i and 10 December 1896, p. 5h) and the change of ownership does not appear on the vessel's register. The *Ivy* was a 59-ton fore-and-aft schooner, built and registered at Fremantle in 1882. The vessel measured 20 metres by 5.2 metres by 2.2 metres (Cairns & Henderson 1995:264).

Peter

Wreck Details

Wreck	
Name:	<i>Peter</i>
Details:	Drifted onto reef whilst on voyage
Date wrecked:	1897/03/25
Year wrecked:	1897
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	Broome
To port:	Pearling grounds
Comments:	
Location	
Where wrecked:	Lacapede Islands (King Sound)
Found:	N
Region:	North West (Lacepedes Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-17.000000
Latmin:	-16.750000
Lonmax:	122.250000
Lonmin:	122.000000

GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	2.0100
Construction:	Wood carvel
Type:	Schooner
Gross tonnage:	11.2
Net tonnage:	
LOA(mtrs):	14.0800
Beam(mtrs):	4.4600
Engine:	N
Builder:	
Port built:	Fremantle
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle In 1893
Official number:	101620
Registered number:	
Home port:	
Home country:	
Cargo:	Stores, diving gear
Industry type:	Fishing
Industry type 2:	pearling
Crew - passengers	
Master:	Captain Hemsworth
Owner:	G.E. Hemsworth
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8639
URL:	
Signage:	
Source:	<i>West Australian</i> , 5 April 1897, p. 4f. McKenna Collection 680, Western Australian Museum <i>Register of British Ships</i>

Cairns, L. & Henderson, G., 1995 <i>Unfinished Voyages Western Australian Shipwrecks 1881-1900</i> University of Western Australian Press, Nedlands.	
Protection notes:	
Inspected:	N

Vessel History

The 11-ton schooner was a carvel-built wooden vessel with 1 deck, 2 masts, a counter stern and a billet head. Built at Fremantle in 1893, *Peter* was first registered as No 7 of 1893 at Fremantle to Zakarias Birbom Erikson of Cossack, pearler, on 31 August 1893. It was sold to Frederick Lateward Balter of Cossack, pearler, Fremantle, on 9 February 1895 and to Godfrey Ellard Hemsworth of Pearling Grounds, NW coast of WA, pearler, on 14 June 1895. The Register stated that the vessel wrecked in King Sound, NW coast of WA whilst on voyage from Broome to the pearling grounds (*Register of British Ships*). Captain Hemsworth's pearling lugger, *Peter*, was wrecked at the Lacepede Islands on 25 March 1897. It was later suggested that the vessel must have drifted onto the reef while the crew were shifting its position during the night. All the crew escaped but there was no time to salvage anything, so the stores and diving gear were all lost (*West Australian*, 5 April 1897, p. 4f; Cairns & Henderson 1995:274).

Una

Wreck Details

Wreck	
Name:	<i>Una</i>
Details:	
Date wrecked:	1902/02/28
Year wrecked:	1903
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Lacepede Islands
Found:	N
Region:	North West (Lacepedes Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-17.000000
Latmin:	-16.750000
Lonmax:	122.250000

Lonmin:	122.000000
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.5200
Construction:	Wood carvel
Type:	Cutter
Gross tonnage:	15
Net tonnage:	
LOA(mtrs):	11.5500
Beam(mtrs):	3.6500
Engine:	N
Builder:	Thomas Hamilton
Port built:	Fremantle
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	72485
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	
Industry type 2:	
Crew - passengers	
Master:	E.L. Blackmore
Owner:	A.A.Smart
Crew:	6
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8920
URL:	
Signage:	
Source:	<i>Inquirer</i> , 13 March to 5 April 1889 <i>West Australian</i> , 13 April 1889, p. 3c.

Inquirer, 1 May 1889, p. 7g.
Register of British Ships, Fremantle
 Cairns, L. & Henderson, G., 1995 *Unfinished Voyages Western Australian Shipwrecks 1881-1900* University of Western Australian Press Nedlands.
 Parsons, R. 1971 *Ships Registered at Fremantle Before 1900*.

Protection notes:

Inspected: N

Vessel History

The *Una* was a carvel-built cutter of 15 tons, with 1 deck, 1 mast, an oval counter stern and a wooden frame. Built and registered at Fremantle in 1876, the vessel measured 11.7 metres by 3.7 metres by 1.7 metres. Originally owned by Owston and Henfry, the cutter was sold in 1880 to William and Mary Gale, Henry Smith and J. H. Monger (Register of British ships, Fremantle).

During 1889, the cutter *Una* was making regular voyages between Geraldton and the nearby islands of the Houtman's Abrolhos group (*Inquirer*, 13 March to 5 April 1889). On the evening of 8 April, while returning to the mainland, the cutter fell in with a picnic party from the ships at Middle Island. The owner of the *Una* went aboard a yacht to pilot it into a safe anchorage, as it was very dark. The *Una* had almost caught up to the yacht when the young man in charge was hailed and advised to come up on the inside. Unfortunately, in trying to get past the other craft, the cutter struck a reef. Held hard and fast, the vessel was found to have sprung a leak, but the crew and the picnic party stayed aboard until the following morning (*West Australian*, 13 April 1889, p. 3c). Little damage was done and the cutter was soon back in service. It was reported to have safely arrived at Geraldton from the Abrolhos on 28 April (*Inquirer*, 1 May 1889, p. 7g) and later in the year, when the General Gordon was abandoned at sea, it took part in the search (*Inquirer*, 26 June 1889, p. 8e; Cairns & Henderson 1995:141).

The *Una* was wrecked at Lacepede Island on 2 February 1902 (Parsons 1971:31).

Alice

Wreck Details

Wreck	
Name:	<i>Alice</i>
Details:	
Date wrecked:	1905
Year wrecked:	1905
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	
From port:	
To port:	
Comments:	RAN Hydrographic Department 16°51, 122°08.5

Location	
Where wrecked:	Lacepede Island, Cape Leveque
Found:	N
Region:	North West (Lacepedes Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-17.000000
Latmin:	-16.750000
Lonmax:	122.250000
Lonmin:	122.000000
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	
Type:	Lugger
Gross tonnage:	
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	
Port built:	
State built:	
Country built:	
Date built:	
Port registered:	
Official number:	
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	
Owner:	
Crew:	

Passengers:
Deaths:
Crew deaths:
Passenger deaths:
Other information
Wreck Id: 7690
URL:
Signage:
Source:
Protection notes:
Inspected: N

Daisy

Wreck Details

Wreck
Name: <i>Daisy</i>
Details:
Date wrecked: 6/02/1905
Year wrecked: 1905
Protected: Protected: Historic Shipwrecks Act 1976
Status: Wrecked
From port:
To port:
Comments:
Location
Where wrecked: Lacepede Passage
Found: N
Region: North West (Lacepedes Area)
State: Western Australia
Jurisdiction:
Latmax: -17.000000
Latmin: -16.750000
Lonmax: 122.250000
Lonmin: 122.000000
GPS coordinates:
Water depth:
Vessel

Draft(mtrs):	1.0000
Construction:	Wood
Type:	Schooner
Gross tonnage:	12
Net tonnage:	12
LOA(mtrs):	11.0400
Beam(mtrs):	3.4900
Engine:	N
Builder:	J.C. Howson
Port built:	Fremantle
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	117791
Registered number:	19/1903
Home port:	
Home country:	
Cargo:	
Industry type:	
Industry type 2:	
Crew - passengers	
Master:	Mat bin Osman
Owner:	C.N. Murphy & Co, Broome
Crew:	6
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	7963
URL:	
Signage:	
Source:	HMC 128/3 McKenna Collection 682, Western Australian Museum <i>British Register of Shipping</i> , Fremantle
Protection notes:	
Inspected:	N

Vessel History

Built at Fremantle in 1899, *Daisy* was first registered to Cecil N Murphy of Broome, master mariner, on 27 April 1903. It was sold to C N Murphy & Co of London & Broome, merchants, on 28 October 1903 and to CN Murphy of Broome, merchant & J E Louton of Matlock Bath, England, cotton manufacturer, joint owners, on 27 May 1904. This vessel was wrecked in the Lacepede passage on 6 February 1905 (*British Register of Shipping*, Fremantle).

Bossut

Wreck Details

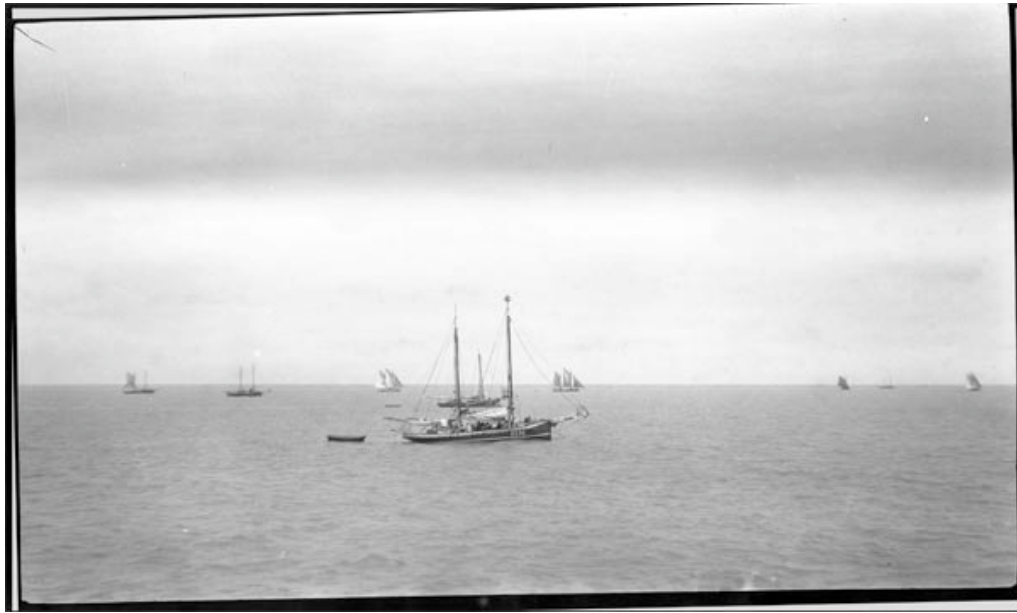
Wreck	
Name:	<i>Bossut</i>
Details:	Cyclone
Date wrecked:	26/03/1935
Year wrecked:	1935
Protected:	Not protected
Status:	Wrecked
From port:	
To port:	
Comments:	One of 24 luggers lost in cyclone
Location	
Where wrecked:	Lacepede Islands
Found:	N
Region:	North West (Lacepedes Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-17.000000
Latmin:	-16.750000
Lonmax:	122.250000
Lonmin:	122.000000
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.5500
Construction:	Wood carvel
Type:	Lugger
Gross tonnage:	15.23
Net tonnage:	12.73
LOA(mtrs):	11.2800

Beam(mtrs):	3.7000
Engine:	N
Builder:	Murray and Howson
Port built:	Fremantle
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	125000
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	
Owner:	Herbert Kennedy, Broome
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	7823
URL:	
Signage:	
Source:	HMC 28/5 McKenna Collection 684, Western Australian Museum <i>British Register of Shipping</i> , Fremantle)
Protection notes:	
Inspected:	N

Vessel History

Built at Fremantle WA, *Bossut* was first as No 14 of 1909 at Fremantle to Frank Biddles of Broome, pearler, on 17 November 1909. It was sold to Frank Biddles of Broome, pearler & James William Tilly of Broome, pearler, on 27 May 1913 and to Herbert Kennedy of Broome, agent & pearler, on 29 September 1932. The vessel was lost in cyclone off Lacepede Islands 27 March 1935 (British Register of Shipping, Fremantle).

Images



MHL268 Pearling fleets at sea on the pearling grounds. Luggers, including anchored B292 Bossut, on pearling grounds; open ocean. Transparency. Image Source: Bourne Collection, WAM.

Cleopatra

Wreck Details

Wreck	
Name:	<i>Cleopatra</i>
Details:	Cyclone
Date wrecked:	26/03/1935
Year wrecked:	1935
Protected:	Not protected
Status:	Wrecked
From port:	
To port:	
Comments:	One of 24 luggers lost in this cyclone
Location	
Where wrecked:	Lacepede Islands
Found:	N
Region:	North West (Lacepedes Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-17.000000
Latmin:	-16.750000

Lonmax:	122.250000
Lonmin:	122.000000
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	2.3100
Construction:	Wood
Type:	Lugger
Gross tonnage:	15.66
Net tonnage:	13.16
LOA(mtrs):	15.8200
Beam(mtrs):	5.3300
Engine:	N
Builder:	C. Nielsen
Port built:	Broome
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	119039
Registered number:	1/1905; B32
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	
Owner:	John Travers (1st owner), Steeter & Male Ltd, Broome (last owners)
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	7909
URL:	
Signage:	

Source:	HMC 131/5, 69/4, <i>British Register of Ships at Fremantle</i> : 4:69
Protection notes:	
Inspected:	N

Vessel History

Built at Broome WA, *Cleopatra* was first registered as No 1 of 1905 at Fremantle to John Travers & Gustave Anton Ulbrich of Broome, pearlers on 16 January 1905. It was sold to Gustave Anton Ulbrich of Broome, pearler, on 10 January 1906; sold under the hand of the bailiff of the Local Court In Admiralty, Broome to John Andrew Macdonald of Broome, pearler & John Stanton McKenna of Broome, pearler, on 31 May 1916; to John Stanton McKenna of Broome, pearler, on 29 June 1917; to Archie Male of Broome, business manager, on 22 March 1921 and to Streeter & Male Ltd of Broome, merchants, on 10 November 1922. The vessel was lost in a cyclone off the Lacepede Islands 27 March 1935 (*British Register of Shipping*, Fremantle).

Images



MHL267 Anchored lugger B153 Cleopatra sails furling; pitching in rough seas. Transparency. Bourne Collection, WAM.

Dona Elsie

Wreck Details

Wreck	
Name:	<i>Dona Elsie</i>
Details:	During cyclone
Date wrecked:	26/03/1935

Year wrecked:	1935
Protected:	Not protected
Status:	Wrecked
From port:	
To port:	
Comments:	One of 24 luggers lost in this cyclone
Location	
Where wrecked:	Lacepede Islands
Found:	N
Region:	North West (Lacepedes Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-17.000000
Latmin:	-16.750000
Lonmax:	122.250000
Lonmin:	122.000000
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.0200
Construction:	Wood carvel
Type:	Lugger
Gross tonnage:	13.61
Net tonnage:	17.81
LOA(mtrs):	10.4300
Beam(mtrs):	3.4900
Engine:	N
Builder:	A. E. Brown
Port built:	Fremantle
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	114470
Registered number:	21 of 1902; B64, B65, B363, B424, B4, B43, B58, B185, B40, B68
Home port:	
Home country:	

Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	
Owner:	Alfred Ernest James, Broome
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	7999
URL:	
Signage:	
Source:	HMC 87/3 McKenna Collection 681, Western Australian Museum <i>British Register of Shipping</i> , Fremantle
Protection notes:	
Inspected:	N

Vessel History

Built at Fremantle in 1899, *Dona Elsie* was first registered to Filomena Rodriguez of Broome, pearler, on 21 July 1902. It was sold to Henry Sussman of Broome, pearler, on 3 December 1904; to John Bertie Miller of Broome, pearler, on 18 September 1912; to Edmund Harold Hunter of Broome, pearler, on 27 March 1915; to Antonio Gonzales of Broome, pearler, on 4 January 1918; to Alfred Ernest Jones of Broome, pearler, on 11 September 1919. It was then licensed to L.J. Goldie between 1923-1934 as B64/B65. Also, between 1926-1926, *Dona Elsie* was renamed either *Aethra* or *Theseus*, reverting to its original name in 1927. The vessel was lost in cyclone off Lacedepes Islands about 27 March 1935 (*British Register of Shipping*, Fremantle).

Images



MHD331/058 Broadside view of Broome lugger B64 under full sail. Black circle at peak of mainsail and verandah over stern. B & W Print. Image Source: Unknown.

MA1718/09 Louis Goldie's lugger DONA ELSIE. Note dark circle on mizzen (main) sail, stern verandah. B & W Negative 21/4" Image Source: Jeanne Haynes WAM Maritime History (same as MHD331/058).



MA1777 Five men standing near bow of lugger B43; anchor-chained to shore; aground at low tide. Vessel is likely to be either DONA ELSIE (1908-1914) which is listed as having a fiddle head bow, or DONA MATILDA (1917-1925) although the

latter is listed as having a straight stem bow. Glass Negative. Image Source: Bourne Collection, WAM.

Doris Goode

Wreck Details

Wreck	
Name:	<i>Doris Goode</i>
Details:	Cyclone
Date wrecked:	26/03/1935
Year wrecked:	1935
Protected:	Not protected
Status:	Wrecked
From port:	
To port:	
Comments:	One of 24 luggers lost in this cyclone
Location	
Where wrecked:	Lacepede Islands
Found:	N
Region:	North West (Lacepedes Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-17.000000
Latmin:	-16.750000
Lonmax:	122.250000
Lonmin:	122.000000
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.5300
Construction:	Wood
Type:	Lugger
Gross tonnage:	12.68
Net tonnage:	15.18
LOA(mtrs):	10.9800
Beam(mtrs):	3.6600
Engine:	N
Builder:	G.W. Carter
Port built:	Fremantle

State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	118988
Registered number:	No 81 of 1903 at Fremantle; B30
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	
Owner:	Streeter & Male
Crew:	8
Passengers:	
Deaths:	8
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8004
URL:	
Signage:	
Source:	HMC 140/5, 189/3 McKenna Collection 682, Western Australian Museum <i>British Register of Shipping</i> , Fremantle
Protection notes:	
Inspected:	N

Vessel History

Built at Fremantle WA, *Doris Goode* was first registered to Frederick Daniel Good of Perth, gentleman & Edwin Henry Good of Broome, pearler & Thomas G Hawley of Perth, clerk & Michael M White of Broome, pearler, joint owners, on 6 November 1903. It was sold to Joseph Spencer Richards & Hugh McKay of Broome, pearlery, on 1 January 1908; to Joseph Spencer Richards of Broome, pearler, on 16 September 1916; to Theresa Bourgoin of Broome, married woman, wife of James Bourgoin, on 17 February 1923; to James Henry Deutchman & William Horace Reid of Broome, beachcombers, on 11 December 1926 and to Streeter & Male Ltd of Broome, merchants, on 4 March 1929. The vessel was lost in a cyclone off the Lacepede Islands about 27 March 1935 (*British Register of Shipping*, Fremantle). Note in alphabetical register: 'Rebuilt 1926' (WAM Maritime History Vessel Database).

Edna Elizabeth

Wreck Details

Wreck	
Name:	<i>Edna Elizabeth</i>
Details:	Cyclone
Date wrecked:	26/03/1935
Year wrecked:	1935
Protected:	Not protected
Status:	Wrecked
From port:	
To port:	
Comments:	One of 24 luggers lost in this cyclone
Location	
Where wrecked:	Lacepede Islands
Found:	N
Region:	North West (Lacepedes Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-17.000000
Latmin:	-16.750000
Lonmax:	122.250000
Lonmin:	122.000000
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.4
Construction:	Wood
Type:	Lugger
Gross tonnage:	11.81
Net tonnage:	9.06
LOA(mtrs):	13.1
Beam(mtrs):	3.7
Engine:	N
Builder:	
Port built:	
State built:	
Country built:	AUSTRALIA
Date built:	

Port registered:	Fremantle
Official number:	140179
Registered number:	B108; 8/1934
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	
Owner:	Joseph Knowles of Broome, John Lloyd Morgan of Fremantle
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8029
URL:	
Signage:	
Source:	HMC 19/7 <i>British Register of Shipping</i> , Fremantle
Protection notes:	
Inspected:	N

Vessel History

Initially built at Broome as *Gem*, this vessel was first registered as *Edna Elizabeth*, No 8 of 1934 at Fremantle to Joseph Knowles and John Lloyd Morgan of Broome and Fremantle, pearler and engine driver, joint owners, on 26 October 1934. The Certificate was cancelled and Register closed 27 August 1938 with the vessel reported as lost in cyclone off the Lacepede Islands around 27 March 1935 by the Sub-Collector of Customs, Broome (*British Register of Shipping*, Fremantle).

Elizabeth

Wreck Details

Wreck	
Name:	<i>Elizabeth</i>
Details:	Cyclone
Date wrecked:	26/03/1935

Year wrecked:	1935
Protected:	Not protected
Status:	Wrecked
From port:	
To port:	
Comments:	One 24 luggers which got lost in this cyclone
Location	
Where wrecked:	Lacepede Islands
Found:	N
Region:	North West (Lacepedes Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-17.000000
Latmin:	-16.750000
Lonmax:	122.250000
Lonmin:	122.000000
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	
Type:	Lugger
Gross tonnage:	
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	
Port built:	
State built:	
Country built:	
Date built:	
Port registered:	
Official number:	
Registered number:	
Home port:	
Home country:	

Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	
Owner:	
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8048
URL:	
Signage:	
Source:	
Protection notes:	
Inspected:	N

Else

Wreck Details

Wreck	
Name:	<i>Else</i>
Details:	Cyclone
Date wrecked:	26/03/1935
Year wrecked:	1935
Protected:	Not protected
Status:	Wrecked
From port:	
To port:	
Comments:	One 24 luggers which got lost in this cyclone
Location	
Where wrecked:	Lacepede Islands
Found:	N
Region:	North West (Lacepedes Area)
State:	Western Australia
Jurisdiction:	

Latmax:	-17.000000
Latmin:	-16.750000
Lonmax:	122.250000
Lonmin:	122.000000
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	
Type:	Lugger
Gross tonnage:	
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	
Port built:	
State built:	
Country built:	
Date built:	
Port registered:	
Official number:	
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	
Owner:	
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8057

URL:	
Signage:	
Source:	
Protection notes:	
Inspected:	N

Eos

Wreck Details

Wreck	
Name:	<i>Eos</i>
Details:	Cyclone
Date wrecked:	26/03/1935
Year wrecked:	1935
Protected:	Not protected
Status:	Wrecked
From port:	
To port:	
Comments:	One of 24 luggers lost in this cyclone
Location	
Where wrecked:	Lacepede Islands
Found:	N
Region:	North West (Lacepedes Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-17.000000
Latmin:	-16.750000
Lonmax:	122.250000
Lonmin:	122.000000
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	0.9500
Construction:	Wood
Type:	Lugger
Gross tonnage:	12.48
Net tonnage:	15.5
LOA(mtrs):	11.0600

Beam(mtrs):	3.4700
Engine:	N
Builder:	W.A. Chamberlain
Port built:	Fremantle
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	117801
Registered number:	B98
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	pearling
Crew - passengers	
Master:	
Owner:	Streeter & Male
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8086
URL:	
Signage:	
Source:	138/5, 125/3 McKenna Collection 682, Western Australian Museum. British Register of Ships, Bk 3: 125 <i>British Register of Shipping</i> , Fremantle
Protection notes:	
Inspected:	N

Vessel History

Built at Fremantle, *Eos* was first registered to Robert Watts Wigmore of Broome, pearler, on 8 April 1903. It was sold to Joseph Maddison Johnson of Broome, pearler, on 27 October 1906 and transferred to William Brook Johnson of Broome, pearler, on 20 March 1912 when Johnson died at sea. *Eos* was again sold on 11 December 1913 to John Stanton McKenna of Broome, pearler. The ship was condemned and sold under a Commission of Sale issued out of Local Court of

Broome on 3 March 1921 and under the hand of the bailiff of the Local Court In Admiralty, Broome to Archie Male of Broome, merchant, on 22 March 1921. The *Eos*' final owner was Streeter & Male Ltd of Broome, merchants, who purchased the vessel on 10 November 1922. The vessel was lost in cyclone off the Lacepede Islands about 27 March 1935 (*British Register of Shipping*, Fremantle).

Gitana

Wreck Details

Wreck	
Name:	<i>Gitana</i>
Details:	Cyclone
Date wrecked:	26/03/1935
Year wrecked:	1935
Protected:	Not protected
Status:	
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Off Lacepede Islands
Found:	N
Region:	North West (Lacepedes Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-17.000000
Latmin:	-16.750000
Lonmax:	122.250000
Lonmin:	122.000000
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	
Type:	Lugger
Gross tonnage:	15.95
Net tonnage:	
LOA(mtrs):	14
Beam(mtrs):	4
Engine:	N

Builder:	E. Howson , Fremantle WA
Port built:	Fremantle
State built:	WA
Country built:	AUSTRALIA
Date built:	1902
Port registered:	
Official number:	102249
Registered number:	No 7 in 1930, No 28 of 1902; B99
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	
Owner:	
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8188
URL:	
Signage:	
Source:	125/6
Protection notes:	
Inspected:	N

Vessel History

Built at Fremantle, *Gitana* was first registered to Arthur Male & Alfred John Everett of Broome, pearlers, on 9 September 1902. It was sold to Alfred John Everett of Broome, pearler, on 16 January 1908; transferred to Alfred Ernest Victor Woodruffe of Port Hedland, agent, on 18 January 1908; sold to Frederick Albert Everett of Broome, pearler, on 20 October 1908; to Mark Rubin of Broome, merchant, on 27 February 1911; to Simon Karalis Dean of Broome, pearler, on 11 August 1912; and to Arthur Male of Broome, merchant, on 15 February 1924. The Register was closed 6 Nov 1930 and the vessel registered anew in consequence of material alteration as No 7 of 1930 at Fremantle to Arthur Streeter Male of Broome WA, pearler. The Certificate was cancelled and Register closed 27 August 1938 when the vessel was lost in cyclone off the Lacepede Islands around 27 March 1935. Advice received from Sub-Collector of Customs, Broome (British Register of Ships, Fremantle).

Images



MA1712/07 Pearl diver coming aboard lugger B97 - "Ellies print". Vessel probably either *Gitana* or *Charlie*, Streeter & Male. Note stern verandah. "Ellies print". B & W Negative 21/4". Image Source: Jeanne Haynes, WAM Maritime History.

MHL254 Luggers B91 *Mildred* or *Gitana*, with top rectangular-marking on mizzen sail; at full sail; Broome jetty and other luggers in view. Transparency. Image Source: Bourne Collection, WAM.

Guano

Wreck Details

Wreck	
Name:	<i>Guano</i>
Details:	Cyclone
Date wrecked:	26/03/1935
Year wrecked:	1935
Protected:	Not protected
Status:	Wrecked
From port:	

To port:	
Comments:	One of 24 luggers lost in this cyclone
Location	
Where wrecked:	Lacepede Islands
Found:	N
Region:	North West (Lacepedes Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-17.000000
Latmin:	-16.750000
Lonmax:	122.250000
Lonmin:	122.000000
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	
Type:	Lugger
Gross tonnage:	
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	
Port built:	
State built:	
Country built:	
Date built:	
Port registered:	
Official number:	
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	

Master:	
Owner:	
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8216
URL:	
Signage:	
Source:	U.E.C. Journal 5/1971
Protection notes:	
Inspected:	N

John De Baun

Wreck Details

Wreck	
Name:	<i>John De Baun</i>
Details:	Cyclone
Date wrecked:	26/03/1935
Year wrecked:	1935
Protected:	Not protected
Status:	Wrecked
From port:	
To port:	
Comments:	One of 24 luggers lost in this cyclone
Location	
Where wrecked:	Lacepede Islands
Found:	N
Region:	North West (Lacepedes Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-17.000000
Latmin:	-16.750000
Lonmax:	122.250000
Lonmin:	122.000000

GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.4
Construction:	Wooden
Type:	Lugger
Gross tonnage:	15.17
Net tonnage:	12.67
LOA(mtrs):	11.1
Beam(mtrs):	3.7
Engine:	N
Builder:	A E Brown
Port built:	Fremantle
State built:	WA
Country built:	Australia
Date built:	1906
Port registered:	
Official number:	120034
Registered number:	B165, B450, B168; No 2 of 1907
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	
Owner:	Ward
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8309
URL:	
Signage:	
Source:	<i>British Register of Shipping, Fremantle</i>

Protection notes:

Inspected: N

Vessel History

Built at Fremantle WA, *John De Braun* was first registered as No 2 of 1907 at Fremantle to John de Baun of Perth, gentleman, on 4 April 1907. It was sold to George Moss of Broome, pearler & Hugh Leona Richardson of Broome, pearler, on 19 December 1912; to Alexander Taylor Fleming of Derby, pearler & grazier, on 31 March 1921; to Agnes Ward of Broome, married woman, on 6 May 1925 and finally to William Alfred Ward of Broome, pearler, on 11 January 1932. The vessel was lost in cyclone off Lacepede Islands on 27 March 1935 (*British Register of Shipping*, Fremantle).

Images



MHL193 Anchored lugger B165 John De Baun, and another lugger, at low tide. Transparency. Image Source: Bourne Collection, WAM.

Kate Florence

Wreck Details

Wreck	
Name:	<i>Kate Florence</i>
Details:	Cyclone
Date wrecked:	26/03/1935
Year wrecked:	1935
Protected:	Not protected

Status:	Wrecked
From port:	
To port:	
Comments:	One of 24 luggers lost in this cyclone.
Location	
Where wrecked:	Lacepede Islands
Found:	N
Region:	North West (Lacepedes Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-17.000000
Latmin:	-16.750000
Lonmax:	122.250000
Lonmin:	122.000000
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.2200
Construction:	Wood
Type:	Lugger
Gross tonnage:	12.11
Net tonnage:	14.61
LOA(mtrs):	10.9800
Beam(mtrs):	1.4500
Engine:	N
Builder:	Chamberlain & Cooper
Port built:	Fremantle
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	119033
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing

Industry type 2:	Pearling
Crew - passengers	
Master:	
Owner:	Herbert Davies (first owner). Daniel McDaniell (last owner)
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8336
URL:	
Signage:	
Source:	McKenna Collection 683, Western Australian Museum <i>British Register of Shipping</i> , Fremantle
Protection notes:	
Inspected:	N

Vessel History

Built at Fremantle *Kate Florence* was first registered as No 32 of 1904 at Fremantle to Herbert Davies of Karridale, gentleman, on 28 April 1904. It was sold to Daniel McDaniell of Broome, pearler, on 4 February 1910. The vessel was lost in cyclone off the Lacepede Is about 27 March 1935 (British Register of Shipping, Fremantle).

Images



MHL236 Daniel McDaniel's pearling lugger B71 Kate Florence aground at low tide; people on, or nearby; mangroves behind. Note billet head bow, and vessel's rudder not apparently visible, stern verandah, black hull, red (?) stripe on bulwarks, white mastheads. Transparency. Image Source: Bourne Collection, WAM.



MHL250 Daniel Mcdaniel's pearling luggers B71 Kate Florence, B74 Theo, and B75 Pansy/May/Rosa/Kea aground at low tide; small boy near B71; buildings behind. Transparency. Image Source: Bourne Collection, WAM.

Mariana

Wreck Details

Wreck	
Name:	<i>Mariana</i>
Details:	Cyclone
Date wrecked:	26/03/1935
Year wrecked:	1935
Protected:	Not protected
Status:	Wrecked
From port:	
To port:	
Comments:	One of 24 luggers lost in this cyclone
Location	
Where wrecked:	Lacepede Islands
Found:	N
Region:	North West (Lacepedes Area)

State:	Western Australia
Jurisdiction:	
Latmax:	-17.000000
Latmin:	-16.750000
Lonmax:	122.250000
Lonmin:	122.000000
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	92.0000
Construction:	Wood
Type:	Lugger
Gross tonnage:	12.56
Net tonnage:	16.1
LOA(mtrs):	11.3000
Beam(mtrs):	3.7000
Engine:	N
Builder:	E. Howson
Port built:	Fremantle
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	117796
Registered number:	No 14 of 1903; B46, B132, B315, B88, B146, B288
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	pearling
Crew - passengers	
Master:	
Owner:	Herbert Kennedy
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	

Other information	
Wreck Id:	8461
URL:	
Signage:	
Source:	McKenna Collection 682, Western Australian Museum <i>British Register of Shipping</i> , Fremantle
Protection notes:	
Inspected:	N

Vessel History

Built at Fremantle, *Mariana* was first registered to Arthur Male of Broome, merchant & Alfred John Everett of Broome, pearler on 3 April 1903. It was sold to Samuel Petrie Ormond Taylor of Broome, pearler, on 11 January 1907; to Archie Male of Broome, merchant, on 8 January 1910; to Frank Biddles & James William Tilly of Broome, pearlers, on 28 July 1917 and to Herbert Kennedy of Broome, agent & pearler, on 29 September 1932. The vessel was lost in a cyclone in the Lacepede Islands about 27/3/1935 (*British Register of Shipping*, Fremantle).

Images



MHL366 Lugger B288 Mariana under sail. J W Tilly. Transparency. Image Source: Bourne Collection, WAM.

Mascotte

Wreck details

Wreck	
Name:	<i>Mascotte</i>
Details:	Cyclone

Date wrecked:	26/03/1935
Year wrecked:	1935
Protected:	Not protected
Status:	Wrecked
From port:	
To port:	
Comments:	One 24 luggers which got lost in this cyclone
Location	
Where wrecked:	Lacepede Islands
Found:	N
Region:	North West (Lacepedes Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-17.000000
Latmin:	-16.750000
Lonmax:	122.250000
Lonmin:	122.000000
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.2
Construction:	Wooden
Type:	Lugger
Gross tonnage:	15.87
Net tonnage:	13.12
LOA(mtrs):	12.1
Beam(mtrs):	3.7
Engine:	N
Builder:	J. Lane
Port built:	Whangaroa
State built:	
Country built:	New Zealand
Date built:	1892
Port registered:	
Official number:	94264
Registered number:	B93? No 26 of 1917 at Fremantle No 11 of 1892 at Auckland
Home port:	
Home country:	

Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	
Owner:	
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8484
URL:	
Signage:	
Source:	<i>British Register of Shipping, Fremantle</i>
Protection notes:	
Inspected:	N

Vessel History

Built at Whangaroa, New Zealand, *Mascotte* was previously registered as No 11 of 1892 at Auckland. It was transferred to Fremantle and reregistered as No 26 of 1917 at Fremantle to James Clark of Brisbane, Qld, pastoralist & Robert Philp of Brisbane, Qld, pastoralist & Percival Pitman Outridge of Redland Bay, Qld, orchardist & Isabella Mitchell Campbell of Brisbane, Qld, widow & James Theodore Blewett MacKenzie of Broome, pearler, on 26 January 1917. The Certificate was cancelled and Register closed 27 June 1938 as the vessel was lost in cyclone off the Lacepede Islands around 27 March 1935. Advice received from Sub-Collector of Customs, Broome (*British Register of Shipping, Fremantle*).

Minilya

Wreck Details

Wreck	
Name:	<i>Minilya</i>
Details:	Cyclone
Date wrecked:	26/03/1935
Year wrecked:	1935
Protected:	Not protected
Status:	Wrecked
From port:	

To port:	
Comments:	One of 24 luggers lost in this cyclone
Location	
Where wrecked:	Lacepede Islands
Found:	N
Region:	North West (Lacepedes Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-17.000000
Latmin:	-16.750000
Lonmax:	122.250000
Lonmin:	122.000000
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	0.9600
Construction:	Wood
Type:	Lugger
Gross tonnage:	12.8
Net tonnage:	16.3
LOA(mtrs):	11.4000
Beam(mtrs):	3.0500
Engine:	N
Builder:	W.A. Chamberlain
Port built:	Fremantle
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	117785
Registered number:	No 23 of 1903; B67
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	

Master:	
Owner:	Streeter & Male, Broome
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8522
URL:	
Signage:	
Source:	McKenna Collection 682, Western Australian Museum <i>British Register of Shipping</i> , Fremantle
Protection notes:	
Inspected:	N

Vessel History

Built at Fremantle in 1901, *Minilya* was first registered to John Madden Archer of Broome, pearler, on 1 May 1903. It was sold to Gladys Pauline May Blackman of Broome, married woman, on 14 September 1909; to Otto Walter Blackman of Broome, pearler, on 14 September 1909 and to Louis John Goldie of Broome, pearler & pearl buyer, and mortgaged to Streeter & Male of Broome on 11 December 1919. Also, between 1926-1926, *Minilya* was renamed *Ariadne* reverting to its original name in 1927. This vessel was lost in cyclone off the Lacepede Islands on 27 March 1935 (*British Register of Shipping*, Fremantle).

Images



MHL281 Pearl luggers at sea on pearling grounds. Lugger in centre with circle symbol on mizzen sail probably Louis Golie's Minilya. Image Source: Bourne Collection, WAM.

New Moon

Wreck Details

Wreck	
Name:	<i>New Moon</i>
Details:	Lost in cyclone
Date wrecked:	26/03/1935
Year wrecked:	1935
Protected:	Not protected
Status:	Wrecked
From port:	
To port:	
Comments:	One of 24 luggers lost in this cyclone
Location	
Where wrecked:	Lacepede Islands
Found:	N
Region:	North West (Lacepedes Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-17.000000
Latmin:	-16.750000
Lonmax:	122.250000
Lonmin:	122.000000
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.4500
Construction:	Wood
Type:	Lugger
Gross tonnage:	12.83
Net tonnage:	15.33
LOA(mtrs):	11.1000
Beam(mtrs):	3.7000
Engine:	N
Builder:	Murray & Howson

Port built:	Fremantle
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	119000
Registered number:	99/1903; B92
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	
Owner:	Streeter & Male
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8568
URL:	
Signage:	
Source:	HMC 8/4 McKenna Collection 683, Western Australian Museum <i>British Register of Shipping</i> , Fremantle
Protection notes:	
Inspected:	N

Vessel History

Built at East Fremantle *New Moon* was first registered as No 99 of 1903 at Fremantle to Andrew Mills & Henry James King of Fremantle, master mariner & shipping agent, on 3 December 1903. It was sold to William Annear of Broome, pearler, on 4 February 1909 and again on 31 May 1912 to Streeter & Male Ltd of Broome, merchants. The vessel was lost in a hurricane off the Lacepede Islands about 27 March 1935 (*British Register of Shipping*, Fremantle).

Images



MHL255 Streeter & Male Pearling Lugger B92 New Moon Under Full Sail. Note: Dark Coloured Rectangular Marking On Top Corner Of Mizzen Sail. Transparency. Image Source: Bourne Collection, WAM.

MHL197 Lugger B92 Broome / New Moon Under Full Sail. Transparency. Image Source: Bourne Collection, WAM.

MHL304 Two Luggers Passing Each Other Under Full Sail; Shoreline In Distant Background. B184 Tanami Trailing Dinghy; B92(?), With Dark Rectangular Patch On Top Left Of Mizzen Sail. Transparency. Image Source: Bourne Collection, WAM.*

Paton

Wreck Details

Wreck	
Name:	<i>Paton</i>
Details:	Cyclone
Date wrecked:	26/03/1935
Year wrecked:	1935
Protected:	Not protected
Status:	Wrecked
From port:	
To port:	
Comments:	
Location	

Where wrecked:	Off Lacepede Island
Found:	N
Region:	North West (Lacepedes Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-17.000000
Latmin:	-16.750000
Lonmax:	122.250000
Lonmin:	122.000000
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.5300
Construction:	Wood carvel
Type:	Lugger
Gross tonnage:	12.75
Net tonnage:	15.25
LOA(mtrs):	11.5900
Beam(mtrs):	3.7000
Engine:	N
Builder:	A.E. Brown
Port built:	Fremantle
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	131621
Registered number:	No 28 of 1911; B245, B31, B27
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	
Owner:	Robison & Norman
Crew:	
Passengers:	

Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8614
URL:	
Signage:	
Source:	HMC 90/5 McKenna Collection 684, Western Australian Museum <i>British Register of Shipping</i> , Fremantle
Protection notes:	
Inspected:	N

Vessel History

Built at Fremantle WA, *Paton* was first registered as No 28 of 1911 at Fremantle to Robison & Norman Ltd of Broome, WA, pearlers, on 27 October 1911. The Certificate was cancelled and Register closed 27 August 1938 after the vessel was lost in cyclone off the Lacepede Islands around 27 March 1935. Advice received from Sub-Collector of Customs, Broome (*British Register of Shipping*, Fremantle).

Images



MHD333/047 Robison & Norman pearling camp, Bulla Bullaman Creek, Beagle Bay. L-r: Schooner Mina, luggers Boyd B35, Petrel B37 (*hidden*), Hughie B36, Lassie B38 (*hidden*), Paton B245. B & W Print. Image Source: Norman Archive, WAM Maritime History.

Petina

Wreck Details

Wreck	
Name:	<i>Petina</i>
Details:	Cyclone
Date wrecked:	26/03/1935
Year wrecked:	1935

Protected:	Not protected
Status:	Wrecked
From port:	
To port:	
Comments:	One 24 luggers which got lost in this cyclone
Location	
Where wrecked:	Lacepede Islands
Found:	N
Region:	North West (Lacepedes Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-17.000000
Latmin:	-16.750000
Lonmax:	122.250000
Lonmin:	122.000000
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	
Type:	Lugger
Gross tonnage:	
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	
Port built:	
State built:	
Country built:	
Date built:	
Port registered:	
Official number:	125003
Registered number:	No 16 of 1909; B20
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing

Industry type 2:	Pearling
Crew - passengers	
Master:	
Owner:	
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8643
URL:	
Signage:	
Source:	HMC 30/5 <i>British Register of Shipping</i> , Fremantle
Protection notes:	
Inspected:	N

Vessel History

Built at Fremantle as *Petina* was first registered as No 16 of 1909 at Fremantle to Claude Augustus Sherwood of Broome, pearler, on 10 December 1909. It was sold to Charles Beltrand Alexander of Broome, pearler, on 12 December 1912 and again to Robison & Norman Ltd of Broome, merchants, on 14 January 1915. This vessel was lost in cyclone off Lacepede Islands 27 March 1935 (*British Register of Shipping*, Fremantle).

Images



MHL301 Lugger high and dry in mangroves. Dinghy alongside. Appears undamaged - may simply have been beached or become stranded. Possibly B20 Petina. White hull, straight stem. Transparency. Image Source: Bourne Collection, WAM.

MHL252 Pearling vessels aground on Broome foreshore during lay up. L to R: Distinctive round sterned pearling lugger, possibly Tifera or Petina built by A E Brown; large auxiliary ketch with unusual hull shape and raised poop deck, possibly Nicol Bay; straight stemmed , ketch rigged lugger, probably B321 Ada. Transparency. Image Source: Bourne Collection, WAM.

Queen

Wreck Details

Wreck	
Name:	Queen
Details:	Cyclone
Date wrecked:	26/03/1935
Year wrecked:	1935
Protected:	Not protected

Status:	Wrecked
From port:	
To port:	
Comments:	One 24 luggers which got lost in this cyclone
Location	
Where wrecked:	Lacepede Islands
Found:	N
Region:	North West (Lacepedes Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-17.000000
Latmin:	-16.750000
Lonmax:	122.250000
Lonmin:	122.000000
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.6
Construction:	Wooden
Type:	Lugger
Gross tonnage:	14.37
Net tonnage:	11.62
LOA(mtrs):	14.1
Beam(mtrs):	3.7
Engine:	N
Builder:	W. Ford
Port built:	Berry's Bay
State built:	NSW
Country built:	AUSTRALIA
Date built:	1899
Port registered:	
Official number:	112473
Registered number:	No 7 of 1918 at Fremantle, No 63 of 1899 at Sydney; B363, B313, B82, B96
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing

Industry type 2:	pearling
Crew - passengers	
Master:	
Owner:	
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8679
URL:	
Signage:	
Source:	<i>British Register of Shipping, Fremantle</i>
Protection notes:	
Inspected:	N

Vessel History

Built at Berry's Bay, NSW, *Queen* was first registered in Sydney, No 63 in 1899, to P P Outridge of Brisbane, pearler. It was sold to foreigners (Dutch), and the Register closed 13 March 1906. (Note: Certificate retained by Dutch authorities vide "Albatross" No. 21 of 1899). *Queen* was transferred to Fremantle and reregistered as No 7 of 1918 at Fremantle to James Colin Clark of Union Bank Chambers, Queen St, Brisbane, QLD, gentleman, on 12 June 1918. It was sold to James Theodore Clewett MacKenzie of Broome, pearler, on 15 January 1924 and to Streeter & Male Ltd of Broome, merchants, on 3 April 1933. The Certificate was cancelled and Register closed 27 June 1938 when the vessel was lost in cyclone off the Lacepede Islands around 27 March 1935. Advice received from Sub-Collector of Customs, Broome. (*British Register of Shipping, Fremantle*).

Robison

Wreck Details

Wreck	
Name:	<i>Robison</i>
Details:	Cyclone
Date wrecked:	26/03/1935
Year wrecked:	1935
Protected:	Not protected
Status:	Wrecked
From port:	
To port:	

Comments:	One of 24 luggers lost in this cyclone
Location	
Where wrecked:	Lacepede Islands
Found:	N
Region:	North West (Lacepedes Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-17.000000
Latmin:	-16.750000
Lonmax:	122.250000
Lonmin:	122.000000
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.5500
Construction:	Wood
Type:	Lugger
Gross tonnage:	12.13
Net tonnage:	14.38
LOA(mtrs):	11.5900
Beam(mtrs):	3.6800
Engine:	N
Builder:	A.E. Brown
Port built:	South Fremantle
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	131606
Registered number:	15/1911; B32, B22, B21
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	
Owner:	Robison & Norman

Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8704
URL:	
Signage:	
Source:	HMC 77/5 McKenna Collection 684, Western Australian Museum <i>British Register of Shipping</i> , Fremantle
Protection notes:	
Inspected:	N

Vessel History

Built at Fremantle, *Robison* was first registered as No 15 of 1911 at Fremantle to Robison & Norman Ltd of Broome, merchants, on 23 May 1911. The first Certificate was cancelled and Register closed 27 June 1938 as the vessel was lost in cyclone off the Lacepede Islands around 27 March 1935. Advice received from Sub-Collector of Customs, Broome (*British Register of Shipping*, Fremantle).

Tanami

Wreck Details

Wreck	
Name:	<i>Tanami</i>
Details:	Cyclone
Date wrecked:	26/03/1935
Year wrecked:	1935
Protected:	Not protected
Status:	Wrecked
From port:	
To port:	
Comments:	One of 24 luggers lost in this cyclone
Location	
Where wrecked:	Lacepede Islands
Found:	N
Region:	North West (Lacepedes Area)
State:	Western Australia
Jurisdiction:	

Latmax:	-17.000000
Latmin:	-16.750000
Lonmax:	122.250000
Lonmin:	122.000000
GPS	
coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.5500
Construction:	Wood carvel
Type:	Lugger
Gross tonnage:	12.61
Net tonnage:	15.11
LOA(mtrs):	11.2800
Beam(mtrs):	3.7000
Engine:	N
Builder:	Mr Murray & Mr Howson
Port built:	Fremantle
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	125008
Registered number:	5/1910, B134, B184, B124
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	
Owner:	Reginald Arthur Bourne, Broome
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger	

deaths:	
Other information	
Wreck Id:	8867
URL:	
Signage:	
Source:	HMC 38/5 McKenna Collection 684, Western Australian Museum <i>British Register of Shipping</i> , Fremantle
Protection notes:	
Inspected:	N

Vessel History

Built at Fremantle WA, *Tanami* was first registered as No 5 of 1910 at Fremantle to Frederick Albert Everett of Broome, pearler, on 21 January 1910. It was sold to Josiah Charles Fenton of Broome, pearler, on 14 December 1911 and again on 31 January 1923 to Reginald Arthur Bourne of Broome, pearler. The Certificate was cancelled and Register closed 27 August 1938 with the vessel lost in cyclone off the Lacepede Islands around 27 March 1935. Advice received from Sub-Collector of Customs, Broome (*British Register of Shipping*, Fremantle).

Images



MHL318 Men, and child, working around B184 *Tanami* aground at low tide; B285 I and mangroves in background. Transparency. Image Source: Bourne Collection, WAM.

MHL182 Lugger B184 *Tanami* under sail. Two side verandahs and stern verandah. Port stern quarter view. Transparency. Image Source: Bourne Collection, WAM.
MHL215 Lugger B184 *Tanami* under sail. Transparency. Image Source: Bourne Collection, WAM.

MHL238 Lugger B184 Tanami aground at low tide; people on or near. Note straight stem, square forefoot and stern verandah. Transparency. Image Source: Bourne Collection, WAM.

MHL241 Lugger B184 Tanami under full sail. Transparency. Image Source: Bourne Collection, WAM.

MHL269 Anchored lugger B184 Tanami; furled sails; near mangroves; at high tide. Transparency. Image Source: Bourne Collection, WAM.

MHL302 Line of luggers aground on Roebuck Bay foreshore in Broome, tide going out. In foreground is B184 Tanami owned by Reg Bourne, possibly having its waterline painted. Transparency. Image Source: Bourne Collection, WAM.

MHL304 Two luggers passing each other under full sail; shoreline in distant background. Tanami trailing dinghy; B92(?)*, with dark rectangular patch on top left of mizzen sail. Transparency. Image Source: Bourne Collection, WAM.

MH319 Luggers on the pearling grounds - Stern on view of pearling lugger running goosewinged downwind; man unravelling hose; various luggers on horizon. Possibly B184 Tanami. Transparency. Image Source: Bourne Collection, WAM.

M324 Lugger B184 Tanami; towing dinghy; and large cargo/passenger ship Koolinda moving towards wooden jetty; pale horizon. Transparency. Image Source: Bourne Collection, WAM.

MHL436 Stern-view of pearling lugger Tanami running downwind, sails goosewinged. Taken from dinghy being towed astern. Transparency. Image Source: Bourne Collection, WAM.

MHL760 "our boat unloading". Presumed to be R A Bourne's pearling lugger Tanami, aground on beach sandbank; Aboriginal men on board and on shore near boxes. Scan from document. Image Source: Bourne Collection, WAM.

MHL768 "Pearling lugger" - Lugger B184 Tanami under full sail; dinghy behind. Scan from document. Image Source: Bourne Collection, WAM.

Teddy Volney

Wreck Details

Wreck	
Name:	<i>Teddy Volney</i>
Details:	Cyclone
Date wrecked:	26/03/1935
Year wrecked:	1935
Protected:	Not protected
Status:	Wrecked
From port:	
To port:	
Comments:	One of 24 luggers lost in this cyclone
Location	
Where wrecked:	Lacepede Islands
Found:	N
Region:	North West (Lacepedes Area)
State:	Western Australia

Jurisdiction:	
Latmax:	-17.000000
Latmin:	-16.750000
Lonmax:	122.250000
Lonmin:	122.000000
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.6000
Construction:	Wood carvel
Type:	Lugger
Gross tonnage:	12.92
Net tonnage:	15.42
LOA(mtrs):	11.2800
Beam(mtrs):	3.7000
Engine:	N
Builder:	Mr Murray & Mr Howson
Port built:	Fremantle
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	125013
Registered number:	No 8 of 1910; B60, B61, B59, B66, B95, B40, B154
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	pearling
Crew - passengers	
Master:	
Owner:	Streeter & Male, Broome
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	

Wreck Id:	8873
URL:	
Signage:	
Source:	HMC 41/5 McKenna Collection 684, Western Australian Museum <i>British Register of Shipping</i> , Fremantle
Protection notes:	
Inspected:	N

Vessel History

Built at Fremantle *Teddy Volney* was first registered as No 8 of 1910 at Fremantle to Otto Walter Blackman of Broome, pearler, on 23 February 1910. It was sold to Archie Male of Broome, business manager, on 28 February 1921 and to Streeter & Male Ltd of Broome, merchants, on 10 November 1922. The Certificate was cancelled and Register closed 27 June 1938 with the vessel lost in a cyclone off the Lacepede Islands around 27 March 1935. Advice received from Sub-Collector of Customs, Broome (*British Register of Shipping*, Fremantle).

Images



MA1716/04 Pearling lugger B95 (probably either Otto B or Teddy Volney) at low tide surrounded by other vessels. The stern would indicate a Thursday Island vessel. B & White negative 21/4". Image Source: Jeanne Haynes, WAM Maritime History.

MHL298 Head on bow view of Streeter & Male pearling lugger B95 under full sail including gaff topsail. Probably Mitchell, may also be Teddy Volney, Gloria or Chum. Transparency. Image Source: Bourne Collection, WAM.

Awang

Wreck Details

Wreck	
Name:	<i>Awang</i>
Details:	Cyclone
Date wrecked:	27/03/1935
Year wrecked:	1935
Protected:	Not protected
Status:	Wrecked
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Lacepede Islands
Found:	N
Region:	North West (Lacepedes Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-17.000000
Latmin:	-16.750000
Lonmax:	122.250000
Lonmin:	122.000000
GPS	
coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.2200
Construction:	
Type:	Ketch
Gross tonnage:	14
Net tonnage:	
LOA(mtrs):	11.8500
Beam(mtrs):	3.6500
Engine:	N
Builder:	
Port built:	Thursday Island
State built:	
Country built:	AUSTRALIA

Date built:	
Port registered:	Fremantle
Official number:	131676
Registered number:	No 18 of 1917; B85
Home port:	
Home country:	
Cargo:	
Industry type:	
Industry type 2:	
Crew - passengers	
Master:	
Owner:	Jas. Clark and 2 others
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	7753
URL:	
Signage:	
Source:	<i>British Register of Shipping</i> , Fremantle
Protection notes:	
Inspected:	N

Vessel History

Built in 1907 at Japanese Slip, Thursday Island as *Ivy*, this vessel was transferred to Broome in 1915 and renamed *Awang*. *Awang* was first registered as No 18 of 1917 at Fremantle to James Clark of Brisbane, Qld, pastoralist & Robert Philp of Brisbane, Qld, pastoralist & Percival Pitman Outridge of Redland Bay, Qld, orchardist & Isabella Mitchell Campbell of Brisbane, Qld, widow & James Theodore Blewett MacKenzie of Broome, pearler, on 26 January 1917. The Certificate was cancelled and Register closed 27 June 1938. The vessel was lost in cyclone off the Lacepede Islands around 27 March 1935. Advice was received from Sub-Collector of Customs, Broome (*British Register of Shipping*, Fremantle).

Geraldton

Wreck Details

Wreck	
Name:	<i>Geraldton</i>
Details:	Struck uncharted rock
Date wrecked:	25/11/1937
Year wrecked:	1937
Protected:	Not protected
Status:	Wrecked
From port:	
To port:	
Comments:	From RAN records: 17°08.14, 122°11.30
Location	
Where wrecked:	Lacepede Island, Cape Baskerville
Found:	N
Region:	North West (Lacepedes Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-17.000000
Latmin:	-16.750000
Lonmax:	122.250000
Lonmin:	122.000000
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	2.2000
Construction:	
Type:	Schooner (Aux)
Gross tonnage:	39.029
Net tonnage:	
LOA(mtrs):	22.2000
Beam(mtrs):	5.8000
Engine:	Aux
Builder:	
Port built:	
State built:	
Country built:	
Date built:	

Port registered:	Fremantle
Official number:	131657
Registered number:	
Home port:	
Home country:	
Cargo:	Sand
Industry type:	
Industry type 2:	
Crew - passengers	
Master:	W.D. Crowdoce
Owner:	Australian Iron and Steel Ltd
Crew:	6
Passengers:	1
Deaths:	0
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8181
URL:	
Signage:	
Source:	Loney, J. 1994, <i>Wrecks on the Western Australian Coast and Northern Territory Yarram</i> . Lonestone Press. Marine and Harbours File AN 16/5 Acc.1066; Item 847
Protection notes:	
Inspected:	N

Vessel History

Built at South Fremantle, *Geraldton* was first registered as No 9 of 1914 at Fremantle to Arthur Edward Hayward of Geraldton, fisherman, on 22 August 1914. It was sold to William Jackson Sumpton of Fremantle, merchant & John Jensen of Fremantle, sailing master, on 16 August 1919. Jensen died intestate and ownership passed to William Jackson Sumpton of Fremantle, merchant. The vessel was sold to Frank William Ridley of Broome, pearler, on 25 May 1926; to Mark Margotic of Fremantle, fisherman, on 30 October 1929 and to the Australian Iron & Steel Ltd of Melbourne, on 6 November 1929. The Certificate was cancelled and Register closed 17 May 1930. The vessel registered anew owing to material alterations (installation of a motor) (British Register of Shipping, Fremantle).

Geraldton is reported to have struck a submerged object 7 miles WSW off Cape Baskerville about 100 kilometres north of Broome, WA, and sank, 25 November 1937. Her complement of six crew and one passenger landed safely and walked overland to Beagle Bay Mission (Loney 1994). The schooner left Broome jetty with a load of twelve tons of white sand for concrete work. It is understood that both motors and sail were in use when the accident occurred. The ship struck a submerged

pinnacle of a rock which was well known in the area and sank within six minutes, the crew only having time to lower the whaleboats and gather a few belongings (Letter 6/12/1937 to H & L Department. Marine and Harbours File AN 16/5 Acc.1066; Item 847).

Images



MHKD16/199 "Geraldton" at Fremantle. B & W Print. Image Source: McKenna Collection, WAM.

MHKD17/071 Auxiliary schooner Geraldton, Fremantle Harbour; after refit. Image Source: McKenna Collection, WAM.

MHKD5/0290 Auxiliary schooner Geraldton in Fremantle Harbour 1913; covered barge (foreground); ships & sheds across harbour. B & W Print. Image Source: McKenna Collection, WAM.

King Sound

Rover

Wreck Details

Wreck	
Name:	<i>Rover</i>
Details:	Foundered at anchor
Date wrecked:	1885/01/12
Year wrecked:	1885
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Foundered
From port:	Derby
To port:	Point Torment
Comments:	
Location	
Where wrecked:	Off Point Torment, King Sound
Found:	N
Region:	North West (King Sound Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-17.016667
Latmin:	-17.016667
Lonmax:	123.583333
Lonmin:	123.583333
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.5000
Construction:	Wood
Type:	Cutter
Gross tonnage:	14
Net tonnage:	
LOA(mtrs):	12.5000
Beam(mtrs):	4.1000
Engine:	N
Builder:	
Port built:	Fremantle

State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	
Official number:	61109
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Transport
Industry type 2:	port services
Crew - passengers	
Master:	Holmes
Owner:	
Crew:	
Passengers:	
Deaths:	2
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8729
URL:	
Signage:	
Source:	Govt. Res., Kimberley, to Col. Sec., 17 January 1885, CSO 962/1885 Govt. Res., Kimberley, to Col. Sec., 24 January 1885, CSO 962/1885 Govt. Res., Derby to Col. Sec., 17 July 1885, C.S.O. 962/1885. Pilot Wemyss to Col. Sec., 2 June 1885, C.S.O. 962/1885. Cairns, L. & Henderson, G., 1995, <i>Unfinished Voyages Western Australian Shipwrecks 1881-1900</i> . University of Western Australian Press, Nedlands.
Protection notes:	
Inspected:	N

Vessel History

On the morning of 12 January, 1885, the cutter *Rover* left Derby, to sail across to Point Torment, where the master, Holmes, hoped to get employment for his boat, lightening goods from the SS *Victoria*. Holmes reached the steamer at 11 a.m. and went on board, leaving Charles Doust (brother of Isaac, the cutter *Swan*'s unlucky master) and Yo Sing, a Chinese, aboard the cutter. Holmes stayed on the steamer overnight, and at about midnight a heavy squall struck the steamer, smashing up the *Rover*'s dinghy that was hanging astern. As soon as the squall was over, Holmes

looked out for the *Rover*, which he had left anchored about 50 metres from the steamer, but could see nothing of it. At about 8 a.m., however, after the tide had gone out, about 120 centimetres of the cutter's topmast could be seen protruding from the water. It seems that the vessel had foundered at anchor, taking Doust and Yo Sing with it to the bottom. No trace of their bodies was found (Govt. Res., Kimberley to Col. Sec. 17 January 1885, C.S.O. 962/1885.) On 24 January, the wreck was still visible, and the Government Resident reported that it was lying right in the fairway of ships making for Point Torment, with more than a metre of mast above the water at low tide. He suggested that the hull should either be removed or buoyed (Govt. Res., Roebourne to Col. Sec., 24 January 1885, C.S.O. 962/1885), and it was decided that a buoy should be placed on the site, as it was thought it would be a useful marker for shipping, besides warning craft away from the wreck. By the time a suitable buoy had been obtained and sent north, however, the remains of the cutter had broken up, (Govt. Res., Derby to Col. Sec., 17 July 1885, C.S.O. 962/1885) part of it washing ashore at Point Torment (Pilot Wemyss to Col. Sec., 2 June 1885, C.S.O. 962/1885).

The *Rover* appears to have been unregistered (Cairns & Henderson 1995:68).

Emma

Wreck Details

Wreck	
Name:	<i>Emma</i>
Details:	Driven ashore by cyclone
Date wrecked:	1885/02/16
Year wrecked:	1885
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	Lying in King Sound
Comments:	
Location	
Where wrecked:	Cygnets Bay
Found:	N
Region:	North West (King Sound Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-16.666667
Latmin:	-16.383333
Lonmax:	123.166667
Lonmin:	123.933333
GPS coordinates:	
Water depth:	

Vessel	
Draft(mtrs):	1.5000
Construction:	Composite
Type:	Cutter
Gross tonnage:	8.98
Net tonnage:	
LOA(mtrs):	10.8000
Beam(mtrs):	3.1000
Engine:	N
Builder:	
Port built:	Fremantle
State built:	
Country built:	AUSTRALIA
Date built:	1874
Port registered:	Fremantle
Official number:	61116
Registered number:	No of 1874
Home port:	
Home country:	
Cargo:	
Industry type:	
Industry type 2:	
Crew - passengers	
Master:	
Owner:	Geoff Duff
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8070
URL:	http://www.museum.wa.gov.au/mm/museum/march/shipwrecks/Wreckfinder/emma.html
Signage:	
Source:	<i>West Australian</i> , 21 April 1885, p.3g Cairns L. & Henderson G., 1995, <i>Unfinished Voyages, Western Australian Shipwrecks 1881-1900</i> . University of Western Australia Press, Nedlands.

Protection notes:	
Inspected:	N

Vessel History

The 9-ton cutter *Emma* (Official number 61116) was lying in King Sound on 16 February 1885 when a tropical cyclone struck. The *Emma* was driven ashore in Cygnet bay with several other pearling vessels and became a total wreck. The other vessels were not badly damaged. These comprised the *Eagle*, the *Mindel* (also reported as *Minail*, *Mindell* and *Mindet*) and the *Lamareaux* (also reported as *Cameron*, *Lammeroo* and *Nammeroo*). The cutter *Maud* probably fell foul to the same cyclone.

The *Emma* was a timber/composite vessel built and registered at Fremantle in 1874 and owned by George Duff. It measured 10.8 metres x 3.1 metres x 1.5 meters and had one deck, a single mast and an oval stern (Cairns L. & Henderson G. 1995:68).

Sarah

Wreck Details

Wreck	
Name:	<i>Sarah</i>
Details:	Under tow, parted
Date wrecked:	1886/07
Year wrecked:	1896
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Foundered
From port:	Singapore
To port:	Cossack
Comments:	
Location	
Where wrecked:	128Km from King Sound
Found:	N
Region:	North West (King Sound Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-14.000000
Latmin:	-16.500000
Lonmax:	125.000000
Lonmin:	122.500000
GPS coordinates:	
Water depth:	
Vessel	

Draft(mtrs):	1.9000
Construction:	Composite
Type:	Cutter
Gross tonnage:	25.77
Net tonnage:	
LOA(mtrs):	14.7000
Beam(mtrs):	4.4000
Engine:	N
Builder:	
Port built:	Fremantle
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	72468
Registered number:	
Home port:	
Home country:	
Cargo:	Timber
Industry type:	Transport
Industry type 2:	Cargo - international
Crew - passengers	
Master:	
Owner:	John Brockman
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8754
URL:	
Signage:	
Source:	<i>Inquirer</i> , 30 June 1886, p. 2g <i>Herald</i> , 3 September 1881, p. 2h and 12 February 1881, p. 3e, f Col. Sec. to Board of Trade, CSO 3596/1887 <i>Herald</i> , 12 February 1881, p. 3e,f <i>Register of British Ships</i> , Fremantle Cairns. L. & Henderson. G., 1995, <i>Unfinished Voyages</i> ,

Protection notes:

Inspected: N

Vessel History

On 25 June 1886, the SS *Natal* arrived at Cossack from Singapore. The steamer had been towing Brockman's cutter Sarah (Official Number 72468), which was laden with timber, but about 128 kilometres from King Sound, the two vessels encountered heavy seas that caused the cutter to break adrift. Three men had been aboard the cutter at the time, but they were able to escape before the vessel was lost and reach the *Natal* in the ship's boat (*Inquirer*, 30 June 1886, p. 2g). The *Sarah*, which had been described in 1881 as being fitted up more in the style of a pleasure boat than a coaster (*Herald*, 3 September 1881, p. 2h), must have deteriorated somewhat, to be reduced to being utilised as a barge. Contemporary accounts are conflicting, unfortunately, and in an official report to the Board of Trade in 1887, the cutter is said to have been in tow of SS *Australind* (Col. Sec. to Board of Trade, C.S.O. 3596/1887). It would be expected, however, that the original report from Cossack is the most reliable account.

The *Sarah* was a 26-ton cutter built at Fremantle in 1874, and registered there in 1875. Though the original owners were recorded in the register as Absolon and Habgood, with no further transaction shown (Register of British Ships, Fremantle) the vessel was apparently the property of pearler John Brockman by 1881 (*Herald*, 3 September 1881, p. 2h; Cairns & Henderson 1995:81).

Unidentified Lugger

Wreck Details

Wreck	
Name:	Unidentified Lugger
Details:	
Date wrecked:	1890/03
Year wrecked:	1890
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Cygnets Reef, North West
Found:	N
Region:	North West (King Sound Area)
State:	Western Australia

Jurisdiction:	
Latmax:	-16.700000
Latmin:	-16.433333
Lonmax:	125.133333
Lonmin:	123.066666
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	
Type:	
Gross tonnage:	
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	
Port built:	
State built:	
Country built:	UNKNOWN
Date built:	
Port registered:	
Official number:	
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	
Industry type 2:	
Crew - passengers	
Master:	
Owner:	
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	

Wreck Id:	8965
URL:	
Signage:	
Source:	<i>Inquirer</i> , 5 March 1890, p. 3d Cairns, L. & Henderson, G., 1995, <i>Unfinished Voyages Western Australian Shipwrecks 1881-1900</i> . University of Western Australian Press, Nedlands.
Protection notes:	
Inspected:	N

Vessel History

On 5 March 1890, a report from Cossack was published in the *Inquirer* and *Commercial News*, that one of Reddell's luggers had been wrecked on Cygnet reef a few days previously. The vessel, which was insured by the North Queensland Insurance Company for £200, was not identified (*Inquirer*, 5 March 1890, p. 3d; Cairns & Henderson 1995:158)

Ruby (Undine)

Wreck Details

Wreck	
Name:	<i>Ruby (Undine)</i>
Details:	Hit reef
Date wrecked:	1890/03/25
Year wrecked:	1890
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	Cascade Bay, Cossack
To port:	
Comments:	
Location	
Where wrecked:	Escape Passage, King Sound
Found:	N
Region:	North West (King Sound Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-16.666666
Latmin:	-16.166666
Lonmax:	123.333333

Lonmin:	122.833333
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	3.6000
Construction:	Timber
Type:	Schooner
Gross tonnage:	207
Net tonnage:	
LOA(mtrs):	35.2000
Beam(mtrs):	7.0000
Engine:	N
Builder:	Camper and Nicholson
Port built:	Gosport, as Morna
State built:	
Country built:	UNITED KINGDOM
Date built:	
Port registered:	Melbourne
Official number:	88963
Registered number:	
Home port:	
Home country:	
Cargo:	Stores
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	
Owner:	E.W. Streeter of London
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	

Wreck Id:	8735
URL:	
Signage:	
Source:	<i>Inquirer</i>, 22 December 1889, p. 3a and 1 May 1889, p. 2a and 31 July 1889, p. 5d <i>West Australian</i>, 28 March 1890, p. 3c, and 8 May 1890, p. 3a <i>Register of British Ships</i>, Fremantle A.Warren, National Maritime Museum, Greenwich, to Graeme Henderson, W A Museum, 21 February 1992. Cairns, L. & Henderson, G., 1995 <i>Unfinished Voyages Western Australian Shipwrecks 1881-1900</i>. University of Western Australian Press, Nedlands.
Protection notes:	
Inspected:	N

Vessel History

Early in 1889, it was reported that Augustus Roe had bought the schooner HMS *Undine*, an Imperial man-of-war. The Board of Trade having given permission, the vessel's name was changed to the *Ruby* (Official Number 88963). The schooner was intended to become part of Haynes and Streeter's pearling fleet, and in April 1889, still identified as the *Undine*, it left Fremantle for Cossack. Several weeks after arriving there it was described as the finest schooner on the coast. On the morning of 25 March 1890, the *Ruby* started out of Cascade Bay with a fair breeze, to take a cargo of stores to the fleet, but before the vessel could get clear away, the wind dropped. The tide carried the schooner onto a reef in Escape Pass, at the entrance to King Sound. The bottom was stove in and at low water, the *Ruby* was left hanging on the reef. The tide came in with a rush, carrying the vessel off the reef and into the deep water, where it filled immediately. All hands were saved but they only had time to lower the boats before the *Ruby* sank. With the crew safely on a nearby island, the master took the news to Derby.

There appears to have been some confusion in the reporting of the wreck, with both *Ruby* and *Undine* being listed as lost. At least one other vessel named *Ruby*, a 9-ton lugger, was active in the north-west at the time. Our vessel had quite a colourful career behind it. It was built as the schooner yacht *Morna* at Gosport in 1873, by Camper and Nicholson, for W. Houldsworth, a member of the Royal Yacht Squadron. The designer was Benjamin Nicholson. After an undistinguished career as a racing yacht, the vessel was sold in 1876, to Baroness Rothschild, who changed its name to *Czarina*. After the baroness died on board the yacht during a Mediterranean cruise the following year, the vessel once more became the property of the builders, who changed its name back to *Morna*. The *Morna* was bought by the Royal Navy in 1881, refitted as a survey vessel and renamed *Undine*. It took part in the suppression of the East African slave trade in the Mozambique Channel. In 1883 *Undine* and its consort H.M.S. Harrier were transferred to the Australian station, where *Undine* was used as a survey vessel. In 1888 the *Undine* was sold by the Royal Navy to C. G. Millar and registered at Port Melbourne. The following year the vessel was bought by G. H. Roe, who subsequently sold it to E. W. Streeter of London, for use in the pearling industry.

The *Ruby* was 207-ton fore-and-aft schooner, measuring 35.2 metres x 7 metres x 3.6 metres. The carvel-built wooden vessel had 1 deck, 2 masts, a round stern and a fiddlehead (Cairns & Henderson 1995:158).

Pearl

Wreck Details

Wreck	
Name:	<i>Pearl</i>
Details:	Total wreck
Date wrecked:	1890/11
Year wrecked:	1890
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Cygnnet Bay
Found:	N
Region:	North West (King Sound Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-16.666667
Latmin:	-16.383333
Lonmax:	123.166667
Lonmin:	123.933333
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.4000
Construction:	Composite
Type:	Lugger
Gross tonnage:	8
Net tonnage:	
LOA(mtrs):	9.9000
Beam(mtrs):	3.1000
Engine:	N
Builder:	John Bell at Thursday Island in Torres Strait

Port built:	Thursday Island
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Sydney
Official number:	93615
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	pearling
Crew - passengers	
Master:	
Owner:	Frederick Gibbins of Sydney
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8617
URL:	
Signage:	
Source:	<i>Register of British Ships</i> , Sydney Cairns, L. & Henderson, G., 1995, <i>Unfinished Voyages Western Australian Shipwrecks 1881-1900</i> . University of Western Australian Press, Nedlands.
Protection notes:	
Inspected:	N

Vessel History

There were no press reports of the loss of the 8-ton lugger *Pearl* (Official Number 93615). Built by John Bell, at Thursday Island in Torres Strait in 1883, the carvel-built wooden craft measured 9.9 metres x 3.1 metres x 1.4 metres with 1 deck, 2 masts and a round stern. First registered 19 November 1889 in Sydney, No 50 of 1889 and owned by Frederick Gibbins of Sydney, the lugger was noted in the register to be a total wreck at Cygnet Bay, Western Australia in November of 1890 (*British Register of Shipping*; Cairns & Henderson 1995:415).

Constance

Wreck Details

Wreck	
Name:	<i>Constance</i>
Details:	Drifted onto a reef after her masts being carried away, and became total wreck
Date wrecked:	1890/12/22
Year wrecked:	1890
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Near Cape Leveque
Found:	N
Region:	North West (King Sound Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-16.500000
Latmin:	-16.333333
Lonmax:	123.166667
Lonmin:	122.833333
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.6
Construction:	Timber
Type:	Lugger
Gross tonnage:	12
Net tonnage:	
LOA(mtrs):	10.8
Beam(mtrs):	3.4
Engine:	N
Builder:	William Chamberlain (?)
Port built:	Perth
State built:	Western Australia
Country built:	Australia

Date built:	1889
Port registered:	Fremantle
Official number:	95676
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Pearling
Industry type 2:	
Crew - passengers	
Master:	
Owner:	G. H. Roe, J.N. Augood, W.H. James
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	7931
URL:	
Signage:	
Source:	McKenna Collection 680, Western Australian Museum <i>Register of British Ships</i> , Fremantle Cairns. L. & Henderson. G., 1995 <i>Unfinished Voyages, Western Australian Shipwrecks 1881-1900</i> . University of Western Australia Press, Nedlands.
Protection notes:	
Inspected:	N

Vessel History

Constance was a carvel-built wooden vessel with one deck, two masts, a round stern and a billet head. Built in Perth in 1889 it was first registered as No 14 of 1890 at Fremantle to Ernest Fox of Roebourne, pearler & William Hewett James of Roebourne, pearler, trading as Messrs James & Co, pearlers, on 2 December 1890. The lugger measured 10.8 metres by 3.4 metres by 1.6 meters and was owned at the time of wrecking by pearlers G.H. Roe, J.N. Augood and W.H. James.

The 12-ton lugger *Constance* was wrecked near Cape Leveque during a gale, which struck the north-west coast on 22 December 1890. When both of the vessel's masts were carried away, she drifted onto a reef, where she became a total wreck. Certificate cancelled & Registry closed 24/4/1891 (*British Register of Shipping*, Fremantle, Cairns & Henderson 1995:173).

Helena

Wreck Details

Wreck	
Name:	<i>Helena</i>
Details:	Sank off reef
Date wrecked:	1893/02/10
Year wrecked:	1893
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Swan Point
Found:	N
Region:	North West (Lacepedes Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-16.350000
Latmin:	-16.350000
Lonmax:	123.033333
Lonmin:	123.033333
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.6000
Construction:	Composite
Type:	Lugger
Gross tonnage:	16
Net tonnage:	
LOA(mtrs):	13.4000
Beam(mtrs):	4.0000
Engine:	N
Builder:	
Port built:	Fremantle
State built:	
Country built:	AUSTRALIA
Date built:	

Port registered:	Fremantle
Official number:	52236
Registered number:	No 1 of 1867
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	
Owner:	W.D. Moore
Crew:	6
Passengers:	
Deaths:	5
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8248
URL:	
Signage:	
Source:	<i>West Australian</i> , 22 February 1893, p. 4d <i>Register of British Ships</i> , Fremantle
Protection notes:	
Inspected:	N

Vessel History

Built at Fremantle, *Helena* was first registered as No 1 of 1867 at Fremantle to Lucius Alexander Manning of Fremantle, boat owner. It was sold to John Bateman of Fremantle, merchant & ship owner in 1885; to Leopold Arthur von Bibra of Sharks Bay, grazier, in 1888, to J. A. Hastie in 1890 and to William Dalgety Moore of Fremantle, merchant, on 5 May 1892. The Register noted on 7 Feb 1908 that no account of vessel had been received since 1892 and that the owner cannot be traced (British Register of Shipping, Fremantle).

The lugger *Helena* sank on a reef off Swan Point on 10 February 1893 and all but one of the 6 men on board were drowned (*West Australian*, 22 February 1893, p. 4d).

The *Helena* may have been a 16-ton lugger (Official Number 52236) owned by W. D. Moore. This Fremantle-registered vessel had been built at the port in 1867. Measuring 13.4 metres by 4 metres by 1.6 metres, the carvel-built wooden lugger had 1 deck, 1 mast, and a square stern (*Register of British Ships*, Fremantle).

Guttersnipe

Wreck Details

Wreck	
Name:	<i>Guttersnipe</i>
Details:	Caught in tidal rips
Date wrecked:	1899/10/10
Year wrecked:	1899
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Foundered
From port:	Cygnnet Bay
To port:	King Sound

Comments:

Location

Where wrecked:	Sunday Strait
Found:	N
Region:	North West (King Sound Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-16.666667
Latmin:	-16.000000
Lonmax:	123.416667
Lonmin:	123.083333
GPS coordinates:	
Water depth:	

Vessel

Draft(mtrs):	
Construction:	Timber
Type:	Lugger
Gross tonnage:	10
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	

Port built:	
State built:	
Country built:	
Date built:	
Port registered:	
Official number:	
Registered number:	
Home port:	
Home country:	
Cargo:	One months stores
Industry type:	Fishing
Industry type 2:	pearling
Crew - passengers	
Master:	Arthur Hay
Owner:	Henry Hunter
Crew:	8
Passengers:	
Deaths:	5 Drowned
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8223
URL:	
Signage:	
Source:	H. Hunter to Inspector of Police, Derby, 20 October 1899, Police Records 4255/1899 <i>West Australian</i> , 19 December 1899, p. 4b Cairns. L. & Henderson. G., <i>Unfinished Voyages, Western Australian Shipwrecks 1881-1900</i> . University of Western Australia Press, Nedlands.
Protection notes:	
Inspected:	Not Found

Vessel History

The lugger *Guttersnipe* departed Swan Point on 7 October 1899, with a month's stores on board, and went to Cygnet Bay in King Sound to pick up some extra Aboriginal crewmen from the schooner *Kate*. The boat then left Cygnet Bay with a crew of 8, on or about 8 October 1899. They sailed to Point Cunningham, and

anchored for the night, setting off the following morning for Long Island. There was very little wind and the vessel was just drifting through Sunday Strait. When the tide began to take the boat toward some heavy tidal rips, the men got out the oars and tried to pull it away from danger, but to no avail. As they could not keep it from drifting towards the rips, they tried to put the hatches on, but the wheels of the divers' air pump were in the way and could not be taken off in time to prevent the boat from filling as soon as it drifted into the rips where the seas broke over it from all directions.

Half the crew drowned as the boat went head first into the very deep water. The four survivors, all Aborigines, took hold of spars and drifted out to sea with the tide. When it turned they floated back in. Three men got ashore, but one drowned (H. Hunter to Inspector of Police, Derby, 20 October 1899, Police Records 4255/1899). The men who died included the master, Arthur Hay, John Matthews who acted as mate, and three Aborigines from the Cygnet Bay area. An inquiry was held at Derby on 21 November. Only the hearsay evidence of the owner Henry Hunter, to whom the survivors had reported, was heard (*West Australian*, 19 December 1899, p. 4b).

Willie

Wreck Details

Wreck	
Name:	<i>Willie</i>
Details:	Parted cable, driven ashore
Date wrecked:	1900/02/07
Year wrecked:	1900
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Cygnet Bay
Found:	N
Region:	North West (King Sound Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-16.666667
Latmin:	-16.383333
Lonmax:	123.166667
Lonmin:	123.933333
GPS coordinates:	
Water depth:	
Vessel	

Draft(mtrs):	2.1000
Construction:	Wood
Type:	Schooner
Gross tonnage:	30
Net tonnage:	
LOA(mtrs):	15.5000
Beam(mtrs):	5.8000
Engine:	N
Builder:	Mr James Storey
Port built:	Fremantle
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	75306
Registered number:	No 4 of 1879
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	A. di Antoine
Owner:	F.L. Parkes and T. Sorenson
Crew:	18
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	9087
URL:	
Signage:	
Source:	<i>Inquirer</i> , 26 January 1887, p. 5d. <i>West Australian</i> , 17 March 1900, p. 4 <i>Register of British Ships</i> , Fremantle Cairns, L. & Henderson, G., 1995 <i>Unfinished Voyages Western Australian Shipwrecks 1881-1900</i> University of Western Australian Press, Nedlands.
Protection notes:	

Inspected:	N

Vessel History

The *Willie* (Official Number 75306) was a 30-ton wooden schooner, built and registered at Fremantle in 1879. The carvel-built vessel measured 15.5 metres by 5.8 metres by 2.1 metres, with 1 deck, 2 masts, a counter stern and a billet head. On 11 January 1887 it was owned by James Ellery, who sold it on 22 January to H. Hickes and J. Isdell. Willie was damaged in cyclone of 11 Jan 1887 (*Inquirer*, 26 January 1887, p. 5d; Cairns & Henderson 1995:88). This vessel wrecked at Cygnet Bay, Feb. 7, 1900 (*Register of British Ships*, Fremantle).

Ana

Wreck Details

Wreck	
Name:	<i>Ana</i>
Details:	Capsized during a cyclone
Date wrecked:	1903 02/06 or 07/06
Year wrecked:	1903
Protected:	
Status:	Wrecked
From port:	
To port:	
Comments:	Diver in charge: Tenin bin Ilir
Location	
Where wrecked:	Off Swan Point
Found:	No
Region:	North West (King Sound Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-16.350000
Latmin:	-16.350000
Lonmax:	123.033333
Lonmin:	123.033333
GPS	
coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.52
Construction:	Timber

Type:	Schooner
Gross tonnage:	10
Net tonnage:	
LOA(mtrs):	10
Beam(mtrs):	3.05
Engine:	N
Builder:	
Port built:	Fremantle
State built:	Western Australia
Country built:	Australia
Date built:	1890
Port registered:	Fremantle
Official number:	95679
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fisheries
Industry type 2:	Pearling
Crew - passengers	
Master:	Tanim Bin Aller
Owner:	S.P. Taylor (Ch. Woockey acc. to R. McKenna)
Crew:	7
Passengers:	
Deaths:	2
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	7711
URL:	
Signage:	
Source:	McKenna Collection 680, Western Australian Museum <i>Register of British Ships</i> , Fremantle
Protection notes:	
Inspected:	N

Vessel History

The timber schooner Ana worked as a pearling lugger along the Pilbara and Kimberley coasts. In 1903 she capsized during a cyclone and sank off Swan Point at the approaches to King Sound (*Register of British Ships*, Fremantle).

Images



MA1731/12 Schooner rigged pearling luggers lying at anchor. Left to Right: Empress, Robbie Burns, La Mascotte, Ana, Constance. B & W Print. Image Source: Mrs D Wilkinson, WAM Maritime History.

Bubbles

Wreck Details

Wreck	
Name:	<i>Bubbles</i>
Details:	Squall
Date wrecked:	7/01/1904
Year wrecked:	1904
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Foundered
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Between Cape Leveque and Swan Point
Found:	N

Region:	North West (King Sound Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-16.3833333
Latmin:	-16.6500000
Lonmax:	123.0333333
Lonmin:	122.9166667
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.4700
Construction:	Wood
Type:	Lugger
Gross tonnage:	12.11
Net tonnage:	
LOA(mtrs):	10.9000
Beam(mtrs):	3.5000
Engine:	N
Builder:	W. & S. Lawrence
Port built:	Perth
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	118544
Registered number:	
Home port:	
Home country:	
Cargo:	Stores and diving gear
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	J. Warn
Owner:	F.E. Jackson
Crew:	5
Passengers:	
Deaths:	

Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	7843
URL:	
Signage:	
Source:	HMC 181/3 McKenna Collection 682, Western Australian Museum <i>British Register of Shipping</i> , Fremantle
Protection notes:	
Inspected:	N

Vessel History

Built at Perth, *Bubbles* was registered to Frederick Edward Jackson of Broome, pearler, as of 23 October 1903. The vessel foundered between Swan Point and Cape Leveque, NW coast of WA on 7 Jan 1904 (*British Register of Shipping*, Fremantle).

Dreadnought

Wreck Details

Wreck	
Name:	<i>Dreadnought</i>
Details:	
Date wrecked:	18/04/1904
Year wrecked:	1904
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Perseverance Inlet, Camden Sound
Found:	N
Region:	North West (King Sound Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-15.500000
Latmin:	-15.500000
Lonmax:	124.583333
Lonmin:	124.583333

GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	
Type:	Lugger
Gross tonnage:	8
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	
Port built:	
State built:	
Country built:	
Date built:	
Port registered:	
Official number:	
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	K. Nasujiro
Owner:	Lambert and Steward
Crew:	6
Passengers:	
Deaths:	1
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8009
URL:	
Signage:	
Source:	<i>The Morning Herald</i> 1904/04/20, p.4h HMC 25/3
Protection notes:	

Inspected:	N

Cupis

Wreck Details

Wreck	
Name:	<i>Cupis</i>
Details:	
Date wrecked:	2/03/1908
Year wrecked:	1908
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Foundered
From port:	
To port:	
Comments:	RAN Hydrographic Department -16.12916667, 123.6558333
Location	
Where wrecked:	Between Yampi Sound and Whirlpool Pass
Found:	N
Region:	North West (King Sound Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-16.250000
Latmin:	-16.116667
Lonmax:	123.650000
Lonmin:	123.483333
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	
Type:	
Gross tonnage:	
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	
Port built:	Singapore

State built:	
Country built:	SINGAPORE
Date built:	
Port registered:	
Official number:	
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	
Industry type 2:	
Crew - passengers	
Master:	
Owner:	
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	7957
URL:	
Signage:	
Source:	
Protection notes:	
Inspected:	N

Afric

Wreck Details

Wreck	
Name:	<i>Afric</i>
Details:	Sprung a leak, vessel went down in deep water while ship's master tried to beach her
Date wrecked:	1915/02/16
Year wrecked:	1915
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Foundered

From port:	
To port:	
Comments:	
Location	
Where wrecked:	Between Swan Point and Sunday Island in King Sound
Found:	N
Region:	North West (King Sound)
State:	Western Australia
Jurisdiction:	
Latmax:	-16.400000
Latmin:	-16.350000
Lonmax:	123.183333
Lonmin:	123.033333
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.5000
Construction:	Timber
Type:	Schooner
Gross tonnage:	14.94
Net tonnage:	12.44
LOA(mtrs):	10.64
Beam(mtrs):	3.65
Engine:	N
Builder:	W. & S. Lawrence
Port built:	Perth / Fremantle
State built:	Western Australia
Country built:	Australia
Date built:	1903
Port registered:	Fremantle
Official number:	119002
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling, Beche-de-mer
Crew – passengers	

Master:	Charles Morrissey
Owner:	Robert Child
Crew:	5
Passengers:	
Deaths:	1
Crew deaths:	Charles Morrissey drowned
Passenger deaths:	
Other information	
Wreck Id:	7663
URL:	
Signage:	
Source:	Harbour & Light File AN 16/5/ ACC 1066/ 81/1915 BATT HMC 9/4 McKenna Collection 683, Western Australian Museum <i>British Register of Shipping</i> , Fremantle
Protection notes:	
Inspected:	N

Vessel History

The timber schooner *Afric* was built on the Swan River in 1903. The vessel was carvel built with a straight-stem bow and counter stern, had two masts, one deck and no engine. *Afric* was first registered as number 100 of 1903 at Fremantle to pearler Thomas Hughes Owen of Broome and jewellers Julius Bauer and Maurice Max Shaumer of Melbourne. The ship was sold again in December 1909 to Messrs. Bauer and Shaumer, this time based in London. In August 1912 the *Afric* was sold to Robert Childe, a Broome pearler. On 16 February 1915 the vessel foundered between Swan Point and Sunday Island in King Sound. Charles Morrissey, the ship's master and a well known local beachcomber was drowned whilst trying to run the *Afric* into shallower water. The wreck of the *Afric* has not been located (*British Register of Shipping*, Fremantle).

Alice

Wreck Details

Wreck	
Name:	<i>Alice</i>
Details:	Run on reef
Date wrecked:	14/06/1915
Year wrecked:	1915
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	Aru Islands
To port:	Broome

Comments:	Under Dutch flag. Eighteen crew rescued by schooner Ruby
Location	
Where wrecked:	Off Brué Reef, 30 miles north of Cape Leveque
Found:	N
Region:	North West (Lacepedes Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-15.916667
Latmin:	-15.916667
Lonmax:	123.033333
Lonmin:	123.033333
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	
Type:	Schooner
Gross tonnage:	132
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	
Port built:	
State built:	
Country built:	
Date built:	
Port registered:	
Official number:	
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	J.F. McKenzie
Owner:	James Clark + Co, Broome (Clarke Company)

Crew:	41
Passengers:	
Deaths:	13
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	7648
URL:	
Signage:	
Source:	Harbour & Light File AN 16/5/ ACC 1066/ 215/1915 BATT Sledge, S., 1979 <i>Wreck inspection north coast (WINC) Expedition 1978</i> . Report—Department of Maritime Archaeology, Western Australian Maritime Museum, No. 11.
Protection notes:	
Inspected:	N

Vessel History

Run on to Brué Reef, 30 miles north of Cape Leveque in 1915, *Alice* was one of the three pearling schooners or mother ships that James Clark was returning to Australian waters from the Aru Islands in the Dutch East Indies (now Indonesia). The survivors waited several days for the lifeboat to return from Lombadina with a rescue vessel, by clinging to the rigging during high tides and coming down onto the dry reef top at low tide to collect shellfish to eat. Robin Hunter interviewed in Broome 12 July 1978, recalled how Captain McKenzie and two others rowed to Lombadina and borrowed one of his father's luggers to rescue the crew. He also stated that nothing was salvaged from the wreck Sledge 1979:32).

Site Description

The wreck site has not been located. Sledge et al. searched the region and only found one piece of 'YM sheathing'. It was suggested that either the wreck is somewhere deep on the reef edge or was heavily salvaged, as at least anchors and windlass would remain to be seen as they do on Browse Island reek (Sledge 1979:32-33).

Rita

Wreck Details

Wreck	
Name:	<i>Rita</i>
Details:	Blown ashore
Date wrecked:	1/02/1923
Year wrecked:	1923
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>

Status:	Wrecked
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Bedford Island
Found:	N
Region:	North West (King Sound Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-16.200000
Latmin:	-16.100000
Lonmax:	123.383333
Lonmin:	123.283333
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	
Type:	
Gross tonnage:	
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	
Port built:	
State built:	
Country built:	
Date built:	
Port registered:	
Official number:	
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	
Industry type 2:	

Crew - passengers	
Master:	S. Jago
Owner:	
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8696
URL:	
Signage:	
Source:	Crawford, I.M., 1969 <i>Late prehistoric changes in Aboriginal cultures in Kimberley, Western Australia</i> , PhD thesis, University of London.
Protection notes:	
Inspected:	N

Ritie

Wreck Details

Wreck	
Name:	<i>Ritie</i>
Details:	
Date wrecked:	4/04/1923
Year wrecked:	1923
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	
Location	
Where wrecked:	On Poolugin Island
Found:	N
Region:	North West (King Sound Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-16.400000
Latmin:	-16.400000

Lonmax:	123.150000
Lonmin:	123.150000
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	
Type:	Lugger
Gross tonnage:	
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	
Port built:	
State built:	
Country built:	
Date built:	
Port registered:	
Official number:	
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	
Owner:	
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8698
URL:	
Signage:	

Source:	WAM Maritime History Vessel Database
Protection notes:	
Inspected:	N

Vessel History

Ritie was licensed to Robison & Norman as B28 between 1905-1917 and to Robison Norman as B35 in 1920 (WAM Maritime History Vessel Database). This vessel was lost at Poolgin Island, King Sound on 4 April 1923.

Idaho

Wreck Details

Wreck	
Name:	<i>Idaho</i>
Details:	Wrecked and sunk
Date wrecked:	26/02/1934
Year wrecked:	1934
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Off Swan Point
Found:	N
Region:	North West (King Sound Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-16.350000
Latmin:	-16.350000
Lonmax:	123.033333
Lonmin:	123.033333
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.4
Construction:	Wooden
Type:	Lugger
Gross tonnage:	12.65

Net tonnage:	10.65
LOA(mtrs):	10.1
Beam(mtrs):	3.4
Engine:	N
Builder:	Joseph Rapson
Port built:	Fremantle
State built:	WA
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	131628
Registered number:	No 8 of 1912; B219
Home port:	
Home country:	
Cargo:	
Industry type:	Fisheries
Industry type 2:	Pearling
Crew - passengers	
Master:	
Owner:	William Baden Collins
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8273
URL:	
Signage:	
Source:	<i>British Register of Shipping</i> , Fremantle Dickson, R. 1998 <i>They kept this state afloat</i> . Hesperian Press, Carlisle, WA.
Protection notes:	
Inspected:	N

Vessel History

Built at Fremantle WA as *Ida*, and licenced to Emile Wilfred Lepoigneux of Broome, pearler, as B219, this vessel was renamed *Idaho* and registered as No 8 of 1912 at Fremantle on 8 July 1912. It was sold to George Carl Frances of Broome, pearler, on 12 February 1923 and then to William Baden Collins of Sunday Island, WA,

manager, on 28 July 1927. The Register noted on 25 February 1966 that there was no trace of vessel or owner (*British Register of Shipping*, Fremantle). The *Idaho* ran aground on reef off Swan Point on 26 February 1934 and broke up (Dickson 1998:241).

Pettrel (Petrel)

Wreck Details

Wreck	
Name:	<i>Pettrel (Petrel)</i>
Details:	During Willy Willy
Date wrecked:	1/04/1935
Year wrecked:	1935
Protected:	Not protected
Status:	
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Sunday Island near Derby
Found:	N
Region:	North West (King Sound Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-16.450000
Latmin:	-16.366667
Lonmax:	123.250000
Lonmin:	123.166667
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	
Type:	Lugger
Gross tonnage:	
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	

Port built:	
State built:	
Country built:	
Date built:	
Port registered:	
Official number:	
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	
Owner:	
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8642
URL:	
Signage:	
Source:	Harbour & Lights File 847/37
Protection notes:	
Inspected:	N

W.S. Polland

Wreck Details

Wreck	
Name:	<i>W.S. Polland</i>
Details:	
Date wrecked:	1937
Year wrecked:	1937
Protected:	Not protected
Status:	

From port:	
To port:	
Comments:	
Location	
Where wrecked:	Reef at Kunmunya, N.E. of Derby
Found:	N
Region:	North West (King Sound Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-15.433333
Latmin:	-15.433333
Lonmax:	124.700000
Lonmin:	124.700000
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	
Type:	Lugger
Gross tonnage:	13
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	
Port built:	
State built:	
Country built:	
Date built:	
Port registered:	
Official number:	
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	

Master:	
Owner:	
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	9048
URL:	
Signage:	
Source:	
Protection notes:	
Inspected:	N

Nicol Bay

Wreck Details

Wreck	
Name:	<i>Nicol Bay</i>
Details:	
Date wrecked:	5/09/1959
Year wrecked:	1959
Protected:	Not protected
Status:	
From port:	
To port:	
Comments:	
Location	
Where wrecked:	King Sound, near Cockatoo Island
Found:	N
Region:	North West (King Sound Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-16.116667
Latmin:	-16.050000
Lonmax:	123.750000
Lonmin:	123.583333

GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	2.2
Construction:	Wooden
Type:	Fishing Boat
Gross tonnage:	73.4
Net tonnage:	56.19
LOA(mtrs):	20.1
Beam(mtrs):	6.2
Engine:	1 x 4 cyl Bergius internal combustion engine, auxiliary screw, 6 knots
Builder:	W & S Lawrence
Port built:	Perth
State built:	WA
Country built:	AUSTRALIA
Date built:	1925
Port registered:	
Official number:	140154
Registered number:	No 1 of 1926
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	
Crew - passengers	
Master:	H. Matheson
Owner:	
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8570
URL:	
Signage:	
Source:	HMC 105/6 <i>British Register of Shipping, Fremantle)</i>

Protection notes:

Inspected: N

Vessel History

Built at Perth, WA in 19265, *Nicol Bay* was first registered as No 1 of 1926 at Fremantle to Cossack Lightering and Traders Ltd of 69 St George's Terrace, Perth, WA, on 21 January 1926. The Certificate was cancelled and Register closed 3 November 1959. The ship was totally lost by sinking on or about the 6th Sept 1959 in the vicinity of Cockatoo Island, North Western Australia (*British Register of Shipping*, Fremantle).

Images



MHL252 Pearling vessels aground on Broome foreshore during lay up. L to R: Distinctive round sterned pearling lugger, possibly Tifera or Petina built by A E Brown; large auxiliary ketch with unusual hull shape and raised poop deck, possibly Nicol Bay BAY; straight stemmed, ketch rigged lugger, probably B321 ADA. Transparency. Image Source: Bourne Collection, WAM.

Bonza

Wreck Details

Wreck	
Name:	<i>Bonza</i>
Details:	
Date wrecked:	1965
Year wrecked:	1965
Protected:	Not protected

Status:	
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Cygnnet Bay
Found:	N
Region:	North West (King Sound Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-16.666667
Latmin:	-16.383333
Lonmax:	123.166667
Lonmin:	123.933333
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	4.8200
Construction:	Wood
Type:	Lugger
Gross tonnage:	17.33
Net tonnage:	
LOA(mtrs):	16.5900
Beam(mtrs):	2.1800
Engine:	N
Builder:	A.E. Brown
Port built:	Fremantle
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	125021
Registered number:	No 18 of 1910, No 7 in 1940; B87, B45, B263, B123, B123, B87, B9
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing

Industry type 2:	Pearling
Crew - passengers	
Master:	
Owner:	Cygnnet Bay Pearls
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	7821
URL:	
Signage:	
Source:	Rod Dickson, <i>They Kept This State Afloat</i> HMC Register 105/71
Protection notes:	
Inspected:	N

Vessel History

Built at Fremantle WA, *Bonza* was first registered as No 18 of 1910 at Fremantle to Charles Stuart of Broome, pearler, on 29 July 1910. The vessel was transferred to Mary Stuart of Clarence St, South Brisbane, Qld, widow, after the death at sea of Charles Stuart on 13 September 1912. The vessel was sold on 6 February 1913 to Robison & Norman Ltd of Broome, merchants; to Walter Edward & Frank Richard Luyer of Broome, pearlers, on 21 August 1913; to Sydney John Pryor of Broome, pearler, on 12 January 1923; to Reginald Arthur Bourne of Broome, pearler, on 31 June 1931; and to William Michael McKinnon of 9 Sea View Terrace, Kalamunda, WA, gentleman, on 6 March 1939. The Certificate was cancelled and Register closed 7 August 1940 and registered anew owing to material alterations.

Bonza was reregistered as No 7 of 1940 at Fremantle to William Michael McKinnon of 9 Sea View Terrace, Kalamunda, WA, gentleman, on 8 August. It was sold to Dean Murdoch Brown of Cossack, pearler & Kathleen May Brown of 95 Forrest St, Cottesloe WA, married woman, on 30 October 1948; and to Arthur Streeter Male of Broome, pearler on 3 November 1950. The Register was closed 12 October 1971 as the vessel went aground in Cygnnet Bay, about 1965-6 (HMC Register 105/71).

Images



MA 1828/02a Pearling luggers at low tide Broome. B45 (probably BONZA) can be seen on the lugger in the foreground and B46 (probably LILLIAN) on the background lugger. Both luggers were owned by W & F Luyer between 1913 and 1919. Image Source: Unknown.



MHL243 Lugger anchored to sandy beach; low tide, loaded with wool bales? Straight stem, very large stern verandah, ketch rigged. 1920s. Possibly BONZA (see MHL 266 & 278). Image Type: Transparency. Image Source: Bourne Collection, WAM.



MHL266 Lugger anchored to sandy beach; low tide, loaded with wool bales? Straight stem, very large stern verandah, ketch rigged. Possibly BONZA (see MHL 266 & 278). Image Type: Transparency. Image Source: Bourne Collection, WAM.



MHL270 Anchored lugger B87; stowed sails; canvas over mizzen; still water; islands in background. Straight stem, round stern or double ender, ketch rigged, black hull, white waterline, white foremasthead, white aftmasthead. Maybe BONZA, PELICAN, CHARLIE or KATALOP - only BONZA is identified as having a round stern. Image Type: Transparency. Image Source: Bourne Collection, WAM.*



MHL278 Lugger anchored to sandy beach; low tide, loaded with wool bales? Straight stem, very large stern verandah, ketch rigged (see also MHL 243 & MHL 266). Image Type: Transparency. Image Source: Bourne Collection, WAM.



MHL280 Pearling lugger aground at low tide, against sand bank. May be BONZA (see MHL 243, 266, 278). Transparency. Image Source: Bourne Collection, WAM.



MHL296 Pearling lugger loaded with wool bales anchored alongside shore, starting to float with incoming tide in surf. Possibly BONZA or unidentified lugger

Straight stem, very large stern verandah, ketch rigged, double ended. Possibly BONZA (see MHL 266 & 278) One of Browne's "round" stern (cartwheel).

Transparency. Image Source: Bourne Collection, WAM.

MHL299 Wool-carrying lugger anchored on shoreline, with in-coming tide; near sandhills. Lugger anchored to sandy beach; low tide, loaded with wool bales?

Straight stem, very large stern verandah, ketch rigged, double ended. Possibly BONZA (see MHL 266 & 278) Appears to be a double ender. Transparency. Image Source: Bourne Collection, WAM.

Bonaparte Archipelago

Unidentified Wreck

Wreck Details

Wreck	
Name:	Unidentified Wreck
Details:	
Date wrecked:	1838/04
Year wrecked:	1838
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Camden Sound
Found:	N
Region:	North West (King Sound Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-15.250000
Latmin:	-15.500000
Lonmax:	124.333333
Lonmin:	125.750000
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	Wood
Type:	
Gross tonnage:	
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	
Port built:	

State built:	
Country built:	UNKNOWN
Date built:	
Port registered:	
Official number:	
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	
Industry type 2:	
Crew - passengers	
Master:	
Owner:	
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8989
URL:	
Signage:	
Source:	Stokes, J.L. 1846, <i>Discoveries in Australia; with an Account of the Coasts and Rivers Explored and Surveyed During the Voyage of the HMS Beagle in the Years 1837-43</i> . 2 Vols. T.& W. Boone, London (Facsimile edition, Libraries Board of South Australia, 1969.) Henderson G. 2008, <i>Unfinished Voyages Western Australian Shipwrecks 1633-1850</i> . 2 nd edition. University of Western Australia Press.
Protection notes:	
Inspected:	N

Vessel History

On 8 April 1838 Commander J.L. Stokes, engaged in survey work in HMS *Beagle*, came across a wreck on the entrance to Camden Sound. Stokes records in his diary:

By daylight on the 8th, the boats had left the ship, and were standing to the southward among the islands. One party consisted of Mr Helpma, Mr Fitzmaurice and myself. Passing through the eastern part of Port George the Fourth, we entered Roger Strait, which led into a large sheet of water, forming a beautiful harbour; we landed to obtain a better view of it, on a small island

at the southern entrance of this strait. This islet looked truly inviting, being clothed with long rich grass, which to our cost we found concealed boulders of granite; this was the first time we met with this primitive rock, and from the colour of the surrounding heights it was evident we were in an old red sandstone region. Strange to say the attraction on this island rendered our compasses quite useless; we noticed on its NW side a portion of the wreck of a small vessel (Stokes 1846:188).

Stokes gives no further details but it seems likely to have been a perahu associated with the Macassan trepang fishermen. Henderson also suggests that due to termite activity it is unlikely that any timber from Stokes sighting would have survived (Henderson 2008:210).

Dutch Gunboat

Wreck Details

Wreck	
Name:	Dutch Gunboat
Details:	Capsized during a squall near the Champagne Islands
Date wrecked:	1865/02/08
Year wrecked:	1865
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	Coepang, Timor
To port:	Camden Harbour
Comments:	
Location	
Where wrecked:	On approach to Camden Harbour
Found:	N
Region:	North West (Bonaparte Archipelago)
State:	Western Australia
Jurisdiction:	
Latmax:	-17.583333
Latmin:	-15.166667
Lonmax:	125.000000
Lonmin:	123.500000
GPS coordinates:	
Water depth:	
Vessel	

Draft(mtrs):	
Construction:	Wood
Type:	Schooner
Gross tonnage:	
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	
Port built:	Coepang Timor
State built:	
Country built:	INDONESIA
Date built:	
Port registered:	Coepang Timor
Official number:	
Registered number:	
Home port:	
Home country:	
Cargo:	Ballast
Industry type:	
Industry type 2:	
Crew - passengers	
Master:	Captain Edwards
Owner:	Mr Drysdale, Coepang (Timor)
Crew:	2
Passengers:	64
Deaths:	1
Crew deaths:	
Passenger deaths:	1
Other information	
Wreck Id:	8016
URL:	
Signage:	
Source:	Journal of Trevarton Sholl, 17 February 1865, QB/SHO, Battye Library

Perth Gazette & WA Times 05/05/1865
Henderson, G & Henderson, K.J. 1988, *Unfinished Voyages
Western Australian Shipwrecks 1851-1880*. University of
Western Australia Press, Nedlands.

Protection notes:

Inspected: N

Vessel History

On the 17 January following the wrecking of the *Calliance* at Camden Harbour, the ship's cutter set out for Coepang in Timor to try to procure a vessel to collect the *Calliance* survivors. The cutter, under the command of the second officer, Mr Clark, with Captain Edwards (one of the settlers) and three crewmen, reached Timor in five days. At the request of the Governor of Timor, a small schooner, described as a Dutch gunboat, was loaned to the party by a Mr Drysdale of Coepang, (Journal of Trevarton Sholl, 17 February 1865, Acc. No. QB/SHO, Battye Library). The two boats then got under weigh on the return voyage. About 130 kms out from Camden Sound on the morning of 8 February, a heavy squall struck and upset both the schooner and the cutter, which had been sailing a little behind. There are two accounts of the foundering that vary slightly. The newspaper report below is purported as a first-hand account of one of the crew:

After considerable damage and many difficulties we arrived at Cupan in Timor, and succeeded in hiring a schooner, and in her we started back to Camden, towing the boat that had conveyed us to Cupan. After we had been at sea six days, Mr. Clark requested me to, take charge of the boat in tow, accordingly I did so, having one sailor with me; the morning after I found I was about 1.5 miles from the schooner. Mr. Clark signaled me, and I ran down towards him. I observed that Mr. Clark endeavored three times to put the schooner about, but he could not succeed. I then ordered my mate to reef our boat down, but, before we could finish a squall struck it and capsized it; we were thrown into the water, but, after determined efforts, we reached the boat, which was bottom upwards, and clung to it; my companion was before me, but, I lifted him behind me, as I considered myself to be the better swimmer of the two; we remained thus for about 3 1/2 hours. I, at last, stood up on the keel, and looked around me, to see if any assistance was coming, when, to my dismay, I found that the schooner had also capsized. I then dived below the boat and discharged the chains which were foul. I dived a second time, cut the rigging away and set the masts afloat, and thus righted the boat, into which we clambered and after much difficulty reached the schooner, which we found with her bow only out of the water and four men clinging to it. We took them on board the boat. Understanding that Captain Edward was below, I dived down and fetched him up; he was quite dead. We then rigged the boat and started off for Champagne Island, in order to bury Captain Edward, but the natives were hostile and would not allow us, we were therefore, compelled to launch him into the sea (*Perth Gazette & WA Times* 05/05/1865).

The second account is contained in the journal of Trevarton Sholl. Here the survivors of the capsized vessel are said to have collected a bundle of hats and cocoa nuts that floated from the hold of the schooner, the latter from which they then subsisted:

They lived on the cocoa nuts, using milk for water, until they got to New Island—off Camden Harbour—where they arrived three days after, and got

water. They intended burying the Captain there, but the natives came down and they were obliged to put off as they had no arms, they then had to throw the body overboard as it would not keep longer, and they all got into harbour all safe (Journal of Trevarton Sholl Acc. No. QB/SHO, Battye Library; Henderson, G & Henderson, K.J. 1988:59).

The Dutch gunboat was a wooden schooner built in Indonesia. Details regarding the dimensions of the vessel are not known. The wreck site has not been located.

Enchantress

Wreck Details

Wreck	
Name:	<i>Enchantress</i>
Details:	Hit a reef
Date wrecked:	1874/08/15
Year wrecked:	1874
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	Darwin
To port:	Cossack
Comments:	
Location	
Where wrecked:	New Island, Brecknock Harbour
Found:	N
Region:	North West (Bonaparte Archipelago)
State:	Western Australia
Jurisdiction:	
Latmax:	-15.500000
Latmin:	-15.333333
Lonmax:	125.000000
Lonmin:	124.000000
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	3.4000
Construction:	Wood
Type:	Schooner
Gross tonnage:	171
Net tonnage:	
LOA(mtrs):	30.7000

Beam(mtrs):	7.2000
Engine:	N
Builder:	White
Port built:	Cowes
State built:	
Country built:	UNITED KINGDOM
Date built:	1846
Port registered:	London
Official number:	25133
Registered number:	
Home port:	
Home country:	
Cargo:	Shell
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	
Owner:	Australian Fishing Company
Crew:	14
Passengers:	
Deaths:	0
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8077
URL:	
Signage:	
Source:	Robert Sholl, Fisheries Report, January 1872, C.S.R. 714, fol. 17 Robert Sholl to Col. Sec., Roebourne, 30 December 1869, C.S.O. 697, fol.146. Sholl to Col. Sec., Roebourne, 19 December 1874, C.S.O.782, fol.192. <i>Inquirer</i>, 11 June 1873 <i>Inquirer</i>, 3 March 1875 <i>Lloyds Shipping Register</i>, 1874 Henderson, G & Henderson, K.J. 1988, <i>Unfinished Voyages Western Australian Shipwrecks 1851-1880</i>. University of Western Australia Press, Nedlands. Streeter, E. 1886, <i>Pearls and Pearling Life George Bell and Sons</i>. London, p.160. Bain, Mary Albertus 1982, <i>Full Fathom Five</i>. Artlook. Perth, p.74.

Perth Gazette, 20 March 1874.
 Parsons, R. 1974, The Pearling Fleet in Western Australia, in Kerr, G(ed.), Australian and New Zealand Sail Traders Blackwood, South Australia, p.12.
 Crawford, I 1968, *The Art of the Wandjina*. Oxford University Press/Western Australian Museum Melbourne, p.79.
 Sledge, S. 1979, *Report of Wreck Inspection North Coast (W.I.N.C.)*. Report—Department of Maritime Archaeology, Western Australian Maritime Museum, No. 11.

Protection notes:

Inspected: N

Vessel History

By the early 1870s, there were some eighty to a hundred small vessels pearling out of Cossack and other anchorages to the west. In 1872, Roebourne Resident Magistrate Robert Sholl reported that there were thirty-one 'ships' and fifty-two 'boats' employed, and that the vessels ranged from 1 to 56 tons, the average being 10 tons. (Sholl 1872, C.S.O. 714, fol.17) The fifty-two 'boats' were dinghies. The smaller vessels could not stay at sea in heavy weather, and in 1873, the *Inquirer* saw the number of shipwrecks as suggesting:

...the necessity of the early appointment of an official to see that the numerous coasting craft are fit to proceed to sea, and that, moreover, they are properly provisioned and in the charge of competent seamen. The recent lamentable loss of life connected with our pearl shell fishery, and the way in which the boats employed in it are almost without exception manned, calls for the prompt attention of the Government (*Inquirer* 11/06/1873).

Bigger 'ships' were, however, being dispatched from the other pearling centres in Queensland and overseas. Two such vessels were the schooners *Flower of Yarrow* and *Enchantress*. Their owners, however, were not content to restrict themselves to the well known pearling grounds around Cossack.

In 1872, the Australian Fishing Company was floated in London, and these two yachts were fitted out in England to engage in the industry in North West Australia (Streeter 1886:160). Ample capital was available. Lieutenant Ross, R.N. (perhaps one of the family from Melbourne who had been members of the abortive Camden Harbour Pastoral Association in 1863), was contracted for three years, and twenty-eight crewmen were said to have been specially chosen from the English fishing fleets (Bain 1982:74). In his prospectus, the promoter estimated that each diver could bring up 100 shells in an hour, an extreme exaggeration.

The 150-ton *Flower of Yarrow*, commanded by Lieutenant Ross, called at Fremantle, en route from London to the North-West, in March 1874. The *Flower of Yarrow*, which had formerly belonged to the Royal Yacht Squadron, carried two 21-pounder Armstrong guns and had on board a steam launch capable of accommodating twenty-eight passengers (a boon in heavy tidal waters) (*Perth Gazette* 20/03/1874). She also carried equipment for conducting pearling operations on an extensive scale, and was said to have an auxiliary steam engine (Parsons 1974:12).

The *Flower of Yarrow* sailed north to join the twenty-nine-year-old *Enchantress*, which came to the North West via Singapore, where she had called to recruit divers. The two vessels apparently commenced shelling as far north as Darwin, and

gradually worked down the coast toward Camden Sound and King Sound (*Inquirer* 03/03/1875). They were finding abundant good-quality shell.

Lieutenant Ross would have been made aware by Robert Sholl or others, of the presence of shell around Brecknock Harbour. Sholl had spent some time there in 1864 after the wreck of the *Calliance*, and John McCourt had collected a small quantity of shell there in 1869 with the schooner *Argo* (Scholl 1869, C.S.O. 697, fol.146). The *Enchantress* was filled with shell, and when the news of this success reached Roebourne, Sholl predicted that most of the larger vessels would leave Exmouth Gulf to try to link up with Lieutenant Ross' fleet (Scholl 1874, C.S.O.782, fol.192).

Disaster struck for the Australian Fishing Company when the *Enchantress* hit a reef off Champagny Island on 15 August. The vessel managed to reach Brecknock Harbour, where she became a complete wreck (Parsons 1980). Then, in confrontations between the crew and the local Aborigines one European crewman, one Malay crewman and eight Aborigines were killed. Newspaper reports of the time mention 'a sanguinary battle with natives, killed and wounded on both sides' and that the ship was a complete wreck. The Aboriginal people concerned could have been the Worora (Silvester 1998)

Lieutenant Ross had the *Enchantress* broken up to retrieve her copper fastenings (*Inquirer* 03/03/1875) but the pearling project was a failure, and the *Flower of Yarrow* was sold (Henderson, G & Henderson, K.J. 1988:150).

Site Description

While the wreck has not been positively identified, It seems likely that the *Enchantress* was beached at New Island, located in the entrance to Brecknock Harbour. This area also has a freshwater spring. Several expeditions from the Western Australian Museum have seen wreck material there. In 1963, Ian Crawford found heavy brass pipes, pieces of iron, broken china and a part of a compass (Crawford 1968:79), and in 1978, Scott Sledge found iron deck supports, bricks and lead piping (Sledge 1979:39).

Eloise

Wreck Details

Wreck	
Name:	<i>Eloise</i>
Details:	Ashore in squall
Date wrecked:	1892/01/05
Year wrecked:	1892
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	North West Coast
Comments:	

Location	
Where wrecked:	Lamack Island in York Sound
Found:	N
Region:	North West
State:	Western Australia
Jurisdiction:	
Latmax:	-14.666667
Latmin:	-14.833333
Lonmax:	125.083333
Lonmin:	124.916667
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.8000
Construction:	Composite
Type:	Schooner
Gross tonnage:	32.74
Net tonnage:	
LOA(mtrs):	16.4000
Beam(mtrs):	4.3000
Engine:	N
Builder:	J. Farmer
Port built:	Quindalup
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	75287
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	Captain James
Owner:	G.H. Roe, J.N. Augood and Captain W.H. James
Crew:	

Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8056
URL:	
Signage:	
Source:	<i>Inquirer</i> , 22 January 1892, p. 4b <i>Register of British Ships</i> , Fremantle Cairns, L. & Henderson, G., 1995, <i>Unfinished Voyages Western Australian Shipwrecks 1881-1900</i> . University of Western Australian Press Nedlands. Parsons, R. 1971 <i>Ships Registered at Fremantle Before 1900</i> .
Protection notes:	
Inspected:	N

Vessel History

The *Eloise* was a 33-ton fore and aft schooner built at Quindalup, Western Australia, in 1873 and registered at Fremantle. With 1 deck, 2 masts and an elliptic counter stern the wooden framed vessel was carvel-built and measured 16.4 metres x 4.3 metres x 1.8 metres. The owners at the time of the loss were G. H. Roe, J. N. Augood and W. H. James (*Register of British Ships*, Fremantle).

The vessel was first registered to W.D. Moore in 1876 and sold to George Cross in 1883. In the catastrophic cyclone April 1887, it lost its foremast. *Eloise* was sold to William Hewitt James and Ernest Fox in March 1889 and its final owners were G.H. Roe, J.N. Augood and Captain W.H. James who purchased the vessel in August 1890.

The pearling schooner *Eloise* (Official Number 75287), which had been well known on the north-west coast of Western Australia for many years, went ashore during a squall on one of the islands, possibly Lamarck Island (Parsons 1971:31) in York Sound. Little more is known except that the vessel was considered a total wreck. Captain James, one of the owners, was in charge and with his crew spent 2 1/2 days, rowing a dinghy some 160 kms to safety (*Inquirer*, 22 January 1892, p.4b; Cairns & Henderson 1995:195).

Julia

Wreck Details

Wreck	
Name:	<i>Julia</i>
Details:	Lost
Date wrecked:	28/07/1918
Year wrecked:	1918

Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	
From port:	Wyndham
To port:	Broome
Comments:	Lost while crossing Collier Bay
Location	
Where wrecked:	Collier Bay
Found:	N
Region:	North West (Bonaparte Archipelago)
State:	Western Australia
Jurisdiction:	
Latmax:	-16.000000
Latmin:	16.4166666
Lonmax:	123.750000
Lonmin:	124.500000
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	
Type:	Schooner
Gross tonnage:	18
Net tonnage:	15
LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	
Port built:	
State built:	
Country built:	
Date built:	
Port registered:	
Official number:	
Registered number:	B288, B283
Home port:	
Home country:	
Cargo:	
Industry type:	

Industry type 2:
Crew - passengers
Master:
Owner:
Crew:
Passengers:
Deaths:
Crew deaths:
Passenger deaths:
Other information
Wreck Id: 8318
URL:
Signage:
Source: MA 3/79, MA 380/77.
Protection notes:
Inspected: N

Vessel History

Possibly the 18-ton schooner last licensed to John Johnson in 1912 (WAM Maritime History Vessel Database).

Browse Island

Carleton

Wreck Details

Wreck	
Name:	<i>Carleton</i>
Details:	In cyclone
Date wrecked:	1878/03/11
Year wrecked:	1878
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	

Location	
Where wrecked:	Browse Island
Found:	N
Region:	North West (Browse Island Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-14.250000
Latmin:	-13.916667
Lonmax:	123.666667
Lonmin:	123.416667
GPS coordinates:	
Water depth:	

Vessel	
Draft(mtrs):	6.1000
Construction:	Wood
Type:	Barque
Gross tonnage:	742
Net tonnage:	
LOA(mtrs):	49.1000

Beam(mtrs):	10.8000
Engine:	N
Builder:	G. Jenkin
Port built:	Beaver River
State built:	
Country built:	UNITED STATES
Date built:	
Port registered:	Yarmouth
Official number:	61797
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Transport
Industry type 2:	Cargo - international
Crew - passengers	
Master:	
Owner:	G. Doane and Co.
Crew:	
Passengers:	
Deaths:	0
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	7867
URL:	
Signage:	
Source:	De Beers Monthly Shipping Report, quoted in <i>Inquirer</i> , 1 May 1878 <i>Inquirer</i> , 19 March 1879 <i>Board of Trade Wreck Register</i> <i>Registre Veritas</i> , 1878 Henderson, G. & Henderson, K. 1988 <i>Unfinished Voyages: Western Australian Shipwrecks 1851 – 1880</i> , University of Western Australian Press, Nedlands.
Protection notes:	
Inspected:	N

Vessel History

A cyclone struck the North-West just a week after the March 1878 disaster at Forestier Islands. Messrs De Beer and Co's Melbourne monthly shipping report related:

We regret having to report the loss of two vessels at Browse Island in a hurricane which passed over on 11 March. The German ship *Matterhorn* 1306 (tons), with loss of captain and 16 hands, together with 4 of the crew of the German barque *Flora*, who went to their assistance; and the British barque *Carleton*, the crew of the latter being saved. The information comes forward by wire and we fear further losses will be reported thence, as one or two vessels are overdue (De Beers Monthly Shipping Report, quoted in *Inquirer*, 1 May 1878).

The 742-ton wooden barque *Carleton* (Lloyd's Register Official No. 61797) was built in 1870 at Beaver River, New England by G. Jenkin, owned by G. Doane and Co. and registered at Yarmouth (*Registre Veritas*, 1878). The Board of Trade Wreck Register gives the date of 10 March 1878 for the total loss of the *Carleton* (Board of Trade Wreck Register). Built of spruce, pine, hatamack and oak the dimensions of the barque were 49.1 m by 10.8 m by 6.1 m (Henderson, G. & Henderson K., 1988:232).

Matterhorn

Wreck Details

Wreck	
Name:	<i>Matterhorn</i>
Details:	Lost in hurricane
Date wrecked:	1878/03/11
Year wrecked:	1878
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Browse Island
Found:	N
Region:	North West (Browse Island Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-14.250000
Latmin:	-13.916667

Lonmax:	123.666667
Lonmin:	123.416667
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	7.3000
Construction:	Wood
Type:	Ship
Gross tonnage:	1306
Net tonnage:	
LOA(mtrs):	57.3000
Beam(mtrs):	11.6000
Engine:	N
Builder:	E. and A. Sewall
Port built:	Bath
State built:	
Country built:	UNITED STATES
Date built:	
Port registered:	Hamburg
Official number:	
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Whaling
Crew - passengers	
Master:	
Owner:	A.H.W. Waffaus
Crew:	17
Passengers:	
Deaths:	17
Crew deaths:	
Passenger deaths:	

Other information	
Wreck Id:	8486
URL:	
Signage:	
Source:	De Beers Monthly Shipping Report, quoted in <i>Inquirer</i> , 1 May 1878 <i>Inquirer</i> , 19 March 1879 <i>Registre Veritas</i> , 1878 Henderson, G. & Henderson, K. 1988, <i>Unfinished Voyages: Western Australian Shipwrecks 1851 – 1880</i> , University of Western Australian Press, Nedlands.
Protection notes:	
Inspected:	N

Vessel History

The 1,306-ton three-masted Matterhorn was built at Bath, Maine, by E. and A. Sewall in 1866. The vessel measured 57.3 metres by 11.6 metres by 7.3 metres, was owned by A.H.W. Waffaus and was registered at Hamburg (*Registre Veritas*, 1878). The vessel was built of oak (Henderson, G. & Henderson K., 1988:232).

Runnymede

Wreck Details

Wreck	
Name:	<i>Runnymede</i>
Details:	Cyclone
Date wrecked:	1878/12/22
Year wrecked:	1878
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	Not yet possible to ascertain whether the site is <i>Runnymede</i> at 14.11666666 S, 123.560000 E.
Location	
Where wrecked:	Browse Island
Found:	N
Region:	North West (Browse Island Area)
State:	Western Australia
Jurisdiction:	

Latmax:	-14.250000
Latmin:	-13.916667
Lonmax:	123.666667
Lonmin:	123.416667
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	5.7000
Construction:	Iron
Type:	Barque
Gross tonnage:	640
Net tonnage:	
LOA(mtrs):	51.7000
Beam(mtrs):	8.9000
Engine:	Y
Builder:	Doxford
Port built:	Sunderland
State built:	
Country built:	UNITED KINGDOM
Date built:	
Port registered:	Liverpool
Official number:	29999
Registered number:	
Home port:	
Home country:	
Cargo:	Guano
Industry type:	Transport
Industry type 2:	Cargo - international
Crew - passengers	
Master:	E. Way
Owner:	J. M. Way
Crew:	
Passengers:	
Deaths:	0

Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8736
URL:	http://www.museum.wa.gov.au/mm/museum/march/shipwrecks/Wreckfinder/runnymede.html
Signage:	
Source:	<i>Board of Trade Wreck Register</i> , National Maritime Museum, England <i>Lloyds Shipping Register</i> , 1877 Lapwood, M., 2003, <i>Report of Visit to Browse Island 25 August to 28 August 2003</i> , CALM, Broome, WA. Henderson, G. & Henderson, K. 1988 <i>Unfinished Voyages: Western Australian Shipwrecks 1851 – 1880</i> , University of Western Australian Press, Nedlands.
Protection notes:	
Inspected:	N

Vessel History

The 640-ton, Liverpool registered, guano vessel *Runnymede* (Lloyd's Register Official No. 29999) went ashore at Browse Island on 22 December 1878 with the crew later being landed at Surabaya (Board of Trade Wreck Register). The *Runnymede* was an iron barque built in 1866 at Sunderland by Doxford. The dimensions as recorded in the Lloyds Register of 1877 were 51.7 m by 8.9 m by 5.7 m. The Register also indicates that the barque was built with thicker iron plates than that required by the Lloyds rules. Several vessels of the name *Runnymede* were in Australian waters during the 1870s, and this fact led the *Inquirer* newspaper to wrongly state that the whaler *Runnymede* was lost at Browse Island. That vessel, a 284-ton wooden barque (Official Number 32032), was wrecked in Frenchman's Bay, King George Sound, in 1881. The *Runnymede* wrecked at Browse Island would have been loading guano. Yet another *Runnymede*, a 700-ton iron barque (Official Number 60940), plied Australian waters under the command of R. Hay.

Site Description

Wreckage has been seen lying on Browse Island, in 14.11666666 S, 123.560000 E. The reporters of that material were given a reward of seventy-five dollars in 1975, and the site is protected under the Historic Shipwrecks Act. It is not yet possible to ascertain whether the site is that of the *Runnymede* (Henderson, G. & Henderson K., 1988:255).

Images

MAWI 34-39 and MAWI 41-60. Browse Island Unidentified inspection. 1974. Colour slides. Image Source: Maritime Archaeology, WAM.

Sulina

Wreck Details

Wreck

Name:	<i>Sulina</i>
Details:	Lost during hurricane
Date wrecked:	1879/01/22
Year wrecked:	1879
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	

Location

Where wrecked:	Browse Island
Found:	N
Region:	North West (Browse Island Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-14.250000
Latmin:	-13.916667
Lonmax:	123.666667
Lonmin:	123.416667
GPS coordinates:	
Water depth:	

Vessel

Draft(mtrs):	7.3000
Construction:	Wood
Type:	Ship
Gross tonnage:	1142
Net tonnage:	
LOA(mtrs):	54.8000
Beam(mtrs):	11.6000
Engine:	N
Builder:	

Port built:	Nova Scotia
State built:	
Country built:	CANADA
Date built:	
Port registered:	
Official number:	55022
Registered number:	
Home port:	
Home country:	
Cargo:	Guano
Industry type:	Transport
Industry type 2:	cargo - coastal
Crew - passengers	
Master:	Captain Ormond Thomas
Owner:	G. B. Crow of Liverpool
Crew:	22
Passengers:	0
Deaths:	0
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8789
URL:	
Signage:	
Source:	R.W. Vincent to Police Superintendent, Cossack, 14 MArch 1879, Police Records, Acc. No. 129, Battye Library <i>Lloyds Shipping Register</i> , 1879 Henderson, G. & Henderson, K., 1988, <i>Unfinished Voyages: Western Australian Shipwrecks 1851 – 1880</i> , University of Western Australian Press, Nedlands.
Protection notes:	
Inspected:	N

Vessel History

The *Sulina*, under the command of Captain Ormond Thomas, was wrecked at Browse Island during a storm on 22 January 1879 (R.W. Vincent to Police Superintendent, Cossack, 14 March 1879, Police Records, Acc. No.129, Battye Library). The vessel would have been loading guano at the time. No lives were lost,

but little or no property was saved. The revenue cutter Gertrude took twenty-two of the crew to Cossack, where they were paid off.

The 1,142-ton wooden ship *Sulina* (Official Number 55022) was built at Nova Scotia in 1866, and was owned by G.B. Crow, of Liverpool. Her dimensions were 54.8 metres x 11.6 metres x 7.3 metres (*Lloyds Shipping Register*, 1879; Henderson, G. & Henderson K., 1988:256).

Berteaux

Wreck Details

Wreck	
Name:	<i>Berteaux</i>
Details:	Caught fire
Date wrecked:	1885/11/12
Year wrecked:	1885
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Burnt
From port:	Browse Island, at anchor
To port:	
Comments:	
Location	
Where wrecked:	Browse Island
Found:	N
Region:	North West (Browse Island Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-14.250000
Latmin:	-13.916667
Lonmax:	123.666667
Lonmin:	123.416667
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	6.9000
Construction:	Not known
Type:	Ship
Gross tonnage:	1022

Net tonnage:	
LOA(mtrs):	55.0000
Beam(mtrs):	11.0000
Engine:	N
Builder:	
Port built:	Kingsport, Nova Scotia
State built:	
Country built:	CANADA
Date built:	
Port registered:	St. John, New Brunswick
Official number:	66934
Registered number:	
Home port:	
Home country:	
Cargo:	To collect Guano
Industry type:	Transport
Industry type 2:	Cargo - international
Crew - passengers	
Master:	
Owner:	G.E. Berteaux
Crew:	
Passengers:	
Deaths:	0
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	7785
URL:	
Signage:	
Source:	<i>Inquirer</i> , 2 December 1885, p. 4f Board of Trade Wreck Register 1885 Lloyds' Shipping Register, 1886-7 Cairns. L. & Henderson. G., 1995, <i>Unfinished Voyages, Western Australian Shipwrecks 1881-1900</i> . University of Western Australia Press, Nedlands
Protection notes:	
Inspected:	N

Vessel History

During the second half of 1885, the 1022-ton ship *Berteaux* (Official Number 66934) was chartered at Singapore by F. E. Beaver and Company of Melbourne, to load guano at Browse Island (*Inquirer*, 2 December 1885, p. 4f). On 12 November, while lying at the landing there, waiting to load, the vessel caught fire and was completely gutted. Fortunately, the crew were able to escape in three of the boats and set out for Port Darwin. On the way, they were picked up by the schooner *Pearl*, which took them on to that port (*Board of Trade Wreck Register*, 1885).

The *Berteaux*, was a 1022-ton ship, built at Kingsport, Nova Scotia in 1873 and registered at St John, New Brunswick. It measured 55 metres x 11 metres x 6.9 metres, and was owned by G. E. Berteaux (*Lloyds' Shipping Register*, 1886-7; Cairns & Henderson 1995:74).

Florida

Wreck Details

Wreck	
Name:	<i>Florida</i>
Details:	Struck Reef
Date wrecked:	1887/09/12
Year wrecked:	1887
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	Port Pirie, South Australia
To port:	Normanton, Queensland
Comments:	Material identified from the vessel has been washed ashore at 14°07.2 123°32.6
Location	
Where wrecked:	Near South Shore Browse Island
Found:	N
Region:	North West (Browse Island Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-14.250000
Latmin:	-13.916667
Lonmax:	123.666667
Lonmin:	123.416667

GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	3.8000
Construction:	Composite
Type:	Schooner
Gross tonnage:	215.9
Net tonnage:	
LOA(mtrs):	34.3000
Beam(mtrs):	7.6000
Engine:	N
Builder:	Wallace & Co.
Port built:	Perth
State built:	
Country built:	UNITED KINGDOM
Date built:	
Port registered:	Sydney
Official number:	62696
Registered number:	
Home port:	
Home country:	
Cargo:	In ballast
Industry type:	Transport
Industry type 2:	cargo - coastal
Crew - passengers	
Master:	Captain Coe
Owner:	D. Sutherland & J. Williams of Sydney
Crew:	
Passengers:	
Deaths:	None
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8141

URL:	
Signage:	
Source:	<i>West Australian</i>, 1 October 1887, p. 5c Board of Trade Wreck Register 1887, see also <i>West Australian</i>, 7 November 1887, p. 3d. <i>West Australian</i>, 1 October 1887, p. 5c. <i>West Australian</i>, 6 October 1887, p. 3d. <i>West Australian</i>, 7 November 1887, p. 3d., see also:- <i>Inquirer</i>, 12 October 1887, p. 4f <i>West Australian</i>, 9 November 1887, p. 3b. <i>Register of British Ships</i>, Sydney Collectors of Customs to Col. Sec., 1 October and 5 November 1887, CSO 3556/87 Cairns. L. & Henderson. G., 1995, <i>Unfinished Voyages, Western Australian Shipwrecks 1881-1900</i>. University of Western Australia Press, Nedlands. Sledge, S. 1974 <i>Report of Wreck Inspection Browse Island, Florida</i> MA 90/73 Western Australian Museum
Protection notes:	
Inspected:	N

Vessel History

On the night of 12 September 1887, the schooner *Florida*, (Official Number 62696) en route from Port Pirie, South Australia, to Normanton, Queensland (*West Australian*, 1 October 1887, p. 5c) was off Browse Island, making some 7 or 8 knots. The mate was on watch and being somewhat unsure of the coast, had given instructions for a sharp look out to be kept. Suddenly, the lookout sighted breakers ahead and gave the alarm, but though the helm was immediately put down, it was too late and the *Florida* ran straight on to the reef. An attempt to get the vessel off the reef was apparently successful but it was making water too fast for the pumps to control and the master, Captain Coe, realised that it would be necessary to abandon ship. At daylight the crew left the vessel, which sank about three hours later (Board of Trade Wreck Register 1887, see also *West Australian*, 7 November 1887, p. 3d). Fortunately for the shipwrecked crew, they were picked up by the schooner *Fanny Thornton* and taken to Cossack, where they arrived on 30 September (*West Australian*, 1 October 1887, p. 5c). It could not have been a peaceful trip, for on the way to port, the *Fanny Thornton's* master was alleged to have assaulted the ship's boatswain, as a result of the latter's relationship with the former's wife (*West Australian*, 6 October 1887, p. 3d).

The *Florida* was described as a fine ship, and there was thought to be some hope of saving the vessel, or at least some valuable materials. On 3 November a group set out in the cutter *Gipsy* for the purpose of salvaging the *Florida* (*West Australian*, 7 November 1887, p. 3d., see also *Inquirer*, 12 October 1887, p. 4f), but two days later they returned disappointed, not having covered the cost of their venture. The vessel had by then completely broken up and only a few spars were recovered (*West Australian*, 9 November 1887, p. 3b). No inquiry was held into the wreck of *Florida*, apparently due to the lack of action by Colonel Angelo, Deputy Sub-collector of Customs at Cossack. The shipwrecked crewmen were maintained by the colonial administration 'at as cheap a rate as possible', and their passages to Fremantle were apparently paid (Collector of Customs to Col. Sec., 1 October and 5 November 1887,

C.S.O.3556/87).

The *Florida*, though described as a brig in one report, appears to have been a 216-ton 3 masted-schooner built at Perth, Scotland, in 1870. Registered at Sydney, the vessel measured 34.3 metres by 7.6 metres by 3.8 metres. It was owned by John Williams (*Register of British Ships*, Sydney; Cairns & Henderson 1995:105).

Site Description

A wooden transom knee attached to part of a strake, iron and brass fastened, was discovered on rocks 75 m off the high water mark on the southern shore of Browse Island in 1974. Pieces of yellow metal sheathing was found nearby and at other locales on the island. The size of the timbers indicates a vessel of at least 200 tons. The materials used for fastening and sheathing indicates that the vessel was built between 1850 and 1900 and these remains have been tentatively identified as belonging to the *Florida*. Due to the distribution of similar sheathing material around the island it was concluded that this south shore wreckage was not the wreck site per se. It is conceivable that the *Florida* wrecked on the reef east of Browse Island and the timbers located against the south shore were subsequently washed to that location by tidal current (Sledge 1974).

Admiralty Gulf

Swan

Wreck Details

Wreck	
Name:	Swan
Details:	Struck reef
Date wrecked:	1884/01/16
Year wrecked:	1884
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	Port Darwin
To port:	Cossack
Comments:	Captain possibly murdered by crew after wrecking
Location	
Where wrecked:	Cape Londonderry
Found:	N
Region:	North West (Admiralty Gulf Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-13.733333
Latmin:	-13.683333
Lonmax:	126.950000
Lonmin:	126.883333
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.8
Construction:	Timber / Composite
Type:	Schooner
Gross tonnage:	27
Net tonnage:	
LOA(mtrs):	14.9
Beam(mtrs):	4.6
Engine:	N
Builder:	
Port built:	Fremantle

State built:	Western Australia
Country built:	Australia
Date built:	1875
Port registered:	Fremantle
Official number:	72469
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	
Industry type 2:	
Crew - passengers	
Master:	Isaac Doust
Owner:	Isaac Doust
Crew:	
Passengers:	
Deaths:	1
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8854
URL:	
Signage:	
Source:	Reports, Sgt.P. Troy, Derby, 1 October 1883 and 28 December 1883, Police Records 760/84, 933/83 (Acc 129). <i>West Australian</i>, 20 October 1883, p. 3e. <i>Inquirer</i>, 24 October 1883, p. 5h. Report, Sgt.P. Troy, Derby, 28 December 1883, Police Records 760/84 (Acc 129). Report, John Foxworthy, Cossack, 15 February 1884, Police Records 448/84 (Acc 129). Statement of Charley Harper, 9 may 1884, Police Occurrence Book, Cossack 1884-5, Vol.2. Report of R. McRae, 27 April 1884, Police Occurrence Book, Cossack 1884-5, Vol.2. Report of W. Robinson, 30 April 1884, Police Occurrence Book, Cossack 1884-5, Vol.2. <i>West Australian</i>, 13 May 1884, p. 3d. <i>West Australian</i>, 15 July 1884, p. 3b. <i>Inquirer</i>, 16 July 1884. <i>West Australian</i>, 14 March 1885, p. 6a. <i>West Australian</i>, 19 March 1885, p. 3b. Report, Sgt P Troy, Derby, 20 February 1885, Police Records 618/1885, (Acc 129). <i>West Australian</i>, 19 March 1885, p. 3b.

West Australian, 13 and 15 May 1884, see also *Inquirer*, 16 July 1884.

Statement of Charley Harper, Reports of R. McRae and W. Robinson, Police Occurrence Book, Cossack 1884-5, Vol. 2.

West Australian, 15 July 1884, p. 3b.

Report of R McRae, 27 April 1884, Police Occurrence Book, Cossack 1884-5, Vol. 2.

Register of British Ships, Fremantle.

Mercantile Navy List, 1876.

Cairns. L. & Henderson. G., 1995 *Unfinished Voyages. Western Australian Shipwrecks 1881 – 1900*. University of Western Australia Press, Nedlands.

Protection notes:

Inspected: N

Vessel History

The schooner *Swan*, a wooden vessel of 27-tons, had been built and registered at Fremantle in 1875. Owned by its master, Isaac Doust, the vessel measured 14.9 metres x 4.6 metres with a draft of 1.8 metres. On 2 September 1883, Isaac Doust left Beagle Bay in the 27-ton schooner *Swan* (Official Number 72469), to take a load of water to some Aboriginals he had previously landed at the Lacepede Islands. On board was mail for King Sound and some property belonging to local storekeeper George Lukin and grazier John McLarty. After more than a month had elapsed and there was no trace of the schooner, Doust's brother, Charles, reported the vessel's disappearance to the police and it was reported in the press as having been lost. Within a few days of this report being published, however, a telegram was received from Port Darwin, explaining the vessel's failure to arrive at its destination. *Swan*, with the master and two Nicol Bay Aborigines on board, had been blown away from the coast, and traveled northward. On 6 September the rudder was carried away, but Doust and his crew managed to proceed under headsail. After attempting to land at two different places on the coast, where they were driven off by hostile local Aboriginal people, they safely reached Port Darwin on 18 October 1883. Meanwhile, at Cossack, a rumour was circulating that the *Swan's* disappearance was a deliberate move by Doust, to avoid the vessel being seized by his debtors.

Some time later, presumably after being repaired, the schooner set sail from Port Darwin to return to the west coast. Unfortunately, Doust and his little vessel were still a long way from home and on an unknown date, but possibly during the cyclone of early February 1884, the *Swan* struck a reef, apparently one of the Londonderry Reefs near Jones Island off the Kimberley coast. Doust apparently did not survive the journey. Three of the Aboriginal crewmen later reported that he had landed, with the crew, at Stewart's Island and stayed there to shoot whistling ducks. While leaving at night for Cossack, the *Swan* struck on a reef, knocking a hole in its bottom. Though for several days they stayed on the reef, Doust was sick, lying in his cabin and refusing to come out or attempt to leave the vessel, so the crew left him there and swam ashore. Making their way to Beagle Bay, they were picked up by the schooner *Kate*. The spokesman, Charley Harper, when asked about the *Swan's* dinghy, replied that it had broken up shortly after they had left Port Darwin.

This story was brought into question by the finding of a dinghy, with '*Swan*' painted on it, floating about between Swan Point and Point Cunningham. One of the rowlocks was bloodstained, and some shot was found in the boat. Inquiries among the local

Aboriginal people brought to light a story that Charley Harper and two others, known as Sugary and Tommy, landed from the dinghy near Point Cunningham with two guns in their possession. Near where the dinghy was found, a gun was picked up and brought to local settler, R. McRae. The finder, another Aborigine, said that Charley Harper had killed Doust with the rowlock whilst he was asleep in the dinghy. There are two versions of what happened next, with Doust either being hamstrung or having his limbs cut off, before being thrown overboard. On the basis of this evidence, warrants were issued for the arrest of Charley Harper and four other members of the crew, and the following report appeared in the press:

It is now known beyond doubt that the schooner *Swan* was wrecked and the master (Doust) subsequently murdered by his black crew. A dinghy with firearms in it has been picked up near Point Cunningham, and a Swan Point native now under arrest has acknowledged that Doust was killed, and that part of the crew returned in the dinghy, whilst the remainder actually crossed King Sound on a catamaran.

By mid July four men had been arrested and one was reported to be still at large. Whether the fifth suspect was actually caught is unclear, but what does emerge from the records is that the prisoners were kept in custody for some eight months, despite what must have been an extremely fragile case against them. On 14 March 1885, *The West Australian* was to report that the accused had been discharged, 'the evidence against them not being sufficient to warrant their committal for trial'. About a week later, there appeared in the press an extract from the report of Captain Coghlan, R.N., recently returned from an expedition in the survey vessel *Meda*. Coghlan refers to the discovery of a wreck thought to be that of the missing schooner, on a reef off Cape Londonderry, abreast of Stewart Island. This discovery was made by the schooner *Black Hawk*, and had actually been reported to Cossack police, but does not appear to have reached the press. In his report, Coghlan goes on to say:

Assuming it to be the wreck of the *Swan*, the unfortunate master, Mr Isaac Doust, must have made a voyage of about three hundred miles in his dingy (sic) to the mouth of King Sound before being murdered by his native crew.

Coghlan, of course, wrote these words before the failure of the case against the *Swan*'s crew had been reported. The press, however, had no qualms about violating the tradition that the accused is innocent until proven guilty, especially as the suspects were Aboriginals. Thus, from the time the warrants were issued, all the reports refer to the men as Doust's murderers. In the face of this apparent assumption of guilt, the case against them must have been very weak indeed. In the absence of a body, there is, of course, some doubt as to whether a murder actually took place. The original reports in the police records do not indicate that one of the crew had confessed to involvement in the deed, as is inferred in the subsequent press report. The man who claimed that Harper had killed Doust is not positively identified as a member of the crew. Indeed, it seems rather strange that, after months of apparently supporting their captain through considerable adversity, and in places far removed from centres of white settlement, during which there must have been numerous opportunities to do away with him, the crew waited so long. It may be, of course, that they thought it would be easier to escape detection on home ground, or that the shipwreck itself gave rise to a situation which led to violence (Cairns & Henderson 1995:58).

Marguerite

Wreck Details

Wreck	
Name:	<i>Marguerite</i>
Details:	Lost
Date wrecked:	3/05/1906
Year wrecked:	1906
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Admiralty Gulf
Found:	N
Region:	North West (Admiralty Gulf Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-14.750000
Latmin:	-14.666667
Lonmax:	125.566667
Lonmin:	126.166667
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	0.9100
Construction:	Wood
Type:	Lugger
Gross tonnage:	3
Net tonnage:	
LOA(mtrs):	7.9000
Beam(mtrs):	2.7300
Engine:	N
Builder:	

Port built:	Fremantle
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	95368
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	
Owner:	A. Anderson
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8457
URL:	
Signage:	
Source:	HMC 30/2 McKenna Collection 680, Western Australian Museum <i>British Register of Shipping</i> , Fremantle
Protection notes:	
Inspected:	N

Vessel History

Built at Fremantle in 1889, *Marguerite* was first registered as No. 5 of 1890 at Fremantle to Arthur Webster Anderson of Roebourne, manager, North West Australian Mercantile Company on 21 February 1890. The vessel was originally a cutter, and later converted to a 2-masted lugger. The Registry was closed 18 June 1906 and the ship recorded as lost in the Admiralty Gulf from a report from Broome dated 3 May 1906 (*British Register of Shipping*, Fremantle).

Dickie

Wreck Details

Wreck	
Name:	<i>Dickie</i>
Details:	
Date wrecked:	25/09/1912
Year wrecked:	1912
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	Drysdale Mission
Comments:	
Location	
Where wrecked:	Jones Island
Found:	N
Region:	North West (Admiralty Gulf Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-13.75000
Latmin:	-13.75000
Lonmax:	126.35000
Lonmin:	126.35000
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.5000
Construction:	Wood
Type:	Schooner
Gross tonnage:	39.29
Net tonnage:	31.79
LOA(mtrs):	15.8600
Beam(mtrs):	4.8800
Engine:	N
Builder:	A.E. Tilley

Port built:	Fremantle
State built:	WA
Country built:	AUSTRALIA
Date built:	1906
Port registered:	Fremantle
Official number:	120037
Registered number:	16/1907 at Fremantle. First Registry
Home port:	
Home country:	
Cargo:	
Industry type:	
Industry type 2:	
Crew - passengers	
Master:	
Owner:	Pious Society of Missions, Beagle Bay, The Benectine Community of New Norcia Mission
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	7987
URL:	
Signage:	
Source:	HMC Register 125/4 Sledge, S., 1979, <i>Wreck Inspection, North Coast (WINC) Expedition, 1978</i> . Report-Department of Maritime Archaeology, Western Australian Maritime Museum, No.11
Protection notes:	
Inspected:	N

Vessel History

The schooner *Dickie* was built at East Fremantle, WA, in 1906 and first registered as No, 16 of 1907 at Fremantle to Frank Dalrymple Lewis, master mariner, of Victoria Ave, Perth. It was sold 5 July 1907, to Mark Rubin of Broome, pearler and again on 10 November 1910 to the Benedictine Community of New Norcia Inc. of New Norcia, Religious Order (WAM Maritime History Vessel Database). On 28 Aug 1912, the

Benedictine Mission Schooner *Dickie* was reported wrecked at Jones Island with a full load of supplies for the Drysdale Mission at Pago. The Captain and the crew abandoned the wreck apparently without trying to salvage any of the cargo (Sledge 1979:59)

Site Description

It has been postulated that the vessel could have wrecked anywhere on the extensive shoals in the vicinity of Jones Island. An enquiry of local inhabitants including indigenous guides at Kalumbaru and did not reveal any further location information (Sledge 1979:59).

Ashburton

Wreck Details

Wreck	
Name:	<i>Ashburton</i>
Details:	Drifted onto anchor after stripped by Culari locals
Date wrecked:	12/1920
Year wrecked:	1920
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Mary Island, Vansittart Bay
Found:	N
Region:	North West (Admiralty Gulf Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-14.0001667
Latmin:	-14.0001667
Lonmax:	126.4000000
Lonmin:	126.4000000
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.7
Construction:	Wooden
Type:	Ketch
Gross tonnage:	24.43

Net tonnage:	
LOA(mtrs):	14.1
Beam(mtrs):	4
Engine:	N
Builder:	Robert Howson
Port built:	Fremantle
State built:	WA
Country built:	AUSTRALIA
Date built:	1883
Port registered:	Fremantle
Official number:	75315
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Other
Industry type 2:	Survey - exploration
Crew - passengers	
Master:	Gustav Ulbrich
Owner:	Gustav Ulbrich
Crew:	2
Passengers:	
Deaths:	2
Crew deaths:	2
Passenger deaths:	
Other information	
Wreck Id:	New shipwreck-no ID allocated
URL:	
Signage:	
Source:	<i>Western Mail</i>, 16 December 1920 <i>NorWest Echo</i>, 4 September 1920 <i>NorWest Echo</i>, 2 October 1920 <i>Daily News</i>, 13 December 1920 <i>British Register of Shipping</i>, Fremantle <i>Western Australian Police Gazette</i>, 1 December 1920, Apprehensions List, Battye Library. <i>Drysdale River Mission Diary</i>, NNA00954. Benedictine Community of New Norcia (part reprinted in Dickson 2003) Dickson, R. 2003, <i>Voyage of No Importance</i>. Hesperian Press. Perez, Father Eugene, 1977, <i>Kalumbaru: The Benedictine Mission and the Aborigines 1908-1975</i>, Kalumburu Benedictine Mission (see p37)

Sledge, S. 1979 *Report of Wreck Inspection North Coast (W.I.N.C.)*, Report—Department of Maritime Archaeology, Western Australian Maritime Museum, No. 11.

Protection notes:

Inspected: N

Vessel History

Built at Fremantle as *Ashburton* was first registered as No. 3 of 1883 at Fremantle. to James Clark of Fremantle & John Edward McKenzie of Albany, merchants, on 24 July 1883. With the death of J. E. McKenzie the vessel was transferred to James Clark of Fremantle, merchant, on 29 August 1897. The vessel was then sold to Horace Lister Holmes of Onslow, pearler, on 8 May 1916. The Register then notes 6 December 1972: 'Registered owner advises that the vessel was taken by unknown creditors. Whereabouts or fate of vessel unknown' (*British Register of Shipping*, Fremantle).

The Collector of Customs instigated a review of lapsed and unknown registrations in 1972 in order to update these records. The process involved writing to the last registered owner for advice on the status of these vessels. In many cases the fate of these vessels was not known, often for many decades, so on receiving this information (or in some cases not), the Registry was closed on these vessels in 1972 (Dickson, R. pers comm. 27/04/09).

This vessel is understood to be the ketch *Ashburton* wrecked at Mary Island in December 1919 after the crew were killed local Culari (*Western Mail*, 16 December 1920; Dickson 2003:38). The vessel was abandoned after being stripped by the Culari.

Excerpts from the *Drysdale River Mission Diary* describe the events:

Thursday 8th January 1920

Two of our natives, Mila and Punchi [Pungy] came with the terrible news that six Culari have assassinated two, we suppose they are white men, who were doing something with a boat, throwing the dead bodies into the sea. The boat will have been smashed to pieces. They, Mila and Punchi told us that they the Culari cut the masts and sails and shared them, also the clothing. According to what they tell us they didn't leave anything on the boat from foodstuffs to anything. Even now they are continuing their work of destruction. We have decided to go the day after tomorrow, with the *Voladora*, to see if anything can be salvaged. Various natives came today with tobacco belonging to the white men, telling us the place where the tobacco and clothing are hidden (*Drysdale River Mission Diary*, NNA00954, Benedictine Community of New Norcia. Part reprinted in Dickson, 2003).

Site Description

Sledge (1979) refers to a site visit of a lugger wreck at Mary Island made with the assistance of a local aboriginal guide. In his version of the story, the crew involved were Japanese crew as opposed to German. The lugger was reportedly wrecked 400-500m offshore on a shallow patch of sand. This inspection took place on a neap tide the wreck could not be relocated. Nor was material from the wreck seen on shore (Sledge 1976:68).

Voladora

Wreck Details

Wreck	
Name:	Voladora
Details:	
Date wrecked:	1926
Year wrecked:	1926
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Foundered
From port:	
To port:	
Comments:	Last owners: The Benedictine Community of New Norcia, according to Richard McKenna files. Caption on photo of Voladora in Kalumburu says 'Lost at Buckle Head, 112 kms from Wyndam, 25 September 1926' (Sledge 1979:63).
Location	
Where wrecked:	Buckle Head
Found:	N
Region:	North West (Admiralty Gulf Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-14.433333
Latmin:	-14.333333
Lonmax:	127.866667
Lonmin:	127.766667
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	0.9500
Construction:	Wood
Type:	Schooner
Gross tonnage:	14.8
Net tonnage:	19.3
LOA(mtrs):	13.7200
Beam(mtrs):	4.0000
Engine:	N

Builder:	A.E. Brown
Port built:	Fremantle
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	117781
Registered number:	No 2 of 1903
Home port:	
Home country:	
Cargo:	
Industry type:	
Industry type 2:	
Crew - passengers	
Master:	
Owner:	Filomeno Rodrigues of Broome
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	9045
URL:	
Signage:	
Source:	HMC 111/3 McKenna Collection 682, Western Australian Museum <i>British Register of Shipping</i> , Fremantle Sledge, S., 1979, <i>Wreck inspection north coast (WINC) Expedition 1978</i> . Report—Department of Maritime Archaeology, Western Australian Maritime Museum, No. 11.
Protection notes:	
Inspected:	N

Vessel History

Built at Fremantle in 1902, *Voladora* was first registered to Filomena Rodriguez of Broome, pearler, on 12 January 1903. It was sold to the Benedictine Community of New Norcia Inc. of New Norcia, religious order, on 13 August 1919. The vessel was

reported sunk off Jones Island in 1926 (*British Register of Shipping*, Fremantle). However, using oral and other archival sources, Sledge suggests the location of the wreck is near the Berkeley river mouth in the vicinity of Buckle Head (Sledge 1979:62-63). The *Voladora* had the reputation as one of the fastest vessels in the Broome fleet, and won the McKenzie Cup for lugger racing (WAM Maritime History Vessel Database).

Moa

Wreck Details

Wreck	
Name:	<i>Moa</i>
Details:	
Date wrecked:	1947/03
Year wrecked:	1947
Protected:	Not protected
Status:	Wrecked
From port:	
To port:	
Comments:	Also referred to as <i>Teresita Moa</i> after it was fitted with an engine and to comply with the wishes of the many donors (Perez 1977:76) Some wreckage was located in 1978 (Sledge, 1979: 65) but the wreck site itself, if surviving, has not been relocated.
Location	
Where wrecked:	In estuary of King Edward River
Found:	N
Region:	North West (Admiralty Gulf Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-14.233333
Latmin:	-14.233333
Lonmax:	126.600000
Lonmin:	126.600000
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.5600
Construction:	Wood
Type:	Schooner

Gross tonnage:	13.72
Net tonnage:	17.22
LOA(mtrs):	11.8900
Beam(mtrs):	3.7000
Engine:	Aux motor
Builder:	C. Walker
Port built:	Fremantle
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	118987
Registered number:	No 88 of 1903
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	
Owner:	The Benectine Community of New Norcia Mission
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8535
URL:	
Signage:	
Source:	Harbour & Light File AN 16/5/ ACC 1066/ 81/1915 BATT HMC Register, 161/4 & 196/3 McKenna Collection 682, Western Australian Museum Sledge, S., 1979, <i>Wreck inspection north coast (WINC) Expedition 1978</i> . Report—Department of Maritime Archaeology, Western Australian Maritime Museum, No. 11. Perez, Fr. Eugene, 1977, <i>Kalumbaru: The Benedictine Mission and</i>

Protection notes:

Inspected: Y

Vessel History

Built at Fremantle, *Moa* was first registered to Robert Watts Wigmore of Broome, pearler, on 17 November 1903. It was sold to Mark Rubin of Broome, pearler, on 4 July 1911; to Abraham Davis & Maurice Lewis Aarons of Broome, pearlers & pearl buyers, on 30 October 1911; to Mark Rubin of Broome, pearler, on 10 November 1915; to Maurice Lewis Aarons of Broome, pearler & pearl buyer on 10 November 1915; to Hubert Stephen Cross of Broome, pearler, on 17 November 1917 and to the Benedictine Community of New Norcia Inc. of New Norcia, religious order, on 25 October 1926. *Moa* was bought by public appeal in 1926 to replace the wrecked *Voladora* at the Pago mission (Perez 1977:73; Sledge 1979:65). The Certificate was cancelled and Register closed 21 August 1947 as the vessel wrecked about the middle of March 1947 in the estuary of the King Edward River, North West of WA. Advice received from owner (*British Register of Shipping*, Fremantle).

Site Description

An inspection of Longingi Landing was undertaken in 1978 to locate the *Moa*. Apparently Fr Cubero had tied the 17-ton lugger against the bank and flood-waters came down the river pushing the lugger over. No attempt to refloat the vessel was entertained but the engine was subsequently removed and pieces of it were noted behind the mangroves. Flood-waters would have periodically battered the wreck and all but the heaviest items would have washed away. Proof takes the form of small bits of copper sheathing tacks and fastening bolts scattered on the rocky platform behind the mangroves. The only timber from the wreck seen was in this area, a short frame perhaps 1.2m long x 75 x 60mm section studded with copper fastenings of 3/8" diameter (Sledge 1979:65).

Artefacts

LMO1985 Bolt fragment, copper

LMO1995 A) x 3 copper bolts. B) x 2 copper sheeting pieces.

Images



MHD331/051 Labelled "Bev Kinney". Bow quarter view of two white painted straight stemmed luggers dried out on the foreshore drying sails, B266 Princess Mary on left and B265 Moa on right. Both also have a distinctive "star in circle" emblem painted on the bow and a large dark rhomboid shape from just after the stem to the whisker shrouds ahead of the number. Mastheads are strange - appear too thin to support the peak halliards? B & W Print. Image Source: Unknown, WAM.



MHD331/056 Labelled Broome Historical Society: Moa and Princess Mary 1912". Stern view of these two luggers dried out on foreshore, sails hoisted to dry. Moa has an unusual transom stern (for a Broome lugger). This is the reverse view of image MHD 331/51. B & W Print. Image Source: Unknown, WAM.



MA1706/02 Broome foreshore, no date. Pearling luggers in lay-up, stern on to beach. Note distinctive elliptical transom stern on lugger on far right. This vessel may be Moa or similar luggers Mavie and Zoe built by Charles Walker in Fremantle in 1903, or La Mascotte. B & W Print. Image Source: Battye Library.



MA1706/03 Pearling luggers in lay-up amongst the mangroves, stern on to beach, Streeter's Jetty, c1912. Note hessian draped on hulls to prevent them drying out. Note distinctive elliptical transom stern on lugger on far right. This vessel may be Moa or similar luggers Mavie and Zoe built by Charles Walker in Fremantle in 1903. B & W Print. Image Source: Battye Library.



MA1783 Lugger B265 Moa under full sail, two divers resting on deck; anchored (or drifting) luggers in distance. Glass Negative. Image Source: Bourne Collection, WAM.

BL754B/8 Schooner-rigged luggers B266 Princess Mary and B265 Moa aground; under sail; low tide; corrugated iron shed to right; mangroves; distant luggers. This is the same image as NHD331/51 and MA1708/01. B & W Print. Image Source: Battye Library.

MA1708/01 Caption: "Pearling luggers, Broome 1908." Stern view of pearling luggers MOA and Princess Mary dried out on foreshore, sails hoisted to dry. MOA has an unusual elliptical transom stern (for a Broome lugger). This is the reverse view of image MHD 331/51. B & W Print. Image Source: Battye Library.

WINC1510 Photo of image of Moa. Colour Slide. 1978. Image Source: Patrick Baker, WAM.

Mitallulgah

Wreck Details

Wreck	
Name:	<i>Mitallulgah</i>
Details:	
Date wrecked:	03/1955
Year wrecked:	1955
Protected:	N
Status:	
From port:	

To port:
Comments:
Location
Where wrecked: Guy Point
Found:
Region: North West (Admiralty Gulf Area)
State: Western Australia
Jurisdiction:
Latmax: -14.066667
Latmin: -14.066667
Lonmax: 126.500000
Lonmin: 126.500000
GPS coordinates:
Water depth:
Vessel
Draft(mtrs):
Construction:
Type:
Gross tonnage:
Net tonnage:
LOA(mtrs):
Beam(mtrs):
Engine: N
Builder:
Port built:
State built:
Country built:
Date built:
Port registered:
Official number:
Registered number:
Home port:
Home country:
Cargo:

Industry type:	
Industry type 2:	
Crew - passengers	
Master:	
Owner:	
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8531
URL:	
Signage:	
Source:	Sledge, S., 1979, <i>Wreck inspection north coast (WINC) Expedition 1978</i> . Report—Department of Maritime Archaeology, Western Australian Maritime Museum, No. 11.
Protection notes:	
Inspected:	

Vessel History

As part of the WINC expedition in 1978, WAM staff attempted to relocate the *Mitallulgah* with the help of a former mission employee who had been unloading the lugger when it was wrecked at the Cambomeri military outpost landing at Guy Point, West Bay during a storm in March or April 1955 (Sledge, 1979:65)

Site Description

A swim search failed to reveal any wreckage and it was considered possible that the wreck had been destroyed by storm surf, washed into the sand shallows inshore of the rocks and become covered (Sledge, 1979:66).

Cambridge Gulf

Julia

Wreck Details

Wreck	
Name:	<i>Julia</i>
Details:	
Date wrecked:	1892/11/22
Year wrecked:	1892
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Wyndham
Found:	N
Region:	North West (Cambridge Gulf Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-15.500000
Latmin:	-14.000000
Lonmax:	129.000000
Lonmin:	127.500000
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	
Type:	Lugger
Gross tonnage:	12
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	
Port built:	

State built:	
Country built:	
Date built:	
Port registered:	
Official number:	
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	
Owner:	
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8317
URL:	
Signage:	
Source:	
Protection notes:	
Inspected:	N

Drysdale

Wreck Details

Wreck	
Name:	<i>Drysdale</i>
Details:	Total loss
Date wrecked:	22/04/1926
Year wrecked:	1926
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	

To port:	Wyndham
Comments:	Mission lugger
Location	
Where wrecked:	Wyndham
Found:	N
Region:	North West (Cambridge Gulf Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-15.500000
Latmin:	-14.000000
Lonmax:	129.000000
Lonmin:	127.500000
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	
Type:	Lugger
Gross tonnage:	
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	
Port built:	
State built:	
Country built:	
Date built:	
Port registered:	
Official number:	
Registered number:	
Home port:	
Home country:	
Cargo:	Rice and tortoise shell
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	

Owner:	
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8010
URL:	
Signage:	
Source:	
Protection notes:	
Inspected:	N

North West General

Venus

Wreck details

Wreck	
Name:	<i>Venus</i>
Details:	Cyclone
Date wrecked:	1887/01/11
Year wrecked:	1887
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	
Location	
Where wrecked:	North West Coast
Found:	N
Region:	North West
State:	Western Australia
Jurisdiction:	
Latmax:	-26.666667
Latmin:	-13.000000
Lonmax:	129.000000
Lonmin:	112.000000
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.2000
Construction:	Composite
Type:	Lugger
Gross tonnage:	8
Net tonnage:	
LOA(mtrs):	12.0000

Beam(mtrs):	3.2000
Engine:	N
Builder:	
Port built:	Berrys Bay
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	
Official number:	89396
Registered number:	
Home port:	
Home country:	
Cargo:	Pearl, shell
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	Ernest Fox
Owner:	Findlay and Baynes
Crew:	58
Passengers:	
Deaths:	5
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	9021
URL:	
Signage:	
Source:	<i>Inquirer</i>, 9 February 1887, p. 3d and 26 January 1887, p. 5d and 9 February 1887, p. 3d Govt Res. Roebourne, to Col. Sec., 26 January 1887, CSO 424/1887 <i>Register of British Ships</i>, Fremantle and Sydney Cairns, L. & Henderson, G., 1995 <i>Unfinished Voyages Western Australian Shipwrecks 1881-1900</i> University of Western Australian Press Nedlands.
Protection notes:	
Inspected:	N

Vessel History

It was during the tropical cyclone which struck the north-west on 11 January 1887, that the lugger *Venus*, was lost with 5 of its crew. The wreck was reported to the Government Resident at Roebourne by the vessel's master, Ernest Fox, who either escaped or was not on board at the time. Three Malay crewmen also escaped but boat-hands Mandeau and Mossa, a diver named Easop, Pedro, who was described as a tender, and a shell-opener named Mary (perhaps an Aboriginal woman), were lost. No details of the disaster appear to have been recorded, and the Government Resident's brief report, dated 26 January, only states that it occurred during the 'late hurricane' in which other vessels had been damaged (Government Resident, Roebourne to Col. Sec., 26 January 1887, C.S.O. 424/1887). Though at that time no other loss of life had been reported, a member of the crew of the cutter *Eagle* was drowned when that vessel was upset and damaged (*Inquirer*, 9 February 1887, p. 3d). Damage was also suffered by the schooners *Willie* and *Myra* (*Inquirer*, 26 January 1887, p. 5d) and the cutter *Yule* (*Inquirer*, 9 February 1887, p. 3d). All four vessels were to become casualties once more in April, when an even more destructive cyclone hammered the north-west coast.

The *Venus* was probably the 8-ton lugger (Official Number 89396) which was reported to have foundered off the coast of Western Australia in 'the hurricane of April 1887', as no lugger of that name is mentioned in reports of the April cyclone. Built at Berry's Bay, NSW, in 1880, the wooden vessel belonged to Findlay and Baynes. Measuring 12 metres by 3.2 metres by 1.2 metres, it was carvel-built, with 1 deck, 2 masts and a sharp stern (*Register of British Ships*, Fremantle and Sydney; Cairns & Henderson 1995:88).

Unidentified Luggers (15)

Wreck Details

Wreck	
Name:	Unidentified Luggers (15)
Details:	
Date wrecked:	1889/01/25
Year wrecked:	1889
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	
From port:	
To port:	
Comments:	
Location	
Where wrecked:	North West
Found:	N
Region:	North West
State:	Western Australia
Jurisdiction:	
Latmax:	-26.666667

Latmin:	-13.000000
Lonmax:	129.000000
Lonmin:	112.000000
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	
Type:	
Gross tonnage:	
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	
Port built:	
State built:	
Country built:	UNKNOWN
Date built:	
Port registered:	
Official number:	
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	
Industry type 2:	
Crew - passengers	
Master:	
Owner:	
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8971
URL:	

Signage:	
Source:	
Protection notes:	
Inspected:	N

Unidentified Luggers

Wreck Details

Wreck	
Name:	Unidentified Luggers
Details:	
Date wrecked:	1889/02/28
Year wrecked:	1889
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	
From port:	
To port:	
Comments:	
Location	
Where wrecked:	North West
Found:	N
Region:	North West
State:	Western Australia
Jurisdiction:	
Latmax:	-26.666667
Latmin:	-10.000000
Lonmax:	129.000000
Lonmin:	112.000000
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	
Type:	
Gross tonnage:	
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	

Engine:	N
Builder:	
Port built:	
State built:	
Country built:	UNKNOWN
Date built:	
Port registered:	
Official number:	
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	
Industry type 2:	
Crew - passengers	
Master:	
Owner:	
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8970
URL:	
Signage:	
Source:	
Protection notes:	
Inspected:	N

Unidentified Lugger

Wreck Details

Wreck	
Name:	Unidentified Lugger
Details:	
Date wrecked:	1889/02/28
Year wrecked:	1889

Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	
From port:	
To port:	
Comments:	
Location	
Where wrecked:	North West
Found:	N
Region:	North West
State:	Western Australia
Jurisdiction:	
Latmax:	-26.666667
Latmin:	-12.000000
Lonmax:	129.000000
Lonmin:	112.000000
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	
Type:	
Gross tonnage:	
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	
Port built:	
State built:	
Country built:	UNKNOWN
Date built:	
Port registered:	
Official number:	
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	

Industry type 2:
Crew - passengers
Master:
Owner:
Crew:
Passengers:
Deaths:
Crew deaths:
Passenger deaths:
Other information
Wreck Id: 8964
URL:
Signage:
Source:
Protection notes:
Inspected: N

Unidentified Lugger (5)

Wreck Details

Wreck
Name: Unidentified Lugger (5)
Details:
Date wrecked: 1892/03/25
Year wrecked: 1892
Protected: Protected: <i>Historic Shipwrecks Act 1976</i>
Status:
From port:
To port:
Comments:
Location
Where wrecked: North West
Found: N
Region: North West
State: Western Australia
Jurisdiction:
Latmax: -26.666667

Latmin:	-13.000000
Lonmax:	129.000000
Lonmin:	112.000000
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	
Type:	
Gross tonnage:	
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	
Port built:	
State built:	
Country built:	UNKNOWN
Date built:	
Port registered:	
Official number:	
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	
Industry type 2:	
Crew - passengers	
Master:	
Owner:	
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8969
URL:	

Signage:	
Source:	
Protection notes:	
Inspected:	N

Pearl

Wreck Details

Wreck	
Name:	<i>Pearl</i>
Details:	Totally lost
Date wrecked:	1892/10/27
Year wrecked:	1892
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Off North West Coast
Found:	N
Region:	North West
State:	Western Australia
Jurisdiction:	
Latmax:	-26.666667
Latmin:	-13.000000
Lonmax:	129.000000
Lonmin:	112.000000
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	2.2000
Construction:	Wood carvel
Type:	Schooner
Gross tonnage:	65

Net tonnage:	
LOA(mtrs):	22.7000
Beam(mtrs):	5.2000
Engine:	N
Builder:	
Port built:	
State built:	
Country built:	UNKNOWN
Date built:	
Port registered:	Sydney
Official number:	89265
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	
Owner:	William Robinson
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8619
URL:	
Signage:	
Source:	<i>Register of British Ships</i> , Sydney Cairns, L. & Henderson, G., 1995, <i>Unfinished Voyages Western Australian Shipwrecks 1881-1900</i> . University of Western Australian Press Nedlands.
Protection notes:	
Inspected:	N

Vessel History

The 65-ton schooner *Pearl* (Official Number 89265) is recorded as having been totally lost off the north-west coast of West Australia on 27 October, 1892.

As the vessel was previously owned by the British Government, no building information is available, but it was registered at Sydney in 1884. The *Pearl*, owned by William Robinson, was a carvel-built wooden vessel with 1 deck, 2 masts, a square stern, scroll head and measurements of 22.7 metres by 5.2 metres by 2.2 metres (*Register of British Ships*, Sydney; Cairns & Henderson 1995:203).

Sea Woh

Wreck Details

Wreck	
Name:	<i>Sea Woh</i>
Details:	Lost
Date wrecked:	1895/08/28
Year wrecked:	1895
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	
Location	
Where wrecked:	North West WA
Found:	N
Region:	North West
State:	Western Australia
Jurisdiction:	
Latmax:	-26.666667
Latmin:	-13.000000
Lonmax:	129.000000
Lonmin:	112.000000
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.2000
Construction:	Wood
Type:	Lugger
Gross tonnage:	8
Net tonnage:	

LOA(mtrs):	10.0000
Beam(mtrs):	3.0000
Engine:	N
Builder:	
Port built:	Fremantle
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	95367
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	
Owner:	North West Australian Mercantile Company
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8774
URL:	
Signage:	
Source:	Register of British Ships, Fremantle Cairns, L. & Henderson, G., 1995, Unfinished Voyages Western Australian Shipwrecks 1881-1900. University of Western Australian Press Nedlands.
Protection notes:	
Inspected:	N

Vessel History

The *Sea Woh* (Official Number 95367) was a lugger registered as No 4 of 1890 at Fremantle to North West Australian Mercantile Co, Roebourne. The wooden, carvel-built vessel had 1 deck, 2 masts and a counter stern, and measured 10 metres by 3 metres by 1.2 metres. It had been built at Fremantle in 1886. The loss of the lugger in 1895 is recorded in the register after advice was received from Sub-Collectors at

Cossack & Broome (*British Register of Shipping*, Fremantle; Cairns & Henderson 1995:246)

Unidentified Pearling Boats

Wreck Details

Wreck	
Name:	Unidentified Pearling Boats
Details:	
Date wrecked:	1896/03
Year wrecked:	1896
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	
From port:	
To port:	
Comments:	Unidentified Boats (possibly late report of Hawk), March, Northwest (Cairns & Henderson 1995:266).
Location	
Where wrecked:	North West
Found:	N
Region:	North West
State:	Western Australia
Jurisdiction:	
Latmax:	-26.666667
Latmin:	-13.000000
Lonmax:	129.000000
Lonmin:	112.000000
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	
Type:	
Gross tonnage:	
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	

Port built:	
State built:	
Country built:	UNKNOWN
Date built:	
Port registered:	
Official number:	
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	
Industry type 2:	
Crew - passengers	
Master:	
Owner:	
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8977
URL:	
Signage:	
Source:	Cairns, L. & Henderson, G., 1995, <i>Unfinished Voyages Western Australian Shipwrecks 1881-1900</i> . University of Western Australian Press Nedlands.
Protection notes:	
Inspected:	N

Elizabeth

Wreck Details

Wreck	
Name:	<i>Elizabeth</i>
Details:	Probably lost in cyclone
Date wrecked:	18/04/1904
Year wrecked:	1904
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>

Status:	Wrecked
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Off NW Coast
Found:	N
Region:	North West
State:	Western Australia
Jurisdiction:	
Latmax:	-26.666667
Latmin:	-12.000000
Lonmax:	129.000000
Lonmin:	112.000000
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.2
Construction:	Wood
Type:	Lugger
Gross tonnage:	10
Net tonnage:	
LOA(mtrs):	10.1
Beam(mtrs):	3.4
Engine:	N
Builder:	W.M. Ford
Port built:	Sydney
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Sydney
Official number:	73366
Registered number:	No 34 in 1876
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling

Crew - passengers	
Master:	C.N. Murphy & Co. Ltd (Shinsoko Siko acc. Card System)
Owner:	C.N. Murphy + Co. Ltd
Crew:	6
Passengers:	
Deaths:	6
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8047
URL:	
Signage:	
Source:	<i>The Morning Herald</i> , 1904/05/26, p.4a
Protection notes:	
Inspected:	N

Alfred

Wreck Details

Wreck	
Name:	<i>Alfred</i>
Details:	Hurricane
Date wrecked:	9/12/1908
Year wrecked:	1908
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	Fremantle
To port:	Broome
Comments:	
Location	
Where wrecked:	Off north-west coast
Found:	N
Region:	North West
State:	Western Australia
Jurisdiction:	
Latmax:	-20.000000
Latmin:	-12.000000
Lonmax:	119.000000

Lonmin:	127.0000
GPS	
coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.6000
Construction:	Wood
Type:	Lugger
Gross tonnage:	14.5
Net tonnage:	
LOA(mtrs):	11.6000
Beam(mtrs):	3.4000
Engine:	N
Builder:	
Port built:	Fremantle
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	101622
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	
Owner:	Nathan Goldstein & Co. (Acc. to R. McKenna: A.E. Gummow)
Crew:	6
Passengers:	
Deaths:	6
Crew deaths:	
Passenger	

deaths:	
Other information	
Wreck Id:	7689
URL:	
Signage:	
Source:	HMC 95/2 McKenna Collection 680, Western Australian Museum <i>West Australian</i> , 13 October 1892, p. 4e Cairns, L. & Henderson, G., 1995, <i>Unfinished Voyages Western Australian Shipwrecks 1881-190.0</i> University of Western Australian Press, Nedlands
Protection	
notes:	
Inspected:	N

Vessel History

The lugger *Alfred* (Official Number 101622) was about to depart Fremantle for Broome, on 12 October 1892 and had just got underweigh as the barque *Braziliera* was leaving the jetty. As the larger vessel swung about, Captain Forsyth, who was in command of the lugger, tried to pass between it and the jetty. Unable to get a clear run, the lugger ran into the *Braziliera*, losing its foremast, bowsprit and windlass. A seaman named Thomas Anderson was lucky to be rescued when he was knocked overboard in the collision (*West Australian*, 13 October 1892, p. 4e).

The 14-ton schooner *Alfred* had just been built at Fremantle in October 1892 for A. E. Gummow. Measuring 11.6 metres by 3.4 metres by 1.7 metres, the carvel-built wooden craft had 1 deck, 2 masts and a counter stern. The *Alfred* was wrecked off the north-west coast in 1908 (*Register of British Ships*, Fremantle; Cairns & Henderson 1995:202).

Vivian

Wreck Details

Wreck	
Name:	<i>Vivian</i>
Details:	Cyclone
Date wrecked:	9/12/1908
Year wrecked:	1908
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	
Location	
Where	Broome area

wrecked:	
Found:	N
Region:	North West (Broome Area)
State:	Western Australia
Jurisdiction:	
Latmax:	-12.000000
Latmin:	-20.000000
Lonmax:	119.000000
Lonmin:	129.000000
GPS	
coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.4500
Construction:	Wood
Type:	Lugger
Gross	12.2
tonnage:	
Net tonnage:	14.7
LOA(mtrs):	11.1000
Beam(mtrs):	3.5500
Engine:	N
Builder:	A.E Brown
Port built:	Fremantle
State built:	
Country built:	AUSTRALIA
Date built:	
Port	Fremantle
registered:	
Official	118541
number:	
Registered	
number:	
Home port:	
Home country:	
Cargo:	Pearl
Industry type:	Fishing
Industry type	Pearling
2:	

Crew - passengers	
Master:	
Owner:	J.H. Cormack
Crew:	7
Passengers:	
Deaths:	7
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	9041
URL:	
Signage:	
Source:	HMC 4/4 McKenna Collection 683, Western Australian Museum <i>British Register of Shipping</i> , Fremantle
Protection notes:	
Inspected:	N

Vessel History

Vivian was built at Fremantle and first registered to George James Buddivent of Broome, pearler, on 27 November 1903. It was sold to John Henry Cormack of Broome, pearler, on 23 May 1905. This vessel was wrecked in a hurricane off the NW coast of this WA on 9 December 1908 (British Register of Shipping, Fremantle).

Elsie

Wreck Details

Wreck	
Name:	<i>Elsie</i>
Details:	During cyclone
Date wrecked:	5/04/1909
Year wrecked:	1909
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	
Location	
Where wrecked:	North West

Found:	N
Region:	North West
State:	Western Australia
Jurisdiction:	
Latmax:	-26.666667
Latmin:	-13.000000
Lonmax:	129.000000
Lonmin:	112.000000
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.4800
Construction:	Wood carvel
Type:	Lighter
Gross tonnage:	12.126
Net tonnage:	15.126
LOA(mtrs):	10.9200
Beam(mtrs):	3.5000
Engine:	N
Builder:	W.& S. Lawrence
Port built:	Perth
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	102234
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	pearling
Crew - passengers	
Master:	
Owner:	F.W. Collett Frederick Lee Parkes
Crew:	
Passengers:	
Deaths:	

Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8060
URL:	
Signage:	
Source:	HMC 47/3 McKenna Collection 681, Western Australian Museum <i>British Register of Shipping</i> , Fremantle
Protection notes:	
Inspected:	N

Vessel History

Built at Perth in 1900, *Elsie* was first registered to Thomas Alfred Collett of Perth, pearler, in 1901. It was sold to Frederick Lee Parkes of Perth, master mariner & Francis William Collett of Perth, chemist on 1 August 1909. The vessel was lost in hurricane, North West coast of WA (British Register of Shipping, Fremantle).

May

Wreck Details

Wreck	
Name:	<i>May</i>
Details:	Lost in cyclone
Date wrecked:	5/04/1909
Year wrecked:	1909
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	
Location	
Where wrecked:	North West
Found:	N
Region:	North West
State:	Western Australia
Jurisdiction:	
Latmax:	-20.083333
Latmin:	-18.000000

Lonmax:	121.666667
Lonmin:	119.333333
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.5500
Construction:	Wood carvel
Type:	Schooner
Gross tonnage:	10.45
Net tonnage:	13.95
LOA(mtrs):	10.3700
Beam(mtrs):	3.4900
Engine:	N
Builder:	W & S. Lawrence, Swan River
Port built:	Perth
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	102221
Registered number:	No 5 of 1899
Home port:	
Home country:	
Cargo:	
Industry type:	
Industry type 2:	
Crew - passengers	
Master:	
Owner:	Thomas Alfred Collett and Frederick Lee Parkes
Crew:	
Passengers:	
Deaths:	
Crew deaths:	
Passenger deaths:	

Other information	
Wreck Id:	8494
URL:	
Signage:	
Source:	HMC 21/3 McKenna Collection No 681, Western Australian Museum <i>British Register of Shipping</i> , Fremantle
Protection notes:	
Inspected:	N

Vessel History

Built at Perth, *May* was first registered as No 5 of 1899 at Fremantle to Thomas Alfred Collett of Perth, pearler, on 26 April 1899. It was sold to Frederick Lee Parkes of Perth, master mariner & Francis William Collett of Perth, chemist, on 1 December 1902. The Register was closed 6 November 1913 after the vessel was reported lost in a cyclone 5 Apr 1909 off the N/W coast of WA (*British Register of Shipping*, Fremantle). This cyclone also devastated h township of Onslow so may indicate that this shipwreck could be located somewhere in the Eighty Mile Beach vicinity (see www.bom.gov.au/weather/wa/cyclone/about/onslow/index.shtml).

Penguin

Wreck details

Wreck	
Name:	<i>Penguin</i>
Details:	During cyclone
Date wrecked:	5/04/1909
Year wrecked:	1909
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	
Location	
Where wrecked:	Off North West coast
Found:	N
Region:	North West
State:	Western Australia
Jurisdiction:	

Latmax:	-20.083333
Latmin:	-18.000000
Lonmax:	121.666667
Lonmin:	119.333333
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.4500
Construction:	Wood
Type:	Schooner
Gross tonnage:	11.26
Net tonnage:	14.76
LOA(mtrs):	11.1000
Beam(mtrs):	3.5000
Engine:	N
Builder:	Edward Howson, Fremantle
Port built:	Fremantle
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle
Official number:	102231
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	
Owner:	F.L. Parkes and H.M. Parkes
Crew:	
Passengers:	
Deaths:	

Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8628
URL:	
Signage:	
Source:	HMC 29/3 McKenna Collection No 681, Western Australian Museum
Protection notes:	
Inspected:	N

Vessel History

Built at Fremantle in 1899, *Penguin* was first registered as No 3 of 1900 at Fremantle to Frederick Lee Parkes of Perth, pearler on 13 February 1900. It was sold to Frederick Lee Parkes of Perth, pearler & Herbert Maurice Parkes of Onslow, pearler & Arthur Robert Harding of Onslow, pearler, on 18 November 1905 and to Frederick Lee Parkes of Perth, pearler & Herbert Maurice Parkes of Onslow, pearler, on 14 November 1906. The vessel was lost in a hurricane 5 April 1909 North West coast of West Australia. Certificate lost (*British Register of Shipping*, Fremantle).

Sea Gull

Wreck Details

Wreck	
Name:	<i>Sea Gull</i>
Details:	During cyclone
Date wrecked:	5/04/1909
Year wrecked:	1909
Protected:	Protected: <i>Historic Shipwrecks Act 1976</i>
Status:	Wrecked
From port:	
To port:	
Comments:	
Location	
Where wrecked:	North West of WA
Found:	N
Region:	North West
State:	Western Australia

Jurisdiction:	
Latmax:	-20.083333
Latmin:	-18.000000
Lonmax:	121.666667
Lonmin:	119.333333
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	1.3000
Construction:	Composite
Type:	Schooner
Gross tonnage:	10
Net tonnage:	
LOA(mtrs):	10.8000
Beam(mtrs):	3.6000
Engine:	N
Builder:	
Port built:	Fremantle
State built:	
Country built:	AUSTRALIA
Date built:	
Port registered:	Fremantle In 1893
Official number:	101619
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	
Owner:	F.L. Parkes and H.M. Parkes
Crew:	
Passengers:	

Deaths:	
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8763
URL:	
Signage:	
Source:	HMC 92/2 McKenna Collection 680, Western Australian Museum Cairns, L. & Henderson, G., 1995, <i>Unfinished Voyages Western Australian Shipwrecks 1881-1900</i> . University of Western Australian Press, Nedlands.
Protection notes:	
Inspected:	N

Vessel History

Built at Fremantle *Sea Gull* was first registered as No 6 of 1893 at Fremantle to Frederick Lee Parkes & Joseph Denman, pearlers, on 31 August 1893. It was sold to Frederick Lee Parkes of Cossack, pearler, on 6 August 1894; to Thomas Henry Denman of Blackwood, Victoria, miner, on 6 August 1894; to Frederick Lee Parkes of Perth, pearler & Herbert Maurice Parkes of Onslow, pearler & Arthur Robert Harding of Onslow, pearler, on 18 November 1905 and to Frederick Lee Parkes of Perth, pearler & Herbert Maurice Parkes of Onslow, pearler, on 14 November 1906. The Registry was closed 6 November 1913 after the vessel was lost in a hurricane 5 April 1909, North West coast of WA (*British Register of Shipping*, Fremantle).

Note: This vessel is incorrectly listed as lost in 1900 in Cairns & Henderson 1995:328.

Unidentified Lugger

Wreck Details

Wreck	
Name:	Unidentified Lugger
Details:	Cyclone
Date wrecked:	1954
Year wrecked:	1954
Protected:	Not protected
Status:	Wrecked
From port:	
To port:	
Comments:	
Location	
Where wrecked:	

Found:	N
Region:	North West
State:	Western Australia
Jurisdiction:	
Latmax:	-26.666667
Latmin:	-12.000000
Lonmax:	129.000000
Lonmin:	112.000000
GPS coordinates:	
Water depth:	
Vessel	
Draft(mtrs):	
Construction:	
Type:	Lugger
Gross tonnage:	
Net tonnage:	
LOA(mtrs):	
Beam(mtrs):	
Engine:	N
Builder:	
Port built:	
State built:	
Country built:	
Date built:	
Port registered:	
Official number:	
Registered number:	
Home port:	
Home country:	
Cargo:	
Industry type:	Fishing
Industry type 2:	Pearling
Crew - passengers	
Master:	Toto Wada
Owner:	Toto Wada
Crew:	
Passengers:	

Deaths:	All
Crew deaths:	
Passenger deaths:	
Other information	
Wreck Id:	8968
URL:	
Signage:	
Source:	
Protection notes:	
Inspected:	N