

Edited March 15, 1999

List of Shipping

Launched Sunk Service

ABBEY . 1853 1868 15 yrs.

Built at Newcastle-on-Tyne in 1853. In company with two other schooners *Cheetah* and *Raven*, the *Abbey*, sailed in ballast from Sydney and went ashore during a south east gale on February 15, 1868 at Crowdy Head. The three ships had left Sydney together bound for Newcastle to load coal but a gale blew these vessels off course. This gale subsequently destroyed a number of ships on the coast.

The three vessels were the first to feel the affects of the gale with *Abbey* and *Cheetah* being blown ashore about 5 km north of Crowdy Head, while *Raven* went ashore about 9 km to the south. The *Abbey* was soon destroyed but the crew managed to get to safety with no loss of life. The remains brought , 35 (\$70) at auction.

Technical details: with displacement of 90 t. gr. this schooner had dimensions of 74.1 x 18.6 x 10.7 feet.

SOURCE: p. *Australian Encyclopaedia* 1925, p.43 *Wrecks on the NSW North Coast* © Jack Loney, p. 200 *Australian Shipwrecks V. 2* © Jack Loney, p. 37 *Port Macquarie, The Port That Was* © Ian Finkel, H. D. McLaren.

ABSALAM 1853 1863 10 yrs.

This ketch was built by D Roberts at Brisbane Water in 1853 for owner, John Hibbard. On March 27, 1863, while attempting to beat out to sea from the Macleay River while in charge of the master, Captain J Frazer, it was wrecked at the mouth of the river. No lives lost with the incident being reported in the *Sydney Morning Herald* on April 9, 1863.

Technical details: with a displacement of 25 t. gr.

SOURCE: p. 142 *Australian Shipwrecks V. 2* © Jack Loney

ACHILLIES

The *Achillies* was one of the bucket and suction dredges that the NSW Public Works Department employed keeping Port Macquarie harbour and the Hastings River clear of sand build-up. This vessel also worked in other North Coast ports. It was one of a number of dredgers that carried out this maintenance work. Others were *Antleon 1*, *Antleon 2*, *Laytona*, *Tethys*, *Hermes*, *Jupiter*, *H E Street*, *Cooks River*, *Thetata*, *Neptune*, and *Ulysses*.

SOURCE: *Maritime Museum Newsletter*, Sept. 1994 © Editor Colin Ellwood, George E >Josso= Dick oral history archives.

Technical details: with a displacement of 25 t. gr.

ACME 1876

The schooner *Acme*, was built by Tom Davis of Brisbane Waters and owned by Dave Copper of Gosford. The vessel sailed from Camden Haven to Sydney loaded with timber on the night of July 15-16, 1876. Master J Jackson was forced to shelter from a gale in Seal Rocks Bay. Unfortunately the gale turned to the south east, whereupon the crew left the vessel and the vessel eventually went ashore and

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became wrecked. It was insured for , 1000 (\$2000). The ketch *Flirt* suffered the same fate when the wind changed direction.

Technical details: with a displacement of 55 t. gr.

SOURCE: p. 60 *Australian Shipwrecks V.3* © Jack Loney, p. *Brisbane Water Boats & Ships* © .

ADA (1) 1879

This vessel was a single screw steamship built in 1879 by A Cochrane on the Macleay River. It was unusual in that it was first registered in Sydney by the Australian Joint Stock Bank. It is possible that there may have been some financial problems for the builder during the construction period of this vessel as it was sold in December of that year to the Clarence & Richmond River Steam Navigation Company.

Little further information is available on this vessel but there is no record of it having been transferred to the North Coast Steam Navigation Company when C&RRSN Co. was taken over. The register was closed in July 1953 with the remarks >Assumed to have been broken up in 1890'.

Technical details: with a displacement of 17 t. gr. 12 t. nt. it had dimensions of 52.6 x 10 x 4ft. it was fitted with a two-cylinder vertical high press steam engine rated at 12hp which had been supplied by Vale and Lacy of Sydney. When registered was allocated ON89351.

SOURCE: P. 52-53 *Australian Shipowners and Their Fleets V.1* © Ronald Parsons.

ADA (2) (said also called *Ada & Eva*) 1901

Wood Ketch, built 1902 at Port Macquarie for owners A W Settree and F Hayward and registered in Sydney.

A report in the *Port Macquarie News* of December 21, 1901 detailed the launch of the *ADA*, a 136 ton wood ketch for owners A W Settree and F Hayward. The vessel had been built by >Bob= Reckless to a design by Setree on a slip situated at the foot of Clarence Street (near where the Pilot Boat Shed is situated). Settree provided a design which he had adapted specially for bar harbours which >Bob= Reckless turned into an outstanding vessel.

The *Ada* was launched off the stocks at 9.30 a.m. with the knocking away of the stays and buttons and the smashing of the obligatory bottle of champagne over the bow by Miss H A Hayward, daughter of Mr Hayward and the words >*May she have a long and successful career*=.

The keel had been laid in November 1900. It wasn=t until the graceful lines of the vessel began to take shape that good folk of Port Macquarie started to express widely differing opinions as to whether the shipbuilders had infringed the Council=s by-laws by building the vessel at the site. People were either strongly in favour or against. The reporter of the *Port Macquarie News* was most indignant when he reported, >. . . *but we think no will deny that the industry is one that should be fostered in the district, even though the said by-laws have to be made more elastic. We have here all the material necessary for the woodwork of vessel-building, and it does seem strange that the timber is perhaps sent away from the river to build ships to trade here, when, as illustrated by the launch on Thursday, they can just as well be built here.*

>*The history of ship-building in this district is a very brief one. Somewhere in the sixties, a boat was built up the river, whilst 18 years ago the fine schooner **Alto**, well known to older resident=s as a splendid ship and a good sailor was launched at Hamilton (Hibbard).*=

Mr A Kerle, said, >*As an experienced man, I was particularly struck by the shape*

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and lines of the new boat. It had been intentionally built strong to stand a great deal of knocking about, which would assist the vessel if she should happen to get on the bar it would take more than one bump to break the ship into pieces.=

Alderman Ayres was obviously not sympathetic to those who had opposed the building of the vessel at the foots of Clarence Street, for he said, (in support of a Mr Kerle who has praised Hayward and Setree endeavours) *>I think the vessel is credit to both the owners and builders. He was surprised as the very small amount of opposition to building the boat where it been built could have been sufficient to make the owners of the **Ada** remove her up river.*

He continued, *>For my part, I would like to see a ship being built at the end of every street where it was possible.*

>She had a carrying capacity of about 200 tons, equal to about 70,000 feet of timber. Her keel and keelson were of ironbark, the planking of blue gum, decking and spars oregon.

*>Rigged as a double-topsail ketch, but should the occasion require it, provision had been made for fitting her with engine and propeller. The sails were made by the well-known sail-maker G Dingwall of Balmain, but it was not until the end of January, 1902, that the **Ada** would be ready for her first voyage.*

>Her owners were able to pick up contracts for the transport of ironbark poles to New Zealand so she traversed the Tasman on quite a few occasions.

The **Ada** was wrecked 28 miles south of Arkrito on the west coast South Island of New Zealand, while enroute from NSW to Greymouth with a cargo of ironbark piles. *Technical details: with displacement of 136 t. gr. the vessel was allocated ON 112554 when registered, with dimensions of 116 x 25.4 x 7.6 feet.*

SOURCE: p. 146 *Australian Shipowners and Their Fleets V.2* © Ronald Parsons, *Port Macquarie News* Dec. 14 and 21, 1901.

ADA & ETHEL 1886 1887 1 yr.

This schooner was built at Williams River. While on a voyage between Manning River and Sydney on October 22, 1887, it sprang a leak unexpectedly when about 10 miles (16 km) south east of Seal Rocks. The owner/master, F Cooper ordered the crew to abandon ship and take to the boats. All landed safely at Port Stephens.

Technical details: with displacement of 73 t. gr. it had dimensions of 82.2 x 19.6 x 6.4 feet.

SOURCE: p. 176 *Australian Shipwrecks V. 3* © Jack Loney, p. 73 *Wrecks on the NSW North Coast* © Jack Loney.

ADMIRAL 1892 1899 7 yrs.

This wood schooner was built in Sydney in 1892 and registered in Brisbane.

The vessel was lost at Bathurst Island in an enormous cyclone called *>Mahina=*, which moved in from the Coral Sea on Saturday March 4, 1899. It was the worst cyclone in Australia=s recorded history.

Technical details: with displacement of 25 t. gr. it had dimensions of 57.3 x 15.6 x 6.5 feet.

SOURCE: p. 270-271 *Australian Shipwrecks V.3* © Jack Loney

ADMIRAL GIFFORD 1828 1834 6 yrs.

The *Admiral Gifford* was a schooner built in Sydney in 1828, for the owner, Thos. Hynes, who registered the vessel in Sydney. In 1832 it was sold to Daniel Egan, a

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boatbuilder and repairer at the Government Dock in Sydney.

In June 1829, the vessel picked up the master of the *Mermaid*, Jonathon King when his vessel was wrecked. King was then transferred to the brig *Swiftsure*.

In October 1834, the ship was lost at sea without trace after leaving Port Macquarie.

Technical details: With displacement of 43 t. gr. it had a two mast schooner rig

SOURCE: p. 32/33 *Australian Shipowners and Their Fleets* V.5 © Ronald Parsons.

ADONIS 1864 1889 25 yrs.

This brigantine was built in 1864. After loading a cargo of coal at Wollongong, the schooner *Adonis* set sail for the Richmond River. When off Crowdy Head, it sprang a leak and Master J. Richards ordered all hands to man the pumps. Unfortunately the crew had to abandon ship when they could not keep up with the water and it foundered off Crowdy Head on December 22, 1889.

Technical details: with displacement of 108 t. gr. it had dimensions of 92.4 x 20.7 x 8.3 feet.

SOURCE: p. *Australian Encyclopaedia* 1925, p. 196 *Australian Shipwrecks* V.3 © Jack Loney. P. 76 *Wrecks on the NSW North Coast* © Jack Loney.

ADVENTURE 1834 1836 2 YRS.

This sloop was built at Brisbane Water in 1834 for owner Barrett.

Technical details: Of 23 t. gr.

SOURCE: p. 4 *Australian Shipowners and Their Fleets* V. 6 © Ronald Parsons.

AGNES IRVING 1862 1879 17 yrs.

An iron paddle wheel steamer, it had a 2 mast schooner rigged vessel and had been built in 1862 by Charles Lungley of Deptford Green, London for the Clarence & Richmond River Steam Navigation Company. This firm registered the vessel in Sydney. The *Agnes Irving* was named after Clark Irving=s eldest daughter, Agnes.

The captain of the *Agnes Irving* was advised of the disappearance of the steamer *Pluto* that had left Sydney for Brisbane on June 26, 1863 and who should have arrived there two days later. He reported that he had sighted the *Pluto* south of the Manning River and the steamer appeared to be proceeding normally. No further trace of the *Pluto* was ever found.

On October 20, 1865, while leaving Ulmarra on the Clarence River for Sydney, Captain Maiden of the *Agnes Irving* gave orders to turn astern, so as to clear the wharf. The engines made about half-a-dozen revolutions when a hiss of escaping steam was heard, and suddenly the boiler room was full of escaping steam as the boiler exploded. Four men including the second engineer were scalded to death while several others survived but suffered serious injuries.

The *Sydney Illustrated News* reported that, >*The boilers were examined, and it was found that the back of the port boiler was split open from top to bottom, with such force that the bulkhead separating the engine room was forced open, and the whole of the fittings on the boiler rendered useless . . . the following day an inquest was held, where it was proved that where the rent had taken place, the boiler plates were only about an eighth of an inch thick . . . inspection of the boiler showed that it had been for some time in a defective state.*= Yet this was for a boiler only three years old, and owned by

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a company with a reputation for care and responsibility.

This and other accidents lent some authority and support to the authorities when they enacted the Steam Navigation Act of 1850, under which owners of passenger vessels were compelled to have periodic inspections of boilers and engines.

Apparently there was some disappointment in Newcastle harbour on June 19, 1867, when the Newcastle lifeboat, under Pilot Taylor, put to sea for bad weather practice and was soon lost to view in the squalls. The vessel was noticed sometime later anchored off Nobbys. It was surmised that the ship and its crew were in trouble. Among those vessels present who could have gone to assist because they had steam up was the *Agnes Irving*, but it remained inside the harbour.

On June 11, 1879, the cutter *Chance* was struck by a gale between Port Stephens and Lake Macquarie, which blew away the mainsail and started several leaks. The crew had great difficulty trying to work the vessel back against the heavy weather with the loss of the main sail and running only in ballast. Provisions ran short and they were finally rescued by ss *Agnes Irving*, who left the *Chance* to drift out to sea. Owner at the time was the C. & R.R.S.N. Co.

The *Agnes Irving* hadn't long been refurbished by the owners when 1 pm December 26, 1879 it appeared to strike wreckage or snags at the Macleay River Bar (Old Entrance) and was struck by a big sea at a critical moment. Within half an hour the vessel rapidly filled and the engines stopped. The ship drifted on the South Spit where it became a menace to shipping from then on.

The local member of Parliament for Grafton, Clark Irving, was closely associated with this company and was a prominent businessman in the area.

Captain Farrell, representing shipping interests had contacted the Government about the problems posed by the wreck of the *Agnes Irving* and the dangers for mariners. This was because the highest part of the wreck, which was the boiler was only 5 feet under water.

They despatched a person with experience in demolition of wrecks, Mr Nicoll, to Kempsey to blow up the wreck. There was some delay to the project caused by easterly winds causing a heavy sea to break on the bar at Macleay Heads which prevented Nicoll from examining the wreck properly. A diver was engaged to examine the wreck underwater and he travelled out to the site in the launch *Tilly May*. He was assisted by the pilot, Captain R Jamieson, marine surveyor Captain Howard and Captain Ferguson, master of the *Belmore*.

Conditions moderated to such an extent that on April 25, an examination was made of the wreck and two charges of 10lb each were placed in the boiler and detonated. An examination soon revealed that the charge had blown the side of the steam chest completely away but the top of the boilers were still intact. Nicoll had two more charges of 8lb of explosives placed in position but these failed to explode.

The next day was more successful for the first charge of 4lb blew part of the boiler away, and during the afternoon further charges removed the top half.

Three days later, on 29th it was found that 9 feet of water now covered the wreck where previously there was at most 6 feet. Unfortunately bad weather again set in and the demolition attempts had to cease. After other work on the wreck, it was found that there was up to 10 feet clearance on the wreck.

On July 7, 1962 it was reported in the *Macleay Argus* that a mystery wreck had been

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located the previous month by three skin divers Roger Blackwell, Robert Jeffery and Barry Davies, of Kempsey. They had discovered the wreck when they dived to salvage prawning equipment lost by Mr Ted Lynch, a Macleay fisherman. A Mr W E Mouatt, a retired school teacher, then living at South West Ricks, said he clearly remembers seeing the wreckage of the *Agnes Irving* which had foundered at the then-entrance to the Macleay River. This entrance to the Macleay River in those days was midway between the Stuarts Point sawmill and the pilot station to the north. Mr Mouatt was almost *Acertain beyond doubt@* that it was the wreck of the old iron steamer which once plied between the Macleay and Sydney. He said that he had seen the wreck in later years, covered with sand and with kelp growing over it, some distance from the shore.

The *Macleay Argus* reported that it is believed that the sealing of the Grassy Head river entrance caused the sea to consume hundreds of yards of the beach, no doubt accounting for the disturbance (distance) the wreckage is now from the shore.

The newspaper also reported that they had on the previous Saturday, received a letter from a Mr E W Christian, a retired police inspector then living at Franklin Street, Orange, advising the *Argus* that his parents had been passengers on the *Agnes Irving* when it was wrecked while attempting to negotiate the bar. No lives being lost in the incident.

The skin divers reported that they had salvaged several pieces of the wreck in an attempt to identify the wreck, which lies more than a mile off the beach, the stern (seawards) in about 40ft of water and the bow in about 30ft. They reported that there was strong evidence of an explosion because of the scattered nature of the wreckage. This led to a belief that it might have been a war wreck.

Technical details: With displacement of 439 t. gr. 333 t. nt. it had dimensions of 203.5 x 24.5 x 11.7 feet, and was equipped with 2 cylinder oscillating steam engines, which were rated at 140 h.p. The vessel had been built by John Stewart, Blackwall. The early steam engines fitted to the *Agnes Irving*, were most suitable for paddle steamers working on low boiler pressure. The hand-turning gear on the engine consisted of a large turnbuckle which was hitched to the spokes of the paddle wheel and labouriously screwed up by the fireman. This was a time consuming operation for it would take him up to four hours to get half a revolution of the engine.

SOURCE: p. 157 *North Coast Run* © Mike Richards, p. 84 *Pageant of the Pacific* © Capt. R F Rhodes, p. 25, 71, 72 *Workhorses in Australian Waters* © Mike Richards, p. 144 *Australian Shipwrecks V.2* © Jack Loney, p. 107 *Australian Shipwrecks V.3* © Jack Loney, p. 52-53 *Australian Shipowners and Their Fleets V.1* © Ronald Parsons, p. 39 *Wrecks on the NSW North Coast* © Jack Loney (Details submittd on p. 62 by Jack Loney appears to be incorrect.), p. 108 *Bar Dangerous* © Terry Callen, p. 124 *Coastal Passenger Ships* © Ronald Parsons, p. 14, 90 *Macleay Argus Centenary Edition*, Thurs. Oct. 17, 1985.

ALCHYMIST 1869 1878 9 yrs.

This wooden paddle wheel steamer was built at Brisbane Water in 1969 by owner Rock Davis who registered it in Sydney.

The vessel had been specially built for the Sydney-Broken Bay passenger and cargo traffic. The *Alchymist* was taken over by the Parramatta River Steam Company in March 1871, then in March 1873 it was sold to Illawarra Steam Navigation Company who sold it to J & T Fenwick in December. This firm used this vessel on short sea

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runs between various ports on the Northern Rivers. They also used it as a tug as required.

On January 20, 1878 while bound from Sydney to Grafton with a cargo of timber, after battling through heavy seas, the *Alchymist* sprang a leak. The vessel ran ashore near Ballina at Woody Point, 6 miles off the Clarence River. All hands were saved but the vessel soon broke up.

Technical details: With displacement of 54 t. gr., 35 t. nt., with a 2 mast schooner rig, it had dimensions of 82.4 x 15.3 x 6.2 feet. Was equipped with 25 h.p. high pressure diagonal engines supplied by Chapman Sydney, and was given O/N 59523 when registered.

SOURCE: p. 20, 29 *Port of Richmond River, Ballina 1880s to 1980s, Appendix A List of Wrecks on Ballina Bar and Vicinity* © Glen Hall, p. 85 *Australian Shipwrecks V.3* © Jack Loney, p. 76 *Australian Shipping V.2* © Ronald Parsons, p. 16 *Coastal Passenger Ships* © Ronald Parsons, ASN Jan. 26, 1878, p. 59 *Wrecks on the NSW North Coast* © Jack Loney.

ALEDA 1897 1914 17 years

Of Scow construction, this wood schooner rigged vessel was built in 1897 at Whangaroa, NZ by Lane & Brown, and was registered in Sydney. The owners were Allen Taylor & Co., who sold the vessel in c. 1900 to John Breckenridge, who lived at Failford. It was obvious why the *Aleda* called at that busy port 12 time in 1912.

During a storm in 1913, the *Aleda* went ashore at the Macleay River entrance but was later blown off into the river.

This vessel carried various types of cargoes including animals such as horses, calves, pigs, as well as the products of these animals like wool, skins, tallow, bones and hides. Businessmen also shipped fowls, eggs, fruit and wax to the Sydney markets. It also carried passengers to and from Sydney.

A tremendous gale struck the mid-north coast of NSW on June 15, 1914 and reports came in that a mass of wreckage was discovered at Big Hill (Point Plomer) on the Sunday afternoon. This wreckage comprised parts of decking, portions of a green painted hull, two portions of masts with sails attached, mantilla hawsers, wire ropes, pieces of smoke-stained galley iron, a blanket and heaps of timber shattered to matchwood. In the surf was found a stern board with the words *Aleda* © Sydney painted in yellow letters on a green background.

The storm had also dumped inches of rain on shore with the result that the land was so flooded that it was two days before the discovery could be reported to the police at Kempsey. Port Macquarie police were contacted and Sgt. Harris accompanied by a mounted trooper (predecessor of detectives in the NSW police force) set out on the difficult journey across Limeburners= Creek. The police crossed this in a boat, swimming their horses behind. The water in Limburners= Creek was on a fast run-out causing one horse to panic and attempt to climb into the boat. This upset the boat forcing the two occupants to swim for their lives. After crossing the flooded country they arrived at the scene of the wreckage and found no survivors. The vessel normally carried a crew of six.

Sgt. Harris found that portions of the hull and most of the wreckage was inaccessible which meant that he had to climb to the bottom of the cliff to satisfy himself as to the identity of the vessel. As an indication of the fury of the storm splinters of wood from the wreck were found 50ft. up the face of the cliff. The

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Macleay Argus made comment at the time about the great bravery displayed by Sgt. Harris in this action.

At the time of the disaster, the *Aleda* was reported as being owned by Messrs Breckridge of Camden Haven.

Technical details: With displacement of 79 t. gr. the dimensions were 94.5 x 24 x 11.4 ft. and was allocated ON 106145.

SOURCE: p 103 *Australian Shipowners and Their Fleets* V.2 © Ron Parsons, p. *Australian Encyclopaedia* 1925, p. 83 *Australian Shipwrecks* V. 4 © Jack Loney, p. 16 *Port Macquarie The Port That Was* © Ian Finkel, p. 5/1 *Wallis Lake, It=s Rivers and Villages* © Dawn McMaster, Capt. Herbert Jackson oral history, H. D. McLaren, p. 101 *Wrecks on the NSW North Coast* © Jack Loney, p. 40 *The Macleay Argus* Centenary Issue, Thursday, October 17, 1985.

ALERT (1) 1882 1901 19 yrs.

A wooden single screw steam tug, it was built in August 1882 at Berry=s Bay by William Dunn for Francis Buckle and registered Sydney. Said to have worked to Port Macquarie. Wrecked at Nambucca Heads on February 21, 1901 when its sternpost started as it crossed the bar.

Technical details: With displacement of 27 t. gr. 18 t. nt. it was allocated ON 89305, and had dimensions of 60 x 138 x 6.2 ft. Originally fitted with a compound steam engine rated at 20 h.p. in June 1894, the vessel later received a new engine and boiler.

SOURCE: p. 91 *Wrecks on the NSW North Coast* © Jack Loney.

ALERT (2) 1901 1904 3 YRS.

This vessel was a wood single screw steam tug built in 1901 at Kincumber, NSW for Frank Buckle Snr. It was obviously designed to replace the tug *Alert* that had sunk at Nambucca Heads on February 21.

Buckle was twice unlucky, for the *Alert* (2) went down on July 28, 1904 also at Nambucca Heads.

Technical details:

SOURCE: p. 94 *Wrecks on the NSW North Coast* © Jack Loney.

ALERT (3)

This vessel was a trading boat owned by John Chapman of Tinonee. It only plied the Manning River.

SOURCE: Mid-North Coast Maritime Museum records.

ALEXANDER NEWTON 1876 1894 18 yrs.

This barque was built on the Manning River by Captain Alexander Newton Snr. & Captain Alexander Newton Jnr. at their Pelican shipyards and launched on January 27, 1876. Because of this family connection, it was originally launched as *The Father* and the figurehead was the bust of a white-haired man with a short beard. The vessel was given the names of the father and the son when it was registered in Sydney and renamed *Alexander Newton* on April 26, 1876. With a weight of 309 tons it was the largest vessel ever launched on the Manning.

The *Sydney Morning Herald* reported on March 23 1876: >*The new barque built by Mr Newton on the Manning River was lying behind the bar awaiting an opportunity to cross when the **Diamantina** left.*=

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On the ship's arrival in Sydney, it was surveyed by an accredited surveyor for Germanic Lloyds and received a classification of A1 for a twelve-years period. It also received a registration No. 866 on the Record of America and Foreign Vessels for the same time. This provided a guarantee to insurers of cargo that the vessel would be able to carry cargo free from sea damage.

While the *Alexander Newton* was in the shipyard, suggestions were made that it might be converted to a steamer. These were picked up and published in the *Town & Country Journal* issue of February 28, 1875. The report said in part; *>Mr Newton, of Pelican [ship yards] is progressing with the large vessel he is now building; she is intended for a twin screw steamer, but will be at first rigged and sailed as a barque, and will probably take a cargo to England and get her engines, boilers and other machinery put into her there.=*

The Newton's never pursued this proposal, as the *Alexander Newton* remained a sailing vessel. The first master was Alexander Newton Jnr. from November 1, 1883 to January 11, 1884 when Captain Alexander Newton, Snr. took over as master. He had the barque yellow-metalled to help preserve it. Alexander Newton Jnr. again assumed control as master on February 2, 1884 and remained in charge until May 26, 1885 when William Newton took charge. During his mastership, it was repaired in August 1886 and then surveyed by an accredited surveyor for Germanic Lloyds in the same year both in Sydney and Melbourne. On April 21, 1887, Peter Jensen held the position of master until on July 20, 1887 Hans Johnson took control. By 1890, it still received a classification from Germanic Lloyds, but was subject to an annual survey. Two years later, the vessel was surveyed for Australian Underwriters only. In 1893 John Harwood became master when it was purchased in 1893 by W Johnson of Sydney. In 1894 this vessel was insured for , 1,500 (\$3,000).

The *Alexander Newton* was totally wrecked off Portland Island, off Mahia Peninsula, New Zealand on June 18, 1894 while on a voyage from Port Stephens. It had sailed on May 31 for Napier with a cargo of piles. The vessel rounded Cape Pallister at midnight on June 14 and at daylight on June 17 passed 10 miles SW of Bare Island. The weather deteriorated badly and the SSE. wind freshened to a violent gale with a heavy sea.

The barque began leaking freely and all available hands manned the pumps. Just before midday on the 18 th. the weather cleared and those on board found the ship close to rocks with heavy seas breaking over it. A few minutes later the *Alexander Newton* struck the rocky reef; which was about 200 yards from the beach and immediately began to break up.

When the barque struck, the master, Captain John Harwood was at the wheel and the force of the sea lifted him and the wheel and dashed him against the wheelhouse. Another wave caught him and hurtled him back on the companionway and he was washed overboard. All but three of the hands succeeded in reaching the forepart of the vessel where they dropped from the jib boom into the sea and were washed up on to the rocks. Afterwards it was found that three people were missing, the captain, an able seaman and the cook. Three of the survivors walked to the lighthouse at the other end of the island, while the others made for a deserted Maori whare on the beach to obtain shelter.

The *Alexander Newton* was reduced to matchwood in a very short time. Two days later the survivors were picked up by a passing steamer after the lighthouse-keeper

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had signalled it to stop.

The wreck remained undisturbed in the shallows off Portlands Island until they were discovered by skin divers in 1972. *The Dominion* newspaper of Wellington reported that, >*Skin divers have found the wreckage of the barque Alexander Newton, lost off Portland Island eighty years ago. The donkey engine and windlass and part of the iron fittings remain . . . The wreckage is in shallow water, with the piles the barque was carrying still intact, resting on a sandy bottom.*=

The Napier Harbour Board gave some consideration to salvaging the piles and asked a professional diver, Lynton Diggle to survey the wreck. The proposal was abandoned and the vessels cargo and donkey engine boiler still lie in five metres of water near Mahia Peninsular.

Technical details: with a displacement of 309 t. gr. this barque was allocated ON73360 when first registered in Sydney on April 26, 1876, and also allocated the signal letters WNKL. With dimensions of 151.8 x 25.5 x 12 ft, she had 1 deck with 3 masts and a round stern with a break deck and cabin deck house with a deck house forward for galley and crew-space.

SOURCE: p. 88-90 *Scotchtown and Pelican* © Val Newton, List of ships built on Manning River 1834-1934, *Shipwrecks, New Zealand Disasters* © Ingram and Wheatley.

ALEXANDRA (1) 1864 1883 19 yrs.

This wooden paddle wheel steamer was built in 1864 by G Green of North Sydney, for owner M Byrnes of Sydney,

In 1874 this vessel was sold to the A.S.N. Co. who had it lengthened. This was not the last of the alterations, for it underwent several further reconstructions and modifications during its lifetime.

Foundered while under tow to Port Macquarie and the Richmond River from Sydney on April 3, 1883, when a plank started while off Broken Bay.

Technical details: with displacement of 27 t. gr. had dimensions of 68.2 x 11.9 x 4.9 feet.

SOURCE: p. 138 *Australian Shipwrecks V.3* © Jack Loney, p. 66 *Wrecks on the NSW North Coast* © Jack Loney.

ALEXANDRA (2) 1863 1865 2 yrs.

Built in 1863 at Melbourne. While leaving the Richmond River bound for Melbourne with a cargo of cedar on November 7, 1865 this brigantine disappeared without trace.

Technical Details: with a displacement of 112 t. gr. this brigantine rigged vessel had dimensions of 67.6 x 21 x 10.5 feet.

SOURCE: p. 169 *Australian Shipwrecks V.2* © Jack Loney, p. 14 *Port Of Richmond River, Ballina 1840s to 1980s* © Glen Hall, p. 39 *Wrecks on the NSW North Coast* © Jack Loney.

ALFRED FENNING 1882 1914 32 yrs.

This wood ketch rigged sailing ship built at Cape Hawke in 1882 for owner Jas. Fenning.

Eight years later, during February, 1890, the Newcastle lifeboat was able to get a tug=s towline aboard the ketch *Alfred Fenning* during bad weather and was saved.

In 1898 it was sold to Alfred Langley & Allen Taylor, then c. 1909 passed solely to Langley.

On July 1, 1914 the *Macleay Argus* reported that there was a wreck about half a mile

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south of Crescent Head, that is, according to Mr H H Hodgson, what was left of the *Alfred Fenning*.

He said that the top masts of the ship, with swaying derrick showing, and it appears to be resting on the edge of a steep bank which marks the transition to very deep water. Clothing, a pair of corsets and garments suitable for a small child have been found on the sand. There is also a covering of coal dust on the beach, stretching for miles south. It was subsequently found that the vessel had been lost with all hands on June 15, 1914 after leaving Sydney.

Technical details: with a displacement of 74 t. gr. and dimensions of 80 x 21.1 x 6.9 feet it was registered in Sydney with ON83718.

SOURCE: p. 98, 153 *Australian Shipowners and Their Fleets V.1 & 2* © Ronald Parsons, p. 101 *Wrecks on The NSW North Coast* © Jack Loney, p. 114 *Bar Dangerous* © Terry Callen, p. 40 *The Macleay Argus* centenary Issue, Thursday, October 17, 1985.

ALICE 1865 1877 12 YRS.

This ketch was built on the Brisbane Water in 1865.

It was lost on the Camden Haven on August 4, 1877.

Technical details:

SOURCE: p. 79 *Australian Shipwrecks V.3* © Jack Loney.

ALICE JANE

This wood schooner rigged sailing vessel was built in 1873 at Cape Hawk by David White and William Wilson for owners C B Bond & Others. In c. 1882 it was sold to Horace Dean, and in c. 1883 sold to Thomas Gollan, then in 1887 it was sold to D B Mighell.

The ship was wrecked at Tomakin NSW in January 1888.

This vessel is also shown under Thomas Gollan on p. 80 *Australian Shipowners and Their Fleets V.1* © Ronald Parsons.

Technical details: with a displacement of 80 t. gr. dimensions were 82.7 x 18.8 x 7.4 ft. When registered in Sydney was allocated ON64421.

Source: P. 45/1 *Wallis Lake, Its Rivers and Villages* © Dawn McMaster, p. iii, 80 *Australian Shipowners and Their Fleets V.1* © Ronald Parsons.

ALICE MAUDE 1872 1874 2 yrs.

This brig rigged vessel was built on the Manning River by Captain Alexander Newton, Snr. builder/owner and launched November 2, 1872. It was named after 8 year-old daughter of the owner, Alice Maude.

Master of the new brig was Robert Adamson Young, then on January 27, 1873 James Foster became master. A common practice by the builder was to retain ownership of a vessel for a period before he sold them.

On August 8, 1873 ownership changed to Patrick Francis Harley, who also took charge as master. Register transferred to Melbourne, Vic. on January 19, 1874. The *Alice Maude* was sailing from New Zealand to Launceston when shortly after midnight on September 4, 1874 she struck a reef. The master, Captain Harley ordered a boat to be launched with the chief officer and four crew members plus five passengers on board, leaving himself and two hands on board. The boat crew safely landed on Cape Barren Island, Tasmania. Several fishermen from the island came out in a boat and

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provided assistance to refloat the *Alice Maude*.

They manned the pumps and the captain attempted to sail it to shore. Unfortunately the vessel foundered about half a mile from where it struck the reef. The passengers and crew finally reached Goose Island on September 10, from where the SS *Southern Cross* picked them up and took them to Melbourne.

Technical details: with a displacement of 205 t. gr. it had 1 deck with 2 masts with elliptical stern, and a female bust figurehead. With dimensions of 103 at the keel, it was 110.8 x 24 x 11.5 feet overall. Registered in Sydney on January 10, 1873 the vessel was given ON 64408, and signal numbers of WNBK.

SOURCE: p. 90 *Scotchman and Pelican* © Val Newton, NZ, p. 40-41 *Australian Shipwrecks* V.3 © Jack Loney, No. 71 List of ships built on Manning River 1834-1934 - Manning Valley Historical Society - Vaughan Evans, *Manning River News* Nov. 9, 1872.

ALICE MAY 1889 1903 14 yrs.

Alice May is mentioned on page 112 of *Australian Shipowners* in conjunction with John See, which said: >April 1889, he chartered ketch=*s Alice May, Maggie Gollan,* and schooner *Margaret Jane*=. He obviously needed the extra ships to deal with the cargoes he held contracts for during the grain growing season.

The vessel is shown as working to Port Macquarie in 1902.

SOURCE: Herbert Jackson=*s list*, p. 112 *Australian Shipowner and Their Fleets* V.2 © Ronald Parsons.

ALICE TEMPLETON 1880

A wooden ketch rigged sailing vessel built on the Manning River by owner William McCulloch and launched March 13, 1880.

Registered by William McCulloch in Sydney, he sold the vessel in 1882 to John Booth.

On September 19, 1899, the *Alice Templeton* together with *Empress of India, Louisa Lamont, Sir George* arrived at Port Macquarie from Sydney. The vessel arrived on July 25 from Sydney again with the *Empress of India* and *Sir George*.

In 1902 the ketch was sold to W M J Ellis, and later to Fearnley & Co.

A fierce gale sprang up on the night of June 8, 1891 and four vessels, the schooners *Bertha, Sea Nymph, Georgina Davis* and *Jessie Sinclair* sought shelter in Trial Bay but were driven ashore a mile or so north of the South West Rocks, and a mile south of the flood channel. Two other vessels in the bay at the time, the *Venus* and the *Alice Templeton* managed to get out, but went ashore further up the coast, the *Venus* at Bellinger Heads and the *Alice Templeton* on the South beach.

Some early reports indicated that only the *Alice Templeton*, which was loaded with a cargo of hardwood, had been severely damaged, with most of its bulwarks being knocked in, the helm gone and the deck sprung. There was an indication that it would be up to three months before all the vessels were off the beach and damages repaired.

A later telegraph message from Bellinger Heads reported that both the *Venus* and the *Alice Templeton* were total wrecks.

Technical details: with a displacement of 81 t. gr. it had dimensions of 84.5 x 20.8 x 6.7 feet.

SOURCE: p. 40 *Australian Shipowners and Their Fleets* V.1 © Ronald Parsons, p. 16 *Macleay Argus* Centenary Issue of Thursday, October 17, 1985, *Port Macquarie News*, Sat. June 3, July 29, 1899, No. 93 on List of ships built on Manning River 1834-1934 © published in Manning

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River Times newspaper.

ALICE W. 1865 1877 12 yrs.

This ketch rigged vessel was built in 1865 on Brisbane Water. The ketch was lost August 4, 1877 on the Camden Haven Bar, when the wind dropped as it was crossing the bar, leaving the vessel to drift ashore. Most of the cargo of timber was salvaged

Technical details: with a displacement of 24 t. gr.

SOURCE: p. 58 *Wrecks on the NSW North Coast* © Jack Loney. (Loney claims it was called *Alice*)

ALLENWOOD 1920 1951 31 yrs.

This wood twin screw steamship was built in 1920 by John Wright at his shipyard at Tuncurry for Allen Taylor & Co. This firm wanted a wooden vessel with a light draught to allow the vessel to negotiate the shallow bars plus a large hold to handle cargoes of poles and girders. After being launched she was towed to Sydney where the engines, boilers and fittings were completed.

On Thursday, October 10, 1946 the *Allenwood* arrived and entered the Port at 7.15 a.m. but touched the lower crossing as it entered. This vessel departed on 11th for Sydney and was back in the Port on Wednesday 16th from Sydney via Newcastle. The *Allenwood* attempted to leave on Saturday 19th but there was too much sea. Things did not look promising on Sunday for the same reason, but late in the day, was able to depart for Sydney.

The vessel did not visit Port in November, but arrived on Friday 6th December from Sydney. Unfortunately it grounded on the lower crossing at 7.25 a.m. and was refloated 10 minutes later. The vessel left for Sydney on Saturday 7th., and returned to the Port for Sydney via Newcastle at 10 a.m. on Thursday 12th. Even though it had left on Friday 13th at 1.25 p.m. bound for Sydney the vessel passed over the bar without incident.

In 1947, the *Allenwood*'s first visit occurred on Saturday, January 18, at 11 a.m. it did not remain long for the steamer was on its way at 11.35 a.m. on Sunday, 19th. In February the ship paid two visits, the first being Thursday 6th, then on 21st. The vessel only remained in port for one day each time. It only visited once in March, when the ship arrived from Sydney via Newcastle on Friday 28th. leaving again on 29th. heading for Sydney via Port Stephens.

When the *Allenwood* arrived on April 3, the ship had to stand off waiting for the night tide because of a heavy break on the bar. It finally came in on Friday, 4th. There was too much sea for the ship to cross the bar until Tuesday 8th. so it could depart for Sydney.

In May, it had quite a quick turnaround, for the vessel arrived at 8.10 a.m. on Saturday 3rd, and after being loaded, departed that night at 8.35 p.m. It was back in Port on Tuesday 6th arriving at 10.07 p.m. and departed at 11.43 p.m. on the next day.

On June 22nd, the *Allenwood* arrived at 11.35 a.m. from Coffs Harbour. After three days in port, left at 3.05 p.m. on 25th for Moruya.

In July the ship was in the harbour twice, on 8th then again on 16th. In August, it visited Port on Wednesday, 13th. and dragged heavily over the upper crossing and

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moved on up to Hastings River Sawmills where it anchored at their wharf. The *Allenwood* departed the next day. It returned on Wednesday 27th, but had to wait until 5.35 p.m. because of the heavy break on the bar. The steamer departed early on Friday morning, the 28th. crossing the bar at 7.15 a.m. after dragging heavily across the upper crossing.

There appears to have been no movements recorded for the *Allenwood* in or out of Port Macquarie until February, 1948, when it arrived from Sydney on Wednesday 25th and then departed on Thursday 26th. On March 10, the ship crossed the bar at 8.15 a.m. after a voyage from Sydney. It left the next day at 10.15 a.m. bound for Sydney. The vessel's next trip to Port was not all plain sailing for it arrived at 3.05 a.m. on Sunday 25th. There was a fresh in the river after heavy rain and it became bar bound and was unable to leave until 11.50 a.m. on Sunday 28th. There was even too much sea for the pilot to obtain soundings.

On Wednesday June 23, the *Allenwood* arrived from Sydney at 8.30 a.m., but there is no record of its departure. This vessel continued to ply to Port, in July 1948, then in May 1949, and in June. Early in 1950 the steamer was making 4 round trips a month between Port Macquarie and Sydney. Between May 7 and 14th, it was bar bound because of a heavy easterly break on the bar.

On Friday 2nd February, 1951, the *Allenwood* sailed from Newcastle to Sydney, then something happened (not recorded) and the vessel returned to port where it was inspected. Results of inspection also not known. During April, the steamer had 4 return voyages between Sydney and Port Macquarie. In May it had 3 return voyages. The ship had a little problem when it became bar bound from Wednesday 6th to 13th, then it sailed for Sydney. In July, the steamer had two round trips, the same in August and in September on 11th and 12th one trip.

Jim Marion, who served on the *Allenwood* as a fireman until 1951, left some of his memoirs with the Camden Haven Historical Society. Jim said that he had left the ship just two weeks prior to it being wrecked, and that:

>She was wooden hulled with two boilers, twin screws and two funnels (one behind the other). One main engine was built at Williamstown, Vic., the other in Scotland. Being twin screwed made her very manoeuvrable on tight bends in rivers, etc.

*>She had a complement of 16. They were Skipper, mate, bosun, 6 able seaman, 2 engineers, 3 firemen, 1 cook and 1 steward. On one trip Captain Boutrup had to stay ashore to attend an inquiry about the *Allenwood* hitting rocks (from which she survived) and he was relieved by a younger skipper who didn't have a Radio Operator's Certificate so her crew increased by one as they had to sign on a >sparks; he slept in the saloon for the trip.*

*>At (during) the time I was on the *Allenwood* she ran as far north as Port Macquarie and also called in at the Camden Haven and up the river to Windy-wuppa Saw Mill (down stream from Tea Gardens). On the South Coast she went as far as Narooma and Batemans Bay; in all these places she picked up timber to be brought back to White Bay, Sydney. We always had our cord lines at the ready and if the Skipper reckoned we had time to spare on catching the tide to enter these little ports, we would hove too at sea and all hands, including the cook, would fish for snapper, etc. and we usually finished with a good haul; fishing inside was rewarding also. No*

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fancy baits, just a few pieces of raw meat would do for bream.

>They were a good, happy, honest mob for the most part. Once in Sydney a new cook came down to the ship by taxi and asked, >Where is the Allenwood?= When told >Here she is!= he jumped straight back in the cab saying, >I=m not sailing in her!=

>The A-B=s and firemen lived forward, but had their mess room port side aft, next to the galley with a little serving hatch where the cook passed their laden plates through to them.

>I believe the Allenwood was the last ship to have an exception from the Waterside Worker=s Union, so the Bosun and A-B=s worked the cargo in Sydney as well as the North and South Coast ports. She had the one main hold between the bridge and Focsle head, and port and starboard coal bunkers adjacent to the stokehold. When the hold was full the hatch was battened down, then slings of timber would be stacked on deck. At sea, going aft at night time, to go on watch necessitated one to blink a light outside quarters, then those on the bridge would switch on the light to the foredeck and watch to see you got safely aft (as the seas would often break over the decks).

>She had the one steam winch and derrick for cargo and coal handling, the cargo hook also served to land anybody ashore or vice versa, as some ports had no wharf. The ship laid off the bank and cargo was heaved on board. She was turned around pretty quick; in one day, and away the next, depending on the tides and the weather outside.

>We found the Port Macquarie bar >dodgy=, we would bump the bar there. There were always a few spectators to >see us out=. After we got over it, we would give a few short blasts on the whistle to indicate we had made it. Lengths of timber, marked off in feet, were used to check the depth when going towards Tea Gardens.

>In Sydney the fires were banked, the fireman on the early watch would use a hurricane lamp to find his way around until he could >bring in= the steam dynamo to provide electric light.=

Victor Reynolds Dalton, of 130 Elizabeth Drive, Wauchope said:

>I arrived in Wauchope in 1946 to build the largest rail timber siding in Australia. After this job was completed, I then went from Balls Mill to being the engineer on the log punt Combo. In 1951, the Allen Taylor mill at Hibbard, (previously owned by >Tucker= Jack Hibbard, so-called because he did not pay wages but only in kind by way of food), changed from steam operation to electric. I worked at the mill between the times the Combo wasn=t operating. The mill had gradually changed over from steam, and the engineer had left.

>During my time at this mill, the Allenwood made numerous trips between Sydney and Port Macquarie, taking junk and sawn timber and turpentine piles from the Hibbard mill. On one occasion I was called upon to do a repair on the Allenwood on a steam operated water pump. I can remember that the double acting pump's glands had become un-serviceable. I repaired it by utilising part of an old bronze steam valve that was on hand in the mill. This was normal practice as we in a lot of cases, made do with materials on hand. I had previously carried out a similar job on a large pump in the mill that we used to pump water in to our reserve supply and also in to the Allenwood.

>All the ground near where the mill used to be sits on a water table about 6 feet.

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All one needed was a spear point to tap in to it. The water, even though brackish was still O.K. to use in boilers as well as in the home. It successfully passed the salinity test necessary before using it in boilers. One simple test that could be carried out was to take a sample from the boiler, or anywhere else, place it in a pan and precipitate it by boiling or evaporation, leaving any residues of salt.

>This was the only job that I did on the Allenwood for she sank not long afterwards.

>Under normal circumstances, when the Allenwood arrived, sawn timber would be loaded in the hold. When completed, the deck cargo of junk timber and long piles would then be loaded. Normally turnaround time would be one to two days.

>Sometimes the Allenwood would bring coal as ballast. This would be unloaded on to the wharf and used as a reserve supply for use on her return journey, for example if the ship was bar bound, she would be kept in steam, therefore needed this reserve supply. On other trips she and other ships carried sandstone rocks as ballast. These rocks were unloaded all along the river banks. This prevented river bank erosion. In other ports, there was always a ballast heap. If the ship arrived against the tide, it would be moving slowly, in fact almost stationary to avoid a bad wash. The ballast would be decanted using large wicker baskets. Loaded baskets of sandstone would be swung out on the boom and toggle tripped and the basket tipped and decanted. Careful manoeuvring prevented any significant build-up at any one location. These sandstone blocks were in great demand by oyster men as foundation for their industry. Others used the filling where-ever they were needed. She was lost early September 14, 1951 when she went ashore in fog just south of Wybung Head, near Budgewoi [5 miles N. of Norah Head]. Her master was Captain Boutrup. Wreck sold for ,601 then dismantled. Other reports said; Allenwood wrecked on way to Hastings River at Norah Head, (ship) belongs to Allen Taylor & Co. 2 million super feet of hardwood is waiting in these ports. Many mills on North Coast designed to move timber by sea not road or rail.=

*Technical details: with a displacement of 398 t. gr. 188 t. nt. it had dimensions of 147 x 35 x 8.2 feet. The vessel's name was derived from the owner and his industry, and the vessel received registration with ON 150156. It was equipped with electric light, with machinery aft; and 1 deck. It had twin compound steam engines, one supplied by Ross Duncan, Glasgow, and the other by Melbourne Coal Shipping Co. of Melbourne. These were rated as 48 h.p. SOURCE: p. 157 *North Coast Run* © Mike Richards, p. 207 *Australian Shipwrecks V.4* © Jack Loney, *Hastings Shire Gazette* Oct. 1951, *Manning River Times*. P. 153 *Australian Shipowners and Their Fleets V.2* © Ronald Parsons, p. 111 *Wrecks on NSW North Coast* © Jack Loney, Capt. Herbert Jackson list, Gordon Fisher Camden Haven, Vic Dalton oral history, p. 25 *Port Macquarie The Port That Was* © Ian Finkle, p. 23/1, 31/7, 35/1, 85/1, B12:9 *Wallis Lake, Its Rivers and Villages* © Dawn McMaster, p. 229, 237 *Bar Dangerous* © Terry Callen, Maritime Services Board records held at Mid-North Coast Maritime Museum compiled by Colin Ellwood.*

ALLIGATOR 1800s

(This is one of the cases referred to in the introduction to this book. There appears to be a HMS *Alligator* and a Colonial schooner *Alligator*, both operating at about the same time as is shown in the two following reports. It is impossible to attribute information to either vessel, except where it specifies HMS or schooner therefore the

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two reports could equally apply to either of the two vessels.)

On March 26, 1826, HMS *Alligator* sailed to Port Macquarie with convicts and shortly thereafter returned to Port Jackson. Records show that on May 24, 1826, it returned from New Zealand. Then on August 25, 1826 the schooner entered government service and set sail for Port Macquarie. Again on June 23, 1827 it travelled to Port Macquarie, and is shown as returning to Port Macquarie in July, August, and twice in October.

The Colonial Secretary's Office advised the Sheriff in Sydney, in a letter dated November 20, 1827, that the *Alligator* had returned from Port Macquarie with twenty-nine prisoners to be sent to Hyde Park Barracks for disposal.

In November, and then December 1827, the schooner returned to Port Macquarie obviously carrying convicts and stores and again during 1828 it travelled to Port Macquarie in January and February.

In December 9, 1827, Commandant Crotty reported, *>In the morning, after the Alligator had sailed and the Pilot had just landed in the inner harbour, a tremendous wave upset the [pilot] boat throwing the crew of 7 into the surge [at Port Macquarie].* .
.=

On September 12, 1834, HMS *Alligator*, with the schooner *Isabella* in attendance, carrying sixty-eight officers and men of the 50th Regiment, arrived off Taranaki, NZ, in pursuit of those Maoris who played a prominent part in the barque *Harriet* massacre. This barque under Captain Guard became wrecked near Taranaki on April 29th, 1834 whereupon Maoris promptly butchered twelve of the crew, and took prisoner ten others, including the master, his wife and two of their children.

On arrival of the *Alligator* and *Isabella*, the Maoris demanded a ransom, but surrendered all with the exception of Mrs Guard and the two children when an armed party landed on the 20th. On 28th the landing party stormed a pah and captured a Chief, but the woman and her children had been taken away, and it was only by trading the Chief that Mrs Guard and one child were returned safe. Even then, it was not until October 8th after two more pahas had been stormed, that the elder of the two children was rescued.

In May, 1835, the schooner *Friendship* was wrecked at Norfolk Island, due, it was claimed, to the inefficient mooring of the buoy which was laid down by HMS *Alligator* during its visit to those waters in the previous year.

Commander Dumont d'Urville, of the French Navy, chief of an admirably planned and equipped expedition, sailed from Toulon on board the *Astrolabe* on September 7th, 1837 for the Pacific and Antarctic Oceans. His consort was the *Zeelee*, and their movements caused statesmen in Britain seriously to ponder as to his intentions. They were firmly of the belief that d'Urville would be attempting to establish a port in North Australia. Lord Glenelg's dispatch stated that Captain Sir J G Bremer had been appointed by the Lord's Commissioners of the Admiralty:

>. . .to proceed in command of HMS Alligator to establish a post on the northern coast of Australia, for the purpose of giving protection to British commerce carried through Torres Strait with China and India, and with the islands of the Indian Archipelago, and of affording an asylum for those who may be shipwrecked on that coast.=

HM brig *Britomart* left Plymouth under command of Captain Owen Stanley during February, 1838, in company with HMS *Alligator*. Their objective was to re-annex Port

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Essington, Northern Australia. Information received in Sydney indicated the French expedition under d'Urville had the same objective. The *Britomart* and *Alligator* reached Sydney on July 21. The expedition comprising of HMS *Alligator* (Captain Bremer), HM Brig *Britomart* (Lieut. Owen Stanley), and the 400-ton barque *Orontes* for Port Essington sailed from Port Jackson on September 18.

Fourteen years earlier, Bremer had left Port Jackson on almost precisely the same mission to Port Essington. Since then settlements had been built on Melville Island and Raffles Bay, and subsequently abandoned. The *Alligator* was off Cape York on October 20, and Bremer landed and took formal possession of the territory. Continuing the voyage, the three ships reached Barrow Bay, Port Essington on October 26, 1838. They at once commenced establishment of the settlement which was named Victoria, in honour of her Majesty.

The *Alligator* left Port Essington on June 3 for Sydney to obtain stores for the settlement. The vessel reached Sydney on July 8, and at once reported a bad outbreak of scurvy on board. This sea scourge had broken out during the voyage.

Events leading up to war with China in 1840 started with the seizure of opium in March 1839. Governor Gipps reported that HMS *Hazard* had sailed for China on July 27, and was shortly to be followed by the *Alligator* as soon as the crew had recovered. Before the *Alligator* departed for China, word reached Governor Gipps on September 5, of a serious mutiny at Norfolk Island. The rising was caused by a dispute over the rights of soldiers to use certain huts. It was astonishing to note that in view of there being about 1200 doubly-convicted and desperate felons on the island, the mutiny among the guards does not appear to have affected the convicts.

Gipps wrote: *>There never was a time in which fewer feelings of sympathy existed between the soldiers and the convicts.=*

The *Alligator*, in company with the hired vessel *Cornwall*, sailed for Norfolk Island on September 14, carrying a detachment of soldiers to relieve the whole of the Norfolk Island guard.

Meanwhile there were problems in other areas when attacks by Malay pirates caused the *London Journal of Commerce* in March, 1840, to complain that:

>The whale fisheries in the southern ocean are practically abandoned to the French and the Americans, because there are far too few British warships in the station; the French have four or five large frigates; while the English had only the Alligator of 28 guns, the Pelorus of 16 guns, and two small surveying vessels.=

Reporting early in 1831 on the ships at the disposal of the Government, Darling intimated that the brig *Amity*, schooner *Alligator* and cutter *Dart* had all been sold out of service. Capt. Storey 1842.

SOURCE: p. 105-106 *Australian Shipwrecks V.1* © Charles Bateson, p. 270, 276, 292, 294, 307, 301, 302, 303, 315 *Pageant of the Pacific* © Capt. R F Rhodes, p. 137 *Shipping Arr. & Dept. Sydney 1841-1844* © Graeme Boxham and Ian Nicholson, *Arrival and Departures Sydney to 1837*, p. 153 *Port Macquarie, A History to 1850* © Frank Rogers.

ALLIGATOR 1800s.

Originally a Dutch vessel built in the early 1800s, the schooner had been purchased by R Campbell Jun. and Mr Emmett.

Arriving off Sydney Heads on August 25, 1826 in a leaky condition, the master

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Thomas Farley requested permission to unload the cargo of wheat at Lucas=s Mill on the Georges River. Because of the condition of the vessel, the pilot was unable to do this so ran it on to a sand bank in Botany Bay where the cargo was then unloaded. The schooner was refloated after it was discovered that it had not been badly damaged and repairs were carried out. The local government later purchased it for , 300 (\$600).(It is possible that this may be the vessel that plied to Port Macquarie. R.C.)
Technical details: with a displacement of 91 t. gr. it had dimensions of.
SOURCE: p. 74-75 *Australian Shipwrecks* V.1 © Charles Bateson, (his sources: *SM*, Sept. 1, 1826, *SG* Sep. 2, Oct. 21, 1826; *Aust.* Oct. 18, 1826.)

ALMA (1) 1855 1874 18 yrs.

This wooden paddle-wheel steamer was built as a Sydney Ferry in 1855 by J Booth of Balmain, for owners, H Perdriau & Partners.

In 1870 the owner was Jas Hunt; then in 1874 the vessel was transferred to the ownership of John Watson. Then in 1880 G Duncan & J Watson became the owner. During 1882 the owner was John Hurd and vessel taken to Hawkesbury River in 1882.

In 1886 J. G. Barden became the owner. Last entry in Customs dated 1891: >Broken Up Hawkesbury River=.

Technical details: with a displacement of 28 t. gr., 18 t. nt. and dimensions of 62 x 10.2 x 5.6 ft. When registered in Sydney was allocated ON 59516. The steam engine was rated at 18 h.p.

SOURCE: p. 170 *Australian Shipowners and Their Fleets* V.2 © Ronald Parsons, *Bedside Book of Colonial Doings*.

ALMA (2) 1855 1868 13 yrs.

This schooner rigged vessel was built on Manning River by a Mr Anderson, formerly of Arbroath, and arrived in Sydney on July 23, 1855. The loss of this schooner in the Tasman Sea was reported to Customs on August 4, 1868. (this may be the vessel that traded to Port Macquarie, R.C.)

Technical details: with a displacement of 35 t. gr. it had dimensions of 59.8 x 14 x 6.2 feet.
SOURCE: p. 208 *Australian Shipwrecks* V.2 © Jack Loney (his sources: Bateson, Cards; *Syd Reg* No 10/1855), No. 51 on list of ships built on Manning River 1834-1934 - published in Manning Newspaper, Report in *Bedside Book of Colonial Doings* shows: *Alma* wrecked on King=s Island, Bass Strait, no lives lost, 1873.

ALMA DOEPEL 1903 still afloat 1999.

This wood three mast schooner (barquentine) rigged vessel was designed, built and launched in 1903 at Bellinger River by owner Frederick Doepel and Gabriel Peterson who also became her Master. It had a handsome figurehead of a beautifully carved head of a woman.

The builder, Carl Frederick Doepel, came from Finland, having originally jumped ship on arrival in Sydney about 1872, he worked for a time in the Liverpool area, timber cutting, finally arriving on the North Coast about 1878. He settled in Bellinger, where he started his ship building career. His designed ships displayed his unique Doepel look and rig.

ABig@ Mick Leconen was given the task of hewing the keel of the *Alma Doepel* out of a single length of grey gum 100 foot long, six inches thick and fourteen inches wide.

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It was hauled, ready squared, out of the forest near Archville on a timber jinker by Ted Archer=s team of bullocks.

The skilled members of Frederik=s shipbuilding team, W Atherton, ABoss@ Perrington and his son, Reg commenced the setting out of the vessel. First came the fitting of the stem and stern posts to the 100 foot keel. This included in part the frame made up of the curved Afuttocks@ (pieces of timber) of iron bark and tallowwood which formed a single frame. These frames were pinned through the keel by means of large iron pins without pointed ends, driven into hole bored horizontally into their sides and then peened over into roughly rivetted heads. Two halves of the grey gum keelson (an internal keel, laid upon the middle of the floor timbers, immediately over the keel and serving to bind all together) each measuring some 14in. x 14in. were securely tied together.

Frederik obtained American Oregon timber for the masts, beech for the deck planking, blue gum and boxwood planking on the hull, with flooded gum below the waterline. He used some cedar in fitting out the cabin aft.

The *Northern Courier* issue of October 10, 1903 reported: *>Over 300 people assembled at Cahill=s Wharf on Saturday last to witness the successful launch of Mr Fred Doepel=s new three masted schooner Alma Doepel, which makes the fourth vessel launched by that enterprising gentleman. The launching was fixed to take place at 1 pm (flood tide) but Mr Doepel kept it back about 20 minutes so that all might see her. Bunting floated from stem to stern, then as she lay on the stocks the boat exhibited fine lines. Soon as the chocks were removed, the hull of the new steamer (sic) glided smoothly and gracefully on the ways to her natural element, some 50 persons being on board at the time. Mrs Doepel, the esteemed wife of the enterprising ship-builder, smashed the customary bottle of champagne over the new craft and pronounced the words >Alma Doepel= amidst vociferous cheering; the vessel if we mistake not being named after her youngest daughter. The new schooner is a larger boat than the Violet Doepel, her dimensions being: length of keel 100 feet, overall 115 feet, breadth 26 feet, depth of hold seven feet three inches. She has two hatches, and as she lay at the wharf just after being launched, without her masts and rigging, she was drawing 2 feet fore head (sic) and 3 feet aft. It is expected she will carry 80,000 ft of hardwood on a 7 ft. draught.=*

>The building of the hull was under the supervision of Mr Doepel himself, who did the modelling and drafting. She is built of local timber, with the exception of the masts and spars, which are of Oregon pine. The frame is of ironbark and tallow-wood. The lower planking is of box, while that above water is of blue gum. The deck is of beech and exhibits a beautiful sheen. She is fastened throughout with Muntz metal and galvanised iron=.

>Immediately after the launch Mr Doepel invited all those present to luncheon provided in a shed on the bank, and to drink to the success of the Alma Doepel. The whole of the good things were lavishly provided by the owner of the new vessel, and there were none among the many had not a good word for the successful shipowner, and were not pronounced in genuine wishes the >Alma= would prove a seagoing craft worthy of the name.=

>She is indeed a pretty boat, and will be ready for the sea in about a months time. The rigging is in the hands of Mr Flowerdew, one of the most capable ship-riggers in

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Sydney, while the sails will be made by that most popular sailmaker, Mr Northey, also of Sydney. Captain Peterson (sic) late of the Violet Doepel will command the Alma.=

The *Alma Doepel*'s sister ship, *Violet Doepel* on its many trips to Sydney picked up various items to outfit the new vessel from the ship chandleries in Sydney. These included iron for the blacksmith, bottle screws, chains, wires and rope, shackles, thimbles and twine. Other items were canvas, compass, charts, cooking utensils, the galley stove, windlass, anchors and anchors.

The *Northern Courier* on January 6, 1904 reported, *>We are pleased to report that on her maiden trip to Sydney, the three masted schooner Alma Doepel made an exceptionally fast trip, although at times encountering a head wind. Mr Doepel who was on board, informs us that his new boat has surpassed his best expectations. She is a dry sea boat and will show her best qualities in gale winds. Due to impropitious weather loggers are having difficulty in getting supplies and the Alma will be taking a load of timber from Port Macquarie to New Zealand.=*

Her crew on the first voyage consisted of Captain S. Symons, a New Zealander, The bosun and part-owner Gabriel (George) Pettersen, originally from Norway, a Finnish cook, A Tang, AB's E Rasmussen and Joseph Lindberg, both of whom were born in Sweden. Ordinary Seaman E. Archer came from New South Wales, and the mate, James G New from Liverpool.

The *Sydney Telegraph* reported, *>. . . and the **Alma Doepel** sailed for New Zealand last week out of Port Stephens, and with subsequent commitments on this same run, brought back 105,000 feet [of] pine and loaded at Camden Haven.=*

Another report on March 11, 1904 stated; *>Mr F. Doepel of Bellinggen may well feel proud of his latest work in shape of his schooner **Alma Doepel**. This vessel left Sydney eight weeks ago for Port Macquarie where she loaded hardwood for Wanganui, New Zealand. After discharging that cargo the little clipper proceeded to Kaipara in New Zealand and loaded kauri pine and arrived in Sydney again on Sunday night last.= (i.e. 6th) >having made the run from Kaipara in the remarkably good time of eight days.=* This was the vessel's first round voyage. In April it returned to Dunedin with another cargo of hardwood. The schooner's third voyage to New Zealand took place in June when it sailed again for Kaipara. The *Raleigh Sun* newspaper reported in September, 1904, *>The schooner **Alma Doepel** arrived at Sydney last Saturday (24th) from Greymouth, New Zealand with 150,000 feet of timber.=*

The *Alma Doepel* spent the next two months in coastal trade under command of the original master, Captain George Pettersen. On November 22, he handed over command to a Scot, Captain Peter Cunningham, who sailed the vessel once again to Wanganui, New Zealand in December. On return to Australia in January 1905 Cunningham handed back command of the vessel to the part-owner, George Pettersen on 26th. From this time on until 1915 it remained exclusively on the coastal trade.

On Monday, January 21, 1907 the *Alma Doepel* ran in to trouble while being towed into Bellinger Heads, when a strong northeaster forced it broadside on to the training wall where several holes were knocked in the side. The local press reported, *>. . . She was ultimately floated off again but it was then found the pumps could not make headway against the inrush of water, and she was at once towed up near the punt on the South Arm and beached. Here repairs are being affected (sic) as speedily as possible. The tug was also considerably damaged during the struggle to save the vessel*

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and her bulwarks stove in at several points. Great sympathy is felt for the owner of the Alma Doepel, but sympathy is tempered with the knowledge that the results of the accident might have been very much worse.=

On Wednesday, April 17, the *Alma Doepel* managed to sail inside the Bellinger Heads and then found that the bar had built up so much that there was only 32 feet of water left. The schooner remained there for the three weeks of June before it could get out. Two other vessels *Euroke* and *Myee* tried to enter but had to sail back to Trial Bay.

The *Raleigh Sun* reported that on February 28, 1908, *>Quite a surprise, and a pretty sight at the same time, was caused on Friday evening last, when five sailing vessels, Alma Doepel, Premier, Harold, Alpha and Rozelle sailed over the bar against the black ball signal. The sea was quite smooth, but it was considered there was not sufficient water for the tug and no effort was made to find out on the day mentioned. The captain of the Alma Doepel certainly shouldered a big risk for he was the first to assay the bar. The wind was favourable and the man at the helm (Capt. Petersen (sic)) rather than tack about all night decided to take the risk, and all the others followed in his wake.=* Captain Pettersen had built up quite a reputation and lived up to it when he read the conditions right and crossed the bar and his reputation soared after this audacious attempt proved successful.

The *Alma Doepel* returned again in mid-April, but this time the trip was rather uneventful. It was a little different when the schooner returned in May, for it was a busy time on the port on the Bellinger. The first was the schooner *Alpha* which arrived on 9th, then on Sunday 10th, the ketch *Harold* arrived, followed on 17th by the *Zelma*. Seven days later, on the 24th, the *Alma Doepel* arrived along with the schooner *Australia*. This same day four bar-bound steamers, *Rosedale*, *Myee*, *Our Jack* and *Ellerslie* were able to sail from the river without any problems.

The *Raleigh Sun* made comment in its issue of June 12., *>The ketch Harold had a bad time on the bar last Tuesday week (2nd) but she was successfully floated off the same night. She has been barbound ever since, so have the Alma Doepel and Premier. There has been a stiff sea running for some time and where there is a tugboat stationed for towing of such large vessels, which cannot hardly tow her own shadow, something must go wrong . . . The dredge Rho is busy removing the sand bank near the public wharf.=*

On May 17, 1909 the *Alma Doepel* had to lay off the Bellinger heads because there was not enough water on the bar to enable the ship to cross. Finally Captain Pettersen seized the opportunity to cross at the right moment when his experience indicated there was sufficient depth of water available but the bar immediately closed up again after the *Alma Doepel* was safely inside. A week, later it was still barbound inside while outside stood *Premier*, *Rozelle*, *Landsdowne* and *Rosedale*.

In the last four months of 1909, the *Alma Doepel* was a regular visitor to the Bellinger River, and in November it was there on 1st and 22nd. It also managed to arrive on December 31 just a few hours before midnight and managed to see the New Year in the river of its birth.

In June, 1910 the *Alma Doepel* had unloaded it=s cargo onto Doepel=s drogher *Our Harry* which carried the cargo up to the Bellinghen wharf arriving there at 8 pm. At about 4 o=clock in the morning a fire started in the cargo on the drogher with most of

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the cargo being destroyed. It was thought that the cause of the fire could have been the result of spontaneous combustion in bags of lime that may have got wet.

The *Alma Doepel* visited the river every month of that year, and in fact managed two visits in April, July and November. In 1911, the first visit by *Alma Doepel* on March 21 and a month later on April 21 did not appear to be much trouble to the schooner. It had some difficulty with the Bellinger River bar at Uranga on its next visit on May 14 and had to sit off the entrance until the 19th through lack of water on the bar. The schooner's next visit on June 11 was a repeat for it sat there until June 17, again waiting for sufficient water on the bar to allow it to enter the river. When the vessel was ready to sail, it remained barbound for another two days before departing.

The topsail schooner returned in January 6, 1913 from Sydney, together with the ketch *Alpha* and ss *Tambar* all of whom were shortly joined by *Myall*, *Our Jack* and *Zingara*. Within a week other vessels that arrived in the Bellinger River were *Our Elsie*, *Gunbar*, *Ellerslie*, *Tramp*, *Jap*, *Curlew* and *Sarah Hunter*. The arrival of these vessels clearly indicated the importance of the Bellinger River traffic.

During April 1913, there was grave concern throughout the Bellinger Valley about the whereabouts of the *Alma* as it had been sighted off Solitary Island yet other reports stated it had been seen off Smoky Cape a week previously. This arose from the fact that the schooner was seen bearing north well out to sea as it met a gale when off Port Macquarie. On the Monday heavy seas broke over the vessel and carried away the rudder. These heavy seas continued and it was sometime before a jury rudder could be rigged. This consisted of a spar and a coal basket. During its run before the storm, the *Alma Doepel* came perilously close to the Clarence Heads. Faced with this potentially dangerous situation, where he had difficulty in steering the vessel without a proper rudder, Captain Petersen ran up something in the shape of a sail and was able to escape. As the gale blew itself out, he was able to effect temporary repairs by rigging up a jury rig and kept a northerly course well out to sea and ran to the Queensland coast off Stradbroke Island off Moreton Island before the winds abated. Captain Petersen was able to make for the Bellinger and made his entry without a pilot on Wednesday afternoon after 17 days at sea. During the bad weather, one of the crew, 28 year-old Dubois was almost washed overboard. As Dubois slipped over the side, fortunately Captain Petersen was close by and grabbed him by the hair and held on then managed to drag Dubois back on board.

During 1913, because of their dependence on the *Alma Doepel* for transport of their crops and timber, the Bellinger district celebrated with the ringing of church bells and general festivities. A fund was opened to enable a presentation to be made to Captain Pettersen as public recognition for his fine efforts. At a banquet, at which 200 people attended, the Shire President presented him with a gold watch, chain and pendant in recognition of his skilful navigation of the *Alma Doepel* during the gale, with the crew receiving two guineas (\$4.20) each. The watch was endorsed with the following inscription, *Presented to Captain Pettersen as a mark of appreciation of his skilful navigation of the Alma Doepel during the storm of April 1913.* The pendant was endorsed with the words, *Presented to Captain Pettersen by his friends as a mark of esteem.* At the presentation ten year-old Alma Doepel, after whom the vessel had been named, played a violin solo in entertaining the guests.

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A report in the *Camden Haven Courier* of July 3, 1959 states, >It seems a telegraph line stretched across the Camden Haven River from Co-op Hill to the Dunbogan side, and when ever the **Alma Doepel** came up the river, a man had to go up in the rigging and lift the line clear so that it would clear the masts and give the ship safe passage. This particular day there was a strong incoming tide, and the ship was making for an anchorage near the old mill wharf. A man was in the rigging and lifted the telephone line to clear the masts. He cleared them in fine fashion, but the fast tide carried the ship from under him and left him suspended many feet above the water, dangling from the single strand of wire. It looked a very grim and wet predicament for a while until the **Alma Doepel**, manoeuvred and floated back past and he grabbed on to the masts. Those tall masts were the best sight he had seen for many a long day.=

The new year of 1916 saw the last of the *Alma Doepel*=s trading to the Bellinger, as the schooner was sold to H. Jones & Co. of Hobart. Here it entered the Tasmanian trade transporting timber, wheat and limestone where it remained in the trade until World War II.

In 1917 the *Alma Doepel* was transferred to Rahra Co. who registered it in Hobart and also had an auxiliary motor of 40 hp fitted. The schooner was extensively refitted in March 1934 and made into a fore and aft rig schooner, and also had a new auxiliary engines fitted.

About 1942 the ship was purchased from owners Alma Doepel Pty. Ltd. by the Commonwealth Government and used by the Australian Army. It was returned to owners in 1947 and re-registered at Hobart by Alma Doepel Pty. Ltd. The engine was now 330 h.p. and dimensions 109.3 x 26.6 z 7.8 feet. In 1960 main and mizzen mast was removed and twin screw diesels fitted and it was made into a limestone carrier.

The interest in the future of the *Alma Doepel* by David Boykett, Michael Wood and the Alma Doepel Supporters Club and years of hard labour meant that this beautiful example of topsail schooners has been preserved for the future. It underwent an extensive refit in 1985. It became a sail training vessel and participated in the 1988 Bi-Centennial. The *Alma Doepel* is now based in Melbourne and used as a Sailing Training Vessel for Australian Youth in Port Phillip Bay. Today, 114 years later in 1999, it is rather unique that this vessel, the *Alma Doepel* is still afloat and working.

The *Alma Doepel* arrived at Port Adelaide for refit by R H Marine.

There is no doubt this is due to the design and craftsmanship of Carl Frederick Doepel, an illegal immigrant from Kristinestead, Finland, who chose to make Australia home.

Technical details: with a displacement of 131 t. gr. it had dimensions of 105 x 26.6 x 7.6 feet and was rigged as a topsail schooner and was registered in Sydney with ON117690 allocated. In 1917 it was fitted with an auxiliary motor of 40hp. The topsail schooner was extensively refitted in March 1934 being made a fore and aft rig schooner and had new auxiliary engines fitted. On its return from active service the engine was increased to 330bhp. The main and mizzen mast was removed in 1960 and it was fitted with twin screw diesels and was made into a limestone carrier.

SOURCE: p. *Frederick Doepel of the >Bellinger= and his Sails of the Century 1884-1988* c Norman Braithwaite for the Bellinger Historical Society, p. 45, 47, 60, 62, 63, 72, 74-76, 82-83, 85-86, 90 *Alma Doepel, The History of An Australian Schooner* c Capt. Ralph McDonell, p. 72 *Australian Shipowners and Their Fleets V.1* c Ronald Parsons, Ray Cooper, Gary Kerr, *Sydney Morning Herald* 1986, p.68 *The Log*, May 1987.

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ALTO 1883 1919 36 yrs.

Built in 1883 at Port Macquarie by Edward Davies, this vessel was a wood schooner rigged vessel, built for John Hibbard and registered in Sydney in April 1887. Sold to Port Ellerton Shipping Co. Ltd and registered in Adelaide c. 1891 owned by Anton Schlinck; June 1900 sold to H Biddles, and registered in Fremantle; c. 1903 N Goldstein shown as the owner; c. 1912 W H Lane; by 1919 Magnus Melsom. Reported missing after leaving Hong Kong in February 1919.

Technical details: with a displacement of 91 t. gr. it had dimensions of 80.5 x 22 x 8.3 feet and was given ON83796 when registered.

SOURCE: P.115 *Australian Shipowners and Their Fleets V.2* C Ronald Parsons, *Port Macquarie News* December 21, 1901.

AMELIA WHITE 1897 1898 1 yr.

This wood schooner rigged vessel was built in 1897 by George Frost.

M.R.T. and Telegraph, reported under Camden Haven: Wed. October 12 th, 1898:

>Ashore at Camden Haven. **Unique & Amelia White**. While the tug **Unique** was attempting to tow the schooner **Amelia White** out today, an incident happened which will, perhaps result in the total wreck of the latter.=

>The bar was navigated in safety, but just after passing it, the tug took up the tow line with her propeller, and was rendered helpless. The tug then drifted ashore on to a sandy part of the South Beach in a good position. within 100 yards of the Pilot house.=

>The schooner=s anchors were immediately dropped, but owing to the chain parting, she was also drifting on to the South beach, but being in a less fortunate position than the tug-boat was carried on to the rocks. She was timber laden, and was only partially insured. (Later report) The schooner **Amelia White** is water-logged and is likely to become a total wreck. Thursday 3.00 p.m.; the ss **Unique** floated off at 10.30 a.m. this morning and the damage done [to the tug] is slight.=

Technical details: with a displacement of 94 t. gr. it had dimensions of 93.6 x 23.6 x 7.5 feet.

SOURCE: p. 268 *Australian Shipwrecks V.3* C Jack Loney, p. 37 *Port Macquarie The Port That Was* C Ian Finkle, *Brisbane Water Boats & Ships* C ?.

AMITY 1816 1845 29 yrs.

HM Col. Brig. *Amity*, a flush decked vessel, with a square stern, was built in St Johns, New Brunswick, Canada in 1816, of black birch, hackmatac and larch.

Amity=s working career commenced after the Napoleonic Wars and the war of 1812 with America. In the days of peace it traded profitably across the Atlantic carrying timbers from the New World to Clydesdale shipyards, and returning with Britain=s industrial goods.

A change of ownership in 1822 resulted in a new port of registry, Greenock, in Scotland, where after some time trading to Ireland and along the coast, it changed owners again.

This time the *Amity* went to a Scottish farming family, the Ralston=s, who bought it for a passenger ship for migrants to New Holland and New South Wales. The *Amity* set sail in 1822, taking the now established route to South America for fresh water and supplies, then heading south to the >roaring forties=.

The brig reached Hobart on 16 April, 1823 after a six-month voyage with

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passengers and cargo. It was next reported in the *Sydney Gazette* as *>Landed 2 bulls and 4 cows from Scotland.=* Many of Australia=s great cattle herds grew from farmer and shipowner Ralston=s first shipment.

Amity traded along the coast for a time and then was sold to Governor Brisbane in Sydney in 1824. On September 10, 1824 His Majesty=s Colonial Brig *Amity* under Lieut. Miller arrived off Redcliff, at Moreton Bay, with John Oxley, Commanding Officer and Chief of the Expedition, a small detachment of soldiers, and >a working party of convicts.= The Governor, Thomas Brisbane, on 30th August, 1824 penned an authorisation to Surveyor-General John Oxley;

Sir,

Being desirous of gaining a further knowledge of Moreton Bay, the River Brisbane, and the country adjacent, and having at length succeeded in getting a vessel adapted to the purpose, I request you will hold yourself in readiness to proceed by her [Amity], on an early day. I have directed that the vessel be well found, in every necessary, and on your embarkation, she will be placed under your orders.

1st. On your arrival at Moreton Bay, examining the coast as you pass along, wind and weather permitting, I have to request that you do make a very particular survey of it, and a strict examination of the island therein, and their conveniences, in case it may be considered necessary to form a penal settlement on any of them.

2ndly. To ascertain the securest place for vessels to anchor within the islands, and in the bay.

3rdly. To survey the river running into the bay, stating the depth of water in mid-channel, when it empties itself.

4thly. To proceed up the river in the ship, as far as you can with safety C afterwards, in boats; taking care to observe the rise and fall of the tide, and tracing it on its banks, as far as you conveniently can C remarking the direction from whence it comes.

5thly. To make a minute examination of the features of the country about C making little excursions from the extreme of your journey up, to enable you to ascertain the same.

6thly. On returning down the river, every pains to be taken to ascertain the character of the country around C the nature and quality of the soil on its banks, and the properties of the timer thereon.

7thly. To be careful to observe where it would be most desirable to establish a settlement on the river, in case such be considered necessary, and the best position for fort or forts, for the defence of same.

8thly. In case of falling in with the natives o the country, to use every means of conciliating their goodwill towards you C for this purpose several articles, such as have been generally considered by them, as of most value; with some clothing, will be put on board the vessel, for your disposal.

In asking your attention to the forgoing instructions, I request you will not confine yourself to them, but exercise your own judgement and experience, which on former occasions, have been productive of much benefit to the Colony.

I have, etc.,

Thos. Brisbane.

Included in the soldiers carried in the *Amity* was Lieutenant Miller, who had been

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appointed Commandant of the Moreton Bay Settlement. Two other passengers were Assistant Surveyor Robert Huddle and botanist and explorer Allan Cunningham. A small schooner rigged decked boat had sailed with the *Amity* from Sydney, and this vessel was to be left at Moreton Bay for the use of those remaining at the settlement.

Oxley first chose Red Cliff Point, a natural jetty of rocks, where a couple of planks could be lowered from the *Amity* and used as a gangway. It was soon discovered that Red Cliff Point was not an ideal site, it was found that the rocky points were awash at high tide, the tide ran fairly fast and the mooring area was very exposed to south-easterly to north-easterly winds. This was reinforced when on September 26, the *Amity* nearly went ashore in a squall, with the swell breaking over the brig's forecastle. On the 26th the site of the present city of Brisbane was chosen. In the words of Oxley, >. . . *not an ineligible site for a settlement.*= The *Amity* returned to Sydney via the >South Entrance=, the passage between Moreton and Stradbroke Islands, and found it, >. . . *in every respect, superior to the original northern one.*=

Under Captain Penson, *Amity* arrived in Port Macquarie October 18, 1824 with stores and convicts. After returning to Sydney, the brig again sailed from Sydney for Port Macquarie with a detachment of 3rd Buffs. It returned to Sydney and then sailed to Moreton Bay with Governor Brisbane on board in November 1824.

On February 13, 1825 the *Amity* sailed again to Port Macquarie with forty-two convicts, and a very important passenger, Rev T Hassall who was returning to the settlement plus two other free passengers, namely Catherine Daffy and Jane Davies. On February 18, the brig returned from Port Macquarie, and again on February 21, sailed from Sydney for Port Macquarie with more stores and 39 convicts. Late that month, John Gray, a Pilot at Port Jackson, was ordered to proceed to Moreton Bay to survey and buoy the Outer Bar and Inner Channel and other duties.

HM *Amity* sailed again on August 25, 1825 for Port Macquarie then returned to Sydney. The busy little brig sailed again for Port Macquarie on February 8, 1826. It conveyed two official letters from the Colonial Secretary's Office, the first was addressed to W S Parker, Superintendent of Agriculture and the other to the Commandant, Captain Gillman. The first to Parker indicated that the Deputy Commissary-General had been asked to assess the corn after an attack by weevils. The second letter to Captain Gillman advised: >*I have the honour to advise you that His Majesty's Colonial Brig **Amity**, is departing to Port Macquarie with 40 prisoners. By the present conveyance of the **Amity** you will receive a supply of 30 sheep to be disposed off as heretofore. Martha, wife of Thomas Carpenter, a prisoner, to return by this opportunity.*

I have the honour to be, etc. etc. . . .=

Apparently as an afterthought: >*P.S. In addition to the sheep you will receive 20 Bullocks and 38 pigs, the latter are to be sent to the Agricultural Establishment (at Port Macquarie) for the purpose of devouring the damaged corn.*=

On another voyage the vessel arrived on Friday, March 17, 1826 at the mouth of the Brisbane River with Captain Logan ordered to take charge of the 40th Regiment at Moreton Bay from Captain Peter Bishop.

Logan soon became concerned at the location of the settlement and requested it be relocated, citing the difficulties he was experiencing in unloading men and supplies

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outside the bar. It took as more time to unload these items by boat as it did for the *Amity* to sail to and from Sydney. The settlement was then relocated to Brisbane Town. (The transportation of convicts from New South Wales to Moreton Bay ceased in May 1839.)

On April 25, 1826 the *Amity* travelled again to Port Macquarie with prisoners and stores.

In Mid July, John Gray had completed the tasks assigned to him at Brisbane Town and the *Amity* arrived to pick him up. The brig was still in port, when on July 13, a longboat from the *Royal Charlotte* arrived at the Brisbane River mouth with the alarming news that the ship had been wrecked on a reef between 300 and 400 miles north of Moreton Bay. It was decided to allow the *Amity* to return to Sydney while another vessel attended went to pick up the survivors.

Then on November 9th, 1826 the *Amity* sailed from Port Jackson under the command of Major Lockyer, with two officers, eighteen soldiers, and twenty-three convicts bound for King George Sound, to establish a settlement where Albany, Western Australia now stands. On November 20th, the *Amity* reached Port Dalrymple, where the land lubbers on board were glad to rest, as the *Amity* had been very lively through being driven into a strong south-east gale. Leaving Port Dalrymple on November 23rd on its return journey, the vessel reached Hobart on December 1st. The *Amity* only remained here for a few day and left on December 6th to sail to King George Sound where it dropped anchor on Christmas Day 1826. Two days later natives made a determined attack on the exploring party.

A letter from the Colonial Secretary, Alexander McLeay, written on April 23, 1827 and carried on the *Amity*, informed the Commandant, that it was His Excellency's pleasure that he should return to Sydney by the same vessel. The letter also said that he was to transfer control of the settlement to Lieutenant Owen after swearing him in as a magistrate of the Colony in Tasmania. On April 23, 1827 this same person, who was to play a significant role in the future of Port Macquarie embarked on the *Amity* from Hobart bound for Sydney. He was Major Innes who had completed his official duties and had been transferred back to Sydney.

Still maintaining its busy schedule, on June 30, 1827 the *Amity* conveyed soldiers and convicts to establish a settlement on Melville Island.

Over the years the *Amity* continued to call into Port Macquarie with stores, and then continued on to the convict settlement at St Helena island in Moreton Bay. During one visit by the *Amity* to Port Macquarie in February 1826, Benjamin Little, a prisoner came under official notice for negligence when four sheep were trampled underfoot by pigs and suffocated in his boat while he was returning to shore.

On another voyage to Van Diemen's Land on official business to the convict settlement at Hobart Town the brig carried a cargo that included leg irons, handcuffs and convict clothing. It continued making many trips to Hobart Town across Bass Strait.

With reports that the French Government were using their ship the *Astrolabe* to establish a presence in the Pacific, and some claims of French settlement at Geographe Bay on the northern portion of the continent, Governor Darling ordered HMS *Success*, brigs *Elizabeth* and *Amity*, and the ship *Maquis of Lansdowne*, together with a captain, surgeon, 30 soldiers and 20 convicts to sail on May 19th, 1828 from

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Port Jackson. The expedition was bound for Croker Island, on which it was proposed to establish an outpost that would take the place of the languishing settlement on Melville Island. The *Maquis of Lansdowne* anchored in Hervey Bay on May 29, remaining there until the 31st when the *Amity*, and *Success* appeared, and the three ships sailed north together. Concern had been felt that the *Mary Elizabeth* had not been seen since the day after leaving Sydney but it was found that there was nothing wrong with the vessel. All went well until June 8, when the *Maquis of Lansdowne* struck a shoal near Cape Direction, but was got off with little damage. On arrival, exploring parties reported that Croker Bay had great difficulties and Stirling decided to shift the expedition to Raffles Bay. The *Amity* left on June 21 for Melville Island.

On August 29, 1829 all settlement in North Australia ceased for some time. When the last of the stores and equipment at Raffles Bay were loaded on the brig *Governor Phillip*, she sailed for the Swan River in Western Australia. The brigs *Amity* and *Thompson* having sailed on 22nd.

Early in 1831, Governor Darling informed London that the brig *Amity*, schooner *Alligator* and cutter *Dart* had been sold out of government service. The *Amity* had many pioneering works to its credit, and saw the birth on many Australian outposts. It would appear that at one period, the owner was a man named Brown.

On June 18, 1845 under master William Marr, the *Amity* was bound from Hobart to Port Albert and while labouring in heavy winds, struck a spit of sand about twelve miles from Flinders Island in Bass Strait. The strong winds and heavy sea drove the brig further ashore, where it was wrecked. The owner, Napoleon Gilbert, a Hobart butcher, Captain Marr, mate and crew of eight men all got ashore.

Craftsmen at Albany WA, in 1975 built a replica of the *Amity* using timber from the surrounding hardwood forests. Visitors can now board the replica and experience the conditions of yesteryear for themselves.

Technical details: with a displacement of 149 t. gr. It had dimensions of 75.6 x 22.5 x 11.5 in. (23 x 6.5 x 3.5 m). The brig was carvel built, (planks laid edge on edge). The main mast would have reached 85 ft above the deck. The brig rig - two masts, square rigged - was the most utilitarian of the day. This design was economical to build and required a smaller crew to operate it.

SOURCE: p. 217, 228, 229, 230, 235, 236, 243, 251 *Pageant of the Pacific* © Capt. R. F. Rhodes. p. 9 *Port Macquarie, The Port That Was* © Ian Finkle and Lynda Turner, p. 35 - 37 *Ships That Shaped Australia*, p. 185 *Australian Shipwrecks V. 1* © Charles Bateson, p.6 *Brisbane Town in Convict Day 1824-1842* © J. G. Steele, p. 9, 10, 11, 17 *Harbours & Marine 1824-1985* © Dept. of Harbours & Marine Qld., p. 60, 62, 152, 153 *Port Macquarie, A History to 1850* © Frank Rogers, p. *Sydney Arrivals & Departures* © , Index of *Sydney Gazette 1803-1826 Vol. 14 (PHA-RID)* File 788.

AMITY (2) 1840 1870 30 yrs.

This ketch rigged vessel was built on the Hawkesbury River in 1840 for owner, C Steele of Port Macquarie. Five lives were lost when it foundered off the Manning River on May 6, 1870 while on a voyage from Port Stephens to the Manning.

Technical details: with a displacement of 67 t. gr. It had dimensions of 49.5 x 15.5 x 6 feet. SOURCE: p. 222 *Australian Shipwrecks V.2* © Jack Loney, p. 46 *Wrecks of the NSW North Coast* © Jack Loney (who claims vessel as 28 t. gr.), *Australian Dictionary of Dates* © per Ian Finkel and Lynda Turner.

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AMPHITRITE 1867 1891 24 yrs.

This schooner/barque rigged vessel was built at Jervis Bay in 1867 for owners Capt. Rice and W Heylett.

On August 5, 1869, the schooner *Amphitrite*, loaded with a cargo of maize was bound from Kempsey to Sydney, when during a calm it lost way and went ashore on the Macleay bar. The barque filled almost immediately, but most of the gear was saved. The vessel was insured for , 2000 (\$4000).

It was later raised and rebuilt in 1870 to a three masted barque. Owners c. 1870 W Pratt and William Tudor Yeager; registered Sydney 1881 by W T Yeager. There are some records that indicate that Yeager obtained an interest in this vessel in 1873. It is possible this date may have been shown as the date he commenced using it, for as indicated, it appears that he had an interest in the schooner from an earlier date.

In 1891 the *Amphitrite* strained badly in a gale while sailing from the Richmond River to Sydney and leaking freely, becoming waterlogged. On March 2, the captain, master A Hogg decided to seek shelter in Port Stephens. As it entered a huge wave washed the mate away from the wheel, the barque drifted on to rocks and broke up. *Technical details:* Originally with displacement of 93 t. gr. with dimensions of 87.3 x 21.2 x 7.9 ft., it was rebuilt after sinking and now was of 129 t. gr. and had dimensions of 116 x 22 x 7.7 ft.

SOURCE: p. 214 *Australian Shipwrecks V.2* © Jack Loney, p. 210 *Australian Shipwrecks V.2* © Jack Loney, p.78 *Wrecks on the NSW North Coast* © Jack Loney, p. 30 *Port Of Richmond River, Ballina 1840s to 1980s, Appendix A List of Wrecks on Ballina Bar and Vicinity* © Glen Hall, *Men and A River* © Louise Tiffany Daley, p. 163 *Australian Shipowners and Their Fleets V.2* © Ronald Parsons.

AMY 1877 1879 2 yrs.

Jas. Childers of Stockton built this wood 2 mast ketch rigged vessel in 1877, the owners being Hans Anderson, an oyster merchant, and Harry Thompson, a sailmaker. It was registered at Newcastle. Later the ownership went to Robert Cox of Lisarow. Jack Loney claims on September 21, 1879, it capsized while crossing the Manning River bar, while Ron Parsons claims that it happened on October 13. No lives were lost in the accident.

Technical details: with a displacement of 26 t. gr. with dimensions of 56.3 x 13.6 x 5.2 ft.

SOURCE: p. 62 *Wrecks on the NSW North Coast* © Jack Loney, p. *Australian Shipowners and Their Fleets V.3* © Ronald Parsons, *Brisbane Water Boats & Ships* © .

AMY MOIR

This vessel is reported as sheltering in Port Macquarie arriving on June 1, 1899 shown as >wind-bound=.

Technical details:

SOURCE: *Port Macquarie News*, Saturday, June 3, 1899.

ANDREW FENWICK 1875 1875 5 months.

A wood brigantine rigged sailing ship, the *Andrew Fenwick* was built in 1875 on the Tweed River for ship owners J & Tom Fenwick of Ballina on the Richmond River. On its maiden voyage on November 6, 1875, the *Andrew Fenwick* was lost without trace.

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No survivors were ever found.

Technical details: with a displacement of 79 t. gr. it had dimensions of 78 x 20.8 x 7 feet., and was given ON71834 when registered in Sydney.

SOURCE: p. 76 *Australian Shipowners and Their Fleets* V.1 © Ronald Parsons, p. 53 *Australian Shipwrecks* V. 3 © Jack Loney, p. 20, 29 *Port Of Richmond River, Ballina 1840s to 1980s*, Appendix A *List of Wrecks on Ballina Bar and Vicinity* © Greg Hall, *Men and a River* © Louise Tiffany Daley.

ANN (1) 1823 1839 16 yrs.

This schooner is shown working to Port Macquarie in 1823, and in May 1827, at King George Sound.

It was said that the last recorded group of convicts, a group of eleven male prisoners were transferred from the hulk *Phoenix* in Sydney Harbour to Port Macquarie in December, 1834 on the *Ann*, yet in February, 1835, this schooner brought nine more prisoners to Port Macquarie. There was an undated wreck in 1839 in the Macleay, and it is believed the schooner was this vessel which had been lost on the bar.

Technical details: with displacement of 24 t. gr.

SOURCE: p. 230, 306 *Pageant of the Pacific* © Captain R F Rhodes, p. 153 *Port Macquarie, A History to 1850* © Frank Rogers, p. 39 *Wrecks on the NSW North Coast* © Jack Loney, H D Maclaren.

ANN (2) 1832 1849 17 yrs.

This schooner was built in 1832 by Cunningham of the Illawarra for owners John Kellick, Jonathon Williams, George Todd, etc. etc. Other owners appear to be J Peacock and Dalton. The schooner was reported at Port Macquarie April 4, 1835 and went ashore on the Macleay River bar later in the same year but was salvaged. The *Ann* was sold to Tahiti c. 1849.

Technical details: with displacement of 62 t. gr. it had dimensions of 54 x 16 x 7 feet.

SOURCE: p. 149 *Gazetteer*, p. *Australian Shipowners and Their Fleets* V. © Ronald Parsons.

ANNANDALE 1899 1907 8 yrs.

A wooden auxiliary motor vessel built in 1899 by J Sullivan at Tomakin for Allen Taylor & Co Ltd. it was rigged as a 2 mast ketch. The *Annandale* was the first of this type of Motor Vessel built in the Colony of NSW. It has been suggested that the engine was not a true diesel, but rather a hot bulb type as it was equipped with a 50 hp oil engine supplied by Union Gas Engine Company of America, San Francisco. The vessel was also equipped with a centreboard and did the measured mile at the rate of 6 knots.

Part of the reason for equipping this vessel with the oil engine was for use against adverse winds, and for making port. For the next seven years it was mainly engaged in the owner=s trade hauling timber mainly between Sydney and the Macleay River.

The *Annandale* was placed in dry dock in the first week in March 1907, after it lost the centreboard, while on a voyage from the Macleay River and repaired. While the vessel was on the slip at Woolwich, the opportunity was taken to give the vessel an examination. This revealed that it was in splendid condition and appeared to have many years of service still in her.

Loaded with 50 tons of coal, on a voyage from Sydney to the Bellinger, the

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Annandale was fifteen miles off Smoky Cape on March 12, 1907 with Captain Martin Field in charge when it started to sink. The crew abandoned ship and had to row for several hours before they arrived safely in Trial Bay. Even though valued at , 2,000 (\$4000), the ship was only insured for , 1,400 (\$2,800) with the National Insurance Company. (Some records show date of sinking as July 12, 1907). The coal was intended for Allen Taylor=s vessels when they called at that port.

Technical details: with displacement of 108 t. gr. it had dimensions of 96.4 x 24 x 6.7 feet with diesel engine rated as 50 h.p. Given ON 106220 when registered in Sydney.

SOURCE: p. 157 *North Coast Run* © Mike Richards, p. *Australian Shipowners and Their Fleets* V. © Ronald Parsons, p. 37 *Port Macquarie, The Port That Was* © Ian Finkle and Lynda Turner, p.74 *Alma Doepel, The History of An Australian Schooner* © Capt. Ralph McDonell, p. 154 *Workhorses in Australian Waters* © Mike Richards, p. 96 *Wrecks on the NSW North Coast* © Jack Loney, *Port Macquarie News*, May 27, 1899, Mid-North Coast Maritime Museum Newsletter, March, 1995 © Editor Col Ellwood.

ANNA MARIA 1848 1851 3 yrs.

This schooner rigged vessel was built in 1848 at Port Stephens by Robert Kyle for Richard Dawson, William Thomas Boyce and Charles Throsby of Sydney. The *Anna Maria* was known as a coastal trader and was lost in the Newcastle Bight on August 23, 1851.

Technical details: with a displacement of 49 t. gr. and dimensions of 53.8 x 13.7 x 8.4 feet.

SOURCE: p. 14 *Australian Shipwrecks* V.2 © Jack Loney, p. 28, 32 *Wrecks on the NSW North Coast* © Jack Loney.

ANNE POWELL

Little known of this vessel.

Technical details:

SOURCE: p. 54/1, *Wallis Lake, Its River & Villages* © Dawn McMaster

ANNIE P.W.Punt

The *Annie* was a paddle wheel steam log punt owned by Breckenridge=s and operated on the Camden Haven River for a time. It was built by Hugh Leslie and a German immigrant, Leonard Steinitz at the western side of Wallis Lake between 1875 and 1883.

SOURCE: p. 45/1 *Wallis Lake, Its Rivers and Villages* © Dawn McMaster, Oral history © A. E. Gibson (Pat Longworth).

ANNIE COCHRANE 1874 1891 17 yrs.

This schooner was built at Manning River and launched September 17, 1874 by Morgan Poole. The vessel went aground at Nambucca in 1881 but was able to be refloated.

The *Annie Cochrane* was wrecked on Middleton Reef while en route between Maryborough Qld. and Thursday Island on April 25, 1891. (Some records show date as March 25). The vessel floated free but being badly damaged it eventually sank in about 16 fathoms. The captain, Master J Penboss and his crew managed to land on Clermont Island. Later on they were taken to Cooktown, Qld. A Court of Inquiry exonerated the master and blamed the wreck on the absence of a beacon usually

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displayed on the reef.

Technical details: with a displacement of 50 t. gr. dimensions were 73.2 x 17.2 x 6.2 feet.

SOURCE: p. 211 *Australian Shipwrecks V.3* © Jack Loney, No. 76 List of ships built on the Manning River 1834-1934 - pub. Manning Newspaper. p. 64 *Wrecks on the NSW North Coast* © Jack Loney claims, >*Annie Cochrane* went ashore while entering the Nambucca River on June 12, 1881, and was lost.=

ANNIE D. 1868 1868 6 mths.

This schooner was built January 1868 on Manning River by David Drake and launched on January 9, 1868 along with *Alexander Drake*. David Drake built another vessel, the *Lansdowne* during the period he spent on the Manning from 1868 to 1879.

The *Annie D* cleared Sydney Heads on August 27, 1868 for the Richmond River and was never seen again with seven lives being lost.

Technical details: a wooden vessel with a displacement of 76 t. gr. and dimensions of 82 x 19.3 x 7.1 feet. it had a brig/schooner rig.

SOURCE: p. 15, 29 *Port Of Richmond River, Ballina 1840s to 1980s, Appendix A List of Wrecks on Ballina Bar and vicinity* © Glen Hall, *Bedside Book of Colonial Doings*, p. 204 *Australian Shipwrecks V.2* © Jack Loney, p. *Bedside Book Of Colonial Doings*, p. 44 *Wrecks on the NSW North Coast* © Jack Loney, List of ships built on the Manning River 1834-1934 - published by Manning newspaper.

ANNIE OGLE 1800 ? 1875 ? 75 yrs.

This schooner was built and owned by Messrs Rount & Co. On February 23, 1875 the *Annie Ogle*, under command of Captain J McDonald with a crew of nine, left Sydney in ballast on its second voyage to Grafton. There the vessel was to load a cargo of timber for Lyttleton, New Zealand. After being sighted two days later off the Clarence River, the vessel disappeared. Nothing further was heard of the *Annie Ogle* until a report on March 8th stated that the remains of two of its boats and part of a cabin door were picked up at Smoky Cape. It is thought the vessel struck one of the Solitary Islands.

The *Annie Ogle* was insured for , 4500 (\$9000). There are some claims that the vessel was wrecked at Smoky Cape, possibly because of wreckage found there.

Technical details: with a displacement of 210 t. gr. and dimensions of 116.4 x 25.4 x 10.9 feet.

SOURCE: p. 46 *Australian Shipwrecks V.3* © Jack Loney, p. 37 *Port Macquarie, The Port That Was* © Ian Finkle and Lynda Turner, p. 53 *Wrecks on the NSW North Coast* © Jack Loney.

ANNIE THERESA

This vessel is shown as arriving in the Camden Haven on July 25, 1888.

Technical details:

SOURCE: *Port Macquarie News*, Saturday, July, 1888.

ANTELEON (1) 1898

This trailing suction dredge was built 1898 by William Simons & Co. of Renfrew for the New South Wales Government Public Works Department=s new Dredge Service and was intended for use on the coastal river bars.

The vessel steamed out from Skelmorlie after trials which were completed on August 3, 1898 bound for Sydney, where it arrived eighty days later. The dredge was put into service and finally arrived Camden Haven Sunday September 14, 1902. The

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Anteleon I is one of a number that operated in and around Port Macquarie over the years.

Technical details: It was the first vessel used in Australia to be fitted with the new Babcock & Wilcox boiler which became one of the best known of all watertube boiler types. It was first patented by Stephen Wilcox in 1856, but it was not until 1889 that this firm produced a marine watertube model, specifically intended for use at sea. It was this type of engine that went into the *Antelon*. The vessel was fitted with twin screw triple expansion machinery, each set having cylinders 10, 15 1/2 and 26 inches diameter stroke supplying approximately 700 horsepower at the rather high speed of 235 revolutions per minute. It had two watertube boilers which supplied steam to the main engines, pumping engines and auxiliary machinery. It is surprising to find that the total weight for the boilers and main engine was only 53 tons.

SOURCE: *Manning River Times*, p. 84 *Workhorses in Australian Waters* © Mike Richards, *Maritime Museum Newsletter*, Sept. 1994 © Colin Ellwood, George E >Josso= Dick oral history archives.

ANTLEON 2

This was another of the P.W.D. dredges that operated along the North Coast working on keeping the harbour bars clear. Other bucket and suction dredgers employed on this work were *Laytona*, *Tethys*, *Hermes*, *Jupiter*, *Cooks River*, *H E Street*, *Thetata*, *Neptune*, and additional to the list provided by >Josso= Dick=s list were *Achilles* and *Ulysses*.

SOURCE: *Maritime Museum Newsletter* © Colin Ellwood, George E >Josso= Dick oral history archives.

Technical details:

ARAB Ketch

The *Arab* was a ketch that traded to Port Macquarie for its owner, a Mr Crawley.

The Port Macquarie News in its issue of June 3, 1899, reported, >*The following sailing vessels, bound for Sydney, are detained in Port by adverse winds :- Arab, Premier, Eva, Oscar, Robinson, Empress of India, Candidate, Triumph and Premier.* She arrived back in Port from Sydney on July 24th together with *Oscar Robinson* and *Triumph*. Together with the *Oscar Robinson*, *Triumph*, *Empress of India*, *Sir George*, the *Arab* sailed from Port Macquarie to Sydney on 28th.

The vessel was back in Port on August 28 together with the sailing vessel *Jubilee*. Again on September 15, it was back again in Port in company with *Jubilee*, *Candidate*, *Triumph*, *Premier*, *S A Hayward* and *Eva*, all from Sydney. On September 19, the ketch *Arab* together with *S A Hayward* sailed for Sydney, while the *John Gollan* sailed for the Manning.

On October 1, seven sailing vessels arrived at the Port from Sydney, they were the *Arab*, *Eva*, *Premier*, *Candidate*, *S A Hayward* and *Empress of India*. The *Arab* remained in the harbour until it departed on October 5, together with the *Premier*.

This vessel was lost after departing from Port Macquarie with a cargo of timber c. 1899.

SOURCE: *Port Macquarie News*, June 3, July 29, September 23, 1899, Lynda Turner=s files.

ARAKOON (1) 1872 1896 24 yrs.

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Wooden paddle steamer built on the Nambucca River in 1872.

On April 17, 1896 the vessel left Johnstone River, Qld. with a cargo of bananas for Townsville under a strong south easterly that whipped up rough seas. That night it started to make water, filled and sank within half an hour. The crew clung to pieces of timber and floated to shore. The captain and two of the crew were drowned.

Technical details: with a displacement of 77 t. gr. it had dimensions of 120 x 14.8 x 6.3 feet.
SOURCE: p. 254 *Australian Shipwrecks* V.3 © Jack Loney, p. *Australian Shipowners and Their Fleets* V. © Ronald Parsons.

ARAKOON (2) 1926 1962 36 yrs.

Steel T.S.S. Built in 1926 by Lithgows Ltd. Port Glasgow for owner, N.C.S.Nav. Co. Ltd. Named for a village near Smoky Cape.

The *Arakoon* arrived at Kempsey on its maiden voyage on Thursday, January 13, 1927 where it berthed shortly before 1 p.m. Many of the residents of Kempsey waited at points of vantage on the traffic bridge and elsewhere to witness the arrival of the gaily be-flagged vessel as the ship approached the wharf. The North Coast Steam Navigation Company's district manager, Captain Ellery was also present to welcome it. Two VIP=s who also visited the vessel while the vessel was in Kempsey were Sir Allen Taylor, Chairman of the Board and Mr McElhone also of the Company. While he was at Kempsey, Sir Allen presented a cheque for , 100 (\$200) to the Macleay District Hospital.

This vessel was one of nine that were still sailing under the company flag in 1954, when on February 18, a general meeting of shareholders decided to place the company in the hands of receivers, Parsons, Anderson and Co. Tenders were called for all the vessels and these closed on May 15. The *Arakoon* was sold in 1955 to John Manners & Co. and was renamed *Glebe Breeze* by C Cambay Prince S.S. Co. of Hong Kong. Then in 1957 it was renamed again this time *San Ricardo*. Reported broken up Hong Kong during September 1962.

Technical details: with a displacement of 875 t. gr. 581 t. nt. it had dimensions of 190 x 34.2 x 9.9 ft. with Foc=sle' of 30', bridge 13', R.Q. Deck 92'. It also had a 86 h.p. triple expansion engines supplied by D Rowley & Co. Ltd. Glasgow with coal fired boilers which punched it along at 10.5 knots per hour. The vessel had two holds with 28,601 cubic feet in the forward hold and 16,753 cubic feet in the after-hold. When registered was given registration ON152036.

SOURCE: p. 157 *North Coast Run* © Mike Richards, p.9 *Australian Shipowners and Their Fleets* V. 1 © Ronald Parsons, p. 108 *Wrecks of the NSW North Coast* © Jack Loney, p. 3 *Mid North Coast Maritime Newsletter, July 1995* © Editor Colin Ellwood, p. 53 *Macleay Argus* Centenary issue Thursday, October 17, 1985.

ARCHITECT 1856 1859 3 yrs.

A two masted schooner built at Pittwater in 1856.

Early in December 1859, the *Architect* left Sydney for Newcastle but was not seen again. There were reports of some wreckage being picked up by the crew of *Harriet Hope* with more wreckage being found ashore south of Nobby=s.

Technical details: with a displacement of 67 t. gr. it had dimensions of 80.2 x 20.2 x 7.2 feet.
SOURCE: p. 109 *Australian Shipwrecks* V.2 © Jack Loney.

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ARIEL (1) 1840 1865 25 yrs.

A two masted cutter built 1840 on the Macleay River for owner Charles Steele of Port Macquarie.

The *Heroine* left Sydney on March 30, 1846 with supplies for Port Essington with the cutter *Ariel* in tow. The *Ariel* went ashore, and with assistance from the *Sapphire*, was refloated. Explorer Kennedy on his expedition in north Queensland was not supposed to have to rely upon the survey ships that were engaged in surveying the coast, as the schooner *Ariel* had been commissioned to reach Cape York about the end of October, 1848 at which time it was hoped Kennedy=s expedition would have reached there. The *Ariel* duly arrived on October 27, and took over responsibility from HMS *Rattlesnake* and *Bramble*. On December 23, 1848, the people on the *Ariel* - which still lay at Cape York - saw a native >*first standing, then walking very lame, then sitting down on a rock.*= He was at once taken on board, and proved to be Jacky Jacky, the only member of Explorer Kennedy=s expedition to reach Cape York.

On hearing his story, the *Ariel* made south for Weymouth Bay and was off Shadwell Peak, Newcastle Bay on Christmas Day when a canoe containing aborigines was overtaken by a landing party. All the occupants of the canoe jumped overboard with the exception of one, who speared one of the *Ariel*=s men. On December 29th, the *Ariel* anchored off the mouth of the Pascoe River, Weymouth Bay, and the next day received on board the haggard remnants of Kennedy=s expedition. Of the 12 men who started from Rockingham Bay, only three survived, Kennedy having died on December 1st.

The *Ariel* arrived in Port Jackson on March 5th, 1849 having on board the pathetic remnants of Kennedy=s expedition. An official investigation into the cause of the disaster was opened the following day. The fate of the expedition was announced in the *Government Gazette* of March 9, in terms which paid high tributes to one of the expedition, Carron and Kennedy himself. The report also expressed recognition of the work of Jacky Jacky. In the Sydney Customs Register, The *Ariel* is recorded as being lost at Cleveland Bay, Qld. on April 28, 1865.

Technical details: with a displacement of 86 t. gr. it had dimensions of 60.5 x 16.9 x 9 feet.

SOURCE: p. 347, 358, 359 and 363 *Pageant of the Pacific* c Capt. R F Rhodes, p. 162

Australian Shipwrecks V.2 c Jack Loney, p. 164 *Australian Shipwrecks* V.2 c Jack Loney, P. 213
The Missing Coast, Queensland Takes Shape c J C H Gill.

ARIEL (2) 1838 1857 19 yrs.

The ketch *Ariel* was built in 1838 at New Brunswick, Canada.

In company with the *Norma*, *Rapid* and *Harp* sailed from Sydney, bound for Newcastle late in July 1857, when they were hit by a heavy wind that sprang up from the east without warning. The four vessels were soon in trouble. The *Harp* went ashore near West Head, and soon after the crew of the *Rapid* abandoned ship as it was swept into breakers. Making for the *Ariel* they were taken on board. Soon after this the *Ariel* dragged its anchors and was swept into the breakers under Barrenjoey. The crew of the *Norma* also abandoned ship and drifted ashore nearby.

Technical details: with a displacement of 104 t. gr.

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SOURCE: p. 32 *Wrecks on the NSW North Coast* © Jack Loney, p. 86 *Australian Shipwrecks V.2* © Jack Loney.

ARTHUR 1879 1883 4 yrs.

This ketch was built on Manning River by G & W Fotheringham and launched on July 19, 1879.

With Master Hans Holsen in charge, the ketch was attempting to enter Wagonga Heads, on the South Coast on January 15, 1883 when it went ashore. The wind fell away without warning. The master was not held responsible for the accident.

Technical details: with a displacement of 31 t. gr. it had dimensions of 55.8 x 14.7 x 5.2 feet.

SOURCE: p. 137 *Australian Shipwrecks V.3* © Jack Loney, No. 92 on List of ships built on Manning River 1834-1934 - Published in *Manning River Times* newspaper.

ASTRAL

This ketch-rigged steamer was built by Henry Miles at Forster in 1908 for Thomas Miles who sold it in 1912. This steamer traded at times to the Failford wharf, near Nabiac.

When this vessel arrived at Port Macquarie on October 18, 1919 under Captain Black it was levied , 3 (\$6) for pilotage which was paid in cash. The *Astral* was lost when it foundered off Barrenjoey Heads in 1924.

Technical details: with a displacement of 159 t. gr.

SOURCE: p. 53 *The Good Old Days, Heritage Photographs of the Manning, Gloucester and Great Lakes* © Jim Revitt, M.S.B. Records held at Mid-North Coast Maritime Museum, compiled by Colin Ellwood.

ATLANTA (1) 1866 1882 16 yrs.

This schooner was built by D Sheehy of Woolloomooloo, Sydney in 1866. Its new owners in 1868 were William Fairfax and Francis Guy. In 1871 the schooner was sold to William Livingston; then in 1873 D McIntyre of the Richmond River became the owner.

On a voyage from Sydney, the *Atlanta* was wrecked on Manning Bar July 28, 1882 when the rudder board gave way.

Technical details: with a displacement of 56 t. gr. it had dimensions of 71 x 207 x 6.1 ft.

SOURCE: p. 65 *Wrecks on the NSW North Coast* © Jack Loney, p. *Australian Shipowners and Their Fleets V. 2* © Ronald Parsons, p. 132 *Australian Shipwrecks V.3* © Jack Loney.

ATLANTA (2) 1867 1878 11 yrs.

Built at Balmain, NSW in 1867, the *Atlanta* was a double ended wooden paddle steamer. Owned by W Small & E Creer of Clarence River, the vessel was destroyed by fire in mid April 1878, when off North Solitary Island. There was no loss of life in the incident.

Technical details: with a displacement of 21 t. gr. it had dimensions of 78.3 x 10.5 x 5.5 ft.

SOURCE: p. 88 *Australian Shipwrecks V.3* © Jack Loney.

ATLANTIC 1855 1878 23 yrs.

The schooner *Atlantic* (It was shown sometimes as a schooner, sometimes as a barque) left Richmond River on September 8, 1876 and was discovered capsized off

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Sydney Heads, with all hands lost. (Also said by Loney, >lost when wrecked off Trial Bay September 25, 1878'). The vessel was registered at the time under J & T Fenwick.

Technical details: with a displacement of 260 t. gr.

SOURCE: p. 60 *Wrecks On The NSW North Coast* © Jack Loney, p. 35 *Australian Shipwrecks V.3* © Jack Loney, p. 20, 29 *Port Of Richmond River, Ballina 1840s to 1980s, Appendix A List of Wrecks on Ballina Bar and Vicinity* © Glen Hall.

AUSTRALIA (1) 1852 1874 22 yrs.

Wooden schooner, was built Maine USA in 1852. Owner W Short of Sydney.

Heavily loaded with timber, the schooner *Australia* with Captain Watson in charge, was being towed to sea from the Richmond River on March 14, 1874 by the steam tug *Challenge* when the hawser parted. Drawing more than nine feet loaded, the vessel bumped heavily several times then drifted on to the south spit. As it lay there, the vessel began to break up but fortunately the crew were able to recover some of the gear.

Technical details: with a displacement of 124 t. gr. it had dimensions of 88.6 x 23.4 x 8.3 ft.

SOURCE: p.51 *Wrecks on the NSW North Coast.* © Jack Loney, p. 38 *Australian Shipwrecks V.3* © Jack Loney (Loney claims she went down on Feb. 11).

AUSTRALIA (2) 1897 1911 14 yrs.

A wood schooner rigged vessel built 1897 at Port Stephens NSW, for owners Allen Taylor & Robert M McAnderson.

It was one of fifteen vessels that were regularly trading between Sydney and the Bellinger River during 1909 which was quite a busy period in coastal shipping. About the middle of February 1910, the schooner ran into a heavy gale after leaving the Bellinger River bound for Sydney and the main mast was carried away.

The *Australia* left Camden Haven on February 22, 1911 loaded with timber with Captain Hadley in charge. The vessel had taken on a cargo of 56,000 feet of hardwood at Laurieton and sailed for Sydney. It ran into bad weather and because it started to leak, Captain Hadley decided to make for Trial Bay to shelter from the weather. When he arrived on March 8, he decided to enter the Macleay to effect repairs. Unfortunately just after he had crossed the bar, the wind failed suddenly and even though he put anchors out they failed to hold which coupled with a fresh running out at the same time caused the vessel to be carried on to the north spit. All hands were saved but the *Australia* became a total wreck. A Court of Inquiry was critical of his actions but he did not lose his licence.

Technical details: with a displacement of 92 t. gr. it had dimensions of 101.9 x 27.5 x 5.8 ft. When registered in Sydney, was allocated ON106154.

SOURCE: p. 66 *Australian Shipwrecks V.4* © Jack Loney, p. 99 *Wrecks on the NSW North Coast* © Jack Loney, p.153 *Australian Shipowners and Their Fleets V.2* © Ronald Parsons, p. 81, 82 , 84 *Alma Doepel, The History of An Australian Schooner* © Capt. Ralph McDonell, p. 37 *Macleay Argus Centenary Issue, Thursday, October 17, 1985.*

AUSTRALIAN 1879 1912 32 yrs.

An iron single screw steamship, it was built in 1879 by Gourley Bros. Dundee for owner B W Nicoll and was originally registered in Dundee, then the registration was

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transferred to Sydney in September of 1879. In December 1879, the vessel returned again to the ownership of the Nicoll Bros, G W & B B, who in November 1880 sold it to John See. Then in December 1891, it was then sold to North Coast Steam Navigation Co. Ltd., who in February 1902 sold the vessel to William Hollyman jnr, and registered in Launceston. In September of the same year, ownership was transferred to Hollyman and Sons; then in December 1905 registration transferred to Melbourne by Hollyman. During December 1907, it was sold to the West Coast Shipping Company of South Australia.

On May 8, 1912, the *Australian*, under Captain Gustafson, was wrecked when it struck a reef on the south eastern corner of Wardang Island, SA. The captain and crew, fearing a boiler explosion, abandoned the vessel and rowed to Port Victoria.

The Australian was subsequently stripped and broken up where it lay. The hulk could still be seen as late as 1972.

Technical details: with a displacement of 362 t. gr. 252 n. t. it had dimensions of 160.3 x 22.5 x 10.5 ft. with a raised quarter deck, with F'ocsle 21 feet and the poop 61 feet high, with one deck. Equipped with compound direct acting steam engines rated at 70 hp. and with coal fired boiler rated at 68 psi. When registered was given ON78693.

SOURCE: p. 157 *North Coast Run* © Mike Richards, p. 72 *Australian Shipwrecks V.4* © Jack Loney, p. 9 *Australian Shipowners and Their Fleets V.1* © Ronald Parsons, p. *Men and a River* © Louise Tiffany Daley, p. 24 *Coastal Passenger Ships* © Ronald Parsons.

AUSTREA Steam vessel

Dave Roughley purchased the steam vessel *Austrea* to haul oyster punts around the leases in the Hastings at Port Macquarie. This vessel caught fire and sank and the boiler remained in the water for some time. An attempt was made to raise it out of the water on to oyster punts and then to be towed to shore. The attempt was not successful and the boiler lies today in what has become known as the Austria Hole in Limeburners Creek.

SOURCE: Josso Dick oral history, December 4, 1993, Bill McClaren.

AVON 1867 1891 14 yrs.

The *Avon* was an iron paddle wheel steamer with a 2 mast schooner rig, built in November 1867 by H J McGee at Melbourne for the Gipps Land Steam Navigation Co. Ltd. who registered the vessel in Melbourne who used it in the Gippsland lakes trade.

The *Avon* was sold in December 1876 to S Tulloch and G M Jackson. This firm sold it to J F Tully in April 1885, who only held ownership of the vessel until he sold it to J R Miller in October. In January 1887, C Petersen bought it and within 2 months, in March sold it to the Bairnsdale Steam Navigation Company Ltd.

John See purchased the vessel in 1888 and from then on was to spend a lot of its life serving the various North Coast ports which were much more dangerous than the Gippsland lakes area.

Under command of Captain Nicholson, the p.s. *Avon* arrived at Port Macquarie on July 27, 1886 from the Bellinger River. Two days later the vessel sailed back to the Nambucca. On August 1st, the vessel was back in Port from Bellinger after calling at Nambucca. It had an extremely quick turn-round for the vessel returned to the Bellinger River on the same day. Departed Port Macquarie on July 14, 1888 bound for

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Bellinger and Nambucca.

On June 2, 1891, the *Avon* went ashore in the Bellinger River during a gale, and ss *Fernmount* also went ashore during the same gale with both becoming badly sanded in. Another gale some three weeks later moved the *Fernmount* on to the *Avon*, totally destroying this vessel. The *Fernmount* was later refloated.

A Marine Board of Inquiry in Sydney found that the *Avon* had attempted to cross the bar against the advice of the pilot, lost steerage way and ran ashore.

Technical details: with a displacement of 125 t. gr. 72 t. nt. it had dimensions of 100.3 x 18.2 x 6.8 feet, and was equipped with 2 diagonal oscillating engines rated as 30 hp which was supplied by T Wingate & Co of Glasgow..

SOURCE: p. 157 *North Coast Run* © Mike Richards, p. 79 *Wrecks on the NSW North Coast* © Jack Loney, p. 25 *Coastal Passenger Ships* © Ronald Parsons, p. 143-144 *Australian Shipowners and Their Fleets V.2* © Ronald Parsons, *Port Macquarie News* July 21, August 4, 1888.

AZELA 1864

On June 2, 1864, three vessels were wrecked at South West Rocks. They were the *Azela*, *Woolloomooloo* and *Julia*.

A monument was later erected on the hill close by, dedicated to the memory of those who lost their lives in the *Woolloomooloo* when it was dashed on to the rocks during a fierce gale that night. The flood and damage that also accompanied that gale and the fears of that time lived in the memories of local people for years afterwards.

Technical details:

SOURCE: p. 40 *Macleay Argus Centenary Issue*, Thursday, October 17, 1985.

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B ALLENGARRA 1911 1925 14 yrs.

This wood twin-screw steamer was built on the Manning River by Denis Sullivan at Cooperook for Nicholas Cain=s Coastal Co-Operative Shipping Company and launched on July 6, 1911.

Under command of Captain Greer, the vessel arrived in Port Macquarie on its maiden voyage within three days of being launched and was carrying a cargo of coal for the butter factory. It had space for between 75,000 to 80,000 super feet of hardwood timber in the cargo hold and had been planned as a comfortable cargo and passenger vessel. The main emphasis in the vessels design though was mainly for cargo. With the steady advance of the North Coast railway up the coast, the shipping companies were only too aware of the coming competition they would be facing for passenger traffic with this class of traffic gradually reducing in importance.

Even so the vessel had spacious cabins for the officers, mess rooms, galley and pantry, whilst the bridge and Captain=s apartments were situated on the upper deck. With a crew of seven, there was still room for 12 passengers in the roomy forecabin. It was generally agreed that from all outside appearances the *Ballengarra* was one of the best fitted boats in the timber line along the coast and was a credit to both its owners and builders alike.

This vessel was sold on October 25, 1925 to Handley & Clay Ltd. who registered it in Port Samari, and renamed it *Hancay* on June 4, 1926. the register was officially closed in 1931, with vessel being dismantled.

Technical details: With displacement of 221 t. gr. 98 t. nt. it had dimensions of 126.8 x 27 x 7.2 ft. and had a 2 mast ketch rig with a single deck and was powered by twin compound steam engines supplied by Chapman & Co. of Sydney. When registered was allocated ON131482.

SOURCE: p. 157 *North Coast Run* © Mike Richards, p. 23 *Port Macquarie, The Port That Was* © Ian Finkel and Lynda Turner, p. 47 *Australian Shipowners and Their Fleets V.1* © Ronald Parsons, *Port Macquarie News*, July 12, 1911, no. 114 List of ships built on Manning River 1834-1934, Pub. Manning Newspaper.

BALLINA 1865 1879 14 yrs.

This vessel was a paddle wheel steamer, built in June 1865 by C Mitchell & Co. (?) at Low Walker shipyards on Newcastle-on-Tyne, England, for the Clarence & Richmond Rivers Steam Navigation Company. Was first registered at London in the name of J Alexander for the voyage to Australia and when it arrived was registered in the name of the company in Sydney.

The paddle-wheeler arrived on October 25, 1865 after a 67 day voyage. The Company had the tubular box boiler removed and converted or >McNaughted= at the Australian Steam Navigation Companies yard in Sydney. The trial run on completion of repairs took place on Wednesday, August 30, 1871.

The *Sydney Morning Herald*=s correspondent © who had travelled on the *Ballina* during the trial, reported that the two boilers had been removed and replaced by a new, single unit based >on Mr Jeffery=s principle=. This was fitted in the original after boiler room, the forward boiler room being converted into cargo space, which allowed it to carry an additional 500 bags of maize. The *Ballina*=s speed was now able to be increased from the 10 knots recorded to 11.5 knots with paddlewheels rotating at 40 rpm.

During eight years of service, the *Ballina* was involved in a number of incidents.

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The first occurred when, on June 16, 1877, shortly before dawn, the *Ballina* collided with the barque *Sulphide* off North Head. The *Sulphide* had just arrived from Portland Vic. with a load of bark, and had overrun the Heads. The ship was working its way back in a light wind, and when on the port tack, was a little over a mile from shore. On the other hand the *Ballina* was heading south by west in charge of the second mate. It struck the *Sulphide* on the starboard side about the fore rigging, cutting it down to the water's edge. The master, Captain Pie and first mate jumped on board the *Ballina* while the two vessels were still locked together. The balance of the crew were rescued by a boat lowered from the *Ballina*. The *Sulphide* sank within half an hour.

The Court of Inquiry blamed the *Ballina* for the collision caused by insufficient care on behalf of the crew.

Next year the *Ballina* was about three miles ENE of Sydney Heads in September, 1878 when it came upon the *Will Watch*, a 23-ton ketch that had been capsized by a sudden squall. The *Ballina* lowered a boat and rescued the crew just before the stricken *Will Watch* sank.

Records exist at Port Macquarie, that during 1878, the *Ballina* was one of the vessels often bar bound and unable to depart the port. There have been many references to this problem over the years.

As the vessel left Port Macquarie on the afternoon of February 13, 1879 there was plenty of water under the vessel when suddenly the ship's head took a sharp turn to the north-east. The *Ballina* ran aground when almost clear of the channel. Fastening a hawser to the shore, it was expected that the vessel, laden with maize, wood, cedar and other general items, would float free on the next tide. The deck cargo was thrown over the side in an attempt to lighten the vessel but to no avail. During the attempt to move the paddle-wheeler at a critical time, the engines broke down. The sea came up and the *Ballina* quickly filled with water. The captain and some of the crew took to the rigging and had to stay there through the night and they were taken off the next morning. The vessel broke in two shortly afterwards. This was the end for this frequent and well liked visitor to Port Macquarie, when it quickly filled with sand and became a total loss.

The Marine Board of Enquiry found that the master was not at fault and had made every endeavour to save his ship.

In 1908, the people of Port Macquarie considered that the *Ballina*'s funnels were a hazard for shipping at the entrance into the port. On January 19, an attempt was made to blow them up with a mine fired by Diver Reale and Captain Baird but this failed. The wreck gradually sank into the sand and disappeared and was soon forgotten. Then in 1978, after construction started on the eastern seawall, tidal movements caused the removal of sand and the wreck surfaced again. A lot of people raided the wreck for relics and it became popular again. A person who was interested in the preservation of historic shipwrecks, petitioned the NSW Government to proclaim the *Ballina* a historic wreck. In accordance with the recently enacted Act, on April 12, 1979 over 100 years after it came to grief, the *Ballina* became the first wreck in New South Wales to be proclaimed. The wreck now remains buried in sand inside the entrance channel near the northern break wall at Port Macquarie.

Technical details: With displacement of 299 t. gr. 190 t. nt. it had dimensions of 179.4 x 24.0 x 9.6 feet, with a 2 masts brig rig. It was equipped with a diagonal engine, originally

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patented in 1822 by Sir Marc Isambard Brunel. His patent specified two inclined cylinders with the cranks at right angles, and the piston rods fitted with roller guides. The engines to be governed by means of a stream of water pumped through an orifice and a condenser formed of an assemblage of pipes. His invention became the most appropriate type for use with paddle wheels.

The diagonal engine was simple in design and without complications that which might lead to breakdowns. It was as light as any other, and as cheap to produce. The two-cylinder 80 horsepower engine ensured that the vessel was capable of 10 knots. The vessel was originally fitted with two tubular box boilers and registered by J Alexander with ON52707 for voyage. It was later was altered to 253 t. gr.

SOURCE: p. 157 *North Coast Run* © Mike Richards, *pamphlet on Underwater Heritage in New South Wales* © NSW Department of Planning, p. 57, 61 *Wrecks on the NSW North Coast* © Jack Loney, p. 76 *Australian Shipwrecks V.3* © Jack Loney, p. 94 *Australian Shipwrecks V.3* © Jack Loney, p. 13, 37 *Port Macquarie, The Port That Was* © Ian Finkel and Lynda Turner, p. 52 *Workhorses In Australian Waters* © Mike Richards, *Historical and Bicentennial magazine* © *Port Macquarie News*, p. 15 *Port of Richmond River, Ballina 1840s to 1980s* © Glen Hall, p. 26-27 *Australian Coastal Passenger Ships* © Ronald Parsons, p. 52-53 *Australian Shipowners and Their Fleets V.1* © Ronald Parsons, Maritime Archaeology Program NSW Heritage Office records 1996.

BANNOCK BURN

Wood barquette rigged sailing ship built in 1880 at Cape Hawk by H T White for owner John Booth who registered it in Sydney. This vessel is at times confused with a vessel with the same name built in Auckland, N.Z. coincidentally also built in 1880.

In 1882, Booth sold the ship to Robert S Johnson. While under his ownership the *Bannock Burn* was wrecked at Byron Bay, NSW, in July 1889.

SOURCE: p. 45/1 *Wallis Lake, its Rivers & Villages* © Dawn McMaster, p. iii, 43 *Australian Shipowners and Their Fleets V.1* © Ronald Parsons.

BARD=S LEGACY

1841 1872 31 yrs.

Built in Sydney 1841, the schooner *Bard=s Legacy* is shown on March 26, 1842 to Brisbane Waters, under Captain Williams. From April 4 to July 4, 1842, this vessel was under command of Captain Edwards.

The vessel had a busy schedule for the owner, William Benton, as it is reported to have been at Port Aitken on July 11, 1842, then on July 25, at Port Hacking. On August 13, 1842 and April 30, 1843 it is shown at Wollongong, and in May 5, 1844, came under the ownership of Rollo O=Farrell. In August 1844, George Whitfield became the owner.

Bard=s Legacy left Newcastle early in August, 1858 under command of Captain Bloxham, loaded with coal. Adverse weather with a strong south westerly gale forced the ship to take shelter in Port Stephens where the two anchors failed to hold and it drove ashore. Some of the gear was recovered.

In a report dated September 1996, NSW Govt. Heritage Dept. Maritime Archaeology Program states, vessel is inside North Head, Port Stephens.

Bard=s Legacy is shown as the first ship to trade to the Camden Haven arriving on November 2, 1844. Other records show *Bard=s Legacy* under Master and Agent Williamson, with wheat & cedar. On November 14, the vessel was at Camden Haven, and December 10, 1844, where it loaded cedar and departed on December 11 to Wollongong and Sunday.

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On p. 23 *Australian Shipwrecks V.3*, Loney claims the schooner *Bard=s Legacy* was lost in Moreton Bay Qld. as an undated wreck in June, 1872, with owner being James McKenzie. It is possible that the vessel was salvaged when it went ashore in Port Stephens in 1844, for Ron Parson=s *Australian Shipowners V.7* confirms *Bard=s Legacy* lost in Moreton Bay in June 1872.

Technical details: With displacement of 32 t. gr. 22 t. nt. it had dimensions of 39.7 x 12.1 x 5.9 feet, though one report shows dimensions of 42.9. x 12.4 x 5.9 ft.

SOURCE: p. 55 *Shipping Arrivals 1841-1844*, p. 49 & 50 *Shipping Arrivals 1844*, p. 33 *Wrecks on the NSW North Coast* © Jack Loney, p. 97 *Australian Shipwrecks V.2* © Jack Loney, p. 23 *Australian Shipwrecks V.3* © Jack Loney, p. 122 *Scotchtown and Pelican* © Val Newton, NSW Govt. Heritage Dept. Maritime Archaeology Program 19 Sept. 1996.

BARRANGARRY 1844 1891 47 yrs.

This ketch was built at Terrigal by Thomas Davis in 1884.

It ran ashore on the spit near the gaol at Port Macquarie on April 4, 1891 and was wrecked after several attempts were made to refloat it. As this wrecked vessel become a hazard to shipping, Mr Nicoll finally blew it up in mid August 1891,

Technical details: With a displacement of 71 t. gr. it had dimensions of 78.3 x 20.8 x 6.7 feet
SOURCE: *Australian Encyclopaedia* 1925, p. 78-79 *Wrecks on the NSW North Coast* © Jack Loney, p. 37 *Port Macquarie, The Port That Was* © Ian Finkel and Lynda Turner, p. 211 *Australian Shipwrecks V.3* © Jack Loney, *Brisbane Waters Boats & Ships* © , NSW Govt. Heritage Dept. Maritime Archaeology Program 1996.

BARUAH 1851 1851

This 2 masted schooner rigged vessel was built on the Manning River and launched on November 19, 1851 by owners Captain Alexander Newton Snr. & Captain William Malcolm at the Pelican Shipyards. >Baruah= is aboriginal for the Pelican ship yards.

On June 23, 1852, the vessel was on its third voyage when it was wrecked on Tuggerah Beach with two of the crew drowned in the accident

Technical details: With displacement of 71 t. gr. it had dimensions of 68.3 x 16.5 x 7.7 ft. with a builders certificate no. 91/1851.

SOURCE: p. 28 *Wrecks on the NSW North Coast* © Jack Loney, p. 92 *Scotchtown and The Pelican* © Val Newton, p. 23 *Australian Shipwrecks V.1* © Charles Bateson, No. 39 List of ships built on Manning River 1834-1934 - Manning Newspaper.

BEAVER 1849 1851 2 yrs.

A topsail schooner built in 1849 on the Clarence River by Wm. and Ed. Chowne for owner Charles Wiseman at a cost of ,1400 (\$2800).

On September 23, 1851 the *Beaver* was on a voyage from Moreton Bay to Sydney, when it was totally wrecked on one of the Solitary Islands. Several other vessels were also standing in to shore to avoid strong southerly currents. By doing this, they all hoped to get a favourable wind off the land. This did not happen and in a calm with a swell from the north the *Beaver* drifted towards the islands. The Captain ordered the anchors dropped but this was unsuccessful and it eventually drifted ashore.

The crew managed to get to shore where they were rescued a few days later by HMS *Bramble*. They were later put on board the schooner *Clara* which only took them as far as Broken Bay where they were put ashore. The unlucky crew then had to hike

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to Sydney, where they finally arrived on October 1st, seven days after the wreck.

The *Beaver* was found to be firmly wedged between two rocks, with the foremast gone and three planks on each side of the bilge stove in. Advertisements for auction of the *Beaver* were inserted in the newspapers five days later, but little is known of the results or ultimate fate.

Technical details: With displacement of 77 t. gr. it had dimensions of 66.6 x 16.5 x 8.8 feet.
SOURCE: p. 16 *Australian Shipwrecks V.2* © Jack Loney, p. 28 *Wrecks on the NSW North Coast* © Jack Loney.

BEGA

The ss *Bega* arrived at Trial Bay in October 1886 with a party of Marine Board members, accompanied by the Board's engineer, Mr Cruickshanks, Inspector of Lights, Mr Robinson, and Mr Edwards of the Colonial Architect's office and Captain Harvard of the Harbours and Rivers Department. They were an official visit to select the final site on which to erect the Smoky Cape Lighthouse. They were met on arrival by Mr Small, who was the prison superintendent and a Mr Kirkwood, the site engineer. After some two years work and an expenditure of , 16,800, the lighthouse was complete.

On October 24, 1885 one of the most eminent marine engineers of the time, Sir John Goode arrived on the *Bega* to look at the possibility of improving the entrance to the Macleay Entrance. After meeting with a deputation of locals, Sir John returned to Trial Bay and joined the *Bega* to travel to Port Macquarie. Despite the urging from the locals, he refused to make any comments or indicate any support for the proposals. In 1886 approval was given for work to commence at the entrance to the Macleay River.

The *Bega* again provided the transport for the various V.I.P.s who arrived for the official opening on 29 April, 1891 of the lighthouse.

Technical details:

SOURCE: p. 54-55 *Tales of Trial Bay, An Early History of South West Rocks* © Caroline Carey.

BELINDA 1881

Little is known of this ketch.

Technical details: With displacement of 52 t. gr. it was ketch rigged.

SOURCE: p. 28 *Wrecks on the NSW North Coast* © Jack Loney, p. 51/1 *Wallis Lakes, Its Rivers and Villages* © Dawn McMaster.

BELL BIRD (1) 1883 1897 14 yrs.

A coastal trader, the *Bell Bird*, it was a wooden ketch built on the Brisbane Water in 1883.

Wild stormy weather on June 1 and 2, 1897 caused several coastal vessels to be driven ashore near Forster. These were the *Bell Bird*, *Ability* a 48-ton wooden ketch, *Favourite* a 50-ton ketch and *Osprey* a 60-ton schooner. All were lost as none could be refloated.

Technical details: With displacement of 57 t. gr.

SOURCE: p. 259 *Australian Shipwrecks V.3* © Jack Loney, *Manning River Times* 31 Jan 1902 Shipping leaving Camden Haven for Sydney, p. 87 *Wrecks on the NSW North Coast* © Jack Loney, p. 114 *Australian Sea Stories* © Jack Loney.

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BELLBIRD (2) 1915 1973 58 yrs.

Unregistered, this vessel was built in 1915 on the Myall Lakes by George Heath for saw mill owner Charles Dee. It had a wood hull and was a stern paddle-wheel craft, equipped with a single cylinder steam engine.

Supposed to have been sold to Port Macquarie about mid 1920s. Here it was converted to a gravel barge and >Josso= Dick of Port Macquarie towed it back to the Manning River where the Manning Sand & Gravel Company of Taree used it for transporting gravel for a number of years.

It is reported that a legal battle took place between several companies and the *Bellbird* sank at its moorings c. 1973. The barge remained submerged for a number of years until purchased by >Timbertown= Wauchope, and removed on to the tourism complex where the ironwork still remains waiting restoration. (Author involved in the negotiations to purchase the *Bellbird* for Timbertown. R.C.)

SOURCE: p. 119 *Australian Shipowners and Their Fleets V. 2* © Ronald Parsons, Oral history © Peter Neave, Ray Cooper, Records by >Josso= Dick, Oyster farmer, Port Macquarie.

BELL FLOWER 1903

This schooner is said to have been built on the Manning River by J W Davies and launched on March 5, 1903. Reported to have been wrecked in the vicinity of Port Macquarie.

Technical details: With displacement of 98 t. gr.

SOURCE: No. 106 on List of ships built on Manning River 1834-1934 - published in Manning River News newspaper.

BELLINGER (1) 1885 1892 7 yrs.

The *Bellinger* was a wooden ketch rigged vessel built on the Bellinger River by Frederik Doepel in 1885 becoming the first vessel completely built by him and his partner, John Anderson of Sydney.

The first vessel built by Doepel being the *Surprise*. The *Bellinger* held the record for the fastest time between Sydney and the Bellinger River for a number of years.

Shipping on the southern part of the Queensland coast experienced unusual violence when on April 2, 1892 a cyclonic gale approached from the north-east until it reached Point Danger where it recurved and continued northward. The barometer at Brisbane PO dropped to 29.302 with wind velocities reaching 70 to 75 miles an hour with rainfall of 5 inches being recorded. The ketch *Bellinger* was caught completely unaware of the change in direction of the gale and was wrecked off Stradbroke Island Qld. Fortunately all her crew were saved though the vessel was written off as a complete wreck.

This left Doepel without a ship when his other vessel, the *Surprise* had sunk off Terrigal while under tow. He worked for a time as an agent for the North Coast Steam Navigation Company.

Carl Fredrik Doepel was born June 18, 1854 in Kristine Stead, Finland and arrived in Australia c. 1872 on the ship *Mermaid*. He came to Bellingen in 1878 and became a timber getter. He operated timber mills in the Bellinger Valley and using some of the local timber he had milled, he built a number of droghers and ships. He was accidentally killed at his sawmill in June 1929.

Technical details: Of 100 t. gr. the vessel had dimensions of 98.3 x 23 x 6.9 ft. and was ketch

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rigged. When registered she was allocated ON93518.

SOURCE: p. *Frederik Doepel of the Bellinger* © Bellinger Valley Historical Society © Gordon Braithwaite, p. 13 *Alma Doepel, The History of An Australian Schooner* © Capt. Ralph McDonell, p. 126 *Harbours & Marine, Queensland* © Dept. of Harbours & Marine, Qld., p.72 *Australian Shipowners and Their Fleets V.1* © Ronald Parsons.

BELLINGER (2) 1884 1908 24 yrs.

This iron single screw steamship was built in 1884 by J McArthur & Co. of Paisley for G W Nicoll who registered it in Sydney.

During its lifetime this vessel had a number of owners. In December, 1884 the *Bellinger* was sold to the Belfast & Koroit Steam Navigation Co. Ltd, and registered in Port Fairy, Vic. then in 1887 the vessel was sold to B B Nicoll and registered in Sydney.

The ship was sold in July, 1890 to E T Miles, who registered it in Hobart. September 1894, saw her ownership transferred to T A Reynolds & Partners who were a small Hobart registered firm T A Reynolds and Company, founded in part by Captain Edward Thomas Miles of Hobart. This followed his entering into partnership with his father-in-law, T A Reynolds who was a prominent builder and contractor in Hobart and who provided the capital for the purchase of the various vessels for the company. Prior to the incorporation of the business, Captain Thomas had purchased the 75 ton *Myall* steamer. The firm in 1891 purchased two other vessels *Glenelg* and *Peninsula*. In 1893, they purchased the firm steamer *Bowra* which was subsequently lost on Seal Rocks on October 27, 1894.

It was a busy time for the company with the development of mineral fields on the west coast of Tasmania. This is shown by the fact that on one occasion after the Christmas holidays the *Bellinger* carried 240 passengers from Hobart to Strahan. The vessel was so crowded that two thirds of the passengers had to sleep on deck during the voyage.

T A Reynolds and Company in 1894 were faced with a difficult decision, spend ,50,000 (\$100,00) on larger more modern vessels so they could compete with Huddard Parker or sell their vessels so made overtures to sell. Captain Miles and Charles Holdsworth, the Union Company Manager in Tasmania travelled to Dunedin to negotiate with The Union Steam Ship Company of N.Z. Ltd. In September 1896 the company took over the Reynolds company and the *Bellinger* and *Glenelg* went with the takeover.

Her original owners had designed and built her for service on the N.S.W. north coast service but she did not spend a lot of time on that route. She spent some time on the Melbourne-Victorian Western Districts run before being transferred to Tasmania owners. She was then employed on various coastal runs which included the Bass Strait-Strahan run.

It would have been during this period that the vessel came into collision with the barque *Presto* in Port Phillip Bay, Victoria on April 20, 1892, while it was inward bound from Tasmania. The *Bellinger* sank after the collision but was able to be raised and repaired and placed back in service.

T A Reynolds and Company wanted to expand into larger steamers so in November 1896, they sold the vessel to the Union Steam Ship Company of New Zealand who then registered it in Dunedin. In 1897 the *Bellinger* was renamed *Muritai* and was wrecked West Chicken Island N.Z. on May 27, 1908.

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Technical details: With a displacement of 225 t. gr. 134 t. nt. it had dimensions of 125 x 22.1 x 8.7 ft. and had a 2 mast schooner rig. With builders number 225/1884 it was allocated ON 89319 when registered. The vessel was equipped with compound diagonal inverted steam engines of 45hp which were rated at 92 knots which had been supplied by W Kemp of Glasgow.

SOURCE: p. 157 *North Coast Run* © Mike Richards, P. 125 *Australian Shipowners and Their Fleets V.2* © Ronald Parsons, p. 31 *Australian Coastal Passenger Ships* © Ronald Parsons, p. 100-102 *The Log*, August 1992 © article by I J Farquhar, Wauchope District Historical Society records.

BELLINGER (3) 1901 1912 11 yrs.

During 1900 the wood twin screw steamship, the *Bellinger* was under construction by John Wright of Tuncurry at his shipyard situated on the north shore. The timber for the vessel being supplied by the Tuncurry Sawmill, where about 20 people were employed. She was launched in 1902 and registered in Sydney by owners, John Wright, Allen Taylor & R M Anderson.

On occasions this vessel ran under charter by Allen Taylor & Co. to the Camden Haven, where the *Manning River Times* reported her as being in the river during 1903.

On May 26, 1903 the s.s. *Oakland* ran into a gale and was driven on to Cabbage Tree Island, near Port Stephens. One of her boats with survivors managed to keep afloat, while another eleven people lost their lives when she went down. The s.s. *Bellinger* picked them up the next day.

During 1906, the *Bellinger* came under the command of Master James Hunt. For five months the mate was Rudolph Sydney Wickham who was to later be appointed Pilot at Port Macquarie. Born on December 20, 1880, Wickham was 27 years of ages when he was appointed as Mate on the *Narooma* in 1907. He was to later serve as Master on the *Jubilee* and *Federal* and also the s.s. *Wee Clyde* on the South Coast for eighteen months.

He obtained his Master=s certificate and commanded Breckenridge=s vessel *Commonwealth*. He was later to be appointed as Pilot at Port Macquarie.

Wrecked Nambucca Bar on April 26, 1912, with Captain Tangalong in charge. All hands were saved from the rigging next day by local fishermen and residents.

Technical details: With displacement of 229 t. gr. 141 t. nt. and dimensions of 126 x 29 x 6 ft. It was equipped with twin compound steam engines rated at 40hp supplied by McKie & Baxter Glasgow. Given ON112565 on registration.

SOURCE: p. 158 *North Coast Run* © Mike Richards, p. 72 *Australian Shipwrecks V.4* © Jack Loney, p. 25 *Port Macquarie, The Port That Was* © Ian Finkel and Lynda Turner, p. 85/1, B20:1 *Wallis Lake, Its Rivers and Villages* © Dawn McMaster, p 153 *Australian Shipowners and Their Fleets V.2* © Ronald Parsons, p. 93, 100 *Wrecks on the NSW North Coast* © Jack Loney.

BELLINGER (4) 1915 1918 3 yrs.

This wood twin screw steamship had originally been launched as *Avalon* in July 1915 at Coopersnook on the Manning River by Denis Sullivan. This vessel was then renamed *Bellinger* by the Frederick Doepel=s Bellinger Shipping Co.

There seems to be some difficulty on locating correct information on the Bellinger Shipping Company Limited as the *Bellinger* was its only vessel. It is possible that the company was formed by/or was associated with the Doepel Family, as it was sometimes said that the vessel had been built for H Doepel. This information cannot

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be verified at present.

On September 1918, on the way from Nambucca River to Sydney with 60,000 feet of sawn timber, the *Bellinger* had called into the Macleay. When leaving, the vessel struck the new Macleay River bar and went ashore. Some of the cargo was salvaged but she soon wrecked herself on the bar.

Technical details: With displacement of 240 t. gr. 125 t. nt. it had dimensions of 128 x 28.7 x 7.2 feet, being ketch rigged it had Q7', B50', F27' 1 deck and with the machinery situated aft. The vessel had twin compound steam engines that were rated at 33hp which had been supplied by Chapman and Comapany of Sydney. When registered at Sydney was allocated ON136417.

SOURCE: p. 158 *North Coast Run* © Mike Richards, p. 39 *Australian Shipwrecks V.1* © Jack Loney, p. 39 *Australian Shipowners and Their Fleets V.1* © Ronald Parsons, No. 117 on List of ships built on Manning River 1834-1934 - published by a Manning Newspaper, p. 103 *Wrecks on the NSW North Coast* © Jack Loney.

BELMORE (1) 1870 1893 23 yrs.

This wood paddle wheel steamer was built in 1870 by Stuart & Ferguson on the Macleay River for the Clarence and Richmond Rivers Steam Navigation Company.

When it first arrived in Sydney in November, 1870, the firm had indicated they intended to utilise it on the Bellinger-Nambucca run, and had designed it so that it had accommodation for 12 passengers. By August, 1871, they had apparently changed their mind because they were advertising the vessel on the Sydney-Port Stephens-Myall Lakes-Stroud passenger service.

On April 30, 1873 when the wood paddle wheel steamer *Fire King* was wrecked on North Head on the Manning River, the company then utilised the *Belmore* on this route for some time.

The *Belmore* was transferred in January, 1889, to the Clarence, Richmond & Macleay Rivers Steam Navigation Company at the time of the creation of that company, then in September, 1891, the vessel was sold to N.C.S.N.Co.

The *Belmore* was wrecked at Coffs Harbour when it went ashore on January 21, 1893 and could not be refloated. She was completely abandoned as a total loss in March.

Technical details: With a displacement of 66 t. gr. 42 t. nt. it had dimensions of 101.7 x 15.6 x 6.1 ft. and had a 2 mast schooner rig, and was equipped with a 30hp rated steam engine supplied by Chapman of Sydney for C. & R.R.S.N. Co. When registered it was allocated ON64349.

SOURCE: p. 158 *North Coast Run* © Mike Richards, p. 225 *Australian Shipwrecks V.3* © Jack Loney, p. 21 *Port Macquarie, The Port That Was* © Ian Finkel and Lynda Turner, p. 10, 53, 58 *Australian Shipowners and Their Fleets V.1* © Ronald Parsons, p. 31 *Australian Coastal Passenger Ships* © Ronald Parsons, p. 81 *Wrecks on the NSW North Coast* © Jack Loney.

BELMORE (2) 1908 1916 8 yrs.

This wood twin screw steamship was built in 1914 at Swansea, NSW by W J Woodward Jnr. for B & N Einerson & 3 others who registered her in Sydney. It was sold to the N.C.S.N.Co. in mid 1916.

On December 9, 1916 the *Belmore* with a cargo of coal from Lake Macquarie, was under command of Captain McGowan, when she bumped the south spit while crossing the bar into the Macleay River and went ashore. The crew escaped by boat and survived although it overturned in the surf. Mr Gordon Young saved the lives of

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the Chief Engineer and Mate in this incident. Mr Young was awarded a Certificate of Merit and Silver Medal by the Royal Shipwreck Relief and Humane Society in November 1917 for his bravery.

Heavy seas soon destroyed the *Belmore*. The wreck was abandoned to the underwriters who sold the wreck and she was finally blown up.

Technical details: With a displacement of 189 t. gr. 81 t. nt. it had dimensions of 106.7 x 29.5 x 8.3 ft. and was later equipped with 2 compound steam engines rated at 27 hp supplied by Ross & Duncan of Glasgow that had been manufactured in 1908 obviously before the *Belmore* had been built.

SOURCE: p. 88 *Australian Shipwrecks V.4* © Jack Loney, p. 102 *Wrecks on the NSW North Coast* © Jack Loney, p. *North Coast Run* © Mike Richards, p.43 *Macleay Argus Centenary Issue*, Thursday, October 17, 1985.

BEN BOLT (1)

Erik Heyl, an American paddle steamer historian said this wood paddle wheel steamer was probably built about 1852, in New York. It has been suggested also that it was originally named the *General Urbistano*, and had been built for the Spanish Government in the Philippines.

The vessel had sailed from Manilla on January 2, 1854, bound for Sydney. It had experienced strong head winds throughout the voyage, and was forced to stop off at Wide Bay, Qld. for fuel. The paddle wheeler finally arrived in Sydney on March 23. Some people claimed that, even though it was possibly the first paddle steamer to cross the Pacific from the U.S.A., it had arrived direct from San Francisco. This was subsequently proven to be incorrect, for information contained in contemporary newspaper reports indicate that it had arrived as above, via Manilla.

In April 14, 1854 the owner, R L Pattison, renamed the vessel *Ben Bolt* when he registered it in Sydney. While he was waiting to sell, Pattison, who was a former A.S.N. master apparently placed this vessel on the Sydney-Morpeth run. Two months later, he sold it to H H Hall, who only owned it until November when he sold the paddle wheeler to the Australasian Steam Navigation Company for , 3,400 (\$6,899). The A.S.N. kept it on the Sydney-Morpeth run. There were of course, occasions when the vessel was used on other runs.

In December, 1857, A Robinson bought the vessel with a special purpose in mind, because the A.S.N. had noted in 1857, that the vessel was not worth repairing, so probably would have been pleased to get rid of her. Robinson converted it into a bath house at Woolloomooloo.

The Queensland Government purchased the *Ben Bolt* in 1869 and gutting it, used it for ammunition magazine purposes. While anchored, suddenly without cause it went down. When the vessel was raised and hauled up on to a mud bank, extensive tests were carried out but no leaks were discovered in the hull and the cause of the accident has remained a mystery ever since.

Technical details: With a displacement of 172 t. gr. using British measurements, it had dimensions of 119.4 x 25.2 x 8.8 ft. The *Ben Bolt* was equipped with the >grasshopper engine= a side lever steam engine originally patented in 1803 by William Fremantle of England. The name came from the peculiar motion as the power was transmitted to the crank without passing through the beam gudgeon, thereby reducing losses from friction. When in movement it was easy to see why it got its name of the grasshopper engine. The engine was introduced to America the following year by Oliver Evans and thus built into the *Ben Bolt*, where the Americans referred to it as a >walking beam type engine=. When registered in Sydney, it was

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allocated ON32283.

SOURCE: J. & McG., p. 28-29 *Workhorses In Australian Waters* © Mike Richards, p. 31-32 *Australian Coastal Passenger Ships* © Ronald Parsons, p. 148 *Harbours & Marine, Queensland* © Dept. of Harbours & Marine, Qld.,

BEN BOLT (2)

This small steamer was built at Raleigh. Little is known at this time.

SOURCE: p. 77 *Alma Doepel, The History of An Australian Schooner* © Capt. Ralph McDonell.

BENJAMIN BOYD 1844

This Brig was built by John Nicholson on the Manning River as *The Triton*, and arrived in Sydney on December 12, 1844. In March 1845, it was renamed the *Benjamin Boyd* and sold to R W Robinson & H P Tomkins. Vessel went to Liverpool, England in the 1850s and did not return.

Technical details: with a displacement of 144 t. gr. it had a brig rig.

SOURCE: No. 27 on list of ships built on Manning River 1834-1934 - published in Manning Newspaper.

BERGALIA 1925 1985?

This vessel was a steel twin screw steamship built in 1925 at Ailsa Ship Building Co. Ltd. Troon, Scotland, for owners, the Illawarra South Coast Steam Navigation Co. who registered it in Sydney. The ship was named after a town near Moruya on the south coast of NSW. The *Bergalia* was decorated in the Company=s colours on the funnel of chocolate base, broad white band and black top.

It was either an indication of how close three of the intrastate shipping companies were watching each other=s designs or, they combined their talents when in the 1920s they had six practically identical small vessels built in Scotland for trading to the NSW coastal rivers. These were the North Coast Steam Navigation Company Ltd, Nicholas Cain=s North Coast Co-operative Steam Navigation Company Ltd. and the Illawarra and South Coast Steam Navigation Company Ltd.

These shallow-draughted vessels were steel twin screw ships with machinery aft, a single long hatch to facilitate the carriage of timber and poles, a foremast at the break of the forecastle and a mainmast aft. A single tall, narrow funnel was a distinctive feature in the design of these vessels. The design also took into consideration the conditions under which they were to operate and the treacherous river bars they would have to negotiate. Twin screws and hallow bottoms allowed for greater manoeuverability in the often restricted waters that they would regularly encounter.

The vessels were *Pappinbarra*, *Uki*, *Tyalgum*, *Uralla*, *Urana* and *Bergalia*. Four of these vessels were wrecked, including the *Pappinbarra* while another was lost on a river bar. The vessels belonging to the Illawarra and South Coast Steam Navigation Company Limited were sometimes referred to as the >pig and whistle boats= which not hard to understand when most of the *Bergalia*=s cargoes mostly consisted of long lengths of timber and livestock.

Due to continuing competition from both rail and road, the Illawarra and South Coast Steam Navigation Company ceased operations and the *Bergalia* was sole to Lumber Operators Pty. Ltd. in 1951. They also took over the remaining two vessels

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Bermagui and *Cobargo* and immediately repainted the vessels in the company's colours, which meant that the chocolate on the funnel was changed to bright red, leaving the white band and black top. This company also found the going too hard against rail and road and sold the vessel to Allen Taylor & Co. Ltd. in the firm's rather extensive timber business up and down the east coast.

Five years later in 1957, Coastal Coal & Shipping Co. Pty. Ltd. became her owner, but she only had three voyages under their control. In 1961 the *Bergalia* was sold to French interests and converted to a lighter for use in Noumea, and renamed *Tiburón 3*. The partially dismantled vessel left Sydney on June 1, 1961 under tow of *Damadora del Mar* (the former *Comara*) for Noumea.

This vessel was the last regular shipping vessel out of the Hastings. *Camden Haven Courier*, reported on Sept. 20, 1957: >After many years plying from Sydney to Laurieton and Port Macquarie the coastal steamer, ***Bergalia*** made her last trip to Port Macquarie last week. Built in Scotland in 1925, the ***Bergalia*** is a 935 ton twin screw steel hull and shovel-fired freighter. She has been engaged in transport of timber for the Hastings River Sawmills at Hibbard and also from Longworth's Pty. Ltd. at Laurieton to Rozelle wharf. The ***Bergalia*** was owned by the Allen Taylor Company and has now been sold. She will now join the >Sixty Milers from Newcastle and Sydney hauling coal. Captain Stan Miles, a well-known figure in Laurieton, also will retire after this trip and will return to his home in Bellingen. Former First Mate, Alexander MacKay, now assumes command of the ***Bergalia*** having received his command as Captain of the new run. The ***Bergalia*** was the last boat to transport timber from Laurieton following the closing of the Laurieton mill two weeks ago. This is historic in that the Laurieton Timber Industry has used sea transport for close on ninety years. The ***Bergalia*** was recently overhauled in dry dock and made one trip to Laurieton since.=

The *Bergalia* was the last steamer to leave Port Macquarie in 1961, effectively ending commercial shipping to the port.

In 1957 the ***Bergalia*** had been sold to the Coastal Coal and Shipping Co Pty Ltd. This firm sold the vessel in 1961 for conversion as a lighter for use in Noumea being renamed *Tiburón 3* and was said to be still afloat in 1985.

Technical details: With a displacement of 548 t. gr. 195 t. nt. the dimensions were 153.1 x 34.6 x 8.5 ft. with 1 deck and was equipped electric light with machinery aft, and 70hp rated twin triple expansion reciprocating steam engine with steam from a single ended coal fired boiler, rated as 180 psi. all supplied by shipbuilder. The vessel was registered in Sydney and allocated ON152006.

SOURCE: p. 153 *Australian Shipowners and Their Fleets V.2* © Ronald Parsons, *Camden Haven Courier*, p. 31 *Port Macquarie, The Port That Was* © Ian Finkel and Lynda Turner, p. 102-104 article by J Goldworthy, *The Log* © August 1992, Wauchope District Historical Society records.

BERMAGUI 1912 1969

Built in 1912 by the Ailsa Ship Building Co. of Troon, the *Bermagui* was a steel twin screw steamship, for her owners, the Illawarra & South Coast Navigation Co. Ltd.

For a brief period from September 1951, the official owners of the ship were Lumber Operators Pty. Ltd. with I. & S.C.S.M.Co. as managers.

In 1952, Allen Taylor & Co. Ltd became the owners.

A report in the *Camden Haven Courier* said; >For the first time since 1951 a cargo ship anchored in the Camden Haven river to take a load of 80,000 feet of timber from

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Longworth's Sawmill to Sydney. ss **Bermagui**, captained by Mr Peter Mounsey, reached the Mill Wharf on Sunday evening and was welcomed by many residents. At a time when railway transport is disrupted by flood damage, the appearance of a coastal steamer is a reminder of the importance of coastal shipping.

>The **Bermagui** took 22 hours from Sydney to Laurieton and an easterly swell made the voyage rather uncomfortable, said the Chief Steward, Mr David Gourlay, whom our reporter encountered first when boarding the the ship. The First Mate, Mr Murray Thompson, thought that >the bar was surprisingly good.= Near the North Haven boatshed there was a hold-up as the passage there is impeded by the wreckage of a barge which sank near the channel some 60 years before. The Laurieton pilot, Mr Triffit, met the steamer as soon as she had crossed the bar and pointed out the obstacle which is about 50ft. long and 15ft. wide. Mr Triffit said that on account of the sandbanks the speed of the ship had been greatly reduced and that she was hard to steer. A tug boat would be of great assistance to ships entering and leaving the river.

YOUNG CAPTAIN

>The steamer is owned by Allen Taylor & Co. Ltd., of Rozelle, and this is the first under the command of Captain Peter Mounsey, who sailed previously on her as First Mate. We found the 26-year-old Captain a very friendly and good-looking man (safely married to an equally good-looking lady whose photograph is next to the navigation charts). We have seen too many films of rough captains so that we were somewhat surprised when he actually said >please= to a sailor who was to fasten the boat to the wharf. Well that is how it should be. One of the crew said they all worked together very well like a big family.

SUNDAY DINNER

>The sixteen men on the ship are well catered for, and Mr William White, the cook, has been on the **Bermagui** for six years. In case you are curious to hear what sailors get as Sunday dinner, here is the menu: vegetable soup, roast pork and apple sauce with baked potatoes, pumpkin, green peas and carrots, boiled potatoes and mutton, peas and jelly, vanilla slice. Want to go to sea ?

COASTAL SHIPPING NECESSARY

>The **Bermagui** was loaded during the night and left with the tide on Monday. She is expected back in Laurieton in a few days and we hope to see her and other ships often. We cannot do without ships on the Coast. Transport by railway, road and shipping should supplement each other according to the nature of goods and the special requirements of merchandise and localities. To neglect one form of transport or set road, rail and coastal shipping against each other is not in the interest of a balanced economy.

Another report in the Camden Haven Courier said; >S.S. **Bermagui** entered the Camden Haven River in the morning of April 6, 1955, and berthed at Longworth's (Laurieton) mill wharf. As the vessel entered the river, she had a rough crossing of the bar at the entrance. She became stranded on a sandbar and >Bunny= Wallace (of Bob Hope rescue fame) in his launch Jo Ellen went alongside to see if they could assist. It was not required. The **Bermagui** loaded 80,000 sft. of timber destined for the Longworth's timber yards in Punchbowl in Sydney. The ship was skippered by Captain Alexander McKay, married, father of three and just 36 on reaching Laurieton.=

The **Bermagui** later returned to the Camden Haven to load timber. This vessel, together with the **Bergalia**, were the last two ships to ply the shipping route to the

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Camden Haven.=

Then in 1955, the Moreton Tug and Lighter Co. Pty. Ltd. of Brisbane became the owner and converted the vessel into a dumb barge. In 1968/69, it was converted into a gravel barge for use in Brisbane River.

Technical details: With a displacement of 402 t. gr. 150 t. nt. it had dimensions of 144 x 32.1 x 8.2 ft. It had electric light, with machinery located aft and 1 deck and had twin compound steam engines rated at 56hp supplied by shipbuilder. The *Bermagui* was allocated ON131533 when registered in Sydney.

SOURCE: p. 154 *Australian Shipowners and Their Fleets V.2* © Ronald Parsons, p. 54, 60 *Wrecks on the NSW North Coast* © Jack Loney, *Camden Haven Courier*, Wauchope District Historical Society records.

BERTHA 1891

The *Bertha* built by Tom Davis on the Brisbane Waters.

Ship building in this area in the last part of 19th Century was a big industry. Apart from Tom Davis at Terrigal Haven who had also built a famous Brisbane Water rear paddle-wheel ferry in 1886, there was Rock Davis at Blackwall, Ben Davis and Edward Beattie at Cockle Creek and George Frost at Kincumber creek and others.

The *Bertha* went ashore in the Bellinger River but was refloated.

A fierce gale sprang up on the night of June 8 and four vessels, the schooners *Bertha*, *Sea Nymph*, *Georgina Davis* and *Jessie Sinclair* sought shelter in Trial Bay but were driven ashore a mil or so north of the South West Rocks, and a mile south of the flood channel. Two other vessels in the bay at the time, the *Venus* and the *Alice Templeton* managed to get out, but went ashore further up the coast, the *Venus* at Bellinger Heads and the *Alice Templeton* on the South beach.

Technical details: with a displacement of 87 t. gr.

SOURCE: p. 79 *Wrecks on the NSW North Coast* © Jack Loney, P. *Macleay Argus* Centenary Issue, Thursday, October 17, 1985, Lynda Turner files, p. *Brisbane Water Story* © C Swanscott (4 volumes), R.A.S.H. p. 109 *A Pictorial History of the Wyong Shire* © Edward Stinson.

BESSIE MAUD 1898

This schooner, while under command of Captain George Peterson, was outward bound from Newcastle, when she was rammed by s.s. *Virawa* on morning of October 4, 1898, when it sank.

Technical details: With a displacement of 63 t. gr.

SOURCE: p. 89 *Wrecks on the NSW North Coast* © Jack Loney, G.F. List.

BESSY 1836 1834 8 yrs.

This schooner, owned by A Fotheringham was built at Sydney in 1836. The ownership passed to James Cook in 1840. The vessel was lost at Port Stephens on July 27, 1844.

Technical details: with a displacement of 51 t. gr.

SOURCE: p. *Australian Shipowners and Their Fleets V.7* © Ronald Parsons.

BETSY 1810 1822 12 yrs.

This sloop was built on the Hawkesbury River by Jonathon Griffiths in 1810 with the master being Captain Geo. Hibbs.

In 1814, the owner is shown as Ed. Moulton; then in 1818 Andrew Byrne became

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the owner. In November 1818, Robt. Waples became the owner.

On arrival at Port Macquarie on April 17, 1821, the *Lady Nelson*, *Mermaid* and *Prince Regent* to establish the settlement, attempted to enter the harbour. The *Lady Nelson* managed to enter safely, but the *Prince Regent* struck a submerged rock inside the harbour and unshipped the rudder. The *Mermaid* ran aground while crossing the bar and lay in the breakers for seven hours striking heavily. At high water the vessel floated clear and came in clear, but with loss of the rudder and one of the stern planks stove in.

Captain Allman had the *Lady Nelson* ready to sail on May 2, as he hoped that it would be able to sail to Sydney for urgently needed supplies as bread supplies were running out. Contrary winds had already delayed the brig *Lady Nelson* and on May 2, the vessel attempted to leave the harbour and ran aground on the south side of the harbour, inside the bar. The vessel foundered on the rocks, lost the rudder and the planks of its bottom were sprung in many places.

On May 16, the Settlement was on half-rations of bread, so Captain Allman gave his consent for the Mate of the *Mermaid*, Mr Neave, together with seven volunteers from the vessels to leave in a whaleboat in an attempt to sail to Sydney and inform Governor Macquarie of the plight of the Settlement. They sailed into Port Stephens where they found the 15-ton sloop *Betsy*. The vessel immediately sailed for Sydney to convey to the Commandant the news. The *Betsy* sailed on July 4, 1821 from Port Jackson to Port Macquarie and returned on July 17 with much needed supplies for the settlement. On 24th May, it sailed again for Port Macquarie.

In 1822, George Peat is shown as the owner.

In a report dated 19 Sept. 1996 the Heritage Dept. NSW Govt. stated, >Lost on March 7, 1823 at Port Stephens.=

Technical details: Of 15 t. gr.

SOURCE: p. 128 1788, p. 30 *Port Macquarie, A History to 1850* C Frank Rogers, p. 36 *Australian Shipowners and Their Fleets V.5* C Ronald Parsons, The Heritage Department NSW Govt. Report of 19 Sep. 1996.

BILLY BARLOW 1892

This wood ketch rigged steamer was built in 1892 by The owner, Rock Davis of Blackwall.

This vessel was the first steamer to enter Camden Haven after re-opening of the bar in April 1898. It was also one of the six steam ships in the river reported by the *Manning River Times*. There were also eight other large craft in the river plus punts, etc.

The ships is shown as departing Port Macquarie on November 19, 1899 bound for Sydney.

After owning the vessel for 8 years, Davis sold it in 1900, to L Vidal who registered it in Noumea as *Ida*. Drops from Lloyd=s Register c. 1902.

Technical details: With displacement of 134 t. gr. 84 t. nt. with dimensions of 92 x 21.6 x 6 feet it was of a 2 mast ketch rig with a triple expansion reciprocating steam engine rated at 72hp which had been supplied by Plenty and Sons of Newberry. She was allocated ON101065 when registered in Sydney.

SOURCE: p. 174 *Australian Shipowners and Their Fleets V.2* C Ronald Parsons, *Manning River Times*, G.F.

BISMARCK 1876 1878 2 yrs.

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This wood schooner was built in 1876 by W McCulloch on the Manning River and launched on March 11, for the owner/master H Bastain of Sydney.

On June 10, 1878 while being towed out of the Bellinger River, it went ashore on to the north spit, filled with water and sank.

A Board of Marine Inquiry into the accident criticised the practice of towing vessels over bars in harbours. They found that no blame could be attributed to the master, Captain H Bastain.

Technical details: with displacement of 74 t. gr.

SOURCE: p. 91 *Australian Shipwrecks V.3* © Jack Loney, List of shipping, *Manning River Times*.

BLACK DIAMOND 1853 1863 10 yrs.

This wood schooner, built in 1853 was wrecked at Seal Rocks on August 12, 1863. The owner was J Green.

This vessel had braved the Ballina bar many times and was well regarded.

There was some conjecture about how this vessel came by its name. Some said that it was named for that famous - or notorious - aborigine once accused of murder on the Upper Clarence, known as Black Diamond. He was never caught after he disappeared into the Yabbra scrub.

Technical details: With displacement of 71 t. gr.

SOURCE: p. 14, 28 *Port of Richmond River, Ballina 1840s to 1980s, Appendix A List of Wrecks on Ballina Bar and Vicinity* © Glen Hall, p. 146 *Australian Shipwrecks V. 2* © Jack Loney. (*Glen Hall states wrecked July*)

BLACK JOKE (JAKE) 1821 1823 2 yrs.

This colonial wooden schooner was built in 1821 for owner Richard Kelly. The master was Captain G Doors.

This vessel sailed on November 14, 1823 to Port Macquarie then returned to Sydney on November 21.

It is thought that the schooner *Black Joke* was the same vessel, listed in the 1820 *Plantation Register*. This vessel sailed from Sydney for Port Macquarie on November 21, 1823 under command of G Doors and is shown as owned by Richard Kelly.

On December 18, 1823 the *Black Joke (Jake)* came to grief on the Port Macquarie bar with no lives being lost. At the time of the incident, it was in the employ of the colonial government. The vessel's owner, Richard Kelly petitioned the Governor on October 12, 1824 claiming that it had been lost because of the neglect of the pilot. He stated that he had received by way of compensation, the schooner *Isabella* on moderate terms.

Unfortunately Richard Kelly had no luck with the *Isabella* either, for convicts later seized it at Port Macquarie and escaped.

The *Black Joke*, the *Black Jack*, and the *Black Jake* are all mentioned together in the Record of Shipping Arrivals and Departure, it is reasonable to suspect therefore that these three are the one and same vessel. (On p. 120 *Wrecks on the N.S.W. North Coast*, Loney cites report of schooner *Joke* being wrecked when it ran into the Sow and Pigs reef on June 18, 1821.)

Technical details: With a displacement of 28 t. gr.

SOURCE: p. 146 1788, p. 214 *Pageant of the Pacific* © Captain R F Rhodes, p. 149 *Gazetteer*, p. 65 *Australian Shipwrecks V.1* © Charles Bateson, p. 20 *Wrecks on the NSW North Coast* © Jack Loney, Heritage Office NSW Govt. Maritime Heritage Program 1996.

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BLACK SWAN 1854 1868 14 yrs.

The *Black Swan* was an iron paddle wheel steamer built by C J Mare & Co. in Blackwall, London. The vessel was shipped out in parts aboard the barque *Daniel Wheeler* which arrived in April, 1854 where it was re-assembled by Young and Mather in Sydney and launched in August, for the owner, W Byrnes of Parramatta, who registered it in Sydney.

When she was first imported, it was intended that the vessel would operate on the Sydney-Parramatta river ferry service. The firm later decided to start a weekly passenger service between Sydney and Brisbane Water in October 1855. This continued for about four years, then in September 1859, lack of support for the service caused the firm to reduce it to a bi-weekly service, then not long after that, they suspended the service altogether. The vessel was also utilised on the Manly ferry run from time to time.

The owners obviously were concerned at the paddle wheelers size and failure to operate at a profit, so they decided it should be >built upon= and in November 1865, it was lengthened. This made the vessel suitable for their plans to run her on passenger excursions to the Hawkesbury River and Port Hacking.

The *Black Swan* was sold in March, 1866 to T S Mort and Edye Manning, who in 1867, employed it on regular weekend excursions to Port Stephens via Newcastle, as well as being operated on a regular Sydney-Newcastle run, which was in opposition to the regular Newcastle steamers. They also utilised the vessel on their advertised trips to Moruya and Tuross Heads on the South Coast.

In a report published in the *Wingham Chronicle and Manning River Times*, published on Friday, August 29, 1958, Gordon Dennes states,

>At 4 p.m. on June 4, 1868, the *Black Swan*, under command of Captain Hersee, came down the river and proceeded to sea but as she attempted to cross the Manning River bar a succession of heavy seas broke on her. She appeared to be going down head first, but Captain Herse ordered the engines to be reversed so she could be got into smooth water. Unfortunately water extinguished her fires, and being unable to manoeuvre, she started to sink in mid channel. The Pilot got to her with his boat, and the masters of the vessels lying at anchor abreast of the station, J Roberts, W Loutit, S Craig, and W Pinkerton rendered every assistance with their boats and saved every person out of her. She is now lying in about twenty feet of water with her funnel out of the water. There was none of the property saved. All her deck cargo drifted away with the tide up the river.

>It is thought that J Roberts and W Loutit were the masters of the ketches *Esther*, 36 tons and *Amity*, 28 tons respectively, and that S Craig and W Pinkerton were the captains of either one of the vessels, a ketch named *Lillian*, 33 tons, and the schooner *Gorilla*, 37 tons.

Technical details: With displacement of 40 t. gr. it originally had dimensions of 90.4 x 14.3 x 6.9 ft. In November, 1865, was lengthened and was then of 70 t. gr. with dimensions of 110 x 14 x 6.2 feet. When registered was allocated ON32481.

SOURCE: p. 202-203 *Australian Shipwrecks V.2* © Jack Loney, p. 34 *Australian Coastal Passenger Ships* © Ronald Parsons, p. 8 *Australian Shipwrecks V.1* © Charles Bateson, Article published in *The Wingham Chronicle and Manning River Times*, Friday, August 29, 1958, by Gordon Dennes, p. 44 *Wrecks on the NSW North Coast* © Jack Loney, p. 103 *The Log* article by G A Hardwick August 1987.

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BLAXLAND 1915 (Parsons states 1914)

This steel twin screw steamship was built in 1915 by Mackie and Thompson Ltd. of Glasgow, for owner, Allen Taylor and Co. Ltd. who registered it in Sydney.

In 1915, William Hollyman & Sons. Ltd. bought the vessel and had the registration transferred to Melbourne. This firm sold it in 1916, to the Australian Steamships Pty. Ltd. who renamed it *Innisfail*. In 1946, owner became W R Carpenter & Co. Ltd. who registered the vessel in Port Moresby and in 1948, it was sold to Chinese businessmen. Drops from Lloyds Register without comment 1959/60.

Technical details: with a displacement of 399 t. gr. 144 t. nt. it had dimensions of 144.5 x 32.2 x 7.2 feet and had twin compound steam engines rated at 48hp with steam from a single ended coal fired boiler rated 120 psi built by J Ritchie Glasgow. Machinery was placed aft. When registered she was allocated ON131515.

SOURCE: p. 93 *North Coast Run* © Mike Richards, p. 154 *Australian Shipowners and Their Fleets V.2* © Ronald Parsons.

BLUE JACKET 1855 1857 2 yrs.

This wood schooner, while on a voyage from Noumea to Sydney late in 1857 was last seen near Middleton Reef in the Coral Sea. There is no further record and it was presumed lost.

Technical details: with a displacement of 74 t. gr.

SOURCE: p. 92 *Australian Shipwrecks V.2* © Jack Loney, p. >Wrecks and Casualties=
Australian Shipping Record September 1976.

BOAMBEE 1908 1948 40 yrs.

A wood single screw steamship, the *Boambee* was built in 1908 at Bellingen by E D Pike. This is the native name for the Coffs Harbour area. (On p. 10, *Australian Shipowner & Their Feets V.1*, Ronald Parsons claims built at >Langley Vale, Bellinger River.=)

In 1912, this vessel was being operated by the Manning River Limestone & Steam Ship Co. Ltd. who were advertising a direct service to Newcastle from the Manning every three days (state of the bar permitting).

Sold circa 1917, to Langley Bros. of Langley Vale, near Coopernook who sold it to F Viggers of Newcastle in 1926. This firm only had ownership for 12 months then in 1927 sold the vessel to the Port Stephens Steam Shipping Company Ltd.

The *Boambee* sank on April 21, 1934 at its moorings at Clarencetown, Williams River, but was able to be raised and restored to service. The vessel sank later at Hexham and had to be rebuilt.

About 1947, the Newcastle & Hunter River S.S. Co. bought the vessel but they only owned it for a short time but it was in the next year they had the vessel renamed *Illalong*. It was while under this firm=s control, in fact, on May 8, 1848, as the *Boambee* was leaving Newcastle, off Redhead it sprang a leak and returned to port to the wharf where it settled on the bottom. The owners had it pumped out and refitted.

The vessel continued to be dogged by bad luck, for while it was moving in a fog on March 10, 1948, after losing its rudder, the vessel ran aground on Belmont Beach, 12 miles south of Newcastle. As the vessel was by now over 40 years old the ship was condemned and advertised for sale >as she lies=. The wreck was sold to a Hamilton

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dealer for , 250 (\$500) for dismantling.

Technical details: With a displacement of 236 t. gr. 113 t. nt. it had dimensions of 127.4 x 27.2 x 7.7 ft. with 1 deck. It had a 40hp rated compound steam engine supplied by Plenty & Sons Ltd. of Newbury. Owners registered the vessel in Sydney where it was allocated ON125187. SOURCE: p. 10, 99, 118, 181 *Australian Shipowners and Their Fleets* V.1, V.2 © Ronald Parsons, Herbert Jackson, p. 158 *North Coast Run* © Mike Richards, p. 110 *Wrecks on the NSW North Coast* © Jack Loney, p. 27-28 *The Good Old Days, Heritage Photographs of the Manning, Gloucester and Great Lakes* © Jim Revitt, p. 48 *Bert Lovett=s Between The River and The Sea* © Norm Barney with Terry Callen, Wauchope District Historical Society records.

BONALBO 1925 1957 32 yrs.

A steel single screw steamship, the *Bonalbo* was built in 1925, by Lithgows of Port Glasgow for owner N.C.S.N. Co. Ltd. who the vessel named after a town 35 miles north-west of Casino.

This large coastal shipping company ran into some financial difficulty caused by the falling demand for cargo space due in no small part to competition from the railways. At a general shareholder=s meeting on February 18, 1954 they decided to place the company into voluntary liquidation and on May 15, nine of the company=s vessels were advertised for sale.

The *Bonalbo* was sold to Patsons Ltd. of Sydney in 1954, then to Hetherington & Kingsbury Ltd. They sold the vessel to Hong Kong owners in 1957 who renamed it *Leewana*. In 1963 this vessel was purchased by the Panamanian Oriental Steamship Company and was renamed for the third time with its new name *Impala*.

Technical details: With a displacement of 960 t. gr. 450 t. nt. it had dimensions of 205 x 34.6 x 12 ft. with 1 deck, her f'oc=sle 33' R.Q. 127' and was equipped with refrigeration machinery, the vessel had a 11hp rated triple expansion reciprocating steam engine. She also had coal fired boilers supplied by D Rowan & Sons of Glasgow. At registration was allocated ON152003.

SOURCE: p. 158 *North Coast Run* © Mike Richards, p. 10-11 *Australian Shipowners and Their Fleets* V.1 © Ronald Parsons, p. 3 *Mid-North Coast Maritime Museum Newsletter, July, 1995* © Editor, Colin Ellwood.

BONNIE DUNDEE (1) 1876 1897 23 yrs.

This schooner was built in 1876 on the Macleay River.

On June 19, 1897, the schooner *Bonnie Dundee*, carrying a crew of five, drove ashore at Bawley Point, near Ulladulla, after parting its anchor chains. The vessel was valued at , 600 (\$1200).

Technical details: With displacement of 84 t. gr. it had dimensions of 85.2 x 19.3 x 7.8 ft. SOURCE: p. 259 *Australian Shipwrecks* V.3 © Jack Loney.

BONNIE DUNDEE (2) 1877 1879 2 yrs.

This iron steamship was built in 1877 by Gourlay Bros. of Dundee, Scotland, for Bruce Baird & George W Nicoll, who registered it in Sydney. It had been specially designed and built for the Sydney-Northern Rivers run.

It is claimed by T J Callen of Stockton in >The Log= in September, 1967, that the *Bonnie Dundee* was the first steamship acquired by the brothers, Bruce Baird Nicoll and George Wallace Nicoll, who named the vessel in honour of their father=s birth place in Scotland.

The steamer *Bonnie Dundee* was towing the ketch *Dolly Walmsley* across the

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Brisbane Water bar on May 20, 1878 when the tow rope between the steamer and the heavily loaded ketch parted. The heavy seas soon wrecked havoc on the hapless vessel which soon broke up. Fortunately most of the gear was salvaged.

At about 8 p.m. on March 10, 1879 when off Lake Macquarie, the steamer s.s. *Barrabool* struck the steamship *Bonnie Dundee* almost amidships on the starboard side, running into the deck almost three feet (almost 1 metre) cutting it below the water line. The *Bonnie Dundee*, which was on a voyage from Sydney to the Manning River, immediately rolled on the vessel onto its beam ends and filled rapidly and just four minutes after the collision it plunged to the bottom, bow first.

Some of the passengers and crew on the *Bonnie Dundee* reacted quickly and jumped on to the *Barrabool*. The cabin boy tried to follow them but missed and fell back into the starboard lifeboat and was killed when it was cut in two. Four female passengers were issued with lifebuoys and told to jump. As the *Bonnie Dundee* sank, they were dragged down by the suction of the vessel and drowned. Master of the *Bonnie Dundee*, Captain Stewart was not on duty at the time of the accident.

The Newcastle Pilot Boat *Ajax* was on the scene within four hours of the accident.

Many questions were raised about the collision, because both vessels were in sight of each other for some time. At the subsequent Board of Marine Inquiry, Mr T Crawford, mate of the *Bonnie Dundee* was found guilty of negligence. He lost his Coasting Master's Certificate for twelve months as a result. In addition, the captain and mate were found guilty of manslaughter, for it was found that it was their vessel was responsible.

The *Bonnie Dundee* was insured for ,6000 (\$12,000). 5 lives were lost in the accident.

Technical details: With displacement of 193 t. gr. 121 t. nt. it had dimensions of 130.3 x 19 x 9.9 ft. a 2 mast ketch rig, and was equipped with an inverted direct acting diagonal, single cylinder engine rated at 40hp. supplied by the builder. Given ON75200 when registered.

SOURCE: p. 99-100 *Australian Shipwrecks V.3* © Jack Loney, p. 123, 125 *Australian Shipowners and Their Fleets V.2* © Ronald Parsons, p. 120 *Ships and Seafarers in Australian Waters* © Max Colwell, p. 35 *Australian Coastal Passenger Ships* © Ronald Parsons, p. 59, 61 *Wrecks on the NSW North Coast* © Jack Loney, Mike Richards, p. 113 *Bar Dangerous* © Terry Callen, p. 42 *Bert Lovett's Between The River and The Sea* © Norm Barney with Terry Callen.

BOOMERANG (1) 1855 1865 10 yrs.

Built in 1855 on the Williams River, the *Boomerang* was a two masted wooden schooner.

This vessel left Newcastle on January 12, 1865 bound for the Clarence River but failed to arrive, there were no trace of her crew of seven.

Technical details: With a displacement of 63 t. gr. it had dimensions of 78.8 x 16.4 x 7 feet
SOURCE: p. 14 *Pageant of the Pacific* © Captain R F Rhodes, p. 38 *Wrecks on the N.S.W. North Coast* © Jack Loney, *Bedside Book of Colonial Doings*, p. 163 *Australian Shipwrecks V.2* © Jack Loney.

BOOMERANG (2) 1854 1898 42 yrs.

An iron single screw steamship, the *Boomerang* was built in 1854, by T Wingate & Co. of Whiteinch, Glasgow for the Australasian Steam Navigation Company, who registered it in Sydney.

In July 1851, the Hunter River Steam Navigation Coy. had gone out of existence and

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the Australasian Steam Navigation Co. came into existence. Six new steamers - the *Boomerang*, *City of Sydney*, *Collaroy*, *Illalong*, *Telegraph* and *Wonga Wonga* - were built by the company over the years. This company operated until it merged into the Australian United S.N. Co. Ltd. in 1887.

The A.S.N. employed the *Boomerang* on most of the coastal passenger services as well as the trans-Tasman service they had commenced.

The *Boomerang* was too large to enter Port Macquarie so anchored in Boat Harbour where passengers and freight was transferred by pilot boat and other small craft to shore.

The Port Macquarie pilot reported that he had boarded the *Boomerang* five miles off, to put four passengers for Sydney on board. The vessel called at Port Macquarie in 1857 then on June 22, 1862 as well.

During 1858, the *Boomerang* spent most of its time on the Sydney-Brisbane-north Queensland run.

The ship nearly came to grief, when in May, 1863 it ran onto a sandbank in the Fitzroy River. The impact caused the hull to part forward of the engine room and it looked as if its career was finished. Fortunately the vessel was salvaged, patched up under great difficulties, and was towed down to Sydney by the p.s. *Yarra Yarra*.

The Company took the opportunity while repairs were being carried out, to have it lengthened, plus adding another deck.

The A.S.N. decided to get out of the Hunter River trade, so sold it in April, 1881 to W H Eldred, and this firm only kept the ownership for a short time and in November, they sold the vessel to J J Amess & R H Willis. In September, 1882 it was sold to the Newcastle Steamship Company Limited, and they registered the *Boomerang* in Newcastle.

This company sold the vessel in December, 1891 to the newly formed Newcastle and Hunter River Steam Ship Company Limited, who registered it in Sydney. The *Boomerang* became quite popular on the Sydney-Newcastle-Morpeth run for about three years. The company obviously considered her age, so it was sold in February, 1894 to T M Goodall, who converted it into a hulk. The vessel was finally broken up and the register closed in 1898.

Builders of the iron steamers of this period made extensive use of timber in their construction. Ventilation was also a significant problem as only open gratings were available to allow light and air to enter stokeholds. During heavy weather these open gratings allowed seawater to cascade down over the firemen below, with the risk of flooding the boiler room and extinguishing the fires. This problem continued to plague these ocean going vessels until the cowl ventilator, which could be turned to suit the direction of the wind, was invented in the 1860s.

Technical details: With a displacement of 324 t. gr. 193 t. nt. it=s dimensions were 170.1 x 21.3 x 11.3 ft. the vessel was barque rigged and equipped with a 2 cylinder steeple engine rated at 106hp. After being lengthened in 1864, the vessel had a displacement of of 655 t. gr. 445 t. nt. and had dimensions of 211.9 x 21.8 x 19 ft. and was re-rigged as a 2 mast schooner. When registered it was allocated ON32277.

SOURCE: p. 38 *Workhorses In Australian Waters* © Mike Richards, p. 36 *Australian Coastal Passenger Ships* © Ronald Parson, p. *From Derby Round to Burketown* © N L McKellar, File 206 Mid North Coast Maritime Museum records, p. 66 *Bar Dangerous* © Terry Callen, Report >An Old Log Book of Port Macquarie Pilot Station= published in the *Port Macquarie News*, August 10, 1929, cutting held in book compiled by W H Branch held in Wauchope

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Historical Society records.

BOWRA (1) 1899

This wood stern paddle wheel drogher was built on the Brisbane Water by Tom Davis and owned by him.

Technical details: With a displacement of 42 t. gr.

SOURCE:

BOWRA (2) 1894

A small Hobart registered firm T A Reynolds and Company, founded in part by Captain Edward Thomas Miles of Hobart acquired the *Bowra* in 1893. This purchase followed his entering into partnership with his father-in-law, T A Reynolds. Reynolds, a prominent builder and contractor in Hobart provided the capital for the purchase of the various vessels for the company. Prior to the incorporation of the business, Captain Thomas had purchased the 75 ton *Myall* steamer. In 1893, they purchased the steamer *Bowra*.

It was a busy time for the T A Reynolds company with the development of mineral fields on the west coast of Tasmania.

The *Bowra* sailed from Newcastle on October 26, 1894 bound for the Clarence River heavily loaded with 203 tons of coal, and with such a weight, the vessel was quickly in difficulties when it sprang a leak near Seal Rocks.

The master ordered the pumps to start working, but this was to no avail as the pumps could not hold the water. He ordered the crew to >abandon ship= and they were able to land on shore unharmed. They saw the *Bowra* sink in deep water.

Technical details: With a displacement of

SOURCE: p. 84 *Wrecks on the NSW North Coast* © Jack Loney, p. 100-102 *The Log*, August 1992 © article by I J Farquhar.

BOWRA (3) 1899

Built Manning River by Daniel Sullivan and launched on May 9, 1899.

The Port Macquarie News in its issue of July 29, 1899, reported, >NEW DROGHER.©*The new drogher which has recently been built on the Manning river on behalf of the North Coast Company for the Nambucca river trade, was towed from the Manning bar to the Port Macquarie bar by the steamer Rosedale on Tuesday last. She is a well-constructed little craft, and being only about two feet draught, should suit the requirements of the Nambucca river admirably. Her name is the ABowra.*©

Technical details: With a displacement of

SOURCE: *Port Macquarie News*, Saturday, July 29, 1899. No. 100 List of ships built on Manning River 1834-1934 - Pub. Manning Newspaper.

BRILLIANT 1851 1884 33 yrs.

This wood schooner was built in 1851 at Yarmouth, U.K. arrived in Australia in 1852 where the vessel underwent several ownership changes until Chas Jarrett bought it.

In 1876, the schooner stranded itself at Cape Byron, but was salvaged. In another incident on the Brunswick Bar on May 1, 1884 the vessel parted its cables and went ashore. The master, Captain P Marsh was unable to do anything to prevent it breaking up within a few hours.

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Technical details: With a displacement of 140 t. gr. it had dimensions of 78.5 x 21.6 x 8.2 ft.
SOURCE: p 148 *Australian Shipwrecks V. 3* © Jack Loney.

BRISBANE 1821 1832 11 yrs.

The cutter *Brisbane* was built in 1821.

The vessel departed Sydney on November 6, 1823 under Master and part-owner J J Peacock, the other owners were Thomas Rogers and Thomas Street and returned on November 25 from Port Macquarie.

The ship was wrecked at Port Macquarie in April, 1825 when attempting to leave harbour together with *Sally* and *Issabella*, but later salvaged.

It sailed from Sydney November 25, 1825 for Port Macquarie and Moreton Bay, but had to return to port on 27/28 November after experiencing bad weather. On another voyage, the *Brisbane* departed February 11, 1826 to Moreton Bay.

In August, 1832, the by-now 18-ton schooner rigged vessel was bound from Ulladulla to Sydney with cedar and farm produce when it capsized near the mouth of the Shoalhaven River. The vessels inverted hull was found two days later in Jervis Bay by aborigines with all the crew apparently drowned. The *Brisbane*'s owner was Thomas Kendall, who had been a missionary in New Zealand and was the grandfather of the poet Henry Kendall (after whom the village of Kendall is named).

There is a strong possibility that this was the same cutter *Brisbane* owned in 1827 by Edward Chapman of Sydney.

Technical details: With displacement of 18 t. gr. it had dimensions of 27.6 x 11.1 x 5.8 feet.
SOURCE p. 146 *1788*, p. 69 *Australian Shipwrecks V.1* © Charles Bateson. p. 259 *Pageant of the Pacific* © Captain R F Rhodes, p. 25 *Australian Shipowners and their Fleets V.5* © Ronald Parsons, p. 9 *Wrecks on the NSW North Coast* © Jack Loney.

BRITANNIA (or Britania) (1) 1867 1869 2 yrs.

This topsail schooner rigged vessel was built in 1867 at Myall Creek, Port Stephens, and owned by E Uhr.

On the night of May 8, 1869 while off the New South Wales coast, the second great gale of that year gradually increased in fury. Within twenty-four hours it had destroyed nine ships and claimed many lives.

The master of the topsail schooner *Britannia*, J Greenly and his crew, loaded with a cargo of timber for Port Macquarie, watched helplessly as the 110 tons schooner *Don Juan*, foundered near Bird Island. They were unable to help as they soon found their own vessel in trouble when the sails were blown out. Captain Greenly ran it ashore near Anna Bay to save the lives of those on board, and all landed safely and walked to Newcastle.

Report dated Sept. 19, 1996 by Heritage Dept. NSW Govt. Maritime Archaeology Program.

Technical details: With a displacement of 48 t. gr. it had dimensions of 78.3 x 19 x 5.9 feet.
SOURCE: p. 44 *Wrecks on the NSW North Coast* © Jack Loney, p. 212 *Australian Shipwrecks V.2* © Jack Loney, Heritage Dept. NSW Govt., 19 Sept. 1996.

BRITANNIA (2) 1878

This ketch rigged vessel was built at Cape Hawke, with no date recorded.

The owner/master Captain White was in charge, when on August 22, 1878 it ran onto rocks and was lost while entering the Nambucca River.

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Technical details: With a displacement of 50 t. gr. it had dimensions of 73.2 x 18.3 x 5.5 feet.
SOURCE: p. 93 *Australian Shipwrecks V.3* © Jack Loney, p. 60 *Wrecks on the NSW North Coast* © Jack Loney, p. 45/1 *Wallis Lake, Its Rivers and Villages* © Dawn McMaster.

BRITANNIA (3) 1902 1950 48 yrs.

A wood single screw steamship ferry, it was built in 1902 at Woodburn for owners Fred Davis and later his son. In 1906, the vessel was purchased by Davis Bros and Burgess Ltd. and registered in Sydney. In 1931 it was sold to and registered in the name of Richmond River Shipping Co. Ltd.

Some time in the early 1940s, this vessel was converted to diesel operation and the steam engine was removed.

The *Britannia* was burnt to the waterline at Lismore in July 1946. The vessel was not repaired but was broken up for salvage. Registration closed in 1950, with remark >burnt=.

Technical details: With a displacement of 55 t. gr. 38 t. nt. it had dimensions of 74.9 x 16.1 x 5.2 feet. The steam engine was rated at 12hp. It was allocated ON121118 when registered.

SOURCE: p. 70, 139 *Australian Shipowners and Their Fleets V.1, V.2* © Ronald Parsons.

BRONZEWING 1876 1879 3 yrs.

A wooden schooner, this vessel was built in 1876 at Brisbane Waters for owner William Burns.

It was sold to Alex McCallum then Fagens and Frost. Probably based Brisbane Water.

Under command of master, John Reed, the *Bronzewing* took on a cargo of timber from Fagen=s Mill of Kendall for the Sydney market. The vessel left the Camden Haven but heavy seas caused it to run before the wind and put into Port Macquarie for shelter on December 17, 1879. Four days later on the 21st, the vessel attempted to put to sea in the vessel but ran on to rocks at the bar and was lost.

Technical details: With a displacement of 42 t. gr. it had dimensions of 69.6 x 17 x 5.5 feet.
SOURCE: p. 62 *Wrecks on the NSW North Coast* © Jack Loney, p. 107 *Australian Shipwrecks V.3* © Jack Loney, p. 16, 37 *Port Macquarie, The Port That Was* © Ian Finkel and Lynda Turner, Verbal history © McLaren, p. *Brisbane Water Boats & Ships* © , NSW Govt. Heritage Dept. Maritime Archaeology Program 1996.

BRUNDAH 1906 1933 27 yrs.

This steel single screw steamship was built in 1906 by D J Dunlop of Port Glasgow for the N.C.S.N.Co. who registered her in Sydney. The name is an Aboriginal word meaning >Sweet Home.=

The *Brundah* was designed and usually was well occupied on the Sydney-Richmond River trade. She had accommodation for approximately 100 passengers.

The master, Captain Benjamin Alley, who had previously been in command of the N.C.S.N.Co. vessel *St George* was judged to be unsurpassed with his knowledge of the Richmond River. He was remarkable in keeping his timetable, fog not withstanding. Under him the *Brundah* would leave Sydney at 8 p.m. on Saturday night with eighty or a hundred passengers and a full cargo, and cross into the river on the Monday morning tide.

It became a practice to lighten vessels by discharging partly at Ballina and then at

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the C.S.R. Company at Broadwater before proceeding into the narrow north arm at Lismore. After proceeding up the river to Lismore the *Brundah* would cross out on the first tide on Wednesday, and be back in Sydney on Thursday. Captain Ben Alley was no youngster at the time he was in command of the *Brundah*. He was said to have been over 80, and hardly ever left his ship to go ashore - certainly never in Sydney anyway. His wife lived on the lower Richmond and old Ben would stop his ship on the way upstream and send his washing ashore for laundering, repeating the performance on the return trip to pick it up again.

Even though the N.C.S.N. Company had a monopoly on shipping to the North Coast, it continued to provide an efficient and regular passenger service over the years. It paid good dividends to its share-holders, but not at the expense of its passengers comforts. The Company prided itself on its ability to provide a touch of class, that was first class. Stewards and stewardesses dressed in white attended to the cabins and waited on the long dining tables. On the tables was damask napery, snow white, cutlery embossed with the Company=s stamps and insignia giving the impression of luxury.

On August 10, 1908 the *Brundah* together with seven other steamers, *Kallatine*, *Kyogle*, *Cavanba*, *St George*, *Burrawang*, *Orara* and *Ramornie* had to take shelter at Byron Bay on a lee shore because of bad weather conditions at sea.

The *Brundah* was damaged early in February, 1913 when the master tried to steer inside the rocks at Seal Rocks near Port Stephens. The master had his certificate suspended for three months after the Court of Inquiry ruled that it was his negligence in sailing inside the rocks.

There are reports that in June 1921, *Brundah* while under command of Captain Purdie, was proceeding southward with a mixed cargo from the Richmond River, when it sighted in the half darkness, the wooden cargo vessel *Our Jack* at about 3000 yards to the west off the Manning River mouth. *Our Jack* under command of Captain Alexander Forbes, which was battling mountainous seas at the time.

The unsubstantiated report stated that the conditions were frightful with driving rain and high seas and as the *Brundah* approached the crew of the *Our Jack* commenced to lower the ships boat and >abandon ship=. The boat was then pushed with considerable force under the counter of *Our Jack* and turned over, throwing the occupants into the raging sea. Those that survived managed to swim to the overturned boat and cling on. The other members of the crew were never seen again.

Captain Purdie, displaying superb seamanship managed to manoeuvre his ship so that he could launch his ship=s boat. The *Brundah*=s crew were able to throw lifelines out to the men as they swam in the water and haul them on board the boat and were able to rescue eight men. Another of the survivors had a remarkable stroke of luck when he was swept close to the vessel by a rough sea as high as *Brundah*=s deck and was hauled aboard.

The *Brundah* was sold in 1925 to Burns Philip (South Seas) Ltd. who renamed it *Malinoa* with the registration being transferred to Suva. The vessel became part of the main fleet of Burns Philip and while under charter to Wilkinson and Wilson, it was badly damaged by a stranding at Aoba, New Hebrides on April 30, 1932. The vessel was refloated and used as a cophu hulk at Vila but found to be beyond repair and was scuttled off Suva in February 1933.

Technical details: With a displacement of 884 t. gr. 547 t. nt. it had dimensions of 200.2 x 30.1 x 17.9 ft. with 2 decks was equipped with electric light and refrigeration machinery. The

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vessel had a triple expansion reciprocating steam engine rated at 110hp supplied by the shipbuilder. When registered was allocated ON121147.

SOURCE: p. 158 *North Coast Run* © Mike Richards, p. 11 *Australian Shipowners and Their Fleets V.1* © Ronald Parsons, p. 25-26 *Port Of Richmond River, Ballina 1840s to 1980s* © Glen Hall, p. 77, 87 *Alma Doepel, The History of An Australian Schooner* © Capt. Ralph McDonell, p. 36-37 *Australian Coastal Passenger Ships* © Ronald Parsons, p. 104 *Wrecks on the NSW North Coast* © Jack Loney.

BRUNSWICK 1883 1886 3 yrs.

This iron single screw steamship was built in 1883 at Balmain by Foster and Minty for Alexander Kethel & 3 other partners, who registered it in Sydney.

Kethel, a shipowner, was mainly involved in the Northern Rivers Trade and had entered this trade in the same year as his vessel was built. From January, 1884 he was advertising that the *Brunswick* was sailing for the Tweed River and another of his vessels, the ketch *White Cloud* was sailing for the Brunswick River. He set up business at Wharf Street, Sydney and also worked closely with Nicholas Cain, for his vessel=s were advertised as sailing from >Kethel=s Wharf=.

The *Brunswick* was sold to John See in August, 1886 who was terribly unlucky with this vessel as he had only owned the vessel for a few months when fully laden, it struck the Manning River Bar on December 18, 1886 while entering the river. The vessel became unmanageable and went ashore and eventually became a total wreck. Captain Benson was absolved of any blame for the incident. The wreck of the *Brunswick* sold for the sum of , 2 (\$4).

Technical details: With a displacement of 174 t. gr. 118 t. nt. it had dimensions of 104.7 x 20.6 x 7.8 ft., with a 2 mast ketch rig. It allocated ON89241, and had a compound surface condensing steam engine rated at 30hp supplied by Davy and Sands of Pymont.

SOURCE: p. 158 *North Coast Run* © Mike Richards, p. 169 *Australian Shipwrecks V.3* © Jack Loney, p.90, 91 *Australian Shipowners and Their Fleets V.1* © Ronald Parsons, p. 71 *Wrecks on the NSW North Coast* © Jack Loney.

BUDGAREE

This vessel arrived in the Camden Haven on July 23 and departed from the Camden Haven on August 1st, 1888.

Technical details: With a displacement of

SOURCE: *Port Macquarie News*, Saturday, July , August 4, 1888.

BURRAWONG 1889 1909 20 yrs.

The *Burrawong* was a steel twin screw steamship built in 1889, at Dundee by Gourlay Bros & Co. for John See, who registered it in Dundee, then transferred the registration to Sydney in 1909.

While the vessel was under the control of John See, s.s. *Burrawong* went ashore at the entrance to the Macleay in November, 1899. There was quite a bit of comment regarding the lack of telephone communication between the Pilot Station and the Post Office after this accident. This arose from the fact that a notice had been placed on the backboard outside the Central Kempsey post office announcing that the vessel had passed over the bar at 12.40 pm.

In a report published in the *Port Macquarie News* in November, 1899, stated that, >. . . *This had been reported by the Pilot, Captain Jamieson who had seen the steamer*

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cross the bar safely and head for the training wall from Grassy Head. Unfortunately neither he nor Captain Taplin of the **Burrawong** had any idea that the channel had shifted between the training wall and the bar.

>On hearing of the grounding, Captain Jamieson took the pilot boat out to the new entrance, he found the vessel lying about three ship lengths outside the south training wall in about 3 feet of water. Mr T Chandler, the Company=s agent in Kempsey, with some of the drogher=s men went off in the **Shamrock** to render assistance. On arrival at the entrance a fair sea was running so it was not deemed advisable to take the **Shamrock** out much beyond the wharf.

>The passengers and mails were brought off safely in the pilot boat on to the **Shamrock**, and thence up to Kempsey, where they arrived about 11 o=clock.

>It was thought that the **Burrawong** would be able to be floated during the night, and several anchors, buoys, &c., were put out for that purpose. It was not till Thursday night=s tide, however, that she moved. She was then about her own length from deep water, and slewed round till her bow was facing towards the sea. On Friday night=s tide she moved nearer still to deep water and was eventually got off about 5 a.m. Sunday morning, and came up to Kempsey during the afternoon arriving about 5.30 p.m. = (End of report).

The problems encountered by the *Burrawong* had their beginnings in 1893 when a large flood removed the river entrance from the pilot station site at Grassy Head to what was termed the >New Entrance. = With the New Entrance situated some eight to nine miles away from the official pilot, great difficulties were being experienced by all concerned. This applied especially in the cases of accidents or emergencies, when all the equipment, life saving apparatus, manpower and means of communication were not available.

When the regular Sydney-Kempsey steamer *Burrawong* ran aground at the new entrance in February 1899, then again in November, followed the steamer *Coroki* in December 1900, this forced the hands of the Government authorities. Incidentally the *Coroki* loaded with coal when it was wrecked, was blown to pieces to remove it as a danger to navigation.

The *Burrawong* was sold to N.C.S.N.Co. in December 1891.

While under tow by the *Volunteer*, the *Burrawong* when ran aground at Bellinger Heads. She remained grounded for three days before it was refloated.

On August 10, 1908 the steamer, together with seven other coastal steamers had to run for shelter at Byron Bay because of heavy weather out to sea. The other vessels were *Kallantina*, *Kyogle*, *Cavanba*, *St George*, *Brundah*, *Orara* and *Ramornie*. She was employed on the north coast run for most if not all of the vessel=s service.

The *Burrawong* was wrecked on March 27, 1909 on the Harrington Breakwater, Manning River. After striking, she then drifted into mid-channel, filled with water and sank. The vessel became a total loss with its decks awash.

In April, the tug *John Gollan* was used in an operation which blasted the *Burrawong* to pieces to remove the danger to shipping.

Technical details: With a displacement of 391 t. gr. 246 t. nt. it had dimensions of 155 x 28.1 x 8.8 ft. it had a single deck with fo=c=sle standing 26' and bridge reaching 37' with a poop of 44'. The vessel was equipped with two triple expansion reciprocating steam engines rated at 70hp with a single ended coal fired boiler supplied by builders. Given ON96404 when registered at Dundee.

SOURCE: p. 158 *North Coast Run* © Mike Richards, p. 54 *Australian Shipwrecks V.4* © Jack

Ships of The Port

Loney, p. 74, 77 *Alma Doepel, The History of An Australian Schooner* © Capt. Ralph McDonell, p. 11 *Australian Shipowners and Their Fleets V.1* © Ronald Parsons, p. 39 *Australian Coastal Passenger Ships* © Ronald Parsons, p. 98 *Wrecks on the NSW North Coast* © Jack Loney, A feature article in *Manning River Times*, September 20, 1972, by Darrell Styles.

BURRINGBAR 1909 1934 25 YRS.

This vessel was a steel single screw steamship built as a flush decked passenger and cargo ship in 1909 by Greenock & Grangemouth Dockyard Co. Ltd. of Grangemouth for N.C.S.N.Co.

One of the major industries on the North Coast was the dairy trade, not only for the producers on the north coast, but also to the Company itself. This is why they designed this vessel with a refrigerated capacity to take up to 3000 cases of butter as well as providing for passenger accommodation on the run.

The steamer *Burringbar* was hulked in 1932 and scuttled off Sydney Heads on November 16, 1934 by her owners.

Technical details: With a displacement of 876 t. gr. 442 t. nt. and dimensions of 205.1 x 33.1 x 11.4 ft. it had 1 deck and shelter deck with refrigerated capacity for 3000 boxes of butter, as well as passengers and other cargo. The vessel had electric light, and was equipped with a triple expansion, reciprocating steam engines rated at 131hp with steam provided by a coal fired boiler supplied by Dunsmuire & Jackson Ltd. of Glasgow. When registered it was allocated ON125224.

SOURCE: p. 158 *North Coast Run* © Mike Richards, p. 11 *Australian Shipowners and Their Fleets V.1* © Ronald Parsons, p. 39 *Australian Coastal Passenger Ships* © Ronald Parsons.

BYRON 1891 1896 5 yrs.

Wood single screw steamship built November 1891 by Tom Davis at Terrigal for G W Nicoll.

In July 1892, B M Corrigan in Sydney, advertised that he was the agent for this ship which would be sailing for Tweed River and Byron Bay.

On May 23, 1896, the *Byron* left Newcastle for Sydney and sprang a leak next day in exceptionally heavy weather. Captain H Bazer attempted to return to port and the vessel foundered off Tuggerah. The Newcastle lifeboat rescued the crew.

The Newcastle lifeboat had a reasonably busy time between 1891 and 1896, for they had attended eight wrecks and rescued 45 people.

There was some concern about the condition of the Newcastle lifeboat after rescuing the crew of the *Byron* and she was slipped. It was quite evident that the pounding the boat had undergone while being towed in heavy seas had caused several planks to be started. A new boat was ordered immediately.

The subsequent Marine Board of Inquiry cleared the Captain of the *Bryon* of all blame because of the exceptionally heavy weather the vessel had encountered at the time.

Technical details: With a displacement of 145 t. gr. 99 t. nt. it had dimensions of 96.2 x 20.4 x 8.1 ft. with a 2 mast Fore & Aft schooner rig, it was equipped with a pair of self compensating steam engines rated at 22hp supplied by Gourlay Bros. of Dundee, Scotland. When registered the vessel was allocated ON101024.

SOURCE: p. 159 *North Coast Run* © Mike Richards, p. 254-255 *Australian Shipwrecks V.3* © Jack Loney, p. 65 & 125 *Australian Shipowners and Their Fleets V.1* © Ronald Parsons, p. 114 *Australian Sea Stories* © Jack Loney, p. *Brisbane Water Story Parts V.* © C Swancott, p. 86 *Wrecks on the NSW North Coast* © Jack Loney, p. 226, 237 *Bar Dangerous* © Terry Callen,

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R.A.H.S. Report.

B ALLENGARRA
BALLINA
BANNOCK BURN
BARD=S LEGACY
BARRANGARRY
BARUAH
BEAVER
BEGA
BELINDA
BELL BIRD (1) BELL BIRD (2)
BELL FLOWER
BELLINGER (1) BELLINGER (2) BELLINGER (3) BELLINGER (4)
BELMORE
BEN BOLT (1) BEN BOLT (2)
BENJAMIN BOYD
BERGALIA
BERMAGUI
BERTHA
BESSIE MAUD
BESSY
BETSY

Ships of The Port

BILLY BARLOW
BISMARCK
BLACK DIAMOND
BLACK JOKE (JAKE)
BLACK SWAN
BLAXLAND
BLUE JACKET
BOAMBEE
BONALBO
BONNIE DUNDEE (1) BONNIE DUNDEE (2)
BOOMERANG (1) BOOMERANG (2)
BOWRA (1) BOWRA (2) BOWRA (3)
BRILLIANT
BRISBANE
BRITANIA (1) BRITANIA (2) BRITANIA (3)
BRONZEWNG
BRUNDAH
BRUNSWICK
BUDGAREE
BURRAWONG
BURRINGBAH
BYRON

Ships of the Port

Camden Pilot Boat

Motor lifeboat stationed at Port Macquarie for use by the Pilot and crew to replace the launch *Hastings* which vessel was lost during the accident to Captain Liley.

In an inspection report dated Sunday, 26 September 1937, it was reported that the launch was in good conditional generally, but the deck and upper works require attention. It was recommended that the application of a preservative in the case of the deck, and painting and varnishing in the case of the deck structures, were necessary.

Temporary Pilot F W Muir and Boatmen E A Grierson and J Fitchett raised several additional safety matters on the *Camden* with the Inspector and all were agreed upon. These included :-

- (a) Leadsman=s chains to be fitted as decided for the launch *AMacleay* at South West Rocks.
- (b) Grab lines to be fitted in the after cockpit as decided in the case of the Launch *AMacleay*.
- (c) Two man ropes to be fitted on each side as is done on the Launch *AMacleay*.
- (d) Grab lines to be fitted in the centre cockpit as arranged for the Launch *ARichmond*.
- (e) Unsplinterable glass to be fitted to the forward screen of the centre cockpit as in the case of the Launch *ARichmond*.

The report indicated that the Acting Pilot and the Boatmen expressed their entire satisfaction with the proposals.

The question of altering the upper part of the centre cockpit, as recommended by Captain Roberts, Harbour Master, Newcastle, following the departmental inquiry conducted by him into the loss of the Launch *AHastings*, was considered on the spot and it was decided that the matter be left in abeyance pending the incoming Pilot being given an opportunity to express his opinion on the matter.

In regard to the Lifebuoy stowage, it was decided to fit these in the same way as they fitted in the Launch *AHastings*, which method was found to be very satisfactory for releasing purposes.

During another inspection carried out on 24 October, 1938, it was pointed out that at the previous inspection, the Boatmen had agreed with the proposal to instal Leadsman=s chains on the *Camden*, they had never used them, preferring to use the pole when sounding the bar, so it appeared the leadsman=s chains would be removed. An inspection by the Maritime Services Board Inspector report dated Sunday, 26th October 1941, advised that the station was in charge of Captain R S Wickham who was shown as 62 years of age.

The report also mentioned that an inspection had also been undertaken of the Blackman=s Point ferry punt which was operated by the Department of Main Roads..

It was in good order and condition.

In regard to the motor lifeboat *Camden*, the report stated that it had been surveyed by the Motor Boat Surveyor in July 1941. It was also inspected while afloat at her moorings on 26 October and found to be in good condition

Ships of the Port

generally with the exception of a small leak in the after cockpit. The report continued, *>This vessel has not been slipped for a number of years. It is considered that arrangements should be made for the Camden to be placed on the slipway of the Hastings River Sawmills Pty. Ltd. in the near future under the supervision of a Shipwright Surveyor.=*

>This launch has been out of commission for some weeks awaiting the supply of a new exhaust manifold. While at Newcastle on 30 October, 1941, opportunity was taken to call at the factory of the Acme Oil Engine Co. Pty. Ltd. to urge the early supply of the new exhaust manifold in accordance with the order placed with the Company.=

A Report, dated 25 July 1944 was submitted by Pilot Captain Wickham on the transfer of Motor Lifeboat Camden from Port Macquarie to Sydney.

The report said, *>I have to report that, in accordance with arrangements I left Port Macquarie on 19th July, 1944, in the Motor Lifeboat A Camden with Boatmen Lambert and Golding as crew. Sydney was reached on the morning of 25th July, 1944.=*

>2. The following is a log kept during the trip:

19th July, 1944:

Crossed out 7.40 a.m. Benzine 57 gallons, 25 gallons in tank. Light S.W. wind. Sea smooth. Tacking Point 8.10 a.m.

Arrived Crowdy Bay 2.30 p.m. Strong S.W. wind. Sea R.R. and making. Time on trip 6 hrs. 50 mins. Benzine trouble owing to sea water getting into tank through air vents.

20th July:

Sheltering Crowdy Bay. Strong S.W. wind, rough seas. Straining water from benzine and looking for other ways for salt water to enter fuel tank. Canvas valves placed over vents as experiment. Engine overhauled and run for a period and found running O.K.

8 galls. Benzine, 2 gall. Engine Oil purchased from Walter Burns for ,1.8.7 as per receipt.

Departed Anchorage 11 a.m. Crowdy Head abeam 11.10 a.m. Cape Hawke abeam 2.38 p.m. Speed 7 knots. Seal Rocks abeam 4.27 p.m. Speed 8 knots. Weather: S.W., slight sea, fine.

Owing to water in Benzine proceeded to anchorage in Shoal Bay. Dropped anchor at 10.10 p.m. Returned from Morna Point.

21st July:

Departed Port Stephens 9.10 a.m. Arrived Nobby=s 1.55 p.m. Moored Pilot Station 2.20 p.m. Engine failed 4 miles off Nobby=s owing to water in benzine. Refuelled 13 galls. benzine. S.E. Fresh Breeze. Confused sea.

22nd July:

Launch moored at buoy off Pilot Station.

23rd July:

Departed Pilot Station 10.35 a.m. Engine oil checked and re-levelled. Red Head abeam 12.35 p.m. Norah Head abeam 2.20 p.m. Speed 8 a knots.

3.45 p.m. Engine stopped because of broken key in stub axle holding intermediate drive shaft cog.

Entered Broken Bay 6.30 p.m. Left at 6.45 p.m. Anchored Little Manly 10.33 p.m.

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24th July:

Departed Little Manly 8.7 a.m. Arrived Goat Island 8.30 a.m.

Measured benzine - 6 galls. remaining. Lubricating oil remaining - 2 gall.

Fuel consumption -3.1 miles per gallon.

3. During the voyage the vessel behaved well bearing in mind the small size of the craft, the confused sea and weather conditions generally, and the engine was very efficient and gave every satisfaction. Some difficulty was experienced due to slight leaks developing in the decks. Several other minor matters requiring adjustment have been reported verbally to the Senior Shipwright Surveyor.

4. I would like to place on record a statement of the very efficient and willing service given by the Boatmen under difficult conditions. I consider that both of these men have earned the Board's commendation, particularly Boatman Limbert who was in charge of the engine and did excellent work in keeping the engine running under all conditions.

(Capt.) R.S. Wickham

Pilot

Port Macquarie.

25th July, 1944.

In a Memorandum no. 44/6826 dated 14 August 1944, the Maritime Services Board advised the Pilot at Port Macquarie, Captain R.S. Wickham;

SUBJECT: Transfer of Motor Lifeboat A Camden@ to Sydney.

I am directed to convey to you and Boatman Lambert and Golding the commendation of the Board for the satisfactory manner in which the passage of the A Camden@ to Sydney was made under difficult circumstances.

The Board has approved the following payments in this connection:

Captain Wickham:

Sustenance allowance of 16/- per day and 11d. per hour up to 16 hours for part of a day.

An amount of ,15 to cover overtime and war risk allowance, as an act of grace.

Boatmen Lambert and Goulding:

Sustenance allowance of 10/- per day and 8p. per hour up to 15 hours for part of a day, in each case.

An amount of ,10 each to cover overtime and war risk allowance, as an act of grace.

Payment will be made in due course.

Please advise Boatman Lambert accordingly. The Officer-in-Charge, South West Rocks, has been advised respecting Boatman Golding.

(L C MILGATE)

Secretary

(Not a bad effort for a man who was by then 65 years old. R.C.)

What has been missed in the above report is the unsatisfactory arrangement of the air filter pipe. It should have been fitted with a flap to exclude sea water splashing into it. This was one of the design faults of this type of model and one that Captain Wickham found rather frustrating and also caused him so much trouble on the trip to Sydney.

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Syd, a son of Captain Wickham, was a crew member on the BHP iron ore carrier *Iron Knight* on one of its first voyages into Port Kembla. He noticed this cutter making its way across the harbour and something stirred in his mind and he exclaimed >*I=ll bet that the Camden*= for he recognised not only the shape but also the distinctive engine sound.

Technical details:

SOURCE: Captain Wickham=s log, Mid-North Coast Maritime Museum records, Syd Wickham oral history,

CALEDONIA (1) (renamed *Comet*) 1843 1866 23 yrs.

This schooner rigged vessel was built at the Scotchtown shipyards on the Macleay by John Ferrier and launched in February 1843. The ownership of the vessel were split Newton, Ferrier & Co. 32/64ths, Robert Cork 32/64th. On March 18, 1843 the vessel was renamed *Comet* and registered at the same time in Sydney. (For the rest of this vessel=s history, see *Comet*.)

Technical details: With a displacement of 92 t. gr. it had dimensions of 64 x 16.7 x 9.7 ft. with 2 masts, 1 deck plus quarter-deck.

SOURCE: p. 95 *Scotchtown and Pelican* 1991 © Val Newton.

CALEDONIA (2) 1867 1894 27 yrs.

A wood schooner built at Port Stephens in 1867 by Duncan McRae.

Two of the people who worked on this vessel were John Wright, a shipwright and his friend, Alexander Croll, both of whom came from Scotland. Both had received training as shipwrights during their early years in Scotland.

During a voyage from Port Macquarie to Sydney with a cargo of timber, on April 7, 1894 the vessel sprang a leak. When about seven miles off Bungaree, Norah Head, the pumps broke down and vessel was abandoned and left to founder. SS *Duckenfield* picked up the crew and took them to Sydney.

Technical details: With a displacement of 46 t. gr. it had dimensions of 68.8 x 18.3 x 6.3 feet.

SOURCE: p. 236 *Australian Shipwrecks* V.3 © Jack Loney, p. 83 *Wrecks on the NSW North Coast* © Jack Loney, p. B3:1 *Wallis Lake, Its Rivers and Villages* © Dawn McMaster.

CALENDAR

The schooner *Calendar* arrived and anchored off Port Macquarie on May 29, 1861 at noon, and described by the pilot, Edward St. A Kingsford in his log as >*windblown!*=

Technical details: was schooner rigged.

SOURCE: *Port Macquarie News*, August 10, 1929, article entitled >*An Old Log Book of Port Macquarie Pilot Station*= handed in by W H Branch to Wauchope District Historical Society.

CAMDEN Log Punt (Drogher)

Owned by Longworth=s Timber milling Company.

SOURCE: Oral History Stan Foster and Sam Buckman, Ray Cooper.

CANDIDATE 1885 1912 27 yrs.

This wood ketch rigged sailing ship was built in 1885 at Terrigal by owner

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Thomas Davis, who registered the vessel in Sydney.

In February 1894, while attempting to enter Port Macquarie, the *Candidate* capsized on the bar where five lives were lost including the Captain. The ship's dog survived by swimming ashore. (Some reports states that the dog dragged the Captain's body ashore). It is reported that as the funeral cortege left the church for the graveyard the dog followed it and when they buried the Captain, the dog lay on top of the grave, pined away and died.

Nicholas Cain purchased the wreck shortly afterwards in 1894 and rebuilt it. Using this vessel, he commenced his own shipping line in February, 1895. Later the vessel was taken over by John Hibbard, then in 1905 sold to Frederick Philips.

The *Candidate* was one of the vessels reported by the *Port Macquarie News* to be >bar-bound= by adverse weather conditions in late May-early June 1899. The other sailing vessels similarly affected at the same time were *Premier*, *Eva*, *Arab*, *Oscar Robinson*, *Empress of India* and *Triumph*. The conditions outside were so bad that the *Monarch* and the *Rozelle* had to run for shelter in Port Macquarie on May 28.

On July 23, 1899 the *Candidate* together with *Jubilee* and *Eva* sailed from Port Macquarie for Sydney, this time without problem with the conditions on the bar.

The *Candidate* returned to Sydney then back to Port Macquarie where it took on a cargo of timber and departed on September 20 bound for Sydney. The two other vessels that sailed on the same day were *Jubilee* and *Premier*.

October 1 saw a number of vessels at anchor in the Port. There was the *Rosedale* with its cargo and passengers, then the *Candidate*, *Eva*, *Arab*, *Premier*, *S A Hayward* and *Empress of India*. They joined the *Forster*, *Cynthia* and *Trilby* already in the Port. The next day the *Jubilee* arrived and anchored which brought to a total of eleven vessels anchored in the Port at this time.

The Port wasn't as crowded when the *Candidate* arrived back at Port Macquarie on November 18 and only had the *Trilby* and *Euroka* (from Newcastle) for company that night.

The *Candidate* left Camden Haven sometime during July 1912, with crew of five and was not seen again. It is reported the vessel was lost off Cape Hawke. *Technical details:* With a displacement of 88 t. gr. it had dimensions of 88 x 24.4 x 6.4 ft. When registered was allocated ON89378.

SOURCE: *Manning River Times* List arrivals 19 November 1902, H J, p. 252 *Australian Shipwrecks* V.3 © Jack Loney, p. 72 *Australian Shipwrecks* V.4 © Jack Loney, p. 13, 25 and 37 *Port Macquarie, The Port That Was* © Ian Finkel and Lynda Turner, p. *Brisbane Water Story Parts* © C Swancott, R.A.H.S., p. 48a *Australian Shipowners and Their Fleets* V.1 © Ronald Parsons, p. 121 *Ships and Seafarers in Australian Waters* © Max Colwell, p. 84, 100 *Wrecks on the NSW North Coast* © Jack Loney, p. 14 *Hastings Gazette*, July 27, 1992 - from a list compiled by the late Mick Constable, of the Wollamba and District Historical Society, *Port Macquarie News*, Saturday, June 3, 1899.

CANONBAR 1910 1966 56 yrs

The *Canonbar* was a steel single screw steamship built in 1910, at Ardrossan Dry Dock & Eng. Co. Ltd. at Ardrossan for the N.C.S.N.Co. for use, both as a passenger and cargo vessel.

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During World War I, s.s. *Nerong* was bound from Sydney to Nambucca Heads when it foundered on September 19, 1917 off Norah Head. After leaving Port Jackson, the ship had run into a gale which caused a leak, allowing water to flood the engine room. Pumps could not keep the water at bay so the boats were launched. Three of the *Nerong*'s crew died from exposure in the terrible weather before the *Canonbar* sighted them after they had spent 24 hours in the open boat.

During the *Canonbar*'s years of service, it was used almost exclusively on the Sydney-Northern Rivers trade. There appears to be some indication that by the time the vessel had been sold in 1926 to J Burke and registered in Brisbane, the passenger accommodation had been removed.

While owned by Burke, the ship was requisitioned by the Australian Government for use by the U.S. Small Ships in World War II in 1943. At the completion of hostilities against Japan the *Canonbar* was sold in 1946, to Hong Kong where the vessel was renamed *Rosita* then renamed *Valiente*. In 1958 the ship is shown as being registered in Panama and still appeared in Lloyds register of 1967/8. Renamed *Kettara IV* it was reported that it was later sold to be broken up c. 1960 at Hong Kong. Another report in the *Sydney Sun* said the vessel was missing in Mekong River in Vietnam. In his book *Australian Shipowners and Their Fleets V.1*, Ronald Parsons in amendments and corrections received since the first printing on p. iii, states *Canonbar* amend fate to read: Sunk by North Vietnamese gunfire in Indo China during March 1966.

Technical details: With displacement of 708 t. gr. 363 t. nt. and dimensions of 185.8 x 32.1 x 11 ft. with 1 deck and F=ocsle 20', Bridge 12', R.Q. Deck 93'. Equipped with electric light, the vessel had triple expansion reciprocating steam engines rated at 108hp powered by a coal fired boiler which had been supplied by D Rowan & Co. of Glasgow. When registered it was allocated ON125242.

SOURCE: p. 159 *North Coast Run* © Mike Richards, p. iii, 11 *Australian Shipowners and Their Fleets V.1* © Ronald Parsons, p. 41 *Australian Coastal Passenger Ships* © Ronald Parsons, p. 103 *Wrecks on the NSW North Coast* © Jack Loney.

CAPTAIN COOK

On November 29, 1861, the surveying vessel *Captain Cook* arrived in Port Macquarie after completing a survey on the North Coast.

On September 29, 1862 Captain Sidney of the schooner had published in *The Sydney Morning Herald* a notice to mariners of; >. . . the existence of a breaker off Crowdy Head. It has 18 feet on it at low water, and a depth of 7 and 8 fathoms inside. It is situated due east half a mile off the highest cliffs of the Head. It only breaks occasionally, rendering it more dangerous for heavily laden coastal vessels from the danger of not being always visible.=

Technical details: This vessel had a schooner rig.

SOURCE: *Port Macquarie News*, August 19, 1929, article titled >An Old Log Book Of Port Macquarie Pilot Station= kept by W H Branch held by Wauchope District Historical Society, p. 16 *Hastings Shire Gazette*, Thursday, August 27, 1970.

CARNATION

1824

The schooner *Carnation* is shown as arriving at Port Macquarie on its first visit on January 11, 1863. It was not to be the vessels last visit to the port.

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During the month of February 1866, the *Carnation* as well as the *Grafton*, *Morning Star*, *Numba*, *Margaret*, *Flying Fish*, *Isle of Thanet*, *Hannah* and *Martha* had all visited the harbour.

Left Port Macquarie for Sydney July 11, 1866 under Captain Smith. A severe gale blew up and the vessel was forced inshore. The master, Captain Smith, found that he could not weather the storm so beached the *Carnation* in Seal Rocks Bay where heavy seas swept over the vessel injuring the master. About two hours after the vessel was beached the crew and passengers were able to land, but nothing was saved from the wreck. They were all picked up by James Patterson a few days later and landed in Sydney.

Technical details: The vessel was rigged as a schooner. With a displacement of SOURCE: p. 41 *Wrecks on the NSW North Coast* © Jack Loney, *Port Macquarie News*, August 10, 1929, article entitled >An Old Log Book Of Port Macquarie Pilot Station.= handed in by W H Branch held by the Wauchope & District Historical Society.

CAROLINE (1) 1835

The schooner *Caroline* was wrecked at the Macleay River sometime during December, 1835, but little else is known.

Technical details: With displacement of 60 t. gr. vessel had a schooner rig.

SOURCE: p. 279 *Pageant of the Pacific* © Captain R F Rhodes, p. 22 *Wrecks on the NSW North Coast* © Jack Loney.

CAROLINE (2) 1877

During 1877 this vessel ran into foul weather on a voyage from Sydney to the Manning River. While attempting to work into Charlotte Bay to seek shelter, the vessel missed stays and was lost. The master received a reprimand and instructed to take more care in the future.

Technical details: With displacement of 36 t. gr. this vessel was ketch rigged.

SOURCE: p. 58 *Wrecks on the NSW North Coast* © Jack Loney.

CATHERINE (1) 1836

The cutter *Catherine* was lost in October, 1836, when it struck the Macleay Bar.

Technical details: With a displacement of this ship was a cutter rigged vessel.

SOURCE: p. 23 *Wrecks on the NSW North Coast* © Jack Loney.

CATHERINE (2) 1846 1859 13 yrs.

Built on Manning river by T Snowden and launched as *Rob Roy*.

Technical details: Displacement of 15 t. gr. the ship had a schooner rig.

SOURCE:

CATHERINE (3)

Built in 1869 on the Macleay by J Stewart for the Clarence and Richmond Rivers Steam Navigation Company, who first registered the vessel in 1873. Considering the period of time, (almost six years after it was built), sale to the Manning River Steam Navigation Company in August of that year, is probably why the company decided to register the vessel.

The M.R.S.N.Co. retained ownership of the vessel until August 1881, when it

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was sold to E Y Harrison. There are few details available about the vessels final days, but there is a notation on the register which stated, >Broken up about 1885.=

Technical details: With displacement of 23 t. gr. 15 t. nt. and dimensions were 69 x 15.5 x 4 ft with a high pressure steam engine rated at 12hp supplied by Vale & Lacy of Sydney.

SOURCE: p. 52-53 *Australian Shipowners and their Fleets V.1* © Ronald Parsons.

CAVANBA 1901 1916 15 yrs.

This steel single screw steamship was built in 1901 by Bow, McLachlan & Co. Ltd. of Paisley for George W Nicoll who gave it the aboriginal name for the Byron Bay area.

The vessel was built with the Sydney-Byron Bay run in mind, but also travelled between Sydney and Coffs Harbour on a weekly schedule, as there was keen competition between Nicoll's shipping line and the N.C.S.N. Company at the time.

In 1904, the vessel was sold to the N.C.S.N.Co.

In 1910, the North Coast Steam Navigation advertisements in the *Macleay Argus* advised passengers that they could no longer be landed or embarked at night because of the dangerous conditions. Over the next six years there were continuous agitation for a better wharf etc. but it finally came to nothing when in 1918 the Trial Bay service was discontinued altogether.

While under their control, the *Cavanba* was one of eight coastal steamers who were forced to take a lee shelter at Byron Bay on August 10, 1908 when heavy weather at sea made conditions dangerous. The other vessels were *Brundah*, *Burrawong*, *Orara*, *Ramornie*, *Kallantina*, *Kyogle* and *St George*.

Sold to A B Iffland van Ess of Newchang, China in 1917 and renamed *Tungyung* in 1924, then later in 1932, the ship was renamed *Lai H= Sing*. The final fate of the vessel is unknown.

Technical details: With displacement of 573 t. gr. 231 t. nt. the ship had dimensions of 172.1 x 26.1 x 12.1 ft. Foc'sle 32', Poop 100', with a well deck and was equipped with electric light. It had a triple expansion reciprocating steam engine rated at 103hp supplied by shipbuilders and a coal fired boiler.

SOURCE: p. 159 *North Coast Run* © Mike Richards, p. 12 *Australian Shipowners and Their Fleets V. 1* © Ronald Parsons, p. 126 *Australian Shipowners and their Fleets V.2* © Ronald Parsons, p. 63, 77 *Alma Doepel, The History of An Australian Schooner* © Captain Ralph McDonell, p. 42 *Australian Coastal Passenger Ships* © Ronald Parsons, p. 47-48 *Tales of Trial Bay, An Early History of South West Rocks.* .

© Caroline Carey

CENTURION 1863 1875 12 yrs.

Built at Brisbane Water in 1863 by Rock Davis for R Langley of Sydney.

On March 3, 1875 the schooner *Centurion* while on a voyage, in ballast, from Port Macquarie to the Brunswick River, entered the wrong channel, drifted on to the bar and became a total wreck.

A Marine Board of Inquiry was critical of the master, W Owen, who they said showed a lack of caution when he was unfamiliar with the entrance. They did not suspend his licence, even though he had a favourable wind and tide with him as his vessel entered the river.

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Technical details: With displacement of 60 t. gr. the vessel had dimensions of 69.1 x 17.5 x 6.5 feet.

SOURCE: p. 52 *Wrecks on the NSW North Coast* © Jack Loney, p. 44 *Australian Shipwrecks V.3* © Jack Loney.

CHALLENGER 1841 1845 4 yrs.

The *Challenger* was a cutter rigged vessel built in 1841, for owner William Dalton of Sydney. The master at the time was Captain Brook.

The ship arrived in Sydney from Port Macquarie with a load of cedar and sailed on March 10, under another master, Captain Abbott, returning to Port Macquarie with cargo of sundries.

In August, 1845, the cutter *Challenger* sank on the Manning River bar.

Technical details: Displacement of 38 t. gr.

SOURCE: p. 25 *Wrecks on the NSW North Coast* © Jack Loney.

CHAMPION (1) 1830 1859 29 yrs.

Built in 1830, the *Champion* owned by Mr Brown loaded with a cargo of cedar, sailed on November 27, 1860, from Richmond River, bound for Sydney under command of Master C Croft. The vessel was heavily loaded, drawing 9 feet 6 inches and sailing on a flood tide in a smooth sea, and while in two fathoms of water, was within a cable's length of the bar, when the vessel bumped heavily. Suddenly the *Champion* was swept inshore and became a wreck with no lives lost.

Technical details: With displacement of 73 t. gr. the vessel had dimensions of 61.8 x 18 x 10 ft. with a schooner rig.

SOURCE: p. 118 *Australian Shipwrecks V.2* © Jack Loney.

CHAMPION (2) 1886

The *Champion* was anchored near Cape Hawke when the cables parted during a gale on April 15, 1886. The vessel ran onto the beach and was wrecked.

The remains only bought , 35.10.0 (\$70) at Auction.

Technical details: This vessel sported a ketch rig.

SOURCE: P. 70 *Wrecks on the NSW North Coast* © Jack Loney.

CHAMPION (3)

This appears to have been the third vessel carrying this name. The *Champion* is shown arriving at Camden Haven on July 23, 1888.

Technical details:

SOURCE: *Port Macquarie News*, Saturday, August 4, 1888.

CHANCE (1) 1870 1874 4 yrs.

This ketch was built at Brisbane Water in 1870.

The *Chance* capsized while it was crossing the Manning River bar on June 12, 1874, when a heavy sea caught the vessel as it entered the channel. Before the ship could be righted a second wave swept over it. Captain Blair, the master was aloft at the time and was washed ashore insensible. The other three crew members were drowned. The Manning pilot and crew were soon on the scene but could do little to save the men as the vessel broke up quickly.

Technical details: With displacement of 41 t. gr. it had dimensions of 58.8 x 17 x 6.4

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feet.

SOURCE: p. 51 *Wrecks on the NSW North Coast* © Jack Loney, p.38 *Australian Shipwrecks* V.3 © Jack Loney.

CHANCE (2) 1870 1876 9 yrs.

This cutter rigged vessel was built in 1870 for owner A Wilson of Sydney, and was captained by Master A Misson.

On March 7, 1876 the wind failed as the *Chance* attempted to enter Camden Haven. Helpless, the vessel drifted on to the South spit, from where it could not be refloated and soon became a total wreck.

Technical details: With displacement of 20 t. gr. it had dimensions of 44.4 x 15.4 x 5.3 feet.

SOURCE: p. 54 *Wrecks on the NSW North Coast* © Jack Loney, p. 56 *Australian Shipwrecks* V.3 © Jack Loney.

CHANCE (3) 1849 1857 8 yrs.

A two masted ketch the *Chance* was built at Brisbane Waters in 1849 for owner Mr Heugh of Maitland.

The *Chance* with a cargo of cedar, was on a voyage from the Clarence River district and had just passed Port Stephens on July 21, 1857, when a severe gale struck without warning. Captain Suter attempted to seek shelter at Newcastle, but the weather forced the vessel on to the Oyster Bank. The high seas carried it over the bank and the ship came to lying broadside on to the beach in comparatively smooth water. Unfortunately, it could not be refloated and became a wreck. Several other vessel were also wrecked in this gale, these were *Norma*, *Ariel*, *Rapid* and *Harp*.

Technical details: With a displacement of 39 t. gr. it had dimensions of 51.4 x 14.6 x 6.5 feet.

SOURCE: p. 32 *Wrecks on the NSW North Coast* © Jack Loney, p. 85 *Australian Shipwrecks* V.2 © Jack Loney.

CHASE 1852 1861 9 yrs.

No details available.

Technical details: It was a schooner with a displacement of 45 t. gr.

CHEETAH 1839 1868 29 yrs.

The *Cheetah* was a two masted schooner built in Cork, Ireland in 1839.

In mid-February 1868, a severe South East gale blew up along the New South Wales coast destroying a number of vessels. Among these were the schooners *Abbey*, *Raven* and *Cheetah*. All had left Sydney for Newcastle in ballast to load coal but did not arrive.

The gale blew them badly off course and they ended up near Crowdy Head. The *Abbey* and the *Cheetah* were lost about five kilometres north of Crowdy Head while the *Raven* was blown ashore about nine kilometres to the south. All seven crew on the *Cheetah* were lost. The vessel was insured for , 800 (\$1600) and owned by Messrs Levi & Abbey.

Technical details: With displacement of 119 t. gr. it had dimensions of 75 x 19.4 x 11.9 feet.

SOURCE: p. 43 *Wrecks on the NSW North Coast* © Jack Loney, p. 200 *Australian*

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Shipwrecks V.2 © Jack Loney, p. 37 *Port Macquarie, The Port That Was* © Ian Finkel and Lynda Turner, p. *Wrecks & Shipping Disasters, Bedside Book of Colonial Doings* © J H Heaton.

CHINDERAH 1895 1896 1 yr.

A wood single screw steam ship, the *Chinderah* had a 2 masted schooner rig, and was built in 1895 by H Hardman of Jervis Bay for owner G W Nicoll. He named it after a small village just south of Tweed Heads.

Total wreck September 9, 1896, at Tweed Heads.

Technical details: With displacement of 186 t. gr. 111 t. nt. the vessel had dimensions of 118 x 20.8 x 9.7 ft. and was equipped with a surface condensing compound steam engine rated at 35hp and a boiler certified to 70 psi. When registered it was given ON101145.

SOURCE: p. 159 *North Coast Run* © Mike Richards, p. *Wrecks & Shipping Disasters, Bedside Book Of Colonial Doings* © J H Heaton, p. 87 *Wrecks on the NSW North Coast* © Jack Loney, p. 37 *Port Macquarie, The Port That Was* © Ian Finkel and Lynda Turner, p. 126 *Australian Shipowners and Their Fleets V.2* © Ronald Parsons.

CHRISTINA 1839 1861 22 yrs.

The brig *Christina* was built in 1839 at the Scotchtown ship yards on the Macleay River by Captain Alexander Newton Snr. & John Ferrier for shipowner, J Wright of Sydney.

This brig arrived in Sydney on August 15, 1839 from the Macleay River via Port Macquarie and Manning River.

Alexander Newton had entered into a ship building partnership with John Ferrier at Scotchtown on the Macleay River from 1835/36 to 1845. After the collapse of the partnership, which occurred when it went bankrupt, Captain Newton transferred his shipbuilding activities to the Pelican ship yards on the Manning.

Shortly after the *Christina*'s arrival in Sydney, the vessel left for New Zealand on September 27, 1839 under the master, Captain Munn, with passengers and sundries. While in New Zealand, Captain Munn offered to take a passenger, J G Crawford to Mana Island, as the *Success*, the passenger's schooner had sailed without him. Crawford was unlucky because he had to stay on shore when rough weather prevented him returning to the schooner. Crawford said if he could then get to the mainland he would walk to Port Nicholson to join the *Success*. Crawford recalled his trip on the *Christina* in his book *Recollections of Travel In New Zealand & Australia*, published in London in 1880. He reported that the *Christina* sailed easily but noisily as the vessel was built of cedar, therefore *>creaked and groaned loudly all the way.=*

Captain Munn in the *Christina* picked up a cargo of *>126 tuns (sic) of oil=* at Jones whaling station in Otago, and returned to Sydney by way of Cook Strait, arriving in Sydney on December 21, 1839. (The term *>tuns=* is the old way of spelling tons.)

Shortly after the vessels return, the *Christina* was sold on January 1, 1840 to A B Duncan, Merchant. Then on April 26, 1840, A B Smith became the owner. On May 8, 1844 the vessel was sold to J Smith who only owned it for less than two months and on July 2, 1844 he sold it to W H Hart. Nine months later, on April

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12, 1845, J Smith purchased the *Christina* back again and retained ownership until 1846. During this period this vessel sailed regularly between Sydney and Port Phillip.

On March 12, 1846 H Dent, W M Bell, H Bell, I Buchanan (Bell=s & Buchanan) together with Turnbull Bros of Melbourne became the owners. This partnership lasted just over two years, and on May 7, 1848 Dent=s share was sold to the previous owner J. Smith, and Bell=s & Buchanan=s share to H A Smith, also of Melbourne. In 1852 when Victoria became a sovereign state, the *Christina*=s registration was transferred to Melbourne and the vessel was sold to Elder Smith & Co. of Adelaide, who used it briefly in transporting timber in the Otway region.

Then in October 1856, the ship was sold to W M Nicholls, who sailed the *Christina* to England, where it appeared in the *Mercantile Navy List* being registered in England from 1858 to 1861. In 1861, Lloyds *Loss & Casualty Book*, recorded that the brig *Christina*, under command of Captain Morris, while on passage from Rio Grande, Brazil to Liverpool was condemned as unseaworthy and sold. The vessel was probably broken up at Rio de Janeiro, 22 years after it left the Scotchtown ship yards.

Technical details: With displacement of 126 t. gr. the vessel had dimensions of 72 x 20.4 x 11.6 feet, 1 deck with a square stern and billet head. Registered at London in 1858 and given ON 31553, Signal letters: QRKL.

SOURCE: p. 9, 93 *Scotchtown & Pelican* © Val Newton, *Ships of Australia & New Zealand before 1850* © Ronald H Parsons, p. *Shipping Arrivals & Departures, Sydney, 1826-1840* © I H Nicholson, p. *Recollections of Travel in New Zealand & Australia* © J G Crawford, Pub. London, 1880, *The Old Whaling Days* © Robert McNab 1913, p. *Ships and Shipwrecks at Port Albert* © Jack Loney.

CHRISTINA GOLLAN 1885 1920 27 yrs.

Built by Captain Hector Gollan of Tinonee, this wooden single screw steamship was built on Mill Creek, on the Manning River, near a sawmill, then operated by a Mr Matthews. The vessels keel was laid in 1883, and was designed as a tugboat intended to serve the Manning Heads. There was some delay in the construction but the vessel was finally launched on January 20, 1885 after some frantic work by the shipwrights to complete the coppering of the hull. It is not completely true to say the ship was launched for it was floated off the stocks by rising flood waters.

Captain Gollan was a shipbuilder who worked on the Manning River from 1875 to 1889, therefore the Gollan family were well known on the Manning, especially within the shipbuilding industry.

Hector, in addition to building the *Christina Gollan* also built the *John Gollan* in 1889, which was a wood single steamship with a fore and aft schooner rig. Thomas Gollan built/or owned the schooners *Isabella Gollan*, *Alice Jane* and *Mist*.

After service at Manning Heads, the steamship *Christina Gollan* was sold in 1890, to William Viller Brown, a Merchant of Townsville, who utilised it in towing duties. It was during this period that the ship was converted to a sailing vessel and used for trading in the Gulf of Carpentaria.

In 1900, the ship was purchased by J McGeorge, who in August, 1901 sold it

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to the Illawarra and South Coast Steam Navigation Company. It is reported that sometime in this period that the vessel was converted back to steam power in Sydney, and carried cargo between there and river ports. The *Christina Gollan* was sold in July, 1911 to Gilbert Baker.

The *Christina Gollan* foundered off Little Head, Sydney, on October 8, 1920.

Technical details: With displacement of 54 t. gr. 37 t. nt. it had dimensions of 68 x 15.6 x 6.8 ft. This ketch rigged cutter had a single mast, and was equipped with a compound surface condensing steam engine rated at 30hp. When registered in Sydney was allocated ON89335.

SOURCE: p. 80 *Australian Shipowners and Their Fleets V.1* © Ronald Parsons, Feature article in *The Manning River Times*, September 20, 1972, by Darrell Styles, No. 96 List of ships built on Manning River 1834-1934, published Manning Newspaper.

CITY OF GRAFTON 1876 1930 54 yrs.

This iron paddle wheel steamer was built in 1876 by A Stephens & Sons of Port Glasgow for the Clarence & Richmond Rivers Steam Navigation Company.

Ownership of the vessel was transferred to the Clarence, Richmond & Macleay Rivers Steam Navigation Company Limited when the new firm came into existence in January, 1889. This firm started with a capital of ,150,000 (\$300,000) in December 1888, and was simply a re-formation of the company that had first purchased the vessel, with M Greer as their marine superintendent. The *City of Grafton* and the balance of the fleet went to the North Coast Steam Navigation Company Limited in September 1891, after the C. & R.R.S.N.Co. Ltd. decided to join with John See & Company in forming the N.C.S.N.Co. Ltd.

The *City of Grafton* made many voyages up and down the coast during its service. The vessel was a trim ship, shapely, speedy and comfortable as were most of its rivals, being paddle steamers of the same type. Screw steamers were only beginning to make their appearance on the coast when the ship began its service on the coast in 1876.

In early 1899, *The Macleay Chronicle* reported that a number of changes had occurred in the masters of vessels operating on the North Coast. Captain W Slater, who was temporarily in command of the *City of Grafton*, to be succeeded by Captain E Farrell.

The *City of Grafton* was laid up in 1912/1913, but during World War I, it was used as a store ship and residence for artificers. At the end of that conflict the paddle wheeler was sold to William Waugh in 1919, for breaking up and stripping. The vessel was then converted to a lighter in 1920, and the register was closed. The hulk was scrapped in November 1930, when it was towed out beyond Sydney Heads and sunk.

One of her masters, Captain John McGee was well known in Port Macquarie. *Technical details:* With displacement of 825 t. gr. 555 t. nt. the dimensions were 207.4 x 26.9 x 11.9 ft. and was a flush decked passenger ship with 1 deck and awning deck. Equipped with 2 mast schooner rig, it had a compound oscillating vertical steam engine rated at 250hp. When registered was allocated ON73845.

In the oscillating engine the cylinders rock, or oscillate, on a hollow pair of trunnions through which the steam passes, the inlet being on one side and the exhaust on the other. Great difficulty was experienced by those early engineers charged with

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carrying out repairs. The hand-turning gear on these paddlers - that is the gear used to turn the engine slowly when not under power - consisted of a large pair of turnbuckles which were hooked onto the spokes of the paddlewheels and labouriously screwed up by a fireman. It could take up four hours to get half a revolution on the engine. Later the oscillating engine was successfully built into compound oscillating engines with such an engine being installed in the *City of Grafton*.

SOURCE: p. 25 & 55 *Workhorses In Australian Waters* © Mike Richards, p. 21 *Port Macquarie, The Port That Was* © Ian Finkel and Lynda Turner, p. 12, 52, 54, 58 *Australian Shipowners and Their Fleets V.1* © Ronald Parsons, p. 47 *Australian Coastal Passenger Ships* © Ronald Parsons, *Port Macquarie News*, November 10, 1930, *Macleay Chronicle*, 1899.

CITY OF SYDNEY 1868

A wooden brigantine, the *City of Sydney* was built at Sydney, and owned by Messrs Campbell and Company.

On November 9, 1868, the brigantine was crossing the Clarence River bar after completing a voyage from Geelong, when it struck the north spit and was forced ashore. The ship carried 1100 bags of maize and urgent efforts were made to unload this cargo. Unfortunately, the onset of an easterly gale destroyed all hopes that the vessel might be salvaged.

Technical details: With displacement of 88 t. gr. it had dimensions of 69.3 x 15.1 x 5.2 feet.

SOURCE: p. 207 *Australian Shipwrecks V.3* © Jack Loney.

CLARENCE (The) (1) 1851 1872 21 yrs

The iron paddle wheel steamer *The Clarence* was built 1851 by John Laird of Birkenhead, England for owners J Thacker & Partners who had intended to form the Clarence River Steam Navigation Company. The vessel received excellent reports of having good accommodation and a fair speed, therefore gained a good reputation.

The paddle wheeler had originally been built for the Clarence River trade, but on arrival, those who had promoted the scheme claimed the ship was too deep for the Clarence river bar. They decided to place the vessel in the Hunter River trade until they were able to sell it. There was some suspicion abroad at the time that this was just a ruse so that it could be sold at a profit. This suspicion arose because of the gold rush period and meant that any steamer would be a valuable commodity once the goldfields developed.

It was sold to A Rose of Launceston, Tasmania in September 1852, who joined with others to form the Launceston Steam Navigation Company and registered it in Launceston in March, 1853. This company used the paddle wheeler for several years in Tasmanian waters and also as a Bass Strait >ferry=. It was then sold in 1857, to the Australasian Steam Navigation Company who placed it on the Sydney-Queensland run. The *Clarence* also saw services on most routes covered by the Company.

The vessel was on a voyage from Sydney to Grafton while in a fog in the early hours of the morning of June 2, 1872 the paddle wheeler went ashore between Bald Hill and Noronga Point, five miles north of Crescent Head and became a total loss.

The passengers and crew managed to get ashore unharmed. Everything that

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could be dismantled was removed. Late in the afternoon, heavy seas battered the stranded vessel and it broke in two. The value of the cargo was \$12,000 (\$24,000).

Technical details: With displacement of 377 t. gr. it had dimensions of 176.9 x 23.2 x 10.8 feet.

SOURCE: p. *Australian Encyclopaedia* 1925, p. 37 *Port Macquarie, The Port That Was* C Ian Finkel and Lynda Turner, p. 20 *Australian Shipwrecks V.3* C Jack Loney, p. 51-52 *Australian Coastal Passenger Ships* C Ronald Parsons, p. 48 *Wrecks on the NSW North Coast* C Jack Loney, p. *Wrecks & Shipping Disasters, Bedside Book of Colonial Doings* C T H Heaton.

CLARENCE (2) 1865 1877 12 yrs.

This small iron paddle wheel steamer was built in 1865 in Sydney for the Parramatta River Steam Co. who registered it. This vessel was a little different in construction to most craft as it was designed double ended.

The *Clarence* was sold in January 1873, to the C. & R.R.S.N. Co. The ship had been engaged in general trading on the Clarence River when it went ashore in August, 1877, in the Clarence River. Register closed in 1891.

Technical details: With displacement of 19 t. gr. 9 t. nt. it had dimensions of 64 x 9.1 x 5.1 ft. being a double ended vessel with a steam engine rated at 12 h.p. Allocated ON59549 on registration.

SOURCE: p. 81 *Australian Shipwrecks V.3* C Jack Loney, p. 52, 54 *Australian Shipowners and Their Fleets V.1* C Ronald Parsons.

COBAKI 1918 1937 19 yrs.

This wood single screw steamship was built in 1918, at Balmain Sydney by D Drake for Langley Brothers Steam Ship Company Limited.

Robert Langley apparently started his ship owning career by at least 1875, and may have been operating ships before that date. He appears to have had two sons, Alfred and William, who also had interests in ships. The early 1900s saw an organisation known as Langley Bros. operating and was it later to become incorporated as Langley Brothers Steam Ship Company Limited.

William Langley & Sons Ltd. had become a big timber company mainly in the Taree and Coopernook district. The Langley Vale timber tramway, on which they operated an >A= Class Climax locomotive, became part of the legends of the Coopernook area. It operated on 5in. x 4in. sawn timber rails up into the mountains.

The *Cobaki* was sold out of this service shortly after the takeover of Langley=s, then in 1925, was sold to the N.C.S.N.Co. This company only owned this vessel for about a year for in 1926, it was sold to I.& S.C.S.N.Co. Stricken from Register in 1937, when the engine was removed and it was laid up.

It was reported by G A Hardwick in *Log* Vol. 3, Nr. 4, July 1970 that the Royal Australian Navy bought the hulk and used it in training docks operating purposes. Hardwick maintained that the hulk was laid up at Northbridge in Sydney after the war and slowly went to pieces. Other reports state that the ultimate fate of the vessel was when it was scuttled in Salt Pan Creek, Middle Harbour.

Technical details: With displacement of 257 t. gr. 145 t. nt. the dimensions were 127 x 28.3 x 8.5 ft. with 1 deck and Focsle 15'. The vessel had a coal fired boiler and a

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compound steam engine rated at 37hp both built by Morts Dock of Sydney in 1904 and fitted in 1918.

SOURCE: p. 159 *North Coast Run* © Mike Richards, p. 12, 94, 99 *Australian Shipowners and Their Fleets V.* © Ronald Parsons.

COBAR 1903

This wood twin screw steamship was built at Laurieton alongside De Fraine's sawmill on the Camden Haven River by Captain F T Dunn & W Dunn for William Longworth of Point Piper, under contract with Captain George De Fraine and was launched May 23, 1903.

It would appear that William Longworth had a significant interest in the copper mines out at Cobar, and this may explain the name of the vessel.

Technical details: The *Cobar* had dimensions of 120 feet long, beam 24 feet with 10 feet depth of hold; constructed for passenger and tug service. Planked with 9 in. x 22 in. flooded gum. In long lengths, the timbers were of spotted gum, bent planks 6 in. x 12 in. three in all making up to 6 in. x 42 in. with worked floors, 8 ft. arms timbers and floors 15 in. centres. The vessel had four stringers and shelving streak running the full length of the ship 10 in. x 4 in., all thoroughly fastened with metal. The keel and Keelson were of the best hardwood, and run the whole length of the ship without scarf. The beams are 6 in. x 6 in., spotted gum, single kneed at each end, and in that portion where the engine and boilers were situated, additional hanging knees were placed in keeping with the Board of Trade regulations. The engine beds were 14 in. x 14 in., 60 ft. long. The bulwarks were panelled, and of the finest design, 12 in. beech. The entire fittings were of cedar, beech, rosewood, mahogany corkwood, and silky oak, all products of the Camden Haven District.

SOURCE: *Port Macquarie News* 8 th June, 1903, *Manning River Times* 10 th May 1903, G F Launching photos.

COLUMBINE 1833 1851 18 yrs.

Built at Sydney in 1833, for owner Henry Sargent.

The schooner *Columbine* was entering the Richmond River on February 1, 1851 when it struck the bar but freed itself and proceeded upstream. Not long afterwards the vessel began to leak and sank quickly. Most of the rigging was saved. Due to the damage the vessel had sustained on the bar, the hull became a total loss.

Technical details: With a displacement of 67 t. gr. it had dimensions of 57.6 x 16.1 x 8.6 ft.

SOURCE: p. 9 *Australian Shipwrecks V.2* © Jack Loney, p. 27 *Wrecks on the NSW North Coast* © Jack Loney.

COLLEEN BAWN 1866 1929 63 yrs.

The *Colleen Bawn* was a wood single screw steamship built on the Manning River and launched on June 30, 1866, by John Sullivan Jnr. & his brother Dennis, who had a ship building yards on the Manning from 1864 to 1897. The owner was F Buckle & J Grenfeld. (On p. 109 *Australian Shipowners and Their Fleets V2*, Parsons claims built by W Dunn.)

Ronald Parsons on p. 107 *Australian Shipowners and Their Fleets V.2* claims: >*Francis Buckle was a shipowner by 1870 when he acquired the sailing ship Catherine Agnes. It is possible that he was interested in shipping at an earlier*

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date, but to date no record of an earlier ownership has been traced. He sometimes joined others in ship owning and by 1914 a firm called F Buckle & Sons. Ltd was in existence. This firm was mainly interested in timber milling and passed out of existence about 1928/29. Most of the fleet was confined to harbour duties but a few units were seen in the Northern Rivers district from time to time. =

(On p. 58 *Wrecks on the N.S.W. North Coast*, Loney claims, >Ketch *Colleen Bawn*, 30 tons, left Port Stephens or Sydney on December 4th, 1877, but failed to arrive.)

The *Colleen Bawn* is shown as being originally owned both by F Buckle and J Grenfeld then in 1884, F Buckle and later still F Buckle & Sons Ltd. In 1929, the vessel went to the Shell Co of Australia.

This ship was broken up and burnt, with the register being closed in June, 1935.

Technical details: With displacement of 62 t. gr. Ronald Parsons details show: Of 20 t. gr. 14 t. nt. and had dimensions of 50 x 11.8 x 5.2 ft The vessel was a wood single screw steamship with a high pressure steam engine rated at 11hp supplied by Vale & Co of Sydney. When registered was allocated ON74981.

SOURCE: List of ships built on the Manning River 1834-1934 - published in Manning newspaper, p. 107-110 *Australian Shipowners and Their Fleets V.2* © Ronald Parsons, p. 58 *Wrecks on the NSW North Coast* © Jack Loney.

COLLEEN DHAS 1875 1883 8 yrs.

The brigantine *Colleen Dhas* was built in 1875, on the Macleay River.

December 25, 1882 issue of *Port Macquarie News*, reported: >. . .The following is a list of vessels at present trading between Port Macquarie and Sydney. Ne Oblie, steamer 220 tons, *Colleen Dhas*, brigantine, 103 tons, etc, etc, (there were twelve vessels mentioned), These figures give a total of 990 tons of coasting vessels trading to Sydney, and another new schooner has just been built on the Hastings, three miles from Port Macquarie, by Messrs Hibbard and Haines, which when launched will bring the total tonnage of the shipping, in this trade considerably over 1000 tons now registered.

On April 1, 1883 the *Colleen Dhas*, now rigged as a schooner was under control of the master, P O=Brien, when it ran ashore on the Richmond River bar while being towed out by the tug *J & T Fenwick*. The vessel then settled in shallow water while the tug touched the side of the bank, canted over, water flowed in and it sank. Heavy seas pounded the *Colleen Dhas* and it soon started to break up.

Technical details: With displacement of 103 t. gr. it had dimensions of 93.5 x 22 x 7.6 feet.

SOURCE: *Port Macquarie News*, Dec. 25, 1882, P. 29 *Port Of Richmond River, Ballina 1840s to 1980s, Appendix A List of Wrecks on Ballina Bar and Vicinity* © Glen Hall, p. 138 *Australian Shipwrecks V.3* © Jack Loney, p. 66 *Wrecks on the NSW North Coast* © Jack Loney.

COMARA 1937

This steel single screw motor ship was built in 1937, at Port Glasgow by Harland and Wolff Ltd. for N.C.S.N.Co. and named after a village on the upper Macleay.

The *Comara* was still sailing under the Company=s flag, when at a general

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shareholders meeting held on February 18, 1954 it was decided to wind up the Company. As part of the disposal of assets the vessel was sold to the WA State Shipping Service after tenders closed with the liquidators for the company, Parsons, Anderson and Company.

The W. A. State Service resold the vessel in 1956, to Noumea where the new owners renamed it *Damadora del Mar*. The vessel was sold again in 1960/61 and again renamed *Comara*. Towed to Singapore for new owner by the *Nyora* in 1962. Said still to be trading in 1977.

Technical details: With displacement of 751 t. gr. 411 t. nt. it had dimensions of 173 x 35.6 x 9.1 ft. Fo'c'sle 28' bridge 10' R.Q. Deck 80' with 1 deck and cruiser stern, the vessel had machinery aft and was equipped with refrigeration machinery. The 6 cylinder diesel was rated as 126bhp and was supplied by the shipbuilder. When registered was allocated ON171215.

SOURCE: p. 159 *North Coast Run* © Mike Richards, p. 12 *Australian Shipowners and Their Fleets V.1* © Ronald Parsons, p. 3 *Mid-North Coast Maritime Museum Newsletter July, 1995* © editor Colin Ellwood.

COMBO 1910 1916

This steam operated log punt was reportedly named after two aborigines in Wauchope known as Combo Brothers.

In Book No. 18 of the Hastings District Historical Society, records that a number of loadings of logs were picked up on the log punt *Combo*.

These were picked up at the various wharves on the Hastings River. The first record is shown as on 4 May, 1915, 22 logs from Ballengarra, 8 May - Mortons Creek 11 Poles, 12 May - 13 logs from Morton=s Creek. then on 14 May - 16 logs from Pipers Creek, 19 May - 23 logs from Ballengarra, 21 May - 20 logs from Wauchope, 23 May - 11 logs from Mortons Creek, On 24 May - 15 logs from Port Macquarie, 26 May - 26 logs from Ballengarra,

Victor Reynolds Dalton of 130 Elizabeth Drive, Wauchope in 1993 stated:

>*Angus Gall (Gaul) of Port Macquarie was the captain of the Combo when I was involved. (Angus was a well known footballer in the 1940s) Previous captains included Sam Tollis and his family owned a farm on the other side of the Hastings River between Hibbard Ferry and the mouth of the river. The other member of the crew was the engineer who held a relevant steam pressure ticket. I worked on the Combo from sometime in 1948 till late 1951.=*

>*I moved from Sydney in 1946 shortly after discharge from the Navy, to help build the largest log rail siding in New South Wales, which was between Kerriwong and Wauchope. This siding contained log slides that were used to roll logs down on to railway flat cars (UME=s and MLE=s). I left here on completion of the job, and after several jobs was employed as the engineer on the Combo.=*

>*The Combo was a flat-bottomed craft like a lighter, in other words almost a floating platform. It was a side paddle wheel steamer and had a pointed bow and a flat stern. Sticking out the front of the bow were longitudinal stringers measuring about 12" X 12" stretching the length of the deck to the winch which sat about 10 feet from the boiler. All these stringers were tied together at the bow for strength to carry the large logs, some measuring 6 feet through the butt. Behind each paddle sat a rudder, approximately 1 metre square and about 100 cm thick. These rudders operated together using a 6" x 4" piece of timber bolted to*

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them. Control the direction of movement came from two chains from the bridge attached to the outside of the rudders. Maximum speed would normally be 4 knots, (a little more with a tailwind, if a headwind, you were almost stationary). She was powered by a wood-fired colonial boiler operating at 125 psi (A colonial boiler is always horizontal with the fire going through the tubes.) The funnel had a hinge and shear bolt half way which allowed it to be lowered in cases of overhead obstructions.=

>The boiler on the Combo was located about three quarter of the way from the bow on the port quarter (side) while the engine was mounted on the starboard quarter.=

>I understand the engine on the Combo came off a coastal cargo boat where it would have originally been used as a steam winch. She had a rated horsepower of 28 hp. when new. (by way of comparison, I once owned a 1928 Buick that had a rated horsepower of 28 b.h.p. The motor from this car was for many years was used to power the >tin hare= at Wauchope Greyhound track).=

>When I joined the Combo the winching unit consisted of a belt driven fast and loose assembly driven by a belt off the engines 10 ft. flywheel. This spinning flywheel was completely exposed and you had to watch yourself to avoid coming into contact with it. Because the engine sat on the deck this giant flywheel with its five foot radius reached almost to the bottom of the bilges. These too were open, and you had to watch your step even though there was a rudimentary wooden safety rail surrounding the hole. One had to be experienced to use this high speed piece of apparatus efficiently. After a period this was replaced by a self contained steam winch that I could control by using my foot. This allowed me to stand up and see how the captain was going on shore as he fixed the ropes to haul the logs on board. It was a much improved method of working and much safer.=

>The bridge and wheel house stood about 10 feet off the deck, to which led a companionway. Just abaft the wheel house were the sleeping quarters, which contained two bunks, where we slept when the occasion demanded, which was not that often.=

>Normal pickup areas were at Mortons Creek 100 metres down stream from Bains Bridge and at Telegraph Point on the south-eastern side of the river, nearly opposite the Telegraph Point pub. Tides always influenced the time of departure from Hibbard, many times at 2 in the morning. Knowledge of the river was most essential especially on dark nights without moonlight.=

>Combo was a log punt which was used for loading logs where the drogher, being virtually a floating crane loaded longer lighter timber such as poles and piles. Piles were invariably of turpentine timber with bark still intact and naturally commanded a higher price. The drogher was virtually a floating crane. The Hastings River Sawmilling Company brought the Combo up to Hibbard Mill where they used it to haul timber to the mill.=

>The Combo started to leak badly so the crew drove it ashore. The remains can still be seen near the Whalebone Wharf where it gradually fell to pieces.=
SOURCE: Hazel Suters records, Oral history Victor Dalton.

COMBOYNE 1911 1921 10 yrs.

This ketch rigged wood twin screw steamship was built in 1911, by Ernest,

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son of John Wright of Tuncurry. John had laid down the keel of this ketch in 1910, but died during the year and his son took over and completed the vessel. The owners, Allen A Taylor & Co. (of Annandale) and five others, (later shown as four others) ordered that it be ketch rigged.

One of the masters were Captain Richard Lucy.

The *Comboyne* foundered and sank off Bass Point, NSW in September, 1921. *Technical details:* With displacement of 281 t. gr. 151 t. nt. it had dimensions of 137.2 x 29.7 x 7.5 ft. and was allocated ON 131486, when registered at Sydney. It had twin compound steam engines rated at 40 h.p. built by Chapman and Co. of Sydney.

SOURCE: *Camden Haven Courier*, p. 154 *Australian Shipowners and Their Fleets V.2* © Ronald Parsons, p. 91 *North Coast Run* © Mike Richards, p. 35/1, B3:2, 85/1 *Wallis Lake, Its Rivers and Villages* © Dawn McMaster, Wauchope District Historical Society records.

COMET (1) 1843 1866 23 yrs.

This schooner was built on the Macleay River and launched in February 1843 as *Caledonia* by John Ferrier for owners Newton Ferrier & Co. The shares were allocated as 32/64ths to Newton Ferrier & Co. and Robert Cork 32/64ths. The vessel was renamed *Comet* and registered on March 18, 1843. There were subsequently 4 vessels known as *Comet* registered in Sydney in 1843 reportedly due to a large comet being sighted in the sky at the time.

In July 1845, a mortgage over the vessel was given to Edward Lane of Sydney, Merchant, to secure payment to him of 2 promissory notes, then on August 12, 1845 a mortgage was taken out with Robert Cork, to secure money owing to him. On the same day, the ownership of the vessel passed to him. The Scotchtown ship building partnership between Captain Alexander Newton and John Ferrier originally survived the depression of 1841 which had cut a swathe through the Colony. The Sydney Banking Company was one of a number of financial institutions that failed to weather the storm. Finally the effects were felt with in the shipping industry and on August 5, 1845, the *Sydney Morning Herald* carried the message: >*The Partnership heretofore carried on in the name of ANewton, Ferrier and Company@ is today dissolved by mutual consent of the undersigned:-*

Dated this 4 th day of August AD. 1845.

ALEXANDER NEWTON

JOHN FERRIER

Signed by Alexander Newton and John Ferrier in the presence of:

ROBERT JOHNSON,

Solicitor, Sydney.=

In May 1844, John Ferrier had mortgaged the company=s half-share in the *Comet* to Edward Lane of Sydney. Lane transferred his mortgage over the vessel to Captain Robert Cork, and the schooner was registered in Cork=s name. With the financial troubles of Newton and Ferrier, they lost the shipyards at Scotchtown, which were transferred to E T Eldridge of Kempsey. Captain Robert Cork commenced trading between Australia and New Zealand, mostly to Wellington and Nelson, using the schooner.

The schooner arrived at Wellington on January 25, 1846 with a cargo of general merchandise © flour, coal, vinegar, drapery, blankets . . . with Captain Cork=s wife as a passenger. The vessel normally specialised in the carriage of

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animals, and an advertisement in *The Sydney Morning Herald* of March 12, 1846, said >For Twofold Bay (to sail Saturday 14th instant) The fine schooner *Comet* Capt. Cork. For freight of [or] passage apply on board, or to J B Metcalf=. On April 9, 1846, the *New Zealander* Auckland, reported >*Comet arrived in Wellington from Twofold Bay after a twelve day passage, carrying 42 head of cattle and 140 sheep.*= On June 17, 1846, the *NZ Spectator* reported >*The schooner Comet is undergoing a thorough repair, after which she will resume her trips to New Zealand.*= Another report on June 20, 1846, said, >*Sydney news: Great improvements are to be made to the Comet=s passenger accommodation.*= The vessel was laid up in Cockle Bay, in Sydney Harbour while undergoing repairs.

The *Comet* resumed its trips to New Zealand and on October 9, 1847, the *New Zealander* newspaper reported: >*The schooner Comet was forced to shelter in Port Nicholson on a voyage from Sydney to Banks Peninsula with cattle.*= A later report in the *Nelson Examiner* said: >*Captain Cork with his accustomed good fortune, landed 54 head of cattle and 8 horses. Comet has sailed for Sydney and will return immediately with about 700 sheep.*=

The *New Zealander* on February 9, 1849, reported: >*Arrivals: Comet, schooner from Sydney, Capt. Cork.*=

On April 16, 1862, the *Comet* was stranded at Broad Sound, Queensland. The schooner was sold by the underwriters and the new owners recovered it, affected repairs and placed it back in service.

While seeking shelter from a gale on June 10, 1866, the schooners *Comet* and *Orient* arrived in Newcastle. The *Orient* dragged its anchors shortly afterwards and went ashore. The *Comet* meanwhile almost drifted on to the Oyster Bank, Newcastle, then on the next day, it drove from its anchors. Despite the efforts of the master, Captain Judd, the vessel landed on shore close to where the remains of the *Orient* had gone ashore.

The *Comet* was insured for , 800 (\$1600) when it went aground, but the remains only brought , 82 (\$164) at auction.

In his history of Nelson (NZ), entitled *Vanguard of the South*, C B Brereton on page 95, said of the *Comet*: >*No vessel was so uniformly successful and regular in the stock trade as the little Comet under Captain Cork. She did the round trip in a little over a month with the punctuality of a steamer.*=

Technical details: With a displacement of 92 t. gr. it had dimensions of 64 x 16.7 x 9.7 ft., and was rigged as a schooner with two masts with 1 deck plus quarter-deck. The builder=s number was 37/1843.

SOURCE: p. 95 *Scotchtown & Pelican* © Val Newton, p. 176 *Australian Shipwrecks V2* © Jack Loney, p. 95 *Vanguard of the South* © C B Brereton, p. 40 *Wrecks on the N.S.W. North Coast* © Jack Loney.

COMET (2) 1843 1851 8 yrs

This vessel was launched in 1843 on the Williams River and was originally rigged as a cutter with a square topsail; later the rigging was altered to a sloop with a square topsail then in 1848, the vessel=s rigging was altered to a two masted schooner.

The livestock trade between Newcastle and New Zealand, which had commenced in the 1840s in an attempt to build up the new colony=s wool and

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mutton industries grew to be one of the principal exports from that port. Because of the conditions on board these small ships, livestock fared badly. In 1851, out of a total of 600 sheep on the *Comet*, 16 were lost. During another voyage the loss was significantly greater when 520 were lost out of a total of 750 sheep loaded.

On March 30, 1851 with a strong gale behind her, the schooner *Comet* entered the Tweed River and struck the north spit and was driven on to rocks on the northern side of the entrance. Remaining aboard until low tide, the crew managed to scramble ashore with safety. They were unable to salvage much of the cargo or equipment.

Technical details: Of t. gr. it had dimensions of 47.4 x 13.6 x 7.2 ft.

SOURCE: p. 9 *Australian Shipwrecks V.2* © Jack Loney, p. 27 *Wrecks on the NSW North Coast* © Jack Loney, p. 41 *Bar Dangerous* © Terry Callen.

COMET (3) 1883 1890 7 yrs.

This wood single screw steamship was built in 1883, by owner/builder T O=Sullivan of Stockton, who registered it in Sydney. The *Comet* was one of a number of vessels built here. Two others were the steamers *Ceres* and *Aphrasia*. The ship builders had soon learnt that it was cheaper to build the vessels where the timber was growing in the Hunter rather than taking the timber to Sydney to build the vessels.

The *Comet* was sold in April, 1883 to Thomas Fenwick, who used it to trade to Victoria, Tasmania, and Queensland.

On March 19, 1890 the vessel stranded itself on the Richmond River bar and next day broke up after a pounding from heavy seas, becoming a total wreck.

(On p. 77, Loney claims in *Wrecks on the NSW North Coast*, that the *Comet* was a paddle wheel steamer.)

Technical details: With a displacement of 82 t. gr. 56 t. nt. it had dimensions of 97.3 x 16.7 x 8 ft. and was rigged as a 1 mast sloop. The vessel also had a compound surface condensing steam engine rated at 35hp supplied by Morrison & Bearby of Newcastle. Allocated ON83873 when it was registered in Newcastle.

SOURCE: p. 30 *Port Of The Richmond River, Ballina 1840s to 1980s, Appendix A List of Wrecks on Ballina Bar and Vicinity* © Glen Hall, p. 77 *Wrecks On the NSW North Coast* © Jack Loney, p. 78 *Australian Shipowners and their Fleets V.1* © Ronald Parsons, p. 76 *Bar Dangerous* © Terry Callen.

COMMERCE 1852 1875 23 yrs.

Built at Hobart in 1852.

In an advertisement on the front page of *The Sydney Morning Herald* of Thursday, October 6, 1870, >*Richmond River, Coraki, and Lismore* © **COMMERCE** sails first fair wind. Wright=s Wharf.=

The schooner *Commerce* was lost at Trial Bay on May 2, 1875.

Technical details: With a displacement of 69 t. gr. It had a schooner rig.

SOURCE: p. 47 *Australian Shipwrecks V.3* © Jack Loney, Front page *The Sydney Morning Herald*, Thursday, October 6, 1870.

COMMODORE Tug

Mentioned by Alice Arnott, working in the Camden Haven.

SOURCE: Oral history © Alice Arnott.

COMMONWEALTH 1901 1916 15 yrs.

This wood twin screw steamship was built in New Zealand in 1901 for owner J Breckenridge of Failford. As the Breckenridge firm was heavily involved in the New Zealand trade, they needed a specially designed vessel for the rivers and harbours to which they plied so chose what was called a >scow= design. The *Commonwealth* was of this scow design construction, which meant that it had a fairly flat bottom and was equipped with sliding keels, similar in purpose to those first used on the *Lady Nelson*. This ensured that if the vessel was anchored in the river and the tide went out, the keel was slid inside the vessel and it just sat in the mud till the tide came in and did not tilt over as any other type of vessel would normally do. (On p. 44 *Australian Shipowners and Their Fleets V1*, Ronald Parsons claims was built by J Breckenridge at Failford.)

The vessel=s construction was also different in other ways. Most vessels had bulkheads across the vessel, whereas the *Commonwealth*=s cargo space ran longitudinally down the vessel. This allowed the vessel to convey long poles across to New Zealand. It also provided for two other differences in construction. First, the sliding keels were accommodated inside the bulkhead, secondly, she had two boilers and two engines which were placed either side of the bulkhead. On completion, the hull was painted a deep bottle green.

The Breckenridge=s advertised in the Sydney Telegraph in 1908, that their two vessels, s.s. *Commonwealth* and *Jap* would be sailing for Camden Haven, Kendall, Kew and Comboyne. They emphasised that the *Commonwealth* was for Cape Hawke, while the *Jap* would sail for Camden Haven, etc. The owners would also just add passenger cabins at the rear of the deckhouse whenever the traffic allowed.

In the period 1911-1912, the *Commonwealth* was captained by Master Rudolph Sydney Wickham. He was the father of Sydney Wickham, who was a member of the Management Committee of the Mid-North Coast Maritime Museum at Port Macquarie 1994-96. Captain Wickham later became a pilot, first at Nambucca Heads than at Port Macquarie, where he lived in the houses now used for the Maritime Museum.

It would appear natural that Breckenridge used the *Commonwealth* rather extensively in trading to what could be called his home port of Failford, for the s.s. *Commonwealth* called there 39 times during 1912. The cargo would include such a diverse range as timber, girders and piles, fish, animals such as horses, calves and pigs, as well as fowls and eggs. The vessel also carried millet and motor cars, skins and tallow with passenger accommodation being used rather extensively by the locals.

The *Commonwealth* and *Jap* also worked to the Camden Haven, Kendall and Comboyne as well as Cape Hawke during 1914. Advertisements in the Sydney *Daily Telegraph* in 1914, showed the vessel sailing regularly to Cape Hawke.

While under charter to Allen Taylor of Sydney, the *Commonwealth* foundered off Terrigal, in August, 1916 on a voyage during which it had called in at Bellingen, Camden Haven, Manning and Tuncurry.

Technical details: With a displacement of 168 t. gr. 94 t. nt. the vessel had dimensions of 120.5 x 26.5 x 5.8 ft. and 1 deck. The *Commonwealth* was equipped with twin compound engines supplied by Chapman & Co. Sydney. When registered was allocated

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ON112532.

SOURCE: p. 43-44 *Australian Shipowners and Their Fleets* V.1 © Ronald Parsons, p. 5/1 *Wallis Lake, It=s Rivers and Villages* © Dawn McMaster, From M.S.B. Records held by the Maritime museum and compiled by Colin Ellwood.

CONCORD (1) 1855 1867 12 yrs.

Built at the Manning River with builder=s certificate dated July 3, 1855 by George R Tucker.

While on a voyage from Sydney to Wollongong on September 2, 1860 the ketch *Concord* took shelter at Gibbon and dropped anchor. Both anchors parted and the crew tried to raise sail, but the vessel drifted ashore. Later information indicates that it was repaired, refloated and returned to service.

On April 11, 1867 the *Concord* was sailing from Sydney to Port Stephens loaded with general cargo and when near Mona Point, a gale blew up. The vessel lost it=s foremast and bowsprit and became uncontrollable, so the owner/master, Captain Sorenson ran the vessel ashore. The crew were able to salvage portion of the cargo before the ship was went to pieces.

Technical details: With a displacement of 27 t. gr. it had dimensions of 48 x 13.8 x 5.8 feet.

SOURCE: p. 117 & 191 *Australian Shipwrecks* V.2 © Jack Loney, No. 50 List of ships built on Manning River 1834-1934 © published in Manning newspaper.

CONCORD (2) Drogher

Flat bottomed timber paddle wheel log punt (drogher) owned by Longworth Laurieton Limited Timber Co. (known as the three >L= Company) and worked the Camden Haven up as far as Kendall. The eastern side of the Camden Haven River from Laurieton was known as Concord after Longworth=s Concord Mill. Later the name of this area was changed to Dunbogan, after Dunn and Bogan timber mill owners situated there.

SOURCE: Ray Cooper, Pat Longworth (oral history from Camden Haven pioneers).

COOKS RIVER

Dredges that operated on the North Coast ports by the NSW Public Works Department were *Antleon I, Antleon II, Achilles, Cooks River, Hermes, H E Street, Jupiter, Latona, Neptune, Tethys, Thetata, and Ulysses.*

Technical details:

SOURCE: *Maritime Museum* Newsletter, September, 1994 © Editor Col Ellwood, Oral history George E (Josso) Dick, and archives.

COOLEBAR 1911 1949 38 yrs.

A steel twin screw steamship was built in 1911 by Ardrossan Dry Dock Co. Ltd. at Ardrossan for owner N.C.S.N. Co. who gave the vessel the native name for a type of tree.

The *Coolebar* created a little bit of a problem for the company when it went ashore at the Bellinger River entrance in April 1917. The *Port Macquarie News* reported the mishap in their issue of April 21, 1917 and reported that salvage operations were in progress.

The N.C.S.N. sold the vessel to the Himatangi Shipping Co. Ltd. of New

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Zealand in June 1929 and they renamed it *Himatangi*. Two years later in 1931, they sold it to the Anchor Shipping & Foundry Co. Ltd. of Nelson New Zealand.

The vessel returned to NSW when purchased by Cam & Sons in 1936, and who then sold it to the N.C.S.N.Co. in September, 1937, who renamed it *Coolebar*. They registered the vessel in Sydney.

Requisitioned by the Royal Australian Navy on December 18, 1939 and renamed HMAS *Coolebar*, it was used as a mine sweeper during the war. Sold to China in 1947 and renamed *East River* but Cold War political feeling against Communist China intervened and delivery was delayed. The *Coolebar* sank at its moorings at Stockton on September 25, 1949. Raised in pieces and finally scrapped in 1958.

Technical details: With a displacement of 479 t. gr. 224 t. nt. It had dimensions of 150.3 x 30 x 8.7 ft. Fo'c'sle 27', Poop 41' and 1 deck. With a twin triple reciprocating steam engine rated at 89hp which had been supplied by Dunsmuir & Jackson of Glasgow. Electric light and refrigeration machinery. When registered was allocated ON131503.

SOURCE: p. 130, 147, 159 *North Coast Run* © Mike Richards, p. 12-13 *Australian Shipowners and Their Fleets V.1* © Ronald Parsons, p. 111 *Wrecks on the NSW North Coast* © Jack Loney, p. 229 *Bar Dangerous* © Terry Callen, *Port Macquarie News*, April 21, 1917.

COOLOON (1) 1895 1934 39 YRS.

A wood schooner rigged sailing vessel built in 1895 at Balmain for Alfred & Robert Hy. Langley who registered it in Sydney.

Sold to C.S.R. in c. 1902, who apparently retained ownership until they advised the Registrar that the vessel had been hulked and register closed in 1934.

Technical details: With a displacement of 99 t. gr. and dimensions of 91.8 x 24 x 8.2 ft. When registered was allocated ON101142.

SOURCE: p. 63, 98 *Australian Shipowners and Their Fleets V.1* © Ronald Parsons.

COOLOON (2) 1904 1917 13 yrs.

A wood single screw steamship built on the Manning River by Gilbert Mowatt for owners Langley Bros. and launched on October 12, 1904 and registered in Sydney.

Lost at Manning Heads in February 1917, when the vessel attempted to enter the river and struck the bar. The vessel then drifted ashore and became a total wreck. The engines were later transferred to the *Coraki*. The balance of the vessel was sold but only bought , 20 (\$40).

(Loney on p. 102 *Wrecks on the NSW North Coast*, claims vessel was 141 tons.)

Technical details: With a displacement of 239 t. gr. 141 nt. t. and dimensions of 127.4 x 25.3 ft. x 8.8 ft. with 2 masts, P. 14; B 28; F 19 feet and a compound steam engine supplied by Mort=s Dock, Balmain. When registered was allocated ON117678.

SOURCE: p. 159 *North Coast Run* © Mike Richards, p. 99 *Australian Shipowners and Their Fleets V.1* © Ronald Parsons, p. 102 *Wrecks on the NSW North Coast* © Jack Loney. No. 108 List of ships built on Manning River 1834-1934 - Manning Newspaper, *Port Macquarie News* April 7, 1917 (Manning correspondent).

COOMBAR (1) 1876 1877 1 yr.

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Built in 1876, for the owners, Street Brothers.

On August 6, 1877 the outward bound schooner *Coombar*, under the command of master, Captain R Bennett, crossed the Manning River bar just as the breeze fell away and the vessel drifted on to the North Beach. The crew managed to unload all of the cargo of sawn timber and stripped the vessel before heavy seas broke up the vessel about a week after the accident.

The Marine Board Inquiry exonerated the master from any blame of the loss. The vessel lay abandoned for some time, then was apparently salvaged and rebuilt and Brisbane shipowners purchased it. The vessel was finally lost in the 1890s.

(Loney on p. 58 *Wrecks on N.S.W. North Coast*, claims vessel became a total wreck, when lost in 1877.)

Technical details: With displacement of 55 t. gr. it had dimensions of 72 x 17.4 x 5.9 ft. SOURCE: p. 80 *Australian Shipwrecks V.3* © Jack Loney 58 *Wrecks on the N.S.W. North Coast* © Jack Loney.

COOMBAR (2) 1912 1949 37 yrs.

A steel twin steel screw steamship built in 1912 by Murdoch and Murray Ltd. at Port Glasgow for owner N.C.S.N.Co. Ltd.

The Company sold the vessel to W R Carpenter in 1937, which firm held on to it for almost three years before selling to W Crosby & Co. in 1940.

Commandeered and placed under the control of the R.A.N. for remainder of World War II, where the vessel was utilised as an auxiliary minesweeper.

In July of 1946, the vessel was sold to Barrett & Co. of Singapore, who on-sold it to the Cambay Prince Steam Ship Company (John Manners & Co.). who renamed the vessel *San David*. In the same year, they sold it to S A de Chalange & Remorgnage de (French) Indo-China, who in 1949, renamed it *Orion* and registered it in Haiphong. In 1956, the vessel underwent another name change when renamed the *Trung Thin* by the firm, Soc Saigonaise de Transportes Mantimes & Fluviaux of Saigon after purchasing it. The vessel was converted to a powered river lighter and was possibly still afloat in 1977.

Technical details: With a displacement of 581 t. gr. 232 t. nt. and dimensions of 166 x 30.1 x 10.1 ft. it had a coal fired boiler with twin compound reciprocating steam engines rated at 99 h.p. supplied by D. Rowan & Co. of Glasgow. Equipped with refrigeration machinery, electric light and 1 deck. When registered was allocated ON131537.

SOURCE: p. 160 *North Coast Run* © Mike Richards, p. 13 *Australian Shipowners and Their Fleets V.1* © Ronald Parsons.

COOPERNOOK 1903

This wood single screw steamship was built on the Manning River by Daniel Sullivan and launched on February 14, 1903.

Mike Richards states a steam drogher named *Coopernook* plus two small wooden steamers, one being the *Pyrmont*, were acquired from Allen Taylor and Co. by the North Coast Steam Navigation Company in 1904. At the same time they also took over the Allen Taylor services to the Manning and Bellinger Rivers, but the firm retained their other service.

The *Coopernook* does not appear to have been registered, but as reported by Mike Richards; Phil Bailey, a son of a P.W.D. Engineer, said, >*The unique*

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droghers such as the stern wheeler Cornstalk and the very up-to-date Coopernook were favourites. Mr Bailey continued, >The Coopernook, a nice type of boat with day cabin accommodation would meet the Yugilbar at Jerseyville, and take the passengers and mails on up to Kempsey while the Yugilbar worked up river discharging at wharves on the way.=

(Said wrecked in vicinity of Port Macquarie.)

Technical details: With a displacement of 71 t. gr.

SOURCE: p. 36, 44 *North Coast Run* ©Mike Richards, p. 154 *Australian Shipowners and Their Fleets V.2* © Ronald Parsons, Pat Longworth history information, No. 105 List of ships built on Manning River 1834-1934 - Manning newspaper.

COORONG 1862 1911 49 yrs.

An iron single screw steamship, the vessel was built in 1862 by J G Lawrie of Glasgow for J Darwent of Adelaide. Original registered owners were F A Du Croz when registered in London. Registration transferred in March 1863, to Jos. Darwent, who then registered in Adelaide.

Accommodation design was described as, >30 passengers in the cabin and a further 30 in the forecabin.= In addition, a report said, > *she had . . . on deck, beneath the bridge is a covered space, adapted for horseboxes, and a dozen can be stowed . . . There is a novelty forward in the shape of a patent windlass . . . steam has not been adapted to either it or the winches yet, as it is supposed that the vessel=s cargo can be easily discharged by manual labour. Her outward contour is not very beautiful, though the model seems graceful in some respects. The straight stem is not a pretty innovation over the cut-water and figurehead, though it has great advantages . . .=*

Darwent and possibly some others in partnership had the vessel specially built for the South Australian gulf trade. By the time the vessel had arrived in Australia, the gold rush to New Zealand was in full swing and consequently there was a shortage of suitable vessels on the Melbourne line.

During October 1863, the vessel was altered and in November, the *Coorong*=s was sold to McMeckan, Blackwood & Co. who transferred the registration to Melbourne in October 1871.

Sometime in July 1877, the vessel was sold to the Mount Gambier Steam Ship Co. Ltd. During their ownership, it gained a reputation as a popular intercolonial passenger steamer, travelling mainly between Melbourne and ports of the South East, with occasional visits to Port Adelaide. Then in March 1882, it was sold to H C Piggott.

October 1882, saw W Whinham assume ownership of the *Coorong* and he changed the registration to Port Adelaide. He continued his shipping runs in a similar fashion to the Mount Gambier Steam Ship Company until he sold all his vessels except the *Coorong*, to the Adelaide Steam company. There appears to have been a problem with this vessel in some way, for Whinham wanted the Adelaide company to take the *Coorong* as well but they refused. In what seems to be an attempt to force them to purchase this vessel, he competed with them by operating the vessel in the gulf of South Australia. Naturally, the Adelaide Ship company were not too happy with this activity, so they appear to have placed considerable pressure on Whinham to cease these operations.

He sold the *Coorong* in April 1884, to W E McEllister, who in turn sold the

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vessel the next month to John See. McEllister had the registration transferred to Sydney in June 1884. It is not shown in the records, but John See appears to have held the *Coorong*'s ownership for seven years when he finally sold the vessel to N.C.S.N. Co. in December 1891.

The *Sydney Customs* report show it as being hulked in 1911 and finally broken up at Sydney in 1916.

Technical details: With a displacement of 391 t. gr. 304 t. nt. its dimensions were 171.1 x 22.4 x 12.2 feet. Equipped with coal fired boilers and 2 cylinder direct acting type steam engine supplied by Blackwood and Gordon of Glasgow. In October, 1863, altered to 391 t. gr. 304 t. nt. When registered, was allocated ON45037.

SOURCE: p. 13 *Australian Shipowners and Their Fleets V.1* © Ronald Parsons, p. 59 *Australian Coastal Passenger Ships* © Ronald Parsons.

CORAKI (1) 1865

This schooner was launched at Coraki on the Richmond River in 1856.

Subsequently it ran on the Northern Rivers run to Sydney for many years.

On June 13, 1860, the pilot of Port Macquarie supplied the *Coraki* with provisions and water as it had been 21 days out from the Richmond River and had lost the foretopmast. While not described, the vessel had obviously ran into some rough weather.

Technical details: rigged as a schooner.

SOURCE: p. 22 *North Coast Run* © Mike Richards, *Port Macquarie News*, August 10, 1929, article entitled >An Old Log Book of Port Macquarie Pilot Station= handed in by W H Branch to Wauchope District Historical Society.

CORAKI (2) 1879 1900 21 yrs.

This iron twin screw steamship with 2 mast schooner rig was built in 1879 by W B Thompson of Dundee, Scotland for owners, Clarence & Richmond Rivers Steam Navigation Co. Ltd. who registered it in Sydney.

In January 1889, the vessel was sold to Clarence, Richmond & Macleay Rivers Steam Navigation Co. Ltd. Then in December, 1891, it was sold to N.C.S.N. Co. Ltd. and was always utilised in the Sydney-Northern Rivers traffic.

The vessel was conveying 200 tons of coal for the Government when it struck heavily while crossing the Macleay River bar on November 29, 1900. It hit the end of wall, floated off and foundered in 15 fathoms and became a total wreck. Several salvage attempts were made but all to no avail.

By mid December, it became obvious that it was beyond any possible recovery as rough seas had punched several large holes in the hull and with more than 40 feet of water over the stern where the vessel had settled in the sand. The remains were sold for ,5 (\$10), and as it presented a hazard to shipping, the wreck was blown up.

Technical details: With a displacement of 275 t. gr., 164 t. nt. its dimensions were 139.6 x 26.1 x 8.5 ft. with P. 50', B. 40', F.15' and was allocated ON75052 when registered. Had 2 compound surfacing direct acting steam engines of 65 h.p. supplied by shipbuilder, with a coal fired boiler. Lengthened in 1883, dimensions were then 159.6 x 26.1 x 8.5 ft. with a displacement of 326 t. gr. 198 t. nt., for C. & R.R.S.N. Co. When registered was allocated ON75052.

SOURCE: p. 160 *North Coast Run* © Mike Richards, p. 14, 52, 54, 58 *Australian Shipowners and Their Fleets V. 1* © Ronald Parson, p. 282 *Australian Shipwrecks V.3* ©

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Jack Loney, p. 59 *Australian Coastal Passenger Ships* © Ronald Parsons, *Port Macquarie News*, November 1900.

CORAL 1898

This ketch was built in 1876.

Great storms battered the North Coast for two weeks early in May 1898. Several vessels were destroyed while others were either stranded or badly damaged. The wooden ketch *Coral* was one of the vessels that were driven ashore at Morna Point in 1898, and destroyed.

Technical details: With a displacement of 60 t. gr. it had dimensions of 68.5 x 18.9 x 6.1 feet

SOURCE: *Camden Haven Courier* 1968, p. 89 *Wrecks on the NSW North Coast* © Jack Loney, p. 265 *Australian Shipwrecks V.3* © Jack Loney, Gordon Fisher.

CORAMBA 1911 1949 33 yrs.

This steel twin screw steamship was built in 1911 at Ailsa Ship Building Company Ltd., Ayr, Troon for N.C.S.N.Co. Named after a town ten miles west of Coffs Harbour.

Sold in 1932, to the Belfast & Koroit S.N. Co. and registered in Melbourne. While sailing from Warrnambool for Melbourne with a crew of 17, the vessel foundered in a heavy gale on November 29, 1934, near Philip Island. Some time later some wreckage was found on the island which obviously came from the missing steamer. There were no survivors. The wreck was located about a mile and half west of Seal Rocks, Phillip Island.

Technical details: With a displacement of 531 t. gr., 224 t. nt. it had dimensions of 160.3 x 30 x 10 ft. with Fo'c'sle 28', R.Q. deck 76'. With a coal fired boiler and twin compound steam engines rated at 73hp and was equipped with electric light and refrigeration machinery. When registered allocated ON 131495.

SOURCE: p. 160 *North Coast Run* © Mike Richards, p. 14 *Australian Shipowners and Their Fleets V..1* © Ronald Parsons.

COWEAMBAH 1945

This wood single screw steamship was built in 1919 at Port Stephens for owners G A Engel & Sons Ltd.

This steamship was piloted into Port Macquarie, together with the s.s. *Idant* on February 26, 1941 with the ownership shown as G A Engel & Sons. The combined pilotage charge was three pounds (\$6). It would appear that the pilotage was paid to W Boyd.

This vessel's official register closed when sold to the Commonwealth Government in 1943, and apparently handed over to control of the U.S. Small Ships.

The *Coweambah*, then in the US naval service and under tow from Brisbane to Sydney ran into a cyclone on Sunday, June 10, 1945 and it was decided to make a run for the safety of Trial Bay. This did not prevent the seas from buffeting the vessel so much the next morning, that it broke from its anchorage, burst the towline and was buffeted for several hours around the bay. Despite efforts by the escort and the pilot from South West Rocks it proved impossible to get rocket lines on board. In addition the huge and wild seas made it

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impossible to launch small boats to attempt to get to the vessel. Then about 11a.m., big waves rolled in and struck the disabled vessel and it capsized and sank just off the Macleay entrance.

The ship's cook, George Michalitis, was thrown overboard and not seen again. Meanwhile the other six members of the crew managed to keep afloat and after a grim fight managed to scramble onto the north side of the breakwall about a mile upstream of the entrance. In order to rescue them, rescuers had a battle to row across the flooded Macleay river.

The force of the cyclone was so fierce that the wreckage of the *Coweambah* was swept off the beach and vanished out to sea.

Technical details: With a displacement of 76 t. gr. 41 t. nt. it's dimensions were 82.67 x 22.5 x 5.9 ft. It was equipped with a steam engine rated at 14hp. When registered in Newcastle was allocated ON128790.

SOURCE: p. 229 *Bar Dangerous* c Terry Callen, p. 176 *Australian Shipowners and Their Fleets V.2* c Ronald Parsons, p. 72 *Macleay Argus* Centenary issue, Thursday, October 17, 1985, M.S.B. logbook and cash book (Port Macquarie Maritime Museum).

CRESCENT 1855

Built on the Manning River by Captain Alexander Newton Snr. & Captain William Malcolm, the *Crescent* arrived in Sydney on May 21, 1855 under Master Peter Nelson. The builders were also the owners.

Mainly engaged in coastal trade, Alexander Newton owned this vessel from the time he built it until it was lost without trace, said to be in the vicinity of Port Macquarie, but no date.

Technical details: With a displacement of 52 t. gr. It's dimensions were 71.4 x 14.7 x 6.1 ft., had 1 deck and raised quarter-deck, with a round stern and was carvel-built (i.e. planks flush not overlapping). When registered was allocated ON32324.

SOURCE: p. 97 *Scotchtown & Pelican* c Val Newton, List of Ships built on the Manning River 1834-1934 - Manning Newspaper.

CROKI 1903 1903 approx. 3 months.

This steel single screw steamship was specially built for the passenger trade of the Northern Rivers in 1903 by Montrose Ship Building Co. Montrose for owner Allen Taylor & Co. of Annandale, Sydney. Registered in London,

The vessel sailed from the Manning River on September 11, 1903 on a voyage to Sydney during which it struck Seal Rocks. The master decided to beach the vessel in an attempt to save it. The ship came ashore about three kilometres south of Seal Rocks lighthouse. All of the crew landed safely even though had the vessel started to quickly fill with water. Salvage hopes were high but rough seas managed to destroy the vessel within a few days, with cargo scattered up and down the beach.

(Loney on p. 93, *Wrecks on the NSW North Coast*, claims the vessel was 326 t. gr.)

Technical details: With a displacement of 303 t. gr. 106 t. nt. and dimensions of 135.3 x 24.7 x 9 feet. The vessel had 4 masts with machinery aft, and triple expansion reciprocating steam engines rated at 52hp. It had capacity to carry 24 passengers. Was allocated ON118260.

SOURCE: G.F., A.S. N.C.1 & p. 160 *North Coast Run* c Mike Richards, p. 93 *Wrecks on the NSW North Coast* c Jack Loney, p. 154 *Australian Shipowners and Their Fleets V.2* c

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Ronald Parsons, *Port Macquarie News* report.

CURRUMBENE 1900 1934 34 yrs.

A wood single screw steamship built 1922 by J Dent of Currumbene Creek, Jervis Bay, for owners Edward Deacon, Pike & Co. Ltd.

Pike appears to have been involved in selling timber as his main commercial interest, but because of the need to supply raw materials, he became heavily involved in ship owning. Most of his ships came from New Zealand, but he was active on the North Coast.

On August 10, 1927 the *Currumbene* arrived in Port Macquarie where it remained until departing on 12th. Pilotage fees of three pounds (\$6) was levied against the vessel in and out. E D Pike of Sydney was debited with the dues.

The *Currumbene*'s registration was closed and the vessel was burnt in Williams River on January 8, 1934 and destroyed.

Technical details: With a displacement of 245 t. gr., and 104 t. nt. and dimensions of 125 x 28 x 7.8 feet. The vessel had its machinery aft and was equipped with a compound steam engine made in 1900, with boiler having been made in 1907. Engines were re-fitted in 1922 by Shanks & Son Ltd. of Arbooth. Rigged as 2 mast ketch, was registered in Sydney and given ON150180,

SOURCE: p. 134, 136 *Australian Shipowners and Their Fleets* V.2 © Ronald Parsons, p. 147 *Australian Shipwrecks* V.4 © Jack Loney.

C. WALKER

This Brigantine is listed as trading between Port Macquarie and Sydney in 1882.

Technical details: With a displacement of 88 t. gr.

SOURCE: *Port Macquarie News*, December 25, 1882.

CYGNET 1866 1891 25 yrs.

This wood paddle wheel steamship was built in 1866 by G Thompson of Balmain for owner E Manning & Partner, and registered in Sydney.

In July 1867, this paddle wheeler was transferred to the Parramatta River Steam Co. In April 1870, was then sold to C. & R.R.S.N. Co. who, later in 1874, sold the vessel to W Marshall. In April 1879, H Perdriau, who formed the Balmain Ship Foundry Company, became the owner of the vessel.

The *Cygnets* was hulked in August 1891 and converted to a landing stage.

Technical details: With a displacement of 30 t. gr. 16 t. nt. it had dimensions of 88.8 x 11.8 x 9 ft. With no masts, had a compound steam engine, one high and one low pressure cylinder of 30hp rating supplied by builder. Lengthened in 1871 to 118.3 x 14.5 x 5 ft. of 57 t. gr. 36 t. nt. Deckhouses added in 1879, together with new 2 cylinder horizontal condensing steam engine rated as 28hp. supplied by Vale and Lacey of Sydney. Was given ON38818 when originally registered.

SOURCE: p. 160 *North Coast Run* © Mike Richards, p. 54 *Australian Shipowners and Their Fleets* V.2 © Ronald Parsons.

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DAISY Cream Launch

Denny Danniher bought steam launch from Sydney, S.S. Daisy, skippered by Jack Walsh and Bill Connors.

SOURCE: Myles Downes story of Pioneering Days on Rawdon Island, reported 1957.

DANIEL O=CONNELL 1835 1836 3 yrs.

The cutter-rigged vessel *Daniel O'Connell* was built in 1835 for owner John Jenkins Peacock, a prominent Sydney shipowner.

The winter of 1836 became noted for the particularly severe gales that swept the entire New South Wales coast. These took a severe toll of the small craft plying the shipping routes.

The master of the paddle wheel steamer *William IV*, Captain Parsons reported the *Daniel O=Connell* wrecked at Nelson Bay, Port Stephens, as he had found the vessel high and dry on the beach. It is thought it had been wrecked probably early in June. The register has no entry later than December 13, 1835 it is presumed that it was a complete wreck, as no record has been located where the vessel had been refloated. There is also no record of any loss of life in the accident.

Technical details: With a displacement of 40 t. gr. and dimensions of 39 x 14 x 6 ft.

SOURCE: p. 118 *Australian Shipwrecks V1* - Bateson, p. 19 *Wrecks On The North Coast* - Jack Loney.

DANIEL WATSON 1846 1868 22 yrs.

This brig-rigged vessel was built on the Macleay River by Newton, Ferrier & Co. and arrived in Sydney on November 29, 1845 with the builder=s certificate signed on December 11.

The subscribing owner, Edgar Thomas Alldridge of Kempsey sold the *Daniel Watson* to Edward Lane of Sydney on December 22, who registered it in January 1846. On December 25, Edward Lane sold the vessel to Thomas Watson, with the sale being registered in January 1846. Then in 1851 it was sold to J S Hanson and C A Mitchell, and in 1852, Mitchell became the sole owner, then in 1861 W Chamberlain of Hobart became the owner; and in 1861 W Young Jnr. & Belbin & Dowdell purchased the ship. Sometime in 1862 Bellbin & Dowdell of Hobart became the owners.

The constant change in owners appears to have been arranged to clear debts, for the *Daniel Watson* was the last vessel built at the Pelican Ship Yards.

The *Daniel Watson* left Sydney in January, 1846 bound for China via Auckland. New Zealand. The vessels maiden voyage was reported in the February 7, 1846 issue of the *New Zealander* newspaper of Auckland, which reported:

>*The Daniel Watson sprang a leak the day after she left Sydney. On her passage here, in the middle ground, she spoke to the Jane Fowler, whaler of Sydney, out 22 months with 1,100 barrels of sperm, also the Hougley of Warren, American whaler, out 18 months with 550 barrels. When off Whangaroa, she saw an American barque close in shore, standing off and on, for three days.=*

In the same edition, the newspaper reported, >*The fine new brig, Daniel Watson, 200 t. Thomas Watson, Master. For freight or passage apply to the Captain on Board, or to James Macky. Captain Watson will take charge of any consignment of gum or other produce of the Colony, and bring the proceeds to Sydney, in specie or China produce. Fort Street, Auckland.=* (This advertisement reveals a little known fact; Sydney was the main commercial centre at the time with Auckland being just an outpost. People who had wealth invested it in Sydney.) On March 16, the *Daniel*

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Watson sailed from Auckland bound for Hong Kong.

Thomas Watson continued his round trips voyages in the *Daniel Watson* for a number of years. One of the various reports of the vessels movements was reported in the *New Zealander* on October 9, 1847, when it said: >Shipping Intelligence: *The Daniel Watson sailed from Hong Kong for Sydney. She was due to arrive on 14 September, and is laid on for Auckland.*= Later, on October 20, the newspaper reported: >*The Daniel Watson is being repaired on the Patent Slip.*= Again, on November 3, it advertised the sailing of the brig on November 7; >*This is to be a regular service. Capt. Thos. Watson.*=

In a page 1 advertisement in the *Sydney Morning Herald* issue of January 17, 1848, it read: >*For Auckland direct, the fine new brig Daniel Watson is now loading for the above port, and will meet with quick despatch having the greater part of her cargo engaged. For freight or passage apply to the Captain on board, at the Flour Company's wharf. Capot. Watson, Master. Buyers & Lockhead, Harrington Street, Agents.*=

Hyam Joseph of Auckland, in the March 1, 1848 issue of the *New Zealander* newspaper was advertising merchandise received off the *Daniel Watson* C in the most grandiose manner. The advertisement read:

**MULTUM IN PARVO
PRO BONO PUBLICO**

Hyam Joseph, begs to inform the Inhabitants of Auckland, and New Zealand generally, that he has received a large and well selected quantity of merchandise, ex Deborah and Cheerful, which has been purchased EXPRESSLY FOR THE AUCKLAND MARKET, FOR CASH, will be enabled to sell at such prices as will ensure him a quick return, &c. &c. At the same time, begs to state that any article purchased at his Stores, and not turning out according as represented, will be exchanged, or the Money returned, as may be required.

POSITIVE FACT

*One Trial only required to enable any person to judge which is the
Cheapest House in Town*

A Small Profit and Quick Return only required. The following is a List of Articles now being unpacked, and will be disposed of at Low Prices, hitherto unequalled in the Colony, viz:

Navy Blue & Fancy Prints, Bleached and unbleached calico, White moleskins and Canteen Trowsers, etc., etc.

Also ex Rosetta Joseph, & Daniel Watson.

200 bags of Pampanga Sugar, 20 Chests Congou Tea, 50 Bags Java and Manilla Coffee, 40 Bags Java Rice, 50 Boxes, Allen's super soap, 5 Boxes, Coleman's Stone Blue, 40 Bags superior Van Dieman's Land Flour= and other household items, including 10 Kegs Negrohead Tobacco.

Hyam Joseph noted that C *No Business transacted from Friday Evening until Saturday Evening.* (Information courtesy of the Auckland Institute.)

The vessel continued on numerous voyages between various ports in Australia, Auckland and Hong Kong. The brig arrived at Auckland on December 1, 1862, under command of Captain Thompson, from Hobart, carrying four passengers - the King family, who were on their way to Taranaki. It also carried a mixed cargo of sawn timber, spokes and felloes (for sulkies and wagons), ten horses, leather, kegs of vinegar, ginger and drapery. After discharging the cargo, the ship sailed again for Newcastle on December 11.

On July 23, 1868, the brig, *Daniel Watson* had discharged its cargo of timber, and had taken in ballast and was ready for sea. Late on the night of July 23, it

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commenced to blow hard from the nor-east and continued to increase in force. The *Daniel Watson* was at anchor, but commenced to drift, then struck Shag Reef, Lyttleton. The crew were rescued by the pilot boat and the steamer *Gazelle* at 10 a.m. The following morning the *Daniel Watson* slid off the reef and sank in deep water, becoming a total loss.

There is a suggestion that Captain Watson was involved in some shady business during some of his voyages in the early 1840s when he participated in the sandalwood trade between New Caledonia and China. He was reported to have returned to this trade in 1848. The *Daniel Watson* was said to >have fired upon every tribe that will not let them have the wood= on the island of Eromanga. In the 1830s and 1840s the sandalwood trade between the Melanesian Islands and China was mainly in the hands of Sydney shipowners. Unfortunately a number of them behaved like Captain Thomas Watson.

Technical details: With a displacement of 144 t. gr. and dimensions of x x ft. When registered it was allocated ON32515.

SOURCE: p. 98 *Scotchtown & Pelican* © Val Newton, p. 179 *They Came for Sandalwood* © Dorothy Shineberg, *Shipwrecks - New Zealand Disasters* © Ingram and Wheatley.

DARING (N.Z. Reg.) 1858 1859 1 yr.

On August 2, 1858 the schooner *Daring* under Captain Hookes, left the Macleay River in ballast for Sydney. The ship had a good trip until it ran into heavy weather off Broken Bay and had to seek shelter in Port Stephens. Due to the conditions, the vessel broke the main gaff and became uncontrollable and drifted on to rocks and became a total wreck. Report from NSW Heritage Dept. shows date as August 6, 1858.

Technical details:

SOURCE: p. 33 *Wrecks On The North Coast* © Jack Loney, p. 98 *Australian Shipwrecks V.2* © Jack Loney, NSW Govt. Heritage Dept. Maritime Archaeology Program, 19 Sept. 1996.

DART 1827 1832 5 yrs.

This cutter-rigged vessel was shown in Port Macquarie on February 19, 1831. On March 13, 1832 the *Dart*, under control of Captain Spooner, attempted to cross the bar at Port Macquarie on a clear night with a favourable breeze, and was swept onto the rocks. The vessel bilged and went over in the night.

Fortunately no lives were lost but the cargo of cedar and maize was washed ashore. The maize was mostly damaged, but it was saved. The rigging was recovered and sent to Sydney in the cutter *Sarah*. At the time of the accident the owner was Daniel Egan of Sydney.

Technical details: with a displacement of 21 t. gr.

SOURCE: p. 149 *Gazetteer*, p. 98 *Australian Shipwrecks V.1* © Charles Bateson, Heritage Dept. NSW Govt. Maritime Archaeology Program, 18 Sept. 1996.

DEFENDER (2) 1901 1904 3 yrs.

A wood single screw steamship, it was built in 1901 at Kincumber by George Frost for N.C.S.N. Co. and Allen Taylor & Co.

In 1904/05 the *Defender* was sold to Rich Wild and 8 others, then in 1904/05 sold to Westland Shipping Company Ltd. New Zealand but still registered in Sydney.

On August 2, 1918 in the morning, while at Kings Wharf, Wellington Harbour while loaded with a cargo of 1132 cases of benzine, the ship was found to be afire. Towed from the wharf when the fire became unmanageable, the ship exploded and

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became a total loss.

Technical details: with a displacement of 185 t. gr. 109 t. nt. and dimensions of 118.5 x 25.4 x 7.4 ft. with 1 deck, it had a 36 h.p. compound steam engine built by Halliday Bros. Sydney. On registration it was given ON112520.

SOURCE: J.&M.A.;B.H.S., p. 160 *North Coast Run* © Mike Richards, p. 14 *Australian Shipowners and Their Fleets V. 1* © Ronald Parsons.

DEFIANCE 1866 1895 29 yrs.

This brig-rigged vessel was built on the Manning River in 1866 by Captain Alexander Newton Snr., and launched on June 2, 1866. G F Mason & McAvaney. The masters were J Copeland, M Copeland, J Read, W Walter, G Cockburn.

This vessel was renamed *Lookout* on June 17, 1866. Wrecked Torres Strait.

Technical details: with displacement of 108 t. gr. and dimensions of 88.2 x 20 x 9.3 feet.

SOURCE: p. 249 *Australian Shipwrecks V.3* © Jack Loney.

DELTA Dredge

This dredge cut the Camden Haven channel c. 1900.

Technical details: of t. gr. and dimensions of x x ft.

SOURCE: Gordon Fisher 1968.

DEMI r/n ELIZABETH COHEN 1850 1857 7 yrs.

This top-sail schooner was built at Pelican ship yards on the Manning River by Captain Alexander Newton Snr. & Captain William Malcolm for Henry Cohen of Sydney. Newton and Malcolm worked in partnership from 1847 to December 1856, with this partnership being broken up on the death of William Malcolm. The Newton-Malcolm firm had selected the Pelican site because they had easy access to ample and appropriate timber: cedar, ironbark, blackbutt and flooded gum.

The Manning River of this period was a prolific shipbuilding district and over 110 ships of various sizes were built on the river before mid-century.

The *Demi* arrived in Sydney on June 6, 1850, and was renamed *Elizabeth Cohen* on June 13. It was small but beamy and shallow, and suited to for the purpose, which included negotiating shallow harbour bars.

The new owner, Henry Cohen of George Street Sydney was a convict and who previously had been a gentleman, and had a tailoring business and other businesses in Edgeware Road, London. Transported in 1832 on a charge of >being in possession of promissory notes=, he was sentenced to fourteen years at Port Macquarie. He served seven years of the sentence and apparently earned the admiration of the Governor, who owned a property some kilometres away from the goal. He was allowed to take the bullock cart to town for stores and became the station=s bookkeeper. His wife and eight children followed him out in 1833 as free migrants in the famous ship *Brothers*.

They set up business almost immediately on arrival in the Port Macquarie district and on his emancipation Henry was reunited with his family, joining an already established business, which grew quickly to ownership of a store and a hotel.

The little topsail schooner, *Elizabeth Cohen*, named after his wife, was built to maintain supplies to those activities and to provide an outlet for local produce. He traded as Messrs Cohen & Co. and built one of the first wharves at Port Macquarie. Henry established a wholesale grocery firm in George Street Sydney, and to serve the interests of the north coast pioneers became one of the first shareholders of the North Coast Steamship Company.

Messrs Cohen and Company thrived. Convict 33/3400 was one of those who threw

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off the stigma of a convict past and with grit and determination prospered by his efforts, showing a characteristic that we like to claim as Australian.

A first hand report of a journey on the *Elizabeth Cohen* exists in Annabella Boswell's Journal.

The vessel left the Manning River to Sydney during a storm late in October 1857. She was sighted off Broken Bay two days later then disappeared without trace. It is presumed lost near Broken Bay.

Technical details: of 43 t. gr. t. nt. and dimensions of 53.7 (16.3 m) x 15 (4.6 m) x 6.7 ins (2 m).

SOURCE: p. 90 *Australian Shipwrecks V.2* - Loney, p. 102 *Scotchtown & Pelican* C Val Newton, p. 61 - 64 *The Ships That Shaped Australia* C Jack L. Koskie..

DEMOCRAT Timber Punt (Drogher)

Owned by Longworth timber company. Worked the Camden Haven river between Laurieton, Kendall and Kew.

Technical details:

SOURCE: Ray Cooper

DEVARE 1948

This vessels rig is unknown at this time. It is reported that it was lost 30 miles north of Port Macquarie in 1948.

Technical details: Displacement of 35 t gr.

SOURCE: Heritage Dept. NSW Govt. Maritime Archaeology Program report of 18 Sept. 1996.

DEVERON 1814 1833 19 yrs.

This barquentine rigged vessel was lost on July 16, 1833 off Trial Bay - Port Macquarie. Little other details available at this time 1996.

Technical details: With displacement of 243 t. gr.

SOURCE: NSW Govt. Heritage Dept. Maritime Archaeology Program, 19 Sept. 1996.

DIAMENTINA 1861 1907 37 yrs

Iron paddle wheel steamer built in 1861 by C Mitchell & Co. of Low Walker-on-Tyne, England for Australian S.N. Co. It was intended for the NSW northern rivers trade where there was fierce competition between Clarence & Richmond Rivers Steam Navigation Co., and The Australian Steam Navigation Co., and the Illawarra Steam Navigation Co.

The A.S.N. Co's. new vessel s.s. *Prince of Wales* was on a voyage from Sydney to Brisbane loaded with twenty-four passengers and a mixed cargo, when on October 4, 1862 it passed inside Mermaid Reef near Camden Haven. The vessel grazed a rock and began to take water so rapidly, the master, Captain W Bell ordered it beached at Camden Head.

Diamentina arrived from Taree on 5th October, 1862, to rescue the passengers and crew. A boat from the *Diamentina* was launched to rescue the passengers from *Prince of Wales*, who were safe on the beach. While returning through the surf it overturned on the bar and three of the occupants including the chief engineer from the *Prince of Wales* drowned. They are buried on eastern side of Gogley's Bay.

In March, 1870 the *Diamentina* was sold to Clarence & Richmond River Steam Navigation Co. Sold January 1875, to Manning R.S.N. Co. meanwhile in 1879 it received a new boiler.

The vessel was stranded and wrecked on Manning River March 31, 1881. It was

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salvaged and restored by John Booth and re-registered in 1881; sold in 1883 to Burns Phillip & Co. Ltd. Engine removed and the vessel made into a schooner for a trip to Townsville. Called in at Camden Haven on final trip north. Scrapped at Townsville 1907.

Technical details: With a displacement of 285 t. gr. 239 t. nt. it had dimensions of 158.1 x 23.6 x 8.7 ft. it was increased to 285 t. nt. in 1870. When registered in Sydney, was allocated ON43213. It also had a 2 masted schooner rig and was the first steamer in Australian waters to be fitted with 2 cyl high & low pressure steam engine, rated at 60 h.p. which had been supplied by shipbuilder.

SOURCE: p. 160 *North Coast Run* © Mike Richards, p. 13, 37 *Port Macquarie, The Port That Was* © Ian Finkel & Lynda Turner, p. 51-51 *Workhorses In Australian Waters* © Mike Richards, p. 40 *Australian Shipowners and Their Fleets V.1* © Ronald Parsons.

DOEPEL 1919 1947 28 yrs.

A wood twin screw steamship built in 1919 by George Edgar Beattie at Blackwall, Woy Woy, Brisbane Water N.S.W. Frederick Doepel of Urunga acquired the vessel, which at that time was unnamed to replace his vessel *Bellinger* which had been damaged in 1918 as it crossed the Nambucca River bar. This vessel was so badly battered that it was beached at the Macleay River entrance, the engine boiler and fittings were all that were salvaged. Frederick Doepel named his new vessel *Doepel* so that people would know the Doepel shipping line was still active.

By 1921, it had become part of the North Coast Steam Navigation Company=s fleet. Allen Taylor used this vessel hauling timber cargo. On July 27, 1930 the *Doepel* was in and out of Port Macquarie on the one day, for which the master had to pay four pounds and ten pence (\$8.10) for pilotage. The next recording of it arriving in the Port was on September 13, 1936 when it was in and out again on the same day with the owners incurring the same fee for the pilotage service. The *Doepel* was back again four days later on 17th. but obviously only required pilotage into the Port for it was debited with an account of two pounds and five pence (\$4.4c.).

This vessel was sold to Logging & Lumber Ltd. of New Guinea in 1947, and r/n *Batang*. Registered Singapore 1954. Fate uncertain, as several tales are told about it=s end. Believed foundered, off Kuching May 20, 1955 while under tow to scrap yard.

Technical details: With a displacement of 389 t. gr. 194 t. nt. and dimensions of 145 x 33 x 9.2 ft. F18' with 1 deck. The machinery which came from Frederick Doepel=s wrecked vessel, the *Bellinger*, was situated aft. This twin compound reciprocating steam engine rated as 33 h.p. was built in 1913 by Chapman & Company of Sydney and was fitted into the vessel in 1919. When registered in Sydney ON150141.

SOURCE: p. 160 *North Coast Run* © Mike Richards, p. 29 *Frederick Doepel of AThe Bellinger@* © Norman Braithwaite, MSB log books and cashbook records, p. 102 *The Log* article by G A Hardwick August 1987, p. 14-15 *Australian Shipowners and Their Fleets V.1* © Ronald Parsons.

DOLLY WALMSLEY 1875 1894 19 yrs.

This vessel arrived at the Camden Haven on July 21, 18?? from Sydney and sailed again on two days later for Newcastle.

This ketch-rigged vessel, the *Dolly Walmsley* was attempting to leave Newcastle Harbour on May 16, 1894 during a heavy fog, when it ran onto rocks at Stony Point and was badly holed in the bottom.

Most of the cargo was salvaged, and an attempt made to refloat the vessel on May 19. Unfortunately it became a total wreck, and the remains bringing , 19 (\$38) in an auction two days later.

Technical details: with a displacement of 39 t. gr.

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SOURCE: p. 83 *Wrecks on the NSW North Coast* c Jack Loney, p. 237 *Australian Shipwrecks V.3* c Jack Loney, Port Macquarie Shipping, August 11, 1888 Camden Haven Departures to Sydney; H.J. Lists also; Alfred Sharpe of New Zealand left Camden Haven D W *Port Macquarie News*, Saturday, July, 18??, Heritage Dept. NSW Govt Maritime Archaeology Program 19 Sept. 1996.

DOLPHIN 1878 1887 9 yrs.

The wooden schooner *Dolphin* was built on the Bellinger River in 1878, and was owned by R Langley.

As the ship was entering the Brunswick River on February 19, 1887 it went on to rocks. On February 23, the vessel was refloated only to go ashore again. It could not be freed this time and soon went to pieces. The master, Captain Feil was found not to be blamed for the accident. Loney claims date was January 21

(W.O.N.S.W.N.C.)

Technical details: With a displacement of 70 t. gr. and dimensions of 76.1 x 20 x 7 ft.

SOURCE: p. 171 *Australian Shipwrecks V.3* c Jack Loney, p. 72 *Wrecks on the N.S.W. North Coast* c Jack Loney.

DORRIGO (1) 1902 1910 8 yrs.

Wood single screw steamship built in 1902 by H Hardman of Balmain for R W Nicoll. Named after a town on the North Coast.

This vessel was sold in 1904 to North Coast Steam Navigation Company who held on to it for 6 years. In 1910 it was sold to Burns Phillip and Company Limited who renamed the vessel *Misima*. Wrecked on a rock off Meunera Island, New Guinea in February 1917.

Technical details: With displacement of 302 t. gr. 195 t. nt. and dimensions of 136.1 x 24.9 x 12.6 ft. it was equipped with a compensating steam engine rated at 48 h.p. supplied by Gourlay Bros. of Dundee, Scotland. When registered, was allocated ON112547

SOURCE: p. 161 *North Coast Run* c Mike Richards, p. 15 *Australian Shipowners and Their Fleets V.1* c Ronald Parsons.

DORRIGO (2) 1913 1926 13 yrs.

Steel single screw steamship built 1913 by Smith Dock Company Limited in Yorkshire as the *St. Francois*. Sold to Langley Bros. Steam Ship Company in 1921 to replace their vessel *Fitzroy*. The vessel was then sold to N.C.S.N. Co. in 1925/26; and resold to John Burke of Brisbane in 1926.

On April 1, 1926 the *Dorrigo* left Brisbane for Thursday Island carrying 499 tons of general cargo. On the next day the ship developed a heavy list to port after receiving a battering by heavy seas, and when the vessel was off Sandy Cape, Wide Bay, Queensland on April 4, the crew started to jettison deck cargo when it foundered with little warning.

The crew jumped overboard as the ship heeled over and sank. Unfortunately only the master, Captain Grey and his son, seaman Grey were still alive when rescued by s.s. *Moruya*. They had kept afloat by clinging to wreckage from the vessel for over twenty hours. 22 of the crew died in this tragedy.

A Court of Marine Inquiry found the master, Captain Grey had committed errors of judgement by closing freeing ports and plugging scupper holes.

Technical details: With displacement of 715 t. gr. 131 t. nt. and dimensions of 180.5 x 29.6 x 15.3 ft. with Fo'c'sle 41', Poop 51' and fitted out with wireless, it was equipped with a triple expansion reciprocating steam engine rated at 96hp supplied by the builder.

SOURCE: p. 121 *Australian Shipwrecks V.4* c Jack Loney, p. 347 *Pageant of the Pacific* c

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Capt. Rhodes, p. 15, 99 *Australian Shipowners and Their Fleets* V.1 © Ronald Parsons.

DREADNOUGHT Log Punt (Drogher)

Owned by the Longworth timber company. Ran between Laurieton, Kew and Kendall hauling logs to Dunbogan.

Technical details: of t. gr.

SOURCE: Pat Longworth and Ray Cooper.

DRUM Fishing trawler

Registered as M.16, it was the first permanently based fishing trawler on the Lower Macleay and had originally been registered as the *Seagull*. This 30-foot vessel was built at Maclean in 1917-18 by the Beach Brothers for the Rush Brothers who worked it for a short time on the Clarence.

During the settling in period they took the vessel to sea and were caught out in a westerly gale. The craft leaked somewhat as the timbers had not completely taken up with the result that it almost foundered. They managed to get the craft back to shore and walked away from her and never went back to sea again.

Fitted with a single cylinder German engine with a large bore, it made a peculiar sound when the engine was revved up, it sounded like a drum; bonk, bonk, bonk, bonk, which caused the kids at Iluka where the boat operated, to call it *The Drum*. (The boat was to retain this name when transferred to the Macleay as the owner, Sidney Kemp did not bother change the registration as this would cost , 20 (\$40) and it had to go to Lloyds of London to be completed. He felt it wasn't worth the effort so the vessel remained *The Drum* all the rest of the time.)

Sidney Kemp and Clarrie Busch bought the boat for , 400 (\$800) and continued fishing on the Clarence for many years. During that time it did not have any cabins, just a tiller and a sail, but was considered one of the biggest boats fishing on the coast.

The owners decided to try new fields so called into the Macleay to try their luck, unfortunately it was out, so they traveled onto Laurieton where they stayed for four or five years. They returned to the Macleay in 1925 and *The Drum* was the only regular fishing boat on the river for the next twenty-five years.

The Drum was a beautiful little sailer with a deep hull and was used for outside fishing as well as river traffic. It was equipped with long flat cabins front and back with bunks in the bow section, with surprising amount of room below decks, sufficient to stand up inside.

The boat became an integral part of the Lower Macleay being a fishing boat, a passenger boat, a rescue boat, it did everything. The 1949 flood caused great devastation in the Macleay, thousands of animals were drowned and washed up on the opposite bank to Shark Island in the Macleay. *The Drum* was used over the next several weeks towing these rotting carcasses out to sea.

When retired this boat was displayed for some time in a park of South West Rocks Creek. Over the years it gradually deteriorated through vandalism and neglect and was finally burnt.

Technical details: The vessel's dimensions were 30 foot long.

SOURCE: p. 203-211 *Tales of Trial Bay, An Early History of South West Rocks* © Caroline Carey.

DUNCAN HOYLE 1852 1860 8 yrs.

This was an iron paddle wheel steamship built in 1852 by Scott and Sons of

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Greenock, owned by Duncan Hoyle and registered at Greenock.

In February, 1854 the *Duncan Hoyle* was sold to Geelong Steam Navigation Company and registered in Geelong. November 1855, saw the ownership change to G W Walker, R Rout & F Haller of Hobart; then in September ownership changed to the Australasian Steam Navigation Company and the registration to Sydney. March 1859 saw the vessel transferred to the ownership of Jones and Sharp; then in December 1860 it was sold to Hong Kong owners. The fate of the vessel is unknown.

Technical details: With displacement of 188 t. gr. 131 t. nt. and when registered was allocated ON32067. With a 2 mast schooner rig the vessel was equipped with a direct acting steam engine rated at 90 h.p. When registered was allocated ON32067.

SOURCE: p. 82 *Australian Shipowners and Their Fleets V.1* © Ronald Parsons.

DURANBAH 1905 1942 37 yrs.

Steel single screw steamship built 1905 by Scott=s of Kinghorn Ltd. Kinghorn for G W Nicoll who registered it in Sydney in 1905. Named after a town in the Tweed River district of N.S.W. this vessel was sold on arrival in September 1905 to the N.C.S.N. Co. the next month they sold it to Patrick Steam Ship Company Ltd. Sold in February 1922 to WR Carpenter (Solomons) Ltd. and renamed *Tulagi*.

The *Duranbah* had a crew of 10. Fate unknown, believed captured by Japanese during World War II. Other reports show it broken up c. 1935/36.

Technical details: With displacement of 284 t. gr. 131 t. nt. and dimensions of 130 x 23.1 x 9.2 ft. it was equipped with a coal fired boiler and compensated steam engine 37rhp rated at 7 knots. supplied by the builder. During 1925 it was fitted with new 4 cylinder diesel engines 56nhp (made in 1922) engines, When registered was allocated ON139409.

SOURCE: p. 161 *North Coast Run* © Mike Richards, p. 15 *Australian Shipowners and Their Fleets V.1* © Ronald Parsons.

DUROBY 1902 1923 21 yrs.

Wood single screw steamship built at Langley Vale Manning River by Daniel Sullivan for A & R H Langley (son of Robert Langley) and launched on May 24, 1902.

Sold in 1920 to I. & S.C.N. Co. damaged by fire at Sydney in March 1923, said condemned August 1923 and vessel said to have been converted to hulk. (There have been unsubstantiated reports that it was rebuilt as motor vessel for Burns Phillip & Co.)

Technical details: With displacement of 195 t. gr. 119 t. nt. with dimensions of 121.8 x 24.7 x 8.4 ft. With 1 deck was equipped with 2 masts and schooner rigged it was equipped with a compound steam engine rated at 40hp supplied by Chapman & Co. of Sydney. When registered at Sydney allocated ON112565.

SOURCE: p. 161 *North Coast Run* © Mike Richards, p. 99 *Australian Shipowners and Their Fleets V.1* © Ronald Parsons, No. 103 on list of shipping built on the Manning River 1834-1934 - published in Manning newspaper.

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EAGLE 1849 1891 42 yrs

This wooden paddle wheel steamer was built in 1849 by Edward Chown of Pymont who installed an 80hp side lever engine from the *James Watt* into this vessel.

The Hunter River Steam Navigation Company had originally built the vessel for the Sydney-Morpeth passenger and cargo trade. The trial trip on June 28, 1849 received an enthusiastic reception and it was reported that the vessel had a stateroom with 16 berths, a ladies cabin to accommodate 10 and a forecabin (which was known as steerage) which allowed for another 16 passengers.

The Hunter River Steam Navigation Company changed their name in 1851 to the Australasian Steam Navigation Company and it apparently was during this period that this vessel was converted to a tug. It was further altered from paddle-wheel to screw propulsion.

The wooden paddle wheel steamer *Phoenix* was attempting to enter the Clarence River against the tide during April, 1852, when it was stranded on the bar. The vessel then drifted ashore on the north beach where it soon became a total loss. The *Eagle* was able to manoeuvre and rescue the crew.

Early in May 1864, the *Eagle* collided with and sank the schooner *Ann* in the Brisbane River, with the *Ann* being so badly holed it sank in four minutes. In the same year, in February, the *Eagle* was in trouble, struggling against heavy seas off Nobby=s. The Newcastle life boat under assistant harbour master James Lovett put to sea under tow of the steamer *Paterson* in order to stand by the schooner *Eagle*.

The A.S.N.Co. chartered the *Eagle* to the South Australian Government in November 1866, who had decided to bring back settlers who had gone to Escape Cliffs in the Northern Territory in an attempt to establish a colony there. The Government had by then realised that the attempt to establish the new settlement had failed.

In October 1869, the vessels ownership was transferred to Edye Manning. When he bought the *Eagle*, Manning had plans for it to trade to New Zealand and the South Sea Islands carrying passengers and cargo. He obtained a contract to supply Noumea so he used the vessel to pioneer the Sydney-Noumea steam service which first occurred in February 1870.

The vessel became a collier about 1872. Despite its age the ship was still an efficient operating vessel which was shown when it once loaded 230 tons of coal at Newcastle, then steamed to Sydney, where the cargo was discharged and it arrived back in Newcastle within the space of 24 hours.

Around this time, there was an enquiry into the overloading of these >sixty-milers= as these vessels became known. The *Newcastle Chronicle* in its 19 August, 1873 issue commented, >It is all very well for owners of vessels to load them so dangerously deep. There is no Act to prevent them.=

The *Newcastle Herald* also reported that, >The reckless condition in which the colliers put to sea from Newcastle has been well known for a long time.= The newspaper continued, >The colliers load to perilous depths, leave port with hatches open, decks piled high with coal, even after their holds and bunkers are filled. It was the exception to see clear decks, and hatches battened down. There is no supervision; colliers clear out in a hurry.=

This situation left the Newcastle Local Marine Board with the only means of control which was to report offenders to their head office in Sydney and hope they would be prosecuted for overloading their vessels.

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The *Eagle* was heavily loaded with coal on its deck on one day in 1873, when it met a >Southerly Buster= on its way to Sydney. The vessel was unable to make headway and turning, ran for Newcastle. The vessel was lucky to make it as these old steamers were extremely vulnerable in bad weather when deeply laden.

This vessel was well known on the Illawarra trade and often travelled to Melbourne.

The *Eagle* ran into a few problems during the next few years. During one day in 1876, when there appeared to be a feeling that the steam colliers could ignore the rules and regulations set by the Newcastle port authorities.

At the time there was an acute shortage of wharves and loading facilities at Newcastle and the *Eagle* came alongside without permission when it wasn't its turn to load. When the master refused to move the vessel, a port official simply took an axe, and chopping through the ships mooring lines, set it adrift.

The vessel was sold to William Summerbell in August 1877.

Finally the *Eagle* was dismantled and made into a wharf. (This information comes from an entry at Customs dated 1891.)

Technical details: With a displacement of 244 t. gr. 144 t. nt. it had dimensions of 150 x 18.1 x 10.4 ft. Later in the period 1857-58 the vessel was converted from paddle wheeler to a screw powered vessel when it received the auxiliary oscillating engine from the *City of Melbourne*. This ship had been refitted and improved by the Australasian Steam Navigation Company=s workshops. In 1858, the *Eagle* was increased to 151 x 19.4 x 10.2 ft. and was now 216 t. gr. The vessel was again altered in 1863 to a displacement of 227 t. gr. 147 t. nt.

SOURCE: p. 70 *Coastal Passenger Ships* © Ronald Parsons, p. 155 *Australian Shipwrecks V.2* © Jack Loney, p. 28 *Wrecks on the NSW North Coast* © Jack Loney, p. 56-57, 118 *Bar Dangerous* © Terry Callen.

EBENEZER 1845 1859 14 yrs.

This schooner rigged vessel was built at Lake Macquarie in 1845, for owners Messrs McNamara & Son.

The Port Macquarie pilot recorded that the *Ebenezer* was at anchor in the roadstead at Port Macquarie on May 9, 1857 and that he had supplied the schooner with provisions.

On July 30, 1859 the *Ebenezer*, under command of the master, Captain T Aveney, had just entered the Tweed River when without warning the wind dropped. The vessel drifted on to rocks and broke up. This occurred so suddenly that four of the passengers, two women and two children, were unable to escape and were drowned.

Technical details: With a displacement of 90 t. gr. it was schooner rigged.

SOURCE: p. 104 *Australian Shipwrecks V.2* © Jack Loney, Report on >An Old Log Book of Port Macquarie Pilot Station= published by *Port Macquarie News* in its August 10, 1929 issue.

ECHO (1) 1839 1840 1 yr.

A two-master schooner built on Manning River by Captain John Gillies, it arrived in Sydney on September 19, 1839 and was owned by a merchant of Sydney, James Cook.

Captain Gillies had a shipbuilding business on the Manning from 1837-1839 during which he also built the *Hero* and *Fairy*.

The *Echo* sailed from Hobart on August 27, 1840 bound for Sydney under command of Captain Wantun. The vessel either foundered or was wrecked shortly after it sailed. Some wreckage and three bodies were washed ashore from the

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schooner between Cape Raoul and Wedge Bay Tasmania. There is no record of the number of persons on the vessel at the time of the incident.

Technical details: With a displacement of 70 t. gr. it had dimensions of 51.1 x 15.8 x 8.4 feet.
SOURCE: Wingham Museum records, p. 147-149 *Australian Shipwrecks* V.2 © Jack Loney.

ECHO (2) 1843 1863 20 yrs.

Built at Sydney in 1843 by J Russell and owned by Charles Irwin.

While on a voyage from Shoalhaven to Sydney, early in the morning of March 21, 1863, the schooner *Echo* was driven ashore at Long Point near Shellharbour. The crew of three managed to scramble on to shore and the vessel went to pieces within ten minutes.

Technical details: With a displacement of 21 t. gr. it was rigged as a schooner.

SOURCE: p. *Australian Shipowners and Their Fleets* V. © Ronald Parsons, p. 141 *Australian Shipwrecks* V.2 © Jack Loney, No. 12 on List of ships built on the Manning River 1834-1934 - published in Manning newspaper.

ECLIPSE 1866

The *Eclipse* was a fine clipper built schooner commanded by Captain W J Simpson.

During mid July 1866, the worst gale in Australia=s maritime history battered the New South Wales coast. Many ships were caught in open water without warning and over the next forty-eight hours battled to survive against mountainous seas. The final toll from this devastating storm included more than 24 ships wrecked or stranded and a hundred lives lost.

The *Eclipse* with a cargo of seventy-eight cattle was bound from Gladstone to Sydney, ran into the gale when it was near the Manning River, and was destroyed south of the old bar of Farquhar Inlet. Eight bodies, the remains of many cattle and wreckage from the vessel were found lying high on the beach with no survivors found.

July 1866 was a dreadful poignant memory that remained in many people=s minds for years afterwards.

Technical details: With a displacement of 170 t. gr.

SOURCE: p. 178-179 *Australian Shipwrecks* V.2 © Jack Loney, p. 41 *Wrecks on the N.S.W. North Coast* © Jack Loney, p. 119 *Ships and Seafarers in Australian Waters* © Max Colwell, Mentioned in Captain Jackson=s Shipping list.

EDITH KEEP 1867 1880 13 years

A wood brigantine rigged sailing ship, the *Edith Keep* was built at Brisbane Water in 1876 for the owner John Keep, and registered in Sydney.

According to details compiled by Daley and published in her book *Men and a River*, John Keep appears to have acquired the Breckenridge Sawmills on the Richmond River in 1867. He handed the management of these mills over to brothers Jas & Jno Breckenridge.

In 1879, W Pain, a mariner is shown as serving on this vessel.

The *Edith Keep* sailed north from Sydney in May, 1880 and was not heard off again.

Technical details: With displacement of 100 t. gr. dimensions were 83.5 x 21 x 8.7 feet. When registered was allocated ON38837.

SOURCE: p. 112 *Australian Shipwrecks* V.2 © Jack Loney, p. 63 *Wrecks on the NSW North*

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Coast © Jack Loney, p. *Men and a River* © Louise Tiffany Daley, p. 218 *Port Of Richmond River, Ballina 1840s to 1980s* © Glen Hall, p. 86 *Australian Shipowners and Their Fleets V.1* © Ronald Parsons.

EDITH MAY 1875

This 3 master schooner was built on the Manning River by William McCulloch and launched on October 16, 1875.

Between 1874 and 1884, William McCulloch built nine ships on the Manning River.

Vessel said to be wrecked in the area of Port Macquarie.

Technical details: With displacement of 213 t. gr.

SOURCE: Herbert Jackson's shipping list, also Manning List, No. 80 on list of ships built on the Manning River 1834-1934 - published in Manning newspaper.

EDWARD LOMBE 1834

This wood barque rigged vessel was built in 1828 and said to be owned by Dr Fattorini of Port Macquarie.

The *Edward Lombe* had just completed a voyage from Hobart Town on August 25, 1834, when it ran into bad squally weather outside Sydney Heads which damaged the sails and rigging, gradually forcing the vessel closer to land. The master decided to risk entering Port Jackson under the adverse conditions. As soon as the vessel was inside, he ordered an anchor dropped but it parted. He ordered another dropped, but this had little effect as the barque swept onto Middle Head. The *Edward Lombe* continued to be battered by heavy seas which swept many of her passengers and crew overboard. The vessel then broke in two and the poop, to which most of the survivors were clinging, remained jammed on the rocks. At first light, they were able to attract attention and when they were rescued, it was found that only seventeen souls had survived the tragedy.

(check this as Charles Bateson p. 107-108 *Australian Shipwrecks V.1* has different details. Could be another vessel. R.C.)

Technical details: With displacement of 347 t. gr. dimensions were 106 x 27.8 x 19.2 ft.

SOURCE: p. 120 *Wrecks on the N.S.W. North Coast* © Jack Loney, File. 104.

EILEEN

Owner Allan Kell.

Little details known of this vessel.

ELECTRA 1887 1920 33 yrs.

The *Electra* was a steel twin screw steamship built in 1887 by Russell & Co. of Port Glasgow, capable of 11 knots, and was rigged as a 2 mast schooner. Originally registered at Greenock by W O Gilchrist, the vessel was transferred to Sydney in September 1887. After arrival it was registered to the Clarence & Richmond River Steam Navigation Co.

The *Electra* was the first ship on the North Coast to be fitted with electric light, hence name.

These early generating sets were used for lighting only with the distribution being of direct current by a single wire with earth return. In later years many shipowners begrudged the keeping of boilers alight just to provide electricity while

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ships were in dock, so the generator would be shut down at 5 o'clock and the boiler >banked= for the night.

In January 1889, the vessel was sold to C.R & M.R.S.N. Co. and in September 1891, was sold to N.C.S.N.Co. This brought about a number of changes in the position of masters. The *Port Macquarie News* received advice from the *Macleay Chronicle* which advised that Captain W B Nelson, new master of the *Oakland*, had been promoted to the *Electra*, and would take command next week. With the *St George*, *Tomki*, and *Electra*, the Richmond River trade now has a tri-weekly service.

The *Electra* carried a number of famous and infamous people during its career. A Mr Walsh District Engineer for Harbours and Rivers arrived at Port Macquarie in 1891, aboard *Electra*, to choose a site for a wharf at Wauchope.

Paddy Doyle of the Upper Hastings recorded that the leader of the Breelong Blacks, Jimmy Governor, was shot and captured at Bobin near the Upper Manning, and taken to Taree. From there he was taken aboard the *Electra* to Sydney. He was tried and found guilty of murder and went to the gallows in Darlinghurst gaol on January 18, 1901.

In 1906, the John Brown=s 42 ton steam tug *Energy* collided with the s.s. *Electra* and sank within a few minutes. The master of the *Electra* had it inspected but was not badly damaged. Fortunately there was no loss of life during the incident.

The *Electra* was converted into a lighter in 1920, then sold to B.H.P. for storage of their tar product, and was finally cut up for scrap in 1930.

Technical details: With a displacement of 395 t. gr. 210 t. nt. it had dimensions of 160.5 x 27 x 10.9 ft. with a 2 mast schooner rig. The vessel had been fitted with twin compound direct acting vertical steam engines rated at 76hp provided by Rankin & Blackmore of Greenock, Scotland. Allocated ON93190 registered at Greenock by W O Gilchrist.

SOURCE: p. 96, 161 *North Coast Run* © Mike Richards, p.100 *Workhorses In Australian Waters* © Mike Richards, p. 15-16, 54,58 *Australian Shipowners and Their Fleets V. 1* © Ronald Parsons, p. 96 *Wrecks on the NSW North Coast* © Jack Loney, p. 73 *Australian Coastal Passenger Ships* © Jack Loney, p. 91 *Bar Dangerous* © Terry Callen, *Port Macquarie News*, 1899.

ELIZA (1) 1836 1853 7 yrs.

This vessel was a two-mast schooner built on the Macleay River in 1836, for owner, Francis Girard, a merchant of Sydney. It was reported that the master was John Watson.

Late in September 1837, the *Eliza* got into trouble crossing the Macleay River bar and was driven ashore. The vessel was subsequently refloated and continued to trade for some years afterwards. The *Eliza* was lost in 1853 at Heath Halls.

Technical details: With a displacement of 51 t. gr. it had dimensions of 56 x 16 x 7.3 ft.

SOURCE: p.126 *Australian Shipwrecks V.1* © Charles Bateson, p. *Australian Shipowners and Their Fleets V.* © Ronald Parsons.

ELIZA (2) 1872 1888 16 yrs.

This ketch was built at Cape Hawk in 1872 by Richard Phegan.

Phegan came to Foster in 1870 with his wife and six children and bought four blocks of land on the corner of South and Little Streets. It was not long before he set up a pit saw on his land. This allowed him to build a set of stocks where he laid the keel of the ketch *Eliza* which he launched on May 22, 1872. Assisting Richard Phegan was George Ravell, a skilled shipwright, whose skills helped lay the foundations for

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the successful shipbuilding activities in the area over many years.

Heavy weather occurred on the north coast just after the ketch *Eliza* under the master A McNair, sailed from Sydney on October 4, 1888. The vessel carried a cargo of coal and was bound for the Richmond River and apparently foundered off Bellinger River. The vessel's remains weren't found for several weeks. Around October 22, the ship's battered hull was washed ashore at Corindi Beach near the entrance to the Bellinger River with no trace being found of the crew of five.

The Marine Board of Inquiry sitting in Sydney was not presented with any evidence of the accident other than reports of heavy weather on the coast.

Technical details: With displacement of 57 t. gr. it measured 73.8 x 19.5 x 6.8 feet.

SOURCE: p. 186 *Australian Shipwrecks V.3* © Jack Loney, p. 74 *Wrecks on the N.S.W. North Coast* © Jack Loney, p. 51/1 *Wallis Lake, Its Rivers and Villages* © Dawn McMaster.

ELIZA ANN (1) 1841 1847 6 yrs.

This 2 mast schooner was built on the Manning River by owner Captain Taylor Winship and registered in Sydney on October 12, 1841.

The *Eliza Ann* capsized in Sydney Harbour in 1842. False reports went out that the vessel had been totally wrecked, but these were subsequently discounted. Sometime between 1841 and 1847, the vessel was lengthened, which probably occurred after the capsizing. Ownership then was transferred to a Sydney grocer, Francis Gaunson.

The *Eliza Ann* was the centre of another story in February 1846, which it was reported it had been totally wrecked between Seal Rocks and Port Macquarie. A man claimed to be the sole survivor of the wreck which he said cost the lives of the master and the other two seamen on the vessel. He later admitted that his story was a fabrication and he had hoped to receive a free return to Sydney as a shipwrecked mariner. It was subsequently found that he was a runaway convict. What his final punishment was has not been recorded.

About 5 p.m. on October 19, 1847 under command of the master, Charles Hunter, the *Eliza Ann* sailed from Sydney bound for the Richmond River. About midnight the master was taking advantage of a light south-easterly when the wind veered to the east, then died away. With no steerage, the *Eliza Ann* was driven on to rocks by a heavy sea between the South Head of Broken Bay and the Little Reef and wrecked, with the loss of one seaman who was drowned in the incident. Three other crew members and a solitary passenger managed to scramble ashore, but the master was severely injured in the accident.

Technical details: With displacement of 43 t. gr. 32 t. nt. it had dimensions of 56.7 x 14.5 x 6.4 feet.

SOURCE: p. 190, 211-212 *Australian Shipwrecks V.1* © Charles Bateson, p. 26 *Wrecks on the NSW North Coast* © Jack Loney.

EMILY ANN (1) 1889

In a report published in its February 2, 1889 issue, the *Port Macquarie News* said, >On Monday last the Marine Board held an enquiry into the circumstances of the wreck of the ketch *Emily Ann*. The first witness called was Augustus Morgan, master of the ketch, who said he held a certificate from the board, No. 537. The ketch was 39 tons owned by John Hibbard and himself, of Port Macquarie, and was insured for 150 pounds (\$300). He valued her at 400 pounds (\$800).=

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>The ketch was lost at North Head on Friday morning, 23 inst., at about 1.30 o'clock when on voyage from Port Macquarie to Sydney with a load of timber for the Sydney markets. The *Emily Ann* was coming down from Port Macquarie with a north easter, and when about to enter the Heads, a southerly buster came up. The vessel was standing in and then fell off near North Head and he (Captain Morgan) tried to pay her off. The wind was moderating then and they missed stays twice. He tried to weather the Head, but the ketch not being able to stay, he saw the only chance was to set the topsail, which was done. There was too much sea to drop anchor, although they had it cleared away ready.=

Technical details: With a displacement of 39 t.g.

SOURCE: P. 10, *Port Macquarie News*, May 25, 27, 1998.

EMILY ANN (2)

Little is known of this vessel except that it departed on July 30, 1886 from Port Macquarie bound for Sydney.

Technical details:

SOURCE: *Port Macquarie News*, Sat. August 4, 1886.

ELIZA DAVIS 1869 1879 10 yrs.

This ketch was built at Brisbane Water by George Frost for owner J Patton of Sydney.

The *Eliza Davis* on October 4, 1879, was in charge of the master J Cann, when it was struck by a sudden squall which capsized and sank the ship about five miles south of the Manning River. The crew of five were all drowned.

Technical details: With a displacement of 25 t. gr. it had dimensions of 56.4 x 15.6 x 4.6 feet.

SOURCE: p. 216 *Australian Shipwrecks V.2* © Jack Loney, p. 105 *Australian Shipwrecks V.3* © Jack Loney, p. 62 *Wrecks on the NSW North Coast* © Jack Loney.

ELIZABETH (1) 1826 1830 4 yrs.

This brig was owned by Richard Kelly, with Captain J Woolfitt as master.

The *Elizabeth* sailed to Port Macquarie with provisions on April 26, 1824 and sailed again on May 15, from Sydney Cove back to Port Macquarie with more provisions. It is reported that it was later owned by John Grono. The *Elizabeth* was wrecked in the Swansea area during May 1830.

Technical details: With a displacement of 107 t. gr.

SOURCE: p. 79 *Australian Shipowners and Their Fleets V.5* © Ronald Parsons, p. 22 *Wrecks on the N.S.W. North Coast* © Jack Loney.

ELIZABETH (2) 1830 1839 9 yrs.

This barque was owned by Joseph Grose. Wrecked 1839.

Technical details: With displacement of 194 t. gr.

SOURCE: p. 28 *Australian Shipowners and Their Fleets V.6* © Ronald Parsons.

ELIZABETH (3) 1837 1866 31 yrs.

This vessel was shown as a cutter and as a schooner and built on the Manning River and registered in Sydney on March 24, 1838, but there is no record of the builders name. The owner was Richard Dawson and master was Captain Morton.

The *Elizabeth* was wrecked in 1839 and rebuilt. In 1866 was renamed *Italia* and sold to New Zealand.

Technical details: With displacement of 32 t. gr. 18 t. nt.

SOURCE: p. 48 *Australian Shipowners and Their Fleets V.6* © Ronald Parsons, No. 8 on List

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of ships built on Manning River 1834-1934- list published in Manning newspaper.

ELIZABETH (4) 1843

Reported in *Sydney Morning Herald* March 27, 1843: >Built 15 April 1843 by James Marshall Clarence Town, Williams River. Launched on 20 March. Built on the flat bottomed principle, she was 46' keel, 53' overall, 15' beam' 7' depth of hold, drawing 6' when loaded, and rating 68 tons burthen. She had a round stern, and was sent to Sydney for sale.=

Again the *Sydney Morning Herald* on May 5, 1843, reported: >The new cutter **Elizabeth** which has been constructed entirely with reference to the nature of the harbours of the north eastern coast, has been purchased for the Port Macquarie trade. She has been christened the **Comet**, and will be chiefly employed in the transmission of products of the Roach lime from that district. She makes her first trip during the present week.=

Technical details: With a displacement of 50 t. gr. it was rigged as a cutter.

SOURCE: *Sydney Morning Herald*, 1843.

ELIZABETH COHEN 1850 1857 7 yrs.

This top-sail schooner was built at Pelican ship yards on the Manning River by Captain Alexander Newton Snr. & Captain William Malcolm for Henry Cohen of Sydney. Newton and Malcolm worked in partnership from 1847 to December 1856, with this partnership being broken up on the death of William Malcolm.

They had easy access to ample and appropriate timber; cedar, ironbark, blackbutt and flooded gum. The Manning River of this period was a prolific shipbuilding district and over 110 ships of various sizes were built on the river before mid-century.

The *Demi* arrived in Sydney on June 6, 1850. Henry Cohen, a Sydney wharf owner and a merchant of Port Macquarie purchased the *Elizabeth Cohen* and registered it seven days later on June 13. and renamed it after his wife, on the same day. This vessel was a small but beamy and shallow topsail schooner, well suited to the purpose, which was to include negotiating shallow harbour bars. Cohen had wanted a ship so that he could maintain his business activities and also to provide an outlet for local produce.

Henry Cohen of George Street, Sydney, was a convict and who previously had operated a tailoring business and other businesses in Edgeware Road, London. Transported in 1832 on a charge of >. . . *being in possession of promissory notes*=, Cohen was sentenced to fourteen years at Port Macquarie. He served seven years of the sentence and apparently earned the admiration of the Governor, who owned a property some kilometres away from the goal. He was allowed to take the bullock cart to town for stores and became the station=s bookkeeper. His wife, Elizabeth and eight children arrived as free migrants in the famous ship *Brothers* in 1833.

Elizabeth set up business almost immediately in Port Macquarie district and proved to be an extremely able businesswoman. When Henry gained his emancipation 7 years later, and was reunited with his family, he joined an already established business. This soon expanded to include the ownership of a store in Horton Street (now the Commonwealth Bank) and a hotel in Port Macquarie. It was not long before Henry established a wholesale grocery firm in George Street, Sydney.

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Henry commenced trading as Messrs Cohen & Co. and built one of the first wharves at Port Macquarie. He then established a wholesale grocery firm in George Street Sydney. He used this base to expand his interests and subsequently purchased the *Elizabeth Cohen*. He also became one of the first shareholders of the North Coast Steamship Company. Cohen and Company expanded to become one of the significant forces in the business circles in the Colony.

He used the *Elizabeth Cohen* to trade between Sydney and the northern rivers, as well as Port Macquarie. The average round voyage taking about three weeks. (Loney on p. 61 *Australian Sea Stories*, claims vessel owned by Cohen brothers, Sam, Lewis, and others.)

The *Elizabeth Cohen* was anchored in Port Macquarie harbour, on November 13, 1851, when the yacht, *Wanderer* appeared in a storm. Captain G R Easton, master of the *Elizabeth Cohen* reluctantly agreed to try and bring the *Wanderer* in over the bar. (Captain Easton was at one time Pilot at the Manning, and until 1887, at Ballina, where he retired on a pension.)

It appears that Henry Cohen later sold the *Elizabeth Cohen* to another Port Macquarie family, the Tozers, who continued to trade with it.

In late October 1857, the *Elizabeth Cohen* left the Manning River for Sydney. The vessel was sighted off Broken Bay two days later but was never sighted after that and apparently foundered with all hands.

Cohen (Convict 33/3400) was one of those who threw off the stigma of a convict past and with grit and determination prospered by his efforts, showing a characteristic that we like to claim as Australian.

The above details appear to conflict with a report published on p. 2 of the Hastings District Historical Society's Newsletter of October 1985, under heading of >Hall's Diary=. >Another extract:- On 31 December, 1861, (New Years Eve), The two vessels >Elizabeth Cohen= and >Primus= were to have sailed today but were detained through Captain Oldrey's funeral. The two masters were flag bearer=s. Captain Oldrey buried at 4 pm in the Church burial ground. The >Wanderer=s= St George silk ensign over the coffin.=

AThe >Wanderer=s= 6 or 7 brass guns (now on the beach) fired at midnight, I hear gongs beating and bells ringing about the streets all night. The town in complete uproar till 4 am in the morning of 1st January. @

Technical details: With a displacement of 43 t. gr. it had dimensions of 53.7 (16.3 m) x 15 ft (4.6 m) x 6 .7 (2 m).

SOURCE: p. 90 *Australian Shipwrecks* V.2 © Jack Loney, p. 102 *Scotchtown & Pelican* © Val Newton, p. 61 - 64 *The Ships That Shaped Australia* © Jack L Koskie, p. 32 *Wrecks on the N.S.W. North Coast* © Jack Loney, p. 12 *Port Macquarie, The Port That Was* © Ian Finkle and Linda Turner, p. 103 *Port Macquarie, A History to 1850* © Frank Rogers, p. 61 *Australian Sea Stories* © Jack Loney, p. 2 Hastings District Historical Society Newsletter, October 1985.

ELIZABETH HENRIETTA 1816 1825 9 yrs

This Colonial Brig was built at the Sydney Dock Yard. June 13, 1816, was a red letter day in Port Jackson, when the *Elizabeth Henrietta* slid down the launching ways on which it had sat for 19 years. The frame was made of ironbark and stringybark timber and had remained uncompleted for quite some time as there were no shipwrights available in the colony at the time.

The keel had been laid down by Governor Hunter in 1797, after HM Armed vessel

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Supply had been condemned. Previously known as the *Portland*, it was launched as *Elizabeth Henrietta* (as a compliment to Governor Macquarie's wife).

Some time between 4 and 5 am on July 30, 1816 while moored in the Hunter River, the *Elizabeth Henrietta* capsized. The wife of the master, John Ross and a seaman, John Fitzpatrick lost their lives in the incident. The five remaining crew rowed to Sydney arriving there on August 7. The vessel was raised a few weeks later, and found to be little damaged by the incident. The vessel was loaded with coal and arrived in Sydney on August 30.

The *Elizabeth Henrietta* was offered the following year to Lieut. Parker King, to carry out his intended explorations of the north coast of Australia. King lost no time in passing over the luckless vessel and few seamen would have argued with him.

Governor Lachlan Macquarie embarked on board the Government Brig *Elizabeth Henrietta*, commanded by David Smith on Monday, July 27, 1818 at Port Jackson on a tour to Newcastle. On Wednesday July 29, the *Lady Nelson* joined them in Newcastle, and after spending the night returned to Sydney on July 30. *The Lady Nelson* returned to Newcastle on Thursday, August 6 with mail for Gov. Macquarie. On Friday, August 7, the *Elizabeth Henrietta* and *Lady Nelson* sailed from Newcastle bound for Sydney with Governor Macquarie and his party on board.

On September 1, 1821 the brig *Elizabeth Henrietta* under command of Mr Gray, with His Excellency the Governor, Lachlan Macquarie and party on board, sailed on a tour of inspection of the penal settlement named in his honour. Captain Fish in command of the cutter *Snapper*, accompanied the brig and was to be used as a tender vessel where the water was too shallow for the brig. The Governor was accompanied by Lieutenant Macquarie as his aide-de-camp, Mr Meehan, the Deputy Surveyor General, Mr Nicholson, Master attendant, and Lieutenant Robert Johnston, RN, the last two had volunteered to be part of the party.

The two vessels became separated during the night of September 2, but when the *Elizabeth Henrietta* arrived off Port Macquarie on Saturday, September 3, at 10 am, those on the vessel were surprised to see the *Snapper* sail out of the harbour to greet them, bringing with them the local pilot. On September 4, Governor Macquarie, accompanied by Mr Nicholson transferred to the pilot's whaleboat and entered the port. They arrived at twelve-thirty at the landing place near the freshwater stream. The Governor stepped ashore to be greeted by the Commandant, Captain Allman at the head of his company, while the convicts and their Superintendent were drawn up on the left of the troops. As the Governor set foot on land, there came the sound of three cheers.

The *Elizabeth Henrietta* had waited until the tide was right and entered the port at four in the afternoon, as the vessel was by far the largest vessel to have entered Port Macquarie up till then. Included in the cargo were four cows and four calves, all of which were landed in good condition.

On Thursday, November 8, the Governor and his party rose early hoping that they would be able to depart, but with the wind and tides were against them, the *Elizabeth Henrietta* touched bottom shaking rather violently and the attempt to clear the harbour was abandoned. Finally on Sunday, the 11th the wind and tide appeared right and the captain decided to sail. Both vessels succeeded in clearing the harbour and returned to Newcastle.

On Tuesday, November 20, the Commander of *Elizabeth Henrietta* fired a gun at 5 o'clock in the morning to wake Governor Macquarie and advise him that he was

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making ready to sail for Sydney where the vessel arrived on November 21.

In 1822, it became obvious that with the opening of the penal settlement at Port Macquarie, the Government was intent on running down the one at Newcastle as a penal settlement. This plan continued even though in a letter dated July 11, 1822, addressed to Major Morrisett, Commandant, Newcastle, recorded the transfer of 8 convicts to Newcastle on H.M. Col. Brig. *Elizabeth Henrietta*.

In a letter dated July 11, 1822, addressed to John Nicholson, the Colonial Secretary's Office requested permission for Mr Wilkinson to proceed to Newcastle in the *Elizabeth Henrietta*. The same letter also requested permission to give passage to Rachael Williams and her son to Port Macquarie per the first opportunity.

It would be stating the obvious to say that not all convicts liked Port Macquarie. Two runaways, Godfrey Henskie, a labourer, and James Newcombe, a shoemaker, became double offenders. They having previously been sentenced in England, when they escaped from Port Macquarie. They embarked on *Elizabeth Henrietta* for Hobart Town, in order to serve the remainder of their sentences at Macquarie Harbour in Van Diemen's Land.

It was only four months later, when on November 27, 1822, when a list of 18 Convict Runaways embarked on the *Elizabeth Henrietta* for Hobart Town. They were: Charles Sprott and John Anthony, both shoemakers, Henry Bridge and Joshua Smith, weavers, Daniel Clarke and Felix (?) Pace, seaman, Thomas Dwyer, sawyer, George Marylehurst, cotton weaver, John Doyle and Michael Smith, both labourers, Joseph Saunders a calico glazier, George Miller and Isaac Walker, plumbers, Charles Wain and Henry Moore, bakers, Thomas Wilson, cooper, John Davis, shopman (? shop assistant), and John Roberts, a tailor. On July 13, 1825 the *Elizabeth Henrietta* returned to Port Macquarie with fifty prisoners.

The London Missionary Society decided to civilise the New Zealand Maoris, and sought out Captain Kent of the brig on his return to Sydney. Kent described the Maori's as *exceedingly fierce and cruel*. He explained that while his ship was in Rupke Bay, *a boat's crew was surprised, captured, killed, and eaten for some pretended wrong*. The name of the vessel to which the boat belonged was not recorded, but the time of the massacre would be during 1824.

The *Elizabeth Henrietta* was not long in Rupke Bay, Goulburn Island, New Zealand while at anchor on February 25, 1824 it was blown ashore. Fortunately for the crew, the sealer *Wellington* was about to leave for Port Jackson, and carried the ship's mate to Sydney seeking assistance to repair it. HMS *Tees* with a squad of men left Sydney on April 15 for New Zealand. Unfortunately the *Elizabeth Henrietta* refused to budge, so the attempt to refloat it was abandoned. About eight months later, the Civil Engineer John Busby of Sydney was sent over on board the cutter *Mermaid* to attempt to salvage the ship. He succeeded and sailed it back in to Port Jackson on March 12, 1825.

The ungainly *Elizabeth Henrietta*, after the strenuous efforts in New Zealand to salvage it gained a bad reputation with people saying it seemed to have trouble built into every plank. Their comments were soon justified, for when working south from Port Macquarie in charge of master J R Kent, the *Elizabeth Henrietta* called into Newcastle on December 17, 1825. As the ship was leaving on December 19, while under control of the pilot, the wind veered suddenly from North-east to east-nor-east, accompanied by a heavy swell. The pilot attempted to put the vessel about but the pilot's boat, failed to get the brig on the right tack because the six prisoners

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manning it refused to pull harder. The *Elizabeth Henrietta* did not come around quickly enough and started to move sternwards, going aground between the inner and outer reefs off the north-east end of Nobbys. The vessel went over on to the port bilge, and when the wind changed round to the south during the night, it rolled to the other side. Later examination showed the port bilge completely stove in and shortly afterwards the vessel went to pieces. All boats in the harbour at the time of the accident rallied around and with the assistance of a rope being made fast to the mast, the seventy persons on board, including the crew, were all rescued without loss.

Even after the ship had been wrecked, the *Elizabeth Henrietta* still caused trouble. A claim for ,300 (\$600) made on Governor Darling by John Busby for salvaging the vessel in New Zealand. This was finalised on March 4, 1826, four months after it had gone down.

Technical details: With displacement of 160 t. gr.

SOURCE:, Macquarie's Journal, p. 185, 215, 218, 223 *Pageant of the Pacific* © Captain R F Rhodes, p. 55, 72 *Australian Shipwrecks V.1* © Charles Bateson, p. 12 *Port Macquarie, The Port That Was* © Ian Finkle, p. 30, 31, 150, 151 *Port Macquarie, A History to 1850* © Frank Rogers, p. 129, 130, 137, 138, 139, 204, 207, 210, 211, 213, 222 *Lachlan Macquarie, Governor of New South Wales* © Library of Australian History, p. 21 *Wrecks on the NSW North Coast* © Jack Loney.

ELLEN (1) 1859 1902 43 yrs.

This schooner was built at the Pelican shipyards on Manning River by Captain Alexander Newton Snr., and sailed under command of Captain G. D. Nicholson, to Sydney where it arrived on October 15, 1859.

On November 17, ownership was transferred to S Solomons of Eden, who had mortgaged it to A & A Levy of Sydney. When the mortgage lapsed, ownership transferred to the Commercial Bank on July 8, 1865. On February 20, 1872 the vessel was wrecked at Twofold Bay, salvaged, rebuilt and enlarged to 70 tons.

The vessel was re-registered as 14/1874 on March 16, by the previous owner, S Solomons of Eden, who financed the purchase with a mortgage to the Bank of New South Wales in Sydney. Three years later on February 9, 1877 the *Ellen* was sold to Captain G D Nicholson and a partnership of Monaro graziers, all of whom lived at Bega. These included Messrs. Clark, Manning, Gowing, Connelly and Mitchie.

On September 24, 1894 the *Ellen* was transferred to Queensland register by T J Petherbridge of Maryborough. The ship was broken up in Darwin in 1902.

Technical details: With a displacement of 70 t. gr. 54 t. nt. it had dimensions of 73 x 16.5 x 6.8 feet. When registered on October 19, was allocated

SOURCE: p. 103 *Scotchtown & Pelican* © Val Newton.

ELLEN (2) 1877 1879 2 yrs.

This schooner was built on the Manning River by Henry Moscott and launched on November 22, 1877 for owner, Mr Buckle of Pymont.

Master, Captain Thompson decided to ride out a storm while anchored in Trial Bay on June 24, 1879. At dawn only the vessel=s stern could be seen jutting out of the water about 40 yards from the shore near South West Rocks.

The new prison was under construction, and when news of the wreck spread, all the men employed there hurried down to help. One of them, John Godfrey swam out to the wreck and found that no one had survived. He reported that one side had gone

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and everything had been washed out of the vessel and it was beyond help.

The *Ellen* was insured for , 1100 (\$2200) at the time.

Technical details: With a displacement of 90 t. gr. the vessel=s dimensions were 83.4 x 20 x 8.1 feet.

SOURCE: p.103 *Australian Shipwrecks* V.3 © Jack Loney, No. 86 on list of ships built on the Manning River 1834-1934 - published in Manning newspaper.

ELLEN (3) 1865 1891 26 yrs.

This barque rigged vessel was built in 1865.

It set sail from Newcastle bound for Noumea early in July 1891 where it was to be hulked. Because of the *Ellen*=s condition, the 26-year-old vessel required pumping out at least twice daily. The ship experienced good weather for the first three days even though it became necessary to pump it out every two hours.

The weather deteriorated into a north east gale and the windmill pump failed. The captain ordered the vessel to turn and run with the sea. The captain was injured when he was repairing a pump, then the mate became ill and had to be put to bed in his bunk. The crew continued hand pumping non-stop for two days and three nights before the order was given to >abandon ship= on July 12. This was only six days after sailing from Newcastle. The captain and crew took to the only intact boat and set sail for Australia. Unfortunately this had been damaged, had no provisions on board and leaked. They were in the boat for nine days before they made land. During this voyage, the captain and a steward died from exposure, while two other seamen were washed overboard and drowned.

When the boat reached the coast at Seal Rocks, the four survivors were very weak. The mate attempted to beach the boat, but three of them, including the mate drowned, when the boat overturned in the surf.

The sole survivor, Able-seaman Peterson, managed to contact the lighthouse keeper who attended to him. Peterson later gave evidence at a Marine Board on Inquiry in Newcastle, which decided the accident to the *Ellen* was caused by an accident to the master after the vessel had sailed and the mate through drunkenness being incapable of command. The Inquiry also found that if the vessel had been laid up under proper storm canvas which would not have strained it and would have weathered the gale.

Technical details: With a displacement of 499 t gr. it had dimensions of 131.1 x 30.2 x 17.7 ft.
SOURCE: p. 214 *Australian Shipwrecks* V.3 © Jack Loney, p. 79 *Wrecks on the NSW North Coast* © Jack Loney, p. 163 *Bar Dangerous* © Terry Callen.

ELLERSLIE 1906 1915 9 yrs.

This wood ketch rigged twin screw steamship was built on the Manning River by D Sullivan for Allen Taylor & R M Anderson of Sydney, and launched on July 21, 1906.

The *Ellerslie*, together with three other steamers, *Myee*, *Rosedale* and *Our Jack* were able to sail from the Bellinger river after being bar bound for several days because of adverse wind conditions.

In 1912, the *Ellerslie* loaded 3000 sleepers at Bellingen, and together with the *Alma* and *Rogella* in line to pick up orders, they created a record loading 74,000 super feet of sawn timber in nine-and-a-half hours. The local mills in the Bellinger Valley were sending out 200,000 feet of sawn timber each week.

Like most of Allen Taylor=s boats, *Ellerslie* ran to Camden Haven as well as other

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places on the coast.

The *Ellerslie*, having been loaded with 70,000 super feet of timber was leaving the Bellinger River unaided on May 29, 1913, as there was no tug available. The vessel was struck by several big seas as it approached the bar and became unmanageable. It turned broadside onto the swell, then drifted on to the south beach. Shortly afterwards, heavy seas lifted the vessel over the wall and it was badly holed, rapidly filling with water. Salvage attempts failed and the wreck and cargo were sold for , 100 (\$200).

One third of the cargo of timber belonged to Penny & Shore and the balance to Allen Taylor & Co. This accident caused demands for a tug to be permanently stationed in the Bellinger River. (Loney claims date was May 22, 1913.)

Technical details: With displacement of 252 t. gr. 147 t. nt. the dimensions were 142.5 x 29.3 x 6.5 ft. It had twin compound steam engines rated at 50hp which were supplied by Chapman & Co. of Sydney. When registered was allocated ON121151.

SOURCE: p. 154 *Australian Shipowners and Their Fleets* V.2 C Ronald Parsons, p. 75 *Australian Shipwrecks* V.4 C Jack Loney, p. 25-26 *Frederick Doepel of the Bellinger* C Norman Braithwaite, p. 76, 90 *Alma Doepel, The History of An Australian Schooner* C Capt. Ralph McDonell, p. 100 *Wrecks on the NSW North Coast* C Jack Loney, p. 29-30 *The Good Old Days, Heritage Photographs of the Manning, Gloucester and Great Lakes* C Jim Revitt, No. 110 on List of ships built on Manning River - published by Manning newspaper. Wauchope District Historical Society records, Mentioned Henry Jackson lists.

ELLERSMERE 1860 1873 13 yrs.

Built in 1860, an iron vessel, she was barque rigged.

On February 26, 1873, the *Ellersmere*, loaded with cedar and pine under command of Captain E Wright, was bound for Sydney. While in charge of the pilot, it was being towed out by the tug *Vesta*, when it went ashore at the Richmond Heads and became a total loss. The master and the pilot were exonerated from blame by the Board of Enquiry as the tug had an accident and had slipped the tow line.

The *Ellersmere* had a chequered life as it had previously been stranded in 1869 at Angou, Fiji, and again in 1871 on the Richmond River.

Technical details: With displacement of 179 t. gr. it had dimensions of 120 x 20.2 x 10.7 ft. SOURCE: p. 25 *Australian Shipwrecks* V.3 C Jack Loney, p. 49 *Wrecks on the N.S.W. North Coast* C Jack Loney.

ELLISTON 1903 1904 1 yr.

Owned by A & E Ellis of Bellinger River Heads, the *Elliston* was a wooden 3 mast schooner built in 1903.

A & E Ellis were proprietors of hardwood mills at Bellinger and Nambucca rivers, Bawley Point, Flatrock and Brooman. They operated a shipping line between these points and their headquarters at Ellis Wharf at Abattoir Road, Pyrmont. In addition to the ss *Elliston*, they operated *Darloo*, *Our Elsie*, and *Douglas Mawson*.

While heavily loaded with timber, the vessel was under tow from the tug *Volunteer* while crossing the bar of the Bellinger River on February 19, 1904. Despite the towline, the *Elliston* touched the sandbanks and stuck fast on the south spit. In an attempt to refloat the vessel, some 10,000 feet of timber was unloaded and logs and sawn timber jettisoned and lost. Big seas started to break over the ship and carried away the hatches and fittings. This caused her to fill with water and it was wrecked. Fortunately most of the remainder of the cargo was salvaged.

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On Saturday July 17, 1909 the coastal steamer *Myee* while crossing the bar on the Bellingen River struck the wreck of the *Elliston* which lay to the seaward in the shallows. Both propellers and shafts on the *Myee* were broken in the accident.

Technical details: With displacement of 179 t. gr. and dimensions of 119.7 x 28.9 x 7.1 ft. When registered in Sydney was allocated ON112592.

SOURCE: p. iii, 73-74 *Australian Shipowners and Their Fleets V.1* © Ronald Parsons, p. 93 *Wrecks on the NSW North Coast* © Jack Loney, p. 61, 81 *Alma Doepel, The History of an Australian Schooner* © Capt. Ralph McDonell.

EMILY 1849 1857 8 yrs.

The *Emily* was a ketch built at Brisbane Water in 1849 by owner, Joseph Laidley.

The *Emily* was lost while attempting to cross the bar on the Macleay River during April, 1857.

Technical details: With displacement of 30 t. gr.

SOURCE: p. 83 *Australian Shipwrecks V.2* © Jack Loney.

EMILY ANN (1) 1864 1869 6 months.

The *Emily Ann* was a two masted wooden schooner built in Balmain early in 1864 for owner John Booth.

A southerly gale swept the coast of New South Wales from November 26 to 28, 1864, catching the schooner *Emily Ann* off the Camden Haven bar on November 27. The vessel had just arrived at the end of a voyage from Sydney loaded with machinery when the master, Captain D Harkness attempted to enter. The vessel broached, then capsized and the crew of five were drowned. Owner, John Booth, had failed to take out insurance on the vessel or the cargo which was quite a loss to him as it was worth ,1300 (\$2600).

Technical details: With displacement of 39 t. gr. with a wooden hull it had dimensions of 66.6 x 16.5 x 5.1 ft. Registered in Sydney, was allocated ON49264.

SOURCE: p. 39-40 *Australian Shipowners and Their Fleets V.1* © Ronald Parsons, p. 161 *Australian Shipwrecks V.2* © Jack Loney.

EMILY ANN (2) 1864 1876 12 yrs

The *Emily Ann* was a wooden ketch owned by John Booth in 1864.

John Booth=s various companies operated on a large scale on the North Coast and included timber merchants, saw millers, shipbuilders and shipowners who operated between Sydney and the Northern Rivers.

The company did not appear to provide a regular service to the North Coast for very long, but rather arranged the shipping according to the traffic offering. There appears to an exception to this when the company advertised in the *Sydney Morning Herald* in September, 1881 with services between Sydney and Port Macquarie with s.s. *Ne Oblie* and *Mary Cochrane*.

In addition to the *Emily Ann*, and the two afore-mentioned vessels, there were the *Princess Alexandra*, *Susannah Booth*, *Walter & John*, *Trio*, *Sabrina*, *Octavia*, *Naomi* (*Namoi* ?), *Gosford Packet*, *Jane*, *Water Lily*, *Thistle*, *Diamantina*, *Alice Templeton* and *Jessie Sinclair*.

A great gale hit the coast of New South Wales early in September 1876, with winds of speeds up to 150 mph. The gale destroyed the steamer *Dandenong* off Jervis Bay which became one of the state=s worst shipping disasters and from this accident the gale became known as the >Dandenong Gale=.

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The *Emily Ann*, loaded with timber for Sydney, found the weather heavy going and anchored in Seal Rocks Bay. The gale increased in fury and the master ordered the anchor slipped and returned to Camden Haven where it anchored. The rough seas caused the anchor to part and the master, Captain Lynch attempted to stand out to sea once again. One member of the crew was washed overboard and drowned, then the *Emily Ann* went ashore and became a total wreck. This vessel was one of more than a score of ships that were either destroyed or damaged in this gale.

Technical details: With a displacement of 38 t. gr. registered in Sydney it was allocated ON49264.

SOURCE: p. 65 *Australian Shipwrecks V.3* © Jack Loney, p. 39-40 *Australian Shipowners and Their Fleets V.1* © Ronald Parsons.

EMILY ANN (3) 1876 1889 13 yrs.

This ketch was built at Brisbane Water in 1876 for part owner/master Augustus Morgan and John Hibbard of Port Macquarie.

The Port Macquarie News, December 25, 1882, reported that the *Emily Ann* was one of 12 ships in continuous trade between Port Macquarie and Sydney, carrying mostly timber

While on a voyage from Port Macquarie to Sydney on February 23, 1889 with a cargo of timber, the vessel was suddenly hit by a southerly buster when off North Head, Port Jackson. The *Emily Ann* was forced ashore, and became a total wreck.

The Marine Board inquiry found no evidence upon which to form a charge of default against the master, Captain August Morgan. The vessel was valued at , 400 (\$800) but only insured for , 150 (\$300) at the time of the accident.

Technical details: With displacement of 39 t. gr. it had dimensions of 61.2 x 16.3 x 6.5 feet. SOURCE: p.189 *Australian Shipwrecks V.3* © Jack Loney, p. 74 *Wrecks on the NSW North Coast* © Jack Loney, *Port Macquarie News*, Dec. 25, 1882, Jan. 12, 1889, April 1889, Sept. 27, 1995.

EMILY JANE 1883

This ketch was stranded on Mermaid Reef and was taken to Port Macquarie. Later wrecked North Head Sydney August 24, 1883.

Technical details: With displacement of 39 t. gr.

SOURCE: File 67B, *Australian Encyclopaedia 1925*.

EMILY T. 1877 1884 7 yrs.

This ketch was built at Cape Hawke in 1877.

On April 31, 1884, the *Emily T* while under tow by the 72 ton paddle wheel steamer *Emu*, went ashore on the Bellinger River bar during a gale.

Carried by the wind and tide, the *Emily T* struck the side of the *Emu* and stove in the bottom. Both vessels soon sank as the vessels were on quicksand. It was later found both were beyond recovery. (Loney claims in *Wrecks on the N.S.W. North Coast*, that the *Emily T*. Parted its moorings at the entrance to the Bellinger River during a gale and struck the side of P.S. *Emu*. Both sunk.)

Technical details: With displacement of 38 t. gr. it had dimensions of 62.6 x 16.5 x 6.1 ft. SOURCE: p. 148 *Australian Shipwrecks V.3* © Jack Loney, p. 67 *Wrecks on the NSW North Coast* © Jack Loney.

EMMA (1) 1838 1861 23 yrs.

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This brig was built on the Manning River by Captain Taylor Winship and launched as *Lady Gibbs*. The vessel arrived in Sydney on October 24, 1838 and on November 5, she was renamed *Emma*. Owner in 1853 was Henry Fisher.

The vessel was wrecked in China probably in May/June of 1861.

Technical details: With displacement of 121 t. gr.

SOURCE: p. 27 *Australian Shipowners and Their Fleets* V.6 © Ronald Parsons, No. 10 on List of ships built on the Manning River 1834-1934 - published in a Manning newspaper.

EMMA (2) 1846 1853 7 yrs.

This vessel was a ketch built on Brisbane Water in 1846 by Jonathan Piper for owner Thomas Lenahan of Sydney.

Was lost while crossing the Manning River bar in 1853.

Technical details: With displacement of 31 t. gr.

SOURCE: p. 30 *Australian Shipwrecks* V.2 © Loney.

EMMA PYERS 1886 1930 44 yrs.

A wood single screw steamship, the *Emma Pyers* was built in 1886 on the Richmond River by J Lomas, Irvington, Richmond River for Robert Pyers.

The vessel was sold in 1886, to Bruce B Nichol, who after owning it for five years sold the vessel in October 1891, to the North Coast Steam Navigation Company. This company only owned the ship for less than a year for in 1892, they sold it to Thomas Fenwick.

Thomas Fenwick, together with his brother John, had owned ships from about 1871. They also developed a early relationship with the northern rivers of N.S.W. After Thomas had moved to the Richmond River in about 1877, to conduct a towing business on the Richmond, the brothers still continued to jointly own their fleet. About 1883, the partnership split, with John retaining his towage services in Sydney, while Thomas worked on the Richmond.

Later in 1910, the *Emma Pyers* came under the control of Charles & George Skinner. In 1921, the ownership was transferred to Skinner, Lowe & Co. Ltd. of Murwillumbah. Later the vessel became a drogher on the Tweed River and was abandoned in 1930, as beyond repair and was completely wrecked. Registration was closed in 1934.

Technical details: With a displacement of 73 t. gr. 49 t. nt., it had dimensions of 78.8 x 16.6 x 5.6 ft. with a single mast, cutter rig. Was equipped with 2 high pressure steam engines rated at 25hp, which had been supplied by Halliday Bros. of Sydney. Allocated ON93527 at registration.

SOURCE: p. 161 *North Coast Run* © Mike Richards, p. 16, 78-79 *Australian Shipowners* V.1 © Ronald Parsons, p. 148 *Australian Shipowners and Their Fleets* V.2 © Ronald Parsons.

EMMELINE 1877 1880 3 yrs.

The *Emmeline* was a ketch built on the Brisbane Water in 1877 by Johnathon Piper for owner George Spears, who was a timber merchant of Woolloomooloo.

Spears, a shipowner, appears to have been involved with a number of partners over time, as well as being a fairly large shipowner in his own right. Beside the *Emmeline*, he had the sole control of *Jessie Spears*, *Laura*, *Ada*, *Clara*, *Jane*, *Summer Rose*, *Retriever*, *Envy*, *Douglas*, and *Echo*.

With J Allen, he owned the *Eva Maud*, and together with George Fuller, he owned

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the schooner *Sarah Beattie*. With another well-known shipowner, William Hudson, Spears owned the schooners *Jane* and *Summer Rose*, plus the wooden steam ship *Rose of Sharon*. Apparently Hudson decided to sell his share in the *Jane* in 1877, as F J Simon appears as the joint owner with Spears.

Under Master, Captain Wakelin, the *Emmeline* was leaving Port Macquarie on June 21, 1880 with a cargo of timber when it came to grief on the bar, went ashore and was wrecked. (On p. 150 Ronald Parsons states *Emmeline* wrecked Camden Haven.)

Technical details: With a displacement of 43 t. gr. it had dimensions of 63.3 x 18.4 x 6.2 ft. Was allocated ON74937 when registered.

SOURCE: p. 113 *Australian Shipwrecks V.3* © Jack Loney, p. 63 *Wrecks on the NSW North Coast* © Jack Loney, p. 149-150 *Australian Shipowners and Their Fleets V.2* © Ronald Parsons.

EMPRESS OF INDIA 1877 1900 33 yrs.

A wooden 2 mast schooner, the *Empress of India* was built on the Manning River by William & George Fotheringham, being launched on March 1, 1877. There is a question mark about the involvement of George Fotheringham in the building of this vessel.

The Fotheringham=s had carried on a ship building business on the Manning from 1877 to 1879, during which time they also built the *Arthur*.

The vessel was sold to Benjamin Cutler and registered in Sydney, then in 1881, C Bate & C J Muston bought it. In 1882, J Hibbard became the vessels last owner. This was the first vessel owned by him, although he went on to enter partnerships with others in a number of other vessels.

In an un-named and undated newspaper held in the Wauchope Historical Society records, it shows under *Shipping Intelligence*: Nov. 10 arrivals in Port Macquarie, *Empress of India*, *Premier*, *Sir George* from Sydney. In the departure column it shows, Nov. 14, *Rosedale*, *Empress of India*, *Sir George*, all for Sydney.

The Port Macquarie News, December 25, 1882, reported the *Empress of India* was one of 12 vessels in continuous trade between Sydney and the port. Most of the trade involved timber, both sawn and log.

The vessel departed from Port Macquarie on July 29, 1886 for Sydney, having arrived on 22nd.

The vessel was not so lucky on one of the trips to Port Macquarie in late May and early June, 1899, for it was detained, together with a number of other vessels by adverse winds. The other vessels were *Premier*, *Eva*, *Arab*, *Oscar Robinson*, *Candidate*, *Triumph* and *Premier*.

The *Empress of India* seemed to have company for a number of its visits to Port Macquarie, for on July 25, 1899 was accompanied by *Sir George*, and *Alice Templeton* when it arrived. It would indeed have been a grand site when the vessel departed Port Macquarie harbour on July 28, when the *Empress of India* was accompanied by *Oscar Robinson*, *Triumph*, *Sir George*, and *Arab*, all bound for Sydney.

The ship arrived back from Sydney on September 19, together with *Alice Templeton*, *Louisa Lamont*, *Sir George* as well as *John Gollan* from the Manning.

On October 1, 1889 the vessel arrived at Port Macquarie, together with the *Arab*, *Eva*, *Premier*, *Candidate* and *S A Hayward*. The *Empress of India* departed on October 4 in company with *Eva* and *S A Hayward*.

While crossing the bar on a racing tide at Forster on July 23, 1900 an unexpected

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squall struck the *Empress of India* and broke the wheel. This left the vessel helpless and it drifted on to a sandspot on the North-Eastern wall at the entrance to Wallis Lake. The master, Peter Williams ordered a boat launched but the strong current capsized it and Captain Williams, a cook and a seamen were drowned. They are buried in the Tuncurry cemetery.

A lot of the cargo of sawn timber carried by the *Empress of India* became flotsam and was strewn along the beach. Much of it was salvaged and put to good use used in building a shop and house on the corner of Kent and Manning Streets, Tuncurry, the property of Vincent Fazio. It became the first fish shop in Tuncurry.

At the time of the wreck, it had been carrying sawmill timber from Hamilton (now Hibbard) for the previous 19 years.

Technical details: With displacement of 62 t. gr. When registered was allocated ON74912. SOURCE: p. 281 *Australian Shipwrecks* V.3 © Jack Loney, p. 91 *Wrecks on the NSW North Coast* © Jack Loney, p. 38 *Australian Shipowners and Their Fleets* V.1 © Ronald Parsons, p. 114 *Australian Shipowners and Their Fleets* V.2 © Ronald Parsons, *Port Macquarie News*, December 25, 1882, May and June 1930, p. 25 *Port Macquarie, The Port That Was* © Ian Finkel & Lynda Turner, p. B2/1 *Wallis Lake, Its Rivers and Villages* © Dawn McMaster, *Port Macquarie News*, Saturday, June 3, August 4, 1886, Sat. September 23, October 1899, p. 14 *Hastings Gazette* July 27 issue 1995 © information compiled by the late Jack Constable, of the Wallamba and District Historical Society.

EMU (1) 1841 1884 43 yrs.

The iron paddle wheel steamer *Emu* was built at Blackwall, England and shipped to Sydney where it was assembled in 1841.

This vessel continued to run on the Parramatta River for many years afterwards. It was then transferred to towing and general duties on the northern rivers. On April 31, 1884, the *Emu* had the 38 ton ketch *Ethel T* in tow over the Bellinger River bar during a gale. The wind and current forced the *Emily T* against the *Emu*, stoving in its bottom. Both vessels sank on a quicksand and were later found to be beyond recovery.

Technical details: With displacement of 72 t. gr. it had dimensions of 94 x 16.5 x 6.1 feet. SOURCE: p. 148 *Australian Shipwrecks* V. 3 © Jack Loney, p. 67 *Wrecks on the NSW North Coast* © Jack Loney.

EMU (2) 1874 1888 14 yrs.

A wood single screw steam ship, the *Emu* was built at Shortland, Thames, New Zealand by Robert Stone in 1874 for owner C J Stone of Auckland.

After being registered in Auckland, in 1879, it was sold to Thomas Cowlshaw and re-registered in Sydney. In 1881, F W Cook became the owner, then in 1885 was sold to W T Yeager.

On October 6, 1888, with Master, Captain Ivory in charge, the s.s. *Emu* with a cargo of timber, left the Richmond River bound for Sydney. Three days later the vessel developed a leak after being buffeted by heavy south easterly weather off Seal Rocks, so Captain Ivory decided to anchor in Crowdy Bay. The *Emu* went ashore when the anchor cable parted and became a total wreck, on October 9. The crew managed to scramble ashore without loss of life.

Technical details: Originally with displacement of 157 t. gr. 123 t. nt. in 1864, the vessel was altered to 165 t. gr. 131 t. nt. with dimensions were 120.8 x 22.3 x 7.8 ft. The vessel was equipped with a compound vertical steam engine rated at 90 hp, which had been supplied by

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Fraser & Tinne of Auckland. Was rigged as a 3 mast schooner. When first registered was allocated ON70183.

SOURCE: p 186 *Australian Shipwrecks V.3* © Jack Loney, p. 74 *Wrecks on the NSW North Coast* © Jack Loney, p. 164 *Australian Shipowners and Their Fleets V.2* © Ronald Parsons.

ENDEAVOUR 1884 1892 8 yrs.

This wood single screw steamship was built in 1884 on the Bellinger River by C Walker and launched as *Rose of Sharon*. Rigged as a 2 masted ketch, the owners at the time were Hudson & Speers and they registered the vessel in Sydney.

Sometime between the vessel=s registration and 1888 the ship=s name was changed, for as the >*Endeavour*= the vessel arrived in the Camden Haven on July 23 and again on August 1 from Newcastle to take on a cargo of timber.

The ship was sold in March 1889, to A O=Keefe who registered it in Melbourne as the *Endeavour* in December of the next year.

A New Zealand artist of renown and a world traveller, Alfred Sharp, received an invitation from MacKay and Bibby, (later to become Bibby Brothers) to visit the Camden Haven. He arrived in September of 1890, on the *Endeavour* and made a number of sketches of the area.

O=Keefe sold the *Endeavour* in May 1891 to Alexander Kethel. On February 14, 1892, the vessel was totally wrecked while trying to cross Brunswick River Bar.

Technical details: With displacement of 115 t. gr. 78 t. nt. it had dimensions of 109.9 x 22.8 x 6.8 feet. When registered, was given ON89354.

SOURCE: p. 91-92 *Australian Shipowners and Their Fleets V.1* © Ronald Parsons, p. 80 *Wrecks on the NSW North Coast* © Jack Loney, *Port Macquarie News*, Saturday, August 4, 1888, Alfred Sharp=s story published in the Monday Magazine *Port Macquarie News* (undated).

ERIC K 1885

This vessel was a wood stern wheel paddle wheeler steamship built in 1885 by owner Robert Cooper Kirkwood of Stuarts Point, Macleay River. Little is known about this vessel at the moment.

Technical details: With displacement of 177 t. gr. 112 t. nt. the dimensions were 91 x 28.6 x 4.6 ft. With no mast, it was powered by a high pressure surface condensing steam engine rated at 10hp supplied by Bell Brothers of Sydney. When registered was allocated ON89326.

SOURCE: p. 93 *Australian Shipowners and Their Fleets V.1* © Ronald Parsons.

ERIN 1852 1857 5 yrs.

Built at the Pelican Shipyards on Manning River by Captain Alexander Newton Snr. & Captain William Malcolm, the vessel arrived in Sydney on April 20, 1852.

Captain Newton and Captain Malcolm were partners in shipbuilding on the Manning River from 1847 to December 1856. Malcolm died on December 2, 1856. The partnership was responsible for the construction of 14 ships including the *Erin*, whose owners were James Atkinson & several others.

In the early 1850s, master of the *Erin*, Captain McDermott carried his family and household goods on the schooner from Sydney to Cundletown where they settled on a farm. Captain McDermott planned to use the income from the farm to supplement his captains pay. On the voyage the vessel ran into a heavy gale just out from Newcastle and Captain McDermott sought shelter in Port Stephens for a time. A member of the crew was washed overboard by a huge wave and drowned during the gale.

The *Erin* was sold to William Smellie Grahame of Auckland, N.Z. in November

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1855, and he apparently let the ship out on charter.

The advertisement in *The Southern Cross* (Auckland) newspaper, stated:

For Freight or Charter
The schooner *Erin*, Kean, master
of about 60 tons burthen.
Wm. S. Grahame, Fort Street.

Most people in the early days of Auckland knew William Smellie Graham who was a rather prominent citizen. He owned the town's first stone bond store not far from the corner of what is now Jean Baten Place, in front of which was a small jetty.

Part of the people of Auckland's knowledge came from the conflicts that arose in the vexatious game of local politics raging at the time. One of the local merchants in the latter part of 1855, John Logan Campbell, had been elected Superintendent of the Auckland Province. A petition seeking to have the election declared null and void on the grounds of bribery was published in the *Southern Cross*. The name heading the petition was William Smellie Graham.

The *Erin* between trading between Melbourne to Napier, and its issue of April 8, 1856, the *Southern Cross* reported, >*The Erin schooner sailed from Melbourne on the same day as the Gazelle. The vessels sighted each other just after Wilson's Promontory, and again eastward of the Howe.* . . = The newspaper on April 25, reported the *Erin's* arrival in her home port, when it said, >*Erin, schooner, Kean, arrived from Ahuriri.* = (Napier)

The vessel was sold to John Bain. While under his ownership the *Erin* sailed from Auckland on October 18, 1857, up the east coast of the North Island, arriving at Hicks Bay on the 19th. Here the vessel loaded 200 bushells of wheat and maize. During the night the weather turned bad, and Captain Sherrett decided to get underway. The vessel grounded on a reef at Oreti and the crew abandoned it in the ship's boat. At daylight at low tide the vessel was seen to be stuck between two reefs. An investigation revealed that it had not sprung a leak. A local settler loaned the crew his whaleboat and the *Erin* was towed clear at next high tide and beached. The schooner broke up on the beach on 26th, after being battered by the wind. The cargo, sails and spars were saved.

Technical details: With displacement of 57 t. gr. it had dimensions of 49.1 x 16.3 x 7 ft. The builders number was 52/1852 and when the vessel was registered was allocated ON40179.

SOURCE: p. 104, 105 *Scotchtown & Pelican* © Val Newton, p. *The Struggle Against Isolation* © John Ramsland, J J MacDermott File 206, No. 43 on List of ships built on Manning River 1834-1934 - published in Manning newspaper, *The Southern Cross* (Auckland, N.Z.), Nov. 5, 13, 1855, April 8, 25, 1856, Nov. 13, 1857.

ESTHER (1) 1841 1844 3 yrs.

This cutter was built on the Manning River by George Wright who received the Builders Certificate on May 1, 1841. Owners were Thos Steel & Geo. Wright. It was wrecked N.S.W. North Coast 1844.

Technical details: With displacement of 40 t. gr.

SOURCE: p. 54 *Australian Shipowners and Their Fleets* V.5 © Ronald Parsons, No. 18 on List of ships built on the Manning River 1834-1934 - published in Manning newspaper.

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ESTHER (2)

This ketch was in the Manning River on June 4, 1868, as the iron steam paddle-wheeler *Black Swan* was proceeding down the Manning River and when attempting to cross the bar was hit heavy seas. The *Black Swan* appeared to be going down head first but the master was able to reverse the engines and pull back to calmer water where it started to sink. Meanwhile the crews of the ketch=*s Esther, Amity, Lillian* and schooner *Gorilla* managed to get to their boats out and together with the pilot boat manned by Captain Joseph Bardley, to assist rescue the crew off the *Black Swan* without loss of life.

Technical details: With displacement of 36 t. gr. it was ketch rigged.

SOURCE: From an article published in *The Wingham Chronical and Manning River Times*, published Friday, August 29, 1958, submitted by Gordon Dennes.

ETHEL BT. 1880 1884 4 yrs.

This vessel was owned by Captain George De Fraine, who brought the ketch to the Camden Haven to ship out the sawn timber from Dunn & Bagen=*s timber mill* in 1877. De Fraine then went on to establish a number of businesses in Laurieton, including his own saw mill.

The *Ethel BT* went ashore on October 11, 1884, at Port Stephens.

It is reported that Captain De Fraine arrived in Australia aboard this vessel.

(Loney claims vessel known as *Ethel*.)

Technical details: With displacement of 27 t. gr. it was ketch rigged.

SOURCE: p. 68 *Wrecks on the NSW North Coast* © Jack Loney, J W Roger oral history 1990.

ETTIE 1877 1896 19 yrs.

A wooden ketch, it had been built on the Brisbane Water in 1877.

The *Ettie* was driven on to rocks by heavy weather as it entered Esperance Bay on September 10, 1896 and went to pieces. The captain and mate were both drowned in the accident.

It is possible that the vessel was rebuilt, for the *Port Macquarie News* on Jan. 31, 1902, reported, >*Ettie* departing Camden Haven for Sydney.=

Technical details: With displacement of 44 t. gr. it had dimensions of 67.8 x 18.4 x 5.7 feet.

SOURCE: p. 256 *Australian Shipwrecks V.3* © Jack Loney, H. Jackson=*s list of sailing vessels*.

EUPHEMIA

The *Euphemia* is shown in and out of Port Macquarie during November 1857. There is little else known of this vessel at this time, including its class.

Technical details:

SOURCE: *Port Macquarie News*, August 10, 1929, article entitled >An Old Log Book of Port Macquarie Pilot Station=*s originally from W H Blanch of Port Macquarie now in possession of Wauchope Historical Society.*

EUROKA (1) 1856 1875 19 yrs.

Built on the Brisbane Water in 1856, it was a wood schooner owned by W Clarke & W Martin.

Late in February 1875, while on a voyage from Sydney to the Richmond River, a gale forced the *Euroka* ashore near Sandon River, (a short stream that enters the sea just south of Yamba). Despite the best efforts of the master, J Roberts, the vessel

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was totally wrecked. The owners were fortunate as they had insured it for ,900 (\$1800) before the accident.

A report of a wreck on the beach near the Sandon River in 1878 came from the crew of a coastal vessel, ss *New England*, which had been searching for the missing schooner *Wallace & Bruce*. An officer of the Customs Department who investigated the wreck found that it was the *Euroka*.

Technical details: With displacement of 51 t. gr. it was schooner rigged.

SOURCE: p. 46 *Australian Shipwrecks V.3* © Jack Loney, p. 120 *Ships and Seafarers in Australian Waters* © Max Colwell, p. 52 *Wrecks on the NSW North Coast* © Jack Loney, newspaper report written by Harold Denning.

EUROKA (2) 1897 1913 16 yrs.

Native word for the sun, the *Euroka* was a steel paddle wheel steam ship built in 1897 at Balmain by Foster & Minty for N.C.S.N.Co. Ltd. It is reported that it was flat bottomed.

On July 23, 1899, the *Euroka* arrived at Port Macquarie from the Nambucca. It left for Sydney on the same day. On August 29, *Euroka* under command of Captain Anderson arrived at Port Macquarie. On board were passengers, Mrs Piggot and 2 children. The vessel sailed on the same day for the Nambucca.

The Macleay Chronicle, in 1899, reported on a number of changes to masters of vessels trading to the North Coast. The newspaper said among others, that Captain A Forbes, late of the *Euroka* would take command of the *Rosedale*.

The *Euroka* arrived at Port on November 18, from Newcastle together with the *Trilby* and *Candidate*. The vessel did not linger for it sailed on to the Macleay on the same day.

On July 6, 1908, the vessel stuck fast on the bar and stayed there for a day until it managed to get free.

The *Euroka* was one of fifteen vessels in regular service between Sydney and the Bellinger in 1909. These were *S.S. Uralla*, *Myee*, *Astral*, *Our Elsie*, *Our Jack*, *Warwick Edward* and the sailing ships *Alpha*, *Rozelle*, *Lansdowne*, *Premier*, *Harold*, *Myall*, *Australia* and *Phil Forbes*. The *Euroka* also ran to Kendall.

The *Euroka* was sold on May 10, 1910, to Valentine Geary & Co. Ltd. This firm continued to use it on the NSW coastal service.

The ship's timbers must have weakened somewhat in the incident in 1908 for it sprang a leak when it ran into heavy weather and seas near Lake Macquarie. With decks almost awash, the crew abandoned ship. After drifting almost eight kilometres, the vessel became a total wreck when it went on to rocks at Long Reef, near Manly on October 19, 1913.

Technical details: With displacement of 170 t. gr. 90 t. nt., it had dimensions of 121.7 x 22.1 x 6.9 ft. with a 2 mast ketch rig, a 12' Fo'c'sle. Equipped with 2 diagonal compound steam engines of 30 h.p., the vessel was rated at 8 knots and had a coal fired boiler of 120 lbs p.s.i. supplied by Denny & Co. Dumbarton.

SOURCE: G.F.; J. & McG. p. 161 *North Coast Run* © Mike Richards, p. 77, 81 *Alma Doepel, The History of An Australian Schooner* © Capt. Ralph McDonell, p. 16 *Australian Shipowners and Their Fleets V.1* © Ronald Parsons, p. 146 *Australian Shipowners and Their Fleets V.2* © Ronald Parsons, p. 101 *Wrecks on the NSW North Coast* © Jack Loney, *Port Macquarie News*, Saturday, September 2, July 29, November 1899, Gordon Fisher, J. & McG.

EVA (Georgine Davies 1891)

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A wood ketch rigged vessel, she was built by George Frost at Kincumber, Brisbane Water NSW in 1873 and launched as *Georgine Davies*, a 2 mastered schooner and registered in Sydney and owned by A W Setree.

As the *Georgine Davies*, it was the first vessel to load timber from Wauchope. (Nicholas Cain presented a painting of this vessel to Hastings Shire Council which now cannot be located.)

The *Georgine Francis* was converted to single screw steamship and fitted with a high pressure steam engine rated at 8 hp supplied by Chapman and Co. of Sydney.

Then in 1876, this engine was removed and the vessel was purchased by H R Carter and registered in Melbourne. In 1878, it was sold to G & J Marsden and registered in Sydney. In the same year a new 2 cylinder compound high pressure steam engine supplied by Mort=s Dock of Sydney was installed in the vessel.

The vessel was sold to W Robertson, D S Dawson and W Peter in 1881, who owned it until 1891 when it was sold again to A W Setree. It is at this time that the name *Eva* appears and it is possible that on becoming the owner for the second time, Setree decided to change its name.

A fierce gale sprang up on the night of June 8, 1891 and four vessels, the schooners *Bertha*, *Sea Nymph*, *Georgine Davis* and *Jessie Sinclair* sought shelter in Trial Bay. Unfortunately these vessels were driven ashore a mile or so north of the South West Rocks, and a mile south of the flood channel. Two other vessels in the bay at the time, the *Venus* and the *Alice Templeton* managed to get out, but went ashore further up the coast, the *Venus* at Bellinger Heads and the *Alice Templeton* on the South beach.

The *Georgina Davis* was eventually placed on temporary ways and refloated.

In February 1896 it was sold to Flood & Co. Ltd. The ship is shown as having arrived in Camden Haven August 9, 1898.

Late in May and early June 1899, the *Eva* was detained in Port Macquarie by adverse winds. This vessel wasn=t the only one of course, for the *Premier*, *Arab*, *Oscar Robinson*, *Empress of India*, *Candidate*, and *Triumph* were all bar-bound.

Together with the *Jubilee*, and *Candidate*, the *Eva* sailed from Port Macquarie bound for Sydney on July 23, 1899.

On August 27, the *Eva* arrived back at Port Macquarie from Sydney. The vessel was back again on September 15 in company with the *Jubilee*, *Candidate*, *Triumph*, *Premier*, *Arab*, and *S A Hayward*. The *Eva* sailed for Sydney on September 18. The ship again arrived at Port on October 1. The vessel had company from *Arab*, *Premier*, *Candidate*, *S A Hayward*, *Empress of India* all of which came from Sydney. After obtaining a cargo of timber it departed on October 4 with the *Empress of India* and *S A Hayward*.

Together with the *Triumph*, the *Eva* arrived at Port Macquarie on November 20, 1899.

Register closed in October 1953 when no trace of the vessel or last owners could be found. Probably sold foreign.

Technical details: With displacement of 61 t. gr. 39 t. nt. and dimensions of 70.4 x 20.7 x 6.7 feet.

SOURCE: *Hastings Gazette* p. 9 File 22, *Manning River Times*, p. 213 *Australian Shipwrecks V.3* © Jack Loney, p. 146, 174 *Australian Shipowners and Their Fleets V.2* © Ronald Parsons (as *Eva*), p. 16 *Macleay Argus* Centenary Issue, Thursday, October 17, *Port Macquarie News*, Saturday, June 3, July 29, September 16, 23, October, November 1899.

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EVA MAUD 1875 1879 4 yrs.

Built at Cape Hawke in 1875, it was a wood ketch rigged sailing ship for owners W Piper and J Allen.

The *Eva Maud* was sold 1877, to George Speers and J Allen, who registered it in Sydney.

While under control of Master Captain Andrew von Barm, the vessel was leaving with a full cargo of cedar when it was wrecked at Brunswick River during March 1879.

Technical details: With displacement of 55 t. gr. it had dimensions of 69 x 19.2 x 7.2 ft. and when registered was allocated ON73326.

SOURCE: p. 100 *Australian Shipwrecks V.3* © Jack Loney, p. 29 *Port of Richmond River, Ballina 1840s to 1980s. Appendix A List of Wrecks on Ballina Bar and Vicinity*, reads © Glen Hall, A1879 *Eva Maud* ketch, off Brunswick.®, p. 61 *Wrecks on the NSW North Coast* © Jack Loney, p. 150 *Australian Shipowners and Their Fleets V.2* © Ronald Parsons.

EXPERIMENT 1836

Late in January 1836, the schooner *Experiment*, reportedly owned by a well known resident of Port Macquarie, Dr Charles Lamonnerie Fattorini, was lost to the north of Sydney. There are no records of the disaster that can be found at present, but it appears that one man drowned, but the master and mate reached safety. Apparently the vessel only carried three in the crew.

There are claims that Dr Fattorini, who is buried in the historical cemetery in Port Macquarie was the illegitimate son of Napoleon Bonaparte. Dr Fattorini's headstone has the Crown of France embossed on it.

Technical details: This was a schooner rigged vessel.

SOURCE: p. 114 *Australian Shipwrecks V.3* © Jack Loney, p. 22 *Wrecks on the NSW North Coast* © Jack Loney, Hastings District Historical Society.

EXPRESS (1) 1838 1844 6 yrs.

Built on Manning River by Captain Taylor Winship and arrived in Sydney on November 22, 1838. The owner was John Robertson.

Taylor Winship spent four years in shipbuilding on the Manning River from 1837 to 1841. During this time he built the *Trial*, *Lady Gipps* (renamed *Emma*), *Julia*, *Julia Willis*, *Eliza Ann* and *Wave*.

The *Express* was last seen on August 4, 1844, north of Sydney Heads in a strong southerly gale.

Technical details: With a displacement of 24 t. gr. it was rigged as a schooner.

SOURCE: p. 71 *Australian Shipowners and Their Fleets V.6* © Ronald Parsons, No. 10 on List of ships built on the Manning River 1834-1934 - published in Manning newspaper.

EXPRESS (2) 1900

Built in 1900 on the Hawkesbury River for owners Hawkesbury Steam Ship Co. Ltd., it was a single screw wood steamship and registered in Sydney.

In 1903, the owner was Anthony J Chamier, and c. 1904, the vessel was sold to the Australian Dairying Co. Ltd. Then c. 1908, Upper Manning Co-op Dairying Co. Ltd. became the owners.

Technical details: With displacement of 36 t. gr. 25 t. nt. it had dimensions of 55.3 x 15 x 6.4 feet, with a steam engine rated at 10 hp. Was given ON112510 at registration.

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SOURCE: p. 159, 179 *Shipowners and Their Fleets* V.2 © Ronald Parsons, J. & McG.; A.S.

Edited 14.7.98

HALL CAIN 1912 1937 25 yrs.

Wood twin screw steamship built on the Manning River by Denis Sullivan, Cooperook for Nicholas Cain and launched in 1912. Nicholas Cain sold this vessel c. 1917 to J S Rogers, then c.1918 it was sold to William Hollyman & Sons. Ltd. who registered the vessel in Melbourne.

A number of coincidences occurred on August 1, 1913. Another of Nicholas Cain's previously owned ships, s.s. *Wauchope* which had been trading between Melbourne and King Island dropped anchor off the Quarantine Station in Port Phillip Bay, Victoria on August 2, 1919. At 9 p.m. the *Wauchope* caught fire and the first ship on the scene was the *Hall Cain*. The crews of both vessels managed to get the crew and 19 passengers off safely before the *Wauchope*'s cargo of benzine and acetylene cylinders exploded and it sank.

In 1933, the *Hall Cain* was sold to Cam & Sons. Sydney and it worked out of that port.

Shortly after leaving Sydney on March 17, 1937 for Lake Macquarie the *Hall Cain* sprang a leak. After hearing the ship's distress calls, s.s. *Idant* took it under tow. Three members of the *Hall Cain*'s crew remained on board until it became obvious the vessel was about to founder. They were taken off and shortly afterward the vessel settled by the stern, rolled over and sank about 8 kilometres from Broken Bay. *Technical details:* With a displacement of 214 t. gr. 98 t. nt. and dimensions of 131.2 x 29 x 7.2 ft. it was given ON131549 at registration. The vessel had a single deck with a foc'sle 24 ft. high, with machinery situated aft. It had twin compound engines supplied by Poole and Steel of Balmain.

SOURCE: p. 156 *Australian Shipwrecks* V.4 © Jack Loney, p. iii, 46 *Australian Shipowners and Their Fleets* V.1 © Ronald Parsons, p. 59 *Bar Dangerous* © Terry Callen, No. 115 on List of ships built on the Manning River 1834-1934 - published in a Manning newspaper.

HANCAY (see Ballengarra.) 1911 1931 20 yrs.

This wood twin screw steamship was built at Cooperook on the Manning River by Denis Sullivan and registered in Sydney on July 6, 1914. It was originally launched as the *Ballengarra* for Nicholas Cain's North Coast Co-operative Shipping Company.

On October 25, 1925 the vessel was sold to Handley and Clay Ltd. who registered it in Samaria, and renamed *Hancay* (obviously a derivation of their names of Handley and Clay thus >Hancay=). The registration was closed in December 1931 with vessel being dismantled.

Technical details: With a displacement of 221 t. gr. 98 t. nt. and dimensions of 126.8 x 27 x 7.2 ft. it was ketch rigged with one deck, and equipped with a twin compound steam engine supplied by Chapman and Company Limited, Sydney.

SOURCE: p. 47 *Australian Shipowners and Their Fleets* V.1 © Ronald Parsons, No. 114 on List of ships built on the Manning River 1834-1934 - published in a Manning River newspaper.

HANNAH (1) 1837 1845 8 yrs.

This brig-rigged vessel was the first vessel built at the Scotchtown shipyards on Macleay River by John Ferrier and Alex Newton for owners Walker, Wright & William Hay of Sydney. The construction certificate being signed on November 3, 1837.

The ships builder's, John Ferrier, G (A) Newton and W Malcolm, who were first known as >Scotch mechanics= arrived on the Macleay River in 1835 and located

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themselves on land to the north side of the river below where the North Coast Railway now crosses it. Ship builders had come to the Macleay shortly after the cedar getters had arrived.

The Crown Commissioner of the time, Major H R Oakes reported in March 1837, that there were three shipbuilding stations on the river. The largest of these was the firm of Hay & Co., which later became known as the Scotchtown shipbuilding firm of Newton, Malcolm and Ferrier.

One of Oakes' duties was to collect annual licence fees from landholders, such as the Scotchtown shipbuilding firm. It was from his reports that information on early shipyards on the Macleay has come down to us.

These included reports about the two surviving shipbuildings into the 1840s. Only that owned by Gillies, which had been established near the present town of Frederickton remained. John Ferrier had left for the Tweed, where he built several ships. He later returned to take over Captain Steele's >Yarrowall Station= and to establish another small shipyard on the bank of the Macleay just opposite to the old Scotchtown run.

In their initial attempts in 1835-36 to set up this new enterprise, the partners, John Ferrier, G (A) Newton and W Malcolm, had to contend with men who had little knowledge of the shipbuilding craft and to obtain timber for their ships. Most were emancipated convicts, some were deserters from the army, some were >Ticket of Leave= men, working for pay while on probation, prior to being declared free men at the end of their seven years sentences. The right type of timber had to be felled deep in the bush.

William Hay then decided to enter the trade of supplying whalers in New Zealand, so placed an order with the partners for a suitable vessel. The young shipwrights selected certain >ticket of leave= men as their labourers and started to build this vessel. Starting from scratch, considerable delay took place until the men became sufficiently knowledgeable in the various skills necessary to build this ship. It took nearly two years to build this first vessel.

The *Sydney Gazette* reported on November 12, 1837 that the *Hannah*, a new vessel had departed for New Zealand with sundries and carried a crew of eight.

The vessel started on numerous voyages across the Tasman. The *Sydney Gazette* in its various issues in the >Shipping Intelligence= column reported that the *Hannah* carried sundries to New Zealand returning with oil, whalebone and flax, both for ropes and making of sails. Other reports showed:

>4 February: Projected departures: The *Hannah* for New Zealand this day. Capt. Day.=

>3 April: Arrivals: From New Zealand, schooner *Hannah*, Hay, with flax, black oil, etc. = (Black oil came from the Balaena, the black or right whale. The rope makers in Sydney were experimenting with flax as a substitute for hemp.)

>19 April: Departures: Schooner *Hannah*, Capt. Hay, for New Zealand, with sundries.= The vessel arrived back in Sydney on August 3, with black oil, sperm oil, etc.

In its issue of August 2, the *Sydney Gazette* reported in its Shipping News column: >By the *Hannah* from Capiti, Mana, Queen Charlotte's Sound and Cloudy Bay we learn the following intelligence:

Whalers at Capiti in June: 4

Whalers at Manna: 2

Whalers at Cloudy Bay: 2 American, 1 French.

The *Hannah* lost her anchor at Manna in a dreadful gale.=

It would appear that the *Hannah* had encountered a gale at Mana Island and lost an anchor, nearly being blown ashore. It left New Zealand on June 28 and while on passage to Sydney, lost its foremast owing to the boisterous weather. The vessel did not reach Sydney until July 28. The cargo of oil carried by the *Hannah* came from John Guard's whaling stations on the shores of Cook Strait.

Further reports on the *Hannah*'s movements continued to appear in the *Sydney Gazette*. A report on

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August 4, advised that the *Hannah* was taking in cargo for New Zealand at Wilson Bros. wharf. Again on August 14, >...the **Hannah** schooner has hauled out from the Cove and sails for Cook=s Straits today.= In it=s November 13 issue, the newspaper reported, >News per the schooner **Hannah** from New Zealand. The whaling season is over and shore parties have been very unsuccessful at Entrie Island (Kapiti) with the exception of Mr Peterson=s shore parties, who have done well. The **Hannah** discharges her oil and whalebone into the **Roslyn Castle** for the London market.=

This vessel continued its trips to New Zealand, one of which was recorded by the clerk at Peraki, George Hempleman=s whaling station on Banks Peninsula. He noted in his diary that on April 1, 1839 the *Hannah* had arrived with supplies for the new season.

On October 5, 1839, the vessel was sold to William Wright. Later that month the *Hannah* was reported to have stranded itself at Kawhia, New Zealand.

The whalers in the shore parties lived under the patronage of the powerful Maori chief, Te Rauparaha of the Ngati Toa. So long as they kept his people supplied with muskets and other luxuries such as tobacco, he was content to protect them. This continued until European settlement occurred. William Hay settled in Wellington in 1840, with the *Hannah* still in service there. On January 8, 1841 the vessel was mortgaged to the Sydney Banking Company. Then in February, the vessel was offered for auction, >as, where is=. A sale occurred on September 17, 1841, when it was sold by William Wright to Francis Mitchell. On June 27, 1842 the *Hannah* returned to Sydney, under the command of William Dunning. Something went wrong with the financial arrangements, for on July 15, 1842 Mitchell withdrew his right to title. Then on August 22, the mortgage by William Wright to the Sydney Banking Co. was confirmed. In August, Captain Robert Bell took control of the *Hannah* and immediately mortgaged it to G Hunter and K Bethune of Wellington, N.Z. The vessel continued cross-Tasman trading, with Robert Bell & Co. listed as the Sydney agent.

The brigantine *Hannah* left Sydney on March 19, 1843 calling at several New Zealand ports, including Crowdy Bay. While there, a Captain Ellis was granted a passage to the Chatham Group, where he duly landed. The captain was unaware that William Ellis, a sandy-haired Irishman, in his late 20=s, was on the run for smuggling and his ship the *Lunar* had been seized and a warrant issued for his arrest. The remote Chatham Islands appeared to be an ideal place for a fugitive to lay low for a time.

The *Hannah* had been sent to the Chatham Group to be fitted out as a bay whaler and on August 13, returned to the island and found Ellis still in residence there. By September 22, the *Hannah* was lying at the Chatham Island anchorage ready for sea. On that evening the master, Robert Bell, was on shore making final preparations for departure and had the ship=s papers in his pocket when he heard shooting on board his ship. Bell returned to his rowboat where he had left it on the shore and found that it had been holed and his oars splintered. Part of the crew had mutinied at Ellis= instigation and with the help of some others, captured the ship.

Ellis tied up the Mate and a visitor who was on board while both were sleeping. The struggle woke the Second Mate Green, who fought Ellis off and chased him up the companionway. Green was shot in the chest just as he emerged on deck.

Captain Bell remained a helpless witness while Ellis and a few confederates hove up the *Hannah*=s anchor and made off with the vessel. They landed the loyal members of the crew, including the seriously injured Second Mate and passengers on an island about 40 miles from the Chatham=s. This party remained marooned on the island until December 5, 1843, when the American barque *Sophia and Eliza* appeared and carried them away from their four-month prison island to Pernambuco, Brazil. Ellis and his company sailed the *Hannah* to New Zealand.

The brig arrived at Mercury Bay about a months after leaving the Chatham Islands, after having touched several places along the way. While at Mercury Bay, the vessel made a brief contact with the master of a small coastal trader. He became suspicious that the *Hannah* was not what Ellis claimed it to be - a vessel that had previously been wrecked and whose papers he had acquired.

The master of the coastal vessel on arrival advised the harbourmaster at Auckland of his suspicions. A party was assembled, which consisted of the chief police magistrate, soldiers and constables plus the

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harbourmaster, and embarked on the schooner *Ariel* to recapture the *Hannah*. They located the schooner and just sailed alongside. The mutineers, assuming the *Ariel* to be just another trader, offered little resistance when confronted by a row of armed soldiers that suddenly appeared on deck seemingly from nowhere. When asked for the ship's papers, Ellis produced the register of the *Minerva*. This vessel had been wrecked the previous year, so the harbourmaster and magistrate promptly seized the schooner and arrested the master and crew.

Ellis and his crew of pirates spent five months in Auckland jail, waiting until witnesses from the Chatham Islands had arrived to give evidence. On March 11, 1844 the accused were all found guilty, with the crew being sentenced to hard labour, and Ellis to transportation to Van Diemen's Land. On April 1, escorted by two constables, he was taken aboard the *Comet*, commanded by Captain Robert Cork, which sailed immediately for Twofold Bay and thence to Van Diemen's Land.

After these adventurous journeys, the *Hannah* returned to Wellington, where in October 1844, the *New Zealand Spectator* listed it as being *>In port. Captain McCarthy=. A later listing showed, >Laid up. Willis & Co., Agents.=*

Just a year after Ellis had been sentenced for piracy, the *Hannah* was offered for auction. An advertisement in the *New Zealand Spectator & Cook's Straits Guardian* issue of April 5, 1845, stated :

>Messrs. BETHUNE and HUNTER will sell by public auction; at the Exchange, Wellington, on Thursday the 24th day of April, current, at One o'clock.

*All and Whole, the well known A.I. Brigantine **Hannah**, 90 tons per register, with her sails, masts, Tackle, and appurtenances, as she now lies in this harbour.*

This vessel was built in the Macleay River, New South Wales, in 1837. She is a remarkable sailer, stows a large cargo, and is admirably adapted for the Colonial Trade, or a Hay whaler.

For further particulars apply to the Auctioneers.

Wellington, 3rd April, 1845.=

Captain John Salmon became the owner of the *Hannah* which continued to sail between Australia and New Zealand for the next year, the vessel's movements being reported in the *New Zealand Spectator* which advertised on Page 1 on June 28, 1845,

*>For Sydney via Auckland, the fine fast-sailing brigantine **Hannah** will sail positively on Tuesday, 1st July. For freight or passage apply Capt. Salmon.=*

Again on October 11,

*>Arrivals: Schooner **Hannah**, Capt. Salmon, from Sydney with sundries (cigars, brandy, candles, nails, currants, earthenware, etc.)=*

On October 18,

*>Arrivals: **Hannah** from Cloudy Bay with oil and bone. =*

The last complete entry occurred on December 20, which said,

*>Exports per **Hannah**: 98 casks black oil, 32 ditto, 9 ditto, 2 tons flax, 1 case merchandise, 1 barrel nails, 163 candles, 4,860 staves. Capt. Sharp, Agent.=*

The newspaper in its shipping intelligence column reported on March 14, 1846,

*>The brigantine **Hannah** had not arrived in Sydney when the **Sarah** left. Mr E S Bryant and a young lad were the only passengers.=*

An Anglican missionary, Rev. William Puckey, was stationed at Kaitaia in the far north of New Zealand. As part of his duties, he travelled nine miles to visit Ahipara, a community on the west coast. He reported to the Magistrate in the Bay of Islands about the wreck of a brig or a schooner having been washed ashore with the bodies of four adults on board and part of the hand of a boy. He surmised that the vessel must have been dismasted and sustained some injury that caused it to sink to the water's edge as it was covered with barnacles three inches long, etc.

The *Hannah* had survived stranding, dismasting, even piracy in its exciting eight years of life until as a waterlogged wreck, it was washed ashore at Ahipara on New Zealand's north-west coast. This was the last record of the proud *Hannah*.

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Technical details: With a displacement of 90 t. gr.

SOURCE: p. 329 *Pageant of the Pacific* © Captain R F Rhodes, p. 109-114 *Scotchtown and Pelican* © Val Newton, p. 184, 203 V. VII, p. 153 V. XI *Royal Australian Historical Society Journal* © J H Watson (1919-1920), p. 32, 38 *Valley of the Macleay* © Marie H Neil.

HANNAH (2) 1855

This schooner was lost in 1855 on Great Barrier Reef, after being converted to a whaler.

Technical details: With a displacement of 45 t. gr.

SOURCE: p. 68 *Australian Shipwrecks* V.2 © Jack Loney.

HANNAH BARRETT 1872

This schooner was built Manning River by Thomas Cosgrove and launched on October 12, 1872. Wrecked in vicinity of Port Macquarie.

Technical details: With a displacement of 58 t. gr.

SOURCE: No. 70 on a list of ships built on the Manning River 1834-1934 - published in a Manning River newspaper.

HANNAH NEWTON 1867 1873 6 yrs.

This brig rigged vessel was built on the Manning River and launched on May 24, 1867 by owner Captain Alexander Newton Snr. He named it in honour of both his wife and daughter. He built the vessel with the Northern New South Wales goldfields trade in mind, paying special attention to her passenger accommodation, which was described in a newspaper article as >very superior=. The *Hannah Newton* was also known to be a fast sailer.

Captain Alexander Newton, Snr. became the master. In 1869, he sold the vessel to J L Magnus for the sum of , 1,194.05.4 with a mortgage to Alexander Newton at 1.5% interest. Magnus discharged this mortgage in full on November 21, 1870 and re-mortgaged it with the Bank of New South Wales (now Westpac).

Captain John Willing became the master, with the mate being C H Newton.

In an advertisement on the front page of *The Sydney Morning Herald* of Thursday, October 6, 1870, it said, >To Broad Sound and Mackay. © The Hannah Newton loading at Commercial Wharf, will sail on Saturday, [sic] 7th. Freight , &c., apply J L Haynes, 6, King Street; or Laidley, Ireland & Co. =

In 1871, Magnus sold the *Hannah Newton* to J Haynes and the trade continued with the various goldfields. On October 18, 1873, the vessel left Sydney for Broad Sound, Queensland waters and was never seen again. The insurance claim by the owner was paid on March 18, 1874.

Technical details: of 78 t. gr. with dimensions of 85 x 18.7 x 7.7 ft. When registered by Alexander Newton, she was allocated O/N 38841.

SOURCE: p. 32 *Australian Shipwrecks* V.3 © Jack Loney, p. 115 *Scotchtown & Pelican* © Val Newton, Listed in the ships built on the Manning River 1834-1934 - published in a Manning River newspaper, Front Page *The Sydney Morning Herald*, Thurs. Oct. 6, 1870.

HARLEQUIN c.1830s

Dr Fattorini commissioned two of the boat builders in Port Macquarie to build the two-masted schooner he named the *Harlequin*. Little details are available, but Dr Fattorini mentions the ship in his records and there are details of his application to the Police Superintendent for permission to build the vessel.

In October 1847, Captain Chennery in the *Harlequin* is believed to have pioneered

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the coal trade from Newcastle to Port Phillip with coal from Melbourne. By 1872 this trade had increased to over 200,000 tons a year, no doubt helped along by the gold rush to Victoria.

Charles Beetson mentions a vessel called *Harlequin* in his book *Australian Shipwrecks V.1* on p. 243. It is possible that this mentioned vessel and the one built at Port Macquarie are one and the same.

On August 28, 1850 the *Harlequin* was caught in a gale and driven ashore at 3 a.m., about thirty miles west of King George Sound. Captain Walsh and his wife and some of the crew succeeded in getting to shore, but three members of the crew were drowned. The *Harlequin* struck heavily three or four times and then went to pieces.

With no food or shelter and only the clothes they stood up in, the survivors set out for King George Sound, arriving there three days later, much the worse for wear. The wreck only fetched ,45 (\$90) at auction even though there was copper ore in the cargo hold.

Technical details: of t. gr.

SOURCE: p. 243 *Australian Shipwrecks V.1* © Charles Bateson, p. 13 - 33 *Port Macquarie, The Port That Was* © Ian Finkel and Lynda Turner, p. 38 *Bar Dangerous* © Terry Callen.

HARRIETT (1) 1840 1844 44 yrs.

A schooner built on the Manning River on August 4, 1840 by John Lord and Edey Manning. She was reported missing after leaving Sydney in 1844.

Technical details: of 43 t. gr.

SOURCE: p. 45 *Australian Shipowners and Their Fleets V.6* © Ronald Parsons, No. 15 on the list of ships built on the Manning River 1834-1934 - published in a Manning River newspaper.

HARRIETT (2)

This schooner-rigged vessel is reported to have arrived at Port Macquarie, together with the *Star of Peace*, >wind bound= on September 11, 1899. The schooner left Port Macquarie on September 14, under tow to the tug *Thistle* for the Nambucca, which arrived on this day.

Technical details:

SOURCE: *Port Macquarie News*, Saturday, September 16, 1899.

HARRINGTON 1884 1896 12 yrs.

Wood single screw steamship built by A Settree of Balmain for Langley and Hogen in 1884, it was rigged with 2 masts as fore and aft schooner. Wrecked Bellingen River bar, March 20, 1896. The vessel saw some duty as a tug.

Technical details: With a displacement of 51 t. gr. 35 t. nt. it had dimensions of 68.6 x 15.6 x 6.7 ft. with a compound surface condensing steam engine rated at 25 h.p. supplied by Perdriau & West of Balmain. It was allocated ON89299.

SOURCE: p. 7 *Australian Shipowners and Their Fleets V.1* © Ronald Parsons.

HASTINGS (1) 1882 1889 7 yrs.

This schooner rigged vessel was built at Brisbane Water in 1882.

The Port Macquarie News, issue of December 25, 1882 reported that the *Hastings* was one of twelve vessels trading continuously between Sydney and Port Macquarie, Mostly the trade consisted of timber, both sawn and logs.

On July 7th, 1889 an heavy easterly gale lashed Byron Bay driving the *Hastings*

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ashore. Four other schooners, *Agnes*, *Spurwing*, *Bannockburn* and *Fawn* were also blown ashore during the same gale. The *Agnes* was the only vessel able to be refloated, the balance being wrecked and broke up.

Technical details: With a displacement of 88 t. gr.

SOURCE: *Port Macquarie News*, Dec. 25, 1882, p. 193 *Australian Shipwrecks* V.3 © Jack Loney, *Australian Encyclopaedia* 1925.

HASTINGS (2) 1883 1914 31 yrs.

This vessel was a wooden paddle wheel steamer built in 1883 at Port Stephens by J Mason for John See and first registered in 1885 by him. Sold in February 1892 to N.C.S.N. Co. Scrapped and register closed 1914.

Technical details: With a displacement of 63 t. gr. 40 t. nt., it had dimensions of 58.4 x 20 x 5.6 feet At registration was given ON89327, and had a diagonal steam engine of 20 hp, supplied by H. Vale, Pymont, Sydney.

SOURCE: p. 162 *North Coast Run* © Mike Richards, p. 17 *Australian Shipowners and Their Fleets* V. 1 © Ronald Parsons.

HASTINGS (3) 1901

Wood single screw steamship built 1901 at Laurieton on the Camden Haven by Dennis Sullivan of Cooperook for Allen Taylor, R Anderson and Nicholas Cain. It was completed and launched on a Wednesday in the middle of April 1901. This steamship was then towed to Sydney where it was fitted out with the necessary machinery and other equipment and requirements for an up-to-date coasting steamer set for the Sydney-Port Macquarie trade. The popular Capt. F Merrett (late of the tug *Undaunted*) was appointed master. This steamer was to replace the s.s. *Trilby* which had foundered on the bar at Port Macquarie.

Messrs Chapman & Co engineers of Drutt Street, Sydney wasted no time in fitting it up with suitable and serviceable passenger accommodation for 20 passengers, a number of berths being available on the bridge and upper deck. Great care was taken to ensure that this was of an excellent standard. The installation of electric light (in 1902) was also a feature which indicated how carefully the details were worked out. The design with a draught of 7ft. 6in. allowed for a good carrying capacity of 95 tons net which meant that it could accommodate up to 1700 bags of maize.

Mr Holborn (late of ss *Wootton*) had the responsibility not only of supervising the fitting out but also the setting up of the machinery as he had been appointed chief engineer. and

It was anticipated by the partnership of three owners that the vessel would run weekly between the Mid North Coast (particularly Port Macquarie) and Sydney.

The s.s. *Hastings* provided a pretty spectacle and was gaily decorated with bunting as it sailed up the harbour and tied up at the Government wharf in Port Macquarie at 2 p.m. on Tuesday on its maiden voyage. Here the vessel was greeted by a large crowd of Port and river people. As the steamer was made fast to the wharf and the gangway ran aboard, those present moved forward almost as one and it appeared that a stampede would occur. Two of the owners, Messrs Allan Taylor and Nicholas Cain were proudly present to welcome all comers being extremely proud of their new craft. It was generally agreed that the vessel was something to be proud of indeed especially when one viewed its graceful lines, with a straight stem and the

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lines gradually aft were symmetrical to an extreme. Equipped with electric light, the plant was only a temporary one with a new plant ordered from America.

Mr Duncan Bain J.P. was in the chair at a special banquet provided by the owners in honour of the occasion held at Condon=s Commercial Hotel. Duncan Bain in opening proceedings said that this was one occasion he had long looked forward to. He said, *>I have taken a special interest in all matters affecting the welfare of the district, having lived there for forty years, therefore felt that I could be considered to be one of the fathers of the district.*

>With reference to the shipping facilities, I can remember when we had to pay one shilling a bushel to get our maize away. We all lived through that and now thanks to the efforts of our hosts, we have at last a steamer suitable to the districts requirements.=

Duncan Bain continued, *>In this district we have always had to labour under the disadvantage of being tacked onto other northern rivers, notwithstanding this district has one of the best bars on the eastern seaboard. The consequence of being so connected was that the steamer was often bar-bound in the other rivers, while the value of the Hastings produce had many time depreciated through lying on the wharf awaiting shipment.*

He said, *>The boat now lying at the Government wharf was one that was suitable to this district in every way, She could carry all their produce away, was up-to-date and would make regular trips.*

Mr Bain concluded, *>As to the owners, I have known Mr Cain for the past eleven years and have found him to be a man that you can trust all through the piece. Mr Cain was employed in an industry which was regarded as some type of monopoly, yet all his employees spoke of their employer as an upright, honest and straightforward in his dealings. With regard to Mr Taylor, he did not know him personally but from comments he had heard, he was not behind Mr Cain in peoples estimation.=*

Mr F Hayward made the comment that he and Mr Settree had started shipbuilding and had met with a great deal of opposition in this trade. Three cheers for the shipping company concluded the banquet celebrating the maiden voyage of the *Hastings*.

On December 21, 1901 the *Port Macquarie News* reported that the steamers *Rosedale* and *Hastings* had left Port the previous Saturday within a few minutes of each other and the news soon got about that these two boats were going to have a friendly contest.

As the *News* put it, *>. . . It will be remembered that some time ago the Hastings beat the Rosedale with a fair wind behind, but on Saturday there was a stiff head wind and it was a question of steam power. The result was that the Rosedale won by about one hour and a-half; the time on Sunday morning when passing the Sydney Heads being, Rosedale 7.30, and Hastings 9 a.m.=*

Nicholas Cain=s North Coast Co-operative Steam Ship Company purchased the *Hastings* outright in 1904, where it appears that the master became Captain Greer. The vessel was then sold again in 1909 to N.C.S.N. Co.; then in 1910 sold to Geelong S.S. Co. Ltd. and registered in Melbourne. During 1911, the ship made a number of trips between Melbourne and Launceston, returning with cargo=s of timber.

Nicholas Cain had apparently become involved in the shipping trade towards the end of the 1890s. In 1897, in association with Messrs Miles of Forster, he became the owner of a small steamship tug the *Undaunted*. Two years later, in 1899, Cain

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became the registered proprietor of the s.s. *Trilby*. Later he became a partner in several vessels built by A W Settree. As shown with the *Hastings* (3) he also entered into partnership with Allen Taylor for a time between 1901 and 1904.

In February 1912, the *Hastings* was sold to Duncanson, Burke, Marshall & Burke and was registered in Brisbane. December 1912 saw the *Hastings* sold to Nambucca Shipping Co. Ltd., who left the registration in Brisbane. It was this firm's plans to serve the coastal communities of the Macleay, Nambucca and Bellinger Rivers with a regular service between their ports and Brisbane. It would appear that the vessel had limited capacity so the venture was abandoned.

In c. 1917 the *Hastings* was sold to John Burke Ltd. of Gympie (this was subsequently found to be an unregistered sale) who renamed the vessel *Gundiah*. Under this name the vessel was sold to McDougall & Co of Tasmania for the sum of £5,000 (\$10,000) and they utilised it in shipping timber from their new Wye River sawmill known as the McDougall Mill on the Victorian southwest coast to Melbourne. It is thought that the vessel may have called at Lorne as well as the Wye River, for it conveyed passengers to and from the Wye River during this time and continued operating on this route up to the end of the 1920s.

John Hay, who operated the McDougall sawmill, which had been built in 1919, renamed it the >John Hay & Co= mill in 1920 and then closed it down in 1921. In the shake-up of the business dealings, *Gundiah* was shown as being sold to >John Hay of Hobart= in 1921 and then had its registration transferred to Hobart.

A famous company in Australia's corporate history, the >IXL= jam company and its owner, Henry Jones, appear to have been heavily involved both in McDougall & Co. and John Hay & Co. for some reports say it financed the Wye River venture as well as mills at Cockle Creek and Leprena and the purchase of the *Gundiah*. All these mills appeared to have been closed down in 1921.

Around 1927, the *Gundiah* appears to have been still under the ownership of Henry Jones & Co. when it was working for the Catamaran Colliery Pty Ltd which was also owned by the same firm. The vessel was engaged in shipping coal from the colliery which was sited near the mouth of the Catamaran River in Recherche Bay to Hobart and the National Portland Cement Company works at Maria Island.

It was during this period, in fact in 1927, that the *Gundiah* ran down the 47-ton ketch *Shannon* in the Derwent River.

In 1930, the ship was sold to William Leitch, and later to F Hays.

The *Gundiah* was taken over by the Commonwealth Government in World War II and was renamed AV279 being armed with a 40mm Bofors gun. The ship's fate is not known and the register being closed in 1944.

It is interesting to note that this little vessel, built of local North Coast hardwoods was able to survive for over forty years in all types of conditions, travelling thousands of nautical miles under some 12 or more owners. It's history is a tribute to the skills of the local shipwrights on the Manning.

Technical details: With a displacement of 193 t. gr. 95 t. nt. it had dimensions of 117.9 x 24.5 x 7.4 feet with 1 deck. When registered, it was allocated ON112530. Compound steam engine supplied by Chapman & Co. Sydney. It carried sail, a jib forward and a gaff rigged mainsail to assist the engine.

SOURCE: p. 162 *North Coast Run* © Mike Richards, p. 17,45-47 *Australian Shipowners and Their Fleets V. 1* © Ronald Parsons, Ian Scales Research, Sydney, p. 23 *Port Macquarie, The Port That Was* © Ian Finkel and Lynda Turner, p. 2 *Port Macquarie*

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News 20 July, 1901, p. 2 *Port Macquarie News* August, 21 Dec. 1901, Hazel Suters records show: February 13, 1904 *Hastings* flies N Cain=s flag. *North Coast Run* states 1903 *Hastings* running Camden Haven, *Mid-North Coast Maritime Museum=s Newsletter* March, 1996 issue © Colin Ellwood, Editor.

HASTINGS (4) Pilot Boat

The *Hastings* pilot boat was built on English Coastguard model as were the *Camden* and *Macleay*. The *Hastings* was a bit smaller than the other two vessels.

As >Josso= Dick put it, >Captain Liley, a pom, was the instigator of building this vessel on these lines. It cost him his life when the >*Hastings*= was recked [sic] way up the beach where the entrance was. I think one (of these models) was lost off the *Macleay* too.

Captain R S Wickham, who was appointed Pilot to replace Captain Liley, was at the time stationed at Nambucca Heads. He received the plans and spent considerable time going over them in great detail, while sending out great clouds of tobacco smoke from his pipe. When he had completed his examination of the plans he got out a big blue pencil and ran it across the plans with the explicit explanations, >*I don=t want to get drowned in that type of vessel.*= It is interesting in the light of the following report, how prophetic those comments were.

In an inspection report dated Sunday, 26 September 1937, it stated that the launch was in good conditional generally, but the deck and upper works of the cutter *Camden* required attention. It was recommended that the application of a preservative in the case of the deck, and painting and varnishing in the case of the deck structures, were necessary.

The question of altering the upper part of the centre cockpit, as recommended by Captain Roberts, Harbour Master, Newcastle, following the departmental inquiry conducted by him into the loss of the Launch *AHastings*,@ was considered on the spot and it was decided that the matter be left in abeyance pending the incoming Pilot being given an opportunity to express his opinion on the matter.

Just opposite the Maritime Museum buildings is a monument erected to the memory of Captain Liley who lost his life on the bar when an accident occurred to the motor launch *Hastings*. On top of the stone and tablet is the anchor of the *Hastings*.

Josso Dick also commented, >*The >Camden= came to port after >Hastings= and was here when I did salvage job on Wollingbar.*=

Technical details: Oral History, >Josso= Dick, Mid-North Coast Maritime Museum records,

Haweis

The brig-rigged vessel *Haweis* was owned by R Campbell, under the command of Captain R Jamieson. It was a very busy vessel supplying Port Macquarie with sundries and returning with loads of cedar. On December 26, 1822 the *Haweis* arrived in Sydney from Port Macquarie carrying 15936 feet of cedar, then sailed two days later for Port Macquarie with cargo of sundries. On February 1, 1823, it arrived again from Port Macquarie with 16836 ft. of cedar, and then returned to Port Macquarie on February 28.

Robert Campbell soon became interested in the trade in supplies demanded by the whalers in New Zealand waters. From Cloudy Bay in what is now the province of Marlborough, to Kapiti Island off the coast of Wellington Province, the whalers had

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established numerous shore camps. From these camps they hunted the Pacific black whales as these passed through the strait to the Tasman Sea on their annual migration. The whalers in these shore parties also had other things to worry about besides whales and supplies.

For more than 10 years, the Bay of Plenty home of the Ngati Awa and related tribes, had been completely at the mercy of Nga Puhi war expeditions sweeping down from the north. Like the Viking sea-rovers of old, the Nga Puhi were primarily hit-and-run raiders, who plundered and carried off as many slaves as they could capture.

As a result, those tribes still surviving around the Bay of Plenty lived in heavily fortified pas, most of which were built on cliffy headlands. This was about the only defence the Ngati Awas had, for while their enemies were able to get muskets from the traders in their area, the Bay of Plenty natives rarely ever saw a European.

Then in the 1820s, the situation began to improve when Tauranga, at the western end of the bay became popular with Sydney whaling and sealing skippers. Farther north at the Bay of Islands, the market for muskets was nearing saturation point, but at Tauranga in 1826, the standard price of one musket was eight large pigs and three tons of potatoes.

The demand didn't last long and when the 73 ton *Haweis* put in at Tauranga in November, 1828, the locals seemed to be little interested in its arrival. Captain James' intention was to buy pigs from the Maoris which his crew would then kill and salt on the spot. But after seven weeks he only had five tons of cleaned and cured meat.

And that was where the young skipper first heard about Whakatane, where the Maoris would pay almost any price for a musket. Although it was tempting, James was reluctant to risk his ship on that unknown, potential hostile stretch of coastline. And he remained undecided until his second mate, Atkins, came forward with a suggestion.

Atkins offered that he would take two men and the whale boat and sound out the position. When Atkins returned, he said the natives seemed peaceable enough and were anxious to trade with the whites.

Captain James had the anchor hauled aboard and set a course east for Whakatane. No sooner had the little brig reached the mouth of the river than she was completely surrounded by canoe full of grunting, squealing porkers.

Chief Narara, however was tactful. He could see that Captain James, though keen to get the pigs, was nervous about having so many Maoris clustered about the ship.

The chief therefore ordered all canoes, except the ones immediately concerned in trading to remain at a decent distance. Nobody was to set foot aboard vessel except himself, he instructed. The result was that Narara got his muskets and when the brig sailed for Tauranga she carried all the live pigs it could carry. When the crew completed the task of killing and cleaning the pigs, of getting all the meat in barrels and stowing the barrels in the hold, the *Haweis* returned to Whakatane.

>*Why not set up their curing establishment locally,* = the friendly Narara suggested when the brig dropped anchor. >*There were plenty of boiling springs on the little island nearby.* =

>*Besides,* = the wily chief went on, >*his people had an urgent need of the white man's goods and would afford them every protection and hospitality for as long as they liked to stay.* =

All went well until near midday on the second morning when Captain James hailed his chief mate to bring the shore party back to the ship for dinner. But when no reply came from the shore. James found he could not even sight the men, he decided to take a boat and find them. This meant that only Atkins and three other members of the crew remained on board. By now James and his men had forgotten all the precautions they normally observed with savage tribes.

Apparently it never occurred to them that the cheerful-looking, good-natured Whakatanes, so different from other Maoris they had met, might be contemplating treachery.

There were other ways too, in which the white men had underestimated the foe. For instance, if James had not believed them so unsophisticated, he may not have insisted on such an unrealistic price for his muskets.

Narara had seen the brig's cargo of arms and ammunition and knew his supply of pigs would be exhausted before he had paid for even half the arms in the ship. So he worked out a way of getting the remaining half.

Sprawled across the bulwarks, he watched James's boat crew pulling away towards the shore without apparently taking much interest in proceedings. Then as the boat receded into the distance, he sprang to life.

Snapping a signal to the group of warriors waiting in canoes below, he suddenly snatched up a musket and fired straight at a seaman standing only a few feet away. Although the shot passed through the man's skull, he continued to stand clutching at a stay for support. So Narara rushed in to finish him off with a club.

Then turning to discover Atkins in the act of priming his piece, the chief picked up another loaded musket and sent a ball smashing through the mate's upper arm. The two other seamen were quickly accounted for as warriors came pouring aboard from every direction, fighting savagely with one another to get at the choicest items of plunder.

Finally, laden down almost to the waterline under the weight of firearms, the canoes set off for the shore. Most capsized in the heavy surf at the river bar and their cargoes were lost.

One of the few to get safely ashore, however, was the boat carrying off the wounded John Atkins, who, Narara had decided, would be his special captive. Meanwhile, James had reached the shore and, although the Maoris there tried to stop him, had picked up the work party and was now returning to the *Haweis*.

As the boat came closer to the brig, the men on it were able to sight the shambles on her deck. At that moment James knew his command had been attacked. And any attempt to board the vessel would have been fatal, for already a large war canoe was bearing down on the boat. So James ordered the oarsmen to head for the open sea.

Taking it in turns, the crew kept rowing right through the remainder of that day and all the following night until at last they reached Tauranga. Meanwhile Atkins was left alone in the midst of a horde of wildly exultant Maoris. For the present his only safety lay in the fact that he was being held for possible ransom.

But if he failed to fetch the price they were asking for him in muskets, it was made clear he would be eaten, limb by limb. Two days later, from the lofty pass overlooking the entrance to the Whakatane River, Atkins watched anxiously as the brig, *New Zealander*, hove in sight.

About noon on March 4, 1829 the 18 white men on the brigantine *New Zealander* stood motionless as the vessel bore steadily in towards the Bay of Plenty. In view,

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just off the mouth of the Whakatane River, lay the plundered hulk of the ship *Haweis*.

Under Captain John James, and including five former members of the *Hawies*'s crew in her complement, the *New Zealander* had been sent to report on the fate of the abandoned vessel which had been attacked by Whakatane Maoris three days earlier. The men of the *New Zealander* got the job over and done with quickly, for the scene that met their horrified gaze as they scrambled over her bulwarks told the story all too plainly.

Every stitch of canvas, every length of rope, every loose or moveable object on deck had disappeared. One area, where an attempt had evidently been made to burn the vessel, there was nothing but blackened timbers.

Little patches of dried blood here and there, some with fragments of human flesh and hair still adhering, showing where the crew had their brains beaten out. Having cleaned up the mess and re-rigged the ship with spare sails, a skeleton crew was put aboard and both vessels set out for Turanga 60 miles away. Unfortunately the vessel had only come to rescue the stranded *Haweis*, so obviously unaware of the mate's plight, the brig and the refitted *Haweis* quickly disappeared.

Although Captain James had decided against a shore search, being convinced none of the *Hawies*'s crew could have escaped the massacre, he was wrong, for the second mate Thomas Atkins was still alive. Two days later when the small ships dropped anchor off Touranga the crews were greeted by two Maori messengers waiting to unfold the story of the second mate's remarkable escape.

Nevertheless, relief for the fear-stricken mate was on the way from another quarter. Hearing of their enemies triumph and intent on grabbing all the captured arms and ammunition for itself, a war expedition from Tauranga was rumoured to be marching on the pa. All at once, Whakatane's white captive was seen as possessing a new importance.

White men, with strange instruments which they would point at the sun, had the power of foretelling the future, Narara believed. Such an instrument he had stolen from Captain James' cabin. Now he placed the sextant in Atkins' hand.

>Tell us if Tauranga come.= he commanded gruffly.

Desperately playing for time, the mate went systematically through the motions of shooting the sun. Then he asked for a book and pretended to be deep in elaborate calculations.

Finally he appeared to have the answer. >Yes, they are coming.= he guessed wildly.

>When?= Narara demanded, and again the mate returned of the book, hastily reviewing the possibilities.

If the Tauranga were preparing to attack it would probably be as soon as possible, before their enemies could learn how to work their new weapons.

>Tomorrow,= he told the chief.

Inspired or not, Atkins' answers saved his life. Next day, the Tauranga did attack but not before Narara had set his people to preparing a strong defensive position. In the end, what actually saved all their lives were the *Hawies*'s carronades and swivel guns, labouriously brought ashore after they had lost most of their muskets in the surf.

Mounted on a parapet behind a deep broad trench and loaded with stones, the *Hawies*'s guns made a tremendous roar when they all went off together. In one of

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the shortest battles in Maori history; the Tauranga warriors fled for their lives into the surrounding hills.

The *Haweis* was really unlucky, for the brig's owners, Robert Campbell and Company of Sydney, were not know that the usually peaceable Bay of Plenty natives had only recently decided to go to any extremes to get firearms.

Several days later a grateful people permitted Atkins to go free. A neighbouring tribe, friendly to the Tauranga, escorted him back to where the *Haweis* still lay at anchor in the bay. On March 17, 1829 the little brig with the four survivors on board safely reached Sydney.

Technical details: with a displacement of 73 t. gr.

SOURCE: p. 136 1788, Report in 'PARADE' magazine July 1970.

HAWK 1903 1926 23 yrs.

The *Hawk* was a wood single screw steamship which had been built in 1903 by Rock Davis of Brisbane Water for owner Vincenzo Latona who registered it in Sydney.

In 1903, Alexander Kethel and Company were advertising that they were agents for s.s. *Hawk* on berth for Port Stephens. Then in 1905 they were advertising that the *Hawk* was for Port Macquarie, Clarence River and Cape Hawke, even though they did not own the vessel. At the same time, Nicholas Cain's Co-operative shipping Company was sailing from the same wharf for the Mid North Coast.

In 1906/07, the vessel was sold to the Newcastle and Hunter River Steam Ship Co. Ltd. The vessel was by 1912, owned by Levers Pacific Plantations Ltd. It was dismantled and the register closed in 1926.

Technical details: With a displacement of 140 t. gr. 89 t. nt. the dimensions were 94.5 x 21.1 x 6.7 ft. With one deck the vessel was equipped with a compound steam engine rated at 20hp. supplied by Ross & Duncan of Glasgow.

SOURCES: p. 90-91, 100 *Australian Shipowners and Their Fleets V.1* © Ronald Parsons.

HAYTOWN 1904 1921 17 yrs

This wood single screw steamship was built in 1904 in Sydney, for owners Nicholas Cain, and registered in Sydney. The name of the vessel obviously comes from the name given to the area that was planned to be the >centre of the Hastings.= This was the town laid out according to the plan of Governor Darling in the early 1800s and was to situated near Sancrox and Ennis.

When in 1906, Nicholas Cain formed and registered his >Coastal Co-operative Steam Ship Company Limited= he transferred all his vessels under the company name and flag.

This vessel worked in and out of Port Macquarie for a number of years mainly to Sydney where it operated from the Baltic Wharf at the foot of Market Street. The ship is shown in Port Macquarie on January 13, 1919, where A W Spence paid seven shillings and four pence (75 c.) for pilotage fees to the M.S.B. The same figure was paid on July 18 in the same year.

The *Haytown* was dismantled 1921 and converted to a hulk.

Technical details: With a displacement of 32 t. gr. 22 t. nt. and dimensions of 69.1 x 14.7 x 5.1 ft. When registered the vessel was allocated ON117653.

SOURCE: p. 47 *Australian Shipowners and Their Fleets V.1* © Ronald Parsons, Maritime Services Board Port Macquarie cashbook records (pilotage).

HEATHER BELL 1851 1880 29 yrs.

This brig rigged vessel was built at Aberdeen, Scotland in 1851.

Early settlers who owned land on the Upper Burdekin and other river valleys on the other side of the Great Dividing Range, arrived at Rockingham Bay at Port Hinchbrook, aboard the small chartered schooner *Policeman* from Bowen with the brig *Heather Bell* in tow. Among the passengers were George Elphinston Dalrymple and his partners, and on the two vessels were all the supplies and requirements of the settlers. Both vessels were overcrowded with equipment, 20 men, 10 horses, 12 sheep, 2 goats, numerous fowls and dogs.

The men experienced an uncomfortable trip, because of lack of room, they had to remain on deck and were alternatively burnt by the sun or drenched in the sudden squalls.

When the vessels arrived at the port the settlers found themselves some distance from shore, and with sticky mud between them and the shore, they experienced great difficulty in unloading the animals and getting them ashore.

During a voyage from Western Australia, where it had been collecting guano, the schooner *Heather Bell* sighted the remains of a vessel on the Island of Bedona (Bedout), about twenty-seven miles north west from Spit Head near De Grey River. On arrival in Sydney, the master reported this sighting. It was thought that this could have been the two-masted wooden schooner *Emma* that had sailed from Port Walcott for Fremantle on March 3, 1867. There were reports that a vessel had been wrecked near North West Cape and the passengers, including some women, and the crew landed at night in boats. They had no means of defending themselves and were made prisoners by the natives who eventually killed and ate all of them. Later reports were unable to prove that this vessel was indeed the *Emma*.

While sailing between Newcastle and Cooktown, on November 27, 1880, the schooner sprang a leak off Crowdy Head. The master, Captain T Kehoe ordered his crew to the boats and all landed safely at the Manning River.

Technical details: With a displacement of 188 t. gr.

SOURCE: p. 188 *Australian Shipwrecks* V.2 © Jack Loney, p. 117 *Australian Shipwrecks* V.3 © Jack Loney, p. 37 *Port Macquarie, The Port That Was* © Ian Finkle, p. 89 *Harbours & Marine, Queensland* © Dept. of Harbours & Marine, Qld.

HELEN (1) 1848 1873 25 yrs.

Built at the Bellinger River in 1848. During 1849, the schooner *Helen* was seized by a number of men who had secreted themselves on board before it sailed from Port Jackson. On board were two schoolgirls who were returning to Brisbane from Sydney. The leader was a man named Jones.

The *Helen* landed some where in New Zealand. The pirates reached Apia, the vessel's port of register now being shown as Adelaide instead of Sydney; but they left the *Helen* out of Adelaide. This aroused the suspicions of an alert British Consul, who had the pirates arrested and sent the *Helen* back to Sydney. But the desperadoes escaped before the *Bramble*, sent for the purpose, had reached Apia to carry them back to Sydney and retribution. They were traced to Wallis Island, and then to Futuna, after which nothing was ever heard of them.

The *Helen* continued to trade up and down the New South Wales coast until stormy conditions early in January 1873, played havoc with the small ships plying

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their trade. The schooner *Helen*, loaded with a cargo of timber and under the command of Captain Lettis, ran into the gale and was lost north of Port Macquarie on January 13. The inquiry cleared Captain Lettis of any blame.

Technical details: With a displacement of 63 t. gr. and dimensions of 73.4 x 19.2 x 6.7 feet.

SOURCE: p. 366 *Pageant of the Pacific* © Captain R F Rhodes, p. 24 *Australian Shipwrecks V.3* © Jack Loney.

HELEN (2) Tugboat

The tugboat *Helen* reported in the *Manning River Times* on June 29, 1902, engaged in towing the punts from the Quay wharf to the training walls loaded with rocks in the Manning River.

SOURCE: *Manning River Times*.

HELEN MCGREGOR 1866 1875 9 yrs.

Iron single screw steamship built 1866 by T Wingate and Co. of Whiteinch and originally owned in Glasgow, but transferred to C V Robinson of Launceston, Tas. and registered Melbourne in 1867.

This steamship was sold in October 1867 to the Clarence and New England Steam Navigation Company. T Fisher, a director of Clarence & New England Steam Navigation Company became the vessel=s owner and the registration was transferred to Sydney in December 1867. The company had the steamer lengthened and widened thus increasing it to 251 tons gross and equipped it with a three mast schooner rig.

In September, 1873 the vessel returned to the ownership of Clarence and New England Steam Navigation Co. which operated from the Commercial Wharf in Sussex Street, Sydney under the management of C Wiseman. The company was to cease operation in 1883.

On March 12, 1875 the *Helen McGregor*, with a full cargo and several passengers struck a rock near the sea buoy as it attempted to cross the bar while leaving the Clarence River and it became a total loss. Six lives were lost when one of the lifeboats was overturned by a heavy sea after it had cleared the wreck. Because of the loss of life a Court of Inquiry was held and found the master, Captain A. Turner guilty of attempting to leave the river at the wrong time of tide. His certificate was suspended for three months.

The ship was insured for ,5500 (\$11,000), a very significant sum for the time. *Technical details:* A 2 mast schooner rigged iron steamship, with a displacement of 168 t. gr., 115 t. nt. and dimensions of 123.7 x 20 x 9.3 feet. At the time of registration it was given ON 56159. The vessel=s steam engines were rated at 49 hp. It was lengthened in September 1867 to 152.6 x 20.6 x 9.1 feet, of 251 t. gr. with a 3 masts schooner rig.

SOURCE: p. 162 *North Coast Run* © Mike Richards, p. 46-47 *Australian Shipwrecks V.3* © Jack Loney, p. 50-51 *Australian Ship Owners and Their Fleets V.1* © Ronald Parsons.

HELEN NICOLL 1882 1932 50 yrs.

This iron paddle steamer was built in 1882 at Dundee, Scotland by Gourlay Bros. for George W Nicoll. When Nicoll placed the order for the vessel, he was endeavouring to enter the Queensland coastal trade. Queensland shipping interests decided to form the Queensland Steam Shipping Company which caused Nicoll to sell

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the vessel to Nipper & See on arrival and they registered it in Brisbane under Captain Frazer.

The vessel's registration was transferred to Sydney in July 1882, and John See took over the ownership of the *Helen Nicoll* when he dissolved his partnership with George Nipper in 1884. In May 1885, he advertised the *Helen Nicoll* was sailing to Grafton.

The greatest shipping disaster of 1886, occurred at night time, when the *Kielawarra* and *Helen Nicoll* collided, with 48 lives being lost off Solitary Island near Coffs Harbour.

See sold the vessel in December, 1891 to N.S.S.N. Co. who in August 1893, sold it to A Schlink and who registered the ship in Port Adelaide. He placed the paddle wheeler on the Port Adelaide-West coast of South Australia run.

Gold was discovered in Western Australia and Schlink was well placed to capitalize on the increased passenger traffic so he extended the vessel's run to Esperance which was an important jumping-off point for the Kalgoolie-Coolgardie goldfields. The vessel made occasional calls to Albany as well.

The increased passenger traffic caused the AUSN to become interested in this run along the southern coast of Western Australia. They arranged to take over the *Helen Nicoll* in August, 1896 through their Adelaide agents A L Harold but this firm went bankrupt at the critical moment. In 1897, the vessel was sold to John Darling, jnr. who ran a milling business, and they carried on the passenger and cargo trade. James Jones bought the ship in 1901 and transferred the registration to Sydney in 1902 where he placed it in the coal trade.

In 1904, the *Helen Nicoll* was towing the top-sail schooner *James Brothers* not far from North Head, Sydney when the towline parted. The pilot steamer *Captain Cook* came out and managed to get a line to the *James Brothers* and towed the schooner into harbour.

Almost the same thing occurred when in August 1905, terrible cyclonic disturbance extended all along the east coast of New South Wales, whipping up heavy seas which forced even large steamers to run for shelter. On August 30, a fierce south-westerly wind blowing off Newcastle lasted all day.

The master of one of James Jones other vessels, the *Jones Brothers*, Captain Peter Olsen, was considered to be a very experienced skipper. He considered at 5p.m., that as long as the wind remained off-shore, it would be safe to leave port. Meanwhile the paddle wheeler *Helen Nicoll* was waiting outside the harbour to pick up the little schooner with its cargo of coal, as it was planned to tow it to Sydney. Picking up the tow, all went well for the first three hours and the two vessels had covered 15 miles despite the difficult conditions. Suddenly the wind changed to the south-east plunging both vessels into heavy seas which caused both vessel to pitch rather badly. It wasn't long before the towline parted which left the small schooner at the mercy of the elements.

The master of the *Helen Nicoll*, Captain H Penner immediately turned his vessel round and gave chase and after catching up to the schooner, managed to get a line aboard. With conditions deteriorating, he decided to make a run for safety at Newcastle.

It wasn't until 2 a.m. that both vessels arrived at the bar, which was being pounded by huge waves. Unfortunately the towline again parted and the *Jones Brothers* disappeared into the darkness. Once more Captain Penner ordered the

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Helen Nicoll to give chase, this time in complete darkness. He was unable to locate the schooner after a two hour search, so assuming that it may have set sail for Port Stephens, and with the Newcastle bar being so dangerous, he steamed for Sydney.

Next morning wreckage drifted in on the flood tide and it was soon discovered from markings that this had come from the ill-fated schooner *Jones Brothers*. A search was mounted along the coast but there were no trace of survivors. Some people were of the opinion that the schooner had run on to the wreck of the *Adolphe* on the Oyster Bank where the schooner would have dashed itself to pieces.

The master and crew of the *Helen Nicoll* were shocked when they arrived at Sydney, first of all to learn of the fate of the schooner and the master and crew of seven. But more so at the criticism levied against their master, Captain Penner, who it was said had left the little schooner to its fate. Being present and knowing of the gallant attempts made to assist the *Jones Brothers* during the night made it all the hard to bear for the crew of the *Helen Nicoll*.

In February 1924, ownership was transferred to Jones Bros. Coal Co.

The paddle wheeler was broken up during 1932 at Berry=s Bay as per Customs register. There is some thought that because of the great depression, the vessel was laid up from at least as early in 1931 before being sold for scrap, possibly earlier.

Technical details: With a displacement of 384 t. gr. 246 t. nt. and dimensions were 157 x 22 x 10.3 ft. with Q 63', B 31', F 16' and with 2 mast schooner rig, 1 deck, compound steam engine of 2 inverted cylinders rated at 65 hp supplied by shipbuilders. Allocated ON86362 when registered.

SOURCE: p. 162 *North Coast Run* © Mike Richards, p. 53 *Workhorses in Australian Waters* © Mike Richards, p. 23, 30 *Port Of Richmond River, Ballina 1840s to 1980s, Appendix A, List of Wrecks on Ballina Bar and Vicinity* © Glen Hall, p. 137-137 *Bar Dangerous* © Terry Callen, p. 92 *Coastal Passenger Ships* © Ronald Parsons, p. 18 *Australian Shipowners and Their Fleets V.1* © Ronald Parsons.

HENNIE De FRAINE 1899 1900

This schooner was built in 1899 by George Frost of Kincumber for Laurieton mill owner, Captain George De Fraine, W Frost and Captain Anderson. It ran a regular service between Sydney and Camden Haven.

Captain De Fraine was a great innovator, and was one of the first men in Australia to pay his men monthly wages. Before this most people were paid yearly (annual salary). He was the owner of a number of shops and sawmills in the Camden Haven, one of the pioneers of Laurieton.

The *Hennie de Fraine* loaded a cargo of timber belonging to Captain De Fraine at Laurieton and was made ready for departure to Sydney on July 8, 1900.

Shortly after crossing the Camden Haven bar at 3.30 p.m. it was found the *Hennie De Fraine* was leaking badly. It was taken in tow by the steamer *Kincumber* and brought back into the bay. The tug *Unique* took the schooner in tow, and attempted to tow it into the river. By this time the vessel had started settling down in the water with its decks awash. Despite all efforts to get the vessel inside the river, it struck the bar, then drifted on to the north spit where it subsequently became a complete wreck.

The crew of six were still on board with their boat smashed by the seas that swept over the vessel. With the perilous position of the crew an attempt to take them off was made at midnight, but they were finally rescued on Wednesday morning.

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Technical details: With a displacement of 87 t. gr.

SOURCE: p. 280 *Australian Shipwrecks V.3* © Jack Loney, *Manning River Times*, *Port Macquarie News*, July, 1908, G. F., Herbert Jackson List.

HENRY MOSES 1850 1877 27 yrs.

This brig was originally built by Captain Alexander Newton & Captain William Malcolm, and arrived in Sydney on January 21, 1850. It was renamed *Thomas & Henry* later by William Brown.

The Sydney Morning Herald issue of 2 February, 1850 reported: >*A NEW VESSEL: A new brig of about 235 tons arrived on Wednesday from the Manning River, where she has been built by Messrs. Newton and Malcolm. She is built entirely of hardwood, and is copper-fastened throughout. Her overall measurement is 86 ft. keel, 102 ft. overall, 24.4 ft. beam and 14.5 ft. depth of hold. She is, we believe, for sale, and being capable of carrying a large cargo and of a good model, it is likely her owners will soon meet with a purchaser. Her bottom will be coppered in a few days.*= The *Argus* reporter said, >*The brig Henry Moses sailed from Sydney on 16 August with 20 passengers and a cargo of cedar and arrived on 27th.*=

Despite the enthusiasm of this report, the vessel was not sold until June 17, 1850, when it was sold at auction for , 2,400 (\$4,800) to William Brown of Sydney, who renamed it *Thomas & Henry*.

In 1854, the vessel was sold to John Jones of Dunedin, NZ, who had recently sold the *Scotia*. Jones paid , 2,500 (\$5,000), with Brown having made a profit of , 100 (\$200) on the transaction. Jones placed the *Henry Moses* under the command of a staunch Presbyterian, Captain William Thomson. He was held in high regard by his passengers and became very popular probably because Sundays were strictly observed during his command.

During this period, there was considerable friction between John Jones and the Dunedin city merchants. Jones, who supported the establishment at Port Chalmers - possibly because he had large landholding there - as the chief port of the Province. On the other hand, the city merchants were intent on developing the inner harbour, obviously to their benefit. These conflicts are detailed in the history of the Otago Harbour Board, *Currents of Controversy* by Gavin McLean.

The *Henry Moses* carried wool to Melbourne in 1857 and on its return was used as a wool hulk off the beach at Oamaru, as port facilities were almost non-existent. On p. 11 *Port in a Storm*, Gavin McLean reported, >*She was removed in 1861 because she was continually drifting.*= Jones then returned the brig to Port Chalmers and put it to use as a store ship, because gold fever had struck Otago.

Henry Moses then took on another role as described by Richard S Hill in his book >*Policing the Colonial Frontier*= Vol. 2, in which he describes the impact of the influx of miners and the increase in shipping that resulted from the gold rush. It appears that the name of the vessel changed back to the original *Thomas & Henry* somewhere along the way for on p. 250 Richard Hill states, >. . . *the Port Chalmers water police operated from the hulk Thomas & Henry, which functioned too as an overflow gaol . . . The hulk continued to take in a number of prisoners . . . until November (1862), when the water police could divest themselves of responsibility for prisoners, and . . . abandon the Thomas & Henry for a shore-base station with much relief.*=

After its sojourn as a temporary gaol, the vessel was refitted. *The Sydney Morning Herald* on 4 June, 1867, reported her, >. . . *sailing for Dark Water Creek Macleay*

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River.= No details were given of the cargo to be loaded but it most probably was timber. The *Thomas & Henry* spent the next ten years sailing regularly between Oamaru, Lyttelton and Auckland with mixed cargoes of produce and grain. The ship would then return to the South Island via Kaipara with a cargo of kauri.

In 1869 the brig was sold to W Isaac & J Mills, and while under their control it paid occasional visits to the Australian coast. *The Sydney Morning Herald* in a front page advertisement on Thursday, October 6, 1870, advised, >*TWEED RIVER C THOMAS & HENRY, first fair wind. Apply on board, Baltic Wharf.*= The same newspaper later reported that the vessel had, >. . . *arrived in Sydney on 6 October, 1875 from Nambucca with a 30,000 ft. of cedar and then sailed again for Nambucca Heads two days later.*= Finally the vessel returned to its home port of Dunedin with a cargo of coal from Newcastle.

In 1872, G Clark Dunedin became the owner and in 1875 the brig was sold to Guthrie & Larnoch NZ; then in 1883 to J. Mill & Co. The vessel=s deep hold which made it useful in carrying of coal and grain. This also made it suitable for use as a hulk so when it was condemned at the end of 1877, it was used by Mill & Co. as a coal hulk, until 1924 when it was partially broken up.

The vessel=s final resting place was described in detail by H Bowman, on p. 90 of his book *Port Chalmers C Gateway to Otago*. He said, >*Continuing along the (Aramoana) road around Rocky point and into Seborah Bay, we come to the resting place of a number of other famous vessels. Twenty yards south of what is known to old-timers as Georgeson=s Shed lies a smouldering portion of the skeleton of what was possibly the best known Otago ship, Thomas & Henry.*=

George Matthews in an article in the *Northern Champion* Taree dated 22 February, 1957, said that about the time that Bowman=s book was published - 1948 - a piece of timber from the brig=s hull was salvaged from the mud. It was sent to the Taree Municipal Council. Matthews had seen the timber and reported, >. . . *the old brigs timber was still in good condition, 107 years after the Henry Moses (Thomas & Henry) sailed from the Manning River.*=

Technical details: of 235 t. gr.

SOURCE: p. 157 *Scotchtown and Pelican* C Val Newton 1991, No. 35 on List of ships built on Manning River 1834-1934 - published in Manning River newspaper.

HERO 1837 1848 11 yrs.

This sloop rigged vessel was built on the Manning River by Captain J Gillies with certificate issued on April 25, 1837. Between 1837-1839, Captain John Gillies built another two ships on the Manning. These were *Fairy* and *Echo*. Reported in Port Macquarie June 9, 1837. Lost at Cape Campbell New Zealand in November 1848.

Technical details: of 36 t. gr.

SOURCE: p. 149 *Gazetteer*, p. 14 *Australian Shipowners and Their Fleets* V.6 C Ronald Parsons, No. 5 on List of ships built on Manning River 1834-1934.

HERMES

Dredges that operated at Port Macquarie over time were *Antleon I*, *Antleon II*, *Achilles*, *Cooks River*, *Hermes*, *H E Street*, *Jupiter*, *Neptune*, *Tethys*, *Thetata*, *Latona* and *Ulysses*.

Technical details:

SOURCE: *Mid-North Coast Maritime Museum Newsletter* C Colin Ellwood information, George

Edited 14.7.98

E >Josso= Dick, oral history and archives.

HE STREET Dredge

The *H E Street* was launched at the State Dockyard in 1949. It was one of a number of dredges that worked in Port Macquarie over the years keeping the shipping lanes open. Other dredgers that operated over time were *Antleon I*, *Antleon II*, *Achilles*, *Cooks River*, *Hermes*, *Jupiter*, *Neptune*, *Tethys*, *Thetata*, and *Ulysses*.
SOURCE: George E >Josso= Dick oral history, *Maritime Museum Newsletter*, September, 1994, issue c Col Ellwood, Editor, p. 228 *Bar Dangerous* c Terry Callen.

HILARIA

Burnt at Port Macquarie, July 10, 1895.

SOURCE: p. 295 *Pageant of the Pacific* c Captain R F Rhodes.

HILDA 1879 1893 14 yrs.

Iron screw steamer built Glasgow, Scotland 1879. Owner Coal Cliff Company. On July 19, 1893, while travelling between Port Kembla fully loaded, the *Hilda* struck rocks off North Head, Port Hacking. The master, Captain Phillipson ordered the vessel backed off, but it foundered soon after. Captain Phillipson was found guilty of faulty navigation and steering and had his certificate suspended for three months. Technical details: With a displacement of 222 t. gr. and dimensions of 125.2 x 21.2 x 10.6 feet.

SOURCE: p. 229 *Australian Shipwrecks* V.3 c Jack Loney. (his sources - *ASN* 22 July, 19 August 1893; *ANZ* 1888)

HILANDER 1850 1872 22 yrs.

This brig was built in 1850. The *Hilander* was wrecked on the Richmond River bar on March 20, 1872, after striking the north spit.

Technical details: ith a displacement of 93 t. gr. the dimensions were 68.4 x 19.7 x 9.6 ft.

SOURCE: p. 18 *Australian Shipwrecks* V.3 c Jack Loney.

HOOLET (1) 1875 1876 1 yr.

This ketch was built at Cape Hawke in 1875 for Breckenridge of Newcastle.

Under Master P Williams, it had taken shelter in Seal Rocks Bay from a gale while bound from Hawke River to Sydney on July 15, 1876. The ketch was laden with timber and maize, and started to drag its anchors then started to break up. A passenger was drowned when he attempted to reach shore. The crew were rescued by the lighthouse boat, which was manned by the captain, two seamen and a passenger from the *Acme* which had been lost in the same bay a few days before.

Technical details: With a displacement of 33 t. gr. and dimensions of 58.9 x 16.7 x 5.6 ft.

SOURCE: p. 61 *Australian Shipwrecks* V.3 c Jack Loney, p. 4 *Australian Shipowners and Their Fleets*. V. c Ronald Parsons.

HOOLET (2) 1876 1889 13 yrs.

This vessel was built in 1876 at Cape Hawke. It would appear that it was a replacement for *Hoolet* (1) which had been wrecked at Seal Rock Bay the same year. This latest vessel was lost at Mooloolah River during May 1889.

Technical details: With a displacement of 31 t. gr. and dimensions of 60.8 x 15.7 x 5.6 ft.

SOURCE: p. 192 *Australian Shipwrecks* V. 3 c Jack Loney.

HUNTRESS

1853 1872 19 yrs.

This side-wheel paddle-steamer was the only steamship built at the Pelican shipyard on the Manning River by Captain Alexander Newton, Snr. and Captain William Malcolm for the owners J A Brown of Newcastle. It arrived in Sydney on September 25, 1853 where it was fitted with steam engines by G Russell & Co. of Sussex Street, who also retained a financial interest in the paddle wheeler.

The vessel made her trail trip on January 6, 1854 steaming out through the heads at 11 knots per hour. The A & J Brown Company, a coal and shipping company, transferred the *Huntress* to Newcastle for use as a tug. They soon found there was little demand for the vessel's services, so after two years they transferred it to the Hawkesbury River and converted it into a passenger vessel plying between Windsor and Wiseman's Ferry. Then in 1856, they transferred it back to Sydney, where it was placed in service as a Sydney Harbour ferry service to Cremorne Point. In 1857, the firm of T H Rountree purchased this vessel and returned it to service on the Hawkesbury River.

Most of this time the *Huntress* had been on the market and in January 1860, the Provincial Council of Hawkes Bay, New Zealand paid ,3,000 (\$6000) for it and converted it to a dredge. After an eventful voyage of 21 days, during which the little paddle-wheeler, under command of Captain Ross, nearly ran out of fuel, the vessel made landfall and called into Port Underwood to obtain firewood. It finally arrived in Wellington on April 22, 1860, then proceeded to Ahuriri, the port of Napier. The Provincial Council had decided to improve the harbour and the *Huntress* was set to work widening the entrance of the Iron Pot, to allow the *White Swan*, a coastal steamer to enter port.

On completion of its task of dredging in September 1865, the *Huntress* under Captain Stoker, was pressed into service as a troop carrier, accompanying three coastal steamers, the *Ahuriri*, *Ladybird* and *Stormbird* in an expedition against members of the Hauhau movement at Opotiki in the Bay of Plenty. The paddle wheeler's adventures were chronicled in the book *The Colonial New Zealand Wars* by Ryan and Parham, on p. 130-132.

The expeditionary force of Von Tempsky's Rangers, accompanied by the steam corvette HMS *Brisk*, under Captain Hope, gathered at Hicks Bay. A coastal trader named Levy, had been seconded to navigate the fleet up the Waioeka River. When the fleet arrived at the entrance to the river, it was found that the entrance was too shallow to admit any of the vessels other than the *Huntress* which was then turned into a landing craft. Navigated by Levy, the vessel proceeded into the river, and as reported by Captain Hope of HMS *Brisk*, in searing terms, >. . . *she proceeded into the river and ran aground either through imbecility or gross treachery on the part of Mr Levy.*=

Hope had no other option than to recall the ship's boats and find a safer anchorage as the *Huntress* was hard aground. He had to leave the soldiers on the beach with the only protection, the heavy armament of the *Huntress*'s 6-pounder gun. The *Huntress* floated free on the rising floodwaters and Captain Stoker then sought a sheltered spot to ride out the storm.

Stoker decided to take the *Huntress* up river using both engines and sails, but the steamer packed with men, could not make headway against the strong current. It drifted back again to its previous anchorage and anchored. When other

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reinforcements arrived, the soldiers were able to advance from the beach-head and captured Opotiki.

In his story, *Story of Old Wairoa*, T Lambert on p. 256 describes how, during the following year (1866) the *Huntress* again filled the role of a troopship, carrying soldiers between Napier and Wairoa. As the steamer approached the river mouth, the soldiers jumped overboard and ran back to town to continue *>the drunken orgy from which they had been taken.*= Again on another visit in 1866, the *Huntress* went ashore while in the Wairoa River. The vessel was subsequently bar bound for six months and was eventually wrecked in the Bay of Islands NZ in March 1872.

Technical details: With a displacement of 86 t. gr.

SOURCE: p. 116 *Scotchtown and Pelican* © Val Newton 1991, No. 45 on list of ships built on the Manning River 1834-1934 - List published in a Manning River newspaper.

IDANT

1918 1940 22 yrs.

Wood Single Screw Steam Ship built in 1918 by P Callen and Sons of Stockton for owners L Blackwood, c. 1924, it was sold to W E & H J Flannery.

On August 17, 1935 the *Idant* arrived at the Camden Haven and was levied , 1.10.0 (\$3) for pilots fees. Captain Manson, the master of the *Idant* claimed an exemption of pilotage fee of , 2.10.0 (\$5) because his vessel was under 150 tons. The vessel was again levied fees of , 3.00.0 (\$6) for pilotage on September 25 and 28, 1935.

In 1936, the vessel was sold to G Manson, in which year it was a regular visitor being shown in on March 30, again on April 24, out on May 2, in on May 7 then out again the next day 8th. Records of visits after this are scanty.

The *Idant* was wrecked on March 13, 1940 after running into the North Breakwall near the Klondike on the Camden Haven River and quickly sank in five metres of water. The crew of eight were taken off by launch without injury. The vessel, which was sitting with the water about deck level was refloated and proceeded up river. Unfortunately, even with the pumps working at full pressure, the inrush of water was too much for these and the vessel sank near the Klondike.

The vessel=s owners contacted Alfred Anderson and his son Alf. Jnr. and asked for assistance with raising the vessel. (Alfred Anderson is an uncle of the author.) The Anderson=s had been contracted with the Department of Main Roads NSW to build the new Camden Haven Bridge upstream. They had the only diving suit in the district, which they had used in the construction of the bridge foundations. After three days of investigation by Alf Anderson Jnr. showed that the boards had all been stoved in and there was no hope of raising the vessel and the attempt was abandoned.

The wreck now sits in 6 metres of water in the Camden Haven River, where dives are undertaken on it by the Cool >D= Dive Shop in North Haven. The wreck is also accessible from the shore.

Technical details: with a displacement of 121 t. gr. 56 t. nt. and dimensions of 92 x 24 x 6.6 ft. Registered in Sydney with ON136446.. Compound steam engine 24 H.P. supplied by Chapman & Co. Sydney.

SOURCE: Herbert Jackson=s List; p. *Australian Shipowners and Their Fleets* V. © Ronald Parsons, p. 37 *Port Macquarie The Port That Was* © Ian Finkel and Lynda Turner, p. 108 *Wrecks on the N.S.W. North Coast* © Jack Loney, p. 227 *Bar Dangerous* © Terry Callen, Oral History © Alfred Anderson, Nelsons Bay 1994, Further information supplied by Cool >D= Dive Shop, North Haven, M.S.B. Records held at Mid-North Coast Maritime Museum compiled by Colin Ellwood.

IDEA Steam Ship

Chartered by Booth and used to replace the *Ne Oblie* on the run to Port Macquarie during that vessel=s half yearly overhaul in 1882.

Technical details: with a displacement of t. gr.

SOURCE: File 226

ILLAWARRA

The pilot at Port Macquarie recorded that he had taken the steamer *Illawarra* out [of the port] on December 6, 1858. This vessel sailed ex Newcastle for Port Macquarie on February 4, 1859. In the same year, the pilot stated that on September 18, the steamer *Illawarra* sailed at 6 a.m. without a pilot. Ran back and brought up to the port at 11 a.m. Got under way again at 4 p.m., and came in without a pilot at

5.30 p.m., crossing the north spit amongst the breakers and striking several times, but eventually forged over into the channel again, and anchored safe inside.

Technical details: with a displacement of 109 t. gr. the *Illawarra* was one of the earliest paddle wheelers, being equipped with a compound oscillating steam paddle engine with pressures up to 60 p.s.i. Difficulties were often experienced in keeping the trunnions steam tight in these types of engines. Other paddle wheelers with engines similar were *Hunter*, *Illalong*, *Kiama* all built in 1854, the *Collaroy* built in 1853, the *Agnes Irving* built in 1862, *City of Grafton*, *Namoi* and *Newcastle*.

SOURCE: *Sydney Morning Herald* February 8, 1859, p. 25, 55 *Workhorses in Australian Waters* © Mike Richards, *Port Macquarie News*, August 10, 1929, article entitled >An Old Log Book Of Port Macquarie Pilot Station= received from W H Branch now in custody of Wauchope District Historical Society.

INDUSTRY 1831

This brig, owned by John Grono and W Wiseman was wrecked at Codfish Island settlement at Easy Harbour, Stewart Island, New Zealand on February 28, 1831. A drunken crew combined with a great gale caused the loss of this whaling vessel.

When the storm rose, a well known local identity of Southland in the early days, ATommy@ Chasland advised the master, Captain W Wiseman, to run to Easy Harbour to take shelter. The brig arrived there safely, but the crew were incapable of carrying out the orders to brace the yards and the vessel went ashore and was wrecked. The captain, ten seamen, and six Maori women were all drowned. ATommy@ Chasland, his wife and two crew were saved.

A well-known local spot >Chasland Mistake= is named after ATommy@. Capt. Wiseman was the son-in-law of John Grono, part owner of the *Industry*.

Technical details: with a displacement of 87 t. gr.

SOURCE: p. 7 *New Zealand Shipwrecks 1795-1970* © C W N Ingram.

INTEGRITY 1883 1889 6 yrs.

This ketch was built at Brisbane Waters in 1883.

On January 11, 1889 while on a voyage from Camden Haven to Sydney loaded with timber, the vessel sprang a leak when off Broken Bay. The master, Captain J Ferguson ordered the crew to abandon ship and shortly afterwards were picked up by the brig *Hebe* and taken to Sydney. The ketch foundered shortly afterwards.

Technical details: with a displacement of 51 t. gr. the vessels dimensions were 69.8 ft. x 18.3 ft. x 6.8 ft.

SOURCE: p. 189 *Australian Shipwrecks V.3* © Jack Loney.

IRON CHIEF 1916 1928 28 yrs.

This single screw steamship was built Sunderland U.K. for J Priestman & Co. as *Elmtree*. Renamed *Iron Chief* in 1922, the owner was Interstate Steamships Ltd. and registered in Sydney. This vessel struck Mermaid Reef on April 1, 1928 and beached itself on Diamond Head becoming a total loss.

A chair from wreck is on display in Camden Haven Historical Society Museum.

The vessel now lies between 4m. and 9m. below the surface and because of the prolific fish surrounding the vessel it is a popular fishing spot.

Norm Barlin, of Kumbatine Close, Wauchope has fished on this wreck on numerous occasions. He states that part of the cargo of railway sleepers are visible on clear days.

The wreck is also a popular diving spot on tours conducted by the Cool >D= Dive

Shop at North Haven. The wreck is also accessible from the shore.

Technical details: With a displacement of 1305 t. gr.

SOURCE: p. 37 *Port Macquarie, The Port That Was* © Ian Finkel and Lynda Turner, p. 228 *Bar Dangerous* © Terry Callen, Further information supplied by Cool & Dive Shop at North Haven.

IRVINGTON 1884 1933 53 yrs.

This wood single screw steamship was built by J Piper at Balmain in 1884 for her owner F G Crouch. It was first used as a drogher on the Richmond River. April 1887 saw the vessel come under the control of C. & R.R.S.N.Co. This firm retained control of it until they amalgamated with others and became the Clarence River and Macleay River Steam Navigation Company in January 1889. The company subsequently sold the *Irvington* in September 1891 to Bell & Shields, and they only held on to this vessel for a little over six weeks and then sold it on November 24 to the last owner, the Hawkesbury River Co-op Transport Co. There is no trace since then but the *Irvington* is reported to have been broken up at Brooklyn in 1933.

Technical details: With a displacement of 47 t. gr. with dimensions of 70.4 x 15.8 x 5.4 ft. The machinery consisted of a compound engine rated at 15 h.p. 1 mast. It was first designed as a drogher and when registered was allocated ON892291.

SOURCE: p. 162 *North Coast Run* © Mike Richards.

ISABELLA (1) 1822 1824 2 yrs.

The schooner *Isabella* under Capt. Jas Anderson, owner Rd Kelly sailed to Port Macquarie on June 10, 1824 with provisions. The *Isabella* conveyed soldiers, convicts, medical equipment and stores to the penal settlement at Moreton Bay during 1824.

On another voyage the *Isabella*, as a private supply vessel arrived at Port Macquarie on September 20, 1824 and anchored outside as conditions weren't suitable to cross the bar. Six men of the Pilot Boat crew rowed the Deputy Pilot out to the vessel and he boarded the vessel and obtained the bags of official letters. The Deputy Pilot ordered the Pilot Boat crew to return at 2 pm when he considered the tide would be right for crossing the bar.

When the 8-man Pilot Boat crew consisting of convicts, returned at the appointed time, they had prisoner Peter Penny, Overseer of Boat Builders in the boat. On boarding the *Isabella* they captured the ship by seizing the crew, hoisted the sails and headed out to sea. About four miles out to sea they turned the Deputy Pilot and the *Isabella*'s crew adrift in their boat. This seizure of the *Isabella* was reported in the *Sydney Gazette* in its issue of October 7, 1824, under the heading >Piratical Seizure of small craft *Isabella* at Port Macquarie.=

In a report published *Port Macquarie News* (undated) under >Old Port Macquarie Fragments of its history.= Arranged and compiled by Mr. T. Dick from documents in his possession.

>When the pilot boat came in (continues the late Mr. Wilson's narrative), and the news was conveyed to Captain Rollands, Commandant of the settlement, he ran up the hill to the barracks, and all the soldiers were ordered out to where the old gaol now stands, and where the fortifications defending the port were built up, and which consisted of an embankment of earth thrown up on what is known as >Gaol Point=. Here were mounted two guns - one a four-pounder and the other a two, and with these the soldiers fired upon the brig, which must then have been about three miles out to

sea. After the men had fired all their ammunition away, the Commandant said to them, >You have done your duty - you could do no more, and I believe some of your shots struck the vessel.=

What befell the fugitives is not known, as they were never more heard of again. It is possible that some of the cannon balls struck the vessel and that it was lost at sea shortly afterwards when it got out of sight but this is not confirmed.

These two cannons were kept in place for a number of years after Port Macquarie had ceased to be a penal settlement, being painted and looked after by the various crews at the pilot station. During the time of the late Mr E Kingsford was pilot, the cannons were reported to have been buried by two of the pilot crew, Messrs. Samiel Strutt and Ocean Chelman in a small gully in the cliffs just to the east of the present lookout house, where it is said these lay buried to the present time.

The owner of the *Isabella*, Richard Kelly, had been allowed to purchase this vessel on most favourable terms as compensation for his loss of the *Black Jack*. This vessel had been wrecked at Port Macquarie through the negligence of the pilot late in 1823 or early 1824.

Technical details: with a displacement of 37 t. gr.

SOURCE: p. 48 *Australian Shipowners and Their Fleets* V.5 © Ronald Parsons, p. 67 *Australian Shipwrecks* V.1 © Charles Bateson, *Port Macquarie News* and Hastings District Historical Society records. NSW Archives 4/1816, p. 479, p. 37 *Port Macquarie The Port That Was* © Ian Finkel and Lynda Turner, p. 20 *Wrecks on the NSW North Coast* © Jack Loney, p. 17 *Harbours & Marine, Queensland* © Dept. of Harbours & Marine, Qld.

ISABELLA (2)

On June 14, 1826 the Commissariat Office advertised in the *Sydney Gazette* for one or two vessels to convey provisions to Port Macquarie and from thence with military guard. On July 7, the *Sydney Gazette* reported that the *Isabella* was commissioned to sail to Port Macquarie, and the *Gazette* reported that the vessel had returned with 132 prisoners from Port Macquarie.

During 1826, while on his way to relieve the garrison at Melville Island, Major Campbell, travelling on the schooner *Isabella*, searched for water among the islands to the north of Cape York, but was unable to find any water although he found many wells.

The year 1827 was a busy one for the small ships which kept open the communications between Sydney and the newly-formed settlements. The *Isabella* was one of these ships and is shown as having reached King Georges Sound on February 12, returning on October 7. During January 1828, Governor Darling despatched the *Isabella* to Westernport, Victoria to remove the soldiers and people from the settlement.

This settlement had originally been set up when Governor Richard Darling became alarmed at the presence of the French. Baron de Bougainville in *Thetis* and *Esperance* in 1824/25 and then Dumont d'Urville in *L'Astrolabe* (ex *Coquille*) in 1826 caused the Governor to send Captain Samuel Wright of the Army in HMS *Fly*, which was under the command of Captain F A Fly, to Western Port. Wright established Fort Dumaresq on Phillip Island and on December 3 1826 he formally took possession. Later reports advised that the settlement could not be justified and it was abandoned in February 1828 when the last of the soldiers and settlers boarded the *Isabella*.

The *Isabella* under command of Captain Martin Fealds, in 1831, had sailed through the lake and up the Coolongolook looking for cedar when the vessel was suddenly

attacked by Aborigines, during which Captain Fealds was injured. There is some thought that this attack was in revenge for bad treatment by white men in 1830. This caused the Colonial Government to put a ban of the cutting of cedar except with a permit and only then with a limit to the amount that could be harvested.

During 1832, the *Isabella* arrived in Port Macquarie with a convict of some note on board. He was Joseph Backler, who at the age of 18 years, had been sentenced to death for passing forged notes in England. This sentence was later commuted to life imprisonment and transportation to the Colony of New South Wales. He arrived on the *Portland* being assigned to the surveyor, Major Mitchell=s department.

Backler did not take too kindly to his new home, for within six weeks of his arrival, he was sentenced to 3 days in the cells for trying to abscond and was subsequently sent to Port Macquarie on board the *Isabella*. It was here that he made his mark on the history of the penal settlement of Port Macquarie when he painted an excellent likeness of the settlement which has left us with a clear picture of those days. It is thought that the paddle wheeler so faithfully reproduced in the painting is that of *William IV*.

From the records, it would appear that Backler refused to accept his lot, for they show that during the next year he spent six months in irons for possessing firearms, and in the following year, 1835, a further six months in irons for again absconding.

He later left Port Macquarie for Sydney, and it was then that his employers made representations on his behalf. After being granted a Conditional Pardon, Backler married, but fell into debt. He then took on the role of an itinerant painter travelling over a wide area which stretched from the Goulburn area to the New England and up into Queensland.

It is known that he left at least 40 paintings and portraits and paintings in oils, one of which is the portrait of the first head of the Queensland Legislative Assembly. Joseph Beckler died in 1895 aged 82 years.

The barque *Harriet* had left Port Jackson for Cloudy Bay, N.Z. and on April 29, 1834, was totally wrecked near Cape Egmont being battered to pieces on the rocks near Taranaki. The vessel=s entire complement of the master, Captain Richard Hall, two mates, 23 seamen, a shore whaling gang under Captain Guard, his wife, Elizabeth, and their two children, John and Eliza were able to get to shore safely. Captain Guard was part owner of the *Harriet*.

On May 1, a party of 30 Maoris approached and two of the seamen deserted to them. Then on May 7, about 200 Maoris armed with muskets, tomahawks and spears robbed and ill-treated the shipwrecked party. Three days later the party was attacked by the Maoris with two men being killed immediately. Twelve of the crew were then butchered, and 12 others in the fight that followed. Elizabeth and two children, John and Louisa alone were spared and taken prisoner. Captain Guard and 14 of the *Harriet*=s crew had managed to escape northwards in the only boat available, to Motutoa where the local tribe took them prisoners. The Maoris demanded a ransom, and sent Captain Guard, five members of the crew plus three Maori chiefs to bargain for the release of the other five crew men. Captain Guard joined a schooner *Joseph Weller* at Port Nicholson, with with trade goods to ransom his wife and children and the balance of the crew. Unfortunately bad weather prevented the good Captain from landing and he had to remain on board as the vessel set sail for Sydney where it arrived on August 17.

The distraught Captain Guard immediately contacted the authorities and informed them of what had happened to his family and his crew. The Governor ordered H.M.S.

Alligator and the schooner *Isabella* in attendance, together with three officers and sixty-eight men of the 50th Queen's Own) Regiment to depart on August 31, to affect the release of the captives. Also accompanying the rescue party were Captain Guard and his whalers, and the three Maori chiefs. The expedition arrived off Taranaki, New Zealand September 12. Its main purpose was to rescue the captives of the barque *Harriet* and bringing to trial those Maoris who participated in the massacre.

The three Maori chiefs were landed on September 21 at Moturoa. This brought about the release of the eight men who had been prisoners, one of whom was Captain Guard's brother.

The whalers from Captain Guard's party became determined to exact revenge for the murder of their shipmates and attacked the Maoris. This was the first recorded engagement between British troops and the Maoris on New Zealand soil. On the 28th the landing party stormed a pa and captured a chief, but Elizabeth and her children had been removed. It was only by trading the chief that Mrs Guard and her daughter, Louisa were delivered on board H.M.S. *Alligator*. It was not until October 8th, after two more pas had been stormed that the elder son, John of the Guard children was rescued. There were many Maoris killed but no casualties among the military.

On June 3, 1836 *Isabella* (*Isobella*) under Captain C Morgan Morris, sailed from Sydney to search for survivors of the barque *Charles Eaton* which had crashed into Detached Reef near Sir Charles Hardys Islands, on August 15, 1834. The group lies about thirteen miles eastward from Cape Grenville, which, in turn, is about 290 miles north of Cooktown. The *Charles Eaton*, a wooden vessel of 314 tons carrying a crew of 25, and seven passengers C C G Armstrong, Captain D'Oyley, his wife, Charlotte their two children, George, and William, and a native nurse had sailed from Sydney on July 29, 1834 bound for Singapore.

With a strong wind blowing, at 10 am. the vessel struck with such violence that it unshipped its rudder and knocked off its keel. In attempting to lower the small cutter, one man, James Price was drowned when it swamped in the heavy sea. The vessels long boat, the dandy and smaller cutter were smashed when the *Charles Eaton* fell on its side.

Three seamen aboard the larger cutter were swept over the reef into calmer water and were joined by two others who escaped by swimming to the boat. These men, Richard Quinn, William Grindall, James Wright, Laurens Constantyn, the ships carpenter, and George Piggot, the third mate and acting boatswain made for Timor. Those left on the ship C eighteen members of the crew, including the master, George Fred Moore escaped from the wreck on two rafts they had built. Both rafts reached land where headhunters murdered all but two lads. The first raft contained the D'Oyley's and their native servant with only William D'Oyley surviving the massacre. The occupants of the second raft suffered the same fate, where only the ship's boy, James Ireland survived.

Following reports over several months, relatives of D'Oyley in England, having some influence, prevailed upon the Admiralty to institute a search for any survivors. The local authorities in Sydney despatched the *Isabella*, (*Isobella*) under command of C M Lewis, north to investigate. The vessel reached Murray Island, lying about 100 miles east-northeast of Cape York on June 19th, 1835 and found John Ireland, who was ransomed with tomahawks. The other young man, D'Oyley was ransomed ultimately, much against his wish, in the same manner, for he wanted to remain with his dusky friends. Continuing its search. the *Isabella* reached Aureed Island on July

25th, and found there 45 skulls, of which seventeen were judged to be European with strong suspicions that they were those of the crew of *Charles Eaton*. The skulls had been used to decorate a fearsome idol at Oured Island. The *Isabella* then returned to Sydney to report. The skulls of the Europeans were buried in a mass grave at the Old Devonshire Street Cemetery (The Sandhills). (The remains and the handsome memorial were removed to the Bunnerong cemetery in 1901 when the cemetery was resumed for the site of the Sydney Central Railway Station.) William D'Oyley returned to his relatives in England while John Ireland in later life became a fisherman at Williamstown in Victoria.

On June 15, 1837 Governor Bourke recommended the employment of a steamer on Government work, replacing the brig *Governor Phillip* and *Isabella*. This was the first suggestion of an Australian Government forsaking sail for steam. Purchased by John Hart for the purpose of carrying livestock and general trade between Launceston and Adelaide, the schooner *Isabella* had but a short life after this. It was wrecked in Portland Bay on March 30th, 1837. There is a report of a ship *Isabella* being at Port Macquarie October 9, 1837 also a whaler sailing out of Hobart in 1843.

Technical details: of t. gr.

SOURCE: p. 227, 230, 238, 270, 284, 285, 287, 288 and 333 *Pageant of the Pacific* © Captain R F Rhodes, p. 106 & 107 *Australian Shipwrecks V.1* © Charles Bateson, p. B19:1 *Wallis Lake, Its Rivers and Villages* © Dawn McMaster, p. 149 *Gazetteer*, p. 28 *Port Of Richmond River, Ballina 1840s to 1980s, Appendix, A List of Wrecks on Ballina Bar and vicinity* © Glen Hall reads, 1854 *Isabella*, sch. failed to arrive - it was bound for Clarence River, p. 198 *The Missing Coast, Queensland takes shape* © J C H Gill, p. 56 *The Log, The Sesquicentenary of Victoria's Settlement* © T S Stevens, May 1985 issue, p. 2 *Hastings District Historical Society Newsletter*, June 1986, p. 9 & 10 *New Zealand Shipwrecks 1795-1970* © C W N Ingram, re-pub. 1974.

ISABELLA (3) Sch. 1854

On August 9, 1854 the schooner *Isabella* failed to arrive in Sydney after leaving Grafton. There was no trace of it or the twenty passengers and crew.

Technical details: of t. gr. t. nt. and dimensions of x x ft.

SOURCE: p. 53 *Australian Shipwrecks V.2* © Jack Loney.

ISABELLA (4) 1862 1880 18 yrs.

Wooden brig rigged sailing ship, built 1862 Prince Edward Island, Canada, Registered in Sydney by John Breckenridge. Sold in 1878 to Ah Chong. Wrecked Gilbert Group of Islands, Pacific Ocean in December 1880.

Technical details: with a displacement of 256 t. gr. it had dimensions of 113.5 x 25.4 x 14.5 ft. Allocated ON42945 when registered.

SOURCE: p. *Australian Shipowners and Their Fleets V.* © Ronald Parsons.

ISABELLA De FRAINE 1902

The auxiliary schooner, *Iasbella de Fraine* was built 1901 at Laurieton by R Davis of Brisbane Waters for Captain George De Fraine, the vessel was launched on Wednesday, April 16, 1902. Watched by a large throng of people the launching was done sideways as it had been built parallel to the river. This vessel was the latest addition to Captain George De Fraine's fleet of vessels.

The Port Macquarie News of April 26, 1902 reported that, >She is a faithfully constructed vessel, roomy and buoyant, and capable of carrying 50,000ft. of timber on a light draught. She will be rigged at Laurieton © the masts being ready to step.=

The *Manning River Times* on August 30, 1902 reported the *Isabella De Fraine* carrying timber from Camden Haven.

Captain De Fraine sold this vessel at some period and the registration was transferred to New Zealand. It had been engaged in the coastal trade of that country for over ten years prior to 1928, when the vessel's owner is shown as Messrs Frankham Ltd., of Auckland. At this time the vessel was under the command of Captain A Berridge.

For a considerable time the schooner had been engaged in running on the Gisborne-Auckland trade. It was then transferred to the Hokianga service, where it traded first Auckland and later from Onehunga.

It was during this time that the *Isabella de Fraine* was fortunate to survive after it had negotiated the bar at Manukua Heads after its rudder had been washed away. On May 30, 1927 the schooner nearly sunk in Hokianga when it struck a submerged rock off Karaka Point. This knocked a hole in the forward part of the vessel's hull. The master beached the schooner and plugged the hole with a sack of flour to allow him to sail to have repairs effected.

Over twelve months later, in the afternoon of Saturday, July 14, 1928, the auxiliary schooner *Isabella de Fraine* was attempting to enter Hokianga Harbour when it capsized after it crossed over the bar. The weather had been foul for over a week, with strong westerly winds, at times reaching gales force, and these had prevailed for over a week. These created difficult conditions for vessel's attempting navigation at bar harbours. The schooner had left Onehunga on the afternoon of Thursday, July 12.

On arrival, the master of the *Isabella de Fraine* was confronted with a tide running almost full, and a moderate south-west breeze blowing. The harbour-master and his assistant signalled the schooner by semaphore signals, to wait for the tide. Unfortunately before the master of the schooner Capt. Berridge read their signal, he had ordered the engines started. He then immediately ordered the engines stopped but the vessel was again under the power of its sails. After cutting through the rough seas the crew furled the mainsail and the harbour-master noted it was 3.40 p.m., then a quarter of an hour later the schooner was into the main channel when suddenly it steered for the bar. The master then ordered the engines restarted and the schooner went on the port tack.

Aware of the dangers, the harbour-master signalled the ship to turn inwards and come in over the bar. The schooner instead turned outward, then suddenly made for the bar. Unfortunately it jibbed when almost on the bar, and appeared to take a run on the sea, the vessel appeared as if it would not stop. Suddenly the vessel went broadside on and appeared to the harbour-master not to be under control. The wind caught the schooner's canvas and the large booms swung across the deck. Strained by the sudden jar, the vessel listed on its side momentarily. The vessel was then struck by a heavy swell, and without warning turned completely over with its bottom facing skywards. The *Isabella de Fraine* then rolled right over in the heavy seas. None of the crew could survive such an accident perished. The derelict then drifted in to the channel and sank. The harbour-master and his assistant witnessed the whole affair and were helpless to do anything to assist in the limited time in which the accident took place.

The Court of Inquiry found that the vessel was well manned and found, and apparently quite seaworthy; and that the deck cargo did not affect the vessel's safety. Under the circumstances the Court was unable to apportion blame.

Technical details: with a displacement of 110 t. gr. 76 t. nt. and dimensions of 94.2 x 25.4 x 6.8 ft. When registered received No. 112566. The vessel was powered by twin engines each of 45 h.p.

SOURCE: p. 352-353 *New Zealand Shipwrecks 1795-1970* © C W N Ingram, p. *Port Macquarie News*, April 26, 1902, (Mid-North Coast Maritime Museum records) p. *Manning River Times*, Gordon Fisher, Herbert Jackson=s List.

ISLE OF THANET

During February, 1866 the *Isle of Thanet* called into Port Macquarie.

Technical details: of t. gr.

SOURCE: *Port Macquarie News*, August 10, 1929, article titled >An Old Log Book Of Port Macquarie Pilot Station= the article kept by W H Branch now in the care of the Wauchope District Historical Society.

ISSABELLA GOLLAN (prev. GRACE DARLING).1876 1894 18 yrs.

The *Grace Darling* was a wooden schooner built on the Manning River in 1876 by Robert Scott for owner Thomas Gollan. In 1883 the vessel was sold to J A Kenion then in 1884-85 sold overseas.

On March 14th, 1894, with a crew of five, the schooner had proceeded to Hayman=s Island, unloaded 90 tons of coal, then took on board 440 cases of dynamite and 15 cases of detonators. It then anchored off Moreton Island Pilot Station in thick squally weather which caused the anchors to drag and the schooner was driven ashore and lost.

A Board of Inquiry decided stress of weather caused the wreck but censured the master, W Morgan for his lack of judgement in not seeking a safer anchorage when the wind changed. (On p. 236 *Australian Shipwrecks V.3*, Jack Loney states the schooner *Grace Darling*, from Brisbane to Burketown was driven ashore on Moreton Island during a gale on 14 March. The captain and crew landed safely but their vessel was soon a total wreck.)

Technical details: with a displacement of 69 t. gr. and dimensions of 75 x 20.1 x 7.7.ft. When registered in Sydney allocated ON74884.

SOURCE: p. 289 *Pageant of the Pacific* © Captain R F Rhodes, p. 236 *Australian Shipwrecks V.3* © Jack Loney, (Loney=s sources: ASN 17 March, 5 May 1894; ANZ 1888; Welsby, *Moreton Bay* 123.).

ITALIA 1866 1881 15 yrs.

This cutter was rebuilt in 1866 in the Manning River from wreck of the *Elizabeth*, which had originally been built in March 24, 1838. Lost Western Port Vic. 1881.

Technical details: with a displacement of 32 t. gr.

SOURCE: No. 8 on a list of ships built on the Manning River 1834-1934 - published in a Manning River newspaper.

JAMES 1822

This single mast sloop was built at Hawkesbury River in 1822 for owner S Levy. Under Captain F Riley it sailed on December 12, 1823 to Port Macquarie with provisions. Returned to Sydney on December 22 with 3492 feet cedar. The sloop *James* departed for Port Macquarie on December 27, 1823 and then returned loaded with 1056 ft cedar. This sloop later returned on May 8, 1824 to Port Macquarie with provisions. No further details of this vessel could be found.

Technical details: of 11 t. gr.

SOURCE: p. 146 1788

JAMES WATT 1824 1847 23 yrs.

This wood paddle wheel steamer was built at Liverpool in 1824, by Humble & Henry, it had been intended for service between Liverpool and Glasgow. This paddle wheeler holds the record of being the first steamer registered by Lloyds of London. It was equipped with what was said to be an excellent 80 horsepower side lever steam engine.

Owner J H Gross had ensured that the accommodation was luxurious, with the cabins being panelled in rosewood and satinwood. Unfortunately, through some miscalculation in its design, the vessel had an excessively deep draught, which made it slow and with a voracious appetite for fuel. Unable to make a profit in England, they shipped the *James Watt* off to Australia. Thus it became the second steamer to arrive direct from overseas as well as the oldest steamer to arrive here.

The change in location did not improve the paddle wheeler=s performance and it spent most of its time laid up. The *James Watt* became our first interstate steamship when it was sent to Hobart, Port Phillip Bay, Moreton Bay and the Clarence River. The paddle wheeler was reported at Port Macquarie on May 20, and July 20, 1840.

Due to a severe drought, which lead to a financial depression that lasted from 1841 to 1844, there were no less than 10 steamers tied up in Sydney. These included, *James Watt*, *Australia*, *Comet*, *Cornubia*, *Corsair*, *Experiment*, *Juno*, *Rapid*, *Seahorse* and *Seahorse*. The *James Watt* was scrapped and broken up by Thomas Chowne at Pyrmont in 1847. The vessel=s engine was still in excellent working order and was installed in the new *Eagle*, which had been specially built to receive it.

Technical details: of 400 t. gr.

SOURCE: p. 149 *Gazetteer*, p. 99 *Coastal Paddle Steamers* © Ronald Parsons, p. 16, 17 & 22 *Workhorses in Australian Waters* © Mike Richards.

JANE . 1840 1848 8 yrs.

This schooner rigged vessel was built on the Manning River and launched as *Charlotte*, she arrived in Sydney on February 9, 1836. Her owner James Cook renamed her *Jane* on August 4, 1836. While trying to negotiate the bar she was wrecked on the Tweed River on July 1, 1848, her master at the time

was probably James Higgins.

Technical details: of 54 t. gr. her dimensions were 47 ft 10 2in x 16ft 4 2in x 7ft 5 2in.

SOURCE: p. 219 *Australian Shipwrecks* © Charles Bateson, p. *Australian Shipwrecks and Their Fleets V.* © Ronald Parsons, No. 2 on a list of ships built on the Manning River 1834-1934 - published in a Manning River newspaper.

JANE 160 ton Barque 1846

Built Nova Scotia in 1846. Owner J Booth and P Hogan. It is possible that like many other vessels of the time, turned into a whaler and used in that trade. It is reported that the barque *Tyrian* had left Honolulu on September 16, 1851 bound for Sydney calling into Auckland where she departed on November 6 with forty-six passengers and crew. Without warning in the early hours of November 24, she struck Elizabeth Reef in the Tasman Sea with such force that it left her bow high and dry at low water. This was the same reef that the *Rosetta Joseph* had been lost. One of the *Tyrian*'s lifeboats was sent off eventually arriving at Newcastle.

Meanwhile the whaler *Jane* happened by and took off several of the *Tyrian*'s passengers agreeing to land them at either [Lord] Howe's Island or Sydney Heads depending on the winds.

SOURCE: p. 15 *Australian Shipwrecks V.2* © Jack Loney.

JANE MOOREHEAD

On April 13, 1898, the *Manning River Times* reported that the *Jane Moorehead* was waiting to load timber from Kendall mill, all lines and cables were out when the river flooded and she was able to ride out the flood well.

SOURCE: *Manning River Times*

JANE SCOTT Cutter 1841

Built Port Macquarie in 1842 by John Ross for George Scott, who registered her. On her maiden trip under Captain Milne as master, from Port Macquarie she carried 6000 feet of timber and 250 butts of lime

Some time in the 1840s, Scott in the *Jane Scott* visited the Bellinger River to view the prospects. The local sawyers met and showed him three recently cut cedar logs, each ninety feet long. The sawyers claimed that some 16,000 feet of cedar per month were being cut which equated to about 2,000,000 super feet per annum. Impressed with these figures, Scott agreed to place the *Jane Scott* on the run to Bellingen. Scott sold her to Robert Ramsay & J R Young. There is a record of another owner J Robertson. Foundered off Fingal Head, Port Stephens in May 1849.

SOURCE: p. 125 1841, File 84, p. *Wrecks On NSW North Coast* © Jack Loney, p. 3 *Alma Doepel, The History of An Australian Schooner* © Capt. Ralph McDonell.

JANET NICOLL 772 tons I.S.S. 1884 1914 30 yrs.

Iron single screw steamship 2 mast schooner built 1884 by Palmers Ship Building & Iron Co. Jarrow/Tyne, UK. For owners G W Nicol who registered

Technical details: She weighed 221 t. gr. 200 n. tons, she measured 124.8 x 29 x 7 ft. 1 deck, was registered with ON121105. Converted and lengthened 1911 to 246 t. gr.

SOURCE: D.J. & McGill.; Herbert Jackson=s List, p. *Wrecks on the NSW North Coast* © Jack Loney, p. 163 *North Coast Run* © Mike Richards, p. 147 *Australian Shipwrecks V.4* © Jack Loney., p. 44 *Australian Shipowners and Their Fleets* © Ronald Parsons, p. 87 *Alma Doepel, The History of An Australian Schooner* © Capt. Ralph McDonell, p. 5/1, 44/1 *Wallis Lake, Its Rivers and Villages* © Dawn McMaster.

JESSIE 33 tons Sch. 1856 1874 18 yrs.

Built on at the Pelican shipbuilding yards on the Manning River by Captain Alexander Newton Snr. and Captain William Malcolm, and launched on July 14, 1856. 48/64 to Captain Alexander Newton Snr. and Captain William Malcolm and 16/64 share to George Robertson, Master Mariner. Captain Malcolm died on December 2, 1856 and his share went by probate to his brother, John Malcolm, on August 3, 1857. Newton disposed of his share to John Malcolm on the same day. George Robertson held his interest in the vessel until December 11, 1860. Alexander Newton=s daughter, Jessie was six years old when the vessel was launched and Alexander named the vessel after her. The *Jessie* was the first of the vessels built at the Pelican shipyards to carry a family name, and she was the last to be built by the Newton-Malcolm partnership. On December 11, 1860, she became the sole property of John Malcolm, a shipwright of Sydney, when George Robinson relinquished his original share. Malcolm sold her to H T Tozer of Sydney.

Late in October 1863, the *Jessie* loaded cargo for Auckland, with her crew little knowing of the exciting time they were in for when they reached New Zealand. The vessel arrived in Auckland on November 6 under the command of Captain Ruwald. The *Daily Southern Cross* newspapers >Shipping Intelligence= column reported on November 9, that her cargo consisted of >11,600 bags of potatoes, 500 bags maize and 8 cases bitters.= A merchant of Auckland, W Wallis advertised portion of her cargo as >fine (sic) Hobarton potatoes.=

With her shallow draft, it was obvious that she was a most suitable vessel for what was to be called >. . . an expeditionary force for the Thames, comprising members of the Colonial Defence Forces, the Auckland Naval Volunteers and detachments of the 12th and 70th Regiments.= *The New Zealand Herald*, in its first edition published on Friday 13 November, 1863, reported, >. . . that this force were to embark on the *Corio*, *HMSS Esk*, *HMSS Miranda*. The *Sandfly* gunboat and *Jessie*, chartered ship will also leave with stores in the course of this day.= *The Southern Cross* newspaper reported on November 14, that, >*Jessie* had cleared for Thames with commissariat stores under charter to the Army.=

Unfortunately, the newspapers reports were rather optimistic, for rough weather set in over the weekend, with considerable damage to various vessels being reported. The fleet eventually departed at daybreak on November 17. There they apparently joined a gunboat, the *Midnight*, for this armed vessel returned from the Thames on November 25 and reported that the four cargo vessels were still discharging stores.

The Southern Cross reported on December 16 that, >. . . the *Jessie* has arrived back in Auckland and at the hour of her departure (from Thames) there was no news of importance.= The report continued, >She will probably leave for Sydney shortly, unless again taken up by the Government.= It would appear that her crews short period of excitement ended for it was reported, >17 December. Cleared outwards: *Jessie* schooner, for Sydney. Capt. Ruwald.=

During her visit to Auckland, the press variously described the *Jessie* variously as a schooner, sometimes as a brigantine. This could have been caused by the vessel was possibly rigged as a topsail schooner and therefore similar to a brigantine. Obviously due to the effects on commerce

brought about by the war with the Maoris, the vessel left without cargo.

The *Jessie* apparently settled down to more mundane work, for *The Sydney Morning Herald* reported on June 4 1867, >*The Jessie sailing for the Macleay River on Thursday C O=Dowd & Co., Agents.*= Later that year *Jessie* returned to New Zealand to join the vessels taking supplies to the prospectors fossicking at Hokitika during the West Coast goldrush.

In 1871, P O=Dowd of Sydney purchased *Jessie* and he apparently used her in cargo work throughout the South Pacific, for she is shown as arriving from Vanuatu in the New Hebrides in ballast on August 27, 1873 at Auckland, commanded by Captain McKenzie.

She became a collier and part of the run serving the coal trade from the Hunter River to Sydney. The steamers that followed her became known as the >Sixty Milers=. Her name appeared regularly in the shipping news in *Sydney Morning Herald* until April 30, 1874, when the newspaper reported that *Jessie* had been wrecked. She had foundered between Sydney and Newcastle in south east gale. 3 lives lost.

Technical details: She measured in length 64.3 x 13.7 x 5.6 ft. When registered in September 1, 1856 was allocated ON32588. She had one and a quarter-deck, round stern and 2 masts.

SOURCE: Australian Dictionary of Dates, No. 52 on a list of ships built on the Manning River 1834-1934 - published in a Manning River newspaper, p. 120, 121 *Scotchtown & Pelican* C Val Newton.

JESSIE MATILDA 88 ton Brigantine 1877 1889 12 yrs.

Built at Cape Hawke in 1877 by Hugh Leslie and a German immigrant, Leonard Steinitz. In addition to building the *Jessie Matilda*, they also built the *Waup*, *Petrel* and *Annie*. The *Jessie Matilda* was wrecked at Clarence River on July 27, 1889

SOURCE: p. 193 *Australian Shipwrecks* v.3 C Loney, p. 45/1 *Wallis Lake, Its Rivers and Villages* C Dane McMaster.

JESSIE SINCLAIR 74 tons Ketch 1879 1898 19 yrs.

Built on the Manning River, the *Jessie Sinclair* was registered in Sydney on May 27, 1879 by her owner/builder William McCulloch. She was a wood ketch rigged sailing ship. McCulloch sold her in 1882 to John Booth.

Jessie Sinclair was being towed out of Port Macquarie by SS *Thistle* on July 31, 1898, when the tow rope caught around the tugs propeller. The *Jessie Sinclair* touched the bar and slewed broadside on to the sea. She was virtually helpless and a succession of waves struck her. She sunk in about eight feet of water when her hatches opened up. Her crew of four scrambled into the rigging from where they were rescued.

This was not the first time she had a mishap, for on June 23 1891, she was blown ashore near the Bellinger River by easterly gale force winds that hit the North Coast of NSW north of the Bellinger River. She suffered little damage and floated free. Then at the Richmond River Bar in 1898, she had another mishap which she escaped virtually unscathed.

Technical details: Registered in Sydney and received ON75020, on May 27, 1879 by her owner/builder William McCulloch. She measured in length 80.6 x 20.6 x 6.5 ft.

SOURCE: p. 213, 267 *Australian Shipwrecks* V.3 C Jack Loney, p. 37 *Port Macquarie, The Port That Was* C Ian Finkle, No. 90 no List of ships built on the Manning River 1834-1934 - published in a Manning River newspaper.

JESSIE SPEARS 38 tons Ketch 1872 1881 9 yrs.

Wood schooner/ketch built 1872 at Brisbane Water NSW. Owner Geo Spears, Reg. Sydney. Was wrecked September 1881 on the Camden Haven bar while endeavouring to return to port. No blame was attached to the Master.

Technical details: When registered allocated ON64405. She measured 62.4 x 17.7 x 6 ft.

SOURCE: p. 123 *Australian Shipwrecks* V.3 C Jack Loney, p. 150 *Australian Shipowners and Their Fleets* V.6 C Ronald Parsons, *Australian Encyclopaedia* 1925, p. *Wrecks on the North Coast* C Jack Loney, p. *Port Macquarie*,

JOHN 37 tons Sloop/cutter 1838 1843 5 yrs.

Built on Macleay River by Newton & Ferrier for owner John Williams, who was a Licenced Victualler of Sydney. She had a single deck with a standing bowsprit and a square stern. The shipbuilders appeared to have improved their performance after the first vessel they built, the *Hannah* which took them almost two years to build when they completed the sloop *John* in 1838. John Williams seemed to have had good connections because his vessel *John* had a regular trade between Sydney and Moreton Bay, carrying Government stores.

She also brought timber and coal into Sydney then conveyed cargo of sundries outwards. During this period the vessel was frequently commanded by Andrew Steel. This trade continued even after Williams sold the vessel in February 1842 to Joseph H Grose of Sydney. Grose had previously purchased for , 110 (\$220), the wreck of a steamer, the *Clonmel* which had come to grief in January 1841 at Corner Inlet (Port Albert) Gippsland and had used one of his other vessels the *Eliza* to bring some of the steamer=s machinery to Sydney in May and July 1841. He had also used the *Portenia* in July 1842 in the same way. He then sent his new acquisition, the cutter *John* on October 31 1842 to obtain more of the machinery of the *Clonmel*. Records show that he sent her off again with another salvage party, but when she returned to Sydney, she carried a cargo of wool, there was no further mention of the *Clonmel*.

Captain Andrew Steel took her north to Morpeth for a cargo of coal and returned, whereupon George Whitfield bought a share in the cutter. She was registered in May 1843 by J. H. Grose & George Whitfield, Master Mariner. Captain George Whitfield then took charge as master, and obtaining a cargo of sundries sailed *John* on May 9, 1843 bound for Tahiti. Unfortunately she struck a reef some 300 miles short of her destination and was wrecked. There has been some suggestion that the vessel was wrecked at Gaguan Island in the Marinas Islands. Whitfield survived the wreck and made his way back to Australia, where in the next year he purchased *Bard=s Legacy*, and employed a master to sail her.

Even with his profits from salvage rights on the *Clonmel*, Joseph Grose, like so many other Sydney businessmen, went bankrupt in early 1844. His remaining vessel, the whaling barque *William* was sold to the entrepreneurial Benjamin Boyd.

Technical details: She measured in length 43.8 x 14.1 x 7.9 ft. with 1 deck, standing bowsprit and square stern.

SOURCE: p. 122 *Scotchtown & Pelican* © Val Newton.

JOHN BULL 178 tons Brig/ship 1821

Built Calcutta in 1821. She was under the command of Captain G Doors for owner S Levy of Sydney. She arrived from Port Macquarie 18 Feb 1824 with a cargo of 2700 ft of fine Cedar. She then departed for Port Macquarie on 23 February loaded with provisions for the settlement. She arrived back in Sydney Cove on April 1, 1824. She returned to Port Macquarie on April 3. conveying provisions and arrived back from that port with another cargo of 5112 ft fine red Cedar on April 26. She set sail again to return to Port Macquarie within a day with provisions for the settlement. She did not return to Sydney until May 24 when she conveyed another 2796 ft of cedar. Again she only stayed in Sydney for a day and was on her way back to Port Macquarie with provisions.

The *John Bull*, although George Campbell (mentioned below) called her a brig, seems to have been a ship of 178 tons. She sailed from Sydney on May 12, 1830 to go whaling. She never returned to her home port. It was not unusual for whalers to make extended voyages, specially if they caught a few whales. In the case of *John Bull* there was no apprehension about her safety

until about eighteen months or two years had passed there was no report from her. People then concluded that she must have been lost at sea.

A strange series of events occurred when the *Duke of York* called at Pleasant Island (Nauru) in 1837 to obtain fresh water and supplies. They found two Irish runaway convicts and five seamen who had deserted their ships. When the *Duke of York* had put to sea, they found that the five seaman had stowed away and not discovered until they were well out to sea. The seamen, Dennis Minney, Charles Bruce, George Campbell, Thomas Simpson and William Burke stated they had lived in dread of the Irishmen who had the islanders and all on the island under their control. The Irishmen had claimed to the seamen that they had escaped from Norfolk Island and when their provisions ran out, killed their companions and ate them in order to survive. The seamen also stated that there was also a seventeen year old boy on the island to whom the Irishmen forbid anyone to talk to. Campbell stated that Burke and Jones, the two Irishmen said that they had taken over the *John Bull* and tried to throw the blame on the natives. Campbell said that the native chief on the island had in his possession, articles that had come from some vessel. These included whaling gear, a sextant, boat lanterns, and part of a chronometer. Campbell supposed that these items had come from the *John Bull*.

There are reports that in 1840 the *John Bull* sunk in the strait of Lombok, while bound from Sydney to Timor.

SOURCE: p. *Sydney Departures and Arrivals*, p. 90 *Australian Shipwrecks V.1* © Charles Bateson, p. 315 *Pageant of the Pacific* © Captain R F Rhodes.

JOHN GOLLAN 62 tons 2 mast fore and aft Sch. 1889 1938 49 yrs.

Built at Tinonee on the Manning River in 1889 by Captain Hector Gollan, a wood single screw steamship, she was launched on October 15, 1889 by Mrs George Clerke of Tinonee. She was a masted fore and aft rigged schooner. In c. 1902 she was sold to Thomas & Henry Miles of Forster, who used her as a tug at Harrington. Later Henry Miles & others became her owner. In 1920 reduced to one mast. Mentioned being called in to assist as a tug in Camden Haven after loss of tug *Unique I*. Worked on the Manning until late 1930s. In 1939, she was dismasted, and the Miles family decided to use the best parts of the vessel in the construction of the last of their tugs, *Henry Miles*, built at Forster.

Since about 1890 the Miles family of Forster had been associated with ships, at times as ship builders, at other times as owners of small ships plying to Tuncurry. There were other times when they joined with other shipowners in larger enterprises, as well as local towage. Three of Miles family were Thomas, Josiah and Henry.

Technical details: Registered in. Sydney, she was given ON93619. and weighing 61 t. gr., 42 t. n., she measured 71.8 x 17.2 x 6.8 feet. Compound Surface condensing steam engine, 25 h.p.

SOURCE: p. 80 *Australian Shipowners and Their Fleets V.2* © Ronald Parsons, Oral History © John Rogers, p. 86, 86/1 *Wallis Lake, Its Rivers and Villages* © Dane McMaster, No. 97 in a list of ships built on the Manning River 1834-1934 - published in a Manning River newspaper.

JOHN & CHARLOTTE 93 tons Sch. 1840 1851 11 yrs.

Wood schooner built Manning River with Builder=s Certificate issued on January 4, 1840. Her builder could be Thomas Steele but this has not been confirmed. Her owner shown as John Scott of Hobart Town. She was stranded and condemned at Pt. Victoria NZ. Registration cancelled July 1851.

SOURCE: p. 63 *Australian Shipowners and Their Fleets V.* © Ronald Parsons 6, No. 13 on a list of ships built on the Manning River 1834-1934 - published in a Manning River newspaper.

JOSEPHINE (2) 80 tons Sch. 1874 1879 5 yrs.

Built on the Manning River, she was launched on May 6, 1874 by William McCulloch. Her owner was J. Taylor. She wrecked on the Clarence River Bar on March 24, 1879 while attempting to cross with a cargo of coal. She had arrived outside the river mouth on March 21, but unsettled weather delayed her entry over the bar. When she attempted to enter shortly before the flood tide, the wind shifted and she went ashore. Master A. Kendall received a caution from the inquiry into the accident.

Technical details: She measured 80.2 x 20.2 x 6.7 feet.

SOURCE: p. 100 *Australian Shipwrecks* V.3 © Jack Loney, No. 74 on a list of ships built on the Manning River 1834-1934 - published in a Manning River newspaper.

JOSEPHINE (3) 16 tons S.S. 1879 1885 6 yrs.

Built 1879, Wrecked crossing the Port Macquarie bar on June 3, 1885 and became a total wreck.

Technical details: she measured 47.2 x 9.1 x 5.3 feet.

SOURCE: p. 154 *Australian Shipwrecks* V.3 © Jack Loney, p. 16, 37 *Port Macquarie The Port That Was* © Ian Finkle.

JUBILEE 92 tons Sch. 1897 1920 20 yrs.

This copper sheathed wooden schooner was built at Mort=s Dock, Balmain in 1897 by D. Drake for John Hibbard Snr. & Jnr., and Jens Schultz Benson and registered in Sydney.

John Hibbard had first moved to Laurieton and established a mill just below where the public school now stands (1995). It was not long after experiencing a period of extremely wet weather that he realised that he had built the mill on a boggy section of ground. The bullock teams were unable to haul logs to his mill so he moved his mill to a place then called Hamilton at Port Macquarie where he established his mill on the Hastings River. The Port Macquarie Municipal Council later renamed the area >Hibbard= after this family.

Jens (James) Schulz Benson was born Jens Schultz Krogh on February 25, 1842 at Elismore, Denmark. He arrived in Australia on board the ship *Douglas* which berthed at Geelong in 1862. There is some thought within the family that he jumped ship on arrival at Geelong and made his way to New South Wales. He qualified as a Master Mariner and was issued with Master=s Ticket No. 94 1872. On July 7, 1874, he married Caroline Bell and became a naturalised citizen on November 19, 1883.

In the New South Wales Gazette dated 20th September, 1904, he changed his and his family=s name to Benson.

The notice stated © >Take notice that Phillip James Benson Krogh, Claud Benson Krogh, Richard Benson Krogh, Charles Theodore Benson Krogh, Cecil William Benson Krogh, and my two daughters, Myrtle Benson Krogh and Lilian Benson Krogh, all of Balmain, near Sydney, intend hereafter to take and be known respectively by the names of Phillip James Benson, Claud William Benson, Richard Benson, Charles Theodore Benson, Myrtle Benson and Lilian Benson. © Dated this 17th day of September, A.D. 1904.

H. A. Moss. (Solicitor)

Phillip Benson=s son, Charles Theodore, later married a daughter of John Hibbard of Port Macquarie. After qualifying as a Master Mariner, Charles purchased the *Jubilee*, and became her master. He later assumed control of the ss *Wollongbar II* in 1943. During a high speed voyage between Byron Bay and Sydney, she was sunk by a Japanese attack submarine, *I-177* off Crescent

Head on April 29. Captain Benson and 30 of his crew perished in this disaster. The schooner *Jubilee* had a brush with trouble in mid-March 1909 when she went ashore at Port Macquarie. Her crew were able to float her off on the next tide with little damage.

In c. 1913, the schooner *Jubilee* was sold to Bulga Sawmills Ltd. Sometime later she was sold to Pacific Phosphates Co. Ltd., then in October 1919, sold to A J Maxwell and registered in Auckland NZ. Then in April 1920, she was sold to Niue Island Shipping Co. Ltd.

On August 13, 1920, she sailed from Auckland to Niue Island. A severe cyclonic storm had been reported off Niue Island on September 4. Nothing further was heard of her and it was considered that all of her 17 hands were lost in the storm.

Port Macquarie NEWS in June 1906, reported: >*Schooner Jubilee captured 200 schnapper off Tacking Point on way in.*=

Technical details: When registered was allocated ON106148, she measured 95.3 x 24.1 x 7.6 ft. Around 1913, a 10 hp auxiliary motor was fitted, which increased her weight to 127 tn. gr., 90 t. nt.

SOURCE: p. 112 *Australian Shipowners* V.6 © Ronald Parsons, Benson oral Family History © John Walton, 44 Asca Drive, Green Point, 2251, *New South Wales Government Gazette*.

JULIA 111 tons Brig. 1840 1863 23 yrs.

Built on the Manning River by Captain Taylor Winship, she arrived in Sydney on April 24, 1840. She was one of seven ships that Winship had built on the Manning between 1837 and 1841.

Port Macquarie Shipping Intelligence January 31, 1902 shows the *Julia* left Camden Haven for Sydney. She worked the North Coast for approximately 5 years, then transferred to Tasmania. Sunk off Portland Vic. August 2, 1868.

SOURCE: *Port Macquarie News*. p. 50 *Australian Shipowners and Their Fleets* V.6 © Ronald Parsons, p. 147 *Australian Shipwrecks* V.2 © Jack Loney, No. 14 on a list of ships built on the Manning 1834-1934 - published in a Manning River newspaper.

JULIA WILLIS 177 tons Brig. 1841

Built on Manning River by Captain Taylor Winship, she arrived in Sydney on April 4, 1841. Gibson Bi Fox. She was lost some time after 1841.

SOURCE: p. 58 *Australian Shipowners and Their Fleets* V.6 © Ronald Parson, No. 17 on list of ships built on the Manning 1834-1934 - published in a Manning River newspaper.

JUNO (1) 621 tons W.P.S. 1836 1853 17 yrs.

Built Greenock, Scotland in 1836 for St George Steam Packet Company. 159.8 x 22.8 x 16.8 feet. A person who became one of early Australia=s controversial commercial adventurers, Benjamin Boyd purchased *Juno* from this firm in 1841. On June 26, 1841, the *Juno* set out under sail with six passengers for Sydney where it arrived on March 25, 1842. The *Juno* had called in at Algoa Bay at the Cape of Good Hope which meant the voyage lasted 272 days.

The *Sydney Morning Herald* reported on the day after the ship=s arrival: >*She is not more than two and half years old and is therefore as good as new. Her length is 175 feet, breadth 24 feet between the paddle boxes, burthen near 700 tons gr. 362 net., and her engines which are 280 horsepower are by Caird & Company, Her accommodations below are very superior. She has a splendid saloon, two staterooms and one large gentlemens cabin, very lofty and roomy, fitted with fifteen berths, and a ladies cabin of the same size. On the whole the Juno is the largest and*

by far the best steamboat that has been sent out to this colony.=

Due to a severe drought, which led to a financial depression that lasted from 1841 to 1844, there were no less than 10 steamers tied up in Sydney. These included, *James Watt, Australia, Comet, Cornubia, Corsair, Experiment, Juno, Rapid, Seahorse* and *Seahorse*.

Boyd appeared to have been reluctant to place the paddle wheeler in service. Undoubtedly because of the economic situation the Colony found it self in, for it wasn't until 1847, following a trial trip south to Twofold Bay to test the boilers, it was placed in service. The *Juno* reached a speed of 11 knots on this trial.

Obviously satisfied with the vessel's seaworthiness, Boyd arranged for it to leave Sydney on June 13, for Auckland with 10 passengers and a cargo of sheep, cattle and horses. Thus the *Juno* became the first commercial steamer to cross the Tasman. The paddle wheeler reached its destination on July 7, after a stormy passage during which several head of livestock were lost.

The press, reporting the vessel's safe arrival said; *>The voyage was prolonged by a heavy north east gale; on the evening of June 23, this subsided but the wind veering to the west left severe cross seas, causing heavy strains which broke the pintles of her rudder which instantly sunk. The vessel proved an excellent sea boat after the accident and damaged no part of her hull nor shipped a sea. Weather was so bad through heavy seas for the three following days, no assistance could be given to the vessel. On June 26 a temporary rudder was constructed and shipped which brought her into anchor at the Bay of Islands. Having lengthened the temporary rudder, she proceeded to sea July 4th. Severe seas off the heads caused the welding done in the Bay to give and they were obliged to return to anchorage. Another temporary rudder was made. Sailed for Auckland 6th making Auckland in 15 hours against head winds.=*

After an extensive overhaul, late in August, the *Juno* left Auckland on the return passage. After encountering another heavy gale, this time off North Cape, it put into the Bay of Islands to replenish the rapidly diminishing supply of firewood. The *Juno* finally left the Bay of Islands on September 11 under canvas, but severe gales forced it to hove too for three days. The paddle wheeler finally steamed into Port Jackson on September 24, where it received another extensive overhaul.

On October 22, the *Juno* left Sydney with 70 passengers bound for Adelaide, calling at Boyd Town, Melbourne, Belfast and Portland and arriving at Adelaide on November 12.

Boyd had mixed success for several years and finally, becoming concerned at the losses that he suffered with the *Juno*, sold it in 1848. The vessel's new owners were also unsuccessful financially in operating it, so laid it up. The paddle wheeler was offered for auction in May 1849 but little interest was shown. Shipowner H. Moore then purchased the vessel for , 2900 (\$5800) in October 1849. In February 1850, the *Sydney Morning Herald* advised that the *Juno* was sailing in ballast for Labuan under Captain Kirsopp with 10 passengers.

The next year the vessel appears to have been sold to the Spanish Government and re-visited Sydney and Melbourne in 1853.

On October 20, the same year, the *Juno* left Sydney for Manilla. On the trip up the coast it suffered a continuous battering from heavy gales and received enough serious damage that the vessel began to take water. The paddle wheeler had reached the Manning River on the night of October 22, when rising water doused its fires. Unable to make way the *Juno* went ashore and broke up quickly with six lives being lost. The cast iron 250-horsepower steam engines now lay about a kilometre or so north of the Manning River entrance. It is understood that the exact

location has never been discovered.

In the various trips to Port Macquarie, as the *Juno* was too large to enter the port, the cargo had to be unloaded into small boats at Boat Harbour and ferried ashore.

Technical details: with displacement of 621 t. gr. it had dimensions of 159.8 x 22.8 x 16.8 ft.

SOURCE: p. *Shipwrecks in Australian Waters* © Jack Loney, p. 55, 56, 57, 67 & 68 *Australian Sea Stories* © Jack Loney.

JUNO (2) 17 tons Ketch 1877 1879 2 yrs.

Built Georges River in 1877. Owner was R. Kyle shipbuilder. She sank after striking an unknown object about five miles east of Terrigal while en route from Camden Haven to Sydney April 26, 1879. Master F. Mavin in charge. The owner at this time was F. Macitelis.

Technical details: Her length was 44.4 x 12.2 x 4.7 feet

SOURCE: p. 100 *Australian Shipwrecks* V.3 © Jack Loney, p. 87 *Australian Shipowners and Their Fleets* V.1 © Ronald Parsons.

JUPITER 114 ton Brig. 1817

Built Chitagong, India in 1817. Owner J. Ferguson. She had been trading between Hobart and Sydney, and possibly Port Macquarie.

She sailed on June 5, 1824 from Sydney, bound for China via Tahiti, under command of A. Thompson. Unfortunately she was reported wrecked on island of Ateu, reported to be approximately 400 miles east of Tahiti. This island is unknown and it is possible the correct island is Atiu about 300 miles west by south of Tahiti. No details are recorded of her wreck.

SOURCE: File 154, p. 66 *Australian Shipwrecks* © Charles Bateson.

JUST IN TIME 102 ton wood Sch. 1884 1894 10 yrs.

Built 1884. Worked into and out of Port Macquarie. On April 3, 1894, while carrying a cargo of railway line on a voyage from Sydney to the Tweed River, she foundered north of Sandy Cape. Crew landed safely at Trial Bay.

Technical details: She measured 65.8 x 14.2 x 5.4 feet.

SOURCE: p. 227 *Australian Shipwrecks* V.3 © Jack Loney, *Brisbane Water Boats & Ships* © .

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K ai-ora Cream Launch

The cartage of cream to the Upper Hastings Co-operative Society's new factory commenced on May 21, 1917. The first delivery of cans onto the factory platforms were placed there by Claude Howard Sheather. Claude was to become a legend on the Hastings through his service to those on the river over the next 32 years.

With his daily runs along the river to pick up the farmer's cream in all types of weather, through droughts and flooding rains, he came to know the Hastings in all its moods. His dedication to his job and his intimate knowledge about the river brought about a unique recognition from the Hastings Shire Council when they acknowledged him as their authority on all matters connected with the river.

Claude hailed from the Manning at Croki which was the point where most steamers sailed to after they entered the Manning. At the time of Claude's birth in 1890, Croki was quite a busy centre for coastal shipping and he naturally grew up with boats as a part of everyday life.

After his marriage to Ada, he moved to the Macleay where he learnt carpentry with Arthur Turnbull. From there he shifted to Rawdon Island where he became involved in boat building and fishing. This meant that he was well established on the river when the Co-op opened their new factory.

With his experience, Claude built the *Kia-ora* in his backyard in 8 River Street, Wauchope during which time he was able to cut and dry the timber before assembling it to create this craft.

In 1949, one of the original staff of the Co-op, Jack Graham, said, *>Claude had given exceptional service over the previous 32 years to the Co-op.=* He added, *>During this time, Claude had been on the job, he has hardly missed a trip, with only extreme flooding accounting for this.=*

>One of these was during the 1929 flood when the launch could not get under the railway bridge as the flood waters were just brimming the bridge.

>At another time, Claude remarked that he remembered picking up cream at Beechwood [during a flood] when the water was 20 feet over Bain Bridge.=

There were other times when the river was in flood and properties became isolated, Claude helped many a bride to the altar by picking her up from the family wharf when there were no alternatives available.

SOURCE: *Hastings Shire Gazette*, Oral history - >Josso= Dick, Ada Sheather, >Topsy= Sheather, Peggy Sheather, Ruth Curry, Ray Cooper, Wauchope & District Historical Society files, Bob and Thelma Marchment, Hazel Suters, Richard Elford.

KALLATINA 1890 1935 45 yrs.

This steel single screw steamship built in 1890 at Port Glasgow by David T Dunlop & Co. for owners Clarence Richmond & Macleay River Steam Navigation Company but was registered at Greenock in the name of H Creer, who was the manager of the Company for the voyage. On arrival, the vessel was registered in Sydney to the Company.

Originally fitted as a passenger vessel specially for use on the northern rivers run, passenger accommodation was later removed and it carried cargo only. In September 1891, was sold to N.C.S.N.Co. Ltd. The vessel ran for a time in conjunction with the *Nymbodia* and *Kyogle* on the Sydney-Northern Rivers run.

On August 10, 1908 heavy seas forced a number of steamers to seek shelter in Byron Bay. These were *Kallatina*, *Kyogle*, *Cavanba*, *St George*, *Brundah*, *Burrawong*,

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Orara and Ramornie

The *Kallatina* was sold to John Burke in 1920, and this firm transferred the vessel in June 1921 to John Burke & Son, who registered the vessel in Brisbane in 1923. This firm used the vessel mainly on the Queensland coast and in the Gulf of Carpentaria run, Before registration was altered in 1921 to convey both passengers and cargo, the passenger accommodation could take 14 passengers when the dimensions were shown as 628 t. gr. 306 t. nt. Called at various ports including Normanton and Burketown until replaced at the beginning of 1932 by *Wandana*.

After being idle for almost two years in Brisbane the vessel was dismantled and apparently sold to Peters Slip in 1931 and hulked. Hulk was abandoned on the mud at Bishop Island, and register was closed in 1935 with notation >dismantled.= Now lying as a breakwater on Moreton Island, off Tangalooma.

Technical details: With a displacement of 646 t. gr. 380 t. nt. dimensions were 179.1 x 28.2 x 11.4 ft. with one deck and a well deck Fo'csls 48', Poop 112'. Equipped with electric lights as well as a triple expansion reciprocating steam engine rated at 88hp with steam from a single ended coal fired boiler supplied by the shipbuilder gave the vessel a speed of 11 knots. SOURCE: p. 163 *North Coast Run* © Mike Richards, p. 18, 58 *Australian Shipowners and Their Fleets V.1* © Ronald Parsons, p. 77 *Alma Doepel, The History of An Australian Schooner* © Capt. Ralph McDonnell, p. 103 *Australian Coastal Passenger Ships* © Ronald Parsons, p. 52 *The Log*, May 1988, an article by G A Hardwick, p. 86 *The Log*, an article by W T Foote, May 1991.

KANGAROO Sch. 1858

A record kept in an old log book at Port Macquarie Pilot station, states:

December 23. (1855) Ketch Kangaroo arrived.

April 16. Ketch Kangaroo crossed in.

June 18, 1856. Ketch Kangaroo and schooner William at anchor. (The pilot J H Young recorded that:) He boarded the latter (William) at 5 p.m. landed passengers, the master stating himself to have received orders not to take a pilot. The schooner and ketch made the bar at sundown, neither requiring a pilot; the channel very plain and vessels light.

On February 20, 1858 the *Kangaroo*, with a pilot on board, had crossed the Macleay River bar when a strong wind and heavy sea made the vessel unmanageable. It was thrown ashore on the sand spit and became a total wreck within two hours. Owner Mr O=Dowd had not insured the vessel. The cargo of 15,000 feet of timber and 200 bushels of maize were salvaged and sold at auction for ,120 (\$240).

Technical details: This vessel was rigged as a schooner.

SOURCE: p. 94 *Australian Shipwrecks V.2* © Jack Loney, *Port Macquarie News* article, August 3, 10, 1929 from records of W H Branch held by Wauchope District Historical Society, p. 32 *Wrecks on the NSW North Coast* © Jack Loney.

KARUAH 1882 1894 12 yrs.

The *Karuah* was a wood single screw steamship built in 1882, by W Dunn at Berry=s Bay, Sydney for owner G M Goudy. It was named after the river that flows into Port Stephens. It would appear that Goudy did not operate the vessel himself, but it was trading in 1884 to the Macleay and back to Sydney through the agency of C B Bond.

The vessel was sold in March, 1885, to a citizen of the U.S.A. who apparently was

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at New Britain, who renamed the vessel *Golden Gate*. It then appears to have returned under the control of G W Nicoll and Captain L Tulloch, who had previously been a partner and Master for G R Nicoll. It was by this time renamed *Karuah*, by whom, has not been indicated. The new owners registered it in Sydney in 1888. G W Nicoll alone took control of the vessel in 1892. Two years later in 1894, the *Karuah* was broken up at Jervis Bay.

Technical details: With a displacement of 121 t. gr. 82 t. nt. it was a 3 mast schooner with dimensions of 105.8 x 20.8 x 7.7 ft. It was equipped with a compound surface condensing steam engine rated at 40hp. When first registered, it was allocated ON83751.

SOURCE: p. 81 *Australian Shipowners and Their Fleets V.1*, p. 124, 127 *Australian Shipowners and Their Fleets V.2* © Ronald Parsons.

KATE (1) 1838 1849 11 yrs.

This schooner was built Williams River in 1838, for owner O Grose.

The schooner *Kate*, owned by Captain Salmon, sailed to Open Bay, near the Cascades, on the West Coast of the South Island in New Zealand. It was to embark a shore party at Salmon=s whaling station and to take on a cargo of oil. The loading had nearly been completed when the weather started to blow from the north-east. The threat from this quarter was too much for the master as the bay was open. He attempted to put to sea at about 8 p.m. but there was little wind at the time and the sea was setting in to the bay. Unfortunately the schooner missed stays and the master was forced to anchor. Shortly afterwards, he tried once again, this time with the assistance of whale boats from shore, this time being successful. Again the winds were light and the vessel touched lightly on some sunken rocks.

Things started to go horribly wrong for the schooner, for when the master ordered the anchor weighed again, the windlass tore out. He ordered the cable slipped and he tried to work his vessel back to its original anchorage. Due to the difficult conditions being experienced, the vessel struck several times, unshipping it=s rudder, which caused it became unmanageable. This caused the vessel to go broadside on to the reef.

The battle against the elements had gone on for almost four hours for it was now midnight. The master decided to cut the masts away but this did not save the vessel, for two hours later the wreck broke up.

Four of the crew jumped overboard clinging to part of the wreck and managed to get to shore. The master and one man decided to remain on the deck, this being the only part of the schooner left, until daylight. They then tried to get to shore by clinging to part of the main boom, but the seaman was washed off and drowned, the master finally making the shore safely. It was January 25, 1849.

Technical details: With a displacement of 61 t. gr. register.

SOURCE: p. *Australian Shipowners and Their Fleets V.6* © Ronald Parsons, p. 36 *New Zealand Shipwrecks* © C W N Ingram.

KATE (2) 1876

While on a voyage from Botany Bay to Port Stephens in ballast, the ketch *Kate* ran into heavy weather just south of Cape Hawke. This caused the vessel to be blown onto the beach. All the crew except one managed to get ashore, he was drowned.

Technical details: With a displacement of 28 t. gr.

SOURCE: p. 55 *Wrecks on the N.S.W. North Coast* © Jack Loney.

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KEILAWARRA

1886

This vessel was an iron single screw steamer built in 1878 by J Key & Sons at Kinghorn for owners, W H Smith & Partners. This firm operated as the Melbourne Steam Ship Company with the vessel being registered in Melbourne and placed the *Keilawarra* on the Melbourne-Newcastle run.

The year 1883 was an eventful year in the history of the s.s. *Kielawarra*, for it was placed on the Sydney-Brisbane run. While proceeding up the Brisbane River in May, 1883, it came into collision with a steam launch, which sank as a result. Apparently from the collision, the *Keilawarra* ended up on the bank. The next morning, at high tide, the vessel came off, undamaged.

In October, 1883, it was transferred to a new company, W Howard Smith & Sons, and registration was transferred to Sydney. Two months later, in December 18, while crossing the Brisbane Bar, s.s. *Victoria* struck the *Keilawarra* with great force near the stern on the starboard side. The vessel was cut down from the deck to the waterline.

This collision led to considerable legal battles in an attempt to sheet home responsibility. The case even ended up in the Privy Council, which found that the *Victoria* was to blame for the collision. It was not finally settled until May, 1889.

At 9 p.m. on December 8, 1886 the *Keilawarra* collided with s.s. *Helen Nicoll* between Coffs Harbour and South Solitary Island. The *Helen Nicoll* struck near the port bow of the other vessel and penetrated the bulkhead of the forward watertight compartment. The force of the collision drove the *Helen Nicoll* right into the forecabin of the *Keilawarra* then it spun around. Four of the passengers on the *Helen Nicoll*, who were on deck, thought that it was about to sink, so they managed to jump onto the *Keilawarra*. Some of the passengers on the *Keilawarra* also jumped overboard.

The Captain of the *Keilawarra* ordered a boat lowered to rescue these people as his vessel appeared to be in no immediate danger, then suddenly, it lurched and sank bow first. It happened so suddenly that the vessel's propellers were still turning as it sank below the waves.

The captain and 28 passengers and crew from the *Keilawarra* were lost, including the four passengers from the *Helen Nicoll* who had jumped on to that vessel. The captain of the *Helen Nicoll* ordered the vessel lightened as it remained in the area searching for survivors. Over 60 tons of cargo was thrown overboard by the crew and passengers to lighten the vessel.

The subsequent Marine enquiry found that smoke from the *Helen Nicoll* had obscured the *Keilawarra*. The enquiry also found that the late master of the *Keilawarra* had to take some of the blame because he had continued at full speed into the smoke. They also censured the mate of the *Helen Nicoll* for his failure to stop when the lights of the *Keilawarra* disappeared into the smoke.

Technical details: Of 984 t. gr. 486 t. nt. with dimensions of 450.4 x 60.3 x 34.2 ft (466 ft. overall.) Was equipped with a compound inverted steam engine rated at 140hp

SOURCE: p.109-110 *Australian Coastal Passenger Ships* © Ronald Parsons, p. 10, 71 *Wrecks on the N.S.W. North Coast* © Jack Loney, File 276.

KEMBLA

1860 1934 74 yrs.

This iron paddle wheel steamer was built in 1860 at Glasgow by J Reid & Co. It had

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been specially designed and built with the Merimbula trade in mind to service the Kiandra goldfields.

When this field ran out of payable gold, passenger and cargos soon dried up. With no alternative traffic being available, the vessel=s owners felt they were unable to keep it in service in Australia as it was designed to run at 14 knots, therefore was expensive to operate.

They decided to send the vessel across to New Zealand in 1861, hopeful of selling it. They had no success there either and it was returned to Australia, where the vessel spent long periods without any work. The pilot at Port Macquarie landed passengers off the *Kembla* out at sea on February 22, 1862.

The vessel was sold to the Illawarra Steam Navigation Company and they started a service from Sydney to Melbourne via Wollongong, Shoalhaven and Eden in 1872. They found that the service was not a success, and it was about this time that a decision was taken to have the vessel lengthened to 209.2 ft. Strangely this action only added 5 inches in depth and the vessel was no wider after the extension.

A man named D Little then chartered the ship in 1873, for a service he set up between Brisbane and Maryborough and Mackay. Little decided to extend this service to Sydney, which was to have unforeseen consequences within the Australian business world. He advertised the new service and claimed that the *Kembla* was the fastest boat in the trade. It beat the Australian Steam Navigation=s *City of Brisbane* by some 18 hours on the run.

This feat naturally caused the directors of ASN to sit up and take notice. Some ASN shareholders thought that the Illawarra Steam Navigation Company was competing against them in the guise of a charter by D Little. They retaliated by passing a resolution prohibiting shareholders in any other steamship company becoming a director of ASN. One of the directors, not only in A.S.N., but also in the I.S.N.Co. C J Stevens, took exception to this, for he thought that this was a suggestion that he was working against the interests of the A.S.N. Resigning his directorship in A.S.N. he sold his shares in the company and purchased the *Kembla*. In January, 1874, he virtually declared war on the A.S.N. by placing the *Kembla* on the Newcastle run in direct opposition to his previous company. On its first run, the *Kembla* covered the journey from heads to heads in four and half hours, and from wharf to wharf in five hours and five minutes. He offered cut price fares of 12/6 (\$1.25) and 7/6 (75 c.) plus reduced freight rates, which put the wind up the other companies on this route.

In the next month, February, these companies banded together in an attempt to drive Stevens out of business and pitted the *Morpeth* against the *Kembla* as they wanted to show whose vessel was the fastest. The two steamers left port within three minutes of each other with the newer *Morpeth* winning by seven minutes. (In 1877 a similar race took place with the *Kembla* entering the Sydney Heads three lengths in front). Stevens= business prospered, with the *Kembla* earning an almost unheard of figure of , 20,000 (\$40,000) in just 15 months which was a net profit of 30 per cent. When he tried to have his vessel refitted in Sydney, the A.S.N. successfully negotiated the closing of all the yards in the area to him. This forced him to sail the *Kembla* to Melbourne for the refit which involved having a new boiler and engine fitted.

Stevens had the last laugh, for he went on to form the Newcastle Steam Ship Company and forced the A.S.N. out of the Newcastle run. This was not the end of his

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competition though, for a Captain William Howard Smith of Melbourne in 1864 started up a Sydney to Newcastle run. He pitted the *Rodondo* against the *Kembla* and the HRNSN Company's *Morpeth* in the Newcastle-Sydney run.

By October, 1890 the *Kembla* had ceased to be employed as a passenger ship, when it was bought by E Saber, who registered it in Sydney. Subsequently the vessel had a number of owners until sold to the N.S.W. Government section controlling metal quarries. The register was closed in 1934, after the vessel had been a hulk for many years.

Technical details: Of 325 t. gr. 185 t. nt. dimensions were 185.1 x 22.1 x 11.5 ft. when first built. Equipped with a 2 cylinder LP engine rated at 165hp which had been supplied by MacNab & Clark of Glasgow. Following the owners decision to commence a service between Melbourne in 1872, the Company decided to have the vessel lengthened. When completed, it was 449 t. gr. 283 t. nt. and had dimensions of 209.2 x 22.6 x 11.5 ft. When registered, was allocated ON36869.

SOURCE: p. 110-111 *Australian Coastal Passenger Ships* © Ronald Parsons, p. 63-64, 67 *Bar Dangerous* © Terry Callen, *Port Macquarie News*, August 19, 1929, article titled >An Old Log Book Of Port Macquarie Pilot Station= kept by W H Branch held by Wauchope District Historical Society.

KEMPSEY 1907 1912 5 yrs.

This steel twin screw steamship was built in 1907 by Scott's of Kinghorn, to the design of J E Thompson, consulting engineer of Sydney, for Nicholas Cain's Coastal Co-operative Steam Navigation Company and was registered in Sydney.

Cain's shipping business had boomed when the travelling public indicated they were very happy with the service being provided by his vessel *Wauchope*. Spurred on by this success, Cain decided to take on the big boys, the N.C.S.N.Co. by using his new vessel, with accommodation for 68 passengers in the Macleay River trade.

His new vessel, the *Kempsey* was beautiful looking and fast, at times reaching 12 knots. On its maiden voyage to Kempsey on Monday, July 29, 1907 it crossed out of Sydney Heads at 6.30 p.m. and reached the Macleay bar at exactly 3 p.m. the next day. The vessel was greeted by an excited crowd which included some 300 farmers who had travelled down to the heads by the tender *Gladstone*. The master of the *Kempsey* on this trip was Captain Greet, lately of the s.s. *Hastings*. Some reports in the *Macleay Argus* of the time (perhaps exaggerated) about the excitement, said that the only living things left at Euroka, for instance, were the women and children and various other kinds of livestock.

Unfortunately over time the vessel proved to be unsuitable for crossing river bars and gave the impression that it was tender to the point of instability. Cain kept the vessel for no more than six months as the reputation of the *Kempsey* was proving to be a big setback to his business enterprises. After a fierce trade war developed between the two companies, Cain was able to come to an agreement with the N.C.S.N. Co. in which he would relinquish the Macleay trade and the N.C.S.N. Co. agreed to withdraw from the *Hastings* trade.

In April 1908, Cain sold the *Kempsey* to the I. & S.C.S.N.Co who renamed it *Tathra* © which they bought to replace their vessel *Bega* that had been lost in the same year. This firm soon realised that they had bought a >lemon= as they also found the vessel >too tender= for work in open seas. So they chartered it to a firm, Kerr Bros. of Vila in the New Hebrides.

Edited 16.8.98

On January 4, 1912 while still under their control, the vessel foundered near Ambryn Island in the New Hebrides in a bad gale. It was reported to have taken water, became unmanageable, fell off into the trough of the sea, capsized and sank taking 24 passengers and crew with it. Value at the time was , 14,000 (\$28,000).

Nicholas Cain meanwhile had recovered his financial clout and added the *Macquarie* to his >Cain=s Coasters=, which at times included the *Hall Cain*, *Trilby*, *Ballengarra*, the tug *Unique* and droghers *Oxley* and *Gladstone*.

Technical details: With a displacement of 483 t. gr. 193 t. nt. it had dimensions of 170.3 x 27.1 x 9.4 ft. with 2 masts and 1 deck, and P. 16 ft, B. 52 ft, F. 27 ft, was powered by a coal fired boiler, with triple expansion reciprocating steam engines supplied by shipbuilder which pushed it along at 12 knots. Also had electric light and was equipped with refrigeration machinery. When registered in Sydney, was allocated ON121181.

SOURCE: p. 163 *North Coast Run* © Mike Richards, p. 46-47 *Australian Shipowners and Their Fleets V.1* © Ronald Parsons, p. 23 *Port Macquarie, The Port That Was* © Ian Finkel and Lynda Turner, p. 111 *Australian Coastal Passenger Ships* © Ronald Parsons, p. 33 *Macleay Argus Centenary Issue*, Thursday, October 17, 1985, *Hastings Shire Gazette*.

KEMPSEY PACKET 1855

This schooner was built on the Manning River by Thomas Hughes Snr. who was granted a Builder=s Certificate on May 4, 1855. His son, Thomas, Jnr. built the *Sarah Barr*.

The *Kempsey Packet* arrived and departed from the Port during September 1857. On August 2, the weather was bad so the Pilot rowed out to the vessel and brought a passenger ashore.

Technical details: With a displacement of 47 t. gr.

SOURCE: *Port Macquarie News*, August 10, 1929, >Report on >An Old Log Book of Port Macquarie Pilot Station= held in notebook compiled by W H Branch and now in the archives of the Wauchope Historical Society, No. 48 on a list of ships built on the Manning River 1834-1934 - published in a Manning River newspaper.

KENT 1884 1890 6 yrs.

This wood schooner rigged sailing ship was built in 1884 at Brisbane Water for owner Robert Langley, who registered it in Sydney.

In press advertisements for cargo, the Langley Vale fleet noted that the *Kent* was a regular trader to the Northern River and the *Seaflower* (of Alfred Langley) and *Kent* were sailing for the Tweed.

The vessel disappeared and presumed to have foundered off the New South Wales coast late in January 1890 with a crew of six while on a voyage from Sydney to the Tweed. Some reports had the vessel sighted off the Richmond River, but two of the lifebuoys were picked up near Coffs Harbour. Rough weather off the NSW North Coast accounted for two other vessels, the schooner *Summer Rose* and *Kent*.

Technical details: With a displacement of 104 t. gr. with dimensions of 98.2 x 20.2 x 27.2 ft. SOURCE: p. 95 *Australian Shipowners and Their Fleets V.1* © Ronald Parsons, p. 199 *Australian Shipwrecks V.3* © Jack Loney, p. 77 *Wrecks on the NSW North Coast* © Jack Loney.

KETTARA IV

No details available.

KIAMA

Edited 16.8.98

This schooner had Captain Keft as master and owner J J McDermott.

On October 5, 1860, the *Kiama* arrived and was piloted into Port Macquarie=s harbour to a secure anchorage by the pilot Edward St. A Kingsford.

Technical details: With a displacement of 200 t. gr.

SOURCE: File 206, *Port Macquarie News*, August 19, 1929, article titled =An Old Log Book Of Port Macquarie Pilot Station= kept by W H Branch held by Wauchope District Historical Society.

KINCHELA 1914 1946 32 yrs.

This wood twin screw steamship was built in 1914 in Sydney by Morrison & Sinclair for the Macleay River (Farmers) Co-Operative Steam Ship Co. Ltd. and they purchased it on the stocks. This wood twin screw steamship was built as *Tamban*, but was renamed *Kinchela* by the Company after a town on the Macleay River, when they registered it in 1915.

The ship was sold to N.C.S.N.Co. Ltd. in 1924.

It was converted to a lighter in 1935 and hulked in Sydney in 1936. The machinery was then transferred to the second *Nambucca*. The R.A.N. used it as a boom vessel at Brisbane during World War II.

Technical details: With a displacement of 369 t. gr, 209 t. nt. dimensions were 145 x 31 x 9.5 ft. Fo'c'sle 26', Poop 16', B 48'. With 1 deck, was equipped with electric light and refrigeration machinery and had a twin compound steam engine rated at 48hp supplied by Campbell and Calderwood of Paisley. When registered, was allocated ON136402.

SOURCE: p. 163 *North Coast Run* © Mike Richards, p. 19 *Australian Shipowners and Their Fleets V.1* © Ronald Parsons, p. 116 *Australian Shipowners and Their Fleets V.2* © Ronald Parsons, p. 48 *Macleay Argus Centenary Issue*, Thursday, October 17, 1985.

KINCUMBER 1898 1908 10 yrs.

This wood single screw steamship was built in 1898 by George Frost at Kincumber, N.S.W. for owners George De Fraine & George Frost. Registered in Sydney.

The Manning River Times December 6, 1898, reported: >*Kincumber just started run.*= There appeared to be problems with the bar coming to the surface and the good folk of the Camden Haven were not prepared to let matters remain as they were. The following telegrams appeared in the Sydney press as reported in the *Port Macquarie News* on May 16, 1902:

>KENDALL, Monday. © *Camden Haven is evidently neglected by the Government of the day. The harbour works have been stopped for several months, and the place left in a worse position than when in its natural state. Today there were 7 feet of water on the bar, and only 5 ft 6 in inside, and the place is left without a tugboat. The steamer Kincumber left yesterday only partially loaded. Several other vessels are now awaiting a tug to come from some other river. Supplies are getting short and large public meetings are being held to urge an immediate visit from the principal engineer of harbours and rivers, who promised to make an early visit.*=

LAURIETON, Monday. © *Owing to the damage sustained by the training walls during the recent heavy weather, the entrance to Camden Haven is practically blocked. The steamer Kincumber and ketch Rebecca have been bar-bound for over a week, and vessels have been outside the bar for a fortnight, waiting for an opportunity of getting in. Owing to this impediment to navigation, the whole of the*

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sawmills on the river are closing down, throwing 150 men out of employment, and stopping the circulation of about 2000 pounds (\$4000) per month. Immediate relief for the Harbours and Rivers Department is necessary to prevent great hardship in the locality. It is estimated that 1,000,000 feet of timber are lying on the wharves waiting shipment.=

The *Kincumber* was sold April 1904, to Manning River Limestone & Shipping Co. Ltd. and continued carrying on in the limestone trade when it became a total wreck after striking break wall at Manning River heads on October 22, 1908 with 2 lives lost. One of those who lost their lives was Captain Anderson, who was washed from his bridge and drowned in the dark.

Technical details: With a displacement of 137 t. gr., 85 t. nt. It had dimensions of 98 x 25.2 x 6.9 ft. with compound steam engine rated at 14hp. had 1 boiler which was rated at 100psi and had been supplied by Chapman & Co. Sydney. When registered was allocated ON106198. SOURCE: p. 97 *Wrecks on the N.S.W. North Coast* © Jack Loney, p. 117-118 *Australian Shipowners and Their Fleets V.2* © Ronald Parsons, *Manning River Times*, p. *Brisbane Water Story V.* © C Swancott, R.A.H.S., p. 77, *Alma Doepel, The History of An Australian Schooner* © Capt. Ralph McDonell, *Port Macquarie News*, May 16, 1902.

KING FISHER Tugboat

This tugboat was used to haul quarry punts loaded with rocks during the building of the training walls at the entrance to the Camden Haven.

Technical details:

SOURCE: *Manning River Times*, D.J. and McGill, Wauchope District Historical Society records.

(KING) WILLIAM THE FOURTH 1830 1839 9 yrs.

This wood paddle wheel steamer was built in 1830 at Blackwall on the Thames and owned by T Street and J A Grose. Was originally designed and built for use as a ferry at Faversham, on the Thames Estuary, about 2 miles from the coast, the vessel went to London.

Imported into Australia by Joseph Hickey Grose, the vessel arrived on January 20, 1838 and was registered as *William The Fourth*. Subsequently became known locally as *King William* to avoid confusion with the locally built *William IV* (which was given the colloquial name of *The Billy*, for in those days, it was illegal to re-name a vessel. The *King William*'s master was Captain Perry.

Originally imported for the Hunter trade, some of the local people considered that the vessel was too lightly built for the sometimes violent weather it would have to experience on that run.

King William was reported at Port Macquarie on April 10, 1839, obviously on its way to the Big river for an exploratory visit.

On board was the deputy Surveyor-General and he was accompanied by a number of colonialists who were keen to take up land for farming and grazing. One of those who travelled on the *King William* described his trip in a letter, in which he said in part,

>The vessel crossed the bar in two fathoms of water © the approach is around a beautiful grassy hill forming the south head. Exploring slowly up the river, Susan Island was reached on the 29th and on the afternoon of the 30th the steamer brought us to the foot of a rapids 85 miles from the heads.=

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>In commemoration of so large a steamer navigating so far into the interior, (she is 140 feet long) the mount under which she lay was named *AKing William=s Mount* . A little above this point is the confluence of the two branches, both navigable for boats (for) a considerable distance from the junction.=

The letter writer failed to spell out all the details of the trip up what Captain Perry named the *AClarence River* . He did not mention that the *(King) William the Fourth* had grounded on the rapids and could not be refloated for three days.

The vessel was to prove unsuitable for working on often the unpredictable North Coast of NSW but still managed to be the first steamer to enter the Big River.

On its return from the visit to the Clarence, the vessel was wrecked on the Oyster Bank, Newcastle on July 23, 1839 as it steamed from the Hunter and ran into bad weather, which blew away its funnel. Captain Perry attempted to return to port under canvas but was driven ashore. The Newcastle Harbourmaster, G W Jackson, managed to get a line to the wreck and about 76 people on board the wreck were rescued. (In light of the information not revealed, one must wonder if the three day rest on the rapids in the Clarence may have contributed to her demise in some way.)

It was mentioned at the time, >As marine engines in those days did not grow on every bush, her engines were recovered.= Grose commissioned Chowne, the shipbuilder to build him a new paddle wheeler and placed the engines from *William The Fourth* into the *Sovereign*.

Technical details: nominally with a displacement of 103 t. gr. 81 t. nt. and lightly built, dimensions were 114.4 x 14.7 x 9.2 ft. The two-cylinder engines were made by Messrs Boulton & Watt of Birmingham and were of the normal side lever, jet condensing type rated at 70 horsepower. The vessel drew five feet and the speed was just under eight knots.

SOURCE: p. 302 *Pageant of the Pacific* © Captain R F Rhodes, p. 112 *Australian Coastal Passenger Ships* © Ronald Parsons, p. 149 *Gazetteer*, p. *Australian Shipowners and Their Fleets V.6* © Ronald Parsons, p. 20 *Workhorses in Australian Waters* © Mike Richards, p. *Men and a River* © Louise Tiffany Daley, p. 6 *North Coast Run* © Mike Richards, p. 223, 237 *Bar Dangerous* © Terry Callen.

KITCHENER 1930

Was a paddle wheel drogher steamer that plied the Hastings, delivering goods and picking up produce from the farms on the river. Lost at Port Macquarie during 1930. SOURCE: Museum List, p. 38 *Port Macquarie The Port That Was* © Ian Finkel and Lynda Turner, Information received from Frank Walters, of Manly on March 20, 1984, information held by Wauchope District Historical Society.

KOBILOKO

This vessel arrived and departed Port Macquarie on the same day, December 9, 1927

SOURCE:

KOORANGABA

In 1972, a contract was let to a towing company, to tow a number of derelict ferries to Manila for breaking up. Of these, *Koorangaba*, *Koondooloo*, *Sydney Queen* and *Lurgurena* broke loose during the tow. *Koondooloo*, *Sydney Queen* and *Lurgurena* went ashore near South West Rocks in Trial Bay. The *Koorangaba* had previously broken away near Crowdy Head, where it foundered.

SOURCE: p. 38 *Port Macquarie, The Port That Was* © Ian Finkel and Lynda Turner, p. 112

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Wrecks on the NSW North Coast © Jack Loney.

KORORA 1905 1917 12 yrs.

This 3 mast schooner-rigged vessel was built at Auckland in 1905 by G T Nicoll of Auckland for owners, the Ford Shipping Line Ltd. who registered the vessel in Auckland, N.Z. Of a Scow design as were a number of vessels built in New Zealand at the time meant that these vessels were bluff at bow and stern. They were also flat bottomed for running up on to beaches to load shingle and shell around the Hauraki Gulf, for which there was a great demand in Auckland. Another similarly constructed vessel that plied to the mid-north coast was the *Jap*.

The Ford Shipping Company used the vessel for all manner of cargo for the next ten years along the New Zealand coast. They sold it in 1915 to Ed D Pike & Co. Ltd. of Sydney, who registered it in Sydney.

There is some thought that the name came from the small village Korora situated just a few kilometres north of Coffs Harbour.

The vessel went ashore near Tacking Point on Lighthouse Beach on March 27, 1917 and could not be refloated. After the masts were removed and possibly the cargo and ballast the hull was salvaged and towed south. Final details of the disposal of this vessel are unknown at this time. (photo H.D. Historical Society)

Technical details: With a displacement of 160 t. gr. and dimensions were 121.6 x 31.7 x 5.2 ft. SOURCE: p. 91 *Australian Shipwrecks V.4* © Jack Loney, p. 38 *North Coast Run* © Mike Richards, p. 38 *Port Macquarie The Port That Was* © Ian Finkel and Lynda Turner, p. 103 *Wrecks on the NSW North Coast* © Jack Loney, p. 135 *Australian Shipowners and Their Fleets V.2* © Ronald Parsons, *Australian Encyclopaedia* 1925 reports 1917, *Korora* was wrecked at Tacking Point, p. 6 *Mid-North Coast Maritime Museum Newsletter*, March 1996 issue © Colin Ellwood, Editor.

KYOGLE (1)

This iron paddle steamer was built in 1881 by Mort=s Dock & Engineering Co. Ltd. of Balmain in 1881 for owner, the Colonial Sugar Refining Company Limited. The C.S.R. had, from the time of commencement of its operations on the North Coast owned and operated punts and tugs on the Northern Rivers as well as deep-sea cargo and passenger vessels between Sydney and the Tweed. They sometimes operated between Brisbane and the northern rivers ports.

The paddle wheel steamer *Kyogle* was removed from the Register in 1907, when the Customs were advised that the vessel had been broken up.

It is doubtful if this is the vessel that visited Port Macquarie, as Glen Hall of Lismore (*Port of Richmond River, Ballina 1840s to 1980s.*) gave some background information concerning the activities of the smaller steamers on the Clarence under the control of the C.S.R. to Ronald Parsons. It appears on p. 165 *Australian Shipowners and Their Fleets V.2*. he said, > . . . For instance the *Kyogle* would leave Grafton around 1 00 p.m. lading at places downstream but we would have dinner at Roach=s or the Crown Hotel and board the river steamer about 7.00 p.m. . . . =

Technical details: With a displacement of 106 t. gr. 67 t. nt. it had dimensions of 100.4 x 18.6 x 6 ft with no masts, and was equipped with a 2 cylinder diagonal disconnecting surface condensing steam engine rated at 35 h.p., supplied by D & W Henderson of Glasgow.

SOURCE: p. 59, 61-62 *Australian Shipowners and Their Fleets V. 1* © Ronald Parsons, p. 165 *Australian Shipowners and Their Fleets V. 2* © Ronald Parsons.

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KYOGLÉ (2) 1902 1935 33 yrs.

This steel twin screw steamship was built by A J Inglis & Co. at Glasgow in 1902 for owner N.C.S.N.Co. as a passenger ship.

Is reported to have worked to Port Macquarie. The *Kyogle* ran into heavy weather and joined several other steamers sheltering Byron Bay on August 10, 1908. These were *Kallantina*, *Cavanba*, *St George*, *Brundah*, *Burrawong*, *Orara* and *Ramornie*.

While still operating as a passenger vessel, the vessel was sold in 1924, to the Department of Navigation for use as a lighthouse tender. They in turn sold it in 1930, to the Queensland Cement & Lime Co. in Brisbane. This firm removed the masts and the fitting of a grab crane forward meant they could use it as a self propelled lighter to carry rotten coral from Moreton Bay to the Darra Cement Works. The vessel ended its days in this service. Finally hulked in Moreton Bay in approximately 1935.

Early in May 1951 two officers of the RAAF, Squadron Leader G M Gillespie and Flight Lieutenant A P Boulby purchased the *Kyogle* for the princely sum of half-a-crown (2/6 = 25 cents). Each paid in 1s3d (12.5 cents) towards the purchase of the hulk from Peters Slip of Kangaroo Point, Brisbane, which they wanted to use as a target by Lincoln bombers and rocket attack by Mustang fighters from 23 Squadron then based at Archerfield, Brisbane. The Peters Slipway had already stripped the vessel of its superstructure and machinery and had estimated that it was going to set them back about \$400 if they had to tow it out to sea and scuttle it, so were pleased to receive the payment which relieved them of the responsibility.

On May 12, 1951 after an attack that lasted 30 minutes, and hits by both the bombers and fighters the hulk of the *Kyogle* sank beneath the waves and settled in the waters approximately 10 kilometres due east of Cape Morton.

Technical details: With a displacement of 792 t. gr. 362 t. nt. dimensions were 180.1 x 30.1 x 12 ft. P27', B44', F32'. With 1 deck and well deck, had electric light and twin triple expansion reciprocating steam engines that had been supplied by the shipbuilder.

SOURCE: p. 163 *North Coast Run* © Mike Richards, p. 77 *Alma Doepel, The History of an Australian Schooner* © Capt. Ralph McDonnell, p. 19 *Australian Shipowners and Their Fleets V.1* © Ronald Parsons.

edited 17.7.98

LADY BOWEN 1864 1894 30 yrs.

This iron 4 masted schooner rigged single screw steamship was built by A J Inglis of Glasgow in 1864 for owner Australasian Steam Navigation Co. The vessel had been specially designed and built for the Brisbane-Sydney run but was employed on most passenger services at different times between Sydney and North Queensland ports.

A brigantine *Princeza* was lost on February 28, 1863 near Moreton Island along the South Passage. The wrecked remains were purchased by Messrs. Mir and Low who attempted to refloat the hull which had turned bottom up in the accident by using the salvage schooner *Lady Bowen*. A gale forced them to cast the wreck free.

During the early morning of January 19, 1868 the *Lady Bowen* rammed and sank the 37 ton ketch *Lightning* when both vessels were about six miles south west of Seal Rocks. Fortunately, the *Lightning*'s crosstree caught in the steamer's rail and the crew were able to scramble up the mast and board the *Lady Bowen* before the ketch sank. It was subsequently found that the *Lightning* was travelling without lights.

In 1875, the *Lady Bowen* was lengthened by 18 feet.

In December 1882 the Hunter River New Steam Co. of Sydney purchased the vessel for the Sydney - Newcastle passenger and cargo trade. After almost 6 years in this trade, the vessel passed to the ownership of Captain W Summerbell of Sydney, but he only retained ownership for about three months and sold the ship to B M Corrigan & Co. This firm converted the vessel to a sailing ship in October 1889.

The vessel was lost at Kennedy, Shoal Bay Great Barrier Reef on August 19, 1894. *Technical details:* with a displacement of 671 t. gr.
SOURCE: p. 239 *Australian Shipwrecks V.3* © Jack Loney, p. 140-141, 198 *Australian Shipwrecks V.2* © Jack Loney, p. 54 *Bar Dangerous* © Terry Callen, p. 103 *The Log* November 1974.

LADY GIPPS 1838 1861 23 yrs.

This brig-rigged ship was built on the Manning River as *Lady Gipps* in 1838. Renamed *Emma* before registration. (See *Emma*).

Technical details: with displacement of 121 t. gr.

SOURCE:

LADY MUSGRAVE 1884 1908 24 yrs.

This iron single screw steamship was built in 1884 at Brisbane by J W Sutton for owners W M Collins, later Wm. Collins & Sons Ltd.

This vessel was disabled while attempting to leave the Richmond River at Ballina Bar in 1908 and became a total wreck.

Technical details: with a displacement of 204 t. gr. dimensions were 137.1 x 20.5 x 9.1 ft. after being lengthened in 1891. When registered was allocated ON87319. It was equipped with a compound single cylinder 45 h.p. steam engine.

SOURCE: p. 163 *North Coast Run* © Mike Richards, p. 114 *Australian Shipowners and Their Fleets V.* © Ronald Parsons, p. 28 - 30 *Port Of Richmond River - Ballina 1840s to 1980s, Appendix A List of Wrecks on Ballina Bar and Vicinity* © Glen Hall.

LADY NELSON 1800 1828 26 yrs.

His Grace, the Duke of Northumberland was involved in fighting in the American War of Independence when he had a rather brilliant idea. He discussed this idea with Captain John Schanck, RN., when he suggested that >. . . if cutters were built

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much flatter, with deeper keels, they would sail faster and closer to the wind, and thus confound the Yankee sailors.=

The experienced captain agreed and further suggested that, > . . . *if this deep keel was made moveable, and screwed upwards into a trunk or well, formed within the vessel, such vessel could enter shallow waters for close exploration.=*

Encouraged with the support of the good Duke, Schanck built the first model in Boston in 1774. He followed it with several other models built in England which were commissioned by the Royal Navy. The beauty of the new design was that it made ships more manoeuvrable without sacrificing size, as long expeditions required ships large enough to take the necessary men and provisions. It also meant the larger vessels could work close to shore and thus enter unknown bays with much less risk of running ashore.

A problem facing the early Governors of the Colony was the lack of suitable vessels to explore estuaries around the Australian coast. Before Governor King left England in 1797 to relieve Governor Hunter, he approached the Admiralty requesting they provide such a vessel. The *Lady Nelson* was built for this purpose to the design of Captain John Shanack which included the early type of centre board but with further improvements. The vessel was equipped with three separate sliding centre boards, which enabled it to cope with the many different conditions expected to be found in the then unknown waters of Australia Felix. This new brig was commonly known as HM >Tinder Box=.

A twenty-eight-year-old Scot, Lieutenant James Grant, who had assisted with Schanck=s experiments, was given command of this new vessel for the voyage. Classified as a survey brig, the *Lady Nelson* with fifteen men on board and provisions for nine months, sailed from Deadman=s Dock, London on January 16, 1800.

Contrary to popular belief, when Commodore (later Governor) Arthur Phillip arrived at Botany Bay on 18 January, 1788, he did not arrive at a completely unknown land. The general outline of New Holland was already known except for the section between Thevenard (in what is known as South Australia) and Cape Everard near Gabo Island. The Dutch had already explored the Gulf of Carpentaria and were also familiar with the west coast of the continent. Francois Thysz in *Gulden Zeepaerdt* sailed across what is now known as the Great Australian Bight in 1627. He followed the vessel *Leeuwin* (after which Cape Leeuwin is named) which had explored the south west corner of the continent in 1622.

Australia=s history could have turned out differently had the actions of Abel Tasman in the vessels *Heemskerck* and *Zeehan* visited the island (which in 1853 officially became Tasmania) and took formal possession for Holland on 3rd December 1642, almost 128 years before Cook claimed possession of Australia for England. Prior to being renamed, the island was known as Van Diemen=s Land.

England started to take an interest in this Great South Land in 1699 when they despatched William Dampier in HMS *Roebuck* to investigate the east coast of the continent. Instead, Dampier sailed along the north west coast then eastwards along the north coast of New Guinea. Much later, in fact in 1767, Samuel Wallis on board HMS *Dolphin* was despatched to explore the east coast, but he missed the Great South Land altogether. History now proclaims that James Cook in the bark *Endeavour* made the first landfall on 20 April 1770.

Cook set sail in the 462 tons HMS *Resolution* (ex *Marquis of Granby*) on his second expedition from 1772-1775. He was accompanied by Captain Tobias Furneaux in the

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364 ton HMS *Adventure* (ex *Marquis of Rockingham*). Furneaux, in March 1773, sailed up the east coast of Van Diemen=s Land to the island group that now carry his name. He was convinced that no strait existed between the Van Diemen=s Land and New Holland.

Following the establishment of the penal settlement at Port Jackson, there was a keen desire to see if a strait really existed, so George Vancouver in HMS *Discovery* was instructed to search for it on his way to survey the west coast of America. On his way, Vancouver, on 26 September 1791, he discovered and named King George the Third=s Sound (now known as King George Sound, WA). Unfortunately bad weather forced Vancouver to sail south of Van Diemen=s Land and he failed to discover the strait.

Governor Hunter decided in September 1795, that he would allow Surgeon George Bass to take a 28 ft. 7 in. whaleboat and sail on a voyage of exploration down the south coast of New South Wales. Bass had a crew of eight sailors and was able to discover and name Western Port (now Westernport) on 4 January 1798. This voyage did not put paid to the question of existence of a strait or not. Matthew Flinders together with Bass sailed on the 25 ton sloop *Norfolk* on 7 October 1798 from Port Jackson bound for Van Diemen=s Land. They subsequently circumnavigated the island.

The Admiralty received advice that Bass had confirmed the truth of Matthew Flinders= theory that Van Diemen=s Land and the mainland were separated by a wide strait after the *Lady Nelson* had sailed. Urgent instructions and a copy of Matthew Flinders=s first chart were sent to Capetown, where the *Lady Nelson* was laid up receiving repairs as her main and aft keels had been carried away. New keels were fitted and her planking re-caulked. Lieut. Grant was ordered to pass through the newly-discovered strait as he approached Australia and explore it again from west to east. He was also ordered enter any large rivers and >take possession in His Majesty=s name= with the consent of the inhabitants, if any.=

Previously all ships approaching Australia from Capetown had sailed far into southern latitudes to clear the southern-most tip of Tasmania. This allowed them to take advantage of the Roaring Forties, which blow continuously in the forty-degree south latitudes. The *Lady Nelson* instead sailed directly from the Cape to Western Australia. On December 3rd, she made the coast of South Australia about Cape Northumberland, which Grant then named after the Duke who was the British Commander-in-Chief.

Because of low provisions on board, Grant was forced to maintain a generally easterly course towards what later became known as Bass Strait. Grant sighted and named Mt Gambier, after Admiral James Gambier, Capes= Brideswater after another Duke and Nelson, after the famous ship. He then discovered Portland Bay which he named after another Duke and Cape Otway after Captain William Otway, RN.

The *Lady Nelson* thus became the first vessel to pass through the newly-discovered waterway from west to east, arriving in Port Jackson on December 16, 1800. Governor King had been particularly anxious about the vessel=s lateness for he felt personally responsible for the ship and crew=s safety. He had recommended that a vessel of the *Lady Nelson* type be built before he had left England.

On March 6, 1801 the *Lady Nelson* left Sydney to explore more fully Bass Strait, and was in Jervis Bay from March 11 to 13, in which time Grant completed the survey of the bay. The vessel reached Western Port on March 21. A camp was set up and a blockhouse built on Churchill Island (named after John Churchill). This gave Ensign

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Barralier and Lt. Murray the opportunity to chart the surrounding coast line as well as the large island they named >Grant Island= after Lieut. Grant. This was later changed to Phillip Island.

The vessel remained until April 29 when it returned to Sydney, reaching there on May 14. The 15-ton schooner *Bee*, cranky and unseaworthy, and manned by convicts no less reliable than the vessel, had been ordered to accompany Grant, but he refused to accept further responsibility for their safety after reaching Jervis Bay, and packed the whole demented lot back to Sydney.

In June, the *Lady Nelson* made a minor survey trip to the Hunter River, where she rounded the >Nobbys=; on June 12, accompanied by the *Francis*. Governor King had instructed Grant to >give every assistance to Ensign Francis Louis Barralier, RN, surveyor, (on the *Francis*) in making a complete survey of the entrance, inside the river, its shoals, and depths of water.= The *Lady Nelson* had on board Lt-Col. William Paterson, who was charged with the responsibility of surveying the river >. . . and learn of its natural productions, and whatever else may appear worthy of observation.= After sighting Hacking Island as mentioned on 12 th Grant was unable to enter due to lack of wind so they were forced to remain outside all night. The same conditions prevailed next morning so he ordered four ship=s boats manned by good oarsmen to tow the *Lady Nelson* into port.

After enduring a turbulent passage over the bar he anchored the *Lady Nelson* next to the island which Barralier estimated to be 203 ft (61.8m) high, and which Grant allowed some of the crew to scale the island. Barralier suggested that the island would be ideal for a signal tower or lighthouse. Lt-Col Paterson during his survey changed its name from >Hacking= to >Coal Island=.

Paterson, Grant and miner John Platt found coal of such high quality that it was decided to load 24 tons of coal on board the *Francis* and this vessel was sent back laden with coals on 26th.

While the *Lady Nelson* and the party were preparing to sail back to Sydney, they were approached by a white man in >a wretched condition and starving.= He was John Lofts who had travelled for 32 days after his vessel, which had been owned by a Mr Underwood of Sydney had been wrecked. Lofts was sent back to Sydney on the *Francis* when it departed.

Having completed the survey, the *Lady Nelson* sailed from >Hunter=s River= on July 22, bound for Sydney after a fairly comprehensive survey of the Hunter River. They had left behind Platt and other miners to work the coal with a hut, boat, seine fishing net, tools, arms, and ammunition.

This voyage led to the discovery of the Hunter=s rich agricultural resources which in turn led to the establishment of Port Hunter.

Grant relinquished command of the *Lady Nelson* on his return to Sydney as he had been recalled to England. When farewelling Grant from Port Jackson on November 9th. Governor King in expressing his regret, said: >I should have been glad if your ability as a surveyor was in any ways equal to your ability as an officer and a seaman.=

Shortly after the *Lady Nelson* returned to Sydney, Governor King established a convict settlement at Newcastle under the command of Corporal Wixted with five soldiers and some convicts. Part of the plan was not only to win coal but also to sell it overseas so coal was used as ballast. Governor King became alarmed at the actions of Wixted who was allowing the masters of vessels to take more that they were entitled to, so Hunter closed the settlement down in 1802.

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The *Lady Nelson*, under Lt. John Murray, left Sydney on November 12, 1801 and spent much of the intervening time in Westernport, leaving that harbour on January 5th, and about 3 p.m. Murray saw ahead an opening in the land that had the appearance of a good harbour N.W. 10 or 12 miles. Thus he became the first white man see the entrance to Port Phillip. Fearful of a lee shore, Murray turned and ran for King Island. Returning to Westernport from King Island on January 30th, Murray sent the *Lady Nelson*'s launch under the ship's master, Mr Bowen, to examine the inlet he noticed on the 5th. The boat returned on February 4th with tidings of a most noble sheet of water, and as Bowen reported the passage safe on the 14th the *Lady Nelson* passed through the heads, the first vessel to enter this port. In a special ceremony, Murray took formal possession of the territory at Point King, and after raising the new Union Jack, named it Port King after the Governor. Later Governor King reversed this decision and named it Port Phillip. Two days later they made contact with the natives - to the confusion of the latter - and on 21st Corio Bay was discovered.

Having discovered the South Channel into the bay on March 5th and hoisted the Union Jack on shore near Sorrento. Murray sailed from Port Phillip on 11th, noting the famous rip which prevails at certain time between Port Phillip Heads. He was back in Sydney on March 23, 1802.

On July 21, Matthew Flinders on board the *Investigator* and Lieut. Murray on *Lady Nelson* left Port Jackson to carry out further surveys to the north of the continent. The *Lady Nelson* was selected because of the sliding keels, for it was supposed to be able to sail up any river no more than one hundred and eighty centimetres deep.

Flinders was off Cape Moreton on July 26, when he discovered a small but dangerous reef which now bears his name. He was later off Flinders Island when he noticed an entrance into a body of water behind Wide Bay. He formed the opinion that this might provide a passage through to Hervey Bay. Unfortunately the *Lady Nelson*, being an extremely bad sailer had been delayed and he was unable to investigate this, as the *Investigator* drew too much water. Unfortunately Lieut. Murray was keen to investigate, but due to the slowness of his craft, and the urgency of further survey work, Flinders would not permit him to sail in.

Flinders moved on to Bustard Bay then sailed north again arriving on August 8, at Port Curtis which he named after Admiral Sir Roger Curtis, who was commander at the Cape of Good Hope. The two vessels spent four days here, with Flinders using the *Lady Nelson* to explore the shallower waters. Unfortunately, John Murray ran the vessel onto a reef and its main sliding keel was destroyed.

The survey vessels then moved off to the Percy Islands where they surveyed a safe route for shipping through the reef. Flinders reached the Percy Group on September 28th, and was off Cape Upstart on October 19th. In battling the reef, the *Lady Nelson* lost part of its rear keel and most of the anchors and >sailed so ill=. This affected the already poor sailing qualities and as this was delaying the project much to the regret of Lieut. Murray. On October 4, Flinders decided to send the *Lady Nelson* back to Port Jackson.

After Bass and Flinders had clearly established that Tasmania was an island, in March 1803, Governor King summoned twenty-three-year-old Lieutenant John Bowen RN, to his office. He informed Bowen that he was proposing to send him on >a service of much importance to the mother country.= The Governor also informed him that he (the Governor) had >long intended to form a settlement on Van Diemen=s Land, to counteract any of the supposed intentions of the French.= He was obviously

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referring to the report by Matthew Flinders, who, on April 7, 1802, while surveying in the *Investigator* sailed round Cape Jervis into a sheltered bay (today to holiday resort of Victor Harbour) and found a ship flying French colours. Flinders later reported, *>We cleared for action, in case of being attacked.*= Fortunately flags of truce were hoisted and Flinders was invited by Captaine Baudin=s vessel *Le Géographe*, which had been exploring Van Diemen=s Land and Bass Strait.

This was at a time of heightened tension between England and France. The French Revolution had swept away the Bourbon monarchy. Ten years later Napoleon Bonaparte in turn threw over the elected Directory and became First Consul. He was envious of Britains expanding empire, so in 1800 dispatched two ships under Nicolas Baudin, who he directed to complete the mapping of Australia, but mainly to test the strength of Britain in the area. The true intentions and feeling of the French was shown when one officer recovering in Port Jackson urged the military commander on the French island of Mauritius to attack Sydney as quickly as possible. He wrote, *>Today we could destroy it easily. We shall not be able to do it so in twenty-five years time.*= This feeling about the French intentions was further reinforced when Baudin was forced to stop his mapping. His crew having fallen prey to scurvy in 1802, with only twelve out of one hundred and seventy Frenchmen were able to stand on their feet. He sailed for Port Jackson where Governor gave them refuge and allowed the Frenchmen to be nursed back to health.

After the crew had recovered, Baudin returned to continue charting Bass Strait. Governor King ordered Lieutenant Charles Robbins in the schooner *Cumberland* to follow them and raise the British flag over the French camp on King Island. This caused Baudin to write sarcastically to King: *>That childish ceremony was ridiculous . . . I have no knowledge of the claims which the French Government may have upon Van Diemen=s Land, nor of its designs for the future ; but I think its title will not be any better grounded than yours. . . Everyone knows that Tasman and his heirs did not bequeath it by will to you . . .*=

This letter obviously alarmed King even more, for in May 1803, Lieut. John Bowen instructions were to proceed to the south of Tasmania in the whaler *Albion*, attended by HM *Lady Nelson* and occupy Van Diemen=s Land. King warned him, *>In case any French ship, or ships of any other nation, should attempt to form an establishment anywhere in the neighbourhood of where you are settled, you will inform the Commanding Officer of His Majesty=s right to the whole of Van Diemen=s Land, founded on such claims as you no doubt His Majesty will assert. If they persevere after this, you will endeavour to prevent them carrying their intention into effect, but without any act of hostility if it can be avoided ; nor will you on any account suffer His Majesty=s flag to be insulted.*= On September 7 1803, Lieut. Bowen landed at Risdon Cove, near the present site of Hobart.

This fertile area had been named by a twenty-five-year-old naval lieutenant, John Hayes, who had in April 1793, discovered the site, after William Risdon, second officer of the *Duke of Clarence*. This vessel was one of two that had been sent out from England by the British East India Company seeking profitable lands south of the equator.

The colonists on the *Lady Nelson* and *Albion* numbered 49 in all, including twenty-one male and three female convicts. There were 10 other women and children, and the remaining fifteen included eight soldiers. But discipline appears to have been lax, and it was not long before the convicts, led by John Duce, welcomed the idea and opportunity of stealing Bowen=s whaleboat. In it seven convicts escaped and made

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for Bass Strait, where they soon made their presence felt. One of them named Privet was afterwards traced as far as Chile.

Governor King had advised the British Government that he considered Port Phillip was satisfactory for the establishment of a convict settlement. The British Government also had similar thoughts, expressing the view that, *>The establishment of a French base, might, in the case of hostilities, greatly interrupt the communication with Port Jackson, and materially endanger the security of our possessions there.=* They backed up these words with actions when on 24 April 1803, HMS *Calcutta* accompanied by the transport *Ocean* sailed from Spithead, England for Port Phillip.

In command was Lt. Colonel David Collins of the Royal Marines. He had 14 civil establishment, 15 free settlers, 50 marines and 299 male convicts. A few of the convicts had been allowed to bring their wives and family with them. The fears expressed by the British Government proved to be real ones when in November 1803, news was received in Sydney that war had again broken out between Britain and the French.

After arriving at Port Phillip, it wasn't long before Collins realised that he was most unhappy with the area. David Collins took command on 16 th February 1804 and shortly afterwards decided to abandon the sandy, almost waterless fortress he had established on the mainland inside Port Phillip Bay. Within three weeks of his arrival he sent his nephew in a cutter to Port Jackson advising Governor King of his concern and requesting that he be allowed to abandon Port Phillip. King agreed and the *Ocean*, *Lady Nelson* and HM schooner *Francis* were despatched to transfer the people from the settlement to the Derwent.

Meanwhile Napoleon had sent several thousand troops to Mauritius, as a springboard for an attack on Sydney. Fortunately for Australia, French sea power was virtually destroyed at the battle of Trafalgar in 1805, so after this defeat there was never enough ships available to launch any invasion of Australia.

There was a convict uprising at Castle Hill in 1804 and the British Government advised Governor King that *>Newcastle was an eligible place for the most turbulent and refractory characters to be kept at the coal works.=* This caused King to again look at Newcastle as a place for a convict settlement. He found some difficulty in getting an officer from the NSW (Rum) Corps to take control of this new settlement. Finally Lieutenant Charles Menzies, Royal Marines, of HMS *Calcutta* offered his service which King accepted with some relief.

Lieut. Menzies was allocated the *Lady Nelson* to convey his party, which consisted of a sergeant, nine privates of the NSW Corps, a marine private, and a small group of prisoners to Newcastle. One of his first acts was to change the name of the settlement. He changed it from *>Newcastle=* to *>King=s Town=*, after the governor, obviously not being aware of a general order dated 24 March, 1804 giving instructions that the settlement at Coal Harbour and Hunter=s River would be called Newcastle. Like all such matters, the name *>King=s Town=* appeared often in official correspondence and documents even though the official name was different.

The *NSW Government Gazette* of April 22, 1804 advised that *>Two of the four men who left the settlement (Newcastle) some time ago and have kept about the coal harbour, were killed by natives, and the other two, with Sergeant Day=s boat, made their escape to Port Stephens on the Lady Nelson=s appearance.=*

On October 15, 1804, HMS *Buffalo* had on board, Lieut-Governor Paterson, the

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officers civil and military, etc. with the *Francis*, *Lady Nelson*, and *Integrity* in attendance, sailed from Sydney Town to form a settlement at Port Dalrymple (Tasmania). The squadron ran into a heavy gale and the ships became separated, and did not meet again until they reached Port Dalrymple. On November 9, the *Buffalo* arrived after being ashore near Green Island. The *Lady Nelson* and *Francis* did not arrive until the 22nd.

A 180-ton brig, the *Harrington*, armed with 6 guns and carrying a crew of 40 men sailed from Port Jackson for Masafuero Island, Juan Fernandez group, on sealing bent. Captain Campbell carried letters of marque (*seizure by way of reprisal, especially in wartime*) >from the Presidency of Fort Sain George against France and Holland,= the issuing authority being allegedly the East India Company in Calcutta.

Although Spain was not mentioned in the letter of marque, and Captain Campbell of the *Harrington* could not in any subsequent transactions point to any authority other than hearsay respecting a state of war between England and Spain, he interpreted his letter of marque as though such a state existed, and struck terror in several Spanish ports. During his foray, Captain Campbell captured several vessels including *Estremina* and *St. Francisco and St. Paulo*. The *Harrington* returned from the coast of Peru on March 4th, 1804 and it was not long ere news of important captures she had made, but was not parading, leaked out. Governor King promptly sensed the reason the captures were allowed to remain in a shadowy background was due more to caution than to modesty, so he began to make enquiries.

He sent HMS *Lady Nelson* hurrying down to Jervis Bay, where it arrived on April 5th, and found the *Estremina*, with a St George=s Jack flying. Symons, commander of the *Lady Nelson*, ordered this flag to be struck and the Spanish colours hoisted, where-upon he boarded and took possession of the vessel in the name of >His Majesty=, pending the untangling of knotty problems which the seizure by the *Harrington* created.

But mariners, when they talk at all, talk well, and this is especially the case if they have something about which to talk. In this case there still was the un-divulged Spanish brig of sainted name, and the result of persistent rumour meant that *Lady Nelson* was despatched to Bass Strait. Arriving off Kent Group on April 29th, the vessel fell in with the brig *St. Francisco and St. Paul* under a prize crew from the *Harrington*, and took these under convey back to Sydney.

A legal challenge ensued because of the action of Governor King, in assuming the master of *Harrington* to have committed a piratical act in his seizure of Spanish ships, had acted illegally in seizing the *Harrington* as a security against the master appearing when wanted.

On May 15th, 1808, the *Harrington* itself became the subject of >takeover= when a gang of 50 convicts seized the vessel and used the crew to work the brig out of the harbour. When free of the harbour they released the crew and sent them ashore the next day in the whaleboat.

During March 1809, HMS *Dedaigneuse* fell in with the *Harrington* near Manilla. Being unable to escape, the convicts ran the *Harrington* ashore, and it became a total wreck. Most of the convicts got clear of the wreck, and some of them were said to have reached India.

An arrival of note at Port Jackson on November 27th, 1804, was that of the Maori chief Te Pehi, of the Bay of Islands. On February 27th, of the next year, the *Lady*

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Nelson was detailed to carry Chief Te Pehi back to his beloved New Zealand.

Evacuation of Norfolk Island occurred on October 2, 1808 when the final batch of 531 free settlers - of whom 109 were women, and 220 were children - and 23 male convicts were landed at Port Dalrymple from the ships *Lady Nelson*, *Porpoise*, *Estremina*, and the *Duke of Edinburgh*. With the exception of caretakers and a few stray settlers, Norfolk Island was no longer a settlement. But it was 1813 before the island was quite without population.

On Monday November 4, 1811 Governor Lachlan Macquarie, accompanied by his wife, Elizabeth Henrietta, Major of Brigade Captain Antill, Lieut. Maclaine, Aide de Comp and James Mehhan, Acting Surveyor General embarked on the *Lady Nelson* to travel on his first inspection trip to Van Diemen=s Land. This vessel was commanded by Mr Bryan Overand. The vessel and crew and passengers ran into heavy weather on their trip south and were at times extremely seasick. They returned from Van Diemen=s Land via Port Stephens and Newcastle. They arrived back in Sydney Cove on Monday January 6, 1812. Later in 1812, the *Lady Nelson* was given the task of surveying Port Stephens.

Writing to Governor Macquarie on August 19th, 1813 Earl Bathurst advised of a reported plan of attack by the French on Port Jackson. The report came from a Dane named Jorgen Jorgenson - a picturesque figure at that time - who had served as master=s mate on board the *Lady Nelson*. The report stated that, *>Evading the watching British fleets, the squadron of four French Frigates under the command of Baudin=s former officers were :*

>To proceed, without stopping, to the Falkland Islands on the coast of Patagonia, in 52 degrees of south latitude, there to be joined by the American frigate - the whole to water there, from whence they will proceed eastward to the coast of New Holland, and make an attack on Port Jackson. The time of sailing about November in the present year, 1813.=

>The force was to then sail to Broken Bay, and there embark hundreds of soldiers, horses and field guns.=

The strategy was to proceed up the Hawkesbury River, release and arm any willing convicts, and conquer Parramatta before attacking Sydney from the landward side.

Governor Macquarie sent an immediate request to Britain, seeking more artillery and extra muskets to arm trustworthy settlers as a militia force. The decisive defeat of Napoleon at Waterloo put an end to this plan. Later reports suggest that two French Frigates were wrecked near Cadiz; and that America then sent a warship into the Pacific which destroyed 17 whaling vessels. This threat forced the British Government to re-evaluate its attitude to this far-flung outpost of its empire and concentrate its strategies on the development and defence of the continent.

Sometime during January, 1817, the *Lady Nelson* was sent to investigate a statement by aboriginals that a vessel was wrecked to the north of Port Stephens. There it was found that the brig *Trial* had been driven up on the beach in what became known as Trial Bay. From the wreck, the crew of the *Lady Nelson* salvaged some odds and ends of fittings. They also gathered from among the confused aboriginals, stories that the convicts had constructed a boat from the wreck, in which some of them had sailed away. Others were said to have set out by the overland route to try and reach Newcastle, but even of these left no trace. King

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returned to Sydney with the news.

The ship *Governor Hunter* had not been heard from for some time in 1818, so the *Lady Nelson* was despatched northward with instructions to search for this missing vessel. The crew of *Lady Nelson* found the remains of the *Governor Hunter* half buried in sand.

Surveyor-General Lieut. John Oxley and his party sailed from Newcastle to Sydney of the brig *Lady Nelson* arriving on November 21.

Governor Macquarie became quite concerned at the increase in the number of English and Irish convicts arriving in the Colony. Almost 2,600 male and female convicts had arrived in just 10 months. This was one of the reasons for his decision to have the entrance to Port Macquarie surveyed to assess its potential for the establishment of a convict settlement.

Oxley embarked on the *Lady Nelson*, and together with Phillip Parker King on board the *Mermaid* sailed from Port Jackson on May 8, 1819, on a voyage of discovery, this time to explore the north via Torres Strait. They reached Port Macquarie on May 11th, and both vessels were warped into the inner harbour where they were moored to a natural wharf on the southern side of the port. King and Oxley examined Port Macquarie and Camden Haven harbours with the *Lady Nelson* returning to Sydney on May 21st. Then on June 2, 1819, the vessel returned again to Port Macquarie to further survey the area, then returned to Sydney.

January 15, 1820 saw an expedition set off to Port Macquarie on board the *Lady Nelson* to further explore the area regarding its suitability for a secondary place of punishment. The vessel also carried John Gyles, a missionary, who had claimed to have managed a sugar estate in Jamaica. Gyles claimed, after reading Oxley's reports of the fertile soil and superior climate, and with his experience and >being skilled in sugar manufactory= in both Jamaica and Otaheite Islands, he had sugar cane plants ready to take to Port Macquarie. On arrival, Gyles soon began inspecting the country on the north side of the Hastings. He reported that he had proceeded up a branch of the river (the Maria River) for about 20 miles. At what became known as Rawdon Island, he found what he considered to be fertile ground for the establishment of a sugar cane plantation. He reported to Governor Macquarie on his survey on his return to Sydney, that the area around Port Macquarie would be suitable for sugar cane.

On November 25, 1820, Lieut. John Oxley accompanying Captain Francis Allman on special service, returned to Port Macquarie. The *Lady Nelson* sailed from Port Macquarie on January 3, 1821, and then returned to Sydney.

Early in March, the captain's of *Lady Nelson*, *Mermaid* and *Prince Regent* were alerted that they would be conveying troops and convicts to Port Macquarie. Then on March 16, Captain Francis Allman received his orders to establish a place of banishment. The 102 members of the expedition included 39 members of the 48th Northamptonshire Regiment of Foot guarding the 40 convict artificers boarded the three vessels in Sydney Cove on March 17. The small fleet had to contend with contrary winds and were unable to sail from Port Jackson until March 21. When the vessels reached the open sea, they ran into gale force winds which caused serious delays as they made their way up the coast. The next day, the conditions were so serious that they were forced to put into Port Stephens where they rode out the storm. It was not until sixteen days later, in fact on April 6, that they found

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themselves off Tacking Point. As they neared the entrance to the Hastings, it became obvious, that with strong south-westerly wind and high seas on the bar, the vessels would not have been able to cross the bar in safety. The captain=s decided to run for Trial Bay, where they sat out the strong winds. They set sail for Port Macquarie eleven days later where they arrived on April 17. The brig *Lady Nelson* managed to get into the harbour unscathed, but the schooner *Prince Regent* struck a sunken rock at the entrance, but managed to get off with the braces torn away and rudder unshipped.

Because of the lateness of the hour, the cutter *Mermaid* waited outside until the next day, April 18. As it entered the harbour, at 1 pm, it ran aground on the bar and remained stuck in the middle of the breakers. Grave concern was felt for the safety of the vessel, crew and passengers. Fortunately the tide came in and at high tide the *Mermaid* floated free. It came in with a stern plank stove in and the rudder lost.

Captain Allman was horrified at the problems experienced to the ships, and on the next day, April 19, penned a note commenting on the disastrous arrival of the fleet. He said in part, >. . . *I feared that both vessels would have to wait for the Lady Nelson to bring spare parts from Sydney before they would be seaworthy again. I shall not loose a moment in getting the Lady Nelson unloaded and sending her to sea. I hope, at furthest, she will sail on the 20th or 21st as her speedy return will be of great consequences.*=

Bad luck dogged the new arrivals for strong winds kept the *Lady Nelson* bar bound until May 2, the master, Mr Hansen attempted to leave the port and while inside the bar, the *Lady Nelson* ran aground.

Captain Allman recorded the details and said,
>*Despite every exertion to save her C our only whaleboat being swamped in so doing C she got on rocks where she now lies. Her rudder and stern post are gone, the planks of her bottom are in many places holed. I fear there is little chance of getting her off as she fills with water with each tide.*=

The vessel lay on the bank for some months waiting repairs.

Lachlan Macquarie, who had a fond regard for the *Lady Nelson*, (in which he had sailed to Van Diemen=s Land in 1811, on a tour of inspection) was concerned at the stranding of the fleet in Port Macquarie. As he had relied on the information from the Surveyor-General, he despatched John Oxley in the *Prince Regent* to Port Macquarie towards the end of June to investigate the accidents and report back to him. Oxley naturally was in the >hot seat=, for it was mainly on his observations that the decision to proceed with the settlement was made. This was Oxley=s fourth and last visit to Port Macquarie and he arrived with several artificers, a rudder, naval stores and supplies.

Oxley presented his report to Macquarie on July 18. He stated that the accidents had been caused; 1. by ignorance of the channel, 2. entering it at an improper time, and 3. in the case of the *Lady Nelson*, lack of assistance by boats.

In August 1821, Commandant Allman asked Governor Macquarie for a large strong boat to enable him to procure timber from along the Hastings River in assist to repair the *Lady Nelson*. Richard Neave was charged by Macquarie to sail this boat up to Port Macquarie in November where suitable timber was obtained. Allman had ordered the brig hauled up on the beach to be repaired.

Governor Macquarie arrived for his first and only inspection of the settlement

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named after him, on November 4. He reported that this as his >Tour 8. Tour to the Northern Settlements, November 1821.= and reported in government Orders. 27th Oct. 1821. Like other >Tour= reports which Macquarie had published in *The Sydney Gazette*, on 24th November, 1821. Macquarie justified this in a despatch to Lord Bathurst, when he said in part, >. . . *I take the liberty to refer Your Lordship to the Accompanying Printed Report on my Tour, which I had published in the >Sydney Gazette= for the information of the Public (whose curiosity was all alive on the Subject), soon after my return hither.=*

On his arrival at Port Macquarie, Macquarie noted in his journal that he was, >. . . *.shocked and mortified to see his old friend, **Lady Nelson**, high and dry on the beach inside the bar where she had lain a wreck ever since her being stranded here in April last, when Captain Allman came to establish the settlement, and at which time similar disasters befell the other two vessels forming the expedition, namely the >Mermaid= cutter and >Prince Regent= schooner; but the two latter vessels, altho= considerably damaged, were ultimately saved. It affords me, however, sincere pleasure to learn from Mr Nicholson that the poor old >Lady= can not only be saved, but also rendered as useful as ever. He is to set about this very important work tomorrow accordingly.=* On Wednesday, November 7, Macquarie set out with Captain Allman, and Mr Mehan in Macquarie=s boat to row up to Rawdon Island, while Mr Nicholson and Lt. Johnston remained at the settlement to haul the *Lady Nelson* up to a place of safety on the beach to allow repairs to be carried out. The night before he from departed Port Macquarie, the Governor walked around to where the *Lady Nelson* was being repaired for a last look at the vessel that he had a special affection for. After repairs were completed the brig returned Sydney, arriving on May 1, 1822, after an absence of 13 months.

The *Lady Nelson* was placed back on the run, hauling among other cargo, rosewood logs. It was on one of the voyages that the master was approached by aborigines while the *Lady Nelson* was at anchor at Seal Rocks. The aborigines, who had become friends with other natives from the Camden Haven and Port Macquarie, had captured five convict runaways from Port Macquarie and handed them over to the master of the vessel.

The year 1822, was a busy period in the transport of convicts to Port Macquarie from Sydney. These felons had been convicted a second time for crimes in Sydney, Liverpool, Parramatta, Minto, Castlereagh, Windsor, Bringelly and Penrith and were transported on the *Lady Nelson*, *Sally*, *Snapper*, *Mermaid*, and *Amity*. September of this year was a happier time for forty-one prisoners, for they were able to return to Sydney. The first twenty-one who had volunteered in the first place were sent back on board the *Lady Nelson*. They were the >pioneers= of the settlement of Port Macquarie and were now entitled to receive either tickets-of-leave, or conditional pardons promised by Governor Macquarie.

A twenty-nine year old native of Worcestershire [sic] John Oseland, had been convicted in Bristol for an unknown offense and sentenced to seven years penal servitude. He arrived in Sydney aboard the *Lady Castlereagh* in 1818. In the shipping indents he was described as >miller and stone dresser and furrower.= Oseland appears to have been sent on to Van Dieman=s Land, where in mid 1818 the government was erecting it=s own water-powered mill in Hobart. In April, 1820, Oseland moved from Hobart to Newcastle at the Governor=s direction. His trade as a

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mill would explain this move, as a mill was under construction at Newcastle. This mill was completed by September 1820. John Oseland was removed from Newcastle in February 1823 and sailed by the cutter *Mermaid* to Port Macquarie. It is a strong possibility that he was one of the people responsible for building the wind-and-treadmill on the headland in Port Macquarie. Oseland appears to have returned to Newcastle on the *Lady Nelson* on July 21, 1824.

The huge build up in convict numbers in September 1823, meant that reinforcements of the military guard had to be despatched to Port Macquarie. This was caused by the transfer of more than 180 prisoners from Newcastle which was being closed as a convict settlement. The prisoners arrived on the vessels *Lady Nelson*, *Elizabeth Henrietta*, *Sally*, and *Mermaid* during September and October.

On August, 1824, HM ships *Tarmar* and *Lady Nelson*, with the merchant ship *Lady Harcourt*, sailed from Port Jackson with an expedition to settle the post in Northern Australia. The ships passed through the inner route, Torres Strait, >a navigation dangerous and intricate,= and reached Port Essington, Coburg Peninsula, on September 20th. It was soon apparent that this place had nothing but its harbour to recommend it, so Captain Bremer decided on Melville Island. He named it Fort Douglas, which is on the Apsley Strait. On October 21, he took formal possession and hoisted >His Majesty=s colours= and the roar of a royal salute completed the ceremony.

The *Lady Nelson* under Captain Johns, sailed on February 19, 1825 from Melville Island to the neighbouring island of Timor to obtain a cargo of cattle, pigs, sheep and goats. The brig never returned, and it was subsequently discovered that it had been captured by Malay pirates on Barbar Island, in the Serawitti Group, the whole of the crew massacred, and the *Lady Nelson* burnt.

A casual comment by a Dutch naval officer, Lieut. Kolff, a master of a Dutch vessel in 1839, who had a smattering of a little-known native dialect, that he had seen an Englishman on Timor. Captain Watson of the *Essington* acted promptly on the report. He sailed into the bay where the Englishman had been seen, and on March 31st, managed by a ruse to entice on board one of the native chiefs. Watson then informed the chief that he would hold him to ransom against delivery of the captive - a measure which had the desired result.

The next day, a man named Forbes, sole survivor of the *Stedcombe*, was brought on board. The *Stedcombe*, a schooner under command of Captain Barns, had been purchased to open a trade with natives on the North Coast of New Holland. Forbes said that he and a boy named Edwards were spared by the pirates who captured the *Stedcomb* and butchered the crew within 60 miles from where the *Lady Nelson* tragedy was enacted. The report stated that hordes of frenzied natives swarmed over the *Lady Nelson* as it lay at anchor off Aluta. They murdered the greatly outnumbered crew, drove the vessel ashore, and put torches to it. Edwards had died about four years before Watson had rescued Forbes. Some years before on February 28, 1828 Governor Darling expressed his disbelief in the bona fides of Captain Barns, of whom he said,

>. . . in short, I believe him to be an unprincipled adventurer, totally unworthy of notice.=

Replica Sail Training Vessel *Lady Nelson* built 1988 under Capt. D. Anderson visited Port Macquarie 24 May - 14 June 1992.

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Technical details: with displacement of 60 t. gr.

SOURCE: p. 186, p.131, 133, 136-139, 141, 145, 194, 203, 218-219, 238 *Pageant of the Pacific* © Captain R F Rhodes, p. 6 *Ships of Yesteryear*, Index of *Sydney Gazette* 1803-1826 Vol. 14 (PHA-RID) File 788, p. 32, 35, 40, 47, 55, 69,79, 95,100, 144, 152 and 229 *Place of Punishment* © Iain McLachlan, p. 45, 55-56, 61, 71-72, 74,-75, 77, 81, 83-85, 87, 207-211, 213 *Lachlan Macquarie, Governor of New South Wales - Journals of his Tours in New South Wales and Van Diemen=s Land 1810-1822* © Library of Australian History, p. 19-22, 25, 53 and 222 *Bar Dangerous* © Terry Callen, p.53-55 *The Log*, May 1985 © T S Stevens, p. 85, 86-88, 91-92, 108, *The Exploration of Australia* © Reader=s Digest.

LADY ROBINSON 1873 1884 10 yrs.

This vessel was a schooner built on Manning River by James McDonald Snr. and launched on May 31, 1873. Lost Great Barrier Reef 1884.

Technical details: with displacement of 106 t. gr.

SOURCE: p. 152 *Australian Shipwrecks* V.3 © Jack Loney, No. 72 on a list of ships built on the Manning River 1834-1934 - published in a Manning River Newspaper.

LADY SMITH 1902

Wooden ketch built 1902 at Forster by Miles for Allen Taylor and Co. Reg. Sydney. *Manning River Times* September 4, 1902, reported *Ladysmith* working Camden Haven. Another report in the *Manning River Times* on November 19 the same year, stated: >*Ladysmith working in Camden Haven.*= About 1912 vessel was taken over by Commonwealth Government. It is reported that a vessel named *Ladysmith* was wrecked on the New South Wales coast in 1913.

Technical details: with displacement of 111 t. gr.

SOURCE: Herbert Jackson=s List, Gordon Fisher, J. & McGil.

LANSDOWNE 1879 1911 31 yrs.

A wooden schooner, built on Manning River by David Drake, and launched on July 4, 1879. *Port Macquarie News*, December 25, 1882, reports the *Lansdowne* was one of 12 vessels involved in continuous trade between Sydney and Port Macquarie.

On June 8, 1891 a fierce gale struck Trial Bay where six vessels were seeking shelter, four of which were the schooners *Bertha*, *Sea Nymph*, *Georgina Davis*, and *Jessie Sinclair*. Two others, the *Venus* and *Jessie Templeton* managed to get out but came to grief further up the coast, the *Venus* at Bellinger Heads and the *Jessie Templeton* at the South beach. The schooner *Lansdowne* managed to escape the worst of the storm and get into the Macleay River through the channel without sustaining any damage.

On May 24, 1909, the *Lansdowne* was one of four vessels standing off the Bellinger River waiting on favourable conditions to cross. The other vessels were *Premier*, *Rozelle* and *Rosedale*. The *Lansdowne* was one of a number of vessels in regular trade between the Bellinger River and Sydney at this time.

The *Lansdowne* left the Nambucca River on March 28, 1911 loaded with hardwood. En route to Sydney, the vessel sprang a leak and foundered off North Head on April 7. (Loney states vessel=s name was spelt *Lansdown*.)

Technical details: with displacement of 81 t. gr. dimensions were 79.3 x 20.5 x 7.2 feet.

SOURCE: p. 99 *Wrecks on the NSW North Coast* © Jack Loney, p. 81 *Alma Doepel, The History of An Australian Schooner* © Capt. Ralph McDonnell, p. 16 *Macleay Argus* Centenary Issue,

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Thursday, October 17, 1985, No. 91 on a list of ships built on the Manning River 1834-1934 - published in a Manning River newspaper.

LATONA Dredge

This vessel was one of a number dredges that worked Port Macquarie and the Hastings over the years keeping the shipping lanes open. The *Latona* also worked in the Camden Haven in the 1940-50s. Other bucket and suction dredges that worked on the North Coast rivers and bars included *Antleon I*, *Antleon II*, *Achilles*, *Cooks River*, *H E Street*, *Hermes*, *Jupiter*, *Neptune*, *Thetata*, *Tethys* and *Ulysses*.

SOURCE: Camden Haven - Stan Foster, *Maritime Museum Newsletter*, September, 1994 © Colin Ellwood, George E >Josso= Dick oral history archives.

LAURA (I) 1874 1878 4 yrs.

This wooden ketch was built in 1874 at Cape Hawk for owner George Spears/Taylor. In July 1878 the *Laura* was a few hours out of Camden Haven in the Manning Bight with a cargo of timber when the vessel was found to be leaking. The pumps could not hold back the water so the crew abandoned the vessel a few minutes before it sank.

Technical details: with displacement of 30 t. gr. dimensions were 59.4 x 16.8 x 5.1 ft. When registered in Sydney was allocated ON69761.

SOURCE: p. 59 *Wrecks on the NSW North Coast* © Jack Loney, p. *Australian Shipwrecks V.* © Jack Loney. Mentioned in Christian Ivers diary on Johns River Early History of the Camden Haven. p. 150 *Australian Shipowners and Their Fleets V.2* © Ronald Parsons, *Sydney Morning Herald*, p. 38 *Port Macquarie The Port That Was* © Ian Finkel.

LAURA (II) 1880

This ketch rigged vessel was built at Lake Macquarie in 1880. Owner Thoroughgood & others. Sold overseas.

Technical details: With displacement of 22 t. gr.

Source: p. 356 *Australian Shipowners and Their Fleets V.4* © Ronald Parsons.

LAURA (III) 1911

This vessel was a barque. Lost in a gale late August or early September, 1911 were the barque *Inca* and the steamer *Rosedale* on North Coast.

Technical details:

SOURCE: p. 99 *Wrecks on the N.S.W. North Coast* © Jack Loney.

LAURIETON (1) Log Punt 1897

Log punt built for Longworth Laurieton Limited to pick up logs from Kendall and Johns River. The *Laurieton* was one of six log punts owned by Longworth=s. A number of them had been built by Mannie (Fardie) Gibson of Kendall who was brought from Sydney to work for Longworths. Mannie also assembled the >Climax= steam rail locomotive that ran on Longworth=s private railway line from Kendall to Longworth=s property >Cataract= at Lorne.

The log punts were often incorrectly called >droghers=. This term is incorrect, because droghers were modelled on the service vessels that served Sydney Harbour and the vessels the plied to the port. (The log punt reported by Sam Buckman, to

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have been abandoned on the bank of the Camden Haven just up stream from bridge to Dunbogan on Laurieton side.)

Technical details: This vessel was a paddle wheel log punt.

SOURCE: Ray Cooper, 1897 photo, Camden Haven Historical Society.

LAURIETON (II) 1930

This was a paddle wheel log punt built by Longworths in 1930.

The *Camden Haven Courier*, (undated) reads: >LAURIETON ON RICHMOND'. *Hardly a challenge to the Queen Mary or a contender for the America=s Cup, a vessel which once plied the Camden Haven estuaries and lakes was a classic in her day and even now, in somnolent repose on the mud bank of the Richmond River, she excited one river boat historian to chronicle her fate in the National Geographic magazine.=*

>Originally built to transport timber, the MV **Laurieton** ended her days as a pile driver and a sand dredge before sidling up the banks of the Richmond river. She was built here in the 1930s to haul logs from Bobs Creek to Longworth=s mill which then stood on the present site of Apex Park near the Dunbogan bridge. (I do not think this is the correct site, as the mill was on the opposite of the river, i.e. the Dunbogan side. R.C.)=

>She was of hardwood construction, 18 metres by 8 metres and when first seen by the writer in 1954 was powered by a Catapillar diesel tractor engine, originally powered by a steam donkey engine and boiler.=

>The **Laurieton** was a twin paddle wheeler and the sight [of her] often ploughing slowly across Queens Lake on the evening tide, Reg French at the wheel guiding the seemingly unwieldy craft with a load of logs across her beam and safely under the old timber bridge to North Haven would halt many a passer-by, cursing their bad luck not to have camera handy!=

>**Laurieton=s** paddle wheel gear came from the Murray River area.=

>At Bobs Creek the logs were loaded by nosing the craft into the bank and rolling them on with a winched cable, mounted behind the wheel house.=

>But Longworth=s Mill and Reg French have both passed on since the late >fifties= and the old craft now rests in her final home.=

>The story of the National Geographic brings to mind the >timber= background of the Camden Haven Valley, the half dozen or so steam mills still operating after the last war and the solid rubber tyred trucks and jinkers crawling out of the forest tracks with a four-ton load, a far cry from the highly automated Herons Creek timber mill complex and the thirty tonne rigs tearing along at what some upper valley residents may complain of as a >frightening pace= but brake and safety-equipped like the best of them.=

>The M. V. **Laurieton** would be proud of them!= Was still at work until about 1956, as reported in *Laurieton on the Richmond*=

Pat Longworth and her father, Herb Shumack were on the *Laurieton* on a trip from SOURCE: Pat Longworth, *Camden Haven Courier*.

LAVINIA 1850 1869 19 yrs.

This schooner was built on the Tweed River in 1850 for owner Dr Bowker of Newcastle. The schooner *Herculean* was forced ashore by a severe gale at Port Stephens. In 1853, the *Lavinia* loaded a full cargo of coals at Morpeth for Sydney.

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The schooner *Lavinia* was sent to reclaim the *Herculean*'s cargo several days later but it also went ashore on November 10, 1856 but was refloated. On September 7, 1869 the *Lavinia* had left Newcastle bound for Sydney. It ran into a southerly gale when off Bird Island and was forced to run for Port Stephens. When the vessel was off Nelson Head near Port Stephens, the master ordered let go two anchors. The gale continued for two days and on September 10, 1869 the anchors dragged and the *Lavinia* went ashore and was wrecked.

Technical details: with displacement of 64 t. gr.

SOURCE: p. 77, 215 *Australian Shipwrecks* V.2 © Jack Loney, p. *Men and a River* © Louise Tiffany Daley, p. 224 *Bar Dangerous* © Terry Callen.

LAWRENCE 1884 1891 7 yrs.

This iron twin screw steamship with schooner rig was built in 1884 at Sunderland by Boulds & Co. as *Bortonius* for owner T Kish, and registered in Sunderland and classified by Lloyds of London for river use only.

The vessel was sold to John See and renamed *Lawrence* in September 1885 when he registered it in Sydney. See sold the *Lawrence* in August 1889 to Mokihinnu Coal Co. Ltd. of New Zealand.

The vessel was wrecked on April 29, 1891 on the Mokihinni River bar, near Auckland.

Technical details: With a displacement of 399 t. gr. 246 t. nt. dimensions were 160 x 28 x 8.6 feet, 2 masts, RQD 47', F 16', it had twin compound surface condensing steam engines rated at 88 h.p. supplied by Ruston & Corbett of Glasgow. The boiler was rated at 80 psi.

SOURCE: p. 163 *North Coast Run* © Mike Richards, p. *Australian Shipowners and Their Fleets* V. © Ronald Parsons.

LETETA 1831 1855 24 yrs.

This schooner rigged vessel was built in London in 1831. Owner Chas Steele. The *Leteta* was wrecked on May 13, 1855.

Technical details: with displacement of 73 t. gr.

SOURCE: p. *Australian Shipowners and Their Fleets* V.6 © Ronald Parsons.

LIGHTNING 1868

This ketch-rigged vessel was owned by Captain Craig.

During the early morning of January 19, 1868, the *Lady Bowen* rammed and sank the 37 ton ketch *Lightning* when they were about six miles south west of Seal Rocks. Fortunately, the ketch's crosstree caught in the steamer's rail. The *Lightning*'s crew were able to scramble up the mast and board the *Lady Bowen* before the ketch sank. It was reported that the ketch *Lightning* was running without lights at the time of the accident.

Technical details: with displacement of 37 t. gr.

SOURCE: p. 198 *Shipwrecks on the NSW North Coast.* © Jack Loney, p. 54 *Bar Dangerous* © Terry Callen.

LILLIAN 1865 1882 17 yrs.

This vessel was a ketch built in 1865 for owners Dixon Bros.

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In 1882, while on a voyage from the River Clyde to Sydney, it sprang a leak of Batemans Bay. The master ran the vessel ashore on Grasshopper Island, where it became a total wreck.

Technical details: with a displacement of 33 t. gr. dimensions were 61.4 x 16.6 x 5.8ft.

SOURCE: p. 132 *Australian Shipwrecks V.3* © Jack Loney.

LISMORE 1880 1895 5 yrs.

This iron single screw steamship with 3 mast schooner rig was built 1880 at Dundee by Gourelay Bros for G W Nicoll. In July 1880, the vessel passed to G W & B B Nicoll. There is some suggestion that in 1881, ownership was passed to B B Nicoll but if this transfer did occur, it was not registered.

Friday 13th November, 1880 proved to be a rather bad day for s.s. *Lismore* when it encountered bad conditions. During the night blue flares were seen out to sea and next morning the stern section of a vessel with the name *Seagull* on it washed ashore on Stockton Beach. Another tragedy occurred on the same day when the ketch *Arthur* capsized near the heads at Nobbys with all of the crew being drowned. The conditions were so bad that the life boat failed to go to this vessel=s aid.

Then it was the *Lismore*=s turn when Captain Mackie decided to deliberately run his vessel ashore on Stockton beach to save life. Rough seas prevented the crew from coming ashore so the rocket crew under command of Mr Brooks, stationed at Stockton, attempted to fire a mortar across the vessel. This missed as did a second attempt, but the third was successful and Captain Mackie and his crew of five were brought safely ashore.

The rocket apparatus which included two 150 foot lines was stationed at Stockton for just such occasions. The *Lismore* was later refloated and slipped for inspection.

This vessel was finally wrecked on May 10, 1885 at Shaw=s Bay, Ballina after grounding and hitting rocks while attempting to enter the Richmond River - all her crew were saved. The vessel had previously had a brush with the Richmond River, in January 18, 1884, but was able to be refloated.

The wreck was still visible at East Ballina until 1969, when it was demolished as unsightly.

Technical details: with a displacement of 339 t. gr. dimensions were 152.3 x 22.1 x 10 ft. and the compound inverted direct acting engine was rated at 45 hp and supplied by shipbuilder.

SOURCE: p. 163 *North Coast Run* © Mike Richards, p. *Australian Shipowners and Their Fleets V.* © Ronald Parsons, p. 125 *Bar Dangerous* © Terry Callen, p. 12 C.P.S.

LIZZIE BLAIR 1866 1869 3 yrs.

This schooner rigged vessel was built at Brisbane Water in 1866 for owner J Blair, a Sydney timber merchant. This two masted schooner was lost on the Richmond River bar May 1, 1869.

Technical details: with displacement of 51 t. gr. dimensions were 64 x 15.8 x 8.3ft.

SOURCE: p. 212 *Australian Shipwrecks V.2* © Jack Loney.

LIZZIE DAVIS 1876 1886 10 yrs.

Wood schooner built Brisbane Water in 1876 by J Wright (it has not been possible

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at this time to positively identify J Wright as the shipbuilder) for owner B Davis.

In 1877 the vessel is shown as transferred to J Wright. In 1879, C Phillip son, Mariner is shown as serving on this ship. The *Lizzie Davis* had just left Port Macquarie on January 15, 1886 when it ran ashore and was wrecked at Tacking Point.

Following a Court of Inquiry, the master, Captain R Kearney was found to have negotiated too close to land and when his vessel had missed stays, he failed to let go his anchor. The Court suspended his master=s certificate for six months. The wreck only bought , 5 (\$10) at auction.

Technical details: with displacement of 85 t. gr. dimensions were 77.5 x 19.9 x 8.3ft. When registered allocated ON73343

SOURCE: p. *Australian Encyclopaedia* 1925, p. 159 *Australian Shipwrecks* V.3 C Jack Loney, p. 38 *Port Macquarie The Port That Was* C Ian Finkel and Lynda Turner, p. 218 *Port Of Richmond River, Ballina 1840s to 1980s* C Glen Hall.

LIZZIE TAYLOR

Details unknown at present.

SOURCE: D.J. & McGil.

LOMBARD

1867

This vessel in company with two others, all loaded with cattle, left Gladstone on April 7, 1867, bound for New Zealand. On April 14, the crew of ss *Boomerang*, sailing near Indian Head, Qld, sighted pieces of timber bearing the letters >LO=, >M= and >RD= >AUCKLAND= were found near Port Macquarie. Early in June, portion of the *Lombard*=s stern washed ten miles north of Bellinger River. There is some suggestion that the vessel was lost off Diamond Head.

Technical details: this vessel was Barque rigged.

SOURCE: p. 191 *Australian Shipwrecks* V.2 C Jack Loney.

LOOKOUT (see Defiance) 1866 1895 29 yrs.

The *lookout* was a wooden schooner-rigged vessel built on the Manning River in 1866.

The *Lookout* left Thursday Island for Indispensable Islands but grounded off Darley and Yule Island, then struck Warrior Reef. The vessel=s bad luck did not cease there for it then struck Warrior Reef. Finally the vessel stranded on Coconut Island off the Queensland coast on August 31, 1895. The master=s certificate was suspended for six months by a Court of Inquiry. The Court found the vessel to be unseaworthy when it left Thursday Island.

Technical details: with displacement of 108 t. gr. dimensions were 88.2 x 20 x 9.3 ft.

SOURCE: p. 249 *Australian Shipwrecks* V. 3 C Jack Loney.

LOUISA

1845

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In 1865, they sold their interest in the vessel to Mrs Catherine Summerwell who apparently then operated it from then on until early May 1869.

During 1869, there were two great gales, the second gale on May 8 destroyed nine ships and cost many lives. The wooden brigantine *Louise & Miriam* had left Newcastle on May 7, 1869, the day before the gale broke, and was bound for Sydney. Unfortunately, it was not seen again.

Technical Details: With a displacement of 127 t. gr. 114 t. nt. dimensions were 74.4 x 18.6 x 11.2ft.

SOURCE: p. 213 *Australian Shipwrecks V.2* © Jack Loney, p. 126 *Scotchtown & Pelican* © Val Newton.

LUBRA 1875 1920 45 yrs.

An iron single screw steamer built 1875 for owner G Nipper. He sold the vessel in October 1880, to H R New Steam Navigation Company, who in December 1891, sold it to N & H R S S Co.

This vessel is recorded as being one of 45 vessels that sailed from Newcastle to various ports on July 7, 1883, as reported in the *Newcastle Morning Herald* on July 8.

This company received a contract to convey the first shipment of coal cranes for a new wharf being constructed at Newcastle, which arrived in The Basin in 1900. This >basin= was planned in 1888 to be over 90 acres in extent and was to have six travelling hydraulic cranes on the new wharf.

The Newcastle and Hunter River Steam Ship Company sold the vessel in February 1907 to Jones Bros. The steamer *Lubra* struck a sunken object in Catherine Hill Bay on February 19, 1920 and the master beached the vessel about a kilometre north of the loading jetty. As the ship lay broadside on the beach, heavy seas pounded it. Hopes that the vessel could be refloated soon came to nothing when an examination revealed the ship=s back was broken. It was not long before the vessel started to break up.

When auctioned, the wreck only bought , 75 (\$150).

Technical details: with a displacement of 488 t. gr. 279 t. nt. this two mast schooner rigged iron single screw steamer=s dimensions were 173.6 x 27.5 x 11.4 ft. It was powered by a steam engine rated at 45 h.p.

SOURCE: p. 421 *Pageant of the Pacific* © Capt. R F Rhodes. P.164 *North Coast Run* © Mike Richards, p. 103 *Wrecks on the NSW North Coast* © Jack Loney, p. 59, 206, 227-228, 233, and 237 *Bar Dangerous* © Terry Callen.

LUCY ANN (1) 1817 1857 40 yrs.

This wooden 3 m. Barque was built at Frederickton in 1817. The vessel was owned by the Colonial Government between 1827-1831. Sold to Ben Boyd in 1845 who owned it until 1848. Converted to a hulk 1852, broken up and registration closed 1857.

Technical details: with a displacement of 214 t. gr. dimensions were 87.3 x 20.4 x 5.5.

SOURCE: p. 83 *Australian Shipowners and Their Fleets V.* © Ronald Parsons, p. 68 *Australian Sea Stories* © Jack Loney.

LUCY ANN (2) 1828

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On January 8, 1828 seven weather sheep died from drinking sea water which swamped a longboat during a rough passage from the brig/barque rigged *Lucy Ann* to the inner harbour of Port Macquarie. Also in January, while the *Lucy Ann* was anchored in the outer harbour of Port Macquarie, the wife of free Overseer John Hillis, was caught by the Wharfinger smuggling a brace of pistols and ten pounds of gunpowder as she came ashore. These items were then lodged in the Engineers store. Little information is known what punishment was meted out to the luckless lady.

Port Macquarie's first Church of England minister, the Reverend John Cross and his wife and family arrived on February 22, aboard the *Lucy Ann*. He conducted his first church service on service six days later on Sunday, February 28.

The *Lucy Ann* returned to Port Macquarie in April, June and August of 1828. In the same year, the long serving pilot, Richard Neave was having problems with the demon drink, which officially surfaced on July 8. Commandant Wright reported that when Neave alighted from the *Sydney Packet*, he was >in a state of ebriety=, in other words drunk. Neave kept out of trouble for a time then in November was reported for the same problem when he brought the *Mary Elizabeth* over the bar. He produced among others, references from the Commander of the colonial brig *Lucy Ann*, but it was to no avail, he was dismissed.

The *Lucy Ann* again returned to Port Macquarie on July 30, 1830. The vessel continued trading up and down the NSW coast under Capt. Reid. The last record is when the *Lucy Ann* owners, William Brown gained a cargo of sundries and ordered the vessel to sail on February 12, 1841 to Port Macquarie. No further information available of the fate of this vessel.

Technical details: Displacement of 36 t. gr.

SOURCE: p. 28 *Port Of Richmond River, Ballina 1840s to 1980s, Appendix A List of Wrecks on Ballina Bar and Vicinity reads 1850 Lucy Ann, Schooner* c Glen Hall, p. *Australian Shipowners and Their Fleets V.* c Ronald Parsons, p. 98 *Place of Banishment.* c Iean McLachlan.

LUCY RAVEL 1874 1880 6 yrs.

This schooner-rigged vessel was built at Cape Hawke in 1874. Henry Marshall, Mariner served on this vessel in 1879.

Severe gales lashed the North Coast of NSW after the *Lucy Ravel* left Sydney in early October 1880 which caused loss of this vessel. Two other vessels, *Minnie Lowe* and *Namoi* were also lost during these storms.

Technical details: With displacement of 79 t. gr. dimensions were 81.3 x 19 x 7.7 ft.

SOURCE: p. 117 *Australian Shipwrecks V.3* c Jack Loney, p. 218 *Port Of Richmond River, Ballina 1840s to 1980s* c Glen Hall.

LUNA 1864 1903 38 yrs.

This iron paddle wheel steamer was built in 1864 at Greenwich, London, as a blockade runner during the American Civil War. The owner at the time, J Harbottle, registered it in London. This paddle wheeler was to have a chequered career through its activities as a blockade runner for the Confederate States of America in the American Civil War.

In 1866, this vessel was sold to D & J Parker, then in May 1868, to Parker and

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Skinner, who registered it in Melbourne. In August, 1868, William Marshall became the owner, and he registered it in Sydney. The *Luna* came under control of the New Zealand government in May 1870, and registered in Auckland.

William Marshall was in charge of the vessel when it was delivered to New Zealand where it came into collision with *Tartar* on November 16, 1870 at Auckland. In May 1877, the vessel was purchased by M Kennedy, who registered it in Wellington, NZ. Hulked at an unknown date and broken up, with the registration finally being closed in 1903.

Technical details: with displacement of 252 t. gr. when built in 1864, then in July 1869, it was lengthened and dimensions increased to 311 t. gr., 196 t. nt. Allocated ON50060 when registered in London by J Harbottle.

SOURCE: p. 124 *Australian Shipowners and Their Fleets V.2* © Ronald Parsons, C.P.S.

MAAFU or MAAFIE 70 tons Sch. 1860
Built 1860. J Taylor. Lost between Sydney and Manning River on September 16, 1873.

SOURCE: p. 29 *Australian Shipwrecks* V.3 © Jack Loney.

MACLEAY 398 tons St.S.S. 1883 1911 27 yrs.

Formerly *Woodburn*. Steel single screw steamship built 1883 at Milwall, River Thames for the Manning and Macleay S.N. Co. Named after the Macleay River.

In 1898 she was stranded at Port Macquarie due to heavy weather.

On June 2, 1910, with heavy seas running, the ss *Macleay* struck the Macleay River bar quite heavily. Her master became concerned at possible damage so beached her so that repairs could be made. These took three days and she then sailed to Sydney.

The *Macleay* sailed from Newcastle on October 11, 1911 under Captain Keith, bound for Richmond River. She struck rocks on Boondelah Island shortly after passing Port Stephens and was holed on the port side, causing her to list sharply. The crew assembled on deck but the heavy list prevented the boats being launched. The steamer sank within ten minutes and all were thrown in the sea.

Sydney Morning Herald issue of November 13, 1911 reported: >APPALLING LOSS - steamer *Macleay* - sunk off Broughton Island - heavy death toll feared - wreckage going south - two sailors washed ashore. Another awful calamity has to be added to the growing list of maritime disasters. The North Coast Company=s steamer **Macleay**, 398 tons, bound from Newcastle to the northern rivers, under the command of Captain D. Keith, crashed on to the rocks at Broughton Island, near Port Stephens, on Wednesday night, when in charge of the mate (Mr. Goldsmith), and turned turtle with all hands.=

>It is known that two men have been saved - by getting ashore on a plank - but the fate of the other 15, forming the balance of the crew, is believed beyond hope, one body having been found washed on to the beach near the spot known as Tea Gardens. Wreckage has been seen going south of Port Stephens.

SAVED

>The two men washed ashore on the plank were both able seaman, named C. Petterson, aged 31, a native of Finland and W. Swanney, aged 30, a native of Scotland.=

DROWNED

>The one body recovered is that of W. Jones, of Sydney, steward. This body was found on the beach near Tea Gardens.=

THE MISSING

>According to the latest return in the possession of the North Coast Company, those others of the crew missing are the following:- Master Captain Donald Keith, 38, of Tomargo. Mate Mr. Goldsmith. Second Mate J N McLean. First Engineer A T Tarleton, 34, Sydney. Second Engineer D J Gowing, 27, Bega. Lamptrimmer M Alexander, 34, Leith. Cook: J. Meecham, 26, England. A.

B. A Jablin, 29, Sweden. A.B. E Drever, 34, Scotland. A.B. D Tabett, 42, Glasgow. A.B. Hans Hansen, 38, Norway. A.B. J Joyce, 27, Dublin. Fireman F Monks, 49, England. Fireman J Killen, 40, England.=

>Captain Donald Keith had been for some years in the employ of the North Coast S N Company. He was a married man, whose wife resides at Tomago, on the Hunter River. The second mate, J N McLean, was formerly on the steamer >Undola=, engaged in the coastal trade. The first engineer, A T Tarleton, was a son of Mr Tarleton, the company=s chief wharfinger, at Sydney.

NO PASSENGERS ABOARD

>Newcastle, Thursday,

>The **Macleay** left here at 3.30 p.m. yesterday, in charge of Captain D Keith. There were no passengers. The crew numbers 17.=

>Captain Cummings was informed of the disaster immediately, and in less than 10 minutes the tug Irrasisitble had cleared the Heads for the scene. The pilot steamer **Ajax** also left shortly afterwards. Mr A Hough, manager of the Newcastle branch of the North Coast Company, immediately attempted to get in communication with Port Stephens. He eventually got a message through to Mr Layman, the launch proprietor at Nelson=s Bay, and made arrangements for a launch to proceed to the scene, in hope of picking up any wreckage which might be floating about. The launch will also render any assistance possible under the circumstances.=

>The vessel carried a cargo of coal and explosives for Grafton.=

THE SURVIVORS

ONE WAS AT THE WHEEL

NEWCASTLE, Thursday night.

>There is now a strong reason to suspect that the wreck of the North Coast Company=s steamer **Macleay** has proved an appalling disaster. Up to the present no news regarding the safety or otherwise of the members of the steamer=s crew other than the two men who were washed up on planks.=

>The telephone system has been working badly, but Mr Hough has received a couple of wires from Tea Gardens, where the two survivors now are. One message stated that the two men assert that the >Macleay= struck a rock, and sank rapidly. The two men are at present at Tea Gardens, where they are under the care of Mr H Thurlow, the launch and coach proprietor. Their names are Swanney and Peterson [sic] respectively. They both had dinner with Mr Thurlow to-day, and afterwards joined one of the search parties which went out to investigate the scene of the disaster, and to render assistance if possible.=

>One of the two men was at the wheel at the time the vessel struck. He states that when the vessel crashed on to the rocks the mate was in charge.

Immediately after the crash the steamer completely turned turtle, and sank. Swanney and Peterson [sic] managed to clamber on to some planks and were washed across to the mainland.=

>The Macleay spoke[to] Point Stephens light at about 7 o'clock on Wednesday night, and the rock she upon which she struck is said to be near Broughton Island.=

>Mr Hought received a wire this afternoon:- >Two sailors reported rescued from wrecked steamer Macleay, in charge first mate. Run on to rocks Broughton Island. So far, two men only rescued.=

Later news was received from Tea Gardens to-night to the effect that the dead body of Jones was washed up on the beach. The search parties have returned without finding any further trace=.

>Broughton Island, made famous as the testing ground for Dr. Danysz=s specific for the extermination of rabbits, is a cluster of islets and rocks, the outer one which is the highest, 300 ft., about half a mile in extent, lie N.N.E., : E., 10 miles from Port Stephens lighthouse. Its shores are steep and rocky, 30 fathoms half a mile east of it. It is joined at low water by a chain of high and submerged rocks to the inner Broughton Island which is nearly 12 miles in length, W.N.W. and E.S.E., and from 3 to : of a mile wide. Its shore on both sides is said to be low and rocky, with numerous rocks, shoals, foul ground, and irregular surroundings, extending some distance both north and south from them. About the centre of the island, on its south side, a projecting tongue of land, formed by two small bights on either side of it, runs for half a mile in a south by east direction terminating in two rugged rocky points, with numerous detached high and low water rocks fringing their shores. One of these points runs in a S.S.W. direction for three cables, and drops into nine fathoms; the other projects S.E. about the same distance, and in its low water extreme is connected to a steep sugarloaf-shaped islet about 100ft. high, named the South Rock, close to the south side of which are 19 and 15 fathoms.=
THE VESSEL

*>The **Macleay** was a steel screw steamer, built in 1883 by Forrest and Son of London. Her dimensions were:- Length, 155 dt.; beam 25.3 ft; and depth 10.7 ft. She was propelled by compound engines of 60-r.h.p., the two cylinders being 20 and 35 inches in diameter, by a 24-inch stroke.=*

LATER

>It is feared that all hands save the two are lost. It is impossible to say how or where the vessel struck, for fishing vessels from Broughton Island and the tugs that have been despatched to the spot, have seen nothing to indicate where the wreck occurred. The first intimation that anything was wrong was received at Norah Head early on Thursday morning, when Mr Thos. Asquith, a well-known fisherman, saw three men floating on a raft near the breakers just opposite Cabbage Tree Island, early this morning. He tells his story as follows:- AI was on the beach at Norah Head near Cabbage Tree, early this morning, and was looking out to sea, when I noticed a dark object floating toward the shore. Later I saw it was a raft with three men on it. Just as it

reached the breakers, a large breaker caught it and two men, who were evidently exhausted, were washed off. I managed to rescue one of them, but the other was drowned. I am sure that he was Jones, the steward, whose body was found later. The man who clung to the raft was also saved.@

Technical details: she weighed 398 tons gr. and measured 155 x 25.3 x 10.7 feet with her Fo'c'sle 20 foot and Poop deck 34 foot. She had a 60 h.p. steam engine and was fitted with tanks for the carriage of molasses. 1 deck. Twin triple expansion reciprocating steam engine of 90 h.p. powered by a single ended coal fired boiler rated at 180 psi supplied by the shipbuilder. Water ballast, forepeak 14 tons, aft peak tank 24 tons.

SOURCE: p. 304 *Pageant of the Pacific* © Captain R F Rhodes, p. 67 *Australian Shipwrecks V.4* © Jack Loney, p. 82, 86 *Alma Doepel, The History of An Australian Schooner* © Capt. Ralph McDonell..

MACLEAY PACKET 48 tons Sch. 1858 1864 6 yrs.

Built 1858 at Macleay River. In March 1864, she left Sydney for the Richmond River under control of her owner/master Captain Lawson. She did not arrive and there has never been any trace found of the wreck or the 10 passengers she was carrying. The disappearance of this vessel caused a lot of sorrow in the port of Ballina when she did not arrive, because they were well known, mates, husbands or fathers of the locals.

SOURCE: p. 155 *Australian Shipwrecks V.2* © Jack Loney, p. 14, 28 *Port Of Richmond River, Ballina 1840s to 1980s, Appendix A List of Wrecks on Ballina Bar and Vicinity* © Glen Hall.

MACQUARIE 493 tons St.T.S.S. 1909 1941 32 yrs.

A steel twin screw steamship, she was built in 1909 at Hull, U K by Earles & Co. Ltd. for N. Cain=s Coastal Cooperative Steam Ship Company. This vessel joined what the locals referred to as >Cain=s Coasters.= Classified at Lloyds for Australian coasting service between Richmond River and Eden, she was fitted to carry 90 passengers. Sold in 1929 to Albert G Palser of Sydney who registered her in Wellington, NZ. Then in 1935 she was sold to On Chong & Co. Ltd. of Sydney. Two years later in 1937, she was sold again to N E A Moller, who renamed *Marie Moller* and registered her in Shanghai where she was converted into a salvage vessel. Dropped from the register during World War II, when the vessel was captured by the Japanese off Ningpo December 8, 1941 and disappeared to a fate unknown. Some reports show 1943.

Technical details: At registration given ON121181, she weighed 493 tons, measured 160.2 x 29.1 x 9 ft, P 91 ft., F 29ft, with 1 deck.. She was equipped with Electric light and refrigeration machinery. She had a single ended coal fired boiler rated at 180 psi, supplied by her shipbuilder, which powered twin triple expansion reciprocating steam engines. She had water ballast, with forepeak tank of 14 tons, aft peak tank 24 tons.

SOURCE: p. 47-48 *Australian Shipowners and Their Fleets V.* © Ronald Parsons, partial information from p. 164 *North Coast Run* © Mike Richards p. 23 *Port Macquarie, The Port That Was* © Ian Finkle.

MADJUS 400 tons I.S. 1884 1884 3 mths.

Built at Sunderland, England in 1884 and set sail for Australia. She was subjected to bad damage when she was caught in a gale and had to limp into Sourabaya in the Dutch East Indies for repairs. On October 7, she was just off Port Macquarie, when she ran into heavy weather and suddenly sprang a leak. She made water so fast, her pumps could not keep pace and put out her fires. She was driven ashore and wrecked at Saggerts or Shag Point (Middle Rock) Lake Cathie. Her back was soon broken and she sat there with water level with her bulwarks until she went to pieces. Her remains only brought ,55 (\$110) at auction. A Marine Board of Inquiry in Sydney absolved her master of all blame.

Technical details: She weighed 400 tons, and measured 160 x 28 x 8.5ft.

SOURCE: p. 150 *Australian Shipwrecks* V.3 © Jack Loney.

MADGE WILDFIRE 36 tons Sch. 1850 1851 1 yr.

She was built Broulee in 1850.

Lost in the mouth of Richmond River when an easterly blow on March 30, 1851, caused the schooner, which was lying in ballast off the mouth of the river, to roll on her beam ends, fill and sink, drowning her crew of five.

Technical details: She was a wooden schooner of 36 tons, measuring 48.3 x 13.8 x 7 ft.

SOURCE: p. 9, *Australian Shipwrecks* V.2 © Jack Loney.

MAGGIE GOLLAN 58 tons Ketch 1875 1898 23 yrs.

Built on the Manning River at Tinonee in 1875 by Captain Hector Gollan. She arrived in Sydney on July 16, 1875. John See chartered the *Maggie Gollan* in April 1889 to assist him with his large contracts to ship grain on the coast. Captain Gollan also built another vessel, the *Christine Gollan* at his shipyards which he owned from 1875 to 1889. In 880, she was sold to Callaghan & Michael Walsh, but reverted to H & J Gollan after a brief period. She was sold to J F Tiffany of Cossack, Western Australian and registered in Fremantle. She was wrecked at Cossack and lost on April 2, 1898.

Technical details: This wood ketch rigged sailing ship weighed 58 tons, and when registered allocated ON73396, she measured in length 71.4ft, beam 18.7ft, depth 6.9ft.

SOURCE: p. 264 *Australian Shipwrecks* V. 3 © Jack Loney, p. 142 *Australian Shipowner and Their Fleets* V. 2 © Ronald Parsons, No. 78 on a List of ships built on the Manning River 1834-1934 - published in a Manning River newspaper.

MAGGIE TAYLOR 37 tons Ketch 1880 1889 9 yrs.

Built Stockton NSW in 1880. A report in the *Sydney Morning Herald* of April 30, 1889, read, >**Maggie Taylor** was wrecked off the Camden Haven bar April 16, 1889 under the Master Donald McLenan.= It also said the vessel was a ketch 80 foot long and 37 tons, owned wholly by himself. The vessel was

seven years old, being built at Stockton. The lives lost were John McLean, (the cook) Mrs Lloyd and her son, six years of age and Robert Hogg, a passenger. Donald McLenan held a Master=s certificate for the past nine years and had been trading to the Camden Haven for the past two or three years.

The vessel was laden with timber before starting for the bar. In evidence, the Master had told the mate, >*The captain of the tug Unique had never said anything about the seas.*=

When they reached the bar, a lot of seas were coming in succession. He informed the mate, >*Jimmy, take an axe and clear away the bulwarks.*=

The mate obeyed his instructions and as soon as the ketch got into deep water she was struck by a very heavy sea which stove in her hatch and washed away her boat. Captain McLenan saw the danger and waved to the tug-boat to steam astern. He did not want *Unique* to come broadside on but the *Unique*=s captain put his helm hard to starboard, which pulled the *Maggie Taylor* broadside on; he could see there was great danger and caught hold of the woman and little boy; the tow line parted, and then *Unique* steamed in for the bar. The inquiry was adjourned because of the absence of the master of the *Unique*. The *Unique* had previously foundered at Camden Haven in 1889.

Technical details: She was reported as measuring 74.2 x 16.2 x 5 ft.

SOURCE: *Australian Encyclopaedia* 1925, p. *Port Macquarie, The Port That Was* © Ian Finkle, p. *Wrecks of the NSW North Coast* © Jack Loney, *Sydney Morning Herald* April 30, 1889, p. 10 *Port Macquarie News* Sept. 27, 1995.

MAFIFU 70 tons Sch. 1873
No further details.

MAIANBAR 487 tons T.S.S. 1910 1940 30 yrs.

Steeltwin screw steamship built 1910 at Ardrossan Dry Dock & Ship Building Co. Ltd., Scotland for her owner, the N.C.S.Nav. Co. Ltd. to replace the *Minimbah*. While being towed to Sydney for refit, the *Mainbar* was wrecked on May 5, 1940 on Nobbys Beach, Newcastle, when her tow line to ss *Arakoon* parted. After she drifted ashore, several attempts were made to refloat her. When these failed she was dismantled where she lay.

Technical Details: She weighed 487 tons gr. and 237 t. nt., and measured 155.6 x 28.1 x 9.2 feet, with a Fo=c=sle 32 feet and Poop 67 feet. Equipped with electric light and refrigeration machinery, her twin compound steam engines rated at 99 h.p. were made by D. Rowan & Co., Glasgow. In 1920, she was lengthened to 175.6 x 28 x 9.2 feet and weighed 513 t. gr., 229 t. nt.

SOURCE: p. 164 *North Coast Run* © Mike Richards, p. 181 *Australian Shipowners and Their Fleets V.* © Ronald Parsons.

MAITLAND (1) 103 tons W.P.S. 1837 1852 15 yrs.

She was built in Sydney in 1837, with Capt. Parsons as master. Major A C Innes was either part owner or chartered the ship for a time. On September 28, 1841 she sailed for Port Macquarie, after refit of new engines, then on various trips. She then was rebuilt as a steam tug and operated out of Melbourne.

On November 27, 1855, a man on nearby Queen=s Wharf noticed a fire coming from her engine room as she was lying at Cole=s Wharf, Melbourne. He wakened her master, who was asleep on the vessel and he escaped. She was scuttled after she had burnt to the waterline. She was refloated, repaired, renamed *Sampson*, and returned to service. She was subsequently sent across to New Zealand.

SOURCE: p. 25 *Australian Shipowners* V.6 © Ronald Parsons, p. 15, 17 *Pageant of the Pacific* © Captain R F Rhodes, p. 66 *Australian Shipwrecks* V.2 © Jack Loney.

MAITLAND (2) 880 tons I.P.S. 1870 1898 28 yrs.

Built by McCulloch & Co, in Port Glasgow in 1870 for the Hunter River New Steam Navigation Company for the Newcastle - Sydney run, she subsequently spent 28 years on the run. She was one of the early steam ships, which meant that her fuel bunkers occupied a large percentage of the remaining space in the hull after the engine and boiler had been installed. This was the reason why these early steamers were mainly used for passengers and mail, as they were unable to carry sufficient fuel for long journeys. The *Maitland* was the last passenger steamer on the NSW coast to have side lever engines.

She had a pleasing appearance, with a fine clipper bow, a long, flush upper deck laid in teak, two raking funnels and bright varnished deckhouses, a well appointed presentation that stood her in good stead over the years. She became one of the famous ships on the coast.

As she was departing Sydney on the night of May 5th 1898, in the face of a tremendous gale, enormous seas hit her just inside the heads. These caused considerable damage to her superstructure, smashing fanlights and extinguishing every light in the saloon. This meant her 63 passengers and crew were aware of what was to come on the voyage. The master and crew did not become alarmed as she was considered to be a very seaworthy ship and had battled through many storms previously. She was well out to sea, when at about 1 a.m. she received further damage which allowed water to sweep through. This forced Captain Skinner to order the crew to jettison the deck cargo. Some deck cargo which consisted of heavy machinery broke loose and stove a hole near the paddle wheels. Heavy seas continued to sweep aboard smashed the starboard sponson-deck and paddlebox. This allowed large quantities of water to enter the engine room and stoke-hold. Her engineers and firemen battled to maintain steam, but the rising water extinguished her boiler fires. This left her helpless. Assembling her passengers in the saloon, they were issued with lifebelts and the captain informed them that she might not remain afloat much longer. Heavy waves

continued to pound her and at 5.45 a.m. the *Maitland* was swept on to rocks at Bouddi Head and broke in two between her funnels. The giant waves rolled her fore section over and over drowning most of her steerage passengers who were gathered in this part of the ship. A line was finally made fast to the shore which enabled most of the passengers and crew to scramble to safety.

Twenty-one lives were lost in the accident but another nineteen survived. Fifty nine years later in 1957, the *Maitland*'s bell was recovered by two fishermen and was incorporated in a memorial close to what is now known as Maitland Bay. In calm weather, parts of the wreck are still visible.

Technical details: She was fitted with four rectangular, tubular box boilers which did not have any space under the furnaces, thus they were known as >dry-bottomed= boilers. Their working pressure was only 28 pounds per square inch and the side lever engine had two cylinders, 58 inches by 60 inches stroke, all made by McNab & Company of Greenock.
SOURCE: p. 265 *Australian Shipwrecks* V.3 © Jack Loney, p. 15, 73 *Workhorses in Australian Waters* © Mike Richards.

MANLY 38 tons Sch. 1836 1843 7 yrs.
No other details at present.

MANNING 89 tons I.P.S. 1878 1937 59 yrs.

This iron paddle steamer was built in Sydney in 1878 by Atlas Works at Darling Harbour for Manning River Steam Ship Nav. Co. Ltd. (Mike Richards: N.C.S.N. Co. Drogher on Manning River, hence name. August 1881(?1878)) John Ritchie. In March 1882 she was shown as owned by John See. Then in December 1891 she passed to the N.C.S.N.Co. She then passed out of record being scrapped and dismantled 1937 out of commission. Wreck now sits near the Aquatic Club Manning River. There were reports that plans were being made to restore parts for display by Taree Council.

Technical Details: She weighed 89 tons and measured 109.5 x18.9 x 5.9 feet.
SOURCE: p. 164 *North Coast Run* © Mike Richards, and other reports.

MANNING PACKET 24 tons Ketch 1852

Built on Manning River by Thomas Snowdon, she foundered on the Manning bar on her maiden voyage. She was refloated after some time, repaired and arrived in Sydney on February 21, 1852. Thomas Snowdon had a shipbuilding business in the Manning from 1848 to 1878. The vessels eventual fate is unknown.

SOURCE: *The Manning River Times* Centenary supplement June 1969. No. 42 on a list of ships built on the Manning River 1834-1934 - published in a Manning River newspaper.

MANUREWA 371 tons Barque 1879 1922 43 yrs.

Built Sydney 1879. Owner Unknown. Lost off Camden Head on April 9, 1922, while on a voyage from Clarence River to Sydney. Wreckage washed ashore with 14 lives being lost.

SOURCE: File 405, *Manning River Times*.

MARGARET (1) 33 tons Sch. 1851 1860 9 yrs.

Launched as the *Rose* 20/33-tons on Manning River 1851 by G Scott.

The schooner *Margaret* under command of Master D McKenzie, while loaded with a cargo of flour, bran and hay, collided with brig *Phantom* at Newcastle on July 13, 1860. The two vessels were attempting to enter harbour to avoid a gale which reached its full intensity on that day. *Margaret* was on the port tack, while the *Phantom* was on the starboard tack.

In the collision the *Phantom* lost both masts and drifted helplessly on to the Oyster Bank despite dropping two anchors. The *Margaret* meanwhile, was driven against the schooner *Herculean* after the first collision, then also drifted on to the Oyster Bank. One man from *Margaret* and one from *Phantom* were drowned in the incident.

SOURCE: p. 116 *Australian Shipwrecks V.2* © Jack Loney, Manning River list.

MARGARET (2) 35 tons Ketch 1858 1858 6 mths.

A 35 ton wooden ketch, she was built at Brisbane Water in 1858 for owner George Coleson and her master was Captain Williams. She had loaded 1600 bushels of maize at the Macleay River and set sail for Sydney under command of Master W Stirling. She ran into a severe gale which battered her all the way and forced her to run past Sydney. When she was off Wollongong she sighted Five Islands and the master Captain Stirling ordered her two anchors dropped. The severe conditions caused these to part and she drifted ashore on June 25, 1858, without loss of life.

SOURCE: p. 192 *Australian Shipwrecks V.2* © Jack Loney.

MARGARET JANE 68 tons Sch. 1875 1895 20 yrs.

A topsail schooner, she was built on the Manning River by James McDonald Snr. and was one of three vessels built by McDonald who operated a ship yard on the Manning between 1873 and 1884. The other two vessels he built were the *Lady Robinson* and *Pioneer*. She was registered in Sydney on

August 24, 1875. The large shipowner, John See chartered the *Margaret Jane* in April 1889 to assist him shift the large orders he had obtained in this grain growing season.

The *Margaret Jane* tried to enter Port Macquarie but heavy seas made the entrance unsafe. She was only in ballast and was forced to run for Trial Bay to seek shelter and anchored there, but the weather became worse. Distress signals alerted authorities, who sent out a whale-boat to take off the crew. She started to sink and was washed ashore about a mile south of the Macleay River Heads about 9 p.m. on January 30, 1895. Her cables held her in the surf and she soon battered herself to pieces and became a total wreck .

Technical details: She was a wooden vessel of 68 tons, and measured 75.2 x 19.2 x 7 ft.

SOURCE: p. 80, 106 *Wrecks on the North Coast* © Jack Loney, p. 245 *Australian Shipwrecks*

V.3 © Jack Loney, No. 79 on a List of ships built on the Manning River 1834-1934 - published in a Manning River newspaper.

MARS Cutter

This vessel is shown as being in Port Macquarie in January 1826. There were reports that the Commandant, Captain Henry Gillman had entered into an >altercation= with the master of the cutter *Mars* during a visit to Port Macquarie in February 1826.

SOURCE: p. 127, 230 *Place of Banishment* © Iain McLauchlan.

MARY 250 ton 3 M. ship 1827 1840 13 yrs.

Built Bermuda 1827. Her owners were Walker and Co. Wrecked on Bellinger River 1840.

SOURCE: p. 77 *Australian Shipowners and Their Fleets* V.5 © Ronald Parsons.

MARY 429 ton Sch. 1870 1873 3 yrs.

Built Williams River 1870 for owner Ellis Armstrong. Lost off Newcastle on August 8, 1873.

SOURCE: p. *Australian Shipowners and Their Fleets* V. © Ronald Parsons.

MARY ADKINS 120-tons Sch. 1898 1898 2 months

Built at Kew, NSW by G P Adkins and launched by Mrs Adkins on July 30, 1898. (shown as *Mary Adams* but should be *Mary Adkins*.)

The vessel was on her maiden voyage to Sydney with a cargo of 70,000 feet of timber when she sprang a leak. On September 28, 1898 she was beached at Crowdy Heads, The *Mary Adkins* was sold at auction in Sydney for ,47 (\$94) while they were salvaging her, but rough seas intervened and broke her back and she was abandoned.

SOURCE: p. 268 *Australian Shipwrecks* V.3 © Jack Loney, p. 89 *Wrecks on the NSW North Coast* © Jack Loney.

MARY ANN (1) Sloop 1810 1825 15 yrs.

Captain Sl. Dowsett, owner Solomon Wiseman. This vessel was a busy little sloop as she was engaged in supplying the Port Macquarie garrison with provisions. She would return loaded with cedar. Recorded details of her numerous journeys to Port Macquarie are: Arrived 24 December from Port Macquarie, under Government charter. She departed on 5 January, 1824, for Port Macquarie loaded with provisions. Sailed on 8 January returning from Port Macquarie with cargo of 5356 ft cedar. On a later voyage she returned

from Port Macquarie on 27 January with a cargo of 2964 ft cedar. After discharging and taking on board provisions she departed on 29 January to Port Macquarie. The *Mary Ann* returned from Port Macquarie on 18 February with 6132 ft. cedar.

Records show that she returned again on 15 March from Port Macquarie with 7380 ft cedar. The vessel returned to Port Macquarie on 16 March with a cargo of provisions. Apparently she had to wait on a cargo for she did not return until 1 April loaded with 7716 ft. cedar. She is recorded as returning from Port Macquarie on 26 April with a cargo of 6972 ft cedar. There was a quick turnaround as she returned to Port Macquarie of the same day on 26 April with cargo of provisions. This same turnaround in Port Jackson occurred when the *Mary Ann* returned on 24 May with cargo of 7380 ft cedar, and returned on the same day to Port Macquarie, again with a cargo of provisions.

The *Mary Ann*, commanded by S Dowsett, together with cutter *Sally*, commanded by Thomas Hanson (or Hansen) and cutter *Brisbane*, got under weight at 5.45 a.m. on April 13, 1825, at Port Macquarie. The *Sally*, with the pilot and harbourmaster, Richard Neave led the way, with the *Brisbane*, in charge of the deputy pilot, and the *Mary Ann*, under Thomas Ball, one of the free men of the crew of the pilot's boat following. The vessels were running into a west-nor-west wind, but as the vessels reached the outer bar the wind died away. Richard Neave had earlier been appointed by John Oxley as Acting Pilot of Port Macquarie in July 182. Neave in his report on the *Sally-Mary Ann-Brisbane* incident, said, >. . . *the crews of the boats became so alarmed that they could not or would not understand nor obey my orders, which rendered the boats perfectly useless.* As suddenly as it had dropped, the sea breeze sprang up. This coupled with the heavy swell then setting in toward the shore drifted the three vessels towards what was then known as >Nelson's Bight=. The *Brisbane's* falling hawser was swinging from side to side and prevented Neave from dropping the *Sally's* anchor. This caused the *Sally* to strike the ground heavily and soon afterwards drifted on to the rocks. The force of the waves drove the *Mary Ann* on to the rocks and she went to pieces, south of where the *Sally* had landed. Fortunately the *Brisbane* was not badly damaged when she went on to the rocks. An examination of the *Sally* found that she was firmly wedged on the rocks, her port bilge was completely stove, and with her floors generally broken and water in her hold level with the sea, there was no possibility of getting her off.

The Commandant, Captain H Gillman issued instructions that she was to be stripped of everything of value. At about 8 p.m. the *Mary Ann* went to pieces. Fortunately there were no lives lost in the incident. The Commandant directed that the *Brisbane* be repaired on the spot. He forwarded a bill to her owner, John Jerkins Peacock, of , 73 10s 62d (\$147.6) to cover the cost of

the repairs.

Captain Gillman accused Pilot Neave of circulating a report that he, > . . . *had ordered the three vessels to sea.*= The next day, Gillman found that the report had been circulated by the Mate of the *Sally*.

SOURCE: p. 69-70 *Australian Shipwrecks V.1* © Charles Bateson, p. 20 *Wrecks on the NSW North Coast* © Jack Loney, p. 38 *Port Macquarie The Port That Was* © Ian Finkle, *Shipping Arrivals*, p. 97, 122 *Place of Banishment* © Iain McLachlan.

MARY ANN (2) 59 ton Sch. 1837 1851 14 yrs.

A two masted schooner built at Hobart Town in 1837. While in command of her Master, Captain J Francis, she was lost off the Richmond River on August 13, 1851.

Technical details: She measured in length 58 x 14.7 x 8.2 ft.

SOURCE: p. 14 *Australian Shipwrecks V.2* © Jack Loney.

MARY ANN (3) 38 ton Sch. 1842

Built on the Manning River by Captain William Sandiland Amner and arrived in Sydney on November 1, 1842. Records show that Captain Amner only built one ship on the Manning. Her fate is unknown.

SOURCE: No. 22 on the list of ships built on the Manning River 1834-1934 - printed in a Manning River newspaper.

MARY ANN (4) 52 tons Sch. 1847

Undated wrecks in 1847 were the schooner *Mary Ann*, which was found inverted off Port Jackson Heads - she was towed into port and righted, but no trace of her crew was ever found.

SOURCE: p. 355 *Pageant of the Pacific* © Captain R F Rhodes.

MARY ANN (5) 52 tons Sch. 1842 1843 1 yr.

Alexander Kidd was granted a Builder=s Certificate on December 30, 1842 for the *Mary Ann* which he built on the Manning River. Available records show Alexander Kidd starting his business on the Manning in 1842, with no record of when he ceased operations. The *Mary Ann* capsized during October, 1843, her crew being picked up by the steamer *Rose*.

SOURCE: p. 329 *Pageant of the Pacific* © Captain R F Rhodes, No. 22 on a list of ships built on the Manning River 1834-1934 - published in a Manning River newspaper.

MARY ANN (6) 134 ton Sch. 1851 1874 23 yrs.

While under the command of Captain Stephens she had just arrived Clarence River Heads on January 13, 1874 from Newcastle with a cargo of coal for the Colonial Sugar Refining Company. As she attempted to enter the Clarence River she struck the north spit. She then drifted ashore near where the *Coquette* was lost a year earlier.

SOURCE: p. 33 *Australian Shipwrecks V.3* © Jack Loney, p. 50 *Wrecks on the NSW North Coast* © Jack Loney.

MARY ANN (7)17 ton Ketch 1867 1872 5 yrs.

A wooden vessel, she was built in Sydney in 1867. While on a voyage between from the Manning River to Sydney under command of Captain J Carrier, she sprang a leak and her master had to run her ashore July 22, 1872 to save the lives of those on board.

Technical details: She measured in length 42.6 x 13.2 x 5 ft.

SOURCE: p. 21 *Australian Shipwrecks V.3* © Jack Loney.

MARY ANN CHRISTIAN 42 ton Sch. 1867 1874 7 yrs.

Built in 1867 for owners Frank & Masters of Sydney. The 42 ton wooden schooner *Mary Ann Christian* had just loaded a cargo of timber and was bound for Sydney on August 25, 1874. As the vessel was putting to sea she struck the Manning River bar rather heavily and commenced to leak. Her master, Captain P Saruorvosovia decided to run for Crowdy Heads where he jettisoned some of her timber cargo. The leak worsened so her master ordered the *Mary Ann Christian* beached. No lives were lost in the incident.

SOURCE: p. 40 *Australian Shipwrecks V.3* © Jack Loney, p. 38 *Port Macquarie, The Port That Was.* © Ian Finkle.

MARY ANN CHRISTINA 53 tons Sch. 1876

Owned by Mr Gardiner of Balmain and others, she was a wood schooner rigged sailing ship. She had just arrived from Sydney with a cargo of coal and while attempting to enter the Clarence River was lost off the Heads on May 27, 1876. She became a wreck after she ran ashore on North Beach. No lives were lost in the incident. Mr Gardiner had insured her for , 550 (\$110).

SOURCE: p. 54 *Wrecks on the NSW North Coast* © Jack Loney, p. 58 *Australian Shipwrecks V.3* © Jack Loney.

MARY CAMPBELL 144 ton Brigantine 1869 1889 30 yrs.

Built and launched as *The Son*, on March 31, 1869, by Alexander Newton Jnr. at the family=s Pelican shipyards on the Manning River, during his father=s absence at sea. She was renamed *Mary Campbell* on June 26, 1869, by her new owner, John Campbell, a merchant of Sydney, who had purchased her on June 7. Campbell sold the vessel to Samuel S Sustenance in 1872. The new owner continued to trade between Melbourne and Sydney, even though he transferred her registration to Melbourne. The *Sydney Morning Herald* on December 21, 1874, noted the vessels departure for Melbourne in ballast, under command of Captain Maconnochie.

In 1875, her ownership changed again, when she was sold to W Glenn, also of Melbourne. Glenn was fortunate in 1884, when he won a contract to carry coal for the Auckland Gas Company. Between May and December of that year, the *Mary Campbell* under Captain Brothers, assisted by his six-man

crew, sailed on an almost monthly schedule between Greymouth and Auckland. On example of her cargo on the return journey Auckland was that of sundry supplies, such as that shown in the *New Zealand Herald* of July 14, 1884, >. . . 100 sacks of sugar, 6 cases (illegible), 10 cases salmon, 10 cases spirits.=

The *Mary Campbell*, carrying a cargo of 1700 railway sleepers, the property of the Melbourne Harbour Trust, sprang a leak off Cape Hawke while on a voyage from the Clarence River to Melbourne during the night of April 28, 1889. Her master, Captain J. A. Robilliard ordered his crew to abandon ship. The crew of seven took to the boats and were all picked by the Government steamer *Rhea* which landed them all safely at Port Macquarie.

At an Inquiry, the Marine Board of Victoria considered that as the vessel had not been overloaded and appeared to be in good order, the leak could have been caused by her timbers straining in heavy weather.

Technical details: She measured in length 74.5 x 18.6 x 11.2 ft., and weighed 144 tons. When she was registered in Sydney, on June 26, 1869, she was allocated ON59537.

SOURCE: p. 127 *Scotchtown and Pelican* 1991 © Val Newton, p. 191 *Australian Shipwrecks V.3* © Jack Loney, No. 67 on a list of ships built on the Manning River 1834-1934 - published in a Manning River newspaper, p. 10 *Port Macquarie News, Fri. Sept. 29, 1995.*

MARY COCHRANE 136/93 tons W.S.S. 1877 1884 7 yrs.

Wood single screw steamship built at Kempsey by Alex Cochrane builder/owner, she was rigged as a 3 mast schooner. In 1881, she was sold to John Booth, then sold to French Colonials in December of that year - her fate is unknown and register was closed.

Technical details: Weighed 136 t.g. 93 t.n. was allocated ON 74940, and measured 125.6 x 20.5 x 7.3 feet. She was equipped with high pressure steam engine rated at 38 hp.

SOURCE: p. 41 *Australian Shipowners and Their Fleets V.* © Ronald Parsons.

MARY ELIZABETH 92 ton Colonial Brig 1825 1835 10 yrs.

Built at Port Macquarie expressly to suit the harbour and to overcome the dangers involved in crossing the bar and was the first ship ever built at Port Macquarie being completed on November 30, 1825. Captain Gillman referred to the ship, which was built during his term of office, in his reports as he considered it his pride and joy as it had been built under his instructions. The Pilot, Richard Neave was allocated the job of rigging the vessel and filling its sails.

Gillman reported in a dispatch to Governor Brisbane, that; >*In consequence of the danger of bringing colonial traders over the bar at this port, I determined on having a brig built, especially to suit the harbour here. She has been built, rigged and fitted out within the last six months, which circumstances, in addition to her having 90 tons, together with the strength and goodness of her build, will reflect considerable credit on this settlement. I have selected 8 prisoners, having short periods of their original sentences to*

serve, to assist in bringing the vessel to headquarters (Sydney).=

She sailed from Port Macquarie on December 23, 1825, laden with cedar planks with the Pilot, Richard Neave in charge. Her crew consisted of John Holmes, Henry Smith, Benjamin Johnson, John Chatres, Abraham Cullen, John O=Neil, Henry Butler, Jacob Wyre, and Thomas Hawke, all convicts. Gillman had despatched a corporal and six soldiers to provide a guard for the vessel on its trip to Sydney. To the consternation of everybody in the settlement, the vessel re-entered the harbour at Port Macquarie the very next day. Neave had soon discovered that his makeshift crew did not appear to have the ability to sail the vessel to Sydney. For some unreported reason, Neave was persuaded to turn the vessel around and she set sail for Sydney where she arrived on December 26.

The Overseer of Shipwrights at Port Macquarie, John Holmes, who not only supervised the building of the vessel but also helped sail her to Sydney, had his ticket-of-leave refused by Governor Darling. It had been promised by Captain Gillman.

The Governor decided to give command of the *Mary Elizabeth* to Capt. James Nicholson, brother of the Sydney Harbour Master.

The *Sydney Gazette* in its issue of July 12, 1826, >*A draft of prisoners arrived from Port Macquarie on the **Mary Elizabeth** on Saturday last.=* Then on July 26 the newspaper reported that, >. . . *the remainder of prisoners being brought by the **Amity** and **Mary Elizabeth** to H.Q.=*

For a time after this she worked to and from Port Macquarie on a regular basis carrying general cargo and convicts. On one of her trips, her cargo consisted of >nine cases of Tobacco, eight caks of Tobacco, 30 bundles of shooks, twenty four Cedar planks, two Rosewood Planks, which had been certified by John Nicholson, Master Attendant=.

During one of the *Mary Elizabeth*=s stay in Sydney, she was used as a diving tender for the first experiment using the new diving apparatus that had been imported from England. She was also used as a munition store ship at one time.

On July 8, 1827 the vessel arrived at Melville Island conveying stores, then on July 18 arrived at Raffles Bay and delivered stores. Sometime in 1828, it was reported that the *Mary Elizabeth* had not been seen since the day after leaving Sydney. Great relief was evident in Raffles Bay at Fort Wellington when the overdue ship arrived on July 17, 1828. She returned to Port Macquarie in October, then on November 16, and in December of this year.

During January, 1829, the *Mary Elizabeth* went aground on the Port Macquarie bar as she arrived to take on wheat for Moreton Bay but was able to be refloated. She was back in the Port in February, then again in April.

Around September, there was great excitement on the arrival of the *Mary*

Elizabeth with a draft of female prisoners but this quickly turned to disappointment when it was found that they were destined for Moreton Bay. The Commandant, Captain Smyth received special instructions to >take measures to prevent any improper connection with the females= during its stay at Port Macquarie, where provisions were loaded for Moreton Bay.

The vessel returned again in December, and again returned on February 18, and again a month later on March 18, 1830.

Surveyor James Ralfe returned on the *Mary Elizabeth* in April, together with twelve men, with instructions from Governor Darling to carry out a final survey of the Hastings district. In July, after a proclamation, land was opened for settlement to free settlers. She was again reported in Port Macquarie in July and again in November 19, 1830 and remained on the run until 1831.

She was wrecked on the coast of Tasmania on May 30, 1835.

SOURCE: p. *Shipping Arrivals and Departures*, p. 230, 235, 276 *Pageant of the Pacific* © Captain R F Rhodes. p. 149 *Gazetteer*, p. 33 *Port Macquarie, The Port That Was*. © Ian Finkle, p. *Australian Almanac of Shipping (?)* V. © Ronald Parsons, index *Sydney Gazette* 1803-1826, Vol. 14 (File 788), p. 97, 98, 124, 135, 142, 184, 191, 193, 198, 202, 230, 231 *Place of Banishment* © Iain McLachlan.

MARY JANE (1) 1843

Built in 1843 on the Manning River by Captain Robert Howie and arrived in Sydney on February 7, 1843 and on February 15, 1843 she was renamed *Star of China*. (see *Star of China*). Captain Howie is recorded as building ships on the Manning in 1841-1842.

SOURCE: No. 25 on a list of ships built on the Manning River 1843-1943 - published in a Manning River Newspaper.

MARY LAURIE

Built by Joseph Laurie to haul timber from his mill at Laurieton. Shipping movements shown in the *Port Macquarie News* that she had arrived in the Camden Haven on June 8, 1898. The *Manning River Times* issue of January 31, 1902 shows the *Mary Laurie* departing for Sydney.

SOURCE: *Port Macquarie News*, *Manning River Times*, Herbert Jackson Lists, Gordon Fisher, J. & McGil.

MATILDA 42 tons Schooner 1868 1873 5 yrs.

A topsail wooden schooner, she was built at the Macleay River in 1868.

She had left the Macleay River early in January 1873 after taking on board a cargo of 630 bags of maize. Under command of Captain J L Crosby, she also had nine passengers on board when she was last seen off Port Stephens. From reports received it was obvious that she was labouring in the heavy seas being experienced and being deeply laden, it is thought that she was

Bain (who was at once to the front) went in search of the ss **Cyclops**. Inspector Thorpe, with Sergeant Dick, of the Water Police, and a full body of his men were speedily on the qui vive, and had the police-boat launched, ready to set out, an exaggerated rumour having got abroad, that a large vessel had dragged her moorings, and drifted towards the Bight. Although promptly at the boat harbour, and ready equipped for a night=s work, their services were fortunately not needed.=

>The darkness was so intense, and rain so heavy, that nothing could be clearly seen, even with the aid of binoculars. We were unable, up to a late hour, to obtain the name of the distressed craft. Until long after midnight matters metrological threatened a severe gale, but no disasters were reported; all vessels able to enter or return to port having done so, the others having secured a safe offing until daylight.=

>Towards midnight we learned that the ketch referred to was the Jonathon, bound northward. She had attempted to make port through stress of weather, but was forced to anchor about 400 yards beyond the breakwater, through the loss of her rudder. The other vessel was the three-masted schooner *May Newton* (Captain Newton), from Richmond River to Sydney; timber laden. Captain and crew were safely landed, and provision made by the police authorities to supply, as far as possible, blankets, etc. to accommodate the men for the night. The Jonathon had a long reach of cable out, and both vessels will, doubtless, be safely berthed this morning.=

The *May Newton* and the twelve other vessels that had been >wind-bound= departed from Newcastle harbour on Tuesday after the weather calmed.

On May 25, 1885, both the *Alexander Newton* and *May Newton* were together in Sydney and William transferred from Mate on the *May Newton* to master of the *Alexander Newton*. In July 1885, Captain Hans Johnson became master of the barquentine *May Newton* until the years end, by which time Robert Newtown had qualified as a master mariner. Robert had spent most of his working life aboard the *May Newton*, first as an Able Seaman as previously mentioned. He then spent approximately six months from September 1884 to early in 1885 as Mate on the *Alexander Newton* under the command of his brother, William, learning the ropes as a master mariner. When he qualified as a master mariner, Robert took charge of the barquentine/schooner *May Newton* in December 1885.

It would appear that Alexander Newton wanted his vessel registered with Lloyds of London Register, for in 1886 the *May Newton*=s name is listed in the Register of British & Foreign Shipping, with number 1246, unclassified. Meanwhile most of the records of the signing on of crews were held at the Archives office in Melbourne. Over the next five years the *May Newton* continued to ply for trade between Melbourne and Sydney, occasionally to Rockhampton and Mackay. In November 7, 1887, Alexander Newton, Jnr. became her owner by Letters of Administration. It was about this time that Alexander Newton used her as a private yacht to the Manning River, on his way home after visiting Sydney.

Robert Newton had obviously decided to improve his cargo handling capabilities, for by 1889, he had a steam-powered donkey engine installed on the vessel and he employed a special >donkeyman= in her six-man crew. She sailed for Auckland, New Zealand , arriving on June 16, 1891, with her arrival being noted in the *New Zealand Herald* newspaper, >About 5 p.m. the three-masted schooner **May Newton**. Capt. Newton , arrived from Newcastle

with a cargo of coal consigned to Messrs. C F James & Co. She left Newcastle on 2 June and had strong S.W. winds till off North Cape on 11th. Thence strong S. and S.E. breezes prevailed till passing Tiri yesterday afternoon when the vessel was towed into port as above.=

She unloaded her cargo of 280 tons of coal then took on a cargo of sawn kauri and kahikatea, after which the *New Zealand Herald* reported on July 20, >Cleared out: **May Newton**, barquentine, R. Newton, for Launceston.= In a further report on July 23, the *Herald* said, >Yesterday, the barquentine **May Newton** was towed out of port by the p.s. **Tongariro**, and sailed with a favouring wind for Launceston.= She arrived back in Auckland on November 5, with a cargo of 320 tons of coal from Newcastle. The *Herald*, on November 17, again reported her departure with the words, >The three-masted schooner **May Newton** has hauled out into the stream and will sail in a day or so for Kaipara, where she is to fill up with timber for Sydney= then on the next day a further report, >At the Customs today the schooner **May Newton** was cleared for Sydney via Kaipara . . .= She had obviously not discharged her full cargo for the Kaipara Harbourmaster reported, >23 November, 1891: *May Newton*. Capt. Newton and crew of six, arrived from Auckland with 25 ton of coal.= After spending Christmas at this busy port, Robert Newton, crew and vessel departed on January 5, 1892, for Sydney loaded with 49,000 ft. of rough timber, 48,000 ft. dressed timber.

She continued to trade up and down the east coast of Australia until December, 4, 1892, when she sailed from Strahan, Tasmania, loaded with a cargo of timber bound for Wollongong. Early in February 1893, the Tasmania Government having been advised of her delay, set the ss *Lady Loch* and the tug *Wybia* to search the Bass Strait islands for any trace of either the *May Newton* or the *Maile* which had left Launceston on February 15, 1893.

The Tasmania Government appealed to the New South Wales government to search their coastline for any trace of the *May Newton*. She was never seen again and her register was closed on April 13, 1893.

Technical details: When registered in Sydney on January 3, 1879, she was allocated ON75003. She had a single deck, with dimensions of 144 x 22.8 x 8.9 ft.

SOURCE: No. 88 on a List of ships built on the Manning River 1834-1934 - published in a Manning River newspaper, p. *Men and a River* © Louise Tiffany Daley, AONSW : *Shipping Master=s Office, Crew Agreements, Newcastle Morning Herald* (courtesy of the Public Library, Newcastle.) p. 128-131 *Scotchtown and Pelican* © Val Newton, p. 223, 226 *Australian Shipwrecks* V.3 © Jack Loney.

MAY QUEEN

Built at Balmain, Sydney. Reported lost on the Manning River bar on June 11, 1868.

SOURCE: p. 208 *Australian Shipwrecks* V.2 © Jack Loney.

MAYFLOWER Ketch

Built for H J Perrott of Kendall. Reported by *Manning River Times* working during June 1902 in the Camden Haven carrying timber.

SOURCE: *Manning River Times*.

MELINGA 536/243 tons St. MV 1928

She was a steel motor vessel built by Burmeister & Wain of Copenhagen, Denmark in 1928 for owner N.C.S. Nav. Co. Ltd. The firm took advantage of obtaining a cargo of Norwegian timber to pay for her journey out to Australia.

The N.C.S.N.Co. used her to service most of the coastal rivers, in particular the Tweed, Richmond, Macleay and the Manning right up until 1954. The shareholders of the shipping company meet on February 18, 1954 and decided that the company should be placed in liquidation. On May 15 the same year tenders closed with the liquidators, Parsons, Anderson and Co. for the purchase of nine of the North Coast Steam Navigation company=s vessels.

The *Melinga* being one of these vessels. She was sold (Maurice) Berne Shipping who renamed her *Etmoor* in 1956 and she continued to run to Smithtown on the Macleay River returning with products from the Nestle=s factory. She was resold in 1960 and converted to a lighter c. 1961. Said to have been hulked at Peter=s Slip, Brisbane and still in service as a dumb sand barge.

Technical details: She measured 154.1 x 34.6 x 8.5 ft. and had a Fo'c'sle 30', Poop 28', Her steam engine was rated as 98 h.p.

SOURCE: p. 164 *North Coast Run* c Mike Richards, p. 34 *Port Macquarie, The Port That Was* c Ian Finkle, p. 2 *Mid-North Coast Maritime Museum July 1995 Newsletter* c Editor Colin Ellwood (his sources - The Log, Newspaper cuttings, W McLaren, Editor=s Notes.)

MERMAID HM Survey Cut. 83 tons Cutter/Ketch 1817 1829 11 yrs.

A teak-built vessel, the *Mermaid* originally rigged as a cutter, was purchased on her arrival from Calcutta in 1817 by Governor Macquarie for , 2000 (\$4000) as he wanted the vessel for his planned exploration of the coast of the Colony. He appointed Lieut. Phillip Parker King, RN, a son of Phillip Gidley King, an early Governor of the Colony, to this important task. King had arrived in September, carrying instructions from the Colonial Office to Governor Macquarie to supply him with a suitable survey vessel and this is why he purchased the *Mermaid*. King sailed on the *Mermaid* on his first voyage of exploration on December 21, 1817, and in reporting the circumstances of King=s voyage to Earl Bathurst, Macquarie made use of the name >Australia= for the first time in official correspondence.

On January 20, 1818, King arrived at King George Sound, where he remained until February 1st, sailing on that date on further discoveries. He entered Exmouth Gulf on February 11th, and on March 6th he was at Depuch Island, and was surveying from Point Braithwaite on 26th. King left Goulburn Island on April 10th, and continued his survey to the north. He was probably pleased to get away, as he reports having found Goulburn Island natives very troublesome.

He surveyed Van Diemen=s Gulf, Melville Island, and discovered the Alligator and Mary Rivers. Then on May 31, he set out for Koepang, Timor, to

refresh his crew, arriving there on June 4th. The *Mermaid* returned to Port Jackson on July 28th, and King immediately started to prepare himself for his next expedition. King sailed on board the *Mermaid* to examine Macquarie Harbour, Tasmania on December 24th, 1818. The *Mermaid* left Hobart on January 10, 1819 and was at Macquarie Harbour on the 17th, completed the survey, and returned to Hobart on 29th.

Having completed the charting of his discoveries of the north-west coast of Australia, King sailed aboard the *Mermaid* to examine Macquarie Harbour, Tasmania, on December 24th, 1818. The *Mermaid* left Hobart on January 10, 1819, was at Macquarie Harbour on 17th, completed the survey, and reached Hobart on 29th.

Lt. King sailed from Port Jackson on board *Mermaid* on May 8th, 1819, on his second voyage of discovery, this time via Torres Strait. He called at Port Macquarie - where he was accompanied by Oxley on board the *Lady Nelson* - reaching there on May 10th. King and Oxley together on May 11, in a whaleboat examined Port Macquarie and Camden Haven, Oxley aboard the *Lady Nelson* returned to Sydney on May 21st, while the *Mermaid* continued her northern voyage. On June 27th the cutter reached Cooktown, where it remained until July 11th, the shore parties coming under attack from the natives. Three days later the *Mermaid* was off Flinders Group, near which was seen the wreck of the *Frederick*. On July 24th, 1819, the *Mermaid* was aground off the Escape River, from which circumstances the river got its name. The cutter was refloated and reached Wessel Island on the 26th. From here King=s survey commenced to the westward to link up with his work of the year before. In the vicinity of Cape Arnhem there were unmistakable traces of periodical visits of Malays in search of trepang. The natives with their familiarity with ships and boats, indicated they had often played hosts to the Malay. According to a crew member named Favenc:

>They even had the audacity to swim out after dark, and cut the whaleboat adrift, fortunately the theft was detected before the boat drifted out of sight. Their hostile conduct caused much trouble whilst getting wood and water, so much so that King determined to finish wooding at Sims Island to the northward. It was fortunate that they were not obliged to resort to their muskets for defence, as the greater number of the twelve they had taken from Port Jackson were useless, yet they were the best they could then procure in Sydney.=

At Knocker=s Bay, just west of Port Essington, the natives made a very determined attack on one of the *Mermaid*=s boats, fortunately without any damage. The report continues:

>Whilst on shore taking some bearings the party was suddenly surprised, and beating a hasty retreat, the theodolite stand and Cunningham=s insect net were left behind, and immediately appropriated by the natives. They obstinately refused to deliver or exchange, although offered tomahawks and other tempting presents.=

Leaving Admiralty Gulf about the middle of October, the vessel was at Suva, Timor, on the 24th. Here, King refreshed his crew, then sailed for Port Jackson, where the *Mermaid* dropped anchor on December 12th.

On July 13th, 1820, King left again for North Australia and, according to Logan Jack, was at Cooktown 14 days later. He reached Booby Island on August 14th and Wessel Island on the 19th, commencing his survey at Montague Sound on September 6th. By September 20th the *Mermaid* had reached such a state of disrepair that it gave the crew considerable misgivings. The cutter leaked like a basket, and had lost two anchors, but they managed to put it into Brunswick Bay and patch the vessel up a little. Bad weather continued, so King decided to make for Port Jackson. The crew were glad to reach there on December 5th, 1820 with very little to spare.

Lady Nelson, *Mermaid* and *Prince Regent* sailed from Port Jackson on March 1st with an expedition of 40 troops and 60 convict artificers for Port Macquarie. The new settlement was under command of Captain Francis Allman, but owing to bad weather, actual work on the buildings was not commenced until April 17, 1821. On this day April 17, the *Mermaid* went aground on the bar for 7 hours, but floated free at high water, with stern plank stove in and rudder lost. The vessel was still shown at Port Macquarie four days later on 21st. and later returned to Sydney after repairs had been carried out.

The *Mermaid* was ruled unsatisfactory for further exploration work after this incident, so it sailed July 4 to Port Macquarie and return delivering supplies. The cutter then sailed to Sandwich Island in company with presentation schooner *Prince Regent*, which had been designed as a present for the King of the Hawaiian Islands, King Tamehameha, leaving Port Jackson under convoy of Commander Kent, who sailed on *Mermaid*.

The *Mermaid* returned to Port Jackson on January 24th 1823, after escorting the presentation schooner *Prince Regent* to the Hawaiian Islands. *Mermaid* under Capt. Kent again departed Port Jackson on October 23, 1823 with Lt. J Oxley to examine Morton Bay, Port Curtis, and Port Bowen - now Port Clinton - with a view to ascertaining possibilities of their utilisation as convict settlements. Earl Bathurst advised Governor Brisbane, that one of the points which emerged from Commissioner=s Bigge=s report on transportation was that,

>. . . *the comforts and advantages that seemed to be inseparably connected with the progress of colonisation were not conducive to creating the dread of transportation which was so essential to the success of the scheme.*= Hence it was that new and more remote sites were to be selected, in order that transportation and colonisation would not be merged, however insensibly. The vessel returned in January.

The cutter was wrecked at Port Macquarie on April 1825 when attempting to leave harbour together with *Sally* and *Brisbane* but the vessel was able to be repaired. Cutter *Brisbane* was later salvaged.

On June 6th, 1825 the anchorage at Norfolk Island was occupied by ships

and boats rowed by convicts plied between them and the shore. The expedition carried on the *Mermaid* and private vessel *Brutus* under the command of Turton, comprised 33 soldiers, 6 women, 6 children and 57 convicts. The last-named were mostly mechanics to prepare buildings and erect a treadmill which accompanied it. The beautiful island was being prepared for reception of the most dangerous and degraded type of convict, of whom Brisbane said:

>I could wish it to be understood that the felon who is sent there is forever excluded from all hope of return.=

Brisbane's intention with respect to Norfolk Island admitted of little misinterpretation on the side of leniency, but Darling, his successor, was even more explicit. After withdrawing from the island all women, he announced:

>My object was to hold out that settlement as a place of extreme punishment, short of death.=

Some idea of the system which made Norfolk Island one of the most feared places on earth may be gathered from the evidence given by the Rt. Rev. William Bernard Ullathorne - the first Roman Catholic priest to visit the island - before the Select Committee on Transportation:

>As I mentioned the names of those men who were about to die, they one after another as their names were called, dropped on their knees and thanked God that they were to be delivered from that horrible place, whilst others remained standing, mute, weeping. It was the most horrible sight I ever witnessed.=

Sir Francis Forbes, first Chief Justice of New South Wales, when giving evidence before the same commission, stated:

>Two or three men murdered their fellow prisoners with the certainty of being detected and executed, apparently without malice, and with very little excitement, stating that they knew they would ne hanged, but it was better than being where they were.=

Mermaid sailed from Sydney on 25 Nov. 1825 for Port Macquarie & Moreton Bay, but returned to port 27/28 November after experiencing bad weather. The cutter again departed on February 11, 1926 to Moreton Bay. On December 8th, the *Mermaid*, while its way from Melville Island to Java, was attacked by pirates near Sandlewood Island. The pirates arrived alongside about 3 a.m. singing and beating the tom-tom or war-drum. They received four rounds from the cannonades and several volleys of musketry before they hauled off and the *Mermaid* escaped.

The cutter rigged *Mermaid* under command of Mr Penson, arrived at Amity Point on September 6, 1825 and moved into Moreton Bay. Aboard was Major Edmund Lockyer, whose duty it was to further examine the Brisbane River. On September 7, the *Mermaid* anchored off the river mouth near the spit of land because Master Penson could not be sure that the bar was deep enough. Lockyer then travelled by ships boat and landed at Eden Glassie

(suggested name for what became Brisbane), where the 40th Regiment was in charge of Captain Bishop.

The *Mermaid* later crossed over the bar and became the first seagoing vessel to load the first cargo from the Brisbane River. This cargo consisted of pine logs which were suitable for masts and spars for sailing ships.

Returning to Melville Island from Sourabaya sometime in April, 1827 the alarmed Captain of the *Mermaid* reported a large Dutch fleet comprising a seventy-four [gun] vessel, two frigates, several brigs, and a number of schooners. Then, as now, it was felt that assemblies and movements of warships were the outward and visible sign of what men in high places are thinking. Nothing seems to have arisen out of this report for by July 18, the *Mermaid* was back delivering stores to Melville Island.

Now rigged as a schooner, the *Mermaid* sailed from Sydney on May 10, 1829 after the master, Samuel Nolbrow had been issued with specific instructions to follow the inshore passage to Torres Strait. From later reports, it appears that Nolbrow failed to do so, for at midnight on June 12-13, 1829, the *Mermaid* was abreast of Double Point, to the south-east of Innisfail. The chief officer, John Hastings was on watch. He claimed at the subsequent inquiry, that at 3.30 a.m. he had suggested to Captain Nolbrow that they should to heave to until daylight. Hastings alleged that Nolbrow was intoxicated and at 4 a.m. came on deck, giving the helmsman orders to put the wheel down and, as there was a little sea on and the vessel a little uneasy, to keep the foretopsail full, so that the cutter was head reaching at two and half to three knots. When at 5.15 a.m. the helmsman was instructed by Captain Nolbrow to keep the course, the helmsman replied he could not see the points of the compass because the binnacle light had been out since 4 a.m. The chief mate again later alleged that Captain Nolbrow would not the helmsman relight the blown out light. Within twenty minutes the vessel struck a reef. The captain ordered all canvas to be set to drive the cutter over the reef, but it only went a short distance and stuck firmly on the reef.

When daylight dawned, it was obvious that the vessel would not be able to go forward because it was sitting the weather side of a reef which extended for about a mile and a half in an easterly and westerly direction, and which stretched ahead of the vessel to the north for almost two and half miles. Captain Nolbrow ordered Hastings and a crew to launch the whaleboat and take soundings. Hastings found water some six fathoms deep half a cable to the rear, but shoal water to the north-east and west of the vessel. Nolbrow then attempted to kedge (to warp or pull the ship along by means of a rope attached to an anchor) the vessel off but this failed as it had been high water when it struck and the tide had by now fallen considerably. The captain ordered some of the cargo jettisoned as it was at that time not taking any water.

The Chief Mate, Hastings, claimed that at 5.30 p.m. Captain Nolbrow ordered the *Mermaid*'s sails to be set and the warp to be let go. Apparently he had intended forcing the vessel over the reef. Instead, within ten minutes

the force of the sea hove the cutter over on its beam-ends (meaning that the vessel was so far inclined on one side that the deck beams were practical vertical) and in a few minutes it had four feet of water in the hold. The captain ordered the crew to abandon the *Mermaid* because a strong wind was blowing and he had fears that the velocity would increase during the night. The crew spent an uncomfortable night in the ships boats, at time being almost swamped by the heavy seas. At daylight they landed on an island, from which they set sail after checking on their gear. They were picked up by the *Admiral Gifford* after eleven days in their boats.

The crew of the *Mermaid* thought that their troubles were all over when they were later transferred to the brig *Swiftsure*. Eighteen hours after taking the shipwrecked sailors from *Mermaid*, the *Swiftsure* was totally wrecked in Torres Strait. The crews from both ships were rescued by the *Resource* which landed them at Port Raffles on July 20.

At the Board of Inquiry, which was held in Sydney, the Master Attendant in Sydney, John Nicholson, and the master of HMS *Crocodile*, Rob Burcroft, experienced difficulty in determining the cause of the *Mermaid*'s wreck.

They had some difficulty in accepting the evidence of Chief Mate's John Hastings. They branded the testimony as >. . . *limited, conflicting and at some points utterly at variance*=. The Board reported, >*That sufficient precautions had not been taken to ensure the vessel's safety, more particularly in permitting the binnacle lamp to remain so long un-lighted, by neglecting to heave the lead from 4 am onwards, and by not posting a common lookout*.= It further expressed the opinion that, >. . . *sufficient exertion and energy had not been shown in the attempt to heave her off, that she had been abandoned before such efforts had become hopeless, and that when the boats had left, the chronometer and log should have been saved*.=

It was obvious that the Governor agreed with the Inquiries findings, for he endorsed the report: >*Not to be again employed*.=

This historic vessel had in over twenty years around the Australian Coast and in voyages

to New Zealand, Timor and elsewhere had many narrow escapes from shipwreck. It would appear that after the accident with King, the vessel was repaired and converted from a cutter to a schooner, which rig it carried until its final shipwreck on the Great Barrier Reef on what the Board of Inquiry said to be, >. . . *in the absence of any data but that of mere assertion the board cannot suppose the reef . . . to be other than Frankland's Reef*.=

SOURCE: p. 189, 194, 205 *Pageant of the Pacific* © Capt. R F Rhodes, p. 275 *Australian Shipowners and Their Fleets* V.5 © Ronald Parsons, p. 122, 128 *Ship. Arr. & Dept. Sydney. 1788 - 1825* © Cumpson, p. 85-87 *Australian Shipwrecks* V.1 © Charles Bateson.

MERMAID 37/54 tons S.S. 1884 1899 15 yrs.

She was a wood steamship built in 1884. On October 12, 1899, SS *Mermaid* became stranded on a beach about 8 miles from Seal Rocks and attempts were made to refloat her but these were unsuccessful. Her remains

only bought , 20 (\$40) at auction. She had been trading between Newcastle and Lady Hawke at the time.

Technical details: She measured 75.3 x 16.6 x 5.9 ft.

SOURCE: p. 275 *Australian Shipwrecks V.3* © Jack Loney .

MESSENGER 38 ton Schooner 1864 1869 5 yrs.

Built in 1864 at Port Stephens. This trader ran foul of a southerly gale that sprang up along the mid North Coast of NSW on February 12, 1869. This violent gale blew relentlessly for the next twenty-four hours. The schooner *Messenger* in charge of Captain W Reed and the crew of three had been bound from Sydney to Port Stephens destroyed her and all the crew perished. Three other vessels had also were lost in this gale. These were the 29-ton ketch *Caroline*, the 57-ton schooner *Christopher George*, and the 42-ton ketch *Clio*. Reports of cargo scattered along the beach near Nobbys at Newcastle led to confirmation of the loss of the schooner *Messenger*.

SOURCE: p. 209, 210 *Australian Shipwrecks V.2* © Jack Loney, p. 239 *Australian Shipowners V.2* © Ronald Parsons.

METARIS 3 m. Barque 1881

The three masted barque *Metaris* sailed from Newcastle in 1881 laden with 393 tons of coal, bound for Honolulu. Shortly after she left Newcastle, she ran into foul weather which caused her to leak badly. The crew set her pumps working but they could not hold the water. Heavy seas carried away her bulwarks, which were the side of the ship that extended above the deck and her crew abandoned her shortly before she sank. They were about 50 miles east of Port Macquarie at the time.

SOURCE: p. 122 *Australian Shipwrecks V.3* © Jack Loney, p. 38 *Port Macquarie The Port That Was* © Ian Finkle.

MILTON BADGER 177 tons Sch. 1864 1877 13 yrs.

This 177 ton schooner was fully loaded with a cargo of maize when she attempted to cross the Macleay River bar on May 23, 1877 with Captain H McAuley as Master. She ran shore on the South Spit and became a total wreck, being broken up by heavy seas.

SOURCE: p. 74 *Australian Shipwrecks V.3* © Jack Loney, p. 67 *Wrecks on the NSW North Coast* © Jack Loney.

MINDORO 213 tons s.s. 1902 1913 11 yrs.

Built on at Cooperook on the Manning River and launched as the *Pyrmont* on November 1, 1902 by Denis Sullivan for owner Allen Taylor and Company. This firm sold her in 1904 to the North Coast Steam Navigation Company, resold in 1904 to Burns Phillip & Co. and renamed *Mindoro* on July 22, 1910. She was wrecked in New Guinea in 1913.

Technical details: She measured 122.6 x 25 x 8.1 ft., with Fo=c=sle 21 ft. and was powered by a steam engine rated at 45 h.p.

SOURCE: p. 166 *North Coast Run* © Mike Richards, No. 104 on a List of ships built on the Manning River 1834-1934 - published in a Manning River newspaper.

MINERVA 45 ton Sch. 1856 1865 9 yrs.

This 45 ton schooner was built at Port Stephens in 1856 for owners Fairfax & Company of Sydney. Anchored in the fairway of the Tweed River, a violent south westerly gale struck her on November 26, 1865. Her master, Captain Tyrell had used both anchors to steady his vessel, but the force of the wind caused both these to part within a few minutes and she went ashore and became totally wrecked. Her crew were able to scramble safely ashore. Obtaining a bullock and dray from a local settler and assistance from local Aboriginals, they set off overland for Brisbane.

Technical details: She measured 64 x 17.1 x 5.8 ft.

SOURCE: p. 170 *Australian Shipwrecks V.2* © Jack Loney.

MINIMBAH 460 tons St.S.S. 1909 1910 1 yr.

Steel twin screw steamship built in 1909 at Glasgow for owner N.C.S.N.Co.

Wrecked Manning River April 13, 1910 when she struck the end of the wall while entering. She filled with water and broke her back and became a total wreck with one life being lost in the accident. The N.C.S.N. Company suffered a severe financial blow from this accident as she had only entered their service three days before. Her engines were salvaged and returned to Scotland to be fitted to the *Mainbar* which they had built to replace her.

Technical details: Measuring 155 x 28.1 x 9.2 feet, 99 h.p. she weighed 460 tons gr.

SOURCE: p. 164 *North Coast Run* © Mike Richards, p. 59 *Australian Shipwrecks V.4* © Jack Loney, p. 127 *Wrecks on the NSW North Coast* © Jack Loney.

MINNIE LOWE 75 tons Sch. 1877 1880 3 yrs.

Built in Cape Hawke in 1877 she foundered off Port Macquarie on October 30, 1880. She was one of three schooners lost without trace around this time. The other two were *Lucy Ravel* and *Naomi*. Severe gales pounded the north coast at the time.

SOURCE: p. 38 *Port Macquarie, The Port That Was* © Ian Finkle, p. 63 *Wrecks on the NSW North Coast* © Jack Loney.

MIST 92 tons Sch. 1877

A 92 ton wooden schooner rigged sailing ship, she was built on the Manning River and launched on February 24, 1877 by her owner William McCulloch who registered her in Sydney. He operated a ship building yard on the Manning River from 1874 to 1884. He sold the vessel to Jas. Bremner in 1879, who then sold her to Wilson and J B Stevenson in 1881.

In 1883, John Wilson became the owner of *Mist*. He only held ownership for a year and in 1884 he sold her to Thomas Gollan, who in 1887 on sold the vessel to W J Fitzpatrick, W Robinson and H D Norman. Two years later, Robinson and Norman bought out Fitzpatrick=s share. Her fate after this date is unknown.

Technical details: Measuring 83.7 x 19.9 x 8. feet, she was given registration ON 74913.

SOURCE: p. 81 *Australian Shipowners and Their Fleets V.* © Ronald Parsons, No. 84 on a List of ships built on the Manning River 1834-1934 - published in a Manning River newspaper.

MOANA (1) 94/111 tons Sch. 1898 1905 10 yrs.

A wood topsail schooner, she was built at Whangaroa NZ 1898 by Wm. Brown, who registered her in Auckland. Sold in 1902 to E. D. Pike. She capsized and became a total wreck at Mokau Heads, NZ on September 24, 1905. All hands were lost in the accident.

Technical details: Weighing 111 tons, she was allocated ON 102278 when registered in August, 1898. She was originally fitted with an auxiliary engine, but this was removed in February, 1902. She was then shown as 94 t.n. She measured 102.5 x 24.4 x 6.6 feet.

SOURCE: p. 134 *Australian Shipowners and Their Fleets V.2* © Ronald Parsons.

MOANA (2) Fishing Trawler 1961

35 foot fishing trawler overturned on Camden Haven bar on August 15, 1961. Those lost were Neil Jamieson, boat owner, and Barry M. McIlrick. A nephew of Jamieson, William (Bill) Poole made it to North Haven Beach.

SOURCE: Pat Longworth.

MOONAH 83 tons wooden ketch. 1902 1925 23 yrs.

A wood ketch, she was built in 1902 by James Dent of Jervis Bay for owner A W Settree of Sydney who registered her in Sydney. In 1905, she was sold to Alex Allison and 5 others and registered in Auckland. Then in 1908 she was sold to Northern Coal Ltd. 1917 saw her sold to William Ross and A Tindall, who in 1921 sold her to Morris Hedstrom Ltd. of Fiji. This firm only owned her for two years for in 1923 they sold her to A H Marlow also of Fiji. She became a total loss off Mokandraga, Fiji on May 11, 1925.

Technical details: She measured 82.3 x 26.4 x 6.7 ft. and when registered she was allocated ON112546. .

SOURCE: p. 146 *Australian Shipowners and Their Fleets V.* © Ronald Parsons, p. 119 *Australian Shipwrecks V.4* © Jack Loney.

MORNING STAR 25 tons Ketch 1862 1877 15 yrs.

This 25 ton ketch rigged vessel was built at Georges River in 1862 for W Short.

On April 28, 1877 under command of Captain P Stephens she was working between Cabbage Tree Island and the mainland. Stephens ordered the crew to set the sails and he headed for Port Stephens. A severe gale sprang up which damaged the *Morning Star*'s sails and she went ashore and became a wreck within two hours. Her crew scrambled ashore using the jib-boom, but unfortunately her captain was injured when the bowsprit struck him. The crew, unable to rescue any food from the vessel, existed for several days on berries they found on the shore. They were finally rescued by fishermen who happened by.

Technical details: She measured in length 49.1 x 15 x 5.7 ft.

SOURCE: p. 72 *Australian Shipwrecks V.3* © Jack Loney, p. 66 *Wrecks on the NSW. North Coast*

© Jack Loney.

MOUSAM 197 tons Barque 1860 1864 4 yrs.

Built in Maine, USA in 1846, this barque was commanded by Captain Jack. She had loaded 290 tons of coal at Newcastle and left that port on May 30, 1860 bound for Melbourne. During the night she sprang a leak and her crew commenced pumping. She was blown far off her course and finally Captain Jack had to admit defeat and pumping was abandoned when the *Mousam* was about 16 miles off Port Macquarie on June 9, 1864. Her crew of ten took to the boats and arrived safely on shore, where they spent one night on shore. They were fortunate to be picked up by the schooner *Goldseeker* which landed them at Newcastle, the port they had originally sailed from.

SOURCE: p. 115 *Australian Shipwrecks V.2* © Jack Loney, p. 38 *Port Macquarie, The Port That Was* © Ian Finkle.

MURRAY 229 tons I.P.S. 1866 1886 20 yrs.

Iron Paddle wheel steamer built by T Wingate & Co. in Whiteinch, Scotland in 1866. She was owned by Johnson and Murphy and was registered in Port Adelaide. During her service she was lengthened twice. In August 1866 she was sold to Alex Dove of Melbourne. Then in April 1867 she was transferred to Gippsland S.N. Co. Ltd. and registered in Melbourne. For a period she spent time on the Murray river as one of the Murray River steam paddle wheelers before transferring to the Gippsland Lakes trade. Nipper & See purchased her in January 1882, and together with the *Rosedale* transferred them to Sydney in September 1883. Then in February 1884 her ownership went to John See. On February 9, 1886 she struck a rock about two miles south of the old Manning River bar. The pilot steamer then towed her over the bar where she soon settled in the sand. Her underwriters sold her for , 50 (\$100) when the owners handed her over. Her master, Captain D Anton lost his certificate for three months when the Marine Board of Inquiry found him guilty of navigating too close to shore where hidden dangers lurked.

John See, the son of English migrants was born in 1845 and had arrived in Australia with his family in 1853. The family settled shortly thereafter in the Grafton district. It appears that in the 1870s he saw great opportunities in the grain trade and became quite prosperous after he had joined Melbourne grain merchant, George Nipper in a partnership to own and operate ships. Meanwhile he was operating his own fleet of ships to the northern rivers of NSW with his name appearing as a shipowner in 1880. His partner ship with Nipper dissolved in 1884 and he advertised under the name of >John See & Co.= In May 1885, he had a string of vessels under his control, and was advertising *Helen Nicoll* for Grafton, *Rosedale* for the Manning, P.S. *Murray* for Port Macquarie and *Fernmount* for the Bellinger. At the height of the grain shipping season, he would charter other vessels. In April 1889, he chartered the ketches *Alice May*, *Maggie Gollan* and the schooner *Margaret*

Jane to assist him to move his cargo.

On John See's business letter heads and bills of account, he had noted the title >The Honourable John See & Co.= He was obviously stressing that he had been elected to represent Grafton in the NSW Legislature in 1880 and remained there until 1904. He obviously felt that the use of the term would be of benefit in his business dealings. He was allowed to use the prefix >The Honourable= because of his length of service in the Upper House, a privilege granted by the Sovereign after serving ten years in that chamber. He was subsequently knighted and became Sir John in the Queen's Birthday honours of June 1902. He had joined the Clarence, Richmond & Macleay Rivers S.N.Co. Ltd. in 1891 to form the new N.C.S.N.Co. Ltd, and became Managing Director of this new company.

Technical details: Given ON55582 when registered, she weighed 229 t.g. 178 t.n. and measured 137.3 x 22.3 x 8.1 feet, she was lengthened in Oct. 1876 to 155.5 x 22.5 x 8.9 feet, with her weight increasing to 271 t.g., 200 t.n. Had a 3 masted schooner. rig. She was equipped with a 60 h.p. oscillating single cylinder steam engine supplied by the shipbuilder. SOURCE: p. 164 *North Coast Run* © Mike Richards, p. 132 V1, p. 142 *Australian Shipowners and Their Fleets* V.2 © Ronald Parsons. p. 160 *Australian Shipwrecks* V.3 © Jack Loney.

MYALL 38 tons Schooner 1865 1880 15 yrs.

She was built on the Myall River in 1865 for owners A. B. Howland and A. Flush. Her master was Captain B. Howland. This schooner was carrying a cargo of coal from Newcastle to the Macleay River when she foundered in a heavy gale about 15 miles off Long Island on March 13, 1880. Fortunately none of the crew lost their lives in the incident and the master was not held responsible.

Listed by *M.R.T.* as being in the Camden Haven on November 3, 1902. ? The schooner *Myall* is shown as being unable to enter the Bellinger River in July, 1908. (could this be another *Myall*).

Technical details: She measured in length 68.9 x 18 x 5.6 ft.

SOURCE: p. 110 *Australian Shipwrecks* V.3 © Jack Loney, p. 75 *Wrecks on the NSW North Coast* © Jack Loney, p. 77 *Alma Doepel, The History of An Australian Schooner* © Capt. Ralph McDonell, J. & McG.

MYEE 144 tons St.S.S. 1903 1933 30 yrs.

Steel twin screw steamship, she was built 1903 by Bow and McLachlan of Paisley, Scotland, and assembled at Rowntree's Dock, Balmain for N.C.S.N. Co. Ltd. Sydney. Because of her shallow loaded draft of only 6'6" the *Myee* was frequently used to unload stranded steamers. Her master was Captain Pugh.

The *Myee* had completed loading timber in the Bellinger River when she found that the bar had closed up and together with three other steamers, the *Rosedale*, *Our Jack* and *Ellerslie* were barbound and were unable to leave until the weather calmed on May 24, 1908. Late in May 1908, the steamer *Rosedale* went shore in the Bellinger River. The NCSN Co. *Myee* arrived with and underwriter's salvage expert and salvage gear with which to refloat the

Rosedale. It was strange that the *Myee* herself would also be grounded on the Bellinger River bar and went into the breakwater before the month of May was out. Her master was able to manoeuvre her clear after a few anxious hours.

She was by this time on a regular run between Sydney and the Bellinger River. She was again grounded on the north spit on June 28, 1909, but was in luck for there were smooth seas at the time and she floated free next day. It was just over a fortnight later, in fact on Saturday July 17, when the outward bound *Myee* struck the wreck of the *Ellison* in the shallows with both of her propellers and shafts broken in the collision. After being repaired she resumed her service.

She was used to replace the *Rosedale* which had struck the southern breakwater of the Bellinger River on January 11, 1911 as the *Rosedale* had bumped heavily on the rocks and settled there. *Rosedale*'s captain soon realised that he would be unable to sail her clear, so obtained wire hawsers and held her on the rocks. The *Myee* again came to her rescue when she brought in some salvage pumps on Monday plus a portable boiler to provide steam for the winches. The *Rosedale* was able to haul herself clear of the rocks using her own winch power. She was then beached and made watertight. Around April 7, 1914 the *Myee* became stranded at the entrance of the Bellinger River. The Marine Underwriter's Association sent a Captain Cuthbertson up from Sydney to attempt to refloat her. He managed to refloat her and brought her in to the wharf and by this time she had two feet of water in her holds.

She was sold 1926 to Allen Taylor & Co. and cut down to a lighter. Scuttled off Sydney Heads in 1933.

Technical details: She was allocated ON117603, weighing 144 t.g., 86 t.n., she measured 100 x 20.1 x 6.4 feet and had Poop 28 foot high. She was equipped with electric light and twin compound steam engines rated at 24 h.p. supplied by Bow & McLauchlan and Ltd. Paisley. SOURCE: Herbert Jackson list; p. *Shipping and Arrivals Sydney*; p. 164 *North Coast Run* © Mike Richards, p. 21 *Australian Shipowners and Their Fleets V.* © Ronald Parsons, p. 76, 79-80, 85 *Alma Doepel, The History of An Australian Schooner* © Capt. Ralph McDonell.

MYSTERY (1) 32 tons Ketch 1877 1892 15 yrs.

Built Paisley U.K. by H. McIntyre & Co. (Loney on p. 221 claims built Brisbane Waters 1877.) Left Sydney for Camden Haven on July 7, 1892, but sprang a leak and eventually foundered off Norah Head. The crew took to the boats and reached safety. (There is a claim in a list compiled by the late Mick Constable, of the Wallamba and District Historical Society, that in June of 1888, the ketch *Mystery* is said to have sprung a leak at sea off Cape Hawk and sought shelter in the Hawke River. Upon entry she struck the bar several times and was lost. The Hawke River being the entrance to Wallis Lake and was variously named in those times.)

Technical details: She measured 59.2 x 16.4 x 5.7 ft.

SOURCE: p. 221 *Australian Shipwrecks V.3* © Jack Loney.

MYSTERY (2) 43 tons W.S.S. 1893 1899 6 yrs.

Wood single screw steamship built on the Richmond River 1893 by O R Jones, for John Seller Robinson of South Woodburn, Richmond River, who registered her in Sydney.

(Jack Loney claims on p. 261, ss *Mystery* built on Richmond River in 1893 for Skinner Bros. & Lowes of Murwillumbah. While returning from a fishing trip on December 20, 1897, she broached in the breakers and was immediately overwhelmed by a huge sea. One man drowned and two others including Captain Bryce were injured.) She was wrecked on the Southport Bar, Qld. in 1899, but it took another 51 years to close her register, which occurred in 1952.

Technical details: She weighed 43 t.g, 29 t.n. and was granted ON101100 on registration. She had a compound sc engine, rated as 10 hp. She was not equipped with a mast.

SOURCE: p. 141, *Australian Shipowners and Their Fleets* V. 2 © Ronald Parsons, p. 261 *Australian Shipwrecks* V.3 © Jack Loney.

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NAMBUCCA (1) 1864 1880 16 yrs.

This schooner rigged vessel was built Brisbane Water 1864.

As the *Nambucca* attempted to cross the Brunswick River Bar on March 13, 1880, the wind failed and it was lost.

Technical details: of 55 t. gr. with dimensions of 69.9 x 19.2 x 6.8 ft.

SOURCE: p. 110 *Australian Shipwrecks V. 3* © Jack Loney.

NAMBUCCA (2) 1898 1905 7 yrs.

Wood Single Screw fore & aft schooner built in 1898 by Cran & Co. Leith, for F Buckle Snr. who registered the vessel in Sydney. Registration transferred to Wellington, New Zealand in 1902 when the new owner H Fisk registered the vessel in New Zealand. Later owned by Marlborough S. S. Co. it was on a voyage between Blenheim - Wellington when it was wrecked on Sinclair Head, NZ. on January 16th, 1905.

Technical details: of 130 t. gr. 74 t. nt. and dimensions of 96 x 24.2 x 7.2 feet, with 2 masts fore and aft with schooner rig with 2 cylinder composite surface condensing steam engines rated at nominal 24 h.p. 120 i.h.p. rated at 72 knots, and a single boiler, rated at 120 psi, supplied by Cran & Co., of Leith. In 1903 the vessel was lengthened to 101. x 24.2 x 7.4 feet; then of 166 t.gr, 94 t.nt.

SOURCE: p. 164 *North Coast Run* © Mike Richards, p. 326 *Pageant of the Pacific* © Captain R F Rhodes. p. 111 *Australian Shipowners and Their Fleets V.* © Ronald Parsons.

NAMBUCCA (3) 1922 1934 12 yrs

Wooden twin screw steamship built 1922 at Tuncurry by John Wright of Tuncurry at Cape Hawke for owner Allen Taylor and Co. This vessel was wrecked on the Nambucca Bar, May 7, 1934 as it was being towed into the Nambucca River. The vessel broke from the line and was swept on to the south beach. Several attempts were made to refloat it, but all failed and the vessel filled with water and broke its back, becoming a total loss. The wreck brought , 1000 (\$2000).

Technical details: On registration given ON150186, of 415 t. gr. 202 t nt. with dimensions of 148 x 35 x 8.7 feet. Fo'c'sle 34', Bridge 66', engines said from the *Augusta*. Light machinery aft. 1 deck. The twin compound engines were supplied by Chapman and Co. Sydney.

SOURCE: p.165 *North Coast Run* © Mike Richards, p. 147 *Australian Shipwrecks V.* © Jack Loney, p. 21 *Australian Shipowners and Their Fleets V.* © Ronald Parsons.

NAMBUCCA (4) 1936 1945 9 yrs.

Wooden twin screw steamship built 1936 at Tuncurry by E Wright for N.C.S.N. Co. Taken over during WWII by the USA Small Ship Section and saw service as minesweeper. The vessel caught fire while still with US Army in Pacific Islands - December 30, 1945.

Technical details: Granted ON157636 on registration, of 489 t. gr. 185 t. nt. with dimensions of 153 x 35.1 x 8.7 feet, the machinery was situated aft with twin compound steam engines rated at 48 h.p. were originally made for the *Kinchela* by Campbell and Calderwood of Paisley

SOURCE: p. 165 *North Coast Run* © Mike Richards, p. 21 *Australian Shipowners and Their Fleets V.* © Ronald Parsons.

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NAMOI (or NAOMI) 1872 1880 8 yrs.

A wood schooner rigged sailing vessel, built at Brisbane Water in 1872, for owners W M Richie and D Robinson and registered in Sydney. Then in 1879 sold to John Booth. Lost North of Sydney September 1879 or October 1880. (Alice Arnott of North Haven mentioned vessel with similar name as a paddle steamer at Camden Haven.)

Technical details: of 72 t. gr. when registered given ON64401, with dimensions of 73 x 20 x 7.7 feet.

SOURCE: p. 29 *Port of Richmond River, Ballina 1804s to 1980s, Appendix A List of Wrecks on Ballina Bar and Vicinity* © Glen Hall, reads, 1880 three schooners disappeared during a severe gale, viz: *Lucy Ravel, Lowe and Naomi*. p. 41 *Australian Shipowners and Their Fleets V. 1* © Ronald Parsons, p 117 *Australian Shipwrecks V.3* © Jack Loney.

NANCY Pilot vessel

James Waters (?) Commandant of Newcastle reported to His Excellency, The Governor on December 20, 1818, from aboard the decked Sydney cutter *Resource* with a ships journal from William Eckford, Pilot of the Port of Newcastle. It was the log of the *Nancy* on a voyage to the northwards in search of the *Cossar*. (The photocopy is difficult to read, and the following is as best as can be given from the record. R. C.)

His journal reads:

Saturday,

1818, Nov. 28th. NW At 7. A.M. Sailed from Newcastle, in search of the *Cossar*. At 10. A.M. wind shifted to the North East, took in sail and pulled into a small bay to the Southward off Port Stevens © remained during the day and night.

Sunday. 29. SW At 5 A.M. Sailed to the Northward off Cape Hawke. During day NW wind blowing very fresh with heavy seas Sailed under (?) Cape Hawke to the Northward.

Monday 30. light At half past 4 A.M. got under way for the Northward. At 9 A.M. breezes, wind N.E. blowing fresh. Came around

a small head. from the N.W.

wind and At 3 P.M. compelled to put to sea owing to (?) of heavy seas. Stood to the South head for long Island. W. N.W. to when a few miles of Long Island wind

shifted to the S.W. with N.E. and heavy rain thunder and lightening. Put about and stood away S.W. with fresh gales to the Northward.

December

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- Tuesday 1 S.W. At day break blowing hard with heavy rain. 4 p.m. when
a rounding the Brothers Point wind blowing fresh with
heavy Sea. Carried away the Rudder Iron and split the Mainsail, pulled into a Bay and beached her. Wind from the Southward blowing hard and heavy rain.
- Wednesday 2. S.W. Wind from the Southward blowing very hard, very heavy
rain.
- Thursday 3. N.E. Carpenters fitting Mast Boards and repairing Rudder Iron. Crew repairing Sails and drying provisions.
4. N.E. Relieving Pilot Eckford and part of the Crew walked to river where Smith said he had been 5 months and had heard a white man was amongst the natives. Returning to where the boat was beached found a quantity of human bones, mainly arm leg and the (balance of writing hard to read.)
- Saturday 5TH N.E. Owing to the Wind unable to get out.
- Sunday 6th S.W. At 5.A.M. launched the Boat. Stood to the Northward. Strong to wind from the South, blowing fresh. N.W. Aft. Ran into Port Macquarie S. fresh.
- Monday 7th. N.W. At 5.A.M. Got under weigh. Sounded the Harbour. Deepst water - 3 fathoms, channel narrow - And on the Bar not more than 9 feet at low water. Left Port Macquarie about 8. A.M. and ran about 70 miles. Stood to the Northward at 6.P.M. put into a Bay to the North of Smoky Cape laid all night.
- Tuesday 8th. N.E. Visited by the Natives apparently frightened but very quite. They motioned to us to lay down our Arms previous to approaching them.
- Wednesday 9th N.W. Day break. Got under weigh. Stood to the Northward. On running along there, Smith discovered a Hill he had formerly seen, which he knew and affirmed we were not far from the vessel, hauled in Shore and discovered a river he had crossed a short time after he had left the *Cossar* c found an entrance impracticable owing to so heavy a sea on the Bar. Hauled round her head and found

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- a small Bay where we launched our boat.
- Thursday 10th. N.E. Walked to the *Cossar* C distance about 10 Miles. On approaching we found her lying on the beach at high water mark. Her Mainmast, Rigging & Sails, Bowsprit and Rudder, Booms, Gaffs had gone from her, most of her Copper and Sheathing off. Some planks started from her timbers C carpenters opinion is that she can be repaired with nailing her afresh and caulking so as to enable her to be got off C Eckford states he thinks there is very little difficulty in getting her off the beach - brought from her sheath of coppers.
- Friday 11th. N.E. Sent 4 more of the Crew and brought in 12 sheets more of the Copper C remainder of copper all remained fast on.
- Saturday 12th. N.E. Daybreak launched Boat and stood to the Southward. 3.P.M. squall with rain. Put into a creek, lay there during the night heavy rain.
- Sunday 13th. S.E. Heavy Showers, Hail, Thunder & Lightening.
- Monday 14th N.E. Day break put to sea, stood to the Southward. Noon abreast Port Macquarie. Sea breaking high on the Bar prevented us going in - hauled off and stood to the S.E. during the night.
- Tuesd.15. S. Light airs pulled till about 4 P.M. Wind shifting to N.E. Ran into Port Stevens about eight p.m.
- Wednes. 16th. SO. Hauled up our boat being very leaky, owing to her Garboard Streak being started from the Keel. Carpenter employed securing her.
- Thurs. 17. SO to Southerly Wind in the early part of the day C Afternoon from the S.E. the South East.
- Friday 18th. N. Light Airs from the Northward - Got under weigh 8.A.M. Stood to the Southward C One P.M. arrived at Newcastle Harbour.

SOURCE: Courtesy photocopied from records held by Captain ?, Retired Pilot Newcastle Harbour, supplied to Ray Cooper.

NANCY 1836 1843 7 yrs.

This schooner rigged vessel was built on the Manning River with Builder=s Certificate issued on July 5, 1836 for owner George Thompson. Wrecked at Macleay River 1843.

technical details: of 38 t. gr.

SOURCE: p. 64 *Australian Shipowners and Their Fleets* V. 6 C Ronald Parsons, No. 4 on a List of ships built on the Manning River 1834-1934 - published in a Manning River newspaper.

NARANI (1) 1914 1955 41 yrs.

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Wood twin screw steamship was built in 1914 at Cape Hawke, Tuncurry by E Wright for Allen Taylor & Co. Ltd. John Hibbard chartered the *Narani* on occasions to meet his shipping schedules. Sold 1920 to N.C.S.N.Co. Ltd. who later in 1924 sold this vessel to the Illawarra & South Coast Navigation Company. In 1951 the *Narani* was sold to New Guinea Borneo Mangrove Co. Ltd. Port Moresby and drops from the register in 1955. It appears that it was broken up in New Guinea.

Technical details: When registered was given ON 136384, of 381 t. gr. and dimensions of 148.6 x 33.2 x 8.7 feet with Fo'c'sle 35 feet and Bridge 53 feet.

SOURCE: p. 165 *North Coast Run* © Mike Richards, p. 25 *Port Macquarie, The Port That Was* © Ian Finkle and Lynda Turner.

NARANIE (2) 15 ton Steam Trawler 1933

This steam trawler was built at Bungwall by Paterson Bros. Grounded near entrance to Port Macquarie in fog during February 1933.

Technical details: of 15 t. gr. and dimensions of 50 x 13 x 5 feet.

SOURCE: Museum List, p. 38 *Port Macquarie The Port That Was* © Ian Finkel and Lynda Turner, >Josso= Dick records - Maritime Museum.

NELLA

SOURCE: Shown on Herbert Jackson=s List.

NELLE

SOURCE: Shown on Gordon Fisher List.

NE OBLIE 222 tons W.S.S.S. 1878 1883 5 yrs.

A wooden single screw steamship built at Scotts Creek on Manning River and was launched on April 11, 1878 by William McCulloch for John Booth, a shipowner and timber merchant of Sydney, who regularly traded between Sydney and Port Macquarie. On arrival of the *Ne Oblie* at Port Macquarie, a drogher would then take the up-river goods off the steamer and deliver these upriver.

During one period, the fireman was a Negro, Peter Jackson who came into conflict with the hard cases at Halpin=s Pub on the Port Macquarie waterfront and proved able to handle himself very well in the fisticuffs that followed. Jackson soon came under the notice of a great boxing instructor, Larry Foley, through his ability to knock out the roughest of the Sussex Street Sydney roughs. Jackson later became world famous as a boxer.

The *Port Macquarie News* on December 25, 1882 reported that there were a number of vessels trading between Port Macquarie and Sydney. *Ne Oblie*, steamer, 220 tons. The report went on to name the other ships, making the comment that the figures give a total of 990 tons of coasting vessels trading with Sydney. The newspaper commented that the imports, which chiefly arrive by the steamer *Ne Oblie* once a week, are of general merchandise, and the exports are sawn and log timber, colonial wine, and farm produce of all the usual kinds. These exports are very considerable, as appear by the fact

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that 12 vessels are now in the continuous trade of the port, and others are also being built in view of its rapid increase. The *Ne Oblie* was sold to Noumea in March 1883.

The withdrawal of the *Ne Oblie* had been advised to the district back in January, which led to a >steamer meeting= held at Ennis. This occurred on January 19, in an attempt to devise other means of replacing that vessel. The chairman, a Mr T Platt said that the meeting was on a matter that was of vital and paramount interest to every individual in the valley of the Hastings River.

He mentioned that a section of the farmers of the district intended to use and rely on sailing vessels as a means for getting their produce to market. Mr Platt said that he considered this to be a backward looking attitude and what was needed instead was a forward thinking approach to the problem.

Mr. Platt said that most people would have been aware that the local member of parliament had obtained for them a steam tug, which had allowed vessels to put to sea in almost any conditions in the past.

A representative of the owner of *Ne Oblie*, Mr Litchfield said that Mr Booth was interested in selling his plant which consisted of seam drogher, punts, & could be bought for , 1600 (\$3200), which was his final offer as he had outlaid , 2000 (\$4000). If this was not acceptable, then Mr Booth would be moving this plant to the Manning. He suggested that one way to achieve the purchase of this plant was by forming a Company with , 1 (\$2) shares. He stated that the reason from the problems was not the lack of trade, but rather the way it was managed that had led to this problem.

After much discussion, it was decided to contact Mr Booth to see if he would be willing to rent his plant instead of selling it.

A further meeting took place in Port Macquarie in April, after the *Ne Oblie* had ceased operating. Mr Litchfield advised the Nipper and See could be interested in taking up the steam trade between Port Macquarie and Sydney, provided fair inducement was offered.

355 bags (of maize) per week must be supplied for Nipper and See to commence the trade, and a letter was received from the firm to back this up. This proposal did not receive universal support so was left to another meeting. (P.M.News 14.4.1883)

SOURCE: A. W. S. Mackay *Looking Back* published *Hastings Shire Gazette*, 11 Dec. 1940., p. 41 *Australian Shipowners and Their Fleets* V.1 © Ronald Parsons, *Port Macquarie News*, Dec. 25, 1882, Jan 24, and April 14, 1883, No. 87 on a List of ships built on the Manning River 1834-1934 - published in a Manning River newspaper.

NEPTUNE Dredge

This craft was one of a number of dredges used to keep the waterways in and around Port Macquarie clear of sand.

SOURCE: >Josso= Dick oral history.

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A monument was erected in the Grafton cemetery to commemorate the tragic event. It reads:

>To the memory of W B Mann, master mariner, who was lost in the SS *New England* on the Clarence Bar, aged 49 years.

*Forth from the dust we spring and run
About the earth=s green quite breast,
Our little days are set of sun,
Into her bosom creep and rest.=*

Technical details: with displacement of 359 t. gr.

SOURCE: p. 51 *Australian Shipowners and Their Fleets* V.1 © Ronald Parsons, p. 135 *Australian Shipwrecks* V.3 © Jack Loney.

NEW MOON 1858 1864 6 yrs.

This vessel was a wood paddle wheel steamer built on Hawkesbury River in 1858 for owner W Marshall of Balmain.

During 1864 a number of fierce gales lashed the New South Wales coast. The third occurred towards the end of September, destroying seven vessels, damaging many others and battering many port facilities.

The wooden paddle wheel steamer *New Moon* had departed from the Macleay River bound for Sydney when it ran into the gale off Bird Island. The master, Captain Collins ordered the vessel to turn and run before the storm, but as the paddle wheeler turned it lost the foresail jib and fore trysail. At that moment the steam valve broke leaving it helpless. The pumps choked as heavy seas swept on board. This meant that the crew were left with no alternative but to bale with buckets to keep the vessel afloat while Captain Collins headed it towards the shore. They kept up their valiant efforts until the *New Moon* reached the shore at Port Stephens, but it broke up so rapidly that the only person to survive was the fireman. The other ten passengers and crew perished when it was wrecked. The owner had insured her for , 2000 (\$4000).

Technical details: with a displacement of 48 t. gr.

SOURCE: p. 159-160 *Australian Shipwrecks* V.2 © Jack Loney, Mike Richards.

NICHOLAI 1885 1889 4 yrs.

This wooden schooner built on the Nambucca River in 1885 for owners Langley and Christenson. The *Nicholai* left Nambucca Heads on July 15, 1889 bound for Sydney and battled its way down the coast after running into foul weather. After several days of pounding by rough seas, it sprang a leak and was abandoned near Seal Rocks.

Technical details: with displacement of 110 t. gr. dimensions were 93.2 x 24.6 x 7.3 ft.

SOURCE: p. 97 *Australian Shipowners and Their Fleets* V.1 © Ronald Parsons, p. 193 *Australian Shipwrecks* V. 3 © Jack Loney.

NIMBIN 1927 1940 13 yrs.

A steel motor vessel built in 1927 by Burmeister & Wain of Copenhagen, this was the first motor vessel to be especially built for the North Coast Steam Navigation Company. It was propelled by a six cylinder diesel engine driving a single screw. This system was based on a design that had been proven most successful in the

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Ulmarra.

The use of the diesel engine to power shipping vessels had by now become accepted by shipowners as a reliable and fast means of propulsion. These early diesel engines had to be started by using compressed air and considerable tension was experienced by the early engineers as sailing time approached waiting to see if the engine would actually start.

The *Nimbin* arrived in Sydney via the Suez Canal in August 1927 with a cargo of Swedish softwood. The vessel's owners subjected it to an overhaul prior to placing the *Nimbin* on the Sydney-Richmond River run.

Replacing the aging *Poonbah*, the new vessel managed a return trip once a week. The firm then sold the *Poonbah* overseas in 1929.

As the *Nimbin* had been specially built with large refrigeration space for the carriage of dairy products, it proved to be far superior to any other vessel on the coast carrying this highly perishable traffic. The new vessel was able to travel right up to Lismore where it docked at the Company's wharves at Woodlark Street almost underneath the Fawcett traffic bridge.

This vessel became a favourite vessel on which to travel and was rather famous with north coast passengers, and gained the nickname 'The Tin Hare'.

The Company set a schedule whereby it left Sydney on Saturday afternoon and called into Newcastle that evening where it would pick up Newcastle steaming coal which had a reputation for generating great heat leaving little ash behind. This coal was for the use of various butter factories and sugar mills, as well as the ship repair yards at Ballina. The *Nimbin* would normally arrive at Ballina early on Monday morning to discharge cargo destined for that port before travelling on to Lismore to complete its journey.

On the return journey to Sydney, the *Nimbin* would often carry timber and refrigerated cargo then call at the many wharves for general cargo and at the CSR Broadwater mill to pick up bagged sugar. By Wednesday, it would clear the Richmond and set sail for Coffs Harbour where additional hardwood timber cargo would be loaded.

This vessel also called in to Port Macquarie where it unloaded cargo at Boat Harbour, being too large to clear the bar.

A heavy fog settled over the Richmond district near Ballina on the morning of February 20, 1933. The *Nimbin's* captain was seeking the entrance when it ran aground some three miles south of the river mouth. It took the crew twenty-four hours hard work to refloat the vessel at the next high tide. The captain immediately sailed to the ship yards at Ballina where an inspection revealed little structural damage.

The N.C.S.N.Co. purchased another vessel the *Wyangaree* from Burmeister & Wain in 1938, which they placed on the Sydney-Richmond River run. They then transferred the *Nimbin* to the Sydney-Clarence River run where it remained after the outbreak of World War II. This vessel was retained on the North Coast run to supply the needs of the war effort with meat and dairy products and timber.

On December 5, 1940, with Captain W Brysantson in command the *Nimbin* was travelling between Coffs Harbour and Sydney and was about 25 kilometres off Norah Head when a violent explosion shook the vessel and it broke in two. The *Nimbin* had struck a German mine and sank by the stern within three minutes. Of

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her 20 crew, Captain Brysantson and six crew members were lost, presumed drowned. A patrolling R.A.A.F flying boat sighted the wreckage and noting the plight of the survivors, signalled for assistance. The Company's ss *Bonalbo* was directed to the scene, rescued the men at 6 p.m. and conveyed them to Sydney.

It is thought that the *Nimbin* was the victim of the activities of the German minelayer *Pinguin* which worked the NSW North Coast laying mines during October 1940. The *Pinguin* later proceeded to Tasmanian waters where it continued to lay its deadly cargo.

Technical details: with a displacement of 1052 t gr 516 t nt. dimensions were 215 x 35.1 x 11.9, Fo'c'sle 32', Bridge 23', R.Q. Deck 102'.

SOURCE: p. 165 *North Coast Run* © Mike Richards, p. 166 *Workhorses in Australian Waters* © Mike Richards, p. 165 *Australian Shipwrecks V.4* © Jack Loney, p. 34 *Port Macquarie, The Port That Was* © Ian Finkle, p. 2-3 *Mid-North Coast Maritime Museum Newsletter, July 1995* Col Ellwood, Editor, his sources *The Log, July 1972*, Newspaper cuttings, W McLaren.

NOBLE Cutter

In *The Port Macquarie News*, a report said, >*Old Port Macquarie Fragments of its history*=, arranged and compiled by Mr T Dick from documents in his possession. No. 5., he notes: >. . . 1826 . . . At this time three vessels had been lost on the bar. They had been bar bound for some considerable time, and could not get out. The pilot said there was danger, but he was told to get to sea, and he and his crew of Government men started to execute the orders of Captain Gilman. The result was that the vessels were soon one upon another - wrecked. One of the vessels was the **Lady Nelson** brig, and another the **Noble** cutter. All three came ashore in front of Mrs Bocke's residence, in what was called Nelson's Bay. Captain Gilman was immediately recalled, and Captain Innes sent in his place.=

SOURCE: >Port Macquarie, *Fragments of its history*= *Port Macquarie News*.

NORA CREINA 1864 1865 1 yr.

This schooner rigged vessel was built on the Manning River by John Sullivan Jnr. and his brother, Denis, who were also the owners.

The vessel arrived in Sydney on December 28, 1864. The *Nora Creina* was obviously engaged in trans-Tasman voyages, because the vessel was reported lost in the Tasman Sea during July 1865, while under command of Captain J Bartley. A search of the Customs Records revealed that the insurance had been paid in the same month that it was lost.

Technical details: with a displacement of 82 t. gr. dimensions were 79.8 x 20 x 8.5 ft.

SOURCE: p. 171 *Australian Shipwrecks V.2* © Jack Loney, No. 60 on a list of ships built on the Manning River 1834-1934 - published in a Manning River newspaper.

NOOREBAR 1905 1937 33

Steel single screw steamship built in 1904 at Kinghorn, Glasgow for owner G W Nicoll who transferred ownership to North Coast Steam Navigation Co. Ltd. during the construction stage. Native name means >Place where the Noore Vine grows.=

In 1905, Trial Bay was one of the scheduled stops for the *Noorebar* on the usual journeys up and down the coast. Passengers would be picked up at the wharf at the breakwater. Then in 1909 because of the condition of the wharf the method of

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embarking and disembarking changed. Passengers were taken to and from the shore by small rowboats. On October 9, the *Macleay Argus* reported: >On Sunday week lady passengers had to be carried by the sailors to the boat, the men having to wade breast high in the sea. If something is not done the steamers will not call at the Bay, and the passenger traffic to Coffs Harbour and Byron Bay will become a thing of the past. In addition, Kempsey and the Macleay district and the rivers north will lose the inestimable privilege of Saturday morning mail being delivered some 48 hours earlier than they would arrive overland. Mr Jos Walker, the mail contractor (says) . . . if the boat landing was extended further out into the bay the difficulty would be obviated.=

Sold in 1920 to Fiji Shipping Co., and was registered in Suva in 1921. The *Noorebar* was sold in 1924 to Hwa Siang S.S. Co. Ltd, who registered the vessel in Djambi, Sumatra. Unregistered 1932, but reported in earthquake at Rabaul. Later said owned by KPM, and sold for scrap in August 1932.

Technical details: with displacement of 670 t. gr. dimensions were 185.1 x 28.1 x 12.4, Fo'c'sle 43', Bridge Poop 116'. P & B 116' F 43' it had 1 deck, a well deck, with electric light and refrigeration machinery, the triple expansion reciprocating engine was supplied by ship builder and steam came from two single ended coal fired boilers. The vessel was partially rebuilt about 1924, when its tonnage increased to 701 t. gr., 343 t. nt. When registered given ON117575.

SOURCE: p. 165 *North Coast Run* C Mike Richards, p. 22 *Australian Shipowners and Their Fleets* V. C Ronald Parsons.

NOORI QUEEN

Sank at Johns River, near Passion Fruit Creek c. 1878. Nothing more known.
SOURCE: Christian Iver=s Diary, Early History of Camden Haven.

NYMBOIDA 1872 1913 41 yrs.

This vessel was an iron single screw steamship built in 1872 by Blackwood and Gordon, Port Glasgow.

Originally built for Warrnambool S. P. Co., it was passed over to C V Robinson & Partners in May 1878. They sold the vessel to Lilly & Marshall in November 1878. This company was absorbed by the Adelaide Steam Ship Company in May 1883, who sold the ship to Noumea in September 1892.

E F Knoblauch purchased it in June 30, 1897 for , 5000 (\$10,000) and bought the *Nymboida* back to Sydney. He then sold it to the Illawarra Steam Navigation Company for , 4,500 (\$9000) in October, 1897. The name of the vessel had been changed to *Otway* and was still named *Otway* when purchased by N.C.S.N.Co. who changed the name to *Nymbodia* on August 7, 1901. This company sold the vessel to N.C.S.Nav. Co. in June 1901.

On March 8, 1907, the trading ketch *Rozelle* put into Port Stephens for repairs to its bowsprit, stating that it had collided with the *Nymbodia*. Nothing was mentioned of any damage to the steamship.

The *Nymbodia* was hulked 1913, and broken up 1919.

Technical details: Originally with a displacement of 446 t.gr., 271 t. nt. dimensions were 180 x 25 x 12 feet. In 1883, it is recorded that the vessel was lengthened to 203 x 25.2 x 12 feet. Now of 563 t. gr., it had 2 masts after being lengthened. The ship was equipped with a compound inverted direct acting steam engine rated at 93 h.p. supplied by the shipbuilder

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with steam from a coal fired boiler.

SOURCE: p. 165 *North Coast Run* © Mike Richards, p. 22 *Australian Shipowners and their Fleets* © Ronald Parsons, p. 73 *Alma Doepel, The History of An Australian Schooner* © Capt. Ralph McDonell.

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OAKLAND 1890 1903 13 yrs.

Steel single screw steamship built in 1890 at Dumbarton by Murray Bros. for W T Yeager, Registered in Sydney. Sold November 1898 to N.C.S.N.Co.

This vessel sank in a wild gale off Cabbage Tree Island near Port Stephens on May 27, 1903, with eleven lives lost. The ss *Bellinger* picked up a boat load of survivors next day. Unfortunately, some of the *Oakland*'s crew had been crushed between the lifeboat and the steamer when high seas threw them together.

Technical details: displacement of 398 t. gr., 228 t. nt., and dimensions of 154 x 24 x 10.5 feet, Q 74', F 26', well deck, 1 iron deck, the triple expansion reciprocating steam engine was rated at 70 h.p. powered by a single ended coal fired boiler rated at 160 psi, supplied by Kincaid & Co. of Greenock. When registered was allocated ON93635,

SOURCE: p. 165 *North Coast Run* ©Mike Richards, p. 19 *Australian Shipwrecks V.4* © Jack Loney, p. 22-23 *Australian Shipowners and Their Fleets V.* © Ronald Parsons, p. 61 *Alma Doepel, The History of an Australian Schooner* ©Capt. Ralph McDonell, p. 93 *Wrecks on the N.S.W. North Coast* © Jack Loney.

OBERON 1865 1876 11 yrs.

Wooden schooner-rigged vessel built at Balmain in 1865 for owner J Taylor of Sydney. Under her master, Captain C Nelson, the schooner *Oberon* had just sailed from Cape Hawke with a full cargo of timber on July 25, 1876, when the wind suddenly dropped. Captain Nelson was forced to anchor waiting for the tide to rise so he could cross the bar in safety but not long after this, the anchor cable parted and helpless, the vessel drifted ashore and was lost.

Technical details: displacement of 40 t. gr. and dimensions of 69.4 x 16.5 x 5.8 ft.

SOURCE: p. 62 *Australian Shipwrecks V.3* © Jack Loney, p. 14 *Hastings Gazette*, July 27, 1995 issue © from a list compiled by the late Mick Constable, of the Wollamba and District Historical Society, p. 55 *Wrecks on the N.S.W. North Coast* © Jack Loney.

OCEANA 1886 1903 17 years

Wooden single screw steamship built in 1886, this vessel was lost Manning River on October 7, 1903. Loney claims Sept. 7.

Technical details: displacement of 34 t. gr., 25 t. nt., and dimensions of

SOURCE: p. 93 *Wrecks on the NSW North Coast* © Jack Loney, Manning River List.

OCEAN BRIDE 1875 1881 6 yrs.

Schooner-rigged vessel was built on the Macleay River in 1875. D Haines, Mariner is shown as serving on this vessel in 1879.

This schooner went ashore at the mouth of the Richmond River on May 20, 1881 while under command of the master, Captain J Smith. A gale blew up 11 days later on 31st and all trace of the vessel disappeared.

Technical details: with displacement of 88 t. gr.

OWNER: p. 121 *Australian Shipwrecks V.3* © Jack Loney, p. 218 *Port Of Richmond River, Ballina 1840s to 1980s* © Glen Hall.

OCEAN WAVE 1873 1879 6 yrs.

This ketch-rigged vessel was built on the Georges River in 1873 for owner A Kyle of Sydney. While sailing from Sydney to the Manning River it struck Tuggerah Point

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Reef on May 27, 1879 and became a total wreck, but the crew of four were able to get safely ashore without any injuries. At the Marine Inquiry, the blame for the accident was sheeted home to the Mate.

Technical details: with displacement of 55 t. gr., t. nt., and dimensions of 67.2 ft. x 7.7 ft. x 7.4 ft.

SOURCE: p. 101 *Australian Shipwrecks V.3* © Jack Loney.

OCTOROON 1865 1878 13 yrs.

A topsail schooner built at Brisbane in 1865 and owned by I Roddham of Sydney.

On the morning of February 22, 1878 the vessel sprang a leak off Crowdy Head. When water rose over the cabin floor about three hours later, the master Captain Foreman and crew abandoned it.

Technical details: with displacement of 52 t. gr., t. nt., and dimensions of 68 ft x 18.5 ft. x 7 feet.

SOURCE: p. 86 *Australian Shipwrecks V.3* © Jack Loney, p. 38 *Port Macquarie, The Port That Was* © Ian Finkle and Lynda Turner.

OLGA 1865 1878 13 yrs.

Wooden steam ship built on the Macleay 1904 for owner Capt. Jack Baldwin. Last heard of in 1920.

Technical details: with displacement of 65 t. gr., 228 t. nt., and dimensions of

SOURCE: p. 352 *Australian Shipowners and Their Fleets V.4* © Ronald Parsons, File 276.

OMEQ 1858 1881 23 yrs.

Built as an iron single screw steamship in 1858 at Hepburn Quay, Newcastle-on-Tyne England for McMeckan, Blackwood & Co. to replace the lost *Admella*.

When this vessel traded to Port Macquarie, it was too large to enter, so while anchored off Boat Harbour, the cargo had to be discharged into pilot boat and other small craft.

Sold in 1880 to Nipper & See and nearly lost in gale off Newcastle. This vessel served in the Australia-New Zealand trade for a time, then was engaged in a trade run from Adelaide and Darwin. It was then sold to William Howard Smith & Co. in 1881. They removed the engines and had the vessel re-rigged as a 4 mast Jackass Barque.

On November 4, 1895, the *Omeo* was loading jarrah at Hamlin Bay W.A. when forced ashore by adverse weather. Over several months, a number of unsuccessful attempts were made to free the vessel. During April 1896, it was eventually refloated and towed to Fremantle for conversion to a hulk. For the next thirty years it served in this capacity until a gale blew it ashore where it broke up in 1926. The remains have been declared a Historic Shipwreck and are protected for all time.

Technical details: displacement of 821 t. gr., 789 t. nt., and dimensions of 213.2 x 30.5 x 16.7 feet, one deck, 3 masts (12 kts) barque rig, square stern, no galleys, 120 h.p.

SOURCE: p. 165 *North Coast Run* © Mike Richards, p. 250 *Australian Shipwrecks V.3* © Jack Loney, p. 34 *Port Macquarie, The Port That Was* © Ian Finkle and Lynda Turner.

ORARA (1) 1894 1895 1 yr.

A wood single screw steamship, the *Orara* was built in 1894 by Rock Davis of Blackwall, Brisbane Water and was placed in service as a passenger steamer on the

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Clarence River.

This vessel had left the Clarence Rive December 29, 1895, and was on it=s way to Fremantle via Sydney. The *Orara* was just off Woolgoolga, when the screw shaft to the propeller snapped. With his ship virtually helpless, Captain J Bradford attempted to shelter off Woolgoolga. Unfortunately a strong wind cast the vessel on to a reef. *Technical details:* with displacement of 66 t. gr., 45 t. nt., and dimensions of 70.7 x 18.2 x 4 feet, with a single mast, its steam engine was rated at 9 h.p. The owners registered the vessel in Sydney, where it was allocated ON101129.

SOURCE: p. 165 *North Coast Run* © Mike Richards, p. 251 *Australian Shipwrecks V.3* © Jack Loney, p. 86 *Wrecks on the N.S.W. North Coast* © Jack Loney, p. 168 *Australian Shipowners and their Fleets V.* © Ronald Parsons.

ORARA (2) 1898 1899 1 yr.

Wood single screw steamship built by H Hardman=s Shipyards of Jervis Bay for owner George Wallace Nicoll. Launched on Wednesday, April 20, 1898, it was constructed mainly of mahogany and blackbutt, the vessel was towed to Sydney to be fitted out with her engines, winches and other gear.

Even though Nichol had the hull and cabins constructed in New South Wales, he nevertheless ordered the engines came from Gurlay Bros. Ltd. of Dundee, while the ships boiler which provided steam for the winches and powerful windlass was made at the works of Clarke, Chapman and Co. of Gateshead-on-Tyne and the four-bladed propeller weighing nearly a ton came from the Wallsend Shipway Engineering Co. of Wallsend-on-Tyne.

With spotted gum used on internal fittings the vessel was fitted out to carry thirty passengers, of which the greater portion were accommodated in cabins on deck. These were fitted up with cedar and a handsome colonial wood called >boligum= only recently coming into use. The deckhouses and cabins had walls of two thicknesses of lining laid diagonally, >which combine an elegant appearance with unusual stability.=

Later the vessel was sold to the N.C.S.N.Co.

Thirteen months later on February 16, 1899 the well appointed vessel *Orara* came to grief at the entrance to the Tweed River. Attempts were made to refloat it on Wednesday, March 22, 1899 using tanks to give it buoyancy and powerful pumps were specially brought from Brisbane to remove water from the hull, but these efforts were unsuccessful. The *Tweed Herald* in its April 5 issue, reported: >*The wreck of the Orara still lies in the same position. Great efforts were made on Sunday morning of the 26th (of the previous month) to float her, but through the ropes breaking, she could not be brought into deeper water.*=

Technical details: with displacement of 298 t. gr., and dimensions of 133.8 x 24.7 x 11.1 feet, was rigged as a 2 mast schooner. The engines were compound surface condensing engines rated at 48 h.p. at 10 knots built by Gurlay Bros of Dundee and shipped out to Australia. The boiler, rated at 130 psi., which provided steam for the winches and the powerful windlass was made at the works of Clarke, Chapman and Co. of Garreshead-on-Tyne, while the four-bladed propeller weighing nearly a ton, came from the Wallsend Shipway Engineering Co. of Wallsend-on-Tyne.

SOURCE: p. 165 *North Coast Run* © Mike Richards, p. 128 *Australian Shipowners and Their Fleets V.* © Ronald Parsons, Newspaper report (?) by Harold Denning.

ORARA (3) 1907 1946 39 yrs

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Steel single screw steamship built in 1907 by Scott of Kinghorn Ltd for owner N.C.S.N. Co. Ltd. and named after the Orara River. Equipped with electric light, refrigeration machinery, two decks and accommodation for passengers and cargo, the *Orara* had accommodation for 150 first class and second class passengers.

Impounded into war service by the Commonwealth Government during the 1939/45 war as a mine-sweeper, the vessel was auctioned in 1946 and sold to Chinese buyers, who renamed it *Pearl River* in 1948. Another name change occurred in 1949 to *Hong Shan*, then in 1950 received another name, this time *Santos*. The vessel hit a mine and sank 12 miles off Woosung on June 19, 1950.

Technical details: with displacement of 1297 t. gr., 629 t. nt. and dimensions of 240.3 x 33.9 x 19.9 feet when registered was allocated ON121193. The triple expansion reciprocating steam engines were rated at 201.5 h.p., powered by coal fired boiler supplied by ship builder. SOURCE: p. 166 *North Coast Run* © Mike Richards, p. 23 *Australian Shipowners and Their Fleets V.* © Ronald Parsons.

OSTREA or OSTEAL Dealer Boat

Dealer boat on the Hastings river. Owner Walsh Bros. of Port Macquarie.
SOURCE: File 351.

OTUS 1914 1923 9 yrs.

Wooden single screw steamship built on the Manning River at Coopernook by Denis Sullivan for North Coast Steam Navigation Co. Ltd. The vessel was registered in Sydney on February 27, 1914. Wrecked near Cape Hawke, NSW, on 17 January 1923, after the vessel sprang a leak. The crew managed to abandon ship and reach shore safely.

Technical details: with displacement of 80 t. gr., 36 t. nt. and dimensions of 133.8 x 24.7 x 11.1 feet When registered was allocated ON131589.

SOURCE: p. 23 *Australian Shipowners and Their Fleets V.1* © Ronald Parsons, p. 105 *Wrecks on the N.S.W. North Coast* © Jack Loney, No. 116 on list of ships built on the Manning River 1834-1934 - published in a Manning River newspaper.

OUR BOYS 1929

Grounded and wrecked on the Port Macquarie bar, February, 1929.

Technical details:

SOURCE: Museum List, p. 38 *Port Macquarie The Port That Was* © Ian Finkle and Lynda Turner.

OUR ELSIE 1908 1928 20 yrs.

This wood twin screw steamer was built by Alf Setttee next to the Laurie-Bibby Mill near the present Laurieton Fish Co-op. for owners A & E Ellis & Street who registered the vessel in Sydney.

Our Elsie was one of fifteen vessels that were engaged in regular shipping runs between Sydney and the Bellinger River in 1909.

In 1914 the vessel became the property of A & E Ellis Ltd. Register closed early 1928 and ship reported as being dismantled.

Technical details: with displacement of 213 t. gr., 112 t. nt. and dimensions of 119.3 x 28.5 x 7.6 feet At registration was given NO125163. The twin compound steam engines were rated at 28 h.p. and were supplied by Morts Dock Engineering of Sydney.

SOURCE: P. *Australian Shipwrecks V.* © Jack Loney , p. 81 *Alma Doepel, The History of An*

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Australian Schooner © Capt. Ralph McDonell, J. & McGil, Herbert Jackson List.

OUR JACK 1907 1921 14 yrs

Wood twin screw steamship built in 1907 by John Wright at Tuncurry, Cape Hawke. The owners being the builder, J Wright, E, H O, & S G Wright.

In 1909, *Our Jack* was one of fifteen steamers and sailing ships that ran regularly between Sydney and the Bellinger River. The vessel grounded at Port Macquarie on February 13, 1909, but was able to be refloated.

In 1914 it was transferred to John Wright & Allen Taylor & Co. as joint owners. Then in 1919 was transferred to N.C.S.N.Co. Captain Anderson was master for a period, with Mr Woodward also chief mate. The ship carried a crew of 14, which consisted of Captain, Chief Mate, 5 seamen, 5 firemen, one cook, cabin boy and engineer.

On June 25, 1921, *Our Jack* under command of Captain A Forbes, on a voyage from the Nambucca River to Sydney, with a cargo of 1100 railway sleepers ran into a heavy south east gale with a screaming wind off the Manning Bight. Apparently Captain Forbes considered the further south he proceeded the worse the weather would become so decided to turn and run with the weather. A large wave swamped the vessel and it began to wallow and roll. When the vessel started to leak badly and was about to founder, Captain Forbes gave the order to abandon ship at about 7 a.m. The *Brundah* under command of Captain Purdie, proceeding southward with a mixed cargo from the Richmond River, sighted *Our Jack* in the half darkness, about 3000 yards to the west off Manning Point, battling the dirty conditions in driving rain.

As the *Brundah* approached, the crew of the *Our Jack* commenced to lower the ship=s boat and attempted to abandon ship. Their boat was then pushed with considerable force under the counter of *Our Jack* and turned over, throwing the occupants into the raging sea. Those that survived managed to swim to the overturned boat and clung on.

Captain Purdie, displaying superb seamanship managed to manoeuvre his ship so that he could launch his ship=s boat. The *Brundah*=s crew were able to throw lifelines out to the men as they swam in the water and hauled them on board. In this way eight men were rescued. Another of the survivors had a remarkable stroke of luck when he was swept by a wave as high as *Brundah*=s deck. He passed close to the vessel and was able to be hauled aboard. The five other members of the crew including Captain Forbes, were never seen again.

Hazel Suters records show: >5.6.1921 ss *Our Jack* went down near Manning Heads 14 people on board, 5 lost. ss *Fitzroy* lost on same day.

Captain Anderson was officer in charge at one time, while Mr Woodsman was also at one time, second mate. At times had a crew of 14, Captain, Chief Mate, 5 seaman, 5 fireman, one cook, cabin boy, and engineer. At time of the loss of *Our Jack*, the crew of ss *Brundah* were able to rescue 4 of the crew.

Technical details: with displacement of 281 t. gr., t. nt. and dimensions of 133 x 28 x 6.8 feet, with 1 deck, ketch rigged, equipped with twin compound steam engines supplied by Chapman & Co. of Sydney. When registered in Sydney, was allocated ON121198.

SOURCE: A.S., W.N.C., N.C.R., *Voices* © Helen Hannah, Interviews Gordon Kendall, p. 224 *Australian Shipwrecks V.2* © Jack Loney, p. 107 *Australian Shipwrecks V.4* © Jack Loney, p. 104 *Wrecks on the N.S.W. North Coast* © Jack Loney, p. 166 *North Coast Run* © Mike Richards, p.

Edited 9 June, 1998

25 *Port Macquarie, The Port That Was* © Ian Finkle and Lynda Turner, p. 81 *Alma Doepel, The History of An Australian Schooner* © Capt. Ralph McDonell, p. 23 *Australian Shipowners and Their Fleets V.* © Ronald Parsons, p. 35/1 *Wallis Lake, Its Rivers and Villages* © Dawn McMaster, *Port Macquarie News* 26 June 1975, p. 14 *Hastings Gazette* July 27, 1995 issue © compiled by the late Mick Constable, of the Wallamba and District Historical Society. Hazel Suters records show: *Our Jack* foundered 30.7.1921 - crew abandoned ship.

OXLEY Cream Launch

Owner Port Macquarie Butter Factory. The *Oxley* cream launch was built by Bob Reckless and his crew on the Dick property at the river end of Park Street during the latter years of World War I. Built largely from flooded gum, it worked the Hastings River collecting cream from farmers wharves. On the Wilson River the Ballengarra wharf was the limit of navigation, and it travelled to other wharves at Bains Bridge, Mortons Creek on the Hastings. Josso Dick operated his cream boats right up the Maria River.

The cream launch *Oxley* was lost on the river on July 16, 1936.

SOURCE: Josso Dick recollections published in Monday Magazine *Port Macquarie News*, Monday April 25, 1994.

OXLEY

Built in 1924 by David Drake Ltd. of Sydney for owner, Nicholas Cain=s Coastal Co-operative Steam Ship Company. After the Hastings River was dredged, this ship, together with the *Macquarie* and *Wauchope* were able to reach the Ballengarra wharf. The vessel was sold in 1930 to the North Coast Steam Navigation Company and worked as a drogher on the Manning River. It was finally dismantled and register closed in 1944.

Technical Details: with displacement of 124 t. gr., 84 t. nt. and dimensions of 91.8 x 25.3 x 6.3 ft, When registered was allocated ON151989

SOURCE: p. 23-24 *Australian Shipowners and Their Fleets V.* © Ronald Parsons, p. 166 *North Coast Run* © Mike Richards, *Hastings Shire Gazette*, the late Rex Ward.

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PAANBAR (Poonbar ?) 1912 1929 17 yrs.

Owner N.C.S.N.Co. Vessel is reported to have traded to Port Macquarie.

SOURCE:

PANDORA Cutter 1836

The cutter *Pandora* left Port Stephens sometime in January 1836, bound for Port Macquarie. This vessel went ashore on the North Head Port Stephens and became a total wreck. Nothing is known of the accident or how many people were on board the *Pandora* when it went ashore, but it is known that four men and a woman were drowned. An unknown number of survivors were picked up by the Australian Agricultural Co.'s schooner *Carrington*. There are no further details of the *Pandora* available.

SOURCE: p. 113 *Australian Shipwrecks V.1* © Jack Loney.

PAPPINBARRA 1924 1929 4 yrs.

This steel twin screw steamship was built in 1924 by Lithgows Ltd. at Port Glasgow, for Nicholas Cain's Coastal Co-operative Steam Ship Company Limited.

The *Pappinbarra* made its first trip to Port Macquarie in 1925, arriving on May 5th. The master being Captain Billy Green, who had been with >Cain's Coasters= for years. The vessel left for Sydney two days later, on May 7, after having being towed over the bar by the tug *Undaunted*. Captain Merrett did not take charge of the vessel until several months later.

On September 5, 1927, the *Port Macquarie News* reported that the *Pappinbarra* had conveyed the 18-footer *Hastings* owned by Mr H Peterson, to Sydney so that its owner could participate in the forthcoming sailing season. The newspaper stated that there was no doubt that comments about it would be heard of frequently in the Sydney Flying Squadron events.

The *Pappinbarra* had loaded a cargo of 1230 bags of red oxide from the oxide mines at Port Macquarie, 100 boxes of butter and 10,000 feet of timber and departed on September 11, 1929. A newspaper later said about the cargo, after describing it, said, > . . . the cargo all lost, was a small one.=

Shortly after leaving Port Macquarie high seas and winds forced Captain Merrett to hug the coast.

The Port Macquarie News on September 18, 1929, carried a dramatic report which said:

s.s. PAPPINBARRA WRECKED.

>As well as last week having its great benefits on the land it had its terrible effects on the sea. For years there was never such a blow whilst it lasted, and a tremendous south easterly gale began to blow up at Port Macquarie about midnight on Tuesday last. It was most unfortunate for one, at least, and 15 others that Captain F W Merrett, the well known skipper of N Cain's Coastal Co., put to sea in the steamer *Pappinbarra* on the morning of Tuesday last about 11 o'clock. Conditions appeared good as he guided his ship across the bar but alas, unknown to the faithful captain there was danger ahead.

>The weather never bothered Captain Merrett as he had ridden the briny for more than 40 years and never turned a hair. But the gale of Tuesday night almost abeggared

all description.® Indeed the skipper did well to land his ship in the vicinity of Port Stephens; and according to reports in blinding rain and with a mountainous sea running the gallant mariner nearly achieved his goal. It is the first accident in several decades that Captain Merrett has met with. He went to sea when a boy about 13 years, with his father, who afterwards landed prisoners at Port Macquarie in the schooner Grafton in 1852.

>But to return to Captain Merrett. For years, in the days of the sailing craft, he skippered many of themChe was on the >Eva=, >Caledonia=, >Phillip Palfrey,= and others and then was Captain of the Tugboat here at Port for some time. Then N Cain Co., came into prominence. The steamer >Trilby= was their first lead off, and she was followed by the >Hastings= and >Wauchope.= The Company was growing by leaps and bounds all the time. But although successful in all the aforementioned crafts, there was still something better, the >Macquarie.= In this vessel Captain Merrett crossed the bar regularly for 13 or 14 years without mishap.

>Some years ago the Company finding the cargo increasing decided to have the ill-fated >Pappinbarra= built abroad, and she has been trading here since the unexpected event of last week occurred. All in all, Captain Merrett was an able and conscientious mariner and a thorough gentleman, and he has our sincere sympathy in the bad luck that has overcome him.

>The s.s. >Urana=, with Captain McGee, is taking up the >Pappinbarra=s= run.=

On September 17, 1929, the Port Macquarie News carried a further report, this time from Captain Merrett, who said >[It was] a miracle that we all escaped with our lives.= This was after the Pappinbarra had been wrecked on the rocks near the outer light at Port Stephens. The report continued, >When the vessel struck, a lifeboat was swept overboard. A member of the crew lowered himself to the boat and took a line ashore. Boatswain G Jurvey very-pluckily swam through a raging sea with a line from the wreck to the shore and by this means the crew of 16 were saved.=

It would appear that on September 12, the Pappinbarra ran into a severe gale and the captain attempted to enter Port Stephens seeking shelter but huge waves drove the Pappinbarra onto rocks and it soon became a total wreck. The Captain and crew of 15 all reached safety. A few days later the wreck was sold for , 125 (\$250).

A book by A Murdoch, Sheer Grit details his work obtaining shell grit during the Great Depression. In pegging out his lease early in September 1930 on the north side of the island, not far from Nelson Bay, he came across the wreck of the Pappinbarra on Shelley Beach. In his story he comments; > . . . that he never ceased to wonder how it missed all the outlying reefs and was driven stern first into a cleft in the rocks not much wider than the 35 foot beam of the ship. It was reported that it practically filled the cleft at the time of the wreck when a lifeboat broke loose and washed over the stern, it floated in reasonably calm water, protected from the huge easterly seas by the bulk of the ship. A crew member was able to lower himself into the lifeboat and took a line over the few yards to the rock shelf in the cleft, and all sixteen members of the crew came ashore safely.

The vessel had struck about 5.30 a.m., about half an hour before daybreak, and so quickly were the men ashore that all sixteen crew had made their way up through the bush to the lighthouse by sunrise. Bellerby, the head keeper, installed them all in the empty middle residence where they stayed the few days until the gale and seas had subsided.

Within a month a big expensive salvage operation had started on the Pappinbarra ; it continued for a couple of months, with divers, pumps, a chartered tug, and about ten of the Nelson Bay fishermen, all housed on Shelley Beach in tents. It was a failure, the bottom had been too badly holed. It finally broke up in 1934 ; I (A Murdoch) used the heavy deck timbers and hatch covers which washed ashore in Shelley as

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a part of my new hut when I built in in 1935.=

Technical details: Of 518 t. gr. 187 t. nt. burthen, and dimensions of 153 x 34.6 x 8.5 ft. with 1 deck, Foc=s=le 30 foot, equipped with twin reciprocating steam engines rated at 70hp supplied by the shipbuilder. Machinery was situated aft, and equipped with electric light and refrigeration machinery. Given ON 152007 on registration in Sydney.

SOURCE: p. 166 *North Coast Run* c Mike Richards, p. 131 *Australian Shipwrecks V.4* c Jack Loney, p. 48 *Australian Shipowners and Their Fleets V. 1* c Ronald Parsons, p. 23 *Port Macquarie, The Port That Was* c Ian Finkle, *Port Mcquarie News*, Sept. 18, 28, 1929, p. 8, 44 *Sheer Grit* c A Murdoch.

PARIS 1892

Built Auckland NZ 1892 the owners were Arnaud and Miles.

This vessel called at Failford twice in 1912, picking up cargo such as sawn timber, girders and piles. Other items carried as cargo were fish, animals such as horses, pigs, cattle and calves and the by-products of these such as skins, tallow, bones and hides. The ship also carried items like millet, wool and wax and occasionally motor cars.

The *Paris* left Cape Hawke on February 3, 1918, and was not seen again.

Technical details: of 79 t. gr. burthen was schooner rigged.

SOURCE: p. 5/1 *Wallis Lake, Its Rivers and Villages* c Dawn McMaster.

PAT THE ROVER 1861

Built on the Manning River by owner John Sullivan Snr. This vessel was registered in Sydney on November 1, 1861. Its fate is unknown.

Technical details: schooner rigged, of 80 t. gr. burthen.

SOURCE: No. 56 on a list of ships built on the Manning River 1834-1934 - published in a Manning River newspaper.

P.C.E. 1865 1875 10 yrs.

Built in 1865, *PCE* was owned by J Henderson of Newcastle.

The vessel went went ashore at Port Macquarie, but was apparently refloated.

On March 21, 1865, the *P.C.E.* under Captain James Macfarlane, with Chas Murray, mate, and carpenter I Bowman on board arrived at Newcastle ex Dunedin to load timber. The vessel again arrived in Newcastle from Dunedin, on June 9, 1865. This time the crew were recorded in the records. They were Master, James Macfarlane, mate, Charles Murray, and Robert Bowman. The following were shown as British and A.B=s, H Beasley, R Milne, John Gehan, D Doran, John Plunkett, Thomas Wilson, James Southgate and R Smith. The ship returned just one month later, on July 9, with two additional crew, A.B=s Henry Beagy and John Gorlan.

When it returned from Dunedin on August 18, one of the crew were discharged at Newcastle, he was James Southgate aged 34 years. The Captain signed on two A.B=s for the return trip, they were A R Black, 33 years of age, of Glasgow and Alex Paul aged 25.

This vessel arrived in Newcastle, again direct from Dunedin, on October 23. Captain Macfarlane recorded that he had a crew of: Archibald Black, mate, David Amy Stewart, of Scotland, Charles Tozer, 2nd mate of London, A.B=s Frank Aspinall of Liverpool, David Campbell of Sydney, James Stanley of Belfast, Thomas Smith of O.S. Melbourne, Robert Allsop O.S. Hobart Town.

When the *P.C.E.* arrived in Newcastle on June 5, 1866, it had a new master, Captain N Brown.

On June 5, 1875, the barque while under command of Captain R (N.?) Brown, was sailing from Dunedin NZ to Newcastle in ballast, when suddenly it ran into a gale when about three kilometres south of Lake Macquarie. Struck by a succession of enormous waves which dismasted

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the vessel and swept them overboard, it was then thrown ashore on to rocks. A large wave cut the vessel in two, throwing the crew into the sea. Three of them managed to scramble back on to the wreck as the remainder reached the beach. They managed to get a line to those still on the wreck and rescued them but the Chinese cook was unfortunately swept away and drowned. The vessel was not fully insured at the time of the wreck.

Technical details: Of 291 t. gr. it was Barque rigged.

SOURCE: p. 48 *Australian Shipwrecks* V.3 C Jack Loney, p. 53 *Wrecks on the N.S.W. North Coast* C Jack Loney, *Australian Encyclopaedia* 1925, Australian Archives office, Sydney.

PEACOCK 1844 1876 32 yrs.

This ketch-rigged vessel was built in 1844 at Brisbane Water by Captain J Piper for owner J Gogerly.

The *Peacock* was departing the Camden Haven on January 22, 1876, when the wind dropped. Despite the efforts of Captain Blair, it drifted stern first ashore on to the northern break wall where it soon broke up. Most of the cargo of timber was salvaged.

Technical details: of 16 t. gr. burthen.

SOURCE: p. 64 *Wrecks on the N.S.W. North Coast* C Jack Loney; p. 38 *Port Macquarie, The Port That Was* C Ian Finkle and Lynda Turner, p. *Brisbane Water Story* V. C Swancott, p. 56 *Australian Shipwrecks* V3 C Jack Loney.

PEARL (1) 1848 1860 12 yrs.

This two masted schooner was built in Sydney in 1848. The owner was J W Callis. There are no details of the loss of the vessel which is believed to have happened in 1860.

Technical details: Of 41 t. gr. 30 t. nt. burthen it had dimensions of 46.4 x 16.6 x 7.9 ft.

SOURCE: p. 120 *Australian Shipwrecks* V.3 C Jack Loney.

PEARL (2) 1889

A wooden single screw steamship built in 1889 by A Settree, Jnr. on the Tweed River, for owners G Skinner, who registered it in Sydney. In about 1912/13 the vessel was sold to G A E Blanch, then five years later in 1918 was sold to J T Kittrick Ltd. There is no trace of the vessel after 1925. The register was closed in 1953.

There is a report that the steamship *Pearl* struck the anchor chains of the yacht *Lucinda* in Brisbane River on February 13, 1896, published in *Ships and Seafarers in Australian Waters* by Max Colwell. There appears to no other record of this and it is possible that this incident refers to another steamship *Pearl*. 28 people lost their lives in the accident.

Glen Hall (*Port of Richmond River*) advised Ronald Parsons of some background concerning the activities of the smaller steamers. >The very small s.s. *Pearl* (Skipper Hann) and *Atlanta* (McPhee) were cream boats plying between Grafton and Copmanhurst at the head of navigation.=

Technical details: Of 16 t. gr. 11 t. nt. burthen it had dimensions of 45.7 x 11.5 x 4.3 ft. it had a high pressure steam engine rated at 8hp which had been supplied by Halliday Bros of Sydney. When registered was given ON93612.

SOURCE: p. 116 & 165 *Australian Shipowners and Their Fleets* V. 2 C Ronald Parsons, p. 120 *Ships and Seafarers in Australian Waters* C Max Colwell.

PELICAN (1) 1849 1852 3 yrs.

2 master schooner-rigged vessel built on the Richmond River for owner Henry Chapman.

It was lost in a violent gale near Newcastle during July 1852, as were *Pompey* and *Frederick*

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Griffiths.

Technical details: with dimensions of 60.4 x 14.9 x 9.7 feet, was of 48 t. gr. burthen.

SOURCE: p. 23 *Australian Shipwrecks V.2* C Jack Loney, p. 28 *Wrecks on the N.S.W. North Coast* C Jack Loney.

PELICAN (2) 1854 1888 26 yrs.

Built at Sydney in 1854 as a iron paddle wheel steamer, it was later converted to a schooner. There appears to be some thought, that given it is recorded as being built in 1854, at Sydney, according to Customs Register, it maybe that sections of a ship originally designed and built by Seaward & Capple of London and were re-assembled with dimensions of 90.4 x 14.3 x 6.9 ft. Owners at the time were W Byrnes & Partners who registered the vessel in Sydney.

In 1866, the vessel was sold to Mort & Manning, these owners traded as the >Parramatta River Steam Company.= This firm had the vessel re-admeasured in 1874, and it was stated to have dimensions of 91.2 x 14.6 x 6.9 ft. and described as having no masts.

There was a quick change in ownership 1875, when it was first sold to F Mitchell, then in the same month, January, was sold to C E Jeaneret. It is possible that he had the vessel sheathed in timber, for it was by now described as a >2 mast schooner.= In December of 1885, the vessel had its last change of ownership when it was sold to Langley and Hogan.

In 1888, the vessel was sailing from the Nambucca River to Bellinger River when on April 3, suddenly sprang a leak. Even though only partially loaded with timber and small stores, the pumps could not contain the water so the crew abandoned the vessel. The crew transferred to the tug *Muriel Bell* which had arrived after distress signals had been sent from the *Pelican* which foundered ten minutes later.

Technical details: Of 69 t. gr. 44 t. nt. burthen it had dimensions of 91.2 x 14.8 x 6.9 ft. and was equipped with a steam engine rated at 35 hp.

SOURCE: p. 182 *Australian Shipwrecks V.3* C Jack Loney, p. 97 *Australian Shipowners and Their Fleets V.1* C Ronald Parsons.

PELICAN (3) 69/74 tons Sch. 1874 1888 14 yrs.

This schooner-rigged vessel was built on the Manning River by Captain Alexander Newton it arrived in Sydney on August 18, 1874 and was registered on August 25. On the same day the vessel was registered, Charles Newton obtained his Masters Certificate, which allowed him to take charge of ships for coastal trade. The next day Alexander Newton appointed him master of the vessel.

The *Pelican* commenced a weekly schedule between Sydney and the Manning River which continued for the next two months. *The Sydney Morning Herald* of September 21, 1874, recorded; >Coasters Inwards: 20 September *Pelican* from Manning River.= In the next days issue the paper reported; >Manning River C **Pelican** for Tinonee, to sail this day from Caledonia Wharf.= In the same issue, it reads; >Manning River C **Pelican** for Tinonee to sail Wednesday next. S Nutter, Agent.=

On November 4, William Christie, a Shipbroker of Cremorne purchased the vessel. He had the schooner=s registration certificate endorsed as follows, >Empowering William Christie to sell the ship for a sum not less than ^1,800 (\$3,600) at any port in the Colony of New Zealand within six months from the date of certificate.= Christie then appointed William Jackson as master to sail the *Pelican* across the Tasman.

The New Zealand Times of Wellington, in its November 30 issue reported, >The arrival of a fine new topsail schooner **Pelican**, which had sailed from Sydney on 18 November with a

general cargo consigned to Wellington and Wanganui merchants. The *Pelican* has been purchased by an Oamaru firm, and will be employed in the grain trade.=

There is no record of the purchase of the *Pelican* at this stage, so it is possible that it was leased to Henry Aitken. He purchased the vessel in May, 1875.

After arrival in Wellington, William Jackson relinquished command, and Douglas Hanning assumed command. On December 8, the vessel departed for Westport with a cargo of 95 tons of rails, 300 spokes and 300 felloes. On arrival at Westport, discharged the 95 tons of rails, then sailed for its new home port of Oamaru, arriving on January 9, 1875. In addition to the spokes and felloes, the vessel had 45,000 ft. of timber on board which had been loaded at Hokitika.

The *North Otago Times* on January 9, 1875 reported, >Arrivals: 8 January, *Pelican*, schooner, Capt. Hanning from Hokitika with 45,000 ft timber, 300 spokes, 300 felloes. H. Aitken, Agent.= Three days later, the newspaper reported, >The topsail schooner *Pelican*. Capt. Hanning, having discharged her cargo of timber yesterday will commence in her outward cargo early this morning.=

Henry Aitken obviously was pleased with the look and performance of the *Pelican*, for the newspaper reported on January 21, that, >On Tuesday afternoon a party of gentlemen were invited on board the new topsail schooner *Pelican* by Mr H Aitken for the purpose of having a look at this latest addition to our Oamaru-owned merchant fleet. On going alongside they were courteously shown over the vessel by Capt. Douglas Hanning, his commander. She is a smart-looking topsail schooner of 73 tons register, built of hardwood throughout, and measures 78 ft overall, breadth 19 ft. depth of hold 7 ft. 6 ins. Her lower masts are of bluegum and she is copper-fastened and coppered up to the bends. She was built on the Manning River in New South Wales by the celebrated builder Mr Newton and launched in August last.=

>From Sydney she went to Wellington, and from thence on to Westport and from there to Hokitika, taking in a cargo of timber for her owner, Mr. Aitken. She arrived in the bay here on 8th instant, having proved herself a smart sailer on the way. She has discharged her cargo of timber, and is loading grain for Wellington. Her commander, Captain Douglas Hanning, is well known in Oamaru, and we feel sure she will be done full justice to as long as he is in command.=

The *Pelican* had two accidents while under Aitken=s ownership. The first occurred when on September 12, 1877, the vessel became stranded at Hokitika while under the command of Colin Campbell and the second was two years later at Ninety-mile Beach on September 26.

In early 1879, the *Pelican*=s tonnage was reduced to 69 t. gr. 38 t. nett and was re-registered in Dunedin with the number 4/1879 on March 26. Five days later the *North Otago Times* announced her arrival from Dunedin loaded with railway iron.

Henry Aitken retained ownership of the *Pelican* until 1880, when John Hornby a saw miller of Picton NZ purchased the vessel with a mortgage with the Bank of New Zealand. Hornby only retained the *Pelican* for about a year and in 1881 sold it to John Waller a timber merchant of Christchurch. It is interesting to note that each of the owners were either in the timber trade or were saw millers and it would appear that its design was well suited for this trade.

John Waller set up the *Pelican* on a regular service between Lyttleton and Kaipara, hauling kauri pine, the Kaipara harbour being a major export centre for the kauri trade. On what was to be its last voyage, the *Pelican* left Lyttelton in May, 1888, under command of John Davitt. Arriving in Kippara harbour on June 6, the vessel sailed up the Wairoa River to Araptapu to load cargo. On its return on June 20, the *Pelican* passed through Kaipara Heads and this was the last anyone saw of the crew. The vessel was found four days later washed up on Waitotara beach near Wanganui. It was bottom up, the masts were still attached to the wreck by the rigging and the cargo was intact. There were no sign of the master and his five-man crew. It was generally accepted that the vessel had been overwhelmed by a severe gale, and capsized.

The vessel was insured for , 800 (\$1600), but in the auction reported in the *Wanganui Herald* in its issue of July 2, 1886, reported, >*The schooner Pelican as she now lies on the beach near the Waitotara River will be sold by auction by E N Liffiton at his rooms tomorrow at noon. She was laden with Kauri and from all accounts the greater part of the timber is still remaining in the hull of the vessel. The tackling and fixings will also be sold with the boat in one lot. The auctioneer will receive tonight a complete list from Christchurch of the timber, which consists of about one-third rough beside mouldings, architraves, etc.=*

The newspaper reported on July 3, >*Mr Liffiton sold the hull of the Pelican and timber on board her for , 110 today. Mr J Bennie being the purchaser. The timber alone being valued at , 493.=*

A further report in the newspaper issue dated July 8, said, >*Mr Bennie has received word from Waitotara that by the aid of Maori labour almost the whole of the timber in the Pelican has been saved. A hole was cut in the stern of the vessel to allow their getting out the cargo. The total amount saved is much greater than it was first expected they would get, and arrangements are being made for rafting it up the river. As yet no bodies have been found, nor have traces of any been discovered. Given fine weather, there is every probability of the hull being floated into the Waitotara River and saved.=*

The final report on the vessel came in the issue of July 14, which said, >*The whole of the timber, some 80,000 or 90,000 feet of kauri has now been secured by the purchasers of the Pelican. With regard to the hull they do not now expect to be able to do much, as they find the whole of the decking is gone while the holes made to allow the timber to be got out are not such as can easily be patched up and there are only a few ribs holding the lot together. The sand is getting inside her now and she is filling up so that the present owners do not consider it worthwhile spending more money to try and right her, especially where the venture will prove payable without going further. No bodies were found in taking out the timber, and there is little probability of any remains of the crew coming to light.=*

Technical details: dimensions were 78.7 x 19.7.6 ft. with 1 deck, 2 masts, being carvel built, it had an elliptic stern and fiddle head and was of 82 t. gr. 73 t. nt. burthen. When registered on August 25, 1874 was allocated ON71800 on certificate 56/1874.

SOURCE: p. 132 *Scotchtown and Pelican, A Shipwright=s Tale* © Val Newton, No. 75 on a list of ships built on the Manning River 1834-1934 - published in a Manning River newspaper, Wanganui Public Library.

PELICAN (4) 1890 1915 25 yrs.

Wood single screw steamship built in 1890 by Allen & Ward at Balmain for owners

Clarence Richmond & Macleay Rivers Steam Navigation Company Ltd. This firm had as their marine superintendent, M Greer.

In September 1891, sold to N.C.S.N. Co. The *Pelican* was broken up and scrapped in 1915.

Technical details: Of 96 t. gr. 65 t. nt. burthen, it had dimensions of 76.6 x 21.9 x 5.4 ft. with no mast, and had a compound surface condensing engine rated at 18 h.p. On registration given ON93643.

SOURCE: p. 166 *North Coast Run* C Richards, p. 24, 58 *Australian Shipowners and Their Fleets V.1* C Ronald Parsons.

PERSEVERANCE (1) 1847 1864 17 yrs.

The *Perseverance* was a schooner built in 1847. It went ashore on a sand bank in Clarence River on April 19, 1864, while under command of Captain Harris. They were able to remove all the rigging and gear shortly before heavy weather destroyed the vessel.

Technical details: with dimensions of 61 x 17.5 x 10 feet of 74 t. gr. burthen.

SOURCE: p. 155 *Australian Shipwrecks V.2* C Jack Loney, p. 36 *Wrecks on the N.S.W. North Coast* C Jack Loney, p. 29 *Port Of Richmond River, Ballina 1840s to 1980s, Appendix A List of Wrecks on Ballina Bar and Vicinity* C Glen hall, states, >1877 *Perseverance*, brigantine, also from Richmond lost.=

PERSEVERANCE (2) 35 tons W.P.W.S. 1867 1870 3 yrs.

This vessel was a wooden paddle wheel steamer built at Brisbane River in 1867 for J Tankard of Sydney. On April 14, 1870, after safely leaving the Tweed River the engines stopped and the vessel turned broadside on. Captain Crosby immediately ordered both anchors let go in an attempt to keep the vessel=s head to the sea, but it fell away and became unmanageable, drifted ashore and struck the shore on Point Danger near the entrance to the river.

The crew and six passengers were rescued by the schooner *Panic*, which fortunately was lying inside the bar. Before the *Perseverance* broke up, some of the gear and machinery were salvaged, but not the 12,000 feet of timber in the cargo bay.

Was only insured for , 700 (\$1400), even though valued at , 1300 (\$2600), so the owner suffered a severe financial blow with the loss of this vessel.

Technical details: with dimensions of 70.7 x 15.5 x 5 feet was of 35 t. gr. burthen.

SOURCE: p. 224 *Australian Shipwrecks V.2* C Jack Loney, p. 46 *Wrecks On the N.S.W. North Coast* C Jack Loney.

PERSEVERANCE (3) 1872

This iron paddle wheel steamship was built by Morts Dock & Engineering Co. of Balmain for the Clarence & New England Steam Navigation Company Limited.

In August 1879, the vessel was sold to Nipper & See, then in January 1884 to J See. In 1891 See sold it to the N.C.S.N.Co. Ltd. The register closed in 1944 not required, but it is thought this vessel passed out of existence much earlier.

Technical details: Of 95 t. gr. 60 t. nt. burthen it had dimensions of 120 x 22.3 x 4.3 ft. with a single mast, and two 36 hp steam engines supplied by shipbuilder. When registered was allocated ON64377.

SOURCE: p. 166 *North Coast Run* C Mike Richards, p. 24 *Australian Shipowners and Their Fleets V.1* C Ronald Parsons.

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PERSEVERANCE (4) 1877

This brigantine-rigged vessel sailed from Richmond River bound for Sydney in 1877, when it ran into heavy weather near Port Stephens, so the master decided to seek shelter. After the blow, while attempting to leave it ran ashore and became a total wreck. The subsequent Court of Inquiry found that the Captain had committed an error in judgement and issued a severe reprimand.

Technical details: of 133 t. gr. burthen.

SOURCE: p. 57 *Wrecks on the N.S.W. North Coast* © Jack Loney.

PETERBOROUGH LASS 1865 1876 11 yrs.

This ketch-rigged vessel was built at Brisbane Water in 1865. It foundered off Seal Rocks sometime in November 1876.

Technical details: of 35 t. gr. burthen.

SOURCE: p. 66 *Australian Shipwrecks V.3* © Jack Loney.

PETREL (1) 1844 1866 22 yrs.

A two masted schooner built at Port Macquarie in 1844 for owners, Thomas Smith and W Bennett. As it attempted to cross the Richmond River bar on March 3, 1866, the vessel went ashore and became a total wreck.

Technical details: Of 62 t. gr. burthen it had dimensions of 63.8 x 17.5 x 18.4 ft.

SOURCE: P.15, 28 *Port of Richmond River, Ballina 1840s to 1980s, Appendix A List of Wrecks on Ballina Bar and Vicinity* © Glen Hall. p. 172 *Australian Shipwrecks V.2* © Jack Loney.

PETREL (2) 60 tons Ketch 1880 1896 16 yrs.

Built at Cape Hawke in 1880 by Hugh Leslie and Leonard Steinitz for owner J Wright.

The ketch *Petrel* left Sydney in ballast on March 14, 1896, and after sailing for five days anchored in Trial Bay. The next day, May 20, while attempting to cross the Bellinger River bar when the wind suddenly dropped leaving the vessel to drift ashore. Her master J P Smith managed to get his passengers off in the pilot boat without injury.

Technical details: with dimensions of 75.2 x 19.2 x 6.5 ft., was of 60 t. gr. burthen and when registered was allocated ON 83612.

SOURCE: p. 254 *Australian Shipwrecks V.3* © Jack Loney, p. 161 *Australian Shipowners and Their Fleets V.* © Ronald Parsons, p. 86 *Wrecks On The N.S.W. North Coast* © Jack Loney, p. 45/1 *Wallis Lake, Its Rivers and Villages* © Dane McMaster.

PHIL FORBES 87 tons wood Sch. 1899 1922 23 yrs.

Built in 1899 at Lake Macquarie for Langley Bros. Used in timber trade hauling timber from Langley Vale mill and Laurieton mills. According to reports in *Manning River Times*, she was working the Camden Haven August 30, 1902 and November 19, 1902. Owners Jas. & Rd. Murray, Registered in Sydney c. 1914 William Langley & Bros. Ltd. She also hauled timber from Jennings & Hayward mills at Port Macquarie. [Mr. Hayward was the second Mayor elected on the Port Macquarie Municipal Council.]

The sailing ship *Phil Forbes* was one of 16 vessels in regular trade between Sydney and the Bellinger River during 1909. She also called at Failford on the Manning 18 times during 1912. Here she picked up various types of cargo such as Horses, pig,

cattle and calves, hides, skins and tallow. She also carried millet, honey, wool and wax from that busy port.

She was wrecked near Broughton Island off Port Stephens NSW May 5, 1922.

Technical details: When registered she was allocated ON106227 and measured 82.5 x 24 x 6.5 feet.

SOURCE: *Manning River Times*, p. 110 *Australian Shipwrecks V.4* © Jack Loney, p. 100 *Australian Shipowners and Their Fleets V.1* © Ronald Parsons, p. 5/1 *Wallis Lake, Its Rivers and Villages* © Dawn McMaster.

PHILLIP PALFREY 96 tons Sch. 1892 1898 6 yrs.

This wood schooner was built at Gosford in 1892 for owners William Woodward & William White who registered her in Sydney.

In 1894, she was purchased by Nicholas Cain & A W R Settree.

Her master for a period, Captain Merrett had, in the days of the sailing craft, skippered the *Phillip Palfrey*, *Eva*, and *Caledonia* as well as others and was Captain of the Tugboat at Port for some time.

The *Phillip Palfrey* was wrecked at Trial Bay late in May 1898, after dragging her anchors during a gale and being driven ashore.

Technical Details: Of 96 t. gr. and had dimensions of 87 x 23.4 x 6.8 feet. When registered in Sydney, she was allocated ON101067

SOURCE: p. 169 *Australian Shipowners and Their Fleets V.2* © Ronald Parsons, p. 89 *Wrecks on the N.S.W. North Coast* © Jack Loney.

PHOENIX 108 tons W.P.S. 1846 1852 6 yrs.

A wood paddle wheel steamship, she was built by Thomas Chowne of Sydney, to replace the *Sophia Jane* on the orders of Edye Manning.

The *Sophia Jane* was the first wooden paddle steamer to operate in Australian waters and had been built in 1826 at Rotherhithe on the River Thames by Messrs Barnes and Miller.

She was past her prime when in April, 1844, she touched a rock off Wollongong. She was so seriously damaged in this incident, she was broken up in September 1845. Construction of the *Phoenix* on the patent slip in Sydney commenced August 21, 1845, and she was launched on June 24, 1846. Edye Manning had ordered new boilers from John Struth, who removed the engine from the *Sophia Jane* and placed it in this vessel. Rigged as a two masted schooner, the *Phoenix* was owned by Edye Manning and Alexander Brodie Spark, both merchants of Sydney, Thomas Taylor, a wharfinger, Henry Manning, gentleman and Charles Wiseman, master mariner also of Sydney.

When the paddle wheel steamer *King William the Fourth* came to grief on the Oyster Bank near Nobbys in 1839, the Hunter River Steam Navigation Company called occasionally to the Clarence River using other vessels. They occasionally used the p.s. *Phoenix* under charter until 1850.

Advertised to sail several days before, bad weather had kept the wooden paddle wheel steamer *Phoenix* bar bound. She attempted to leave the Clarence River on March 3, 1850 for Sydney and was struck by a strong southerly wind, lost steerage and began to drift rapidly towards the rocks.

Her master, Captain John Taggart ordered her sails to be set and her port anchor dropped. This stopped her drifting but her anchor cable parted shortly afterwards and

she drifted into a small sandy bay where she was soon high and dry. She had barely missed the reef as she floated on to the beach. The high tide deposited her at the top of the high water mark where she lay broadside on to the sea and she soon became embedded in the sand.

John Korff, a prominent Sydney shipbuilder, advised a meeting of her owners, she could be refloated provided her hull was sound. The vessel was uninsured so they decided to put her up for auction, placing a reserve of , 1,500 (\$3000) on her. The well known auctioneer T S Mort was unable to get a bid more than , 700 (\$1400) at the auction on April 5. Manning refused to accept the lowest bid and withdrew her from the auction. He decided to arranging his own salvage. Removing her machinery which he sent overland, the hull was refloated and sailed to Sydney where she arrived in June 1851. She was placed back on the patent slip from whence she had been launched, for extensive repairs, but it wasn=t until November 25 that she was ready for her sea trials.

On April 14, 1852, while under command of Captain Benaud she struck the bar while crossing and was swept onto the North Beach.

In a later report, Captain Palmer, master of the vessel *George*, said: >Captain Benaud informs me that he immediately ordered the engine to be stopped [after the impact], which the engineer did very quickly, it only making a stroke and a half thereafter . . . I believe that leaves the machinery in a more dangerous position than if it had made another half stroke. The engine unfortunately broke down, but the vessel drove over into deep water. Captain Benaud, letting go his steam anchor, the warp parted and the vessel was then completely unmanageable. She drifted onto the middle of North Spit, a little to the northward of where the *Susan* was lost. The passengers and crew . . . all landed very comfortably.=

Fortunately the paddle steamer *Eagle* was in the river and helped rescue the passengers and crew. Most of the *Phoenix*=s cargo, which included livestock was lost. She became a total write off.

Technical details: This wood paddle wheel steamer weighed 108 tons and measured 118.9 x 17.7 x 8.9 feet. Her engines, supplied by Barnes and Miller of London, were rated at 50 h.p. and came from the *Sophia Jane*. SOURCE: p. 17 & 347 *Pageant of the Pacific* C Captain R F Rhodes, p. 166 *North Coast Run* C Mike Richards, a note re *Mary Jane* cutter P.S. *Phoenix* at Clarence Heads p. 28 *Port Of Richmond River, Ballina 1840s to 1980s, Appendix A List of Wrecks on Ballina Bar and Vicinity* C Glen Hall, p. 7, 28 *Wrecks of NSW North Coast* C Jack Loney, p. 117 *Australian Shipowners and Their Fleets V.2* C Ronald Parsons, p. 235-236 *Australian Shipwrecks V.1* C Charles Bateson, p. 19 *Australian Shipwrecks V.2* C Jack Loney, p. 26 *Workhorses In Australian Waters* C Mike Richards.

PIONEER 73 tons Ketch 1874 1877 3 yrs.

She was a ketch built at Scott=s Creek on the Manning River by James McDonald Snr. and registered in Sydney on April 24, 1874. James McDonald carried on a ship building business on the Manning River from 1873 to 1875 during which he built two other vessels, the *Lady Robinson* and the *Pioneer*. The *Pioneer* was lost on the Tweed River on January 13, 1877.

Technical details: she measured 77.4 x 19.9 x 7.2 feet.

SOURCE: p. 69 *Australian Shipwrecks V.3* C Jack Loney, No. 73 on a list of ships built on the Manning River 1834-1934 - published in a Manning River newspaper.

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PLATYPUS 217 tons I.S.S. 1864 1898 34 yrs.

Iron twin screw steamship built in 1864 by A & J Inglis of Glasgow, for owners Queensland Steam Navigation Co. Ltd. who registered her in Brisbane. She was rigged as a two mast schooner. She is shown in Port Macquarie in 1866 as there are copies of her manifests still in existence. Later in June 1868 she was sold to the Clarence & Richmond River S.N. Co. who registered her in Sydney. She was sold in August 1887 to G L Fuller.

Broken up in Sydney, March 1898.

Technical details: she weighed 217 tons and measured 140.4 x 23.8 x 8.4 feet. She had two 50 h.p. steam engines.

SOURCE: p. 166 *North Coast Run* C Mike Richards, p. 56 *Australian Shipowners and Their Fleets V.* C Ronald Parsons, p. 34 *Port Macquarie The Port That Was* C Ian Finkel, p. 29 *Port Of Richmond River, Ballina 1840s to 1980s, Appendix A List of Wrecks on Ballina Bar and Vicinity*, reads, >1883 *Platypus*, s.s. as does *North Coast Run*. =

PLUTO 177 tons W.S.S. 1862 1863 1 yr.

Built as *Commodore Burnett* on the Manning River in 1862, by owner/builder J Cuthbert. He built her specifically for the coast trade. Under command of Captain Bowden she left Sydney on June 26, 1863 bound for Brisbane, a trip expected to only take two days. She did not arrive.

The captain of the Clark Irving owned iron paddle wheel steamer *Agnes Irving* was advised of the disappearance of the steamer *Pluto*. He reported that he had sighted the *Pluto* south of the Manning River and the steamer appeared to be proceeding normally. Cuthbert had the ss *Samson* search the coast for any trace of the missing vessel but no further trace of the *Pluto* was ever found. The Captain knew the coast well as the vessel had made nine trips on the Sydney - Brisbane run before disappearing. At the time of her disappearance she was insured for , 6080 (\$12,160).

SOURCE: p. 144 *Australian Shipwrecks V.2* C Jack Loney.

POMONA 52 tons Sch. 1863 1878 15 yrs.

Built at Brisbane Waters for owner W Leughton in 1863. On November 13, 1878, under the command of her master J W Corbett, the schooner *Pomona* had just commenced a voyage from Manning River to Sydney, when the wind dropped. This occurred just as she was crossing the bar and she became stranded and could not be refloated.

Technical details: she measured 73.9 x 17.5 x 6.5 feet.

SOURCE: p. 95 *Australian Shipwrecks V.3* C Jack Loney.

POMPPEY 36 tons Sch. 1847 1852 5 yrs.

She was a wooden two master schooner built at Brisbane Water in 1847 for her owner William H Chapman.

She was wrecked at Reids Mistake at the entrance to Lake Macquarie on June 23, 1852. In July of the same year a violent gale off the New South Wales coast battered and destroyed several small craft, two of which ended up on the beach not far from the *Pompey*. These were *Pelican* and *Frederick Griffiths*.

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Technical details: weighing 36 tons, she measured 46.4 x 13.5 x 7 feet.

SOURCE: p. 23 *Australian Shipwrecks V.2* c Jack Loney, p. 11 *Australian Shipowners and Their Fleets V.6* c Ronald Parsons.

POONBAR 909 tons St.T.S.S. 1913 1951 38 yrs.

She was a steel twin screw steamship built by Murdoch & Murray Ltd. in 1913 at Port Glasgow for owner N.C.S.N. Co.

In 1928, she was sold to Nelson & Robertson, who promptly registered her in Brisbane, in the name of Ivan Nelson. The firm Nelson & Robertson Pty. Ltd. in 1937 registered her in Sydney. Then in 1947 they sold her to a firm called San Ernesto Steam Ship Company of Panama, who was owned by John Manners & Co. of Hong Kong who renamed the vessel *San Ernesto*. Scrapped and broken up in Hong Kong in 1951.

Technical details: Of 909 t. gr. she had dimensions of 200.4 x 34.1 x 12.2 ft. with Fo'c'sle 31' and R.Q. Deck 96'. Her engines rated at 90hp were supplied by W V V Lidgerwood of Glasgow

SOURCE: p. 166 *North Coast Run* c Mike Richards, p. 24 *Australian Shipowners and Their Fleets V.1* c Ronald Parsons.

PORT MACQUARIE Sch.

Wrecked on Tasmania coast - 1835-1836. Little other details known at present.

SOURCE: p. 279 *Pageant of the Pacific* c Captain R F Rhodes, p. *Australian Encyclopaedia* c 1925. Published in *P.M. NEWS* supplement.

PORT MACQUARIE PACKET Sch. Clipper Rig

Built in the 1830s on the southern bank of the Hastings River, just below Allman=s Hill at Port Macquarie for >Port Macquarie Steam Navigation Company= whose shareholders included Major Innes, Jeremiah Warlters, Captain Geary and Major Sullivan. (There appears to be some dispute as to the name of this vessel as some information suggests that it was called the *Macquarie Packet*.)

It is reported that just after leaving Port Macquarie on her maiden voyage, the vessel disappeared into a fog and it was thought that she sank just after she got out of sight. As a result of not getting to Sydney for registration and survey the *Port Macquarie Packet* does not appear in any official records. The formation of the company by Innes, Warlters, Geary and Sullivan folded after the sinking of the *Port Macquarie Packet*.

SOURCE: p. 12 & 33 *Port Macquarie, The Port That Was* c Ian Finkle, p. 105 *Port Macquarie, A History To 1850* c Frank Rogers, Local verbal history, >Josso= Dick, Glenn Dick, Ian Goulding, Bob Butterfield.

POSSUM Tug

Worked the Camden Haven 1901-02 together with other tugs after the loss of tug *Unique I* in December 1901.

SOURCE: Pat Longworth.

POSSUM 1884 1906 18 yrs.

A wooden steam ship, she was built at Blackwell, England, in 1884. Owners E Saxby and Geo. Bulmer.

P.M. NEWS 14.7.1906, reported: >Little steamer **Possum** sunk at moorings Settlement farm. The 21-ton steamer *Possum* at Hastings River.=

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Technical details: Of 32 t. gr.

SOURCE: Hazel Suters records, p.355 *Pageant of the Pacific* C Captain F. Rhodes.

PRIMUS

From time to time other ships plied their trade to the Hastings. One of these was the *Primus* which was around until the mid 1850s when steam vessels started to appear on the scene. Little details are available on this vessel.

Technical details: She was a schooner rigged vessel.

SOURCE: p. 12 *Port Macquarie, The Port That Was* C Ian Finkle

PREMIER (1) 135/114 tons wooden ketch 1896 1916 20 yrs.

This wooden ketch rigged vessel was built in 1896 at Port Macquarie for Nicholas Cain.

Sold in 1900 to A E Ellis (later A E Ellis Ltd.) The sailing ship *Premier* was one of 15 vessels in regular trade between Sydney and the Bellinger River during 1909.

Forced ashore and wrecked at Nambucca Heads on May 24, 1916. No lives were lost.

Technical details: she measured 105.3 x 28.5 x 6 feet.

SOURCE: p. 87 *Australian Shipwrecks* V.4 C Jack Loney, p. 81 *Alma Doepel, The History of An Australian Schooner* C Capt. Ralph McDonell.

PREMIER 19 tons 3 m. Sch. S.S. 1899

Built Manning River and launched on November 4, 1899 by owner Denis Sullivan. The vessel was renamed *Yelarah* by owner Mr Harvey in 1915. Fate unknown. (check these details as a ship of 19 tons would not have 3 masts. It appears that this could be the ship *Premier* above. (R.C.)

SOURCE: No. 101 on a List of ships built on the Manning River 1834-1934 - published in a Manning River newspaper.

PRINCE ALFRED 145.5 ton I.P.S. 1862 1917 55 yrs.

Iron paddle steamer built UK 1862 for owners James Brown & J Brown. Broken up 1917.

SOURCE: p. 14 *Australian Shipowners and Their Fleets* V. C Ronald Parsons.

PRINCE ALFRED 56 ton Ketch

Built in 1868 at Balmain.

Port Macquarie News on December 25, 1882, published a list of ships trading between Port Macquarie and Sydney. Among the ships mentioned was the 56-ton ketch *Prince Alfred*. She was one of the twelve vessels in continuous trade between Sydney and Port Macquarie, timber being the principal cargo from the port.

She sailed from Sydney on May 22, 1891 for Mosquito Bay. She was sighted by the schooner *Result* on June 1, while off Jervis Bay but was never seen again

Technical details: She had dimensions of 74.9 x 18.3 x 6.8 feet.

SOURCE: p. 212 *Australian Shipwrecks* V.3 C Jack Loney, *Port Macquarie News*, Dec. 25, 1882.

PRINCESS ALEXANDRA 50 tons Sch 1865 1874 9 yrs.

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This wood sailing ship was built on the Manning River at the Pelican Yard by Captain Alexander Newton Snr. and owned by John Booth. She was originally built as a pilot schooner for Queensland State Government and was launched on May 24, 1865, the same day as another vessel *The Queen*.

The master of *Princess Alexandra* Captain P Power while inwards bound from Sydney, attempted to cross the Bellinger River bar on April 10, 1874, and became a total wreck.

SOURCE: p. 36 *Australian Shipwrecks* V.3 C Jack Loney, p. 51 *Wrecks on the NSW North Coast* C Jack Loney, p. 41 *Australian Shipowners and Their Fleets* V.1 C Ronald Parsons, p. 136 *Scotchtown and Pelican* C Val Newton, No. 62 on the list of ships built on the Manning River 1834-1934 - published in a Manning River newspaper.

PRINCESS ALEXANDRIA

The pilot at Port Macquarie reported that on June 13, 1864, the *Princess Alexandria* ran into port for shelter, the weather out to sea obviously fairly rough.

Technical details:

SOURCE: *Port Macquarie News*, August 19, 1929, article titled >An Old Log Book Of Port Macquarie Pilot Station= kept by W H Branch held by Wauchope District Historical Society.

PRINCESS CHARLOTTE

This vessel is reported in *The Sydney Gazette* to have sailed from Sydney to Port Macquarie on January 12, 1820 to allow Judge Thomas Bigge to travel to Port Macquarie so that he could assess for himself its potential for a new settlement. It was reported that he was accompanied by his Secretary Thomas Hobbes Scott, who was also his brother-in-law, Surveyor-General John Oxley and Lieutenant Johnston RN. Bigge had been sent from England in 1819 to inquire into the conduct of affairs in New South Wales. He was most unimpressed with Lachlan Macquarie and proved to be quite a thorn in the Governor=s side during his period in Australia. He obviously was unpopular with others, for prior to this, Bigge had written that, >*I had tried to hire a vessel, but have been prevented by the exorbitant demands and vacillating conduct of the owner, a merchant of this place. I also had every reason to distrust both the captains and crews of Government vessels, more especially the crews, and had evidence of their intention to run away with a vessel to South America.*=

There is no further records available of his trip, or if in fact he did travel to Port Macquarie as reported.

SOURCE: p. 45 *Place of Banishment* C Iain McLachlan.

PRINCESS MARIE 66 ton Ketch 1874 1876 2 yrs.

Built in 1874 at Sydney for owner Mr Dickson and others.

On April 11, 1876, as the *Princess Marie* left the Camden Haven, she struck the bar and drifted on to the north sand spit. Arrangements were made to unload her cargo and she was refloated. Shortly afterwards a high wind whipped up heavy seas and forced her ashore where she broke up. She was insured for , 800 (\$1600) at the time of the accident.

SOURCE: p. 57 *Australian Shipwrecks* V.3 C Jack Loney, p. 54 *Wrecks on the N.S.W. North Coast* C Jack Loney, p. 38 *Port Macquarie, The Port That Was* C Ian Finkle.

PRINCE OF WALES 549 tons I.S.S. 1861 1862 1 yr.

This iron paddle wheel steamer was built in 1861 by Langley and Company of Deptford, England for the Australasian Steam Navigation Company who registered her in Sydney. She sailed from the Downs on September 30 and arrived at the Cape of Good Hope on January 6, 1862. She was a superior vessel in every way, combining great speed, carrying capacity and light draft of water - advantages for which she had been specially designed especially for the North Coast trade for which she was intended.

The historian, Gordon Dennes has left us a good description of the vessel in which he said, >In appearance *The Prince of Wales* looked a remarkably fine ship, capable of carrying a very large cargo; her deck accommodation was unusually roomy. She had a raised quarter-deck from which a companion [way] led to the main saloon, fitted with enclosed berths, affording accommodation to fifty passengers, exclusive of the ladies cabin which was replete with every convenience and comfort. The decorations of the saloon were particularly neat and pretty & the general plan of the cabin fittings was similar to the steamers *City of Sydney* and *Wonga Wonga*.

The latest improvements were placed onboard, including two steam winches for the discharge of cargo, etc. Her cargo consisted of paints, iron etc., for the Company.

During the voyage, her captain had become concerned that she had been making a great deal of water, so he ordered one of her crane engines fitted to the pumps for safety on the balance of the voyage to Australia. She sailed from the Cape on January 25 and made landfall in Australia at King George's Sound on March 7. She obtained coals [sic] from the schooner *Baleutha* before sailing on March 12 to Melbourne where she arrived on March 26. She remained in this port for three days before setting sail for her home port of Sydney where she was registered.=

On arrival *The Prince of Wales* was placed in proper order for the Northern trade and it wasn't long before her owners placed her in service on the Sydney-Brisbane run for on April 30, 1862 the pilot at Port Macquarie recorded in his log that he had put off passengers to the *Telegraph* and landed one from the *Prince of Wales*. This vessel was too large to enter the port and passengers had to be transferred out at sea.

Gordon Dennes continued, >Up to September 29, 1862, she had only made eight return trips from Sydney to Brisbane and at least one return voyage from Sydney to Morpeth, Hunter River. The *Prince of Wales* left Sydney for Brisbane on October 2, with a cargo of rum, geneva ale, brandy, wine, tobacco, cigars etc., and the undermentioned passengers:-

Mr and Mrs Mason, 2 children and servant, Mr and Mrs Luke, Mr and Mrs Atkins, Messrs Benjamin, Bruce, Clifford and Debart and eleven in the steerage.

At 3 p.m. on Friday, October 3, the *Prince of Wales* in passing inside the Mermaid Reef, grazed on a detached rock north west of the reef. She began to make water in her fore compartment.

Captain W Bell immediately turned round to go back to Sydney, thinking that the damage may be trivial, but sounding her alarm, found the water coming in fast and in order to save life and property the Captain endeavoured to reach Port Macquarie. The water soon had gained considerably above the plates in the engine-room and the

engineer reported that he could not ensure more than half an hour's steam.

Being then abreast of Camden Haven the Captain was obliged to beach the *Prince of Wales*, otherwise she would have gone down with all hands before reaching Port Macquarie. Being low water at the time, the vessel filled as the tide came in as she lay on what is now known as Pilot Beach. The sea and beach were beautiful and calm. All the passengers and stores were landed safely.

The horses on board, belonging to a Mr Hoskins were put overboard and swam ashore. They were made available to Mr Mason, a passenger, Mr Stewart, chief engineer and two firemen of the *Prince of Wales*, who rode these horses 25 miles over to the Manning River (Harrington) on October 4, and obtained the assistance of Captain Jean Benaud of the iron paddle-steamer *Diamentina*.

From the *Diamentina*'s log book comes this extract, >Saturday October 4, 3 p.m. Three passengers and Mr Stewart, chief engineer of the *Prince of Wales* came on board and reported the loss of that vessel and requested that the *Diamantina* would [sic] go round to where she lay.=

During the trip, Mr Stewart had foundered his horse in a swamp where he was forced to leave it while he continued with the others to Harrington. He took one of the other horses and returned alone to the wreck where he arrived at 2 a.m. on Sunday October 3, with information about the *Diamentina*.

The log continued c >Sunday October 5, at 5 a.m. left the Manning Bar, steered for Camden Head, wind S.W., light and clear, with heavy sea. 9 a.m. brought up inside Camden Head, in 42 fathoms, heavy sea rolling in from the eastward; saw *Prince of Wales* (Company's steamer) ashore on the beach, a total wreck; after part from the funnel under water and the upper work all gone.

>Could render the crew and passengers no assistance, sea breaking too heavy on the beach to run a boat in. 11 a.m. sea too heavy to lay an anchor, weighed and stood out to sea. 12.30 p.m. put about; found the sea still heavy and stood out again. 3 p.m. stood in again and came to anchor in 4 fathoms.

>At 5 p.m. Mr Stewart, chief engineer of the *Prince of Wales*, asked permission to take my lifeboat to try and get ashore, which, after much persuasion I granted [it], the second mate (Mr Page) and two (actually three) of my crew volunteering to go with him.

>Whilst taking the Camden Haven bar the boat was observed to capsize. Lowered our other boat immediately and pulled up close to the bar; but could not safely cross it to render assistance.

>The first boat was seen drifting ashore with some of the hands holding on to her. Seemingly no assistance was rendered from the *Prince of Wales* boat having [there being] four of them on the beach. Hove up the anchor, but, seeing a signal from the beach, let go again.

It appears that Captain Benaud directed them to go over the bar at Camden Haven as the only place to effect a landing. When the boat capsized in the surf on the bar, Mr Stewart was seen hanging from a paddle. He and the other two seamen were drowned. Mr Page and the other crewman stuck to the boat which gradually drifted into the smooth waters of the Haven. Mr Crome, the Chief Steward of the *Prince of Wales*, made a brave but ineffectual attempt to save Mr Stewart, by plunging into the boiling surf and swimming off towards him, but it nearly cost him his life.

Mr Crome, extended his grateful thanks to Mr Page, 2nd officer, *Diamentina*, who saved the lives of Mr Crome and another man by throwing a plank of which Mr Page stood in need of

himself. Mr Crome wished this unselfish act should be recorded.=

>An attempt was made to launch a boat from the beach, which succeeded, Captain Bell, four of his crew and my second mate (Mr Page) coming in her, when I learned the particulars of my lifeboat.

>Mr Stewart (engineer of the *Prince of Wales*), W Burnham and Matt Jones seamen of the *Diamantina* were drowned. No signs of their bodies being seen up to the time of my leaving.

>The boat put off again and landed all safe; 7.16 p.m. weighed anchor and left Camden Haven for Sydney; light breeze from the south, with a clear appearance. Passengers and all hands from the ill-fated ship ashore on Camden Haven beach with a plentiful supply of provisions.

Gordon Dennes= report continued, >When the news of the wreck of the *Prince of Wales* reached Port Macquarie, Mr Sub-Inspector Garvin, with a party of police under his command immediately left for Camden Haven to render what assistance they could.=

Mr Stewart death was a double tragedy for his family for, although he had arrived in Sydney on the *Prince of Wales* when she first arrived on April 2., he was in daily expectation of the arrival of his wife and family from England. His last act prior to leaving the *Prince of Wales* in the lifeboat was to hand his watch and the address of his wife to the engineer of the *Diamantina* in case of accident just prior to getting into the lifeboat.

On October 6, after arrival in Sydney, Captain Bell reported that the *Prince of Wales* remained fast on the beach and had parted in the middle with the only part remaining, her bow jammed between the rocks. He also reported that there were 57 casks of beer, wine and spirits still on the beach.

On the same day, Mr and Mrs Mason, 3 children and 3 other passengers left for the Manning in a horse drawn vehicle. Arrangments had been made for the *Diamantina* to leave from Sydney on the 7th to return to the Manning to pick them up and then transfer them to the schooner *Williams* which was sailing from Sydney to Brisbane. Their luggage was also to be transferred to accompany them, this service was intended to maintain good relationships by the Company and its clients. Also travelling on the *Diamantina* was Captain Munro, the Australiasian Steam Navigation Company=s marine superintendent and a company engineer who were to work out what was the best course to take with regard to the wrecked vessel.

Also on this day, the bodies of Mr Stewart and one of the seamen were found and interred with Captain Bell reading the funeral service. The bodies were only lightly covered with sand as the coroner at Port Macquarie was to hold an inquest on them. The three bodies, Mr Stewart, chief engineer, W Burnham and Matt Jones, both seamen are buried at Camden Head, near Gogley=s Lake, where their graves are still visible in 1995. (R.C.)

Travelling on the *Williams* was a custom-house crew and boat who would take control of any cargo and thus look after the interests of the shippers and their goods. The *Diamantina* arrived at the Manning at 4.30 p.m. on October 8, and after transferring the passengers into the pilot boat set course for Camden Head arriving there at 7.15 p.m.

On arrival Captain Benaud went ashore to survey the situation regarding the

stranded passengers, but with a strong southerly wind blowing he was ordered [by the marine superintendent] to put to sea again. Captain Benaud reported that many articles from the wreck which was in the same position as when he had first seen it, lay strewn on the beach. The *Diamantina* stood off until 4 o'clock the next morning and was finally able to anchor at 6.30 a.m. For seven hours everyone worked quickly and hard to get the passengers and crew, their luggage and as much of the stores that could be saved on to the vessel.

The following passengers were from the wreck, Captain W Bell, master of the *Prince of Wales*, Mr and Mrs Atkins, Mr W Atkins, Mr and Mrs Luke, Mrs Blackmore, Captan Munro, Mr Swan, 2nd engineer, 7 stewards, 3 firemen and Mr F Renandin, a steerage passenger. Twelve hands and the chief officer of the *Prince of Wales*, together with the Customs crew remained on the beach with the goods. At 1.30 p.m. the *Diamantina* sailed for the Manning River but she took ground on the North Spit inside the bar, then stood off all night but her starboard boiler started to leak and she ran for Cape Hawke to repair it. At 4.45 p.m. on October 11 she left for Port Stephens for provisions and started for Sydney.

The *Diamantina* ran into a succession of heavy southerly weather on the way down the coast to Sydney. Meanwhile the Captain of the *Yarra Yarra* passed close by on October 9, and reported that the hull of the *Prince of Wales* had gone down in deep water, while the foremost part practically rested on the beach and he was doubtful if even the engines could be saved.

The *Prince of Wales* was valued at , 20,000 (\$40,000) a very significant sum for the times, was uninsured in any of the offices, the Company being its own underwriters. Her cargo valued at , 10,000 (\$20,000) was not insured. Probably it proved to be a great loss to the owners.

In his journal under date of October 18, 1818, Surveyor - General of New South Wales and explorer John Oxley R.N., wrote that he discovered a sunken rock off to sea, lying upwards of two miles from the next point southerly, (Crowdy Head).

In May 1819, Oxley named these rocks the Mermaid Reef, after H.M. cutter *Mermaid* in which Captain Phillip Parker King, R.N., sailed the Surveyor-General to Port Macquarie to survey the harbour at this port.

The Sydney Morning Herald in its issue of January 9, 1863 reported that >The Mermaid Reef may be said to have three distinct knolls, the middle or main which always shows the rock at low water, the outer bearing from it nearly a quarter of a mile with three feet on it at low water and the inner bearing from it (the main) north-west a little more than a quarter of a mile, having five feet on it at low water. Between the main and outer breakers there is a clear channel of from four to five fathoms.=

Today the *Prince of Wales* is a shallow wreck sitting in only 4 metres of water. She is inhabited by tropical fish, nudibranchs and crayfish. The wreck is on a regular dive boat tour run by the >Cool >D= Dive Shop in North Haven. This wreck is also accessible from the shore.

Technical details: Of 548 t gr t nt. she had dimensions of length 216.9 feet, beam 27 feet and draft of water 8 feet when loaded. She was fitted with a pair of oscillating cylinder engines built by Messrs J and W Dudgeon, of London, of a nominal power of 150, but able to work up to 800 horse-power, which on her trial

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trip drover her, with ease, at the rate of fourteen knots per hour. When registered she was allocated ON43221.

SOURCE: p. *Atlas History*, p. 135 *Australian Shipwrecks V.2* © Jack Loney, p. *Australian Encyclopaedia 1925* claims - all saved, p. 38 *Port Macquarie The Port That Was* © Ian Finkle, p. 16 *Hastings Shire Gazette*, Thursday, August 27, 1970, p. 154 *Coastal Passenger Ships* © Ronald Parsons, *Port Macquarie News*, August 19, 1929, article titled >An Old Log Book Of Port Macquarie Pilot Station= kept by W H Branch held by Wauchope District Historical Society, further information supplied by Cool >D= Dive Shop, North Haven.

PRINCE REGENT 257 ton Barque 1814 1868 34 yrs.

Built Portsmouth 1814 and had been built of the best timbers then procurable and was magnificently fitted out for use a royal yacht, before being sent as a present to an Indian prince. On January 9th, 1821, the *Prince Regent* arrived at Port Jackson from Ireland with 144 convicts. Famous in Tasmanian maritime history, she arrived in Hobart in 1848 and joined the fleet of Charles Seal. In 1864 she was purchased by Captain Boon for , 1000 (\$2000).

During 1869 the barque was purchased by a Sydney businessman and sent north to Gladstone to load cattle for New Caledonia. Unfortunately she drifted ashore at nearby South Tress Point and could not be refloated.

Technical details: A vessel of 257 tons, she had dimensions of 103.2 x 25.2 x 16.7 feet.

SOURCE: p. 194, 199, 201-202 *Pageant of the Pacific* © Captain R. F. Rhodes, p. 214 *Australian Shipwrecks V.2* © Jack Loney,.

PRINCE REGENT HM Sch. 40 tons 1819 1869 34 yrs.

On April 27th, 1819 the 40 ton schooner *Prince Regent* was launched by Governor Macquarie. Intended for the King of the Hawaiian Island, she was built in accordance with orders issued by Earl Bathurst in 1815.

It was not, however, until October of 1821 that the vessel sailed for the dominion of her royal owner. The authorities meantime decided to utilise her in their service for a time. Attended by the *Prince Regent*, HMS *Dromedary* sailed from Port Jackson for New Zealand on March 28, 1820 to procure a cargo of kauri spars for the use of His Majesty=s navy at Whangaroa Harbour.

Both ships were in the Bay of Islands on April 12, 1820, when they fell in with the *General Gates*, whose crew they looked over. This resulted in finding on board more convicts than even Captain Abimilech Riggs could justify, so the *General Gates* was sent back to Sydney with a prize crew on board, for a judge to determine what to do under the circumstances. Mr Justice Field gave judgement on the case of the *General Gates* on September 15, 1820, in the course of which he said:

>It appears by the evidence before the court, that the American, being suffered to refresh his ship here, while partaking of a valuable fishery, which we might, if we pleased monopolise to ourselves, instead of repaying the hospitality of the port with gratitude, acted more like a pirate than the subject of a friendly civilized nation, and went about into low public houses seducing some of our best convict mechanics. The learned judge had no doubt that this was a breach of laws between friendly powers, and might revive the embers of a discord in countries now happily at peace, and involve the defendant in consequences of which he is little aware.=

He rounded off his remarks by fining Riggs , 500 (\$1000) for each of the eleven

stolen convicts, and another , 500 (\$1000) for leaving Sydney without a clearance. After paying all the fines and observing the essential formalities, Captain Rigg obtained the release of *General Gates* sometime in January, 1821, and in the following months sailed from Port Jackson on a sealing expedition.

About middle of August the *Prince Regent* was despatched to find the store ship *Coramandel* at either the Thames or in Mercury Bay. On 21st the *Prince Regent* entered the channel in Hauraki Gulf to which she gave her name.

On October 18, 1820, the *Prince Regent* returned from Bay of Islands New Zealand. Under command of Captain Kent, she departed November 24th to Port Macquarie. On board was Oxley, who, Macquarie had asked to carry out a final survey >on the capabilities and advantages of the port for establishing a settlement there for convicts.= Oxley was accompanied by the man who was to be appointed Port Macquarie=s first Superintendent and Commandant, Captain Francis Allman. The *Prince Regent* ran into stormy weather most of the way up the coast and arrived off Port Macquarie on November 30. Oxley decided to investigate several inlets north of Smoky Cape and in doing so discovered that Trial Bay would be a good shelter for those vessels that in future may be prevented from entering Port Macquarie because of adverse weather or tides. This information was to prove invaluable for ship=s master for many years to come. The *Prince Regent* returned to Port Macquarie on December 12. Oxley then selected the present site for the town of Port Macquarie, which he duly reported to Governor Macquarie on December 27.

On December 18, 1820, the *Prince Regent* sailed again to Port Macquarie on special service in pursuit of runaways where she arrived on December 25. She then returned to Sydney where she was laid up and converted to a schooner.

Early in March, 1821, the Masters of the *Lady Nelson*, *Mermaid* and *Prince Regent* were alerted to stand by to transport troops and convicts to Port Macquarie. The troops and convicts embarked on March 17 but contrary winds prevented the fleet from leaving. They sailed from Port Jackson on March 21st, 1821 with an expedition of 40 troops and 60 convict artificers for Port Macquarie. The next day, gale-force winds forced the little fleet to take shelter in Port Stephens where they sat for fourteen days waiting until the storm blew itself out. On arrival at Port Macquarie, conditions were too rough for them to enter so the fleet sailed for Trial Bay where they sheltered until the storm blew itself out. They returned to Port Macquarie and were able to enter the harbour and set up the settlement. The three vessels sustained some damaged as they entered.

Prince Regent was still detained at Port Macquarie because of the state of the bar and did not return to Sydney until 21 June. On the 3/4 July 1821 she sailed to Port Macquarie, returning on July 19.

She finally sailed on October 16th, 1821 from Port Jackson to Sandwich Islands (renamed Hawaiian Island) under convoy of Commander Kent, who sailed aboard *Mermaid* and presented the *Prince Regent* to King Tamehameha on his arrival.

Between 1815, when Earl Bathurst ordered that the *Prince Regent* be built and her delivery, a new king had ascended the throne. The new king, Tamehameha, wrote: >The whole of these islands having been conquered by my father, I have succeeded into government of them, and beg leave to place them under the protection of your Most Excellent

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Majesty.=

Thus did the Hawaiian Islands become British territory. It would appear that the gift of the *Prince Regent* would have been a small price to pay for such a prize.

SOURCE: P. 122 p. 126 *Shipping Arrivals & Departures Sydney 1788 - 1825* C J. S. Cumpson, p. 199-200, 202, 211 *Pageant of the Pacific* C Captain R F Rhodes.

PROSPER COULON 74 tons Sch. 1876 1884 8 yrs.

Built Jervis Bay 1876 for her owners Bartholomew and M Corrigan. On June 16, 1884, while crossing the Bellinger River bar, she ran ashore and became a total wreck. At the subsequent inquiry, claims were made that the drogher *Dolphin* which was towing her out to sea, did not have enough power to keep her clear of the bar. It was also thought that her owners were keen to get her clear of the harbour as she had been bar-bound for two months. Her master, Captain F Blackler, was absolved from all blame for the mishap. She seems to have disappeared from the register after this, but there is no record of her loss.

Bartholomew M Corrigan and William Reidy of Sydney who owned the wooden ketch *Prosper Coulon* also owned the brigantine *Bessie Matilda*, the schooner *Shannon*, the ketch *Lalla Rookh*, the brigantine *Sarsfield* which was wrecked at the Richmond River in 1887. They owned two other brigantines, the *Liffy* and the *Western Star*.

Technical details: She measured 83.2 x 20.3 x 6.9 feet.

SOURCE: p. 148 *Australian Shipwrecks* V.3 C Jack Loney, p. 64 *Australian Shipowners and Their Fleets* V. C Ronald Parsons.

PROTECTOR 158 tons W.P.S. 1884 1901 17 yrs.

This wood paddle steamer was built on the Richmond River in 1884 for owner Thomas Fenwick. She had been specially designed to receive the engine which had been salvaged from the *Francis Hixon* which had been lost a year earlier while assisting the s.s. *Platypus* across the Richmond River bar.

There was a strong south-westerly gale blowing which made the passage difficult when the *Protector* attempted to cross the bar of the Richmond River on July 1, 1901. She capsized with the accident happening so quickly her crew of five and her single passenger were unable to escape and were drowned.

SOURCE: p. 78 *Australian Shipowners and Their Fleets* V.1 C Ronald Parsons, p. 92 *Wrecks on the N.S.W. North Coast* C Jack Loney, p. 29 *Port Of The Richmond River, Ballina 1840s to 1980s, Appendix A, List of Wrecks on Ballina Bar and Vicinity*, reads, >1901 *Protector* s.s.=, p. 121 *Ships and Seafarers in Australian Waters* C Max Colwell.

PULGANBAR 1160 tons 1912 1951 39 yrs.

This single screw steamship was built at Greenock and Grangemouth Dockyard Co Ltd in 1912 for the North Coast Steam Navigation Co. They designed it as a relief steamer for their much larger and faster vessel, the *Wollongbar* which they had built in 1911. The company intended that this newer vessel would be used in the off season passenger trade between Sydney and Byron Bay.

A well turned out vessel with a turn of speed, some called her 'pretty' but her narrow design caused her to roll heavily when ever it ran into a decent swell. 'Josso' Dick commented that her

captain at one time used to have only two speeds, 'flat out' or 'stopped'. This led to her nickname of 'Plunginbar' because he used to punch her along at all times.

Whenever larger coastal ships such as the *Pulganbar* called at Port Macquarie, they were unable to cross the bar. They hove too off the beach and passengers were rowed out in double enders to embark. In some cases using the ships derrick and in other cases the ships crane, women passengers travelling on the *Pulganbar* were lifted on to the boat using wicker baskets.

The seriousness of conflict with Japan during the Second World War caused the Australian Government to commandeer a number of small coastal vessels for the War effort among which was the *Pulganbar*. On November 3, 1942, the vessel was requisitioned by the government who allocated it to the United States Air Force as a storeship for use in New Guinea waters. It was while under the control of the Commonwealth, the vessel was sold to them in June 1943 and a year later was drawn from class.

When the war ended in 1945, the government had no further use for the majority of requisitioned vessels and the *Pulganbar* was laid up at Newcastle early in 1946. In June of that year the vessel was sold by tender to a local shipbroker, A J Ellerker for five thousand two hundred and fifty pounds (\$10,500). Ellerker also purchased four other North Coasters at the same time.

This firm only held on to the vessel for a short period, selling it to Fu Chan of Canton who nominally renamed the *Pulganbar* - *Yangtze River*. This Chinese-based firm also bought a near sister ship *Orara* naming it *Pearl River*, also the small *Gunbar* which they named *West River*; as both vessels were lying at Sydney. Fu Chan almost the same time purchased the *Coolebar* which they renamed *East River*. It appears they may have planned to use the two larger vessels to tow the two smaller vessels to Canton.

The new owner placed the *Orara* in the hands of Storey and Keers for an extensive refit, but unfortunately the new owner appeared to run out of money and on October 24, 1947 writs were placed on two of the vessels, *Orara* and *Gunbar*. Five months later the Supreme Court ordered the refitted *Orara* be put up again for auction, and for the second time it was knocked down to A J Ellerker, who almost immediately resold. The new owners renamed the vessel *Hong Shan* and under this name it sailed for Hong Kong on May 31, 1948. It is noted that Lloyd's Register delayed registering the change of name until 1949.

The *Pulganbar/Yangtze River* seemed to have been forgotten for the vessel sat in Newcastle still painted in the war-time naval grey (the change in the name of the vessel had not even been painted on the vessel). Some action occurred on May 11, 1948 when the vessel was arrested by the Marshall-in-Admiralty because of arrears in dues. It appears that a new owner took charge in mid-November and placed the vessel in dock so the engine and propellers could be repaired. It appears that a crew was engaged and approximately 500 tons of bunker fuel was taken on board when suddenly sailing orders were cancelled.

Later that year, in December in fact, a British businessman, Colin Burns, arrived from Hong Kong to take control of the *Pulganbar/Yangtze River*. He was apparently in part-ownership with an old China Coast hand, Captain A Miller, who had been taken a prisoner of war by the Japanese and imprisoned in the Stanley camp during their occupation of Hong Kong. Burns registered the vessel as *Tamara* under the little known flag of Honduras. He then moved on board the vessel and engaged a part crew and proceeded to have the vessel repainted and refitted, as it was reported that it would be resold in the Far East.

After a lot of work, Burns sold the vessel in mid-September to the Kwong Sing Shipping Company for delivery in Hong Kong. Sea trials of the *Tamara*, resplendent in a new coat black hull and a dark yellow funnel, were carried out on December 13. The vessel cleared a day before New Years Eve for Hong Kong, notification given that this would be via Port Lyttelton, possibly

to throw any creditors off the trail for the vessel sailed straight up the coast.

It was soon apparent that all was not well with the voyage and the various actions of the crew drew national publicity. Part of reason the crew did not 'shake down' appears to have been caused by the fact that there were some sixteen nationalities making up the crew, including seven South American deportees who had originally jumped ship in Freemantle. Part of the problems came when the crew refused to turn to and the officers, bosun and three stowaways worked the ship, even the inexperienced stokehold crew panicked twice.

As the vessel made its way slowly up the coast, the lack of maintenance started to tell when it experienced recurrent engine trouble. When it is considered that as a storeship, the *Pulganbar* would have received little maintenance during war-time, then laid up for four years then put to sea. This applied specifically to the skills of the crew required to operate the old coal-fired boilers and engines which required specific training.

The vessel was forced to anchor off Tacking Point near Port Macquarie because of the problems becoming more evident the further it sailed from Sydney. After the inexperienced crew got up sufficient steam it moved up to Trial Bay, but came to a stop when the problems became worse, then the vessel sailed for Coffs Harbour. Five days after leaving Sydney, the vessel staggered into Coffs Harbour with badly leaking boiler tubes and a faulty bilge pump.

The ship's master tried to put a good face on it by saying that 'all was normal', but the litany of problems continued. Three of the crew were paid off, one of the South American deportees jumped overboard and swam ashore and disappeared, then an RAAF escort arrived and led one of the stowaways off the vessel. He was AWOL from Williamstown air base. Meanwhile an angry mother arrived to claim another of the stowaways, her 16 year-old son from Stockton. The locals, like all Australians soon coined a suitable nickname and dubbed the *Tamara* the 'slow boat to China' with the result that the nickname reached Hong Kong before the vessel did.

On a day aptly named Friday, 13th (January) the vessel sailed from Coffs with nine new crew on board - seven of whom came from the local football team. Only an hour after sailing, the *Tamara* blew a boiler tube and drifted helplessly of Solitary Island. When repaired, the vessel sailed onwards until it reached Surfers Paradise where it again broke down and drifted for 20 hours, nearly stranding of Stradbroke Island when it drifted close to shore. No doubt most people could not be blamed for thinking the vessel was jinxed when the pilot fell in to the sea while boarding at Moreton Bay in heavy seas. The vessel managed to reach Brisbane without further mishap on January 19. There it was placed in Peter's Slip at Kangaroo Point for much needed boiler repairs. Unfortunately trouble was not far below the surface and soon became evident when a fight between two of the deportees over a woman, who had obviously been smuggled on board. In this fight, there were two stabbings and one arrest. It is thought that the cause of the dispute could have been the woman who was later found locked in a cabin and who was arrested for vagrancy.

Then a man working on board was electrocuted. Reports came out that conditions appeared not to be the best, in fact one man, Warwick Foote remembers his father stating that ; ' *you could smell the ship from a mile away.*'

Before the *Tamara* could sail it became necessary to retrieve several crew members from gaol. This occurred on March 5. Arriving at Bowen, the vessel had to put in to replenish the bunkers with coal. Again this was not without problems, for the following day four of the crew members were arrested for stealing a barrel of beer from a nearby hotel. Then the police arrested another member for drunkenness. Troubles multiplied when twelve men walked off the ship after a fight between an officer and the crew, and claimed they had been terrorised. Not long after this crew members commenced fighting with razor blades with the result that the boatswain had to be hospitalised with extensive slashes to his legs and arms whereupon more further arrests were

made.

Finally after a troublesome stay of three weeks the vessel finally cleared Bowen for Ambon where further coal was to be loaded into the bunkers, but the vessels bad run of luck continued. While the ship was off Cape York, a generator shaft broke and the master had to anchor for repairs in Portland Roads, which had been a wartime transshipment point for Allied troops. After repairs were completed the captain sailed for Thursday Island. Here it remained for four months as it was said "growing barnacles". The supply of coal ran out, food was available on shore but this was of no use to the crew as they were not paid. This caused serious complaints to be made against the ship and a writ was nailed to the mast, which meant that the vessel was legally immobilised. Apparently these were paid, for the vessel sailed from Thursday Island on August 10.

Fortunately the master negotiated Torres Strait without much problem but ran into serious problems in the Arafura Sea when boiler tubes blew out repeatedly. This caused the vessel to drift helplessly for up to 18 hours at a time. These delays caused the master to make an unscheduled stop at Macassar which again caused the master some concern, for after the *Tamara* had anchored in the stream, there was no response from the shore except for the sound of gunfire. Hailing a passing canoe, one of the men went ashore and when he returned informed the master that a fierce civil war between local rebels and central government troops had broken out and bullets were whizzing about. Unwilling to take any further chances, he ordered the *Tamara* to sail again, this time slowly up the coast of South Sulawesi until it reached the harbour of Pare Pare. He found that there was no spare coal on hand so obtained 80 tons of wood for fuel for the boilers. He then took on four Indonesian sailors as crew to assist. The vessel set sail across the Makassar Strait to the scheduled bunker port of Samarinda in East Kalimantan. Again trouble accompanied the vessel, for it grounded on the bar at the entrance to the Mahakam (Kutei) River, and when free only had enough fuel to proceed half way up river. After coaling the vessel cleared harbour on September 14 bound for Macoa. With the performance of the vessel to date it came as no surprise when it made slow progress and again ran low on food and water. This forced the captain had to put into Manilla where the vessel remained for a week.

The master set course for Hong Kong on what he hoped would be the final leg of his voyage. Unfortunately, fortune again failed to smile upon the vessel, for after almost 200 miles out, it ran into a typhoon off the Northeast tip of Luzon where for almost two and half days, it battled the elements. The long narrow design of the vessel, its age and state of repair made control difficult as the captain tried to avoid being blown onto the Hermanos Islands. He also experienced great difficulty in preventing the ship from capsizing, for with such poor stability, the vessel would not ride but lay against the sea and driven by the elements periodically lurched onto the other beam. The inexperienced group of firemen were unable to cope with the conditions in the stokehold and at one point even refused to turn to. This caused even greater problems for the master because the vessel lost steam. The heavy damage to lifeboats and railing forced him to turn back to Manilla where the vessel arrived on October 8. He had the nine Australians, who had refused to work, arrested for mutiny, who were placed in custody on Engineers Island by immigration authorities. With repairs completed and six new firemen signed on, the vessel sailed on October 23 with the recalcitrant Australians as passengers. The ship's complement had by now risen to 32, included as supernumeraries ; seven dogs, four cats, two monkeys and orang-outang.

On the afternoon of October 26, the *Tamara* finally arrived in Hong Kong and anchored off Stonecutters Island where the Police Flag was raised immediately. This may have been, either because of the reports of mutiny or because of the presence of deportees from Australia, the real reason is unknown at present. For almost the first time on this voyage there was no reports of strife on board, for it is quite reasonable to suppose that most if not all would be pleased to leave

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the vessel.

This was at a time of great conflict between the Nationalists and Communists in China. The Nationalists had instituted a blockade to constrict trade along the China coast and several ex-North Coaster vessels, such as *Santos* (ex *Hong Shan*, ex *Pearl River* ex *Orara*), *Rosita* (ex *Canonbar*) were employed as blockade runners. When the vessel was delivered to the owners of *Tamara*, the Kwong Sing Shipping Company, they soon realised that the vessel, which was an elderly coalburning passenger ship, was not suited as a blockade runner.

For almost two years the vessel lay at Shumshuipo, a lay-up and repair anchorage for small coasters at the Northwestern end of Kowloon Peninsula. The South China Post newspaper mentioned the vessel being there until mid-December 1950. After this date there was no further mention of the vessel. Further research revealed through Lloyd's Confidential Index recorded that it had been sold to one Lily See who apparently renamed the vessel *Lily*, retaining the Honduran registry.

It would appear that the vessel was pressed into service on the China coast for there are reports that it was detained by the Nationalist warships about June 16, 1951. Information contained in Lloyd's Wreck Books reveal that the vessel was sold in 1952 to a merchant in Kaohsiung and broken up. The vessel would probably be one of the first of a huge number of ships to be scrapped there.

Technical details: of 1160 t. gr. burthen and dimensions of 225 x 35.1 x 12.5 feet. The Fo'c'sle stood 35 feet high and had 1 deck and shade deck. The triple expansion four cylinder reciprocating steam engine supplied by Dunsmuir & Jackson Ltd. of Glasgow was rated at 325 h.p. and steam for which came from a coal fired boiler. When registered was allocated ON133509 and was equipped with electric light and refrigeration equipment.

SOURCE: p. 124-126 *The Log*, Vol. 27, No. 3, Issue 117 - New Series August 1994.

PYRMONT 1902 1913 11 yrs

This wood single screw steamship built at Coopersnook, Manning River by Denis Sullivan for Allen Taylor, R M Anderson & Nicholas Cain and launched on November 1, 1902.

The *Pyrmont* was sold to N.C.S.N. Co. in 1904, the master at the time being Captain J Lundie. William Collins & Sons, of Brisbane, in 1904/5 were advertising the *Pyrmont* in the Brisbane-Northern Rivers-NSW passenger and cargo trade, always stressing the excellence of the passenger accommodation. This vessel was one of a number of small vessels fitted to carry passengers into the small rivers and bar ports, especially on the North Coast.

Was sold to Burns Phillip on July 22, 1910, and renamed *Mindoro*. Wrecked Dedere, Papua-New Guinea in 1913.

On p. 98 *Wrecks on NSW North Coast*, Loney claims ss *Pyrmont* struck Manning River bar as it tried to leave on August 6, 1909. He claims the vessel sank with loss of one life.

Technical details: Of 215 t. gr. 80 t. nt. burden the vessel had dimensions of 122.6 x 25 x 8.1 ft. with a Fo'C'sle of 21'. also a single deck, and compound steam engines rated at 35hp supplied by Calsterwood & Campbell Paisley. When registered in Sydney, was allocated ON112599.

SOURCE: No. 104 on a List of ships built on the Manning River 1834-1934 - published in a Manning River newspaper, p. p. 25 *Australian Shipowners and Their Fleets* V.1 C Ronald Parsons, p. 155 *Australian Coastal Passenger Ships* C Ronald Parsons, p. 98 *Wrecks on the N.S.W. North Coast* C Jack Loney, p. 90 & 166 *North Coast Run* C Mike Richards. Hazel Suters records: 1906 July, Shipping intelligence: *Pyrmont* 243 tons, Captain J Lundie.

Edited 8.6.1998

QUEEN (1) 1842

A cutter, the *Queen* built in 1842 on the Manning River by the owner, Captain Robert Howie arrived in Sydney on November 27, 1842.

The vessel was sold not long afterwards to Samuel Ayerst, and in 1850 sold to Jonas Foote. Its fate is unknown.

Technical details: of 13 t. gr. dimensions were 31.4 x 10 x 5.2 ft. and received registration in Sydney 71/1842, 35/1850. The registration was cancelled in 1868 and a boat licence issued.

SOURCE: No. 23 on the List of ships built on the Manning River 1834-1934 - published in a Manning River newspaper.

QUEEN (2)

Around July 1858, the ketch *Queen* was trading to Port Macquarie. This vessel arrived at Port on August 1, 1886 from Brisbane.

Technical details:

SOURCE: From an article >An Old Log Book of Port Macquarie Pilot Station= published in the *Port Macquarie News* issue of August 10, 1929, clippings contained in an exercise book compiled by W H Branch, now in possession of the Wauchope Historical Society, *Port Macquarie News*, Sat. August 4, 1886.

QUEEN OF THE SOUTH 1877 1919 42 yrs.

This iron paddle wheel steamer was built in 1877 by H McIntyre & Co. Paisley for owner George Johnston who registered it in Port Adelaide. Captain H Woods was her first master.

George Johnston sold the vessel in April 1880 to the C & R R S N N Co. and when the company merged in January 1889 into the Clarence, Richmond & Macleay Rivers Steam Navigation Company, ownership of the *Queen of the South* went with the transfer.

On November 12, 1885 still under the mastership of Captain Woods, it departed the Macleay for Sydney. On board were passengers: Mrs Dixon, Miss Dixon, Messrs. Dixon and McLaughlin plus two passengers in steerage. It carried as cargo 654 bags of maize, 53 pigs, 4 cases eggs, 6 hides, 1 coop of poultry and sundries.

The vessel was sold in September of the same year to Wellington, New Zealand and had various owners in that country and was finally bought by Levi & Co. Ltd. who registered it in Wellington. The vessel was lost when wrecked near Cape Campbell NZ on May 10, 1919.

Technical details: of 198 t. gr. the vessel originally had a 3 mast schooner rig, then in 1880 was altered to 2 mast schooner rig, with dimensions of 162.2 x 22.1 x 7.8 feet, with a Fo'c'sle 13 feet high and Poop deck 14 foot high. The ship had a compound vertical direct acting surface condensing steam engine rated at 40 h.p. supplied by the shipbuilder. When registered, was allocated ON74793.

SOURCE: p. 167 *North Coast Run* © Mike Richards., p. 156 *Australian Shipwrecks V.2* © Jack Loney, p. 56 *Australian Shipowners and Their Fleets V.2* © Ronald Parsons.

QUEENSLAND 1861 1887 26 yrs

This iron paddle wheel steamer was built in Glasgow by Barclay, Curle & Co. in 1861 for owner Queensland Steam Navigation Company who registered the vessel in Brisbane. The vessel departed Greenock on its delivery voyage on November 17, 1861 and arrived in Sydney on May 7, 1862, thus being the first ship of the Queensland Steam Navigation Company to have arrived in Sydney.

Even though the vessel had been designed for the Queensland coastal passenger

Edited 8.6.1998

next morning.

A subsequent inquiry by the Steam Navigation Board held in January 1860 decided that the Captain had erred in his judgement because the *Queen* drew too much water to cross the bar safely. The Captain was commended for his handling of the vessel after it went ashore.

Technical details: with a displacement of 278 t. gr. dimensions were 148.7 x 19.5 x 11.0 feet.
SOURCE: p. 200 *Australian Shipwrecks V.1* © Charles Bateson, p. 23, 110 *Australian Shipwrecks V.2* © Jack Loney.

THE QUEEN (2) 1879 1892 13 yrs.

The wood schooner rigged vessel *Queen* was built at Tomago, Moruya, NSW in 1879 for owner R. H. F. Kemp of Sydney who registered it there. Then in 1889 it was purchased by John Hibbard.

The Port Macquarie News, December 25, 1882, reported that the *Queen* was one of 12 vessels engaged continuously in the timber trade between Port Macquarie and Sydney.

The schooner *Queen* attempted to enter the Hastings River on January 26, 1892, in thick weather. Before a tug could reach the vessel, it disappeared. The next day the schooner was sighted off Camden Haven, then nothing was ever heard of it again.

Loney on p. 101 *Wrecks on The NSW North Coast* states, >*The schooner Queen, 71 tons, left Sydney for Port Macquarie on February 24th [1892] in ballast and was almost at her destination. Heavy weather then set in and she was not seen again. Five lives were lost.*=

Technical details: with displacement of 71 t. gr. 56 t. nt. and dimensions of 76.6 x 21.6 x 6.7 and was allocated ON75014 when registered

SOURCE: *Australian Encyclopaedia*, 1925, *Port Macquarie News*, Dec. 25, 1882, p. 38 *Port Macquarie The Port That Was* © Ian Finkle and Lynda Turner, p. 115 *Australian Shipowners and Their Fleets V.* © Ronald Parsons, no. 61 on list of ships built on the Manning River 1834-1934 - published in a Manning River newspaper, p. 218 *Australian Shipwrecks V.3* © Jack Loney, p. 101 *Wrecks on the NSW North Coast* © Jack Loney.

THE QUEEN (1) 56 tons Sch. 1865

Built Manning River Pelican shipyard by Captain Alexander Newton Snr., and was launched on May 24, 1865, and shown as 56 tons. Two vessels were launched on this day at the Pelican Shipyards, the first being *The Queen* and the other *Princess Alexandra*, both schooners. They had been built as pilot vessels for the Queensland State Government. Both vessels were never recorded in the New South Wales Mercantile Register. In 1933, Alexander Newton, Jnr. said that he worked on both vessels during his apprenticeship.

SOURCE: p. 136 *Scotchtown & Pelican - The Shipwright=s Tale* © Val Newton.

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RA 1874 1878 4 yrs.

This ketch was said to have been built on the Manning River. Owners W Christie of Sydney. In 1875 it was sold to H. Aitken of NZ, then in 1880 became the property of J Hornby of NZ, then in 1881, J Waller of NZ became the last owner.

Technical details: Of 30 t. gr.

SOURCE: There are little details available about this vessel.

RACHEL 1864 1889 25 yrs.

This barque rigged vessel was built on the Manning River by Captain Alexander Newton Snr. and arrived in Sydney on December 13, 1864.

The owner, Robert Firth, a mariner of Sydney took the barque to UK with a cargo of China tea. While he was in Glasgow, Scotland he took the opportunity to have the vessel surveyed by British Lloyds in May. They classified it A1 for 12 years. Frith then decided to concentrate on the profitable China tea trade between Hong Kong/Shanghai and London. *The Sydney Morning Herald* often published details of the various sailings.

The barque returned from Hong Kong to Sydney in February 1876 still under control of the owner/master Robert Frith. During April, under command of Captain Renouf, the barque sailed for Shanghai. The master changed during 1877/88, with Captain Sinclair assuming control, with Robert Frith still the owner. Lloyds still classified it as A1, but they noted >Some repairs [needed]=

By April 1889, the barque *Rachel*, still under command of Captain Sinclair, had returned to Australia and was engaged in the timber trade between Western Australia and Victoria. During one of the voyages, it had arrived with a cargo of timber and was at anchor at Warrnambool in Victoria on April 7, 1889 when a gale blew up, the force of which parted the cables and the barque went onto the beach.

A report held in the Guildhall Library, London on the incident, stated; >*Melbourne, April 20 - the barque Rachel was successfully floated at Warrnambool on the 17th inst . . . and found to be making no water and to be without damage beyond the loss of a few sheets of copper.*=

Apparently those on the spot did not agree with this optimistic report because the register of the *Rachel* was closed on April 24, 1889. Nothing further is known of this vessel, but it would appear that it was never placed back in service.

Technical details: with a displacement of 283 t. gr. dimensions were 127.4 x 24.1 x 14 ft. The builder=s number was 2/1865. When was registered, was allocated ON49287.

SOURCE: p. 137 *Scotchtown and Pelican, The Shipwright=s Tale* © Val Newton, 1991, Guildhall Library, London, No. 59 on List of ships built on the Manning River 1834-1934 - published in a Manning River newspaper.

RACHEL COHEN 1871 1924 53 yrs.

This wood-two-masted schooner was built in 1871 at the Pelican Shipyards, Manning River by Captain Alexander Newton Snr. for owner Samuel Cohen, a merchant of Sydney, who was shown as living on the Richmond.

The *Manning River Times* in its May 25, 1871 commented, >*The indefatigable proprietor of the Pelican shipyards is already planking another vessel, which it is thought he will be able to launch by the end of July. It should be well if Mr Newton could impart a portion of his energy to some others who stand at the head of industrial enterprises on the Manning.*= The newspaper carried a further report in its issue of

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July 18, when it said, >Mr Newton=s new vessel will be ready for launching about the new moon. Captain McArthur has arrived to take charge of her when completed.= The vessel was launched on July 22, 1871, and the *Manning River Times*, reported it thus, >. . . Having first been christened the **Rachel Cohen** by Miss Ellen Newton, the stays were knocked from under her . . . It may be mentioned that Mr James Cranston, who came to the Manning 25 years ago to assist in building the first vessel Mr Newton launched at Pelican, has been employed on the **Rachel Cohen**.=

On registration the *Rachel Cohen* was allocated ON64370 and granted the signal letters: SQBJ.

In 1874, Cohen sold the vessel to Piggott Bros. of Melbourne, who transferred the registration to Melbourne. It continued trading between Sydney and Melbourne carrying all manner of cargo. *The Sydney Morning Herald* in February 1876 reported under the heading, >Shipping Intelligence: **Rachel Cohen** - from Port Fairy, Vic., with 243 bags of potatoes.=

During 1893, Piggott Bros. sold the *Rachel Cohen* to Geeves & Davies of Hobart. They apparently opened up trade with New Zealand, for recorded in the Kaipara Harbourmaster=s Journal, >. . . **Rachel Cohen** arrived in Lyttelton, NZ from Hobart on 27 February 1894, sailing in ballast for Kaipara. There, Captain Davies took on board 120,000 ft. kauri and left for Melbourne on 27 March.= Some time after this, the bank supporting Geeves and Davies failed and they were in financial trouble and were forced to sell the vessel. The new owner, Lemessurier of Adelaide, then transferred its registration to Adelaide and the vessel remained on that register for the next 27 years.

Lemessurier only retained ownership of the vessel for two years and in 1899, Glenn of Adelaide took it over and retained control for the next 10 years. In 1909, Captain Neumann bought the vessel and became not only the owner but the master as well. The *Rachel Cohen* remained under his control for the next few years until it was purchased by Joseph Hatch in July 1912, for , 1,200 (\$2,400). He is said to have paid an additional , 200 (\$400) on repairs to the vessel, even though the Australasian Underwriter=s annual list shows Captain Neuman as still the owner. Later on the new owner, Hatch appointed Captain Brown to command the *Rachel Cohen*. He also decided to install a 80 h.p. oil-powered auxiliary engines in the vessel but before this happened, it was struck by lightning and badly damaged. Hatch, facing a bill of , 2000 (\$4000) took in a partner, Walter Henderson and they formed a company, the Southern Isles Exploration Company, which they registered in New Zealand on May 17, 1915. Raising an overdraft, the company soon had the *Rachel Cohen* repaired, refitted with the new engines.

Hatch and Henderson held grazing leases on the sub-Antarctic islands, Auckland and Campbell, plus Hatch had a shore station leased from the Tasmanian government. These islands made up the group that had led to the name of the Company.

The company appears not to have much luck or make a lot of profit in sheep raising on the islands, but were lucky when about the mid-19th Century sealing for oil extraction and fur commenced again. This continued until 1920. Macquarie Island proved of great benefit to the partnership because it was the home of the sea elephant which was slaughtered for its blubber. Huge penguins rookeries were scattered all over the island and the penguins were slaughtered in their thousands

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for their oil which, together with sea elephant oil was in great demand from tanneries, soapmakers and binder-twine manufacturers.

Joseph Hatch had originally worked at Riverton in Southland, NZ, where he became the postmaster as well as storekeeper. As Riverton was a popular port for the whaling vessels, he could soon see the great profits to be made from this trade. Hatch's father was a London furrier, so he soon used this connection in developing the trade in sealskins. In Invercargill, Joseph built a small oil refinery, as well as owning a pharmacy, he made soap and sheep dip. He extended his refining business by setting up another refinery at Hobart. One of the cargoes the *Rachel Cohen* carried in 1917 was 216 barrels of oil to his refinery in Hobart.

Hatch ran into troubled financial waters and his company >The Southern Isles Exploration Company= went into receivership, and the Tasmanian Government=s decision to cancel his licence over Macquarie Island finished the company.

The *Rachel Cohen* in 1924 was said to be worth , 4000 (\$8000) at the time when it was sold to J P Power for less than half that amount. Then in 1922, the vessel was sold to The Browse Island Co. Pty. Ltd. and left for the north west coast of Western Australia bound for Browse Island, which is on the outer edge of the Bonaparte Archipelago where the company was involved in the harvesting of trepang and in pearl fisheries.

On January 15, 1924 at 6.30 p.m. while in Darwin harbour the *Rachel Cohen* caught fire. It was caused by the running of the starboard engine without its circulating pump. The crew were able to put out the fire but at 3 a.m. next morning a fresh outbreak started destroying it. The last vessel built at the Pelican yards became a total loss and sank in Francis Bay.

Technical details: with displacement of 170 t. gr. and dimensions of 105.5 x 21 x 10.4 feet. When registered in Sydney was allocated ON64370.

SOURCE: p. 115 *Australian Shipwrecks* V.4 © Jack Loney, p. 138, 139, 140 *Scotchtown & Pelican* 1991 © Val Newton, Manning Valley Historical Society, p. 316 *Macquarie Island* 1968 © J S Clumpson, published in 1968 by the Antarctic Division of the Australian Department of External Affairs, No. 69 on List of ships built on the Manning River 1834-1934 - published in a Manning River newspaper.

RAINBOW (1) 1827

On June 10, 1827 Governor Darling arrived in Port Macquarie aboard HMS *Rainbow* for a tour of the convict settlement. On the vessel=s return it sailed from Port Jackson and on August 27, 1827, arrived at Melville Island with provisions for the settlement.

In August, 1828, Captain, the Hon. Rous (afterwards Admiral Rous, R.N.) aboard the *Rainbow* discovered the Richmond River. On September 4, 1829, the *Rainbow* returned to Sydney from the survey cruise during which he discovered the Clarence and Richmond Rivers. He also came upon some convicts who, having escaped from Moreton Bay were headed south. They had shed their clothes and were in desperate straits when picked up by the *Rainbow*.

SOURCE: p. 230 and 244 *Pageant of the Pacific* © Captain R F Rhodes, p. 8 *North Coast Run* © Mike Richards.

RAINBOW (2) 1857

About mid June, 1857, a violent gale blew up on the NSW coast south of

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Newcastle and destroyed three coastal traders. Captain Boyd was in command of one of these vessels, the *Rainbow* when he was forced to take shelter near Fenigal on June 16, and the force of the gale drove the vessel ashore and it was lost. Captain Boyd fastened a rope to his waist and was able to get ashore, where he was managed bring his crew of four to safety. Two other coastal traders also lost in this gale were *Glenduart* and *Owen Glendower* both being heavily loaded with coal. The *Owen Glendower* ran ashore close to the *Rainbow* the next morning.

Technical details: was rigged as a Ketch.

SOURCE: p. 84 *Australian Shipwrecks V.2* © Jack Loney, p. 31 *Wrecks on the N.S.W. North Coast* © Jack Loney.

RAINBOW (3) 1860 1864 4 yrs.

A wooden paddle wheel steamer, the *Rainbow* was built on the Macleay River in 1860 by W Marshall for owners, the C.& R.R.S.N.Co.

On January 22, 1861, the pilot at Port Macquarie, Edward St. A Kingsford rowed out to land a passenger from the paddle wheeler *Rainbow* which had anchored outside.

During June, 1863, the paddle wheeler became the first steamer to enter the port of Ballina.

Severe gales swept in from the sea early in June, 1864, while the *Rainbow*, which was carrying a full cargo, was on a voyage from Clarence River for Sydney. When he was unable to make headway in the rough conditions the master, Captain Petley decided to make for Sugar Loaf Point in Seal Rocks Bay. On arrival inside the bay he set both anchors out and ordered steam kept up so as to allow him to manoeuvre if necessary. Suddenly on June 2, the gale swung from south to east. One anchor chain parted and Captain Petley decided to run the paddle-wheeler ashore to save life. Unfortunately, before the head could be turned, the pressure of wind and sea forced the broadside on to a reef. Within half an hour the vessel had broken up. During the accident, 7 of the crew were lost and Captain Petley fractured his left leg. The survivors left the captain in care of the ship's cook, and walked to Port Stephens sixty miles to the south. The crew of the schooner *Roderick Dhu* picked them up and returned to Seal Rock Bay to pick up the injured captain and cook, then transported them to Newcastle. Four other vessels also lost in this gale were *Woolloomooloo*, *Julia*, *Gazelle*, and *Waratah*.

Technical details: with displacement of 110 t. gr. 75 t. nt. dimensions were 128 x 18.9 x 6.6 ft. with a two mast schooner rig, was equipped with a 70 h.p. rated steam engine. When registered was allocated ON36852.

SOURCE: p. 156, 157 *Australian Shipwrecks V.2* © Jack Loney, p. 56 *Australian Shipowners and Their Fleets V.2* © Ronald Parsons, p. 8, 10, 167 *North Coast Run* © Mike Richards, p. 16 *Port Of Richmond River, Ballina 1840s to 1980s* © Glen Hall, p. 37 *Wrecks on the N.S.W. North Coast* © Jack Loney, *Port Macquarie News*, August 19, 1929, article titled >An Old Log Book Of Port Macquarie Pilot Station= record kept by W H Branch held by Wauchope District Historical Society.

RAINBOW (4) 1890 1891 1 yr.

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A schooner-rigged vessel of New Zealand register. The *Rainbow* left Melbourne on November 28, 1890 on a voyage to the Clarence River. The ship completely disappeared and it wasn't until a lifebuoy with the words >*Rainbow of Auckland*= on it was picked up about five miles east of Beachport Head, NSW, that it was realised that it was lost. Later in March, 1891, a lifeboat from the *Rainbow* was found near Jervis Bay.

Technical details: with a displacement of 297 t. gr.

SOURCE: p. 208 *Australian Shipwrecks V.2* © Jack Loney.

RAMBLER 1826 1840

This 10/12 ton schooner >coaster= was engaged in the Sydney-Manning trade in August 1830. Then the *Rambler* is shown continuing in coastal trade during January and was at Port Macquarie on March 11, 1831. It is also recorded as trading to the North Coast in August, September and October 1831.

SOURCE: p. 149 *Gazetteer of Sydney Shipping 1788-1840* © I H Nicholson, p. *Shipping Arrivals and Departures* © , p. 86 *Australian Shipowners and Their Fleets V.5* © Ronald Parsons.

RAMORNIE (1) 1869 1893 24 yrs.

Iron stern paddle wheel steamer built 1869 at the Australasian Steam Navigation Co. Pyrmont works in Sydney for owners Clarence & Richmond River Steam Navigation Company.

In January 1889, the paddle-wheeler was transferred to Clarence River & Manning River Steam Navigation Co. when the companies amalgamated. Then in September 1891 it was sold to the N.C.S.N. Co.

The paddle-wheeler foundered in the Clarence River January 31, 1893, and it would appear that the owners did not worry about closing its registration at the time, and they ordered another vessel of the same name details of which are shown below as *Ramornie* (2). Register was finally closed in 1944.

Technical details: With one mast, it had a steam engine rated at 30 h.p. supplied by the shipbuilder. With a displacement of 86 t. gr., 54 t. nt. Dimensions were 92.9 x 22 x 4.7 ft. with one mast, and when registered was allocated ON59528.

SOURCE: p. 167 *North Coast Run* © Mike Richards, p. 25 *Australian Shipowners and Their Fleets V.* © Ronald Parsons.

RAMORNIE (2) 1902 1919 17 yrs.

A steel single screw steamship built in 1902 at Glasgow for owner N.C.S.N.Co., to replace their vessel *Ramornie* which had foundered in the Clarence River on January 31, 1893. Named after town on the Orara River. The passenger accommodation was removed 1916, and in 1919 it was chartered to Mac Line (McCorkill Ltd.) In Perth, WA. who used the ship in a Fremantle-Singapore shipping service. In March 1921 the vessel was sold to Daniel Reese of New Zealand, who registered it in Lyttelton and renamed it *Opu*. In 1925, the *Opu* Shipping Company Limited became the owner. This firm sold the ship in April 1925 to the Anchor Shipping & Foundry Company Limited who registered it in Nelson.

The vessel went ashore at Tora, 12 miles N.E. of Pallister Bay, on October 2, 1926 while en route from Gisborne to Wellington NZ.

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Technical details: with displacement of 575 t. gr. 546 t. nt., dimensions were 148.2 x 28.1 x 9.6 ft., with Fo'c'sle 34', Poop Bridge 75'. 86 h.p.

SOURCE: p. 167 *North Coast Run* © Mike Richards, p. 25 *Australian Shipowners and Their Fleets V.* © Ronald Parsons.

RAVEN (1) 1868

This schooner-rigged vessel was owned by Mr Metcalf of Sydney.

This vessel was one of 11 vessels lost on the central New South Wales Coast in mid February, 1868 during a severe gale. Three schooners had left Sydney together in ballast on February 14, 1868, bound for Newcastle. The gale blew them well off course and they all ended up off Crowdy Heads.

The 90-ton *Abbey* was the first to go ashore and was soon destroyed without loss of life. A short time later the 116-ton *Raven* also went ashore near the *Abbey*. Meanwhile the 119-ton *Cheetah* went ashore north of Crowdy Head becoming a total loss, fortunately there was no loss of life.

Technical details: with displacement of 116 t. gr.

SOURCE: p. 200 *Australian Shipwrecks V.2* © Jack Loney, p. 38 *Port Macquarie The Port That Was* © Ian Finkle.

RAVEN (2) 1848

Wooden paddle wheel steamer built at Pyrmont in 1848 for owner John Bingle.

It was wrecked near the entrance to the Macleay River. Hull repaired and used as a lighter in Newcastle for many years afterwards.

Technical details: with displacement of 169 t. gr.

SOURCE: p. 7 *Australian Shipowners and Their Fleets V.6* © Ronald Parsons, Museum List.

REAPER 1852 1864 12 yrs.

2 masted schooner built on Manning River for owner Mr Williams by George Scott, who was granted a builder=s certificate on February 2, 1852.

The *Reaper* with a cargo of cedar had left the North Coast bound for Sydney when a heavy gale blew up off the south coast of New South Wales on June 11 and 12, 1864. The schooner was battling to handle the bad conditions and was blown well past its intended destination Sydney. After being blown ashore at Bellambi it broke up.

Four other vessels also suffered in the extreme conditions, they were the ketch *Sarah*, schooners *Emma*, and *Ewald* and the barque *Pacific*.

Technical details: with a displacement of 40 t. gr.

SOURCE: p. 157, 158 *Australian Shipwrecks V.2* © Jack Loney, p. 22 *Wrecks on the N.S.W. South Coast* © Jack Loney.

REBECCA

This ketch-rigged vessel was mentioned in *Manning River Times* and the *Port Macquarie News* as waiting with the steamer *Kincumber* to enter the Camden Haven on May 10, 1902.

SOURCE: *Manning River Times*, *Port Macquarie News* 1902.

REBECCA JANE 219 tons Brig. 1871 1880 9 yrs.

This brig-rigged vessel was built on Manning River by Captain Alexander Newton Snr., who also was the owner. Alexander Newton wrote in his log book on August 12,

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1869, >Laid down the scale of the vessel (*Rebecca Jane*).= *The Manning River News* reported more than a year later as the brig was nearing completion, that, >We understand Mr Newton has added considerably to the number of men in his employment at Pelican with a view to the hastening of the completion of a vessel he is now building, the decks of which are at present being caulked. (caulking means to make a vessel watertight by filling the seams between its planks with oakum or other materials driven snug, the oakum being made from loose fibres obtained by untwisting and picking apart old ropes.) The war (it would appear this refers to the Colonial New Zealand Wars and New Zealand Maori land wars 1855 - 1870) is creating a demand for a larger number of Colonial ships than can be supplied.=

The vessel was launched on January 21, 1871, by Newton=s daughter, Hannah, and named after another daughter, Rebecca Jane, who was born on May 14, 1863 at Pelican. In 1888 Rebecca Jane married Joseph Cox, a storekeeper of Nimmitabel, near Cooma and two years later, on October 20, 1890, she died at >Nimitybelle= (Nimmitabel). The *Rebecca Jane* had a female bust as her figurehead. *The Manning River News* on January 28, 1871 in reporting the launching of the brig ***Rebecca Jane*** on the previous Saturday, said , >. . .the bows caught on launching and remained fast until high tide on Monday morning, 23 January. The keel and keelson and greater part of the timber for another are on the ground, and a beginning will be made immediately.= This was to become the *Rachel Cohen*.

The *Rebecca Jane*=s first captain was William Cooper. In the next year, on March 29, 1872 Alexander Newton Jnr. became the mate and continued sailing with the vessel until March 28, in the next year, earning , 58.13.02 (\$117.32) for his years work. This period of service as Mate helped Alexander Jnr. to qualify for his Certificate of Competency as a Master Mariner.

Shortly after Alexander Jnr., became the Mate, *Rebecca Jane* left Sydney on April 4, 1872 to Newcastle where it took on a cargo of coal for Hong Kong. This was to be the Newton=s first venture into trade beyond Australasian coasts. On reaching Hong Kong, Captain Cooper negotiated a cargo of tea from Foochow to Delgoa Bay and Table Bay, South Africa, for which the company received >seventy shillings (\$7) per ton= on discharge. The captain again negotiated a cargo from the island of Mauritius in the Indian Ocean to load a cargo of sugar for Hong Kong. On discharging this cargo, the vessel departed for Newchang, a mining area in Manchuria where it took on a cargo of coal. On return to Hong Kong, and discharging the cargo, it loaded tea and set sail for Melbourne. Alexander Jnr. on February 11, 1873, wrote >on the way home to Sydney.=

In Lloyds Register of Shipping 1873-74, the *Rebecca Jane* was listed as having been surveyed for British Lloyds in Sydney in April 1873, and classified A1 for nine years. The vessel sailed for China under command of the new Master, Captain Alexander Newton Jnr. with a cargo of timber, possibly pit-props, via the Indonesian Island. While in Chinese waters, the ship had several trips between Newchang and Hong Kong carrying coal. During one of the trips, the vessel was rammed near the bow by a P & O steamer, but was not badly damaged and soon repaired. On the next visit to Newchang, a typhoon struck the port, but while several other ships were damaged, the *Rebecca Jane* was unharmed. On its return, with Alexander Jnr. still in charge, the vessel sailed through the Lombok Strait and down the west coast to Melbourne, then on to Sydney, where it discharged the cargo of tea. The vessel sailed from

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Newcastle with a cargo of coal, bound for Lyttleton NZ, and returned to Sydney with a cargo of grain. Then on April 14, 1874 the brig was sold to J L Montefiore of Sydney. Captain Kennaird then took command and as reported by *The Sydney Morning Herald* on September 14, 1874, >Clearance: **Rebecca Jane**, brig, Capt. Kennaird for Port Mackay via Brisbane.= In 1875 the brig was sold to Blair of Melbourne.

Early in July 1880 while bound from Port Douglas Qld. to Melbourne with a cargo of 4,000 super feet cedar worth , 350 (\$700), it ran onto Bramble Rocks, Halifax Bay Qld. and was abandoned. The master, Captain Cardwell Tiedgen, Mate and 6 crew finally reached safety at Dungeness.

At the Court of Enquiry, the Police Magistrate at Cardwell exonerated Captain Tiedgen from blame. When the *Rebecca Jane*=s remains were auctioned, they only bought , 80 (\$160).

Technical details: with displacement of 219 t. gr.

SOURCE: p. 113 *Australian Shipwrecks* V.3 C Jack Loney, *The Sydney Morning Herald* 1874, *Manning River Times*, Manning Valley Historical Society, p. 48, 141 *Scotchtown and Pelican* 1991 C Val Norton, No. 68 on List of ships built on the Manning River 1834-1934 - published in a Manning River newspaper.

REGENT BIRD

1827

Government owned, the single masted cutter *Regent Bird* was built and launched at Port Macquarie in 1827. This convict-built vessel had been constructed especially to carry the grain trade between Port Macquarie and Moreton Bay. Moreton Bay at that time was importing both wheat and maize in large amounts as the area had been opened. Major Innes, using his property at Rolland Plains, had already started to grow wheat in commercial quantity which laid down the foundations for his fortune.

The *Regent Bird* had arrived in Moreton Bay in October 1827 under command of Captain Bremer with a crew of free seamen, and was put in to service providing the necessary communication and supplies between the settlement and the pilot station at Amity Point, also to Brisbane Town. In July 1828, the master of the *Regent Bird*, Captain Bremer relinquished control of the vessel and a free man, Edward (Paddy) King was appointed to carry out the pilot duties at Moreton Bay, and remained in charge until the *Regent Bird* was replaced, acting in the position after the death of John Tosh. Then in 1831, the vessel was loaded with 325 bushels of maize for Sydney, but on arrival the maize was found to be soaked right through because of the leaky state of the vessel and was completely useless and not fit for human consumption. The *Regent Bird* had to be returned to Moreton Bay for repairs. During King=s period as pilot, mishaps happened to the sailing vessels *Glory* and the *Harriett* while they being unloaded at the settlement.

>Paddy= as Edward King became known was quite a colourful character around Moreton Bay and Brisbane Town. The Commandant of the Settlement at Moreton Bay, Captain Foster Fyans, on his arrival in November 1835, wrote, >. . . *The establishment consisted of the Commandant, Superintendent of Convicts, Colonial Surgeon, and general staff petty officers with a considerable navy of the finest kind of boats. The **Regent Bird** was our largest vessel, a cutter of twenty tons. This important vessel was commanded by Paddy King, a proud . . . old tar, better known as The Admiral. His vessel was ornamented richly with paint, for every colour known was lavished on her liberally, her tackle C sails and rigging C were of the*

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best, and underwent many changes of inspection. He prided himself on his flags C and his long pennant, which never failed to fly, all provided by himself, the Government was at no expense. His very heart and soul was in his ship. The next on the list was the Commandant=s Barge.=

In the next year an historic shipwreck occurred, this was the *Sterling Castle* with the wife of the Master, Mrs Frazer had been captured and held prisoner somewhere north of Moreton Bay settlement near Double Island Point. Captain Fyans immediately despatched a rescue party in four boats to obtain her release. Meanwhile, he ordered the *Regent Bird* to depart with an urgent report of his actions to the Governor in Sydney. The Commandant later recorded in his diary, the reception that >Paddy= King received when he arrived in Sydney aboard the vessel, >. . . *The **Regent Bird** cutter, commanded by Mr King, our Admiral, was ordered [by me] to be put in readiness (sic). She sailed. On her arrival at Sydney to the great disgust of our proud Admiral, he was boarded by a Man of War boat, and not treated handsomely. The pride of his heart and soul, his fine flowing pennant hauled down, his noble flag shared the same fate, he was severely admonished for such presumption. He delivered his despatches, causing the greatest possible interest, not failing to lay his charge of Piracy [against the Man of War boat officer] before the Governor, who must have smiled, as he interested himself, and under existing circumstances caused the flags to be restored. In a few hours the despatches were delivered on board. Immediate . . . the Admiral=s Blue Peter [went] up and gun fired. He was proud old man. On making his report to me of the treatment he had received in Sydney he became excited, explaining that boy, a midshipman, boarded me, robbing me of my flags and threatened to eat me up and would do so, he said, if he had a bit of salt in his pocket. I have served the Government nearly forty years, in command of the **Regent** for the past ten, and to be treated so is more than a joke. >Well,= I said, >King, you have your flags, and keep them and when you fall in with a Man of War never sport pendants, but here you do as you please.= He smiled saying, >I cut it as thick as bricks Captain, I sailed past a brig of war in full blossom, I sported all my flags.=*

During the time that the *Regent Bird* served the Moreton Bay area, it had a number of different crew members. One being John Finnegan, who had been a castaway off a vessel. John Oxley later used Finnegan as a guide to the Brisbane River mouth. Finnegan had also visited the settlement several times in official expeditions, before he signed on as a member of the *Regent Bird*. By November 1836, it was apparent that the *Regent Bird* was not seaworthy. It was replaced in 1837 with the sloop *Foster Fyans*, with Captain King transferring his command to the new pilot boat. Captain Nicholson took charge of the *Regent Bird* and continued serving the settlement and Brisbane Town with normal duties, other than a pilot boat. There is no record of the *Regent Bird*=s fate.

Technical details: with displacement of 23 t. gr.

SOURCE: p. 9, 33, *Port Macquarie, The Port That Was* C Ian Finkle, p. 84 *Australian Shipowners and Their Fleets* V.5 C Ronald Parsons, p. 18, 22, 23, 24, 39 *Harbours & Marine, Queensland 1824-1985* Dept. Harbours & Marine, Qld.

RESOLUTE 1867 1879 12 yrs.

Wooden schooner built on the Brisbane Water in 1867 by Rock Davis for owner William & J H Sort who registered it in Sydney. This firm sold the vessel to Alfred Hilder in 1877 and he owned it for four years and then in 1881 sold it to E M Sayers.

On June 24, 1879, the *Resolute* had completed the discharge of its cargo of materials for the Crowdy Bay lighthouse when an easterly gale blew up. The gale blew the vessel ashore and it broke up.

On page 142, Ronald Parsons in *Australian Shipowners and Their Fleets* V.2, states, >In

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1890 Patrick Keane became her owner. Her register was closed in 1918.=

In p. 73 *Australian Shipwrecks* V.3, Jack Loney reports, >. . . that the **Resolute** while bound from the Richmond River to Sydney with a cargo of timber early in May, 1877, she was forced back by adverse winds as she attempted to enter Sydney Heads. She was driven ashore near West Head and battered to pieces.= Loney in another report said that she had been refloated and eventually returned to service. Again on page 56 in *Wrecks of the NSW North Coast*, Loney claims >. . . she went ashore near West Head Broken Bay, and was lost early in May 1877. She was actually entering Sydney Heads when forced back by adverse winds and eventually lost.=

Technical details: with displacement of 65 t. gr. and dimensions of 72.3 ft. in length, beam 19.8 ft., and depth of hold 6.6 ft.

SOURCE: p. 73, 103 *Australian Shipwrecks* V.3 © Jack Loney, p. 56 *Wrecks on the NSW North Coast* © Jack Loney, p. 142 *Australian Shipowners and Their Fleets* V.2 © Ronald Parsons, p. *Brisbane Water Ships & Boats*.

RESOLUTION 1836 1850 14 yrs.

This vessel was a cutter/smack built on Manning River in 1836 and with builder=s certificate was registered on April 9. The name of builder is unknown but the owner was Thomas Stevons; master was Captain William (Samuel) Lyons.

Reported at Port Macquarie on June 3, 1840.

During April 1841, the vessel is shown as being owned by James Cook.

A brewer named Large, who lived in Schouten House, formerly known as the Swansea Inn, at Swansea, Tasmania, decided to take his family for a holiday to Hobart aboard the *Resolution*. On November 4, 1850 the *Resolution* was returning home with a cargo of building materials for a brewery, Large planned to build when Captain Lyons noted the glass was falling and a strong wind started to blow. He anchored the vessel near Waterloo Point, a mile south of his destination. The master and crew rowed ashore to seek assistance, leaving the passengers aboard. Shortly after the ship=s boat had left the winds increased to a gale forcing the *Resolution* to drag the anchors and it became stranded north of the Meredith River, some distance out from the shore with the surf breaking over it. When the alarm was raised at Swansea a boat was taken to the beach at full gallop on a dray, but unfortunately all efforts to launch it through the surf failed.

A local Justice of the Peace was approached by a convict offering to swim out to the stranded vessel if the Justice would obtain the convicts freedom as a reward. The J.P. accepted his offer and on his second attempt, managed to reach the stricken vessel, bringing one of Large=s children ashore. Exhausted the convict could not make any further attempt to swim out again, and the *Resolution* began to break up. Large and his wife drifted ashore, she being insensible when taken from the water. There was shock right throughout the small community when it was learnt that the other six Large children had drowned in the accident.

Some reports state that the vessel was lost near Swansea, Tasmania in 1850 under circumstances inaccurately reported by O=May & Bateson.

Technical details: Contemporary press reports show the vessel rigged as a cutter, but in fact it was was a smack, which is a vessel usually sloop-rigged, and having a inside well to keep fish alive. A sloop is a single-masted sailing vessel carrying for-and-aft sails consisting of jibs, foresail, and mainsail and gaff-topsail. The vessels dimensions were 45.4 x 16.7 x 7.52 ft. and it had a displacement of 65 t. gr. 49 t. nt.

SOURCE: p. 149 *Gazetteer of Sydney Shipping 1788-1840* © I H Nicholson, *Arrivals and Departures 1841-1844, Ships and Vessels* © , p. 246 *Australian Shipwrecks* V.1 © Charles

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Bateson, No. 3 on List of ships built on the Manning River 1834-1934 - published in a Manning River newspaper.

RICHMOND (1) 1878 1884 6 yrs.

An iron steam ship with a three-masted schooner rig, the *Richmond* was built in 1878 by Gourlay Bros. & Co. of Dundee, for G & B Nicoll.

In 1879 William Bradley was the 2nd Engineer, and Archibald Black, the Engineer of this vessel. During April 1881 John See became the owner.

Under command of Captain H Priggs, the *Richmond* was wrecked on the Hastings River bar on January 21, 1884, when it touched the bar, then drifted on to rocks. The force of impact stove in the vessel's bottom. A number of attempts to refloat the vessel failed and it started to break up.

The Court of Inquiry decided that the *Richmond* had been taken into water not deep enough to navigate in. They did not lay any blame on Captain Priggs.

John Hibbard, a local saw miller apparently was the agent for this ship, for he wrote to Thomas Cleave, shipwright, to organise repairs and have the vessel refloated. The letter read,

*March 13, 1884
Port Macquarie*

*Mr Thomas Cleave,
Dear Sir,*

I write to you respecting what I was speaking to you about when in Sydney viz. Constant employment here.

We will give you constant employment at the wages you stated, ,2.15.0 per week, but shall require you at once as we have the wreck of the steamer RICHMOND. We have tried (sic) to float her with canvas bags but could get no pumps powerful enough to fill the bags.

We shall have build (sic) pontoons of timber to float her. She is only damaged in the bottom and not to any great extent. She is worth going to some trouble to get her off. She is in a good place on the rocks about a 3 of a mile inside the bar and close alongside the channell (sic).

We shall also require 4 good shipwrights beside yourself to get the job through quickly. Will you engage 4 at the usuel (sic) wages. You will know the sort of men required but thay (sic) will only be required for building pontoons, say a months work or longer but we have to build a slip for hauling our punts up to repair them and may get that done at same time.

As soon as you can let me know by wire if you can come and when we can get oregan (sic) pine from Sydney for the pontoons. We shall have to put them inside the forehold as we can get no chains under the forard [and] the after end. Thay (sic) can be put outside.

Hoping to hear from you shortly as delays are dangerous especially in wrecks, It may come on bad weather and damage her. The pontoons will be built at the mill. Please don=t neglect to let me know. All desire to be remembered kindly to you and Mrs Cleave. Hope you are both well. All as usual here.

*Yours respectfully
JOHN HIBBARD*

Thomas Cleave agreed to take the job on and began the salvage work. Whilst he was under water working on the wreck, a brawl took place among the workmen on deck and the air line on which Cleave depended were neglected. When they remembered the diver below and hauled him to the surface, he was half dead. He naturally refused to go below again and work

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on salvaging the *Richmond* was suspended. Cleave, however, later practiced as a shipwright at Hibbard, obviously working for John Hibbard.

Today the remains of the *Richmond* lie under the Sundowner Caravan Park not far from the remains of another steamer, the *Josephine*, which sank on June 3, 1885.

Technical details: with a displacement of 240 t. gr. and 155 t. nt. and dimensions of 136.1 ft. x 20.2 ft. x 9.5 ft., and was equipped with 2 compound surface condensing. engines rated at 45 h.p. When registered was allocated ON78683.

SOURCE: p. 167 *North Coast Run* c Mike Richards, p. 145 *Australian Shipwrecks* V.3 c Jack Loney, and other newspaper reports including *Historical report and Bicentennial insert* c *Port Macquarie News* 1988, p. 16, 25, 38 *Port Macquarie The Port That Was* c Ian Finkle, 218 *Port Of Richmond River, Ballina 1840s 1980s* c Glen Hall, p. 128 *Australian Shipowners and Their Fleets* V. c Ronald Parsons, Copy of John Hibbard=s letter courtesy of Mrs L Mansfield of Blackman=s Point.

RICHMOND (2) 628/700 tons St. S .S. 1885 1889 4 yrs.

This steamship was built in 1885 by Gourlay Bros. of Dundee for owner B B Nicoll, obviously to replace the previous *Richmond* that sank in January 1884. Even though the vessel was a steamship, it had a two masted schooner rig.

In June 1887 the Nicoll=s had the vessel enlarged and the displacement of the vessel increased to 700 t. gr. 475 t. nt. The ship was registered in Sydney in April, 1887 then was purchased by A B Donald of Auckland, who transferred the registration to New Zealand in April, 1889. In October 1897, the vessel was renamed *Hauptiri* when sold to the Union Steam Ship Company of New Zealand Limited who then registered it in Dunedin.

In 1915 the *Hauptiri* was sold to the Sun Shipping Company and registered in London. They retained ownership until 1919 when they sold the vessel to Greek owners.

The shp was en route from Piraeus to Crete and when near Milos, it foundered on February 6, 1921.

Technical details: Allocated ON89094 when registered and had a displacement of 628 t. gr. 403 t. nt. with dimensions of 178 x 27.7 x 10.5 ft. This vessel was equipped with a compound inverted steam engine rated at 105 hp, supplied by the shipbuilder.

SOURCE: p. 128 *Australian Shipowners and Their Fleets* V. c Ronald Parsons, p. 167 *North Coast Run* c Mike Richards.

RIFLEMAN 60 tons 3 M. Sch. 1861 1871 10 yrs

This vessel was a three masted vessel built at the Pelican Yard, Manning River by Captain Alexander Newton Snr. who became the owner/skipper. This vessel arrived in Sydney for the first time on December 31, 1861 and was registered on January 7, 1862. Captain Alexander Newton considered that trading around the New Zealand coast would be profitable for that country was virtually on a war footing with the land wars between the white settlers and Maori=s.

Newton sailed the vessel off to New Zealand and carried on trading around the coast for the next six months until he sold it to John Campbell Aickman in March, and then on August 8, 1862 he brought in as a partner Thomas McLatchie. Aickman was a very astute businessman, whose business interests covered a wide range of activities, all of which were advertised in the Christchurch newspapers of the time. These included land sales, furniture, hardware, clothing, corn and ship chandlery. McLatchie held a New Zealand Master Mariners certificate and retained his half share in the *Rifleman* for the rest of its career.

In 1864, William Wilson, a well-known horticulturist and nurseryman, bought out Aickman=s share, while retaining his own share for the next six years.

On July 3, 1868, the *Rifleman* arrived at Waitangi, in the Chatham Islands, New Zealand with a cargo of provisions for the garrison that was guarding some 180 East Coast Maoris

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who were incarcerated in a prison camp for political exiles. These Maori warriors had been involved in the land wars between the settlers and the tribes of the East Coast. The New Zealand authorities had allowed their women and children to join them, and they had all been promised they would all be allowed to return when the war ended. Somehow information filtered out about May 1868, and the prisoners became convinced that they faced indefinite exile. Before this they had been generally docile and well-behaved. With no signs of the Government repatriating them, they decided to take matters into their own hands.

One of the leaders of the Maori=s, Te Turuki Rikirangi, who had become the most active and vocal of the prisoners and claimed that he had been unjustly imprisoned, had previously demanded a trial before a Court of Justice. This happened so many times that he was given a nickname >Te Kooti= (the Court). On July 4, the next day turned out wet and miserable, which prevented the unloading of cargo, so Captain Christian, master of the *Rifleman* went ashore with several of the crew, leaving the Mate, Mr Payne in charge of the balance of the crew still on board. In the afternoon, Te Turuki Rikirangi led his Maori=s first in an attack on a magazine to obtain arms, they then attacked a smaller schooner, the *Florence* also anchored in the harbour. After overwhelming and handcuffing their guards, the men of the Armed Constabulary they cast the *Florence* adrift, then attacked and seized the bigger schooner, *Rifleman*. When the well-armed Maori=s boarded the vessel and ordered them to set sail immediately, there was little Payne or the crew could do but obey.

The victorious Maori=s, 164 men, 64 women and 71 children, all arrived at Whareongaonga near Gisborne on July 10, and commenced unloading the captured booty of flour, sugar and beer that had been intended for their former prison. The captured flintlock muskets, ball and powder also went ashore with them. Refilling the schooner=s water casks and >*bade Payne and the crew to go about their business.*= Twelve days later, Payne sailed the *Rifleman* into Wellington to report the incident. It was later found that >Te Kooti= plan for the schooner *Florence* had succeeded because it had drifted off and had stranded itself and resisted all attempts by the two ship=s masters and the troops of the Garrison to refloat it to give chase. Te Kooti and his followers, despite a few skirmishes, managed to keep clear of the authorities until the Amnesty Act of 1883 came into effect and ended their outlaw status.

One of the Maori=s who escaped, Peita Kotuku, in his old age described the *Rifleman* as >*a three-masted schooner painted black. She had square topsails on her foremast, besides carrying a large lower squaresail for running, and she also had a square topsail on the main. For the rest, she was fore-and-aft rigged.*=

In 1870, William Wilson sold his half share which was taken up by Captain J Hobbs, a master mariner of Lyttleton. Hobbs then took his turn as Master of the *Rifleman*. He was in charge of the vessel when she became stranded on Great Barrier Island in the Hauraki Gulf.

The *Weekly News* Auckland in its issue of September 9, 1871 reported, >*By the arrival of a gentleman yesterday from the Great Barrier, we learn that the rumour circulated on Monday last respecting the wreck of the three-masted schooner Rifleman is correct. The schooner left here on the 29th ult. for the Chatham Islands and that night, it coming on to blow a strong south-west gale, the master of the vessel deemed it advisable to run for the Barrier for shelter. It was Captain Hobbs= intention to have brought up in Tryphena Bay, but owing to the darkness of the night he mistook the harbour and run into Blind Bay, and before Captain Hobbs noticed his mistake the vessel went ashore, striking heavily. The schooner is considerably damaged and there is little hope of being able to get her off again. The crew got ashore all safe. When our informant left the men were engaged in stripping the vessel of her sails, rigging and anything of value.*=

Later it was found that this pessimistic report did not present the real picture and

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Rifleman was refloated and taken to Auckland where it was repaired. *Rifleman*, under Captain Peter Toomey, left Lyttleton on October 10, 1871 bound for Havelock in the Marlborough Sound. The vessel ran into a gale off Cape Campbell and was never seen again, with no sign of wreckage or the captain and his six-man crew. There were some suggestions that the accident in Blind Bay may have weakened the structure of the vessel thus contributing to the loss.

Technical details: dimensions were 82.6 x 18 x 7.4 ft.

SOURCE: p. 143, 144, 145 *Scotchtown & Pelican* 1991 © Val Newton, p. 263, 263 *War and Politics in New Zealand 1855 - 1870* © B J Dalton, p. 231 - 236 *Historic Poverty Bay* © J A Mackay, No. 57 on the List of ships built on the Manning River 1834-1934 - published in a Manning River newspaper.

ROBERT BURNS 1843

Built by John Ross at Port Macquarie, under supervision of Robert Milne for owner Captain Connor.

Purchased by Robert Milne then Thomas Smith & Henry Bennett after it had been auctioned by John G Cohen at Milne=s wharf on May 1, 1844. Described as 90 tons burthen on a draught of 6 feet it is not positively identified, but appears to have become the *Petrel*, a 2 masted schooner weighing 63 tons, 63.8 x 16.5 x 6.2 ft, when registered in Sydney as 25/1844. If this is the same vessel, then as the *Petrel* it went ashore on the Richmond River Bar on March 3, 1866 and became a total wreck.

Technical details: with displacement of 63 t gr., dimensions were 63.8 x 16.5 x 6.2 ft.

SOURCE: p. 172 *Australian Shipwrecks* V. 2 © Jack Loney, M. J. W. A.

ROB ROY (1) 1837 1838 1 yr.

A 2 masted schooner the *Rob Roy* was built on the Macleay River in 1837 for the following owners who held interests as follows; 2share to John Jenkins Peacock plus 3 shares each to John Terry Hughes and John Hosking, merchants of Sydney. The vessel was registered in Sydney with no. 19/1837. The master was Benjamin Audus.

The vessel is reported at Port Macquarie on January 26, 1838, (? date. R Cooper).

During June 1837, an unnamed vessel went missing on a voyage from the Macleay River to Sydney. Bateson states could be the *Rob Roy*. There were reports that it was wrecked at Nobby=s Newcastle 1838.

Technical details: with displacement of 47 t. gr. dimensions were 48.2 ft. x 15 ft. x 6 ft.

SOURCE: p. 149 *Gazetteer*, p. 54 *Australian Shipowners and Their Fleets* V.6 © Ronald Parsons, p. 124 *Australian Shipwrecks* V.1 © Charles Bateson, p. 23 *Wrecks on the N.S.W. North Coast* © Jack Loney.

ROB ROY (2) 1846

This vessel was built on the Manning River as *Rob Roy*, having been given a builder certificate registration on November 10, 1846 by Thomas Snowdon. He operated a shipbuilding business on the Manning River from 1848 to 1878, during which he also built the vessels *Fame*, *Manning Packet*, and *Snowdon*. Four days after the vessels arrival in Sydney, on November 14, it was renamed *Catherine*.

Technical details:

SOURCE: No. 29 on a List of ships built on the Manning River 1834-1934 - published in a Manning River newspaper.

ROB ROY (3) 1874 1878 4 yrs.

This ship was a schooner rigged vessel that had been built Macleay River in 1874 for owner G & B Nicoll.

The steamer *Bonnie Dundee* was attempting to tow the heavily laden schooner *Rob Roy*

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from the Clarence River on May 18, 1875, on a voyage to Sydney. The tow rope parted and the *Rob Roy* drifted onto the North Beach and became stranded. The cargo of heavy ironbark logs prevented it from being floated free and the schooner eventually became a total wreck. The master, Captain J King was not held responsible for the accident.

Technical details: with displacement of 87 t. gr. dimensions were 80 x 21 x 8.1 ft.

SOURCE: p. 91 *Australian Shipwrecks* V.3 © Jack Loney, p.59 *Wrecks on the NSW North Coast* © Jack Loney.

ROB ROY (4) 1894

The ketch *Rob Roy* left Sydney on September 24, 1894, bound for the Camden Haven, and was last seen off Port Stephens with heavy weather in the area blamed for its disappearance.

Two other vessels were lost in this storm, they were the ketch *Echo* who went ashore in Port Stephens, the ketch *Trio* which had left Sydney on the same day for Port Macquarie and was seen by the *Empress of India* next day. This ketch was also never seen again.

Technical details: with a displacement of 87 t gr. it had dimensions of 80 x 21 x 8.4 ft. When registered was allocated ON71817.

SOURCE: p. 242 *Australian Shipwrecks* V.3 © Jack Loney, p. 84 *Wrecks on the N.S.W. North Coast* © Jack Loney, p. 128 *Australian Shipowners and Their Fleets* V. © Ronald Parsons.

ROCKET 1878 1882 4 yrs.

This wooden paddle wheel steam tug was built in 1878 for Hardman Brothers.

Under the master, Captain G Webster, the tug was entering the Macleay River bar on May 27, 1882, when the tow rope washed overboard, got around the propellor, which caused the vessel to stop. It drifted on shore and became a total wreck. Fortunately the 3 crew and passengers on board were able to scramble ashore unharmed. The vessel was said to be valued at , 1500 (\$3000).

Technical details: with a displacement of 25 t. gr. it had dimensions of 62.4 x 13 x 5.3 ft.

SOURCE: p. 130 *Australian Shipwrecks* V.3 © Jack Loney, p.65 *Wrecks on The N.S.W. North Coast* © Jack Loney, Undated and unknown newspaper report on Wrecks on the Coast of New South Wales during the Year 1882 as published in the *Government Gazette* on the 3rd instant. Held by the Wauchope District Historical Society

ROCK LILY (1) 1898 1928 30 yrs.

A wood single stern wheel paddle steamer, it was built and launched on July 30, 1898 by Denis Sullivan on Manning River for Alfred and Robert Henry Langley. The *Rock Lily* was later owned by William Langley. Then the N.C.S.N.Co. bought the paddle-wheeler.

This vessel was different from some other paddle wheelers for most had paddles on either side, where as the *Rock Lily* had ther paddles at the rear similar to those of Murray River paddle wheelers. It was the first vessel built by Denis after he separated from the partnership with his brother, John Jnr. in 1898. The two brothers had been in partnership from 1864 to 1897. Their father, John Snr. had started this business in 1861 when he built *Pat the Rover*.

Denis subsequently built a number of famous ships that plied to the mid-north coast. These included *Bowra*, *Premier*, renamed *Yelarah*, *Duraby*, *Pyrmont*, renamed *Mindoro*, *Cooperbrook*, *Seymour*, and *Uralla* as well as others.

Shipping details *Port Macquarie News* Feb. 2, 1902; *Rock Lily* left Camden Haven for Sydney.

In the closing days of January 1907, the *Rock Lily* became bar-bound for three weeks inside the Nambucca River bar. Unfortunately the vessel did not have any refrigeration capability therefore all the perishable cargo was unloaded back onto the wharf. The company

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despatched their brand new steamer the *Burrawang* to pick up this cargo, as this vessel was well equipped with refrigerated cargo space. The ship was warmly welcomed by the people who greatly appreciated the efforts of the company.

During July, 1919, a seaman=s strike in Queensland tied up food supplies for the northern ports which became badly depleted, so the Queensland Government decided to place the Q.G.S. *Llewellyn* into service to meet this emergency. The vessel was not originally equipped for a cargo carrier, rather had been designed as a pilot boat.

The *Llewellyn* left Cape Capricorn on July 17, and was not seen again. The *Rock Lily* then bound south, reported that it had seen the *Llewellyn* about 22 miles away, then lost sight of the vessel.

The *Rock Lily* was broken up and register closed 1928.

Technical details: given certificate ON106221 when registered in Sydney, the vessel had displacement of 132 t. gr. and 83 t. nt., with single mast, dimensions were 82.5 ft. x 23.2 ft. x 4.1 ft. and was equipped with 1 boiler, rated at 80 p.s.i. supplied by Chapman & Co. Sydney, a high pressure steam engine of 12 h.p. and was rated at 12 knots.

SOURCE: p. *Australian Shipowners and Their Fleets* V. c Ronald Parsons, p. 167 *North Coast Run* c Mike Richards, p. 73 *Alma Doepel, The History of An Australian Schooner* c Capt. Ralph McDonell, p. 261 *Harbours & Marine 1824* c 1985 c Dept. of Harbour & Marine Qld., No. 99 on a List of ships built on the Manning River 1834-1934 - published in a Manning River newspaper.

ROCK LILY (2) 1906 1927 21 yrs

The *Rock Lily* was a wood single screw steamship built at Kincumber by by owner/builder G Frost & Co. of Sydney. Then about 1910 it was sold to N.C.S.N.Co.

Used in a service to Brisbane for a while, the vessel was then sold 1915 to J Weston, R V Saddington and J M Dixon of Sydney. In 1923 J Weston died and Mrs M Weston became a partner to the syndicate. The *Rock Lily* was scrapped and broken up in 1927.

Technical details: with displacement of 218 t. gr. 100 t. nt. and dimensions of 117.7 x 27.9 x 9 ft. the vessel was equipped with compound steam engine rated at 30 h.p. with steam supplied by coal fired boiler supplied by Poole & Steele of Balmain. When registered was allocated ON21137

SOURCE: p. 167 *North Coast Run* c Mike Richards, p. 25, 160 *Australian Shipowners and Their Fleets* V. c Jack Loney.

RODERICK DHU 1851 1866 15 yrs.

This vessel was a schooner rigged ship built on Manning River by Captain Alexander Newton Snr. and Captain William Malcolm, who were in partnership in the ship building business from 1847 to 1856. The vessel had been named after a fictional warrior in Sir Walter Scott=s Ballard - *The Lady of the Lake*, and thus had a man figurehead. It was carvel-built with framework of wood, with a square stern, 2 masts and standing bowspit.

The vessel arrived in Sydney on March 3, 1851, and was registered on the 10th. The ownership of the *Roderick Dhu* was divided up as 32/64 shares allocated to William Malcolm, 32/64 shares to Alexander Newton and James Cox of Sydney. It had a number of masters over the years. These included, William Malcolm, George Briggs, David Williams, & McPherson. The *Roderick Dhu* is said to have carried the first cargo of maize from the Richmond River.

In June 1864, a heavy gale destroyed a number of ships off the south coast of New South Wales including the steamer *Rainbow*. The vessel anchored in Seal Rock Bay but the gale caused the steamer to be run ashore to save life. The survivors set out to walk the sixty miles to Port Stephens where they were rescued by the *Roderick Dhu*.

The Southern Cross newspaper in Auckland reported in the issue of October 1, 1864, >*Roderick Dhu*. 76 t. arrived Auckland from Newcastle, Capt. McPherson.= Obviously another cargo of coal for the gasworks.

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The Mercantile Register stated that *Roderick Dhu* was wrecked on 13 July 1865, in the Newcastle Bight. Loney states c 1866 *Roderick Dhu* ashore Norma Point Port Stephens. On p. 28/29 Appendix A *List of Wrecks on Ballina Bar and Vicinity* reads, >1866....*This was the year when a severe gale destroyed 14 ships, about mid-July. Lismore, schooner, was wrecked on Oyster Bank, Slippery Charlie, schooner, bound for the Richmond, wrecked at Nambucca Heads, Roderick Dhu, schooner bound for Richmond, lost at Port Stephens.*=

There must have been another vessel of the same name, for in the book *Pageant of the Pacific*, it is reported that on July 17, 1882, the *Rhoderick Dhu* left on a voyage to return kanakas to their island homes. The first incident occurred soon after leaving Brisbane, when one of the natives went off his head and became a raving maniac and attacked a number of others with a tomahawk. Given the strong indication that a battle was about to break out as the other natives began ransacking their boxes for arms and ammunition to protect themselves, the Government Agent shot the lunatic.

On arrival at the island of Paama about August 20, a number of returned natives were landed with their belongings. Directly the boat that took them on shore pushed off from the beach other natives rushed out of the bush and murdered the home-comers and looted their boxes. A few hours later a canoe came out to the *Roderick Dhu* as it lay at anchor and offered to sell a roasted leg and an arm, portions of the men who did not survive their >welcome home.= In an attempt to get a sale, the natives said that it was >very good kiki!=

The *Roderick Dhu* then proceeded to Aoba, and while the crew was engaged in recruiting, a heavy discharge of arrows greeted them. Fortunately, they were at the edge of the range and many arrows fell short, but had they been another 50 yards inshore it would have meant a complete massacre.

The vessel then went to the island of Mallicolo, where the landing party was sprayed with a volley of musket fire from the natives that was remarkable for the escapes that occurred.

At the island of Api, the *Roderick Dhu* met the labour schooner *Helena*, which was also enjoying a spirited time. The *Roderick Dhu* had launched some returnees on the Island of Tonoa and they were immediately killed and eaten. Having consumed them, the islanders looked around for assistance in seizing the vessel, which they found in the recruits on board. Some boys from Aoba fell in with the idea, and just as the recruiting boats returned with the major portion of the crew the rising on the vessel was at a critical stage. Subsequently a number of Tonoa islanders were shot as the ships crew struggled to regain control of the *Roderick Dhu* and it managed to escape. Her ultimate fate is unknown at present.

Technical details:

SOURCE: p. 212 & 213 *Pageant of the Pacific* c Captain R F Rhodes, p. 156, 179 *Australian Shipwrecks V.2* c Jack Loney, p. 146 *Scotchtown and Pelican 1991* c Val Newton, No. 38 in a List of ships built on the Manning River 1834-1934 - published in a Manning River newspaper.

ROSE 1851

The *Rose* was a schooner rigged vessel built on Manning River by George Scott, who had been granted Builders Certificate on January 30, 1851. The vessel was renamed *Margaret* on being registered. The *Rose* was lost Terrigal Beach on June 16, 1852, on a voyage from Richmond River with a cargo of cedar bound for Sydney.

George Scott built two ships on the Manning River in 1851-1852. The other vessel was the *Reaper*.

Technical details: with a displacement of 20 t. gr.

SOURCE: p. 23 *Australian Shipwrecks V.2* c Jack Loney, No. 37 on a List of ships built on the Manning River 1834-1934 - published in a Manning River newspaper.

ROSEDALE 1877 1911 34 yrs

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This iron twin screw steamship schooner was built in 1877 by W B Thompson of Dundee, for Nipper & See, Purchased in 1883, and in January 1884 it was sold to John See, and in May 1885, the *Rosedale* was advertised as sailing for the Manning.

In December 1891, the vessel was then sold to N.C.S.N.Co.

Manning River Times on October 22, 1902 reported the vessel had departed Camden Haven for Sydney. Another report in an unnamed and undated newspaper headed *Shipping Intelligence* held in Wauchope Historical Society records reveal: Nov. 12. c *Rosedale*, Capt. Forbes, from Sydney. c Passengers, Misses Baker, Gough, and Lindsay. Mesdames Lindsay and Baker, Messrs. Bale, Haslan, Bray, Howard, Daley, Mackenzie, Lindsay (5) and 1 in the steerage.

Under departures, it shows Nov. 13 c *Triumph*, *Alice Templeton*, for Sydney, *Rosedale* for Bellinger. Then again On Nov. 14, it shows *Rosedale*, *Empress of India*, *Sir George*, all for Sydney.

The channel across the bar in the Bellinger River caused the various Captains of the coastal steamers some heartache. The *Rosedale* spent the last week of February just sitting inside the bar because there was insufficient water in the channel for it to depart. With the arrival of good rains, during which 13 inches fell, the river rose at least 10 feet and it departed.

The vessel was not so lucky on its next visit on Wednesday March 11, when it ran aground on the bar. The vessel was able to be refloated the next day. Then history repeated itself when the *Rosedale* became barbound again late in May, and she had three other vessels for company. They were *Myee*, *Our Jack* and *Ellerslie*. The four of them were able to make a dash for the open sea when the *Alma Doepel* under Captain Pettersen decided to enter to enter the Bellinger river against the black ball. A question was asked of the Secretary of Public Works in the NSW State Parliament. It asked among other matters, >How long was the *Rosedale* barbound? In the politician=s usual form, the Secretary did not give a straight answer when he replied, >A dredge would go to the Bellinger as soon as it left drydock.=

The Port Macquarie. News in reporting on items received from the *Macleay Chronicle*, said on the various changes in positions of masters of vessels controlled by the N.C.S.N.Co. were, >Captain Paulson, recently master of the *Rosedale*, has been promoted to the command of the *Tomki*, and before taking charge on Monday night, many of his friends, consisting principally of Mr Cooke=s team of cricketers, met in the board-room and drank the health of Captain Paulson, the toast being proposed by the Secretary and duly acknowledged. Captain A Forbes, late of the *Euroka*, will take command of the *Oakland*.=

In April 8, 1899, *The Port Macquarie News* under the heading >The Steamers=, reported that: >Capt. Forbes, of the *Rosedale*, has not been losing much time of late. Leaving Port on Friday last for Sydney he left again, returning to Port on Sunday night, and left for Sydney on Tuesday morning. The *Rosedale* is expected to reach Port on Friday, and leave for Sydney on Saturday.=

Early in July, 1908, the *Rosedale* found itself barbound inside the Bellinger River, where it had two other vessels for company. They were the ketches *Alpha* and *Premier*, while the ss *Our Jack* and schooner *Myall* were unable to enter the river.

The year 1909 did not improve matters for the *Rosedale*, for in the second week in January, it struck the end of the southern breakwall, as Captain Anderson was unaware that the normally northern running current had shifted south as he tried to enter the Bellinger River. Captain Pettersen of the *Alma Doepel* had watched the episode and he claimed the the seamanship of Captain Anderson was beyond reproach. The *Rosedale* remained grounded for a week before it was refloated on January 20, after a lot of preparation. The vessel was back on the run in less than a month. In April, the *Rosedale*, which normally had a weekly service to the Bellinger was delayed for five days because the bar again was impassable. On May 24, the *Rosedale* was sitting outside the bar of the Bellinger River together with the sailing vessels, *Premier*, *Rozelle* and *Landsdowne* waiting on favourable conditions to be able to cross. The *Rosedale* had earlier travelled on to Coffs Harbour where it disembarked the passengers.

The *Rosedale* had by now become the most frequent visitor to the Bellinger heads, which had been renamed >Uranga= in that year. The ship entered the river safely early in January, 1911 without any problem and left again on Sunday January 6. It returned from Sydney in the afternoon of January 11 and struck the southern breakwater. Bumping heavily on the rocks, it settled there. The N.C.S.N.Co=s steamer *Myee* arrived with salvage gear and had an underwriter=s salvage expert on board. A diver

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was employed in laying out kedges all around the stranded *Rosedale*. On the Monday, the Captain ordered a full head of steam, and using the ship=s winches moved it some 40 feet southeast. He waited another day and on Tuesday he was able to move the ship another 30 feet and swing its bow towards the sea. At high tide on Wednesday, the vessel finally floated clear and was beached near the South Arm ferry. Minor repairs were made and it sailed to Sydney where six new plates were affixed.

The vessel had sailed from the Bellinger River and was bound for Sydney, and after passing Smoky Cake (Lake Cathie), the last sighting was at Crowdy on Friday, September 15, 1911, in a heavy gale. On Friday September 29, a butter box stencilled with the name *Untungan* was found at Hat Head. Other wreckage including two boxes of oranges and a case of fish were later found washed ashore. There are some reports that it foundered with all hands on September 15, 1911 following a violent thunderstorm not long after it had sailed from Nambucca. All the 26 crew were lost. The ship was in charge of Captain Earling Einerson, aged 33 years, who was married with one child.

Technical details: with displacement of 274 t. gr. and dimensions of 140.1 x 26.1 x 8.5 ft. and with two masts, it was equipped with 2 compound SC engine rated at 65 h.p.

SOURCE: p. 355 *Pageant of the Pacific* c Captain R F Rhodes, p. 142 *Australian Shipowners and Their Fleets* V.2 c Ronald Parsons, p. *North Coast Run* c Mike Richards, p. 75- 80, 86 *Alma Doepel, The History of An Australian Schooner* c Captain Ralph McDonell, *The Port Macquarie News*, April 8, 1899.

ROSE OF EDEN 1852

This schooner was built by Chris Lawson.

During July 1852 a violent gale blew up on the New South Wales coast and destroyed six small ships near Newcastle. These were *Rose of Eden*, *Elizabeth Jane*, *Effort*, *Pompey*, *Pelican*, and *Frederick Griffiths*.

The small schooner *Rose of Eden* had left the Macleay River with a cargo of tallow, hides and furniture, bound for the vessel home port in the Sydney when it was driven ashore on the Little Reef south of Broken Bay. All those on board perished in the accident.

Technical details: Schooner-rigged vessel

SOURCE: p. 23 *Australian Shipwrecks* V.2 c Jack Loney, p. 28 *Wrecks of the NSW North Coast* c Jack Loney, p. 38 *Valley of Macleay* c Neal.

ROSE OF SHARON W.S.S. (P.S.?) 1884 1892 8 yrs.

Wooden single screw steamship built Bellinger River in 1884 for owner Spears and Hudson. In 1890 the vessel was renamed *Endeavour*. Lost Brunswick River February 14, 1892.

Technical details: with a displacement of 115 t. gr.

SOURCE: 434.

ROSETTA JOSEPH 1847 1850 3 yrs.

The first of a long succession of ships to be built on Manning River at Pelican Yard near Harrington by Captain Alexander Newton Snr. and Captain William Malcolm. This barque arrived in Sydney on September 10, 1847 when registered allocated registration 82/2847. Launched as the *Rosetta*, it was renamed and registered as *Rosetta Joseph* on November 11, 1847 by the owner, Moses Joseph after his wife. Nathan was an ex-boy convict, having been transported for theft from a jewellery pedlar. He was assigned to work for a firm of bankers and merchants in 1827 and was emancipated soon after that. Benefiting from the training he had received in his work he never looked back. When he reached adulthood he sent for his 22-year old cousin, Rosetta Nathan, who arrived in 1831 and married her in Sydney=s first Orthodox Jewish wedding ceremony. In 1848 Moses received his pardon and both he and Rosetta in later years returned to England after establishing an extensive commercial network both in Australia and New Zealand, in which other members of the Nathan and

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Joseph families participated.

Shortly after registering the barque *Rosetta Joseph*, he loaded the vessel with cargo consisting of cloth, haberdashery, beer and stout and eight fine horses in excellent condition and set sail for Auckland. Among the thirty passengers on the vessel was Hyam Joseph, who ran the Auckland branch of the business. The New Zealand newspaper, the *Southern Cross* in its December 4, 1847 issue reported, >Arrivals: December 3rd: **Rosetta Joseph**, barque, 263 t. from Sydney. Capt. Patrick.= It was obvious that Hyam Joseph did not intend letting grass grow under his feet, because on the day following his arrival, *The New Zealander* of Auckland carried the following advertisement: >The *Rosetta Joseph*, a smart new barque with excellent passenger accommodation, sailing for Sydney in 10 days. Agent: Hyam Joseph.=

Then another classified advertisement appeared, which read:

FOR SYDNEY DIRECT
TO SAIL POSITIVELY ON FRIDAY NEXT.

THE fine new colonial clipper-built barque, *ROSETTA JOSEPH*, 300 tons, coppered, and copper-fastened, Captain Patrick. This vessel offers an excellent opportunity to parties proceeding to the the above port, her cabins having been fitted with every requisite that can conduce to the comfort and accommodation of passengers.

Apply to the master on board, or to
HYAM JOSEPH, Agent.

Dec. 14, 1847.

The *Rosetta Joseph* left for Sydney promptly on December 18 with a cargo of sundries. He returned to Auckland the following month, and right through 1848, it was engaged in regular Trans-Tasman crossing with both passengers and cargo traffic.

News of the Californian gold rush hit Sydney like a bomb and there was a scramble for vessels to provide passage to the new El Dorado, so on May 29, 1850 Captain Andrew Patrick and his 15-man crew sailed in the *Rosetta Joseph* from Sydney bound for San Francisco with a full passenger list.

They left San Francisco on October 15, on the return journey with 32 passengers bound for Sydney. On December 1, while running under an easy with a favourable wind those of the vessel suddenly found it surrounded by rocks. A strong current swept the *Rosetta Joseph* on to Elizabeth Reef on the north-west side. In the cold light of dawn, Captain Andrew Patrick found that the position of his vessel was hopeless and decided to abandon it. With a strong wind and heavy sea difficulties were experienced in launching the ship=s boats, and the jollyboat was swamped in the swell. No further attempts were made until late in the afternoon when conditions were more favourable. By 5 p.m. all were clear of the vessel and accommodated in three boats, twenty-eight in the longboat, fourteen in the pinnace and five in the jollyboat which had been righted, and all anchored off the reef for the night.

Captain Patrick decided to set course for Lord Howe Island, some ninety-five miles to the south. During the next day a gale blew up during which the three boats shipped so much water that it was necessary for continuous baling to keep them afloat. In the surge of waves, the jollyboat, being towed by the longboat almost swamped. Captain Patrick ordered all surplus clothing, blankets and some parcels of gold dust jettisoned and took aboard the five men from the jollyboat. Shortly afterwards the jollyboat was swamped. The Captain decided

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to tie the pinnace behind the longboat and use the swamped jollyboat as a sea anchor and lie to for the night. With the weather moderating on the 5th, two days after they had set sail, there was some despair when it was found that a strong current had swept the boats back to within twenty miles of Elizabeth Reef. Captain Patrick then realised that as he had a favourable wind and using masts, spare oars and some canvas as a sea anchor, set sail for the Australian Coast.

Captain Andrew Patrick in the two crowded boats by magnificent seamanship had by 5 p.m. on December 10, 1847 landed the ships company of forty-seven safely at Port Macquarie, just 5 days after leaving the reef.

The barque *Rosetta Joseph* for eight years lay on the reef in a sound condition. During that period she provided shelter on a number of occasions to the crews of vessels shipwrecked on the same reef. This magnificent vessel came to an ignominious end when the crew of a passing vessel burnt it to salvage the metalwork.

Technical details: with displacement of 265 t. gr. and dimensions of 88.9 x 23.2 x 15 ft.

SOURCE: p. 369 *Pageant of the Pacific* c Captain R F Rhodes, p. 246, 247 *Australian Shipwrecks* V.1 c Charles Bateson, p. 147, 148 *Scotchtown & Pelican* 1991 c Val Newton, No. 31 on a List of ships built on the Manning River 1834-1934 - published in a Manning River newspaper.

ROYAL TAR 1876

Wood barque rigged sailing ship, built on the Nambucca River in 1876 by John Stuart, who also built other vessels as well. Owner Wm. Marshall of Nambucca (then spelt Nanbuccra) who registered the barque in Sydney. Sold in 1882 to A. McLean and 2 others; then in 1893 sold to W W Head. In April 1895, the vessel was sold to J. J. Craig and the registration transferred to Auckland. During 1893, the New Australia Group, an Australian immigrant group, which became known as The Utopians, planned to set up a Utopia community state in Paraguay in the latter part of the Century and sailed on the *Royal Tar*. The experiment failed and none of the group ever returned to Australia, with some of the descendants still living there.

The *Royal Tar* ran on to Shearer Rock, Tiri Tiri, Auckland on November 26, 1901, and became totally wrecked.

Technical details: When registered given ON74960. With displacement of 598 t. gr. it had dimensions of 171.2 x 31.4 x 17.2 ft.

SOURCE: p. 120 *Australian Shipowners and Their Fleets* V.2 c Ronald Parsons.

ROZELLA 1904

Traded to Port Macquarie in 1904-05. This vessel is listed in the tug *Undaunted*'s log book. held at the Port Macquarie Historical Society's Museum in Port Macquarie.

Technical details:

SOURCE: *Undaunted*'s log book. held at the Port Macquarie Historical Society's Museum in Port Macquarie.

ROZELLE

Listed in *Manning River Times* as being at Camden Haven November 19, 1902. The trading ketch *Rozelle* put into Port Stephens on March 8, 1907 for repairs to her bowsprit, as it had come into collision with the NCSN Company's *Nymbodia*.

Technical details: Vessel was ketch-rigged.

SOURCE: *Manning River Times*, p. 73 *Alma Doepel, The History of An Australian Schooner* c Capt. Ralph McDonell, Gordon Fisher.

RUBY (1) 1877 1894 17 yrs.

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Built Jervis Bay 1877. Owner/master Captain P J Peterson. The schooner *Ruby* conveyed timber from Jennings & Hayward mills at Port Macquarie. (Mr. Hayward was the second Mayor elected to the Port Macquarie Municipal Council.)

On November 15, 1894, after loading a cargo of timber at Port Macquarie for Sydney, the *Ruby* foundered about 15 miles (25 kilometres) off Newcastle after it ran into a heavy gale and sprang a leak. Captain Peterson ordered the ship's pumps manned as soon as water was reported below, but the pumps could not keep up with the rising water. He ordered the crew to abandon ship and they were picked up by s.s. *Taiyuan* and landed safely ashore.

Technical details: A wooden vessel with a displacement of 83 t. gr. and dimensions of 89.4 x 21 x 7 ft.

SOURCE: p. 243 *Australian Shipwrecks* V.3 © Jack Loney, p. 84 *Wrecks on The N.S.W. North Coast* © Jack Loney.

RUBY (2) 1900

This ketch was built in 1900 at Brisbane Waters for owner John Hibbard and two others who registered the vessel in Sydney. They held the ownership until transferred to J Clarke in 1905. The *Ruby* changed hands again c. 1910 when A W R Settree became the owner. Then ownership changed when it was bought by J Clarke, who with three other partners, who used it in the pearling trade in Queensland. The vessels ultimate fate is unknown.

Technical details: When first registered in Sydney, was allocated ON112486. Ketch rigged with a displacement of 72 t. gr. dimensions were 84.6 x 22.6 x 6.6 ft.

SOURCE: p. 115 *Australian Shipowners and Their Fleets* V. © Ronald Parsons.

RUBY TRIUMPH 1900 1919 19 yrs.

Wood ketch built at Brisbane Waters in 1900. Said to be once owned by saw miller John Hibbard.

The vessels fate is unknown, but it is understood that it ended up in the pearling industry in 1919.

Technical details: displacement of 72 t. gr.

SOURCE: p. 115 *Australian Shipowners and Their Fleets* V.2 © Ronald Parsons, p. 25 *Port Macquarie, The Port That Was* © Ian Finkle and Lynda Turner.

SABLE CHIEF 80 tons Brig. 1853 1856 3 yrs.

Built Manning River by Captain Alexander Newton & Captain William Malcolm and launched on April 4, 1853 as the *Specimen* for owners Donaldson, Bloxsome & Burgess of Sydney then on April 21, 1853 she was renamed *Sable Chief*.

Donaldson, Bloxsome and Burgess sold her on January 3, 1855 to Robert Towns, a well known trader in the sandalwood business, who owned trading posts in New Caledonia and Vanuatu.

Robert Towns proved to be a hard taskmaster and a mean spirited individual, and an unpopular employer. This complaint came out when one of his station managers accused him, among other complaints, of > . . . *petty cheating at the expense of his men.*= On October 2, 1855, Towns took on a partner, G Harris of Brisbane.

The ship *Reindeer* en route from Melbourne to Shanghai ran on to Jones Reef in Torres Strait. The crew of nineteen managed to get aboard the ship=s longboat and land on one of the reefs outcrops. They remained on the reef for several days, salvaging food from the ship as she broke up. They finally set out in the longboat for Port Curtis and after forty-two days in the open boat they landed there on November 16. After six weeks during which the local residents cared for them, they were picked up by the *Sable Chief*. Captain Story of the *Reindeer* in a letter to the Sydney Morning Herald expressed his gratitude in being picked up, but, > . . . *regretted that the owner of the Sable Chief thought it necessary to retain the Reindeer crew=s few remaining effects for the payment of their passage to Sydney.*= She was wrecked on December 17, 1856 on Facing Islands Pt. Curtis.

SOURCE: p. 149 *Scotchtown and Pelican 1991* © Val Newton, p. 64-65 *Australian Shipwrecks V.2* © Jack Loney, p. 112 *They Came for Sandalwood* © D. Shineberg, No. 44 on List of ships built on the Manning River 1834-1934 - published in a Manning newspaper.

S. A. HAYWARD 63-ton Ketch 1913

This vessel is mentioned in *Port Macquarie News* February 2, 1902 as being in the Camden Haven loading for Sydney. *Manning River Times* list shows vessel in port and Camden Haven on November 19, 1902. On March 13, 1913, while entering Port Stephens, the ketch *S. A. Hayward* missed stays and went ashore on North Head, where she bumped heavily filled with water and broke up.

SOURCE: *Port Macquarie News, Manning River Times*, Herbert Jackson List, J. & McGil, Gordon Fisher.

SAINT GEORGE 515 tons S.S. 1895 1915 20 yrs.

Steelsingle screw steamship built 1895 at Sunderland by J. L. Thompson for the St George Steam Ship Company (owner W Christian). She was sold to W G Yeager in April, 1898 who then registered her in Sydney. In November 1898 she was then sold to the N.C.S.N.Co. In December 1915 she was sold to Loo Tom Fin. Later reports show her on sold to On Chong & Co. where she

ran to the Pacific Islands, and to China. Her register was closed in 1952 when no trace of the ship or the last registered owner could be found. There is some thought that she may have been hulked in the South Pacific during the 1930s.

TECHNICAL DETAILS: When registered in Liverpool she was allocated ON105360. Weighing 515 tons gross, and 288 tons nett, she measured 161 x 25.5 x 12.7 feet. Her fore-castle measured 25 feet. She was equipped with a triple expansion reciprocating steam engine rated at 95 bhp, powered by a single boiler with 160 psi. supplied by J P Reynoldson of South Sheffield. Equipped with electric light, she had one deck and was rated at 11 knots.

SOURCE: p. 167 *North Coast Run* © Mike Richards. p. 26 *Australian Shipowners and Their Fleets V.* © Ronald Parsons.

SALLY HM Govt. cutter

1825

Under Major Goulburn, she sailed from Sydney on March 26, 1821 for Port Macquarie with provisions and prisoners but was driven back to port by strong easterly wind and very high sea. On December 7, 1821, two men, John McCabe (a free man) and Benjamin Warhunt (a prisoner) drowned when the whaleboat they were in was upset on the Port Macquarie bar while towing *Sally* into the inner harbour. The *Sally*, driven by high winds then ran to Trial Bay for shelter.

As Governor Lachlan Macquarie and his party were returning on board the brig *Elizabeth Henrietta* from his visit to Port Macquarie they were abreast of Port Stephens when about 3 past 4 p.m. on Wednesday November 14, they came upon the Govt. Sloop *Sally* under command of Captain Kinneer, which had just ventured out from the bay where she had sheltered from a bad gale that had previously battered both the *Elizabeth Henrietta* and *Snapper*. On April 2, 1824, the *Sally* sailed to Port Macquarie with Major Goulburn on board then returned to Sydney on April 2 conveying Major Goulburn on his return. She then returned on December 23, 1824 to Port Macquarie with 32 prisoners who had been drafted to the settlement. The first minister of religion arrived at Port Macquarie on board the *Sally*.

Under command of the Pilot and Harbourmaster, Richard Neave, HM colonial cutter *Sally* led the way out of Port Macquarie Harbour on April 13, 1825, following her came a private cutter, *Brisbane* in charge of the deputy pilot, with the *Mary Ann*, a private sloop under Thomas Ball, one of the free men of the pilot's boat bringing up the rear. At the time of committing the three vessels to the bar, a west-nor-west wind was blowing, but just as the three vessels reached the bar, it died away. Suddenly the crew of the boats were confronted by a heavy sea and as Pilot Neave later reported, *>the crews of the boats became so alarmed that they could not or would not understand nor obey my orders, which rendered the boats perfectly useless.=*

Suddenly the sea breeze sprang up and together with the heavy swell moving towards the land, forced the three vessels to drift into Nelson's Bight. The *Brisbane* went side on and this prevented Neave from dropping

Sally's anchor and she struck the ground heavily. She was examined and this showed that her port bilge was completely stove in. This together with the fact that her floors were broken and the water in her hold was level with the sea meant that she could not be rescued.

Captain Gillman reported that most of *Sally*'s iron-work, rigging, spars, copper and stores, were saved before she broke up. She was wrecked at the same place where *Lady Nelson* had been driven in April. There appears to be some reports that she was apparently rebuilt as a schooner, but this has not been verified, as a ship *Sally* sailed from Sydney on 25 Nov. 1825 for Port Macquarie and Moreton Bay, and returned to port 27/28 November after experiencing bad weather. Said departed 11 Feb. 1826 to Moreton Bay. As schooner, sank at Seal Rocks 1843.

SOURCE: p. 132 1788, p. 69 *Australian Shipwrecks* V.1 © Charles Bateson, p. 29 *Port Of Richmond River, Ballina 1840s to 198s, Appendix A Lists of wrecks on Ballina Bar and vicinity* © Glen Hall, p. 12 *Australian Shipowners and Their Fleets* V.6 © Ronald Parsons, p. 39 *Port Macquarie The Port That Was* © Ian Finkle.

SAMSON (1) 103 tons W.P.S. 1837

Wooden paddle steamer built Sydney 1837 with part owner Major A C Innes, she previously was known as *Maitland*.

On November 27, 1855 as the steam tug *Maitland* lay alongside Coles Wharf, Melbourne, a man on Queen's Wharf nearby raised the alarm that she was on fire. This woke her captain who scrambled to safety. The fire was said to have come from spontaneous combustion of some cotton waste in the engine room. There were reports that she was scuttled after she had burnt to the waterline and was totally destroyed. Other reports by Holden state that she was refloated, repaired and returned to service as Samson.

Technical details: She measured 103.2 x 15.6 x 8.3 ft.

SOURCE: p. 25 *Australian Shipowners and Their Fleets* V.2 © Ronald Parsons.

SAMSON (2) 170 tons I.P.S. 1857

Built at Williamstown Vic. in 1857 for the A.S.N.Co.

The 177 ton steamer *Pluto* left Sydney on June 26, 1863 for Brisbane and after two days fears were expressed about her safety when she failed to arrive. She had been sighted by the steamer *Agnes Irving* south of the Manning River but was not sighted again. The ss *Samson* was despatched to search the coast for her but no trace of the *Pluto* was ever found.

SOURCE: P. 65, 144 *Australian Shipwrecks* V.2 © Jack Loney, Museum File 206.

SAMSON (3) 101 tons W.S.W.P.S. 1885 1908 23 yrs.

Wood stern wheel paddle wheeler was built by J. Davis at Myall River 1885 for owner A. Moir. She did not have a mast as other paddle wheelers normally had because she was designed for river use only. She was sold in

1894 to the N.C.S.N.Co. Abandoned and foundered off Crowdy Head on December 24, 1908.

Technical details: She weighed 101 tons and measured 90 x 20 x 4.5 feet, when registered given ON93638. She was equipped with a horizontal steam engine rated at 8 hp, manufactured by Hoskin Bros. of Sydney.

SOURCE: p. 167 *North Coast Run* © Mike Richards, p. 39 *Port Macquarie The Port That Was* © Ian Finkle, p. 26 *Australian Shipowners and Their Fleets* © Ronald Parsons, p. 126 *Wrecks on the NSW North Coast* © Jack Loney.

SAMUEL 67 tons 1819

Built Cornwall 1819. Owner Robert Campbell 1826. Lost New Zealand 1831.

SOURCE: p. *Australian Shipowners and Their Fleets* V.5 © Ronald Parsons.

SARAH 14 ton 1 mast Cutter 1830 1848 19 yrs.

Built Brisbane Water 1830 for owner Anderson (or Henderson) and Esan. Shown in Port Macquarie on November 14, 1831 and worked to Port Macquarie as a collier. In mid May 1848, the schooner *Sarah* lost her way when the wind dropped as she was crossing the bar on the Richmond River. This forced her to head back to sea, but a heavy sea struck the schooner, forcing her on to rocks where she was wrecked.

SOURCE: p. 149 *Gazetteer*. p. *Australian Shipowners and Their Fleets* V.5 © Ronald Parsons p. 26 *Wrecks on The N.S.W. North Coast* © Jack Loney.

SARAH 120 ton Brig. 1870

On December 23, 1870, the brigantine *Sarah* was crossing the Clarence bar when she bumped rather badly which appeared to have sprung her timbers. She started to leak but her master decided to continue the journey.

Unfortunately the vessel ran in to a squall and he took shelter near Crescent Head and she foundered. Her crew were able to get into the ships boats and made Port Macquarie.

SOURCE: p. 28 *Port Of Richmond River, Ballina 1840s to 1980s, Appendix A List of Wrecks on Ballina Bar and Vicinity* © Glen Hall, p. *Brisbane Water Ships & Boats*, p. 46 *Wrecks on The N.S.W. North Coast* © Jack Loney.

SARAH BARR 64 tons Sch. 1864 1869 5 yrs.

Built on the Manning River by Thomas Hughes Jnr. she arrived in Sydney on May 28, 1864.

The *Sarah Barr* left the Macleay River on July 11, 1866 but soon ran into what is believed to be one of the worst gales in Australia=s maritime history. It lasted for forty-eight hours, during which quite a number of small coastal ships battled to remain afloat. The captain of the *Sarah Barr* sought shelter in Trial Bay, but a big sea swept her on to the beach . The crew found it

unsafe in the rough conditions to attempt to clamber to the shore and had to wait until next day. Eventually the *Sarah Barr* was refloated and placed back in service.

She left Melbourne bound for the Forth River in Tasmania with a cargo of sheep in January 1869. She passed the schooner *Ottawa* off King Island in Bass Strait on February 12, and was not seen again.

After a reasonable time doubts about her safety caused the Government tender *Pharos* to be sent out searching for the missing vessel. After several weeks the search was called off. Around August of that year, the master of the schooner *Swallow* reported that he had discovered the mast of a wrecked vessel about a mile and half from Sea Elephant Rock, King Island. An examination showed that it was a schooner of about 60 tons with the topgallant mast sticking out of water about ten fathoms deep.

Loney on p. 42 *Wrecks on NSW North Coast* claims *Sarah Barr* was beached in Trial Bay late in July, 1866 and eventually broke up. He claims her crew saved some of her gear but the cargo was a total loss.

Technical details: She measured 76.3 x 17.9 x 6.9 ft.

SOURCE: p. 178, 179, 180, 209 *Australian Shipwrecks V.2* © Jack Loney, p. 42 *Wrecks on The N.S.W. North Coast* © Jack Loney, no. 58 on a List of ships built on the Manning River 1834-1934 © published in a Manning River newspaper.

SARAH NICOLL 68 tons Sch. 1866 1875 9 yrs.

Built Brisbane Water in 1866 for her owner G Coulter of Sydney. She left Sydney bound for Port Macquarie and the Macleay River but she failed to arrive. She had been insured for ,1200. Late in February a quantity of wreckage which included head boards painted with the name *Sarah Nicoll* and four bodies were found. This confirmed the loss of the 64 ton schooner. (Mike Richards=s claims wrecked in heavy weather near Bellinger River, 19/2/1875, which is also stated on p. 129 *Australian Shipowners and Their Fleets* © Ronald Parsons, she was wrecked near Bellinger River and her owner was G R Nicoll.)

Centenary issue of *P.M. NEWS* reported: *15.2.1875 Sarah Nicoll sank, she was conveying large cargo logs from Blackman=s Point, consigned to J. H. Young. All hand lost including a warder Mr Havanhand and a prisoner who was handcuffed and shackled while being taken from Port Macquarie to Sydney.*

Technical details: When registered, she was allocated ON52381.

SOURCE: p. 44, 45 *Australian Shipwrecks V.3* © Jack Loney, p. 167 *North Coast Run* © Mike Richards, p. 129 *Australian Shipowners and Their Fleets* © Ronald Parsons, Hazel Suters records.

SATARA 5156/3327 tons S.S. 1901 1910 9 yrs.

Built Dumbarton by W. Denny & Bros. for British India Steam Navigation Co. Ltd. Glasgow. While travelling from Newcastle to Singapore loaded with 4500 tons of coal, on April 20, 1910 she was navigating the inner passage at the Edith Break, Seal Rocks when she struck a reef and was badly holed. She

began to settle in the water and when the sea reached her boilers she blew up. Even though the weather was squally at the time, 86 of her passengers and crew took to the boats. They were saved by two vessels which rushed to the scene. Two coolies who were employed below apparently were killed in the explosion. They were the only casualties in the accident.

SOURCE: p. 127 *Wrecks on The NSW North Coast* © Jack Loney.

SAUCY JACK 156 tons Brigantine 1874 1893 19 yrs.

Built Manning River in 1874 for G. R. Nicoll and arrived in Sydney in October 1874 where she was registered. In 1884, she was sold to Laurence and Andrew Tulloch. Wrecked one mile south of Coffs Harbour on June 12, 1893 when she was driven ashore. Her crew took to the boats and drifted down the coast until they were rescued off Trial Bay. Some of her cargo was salvaged before the vessel went to pieces. The Marine Board of New South Wales while expressing concern at the conduct of the master and crew, did not prefer any charges.

Technical details: When registered she was allocated ON71805, this 156 ton wooden brigantine measured 105.6 x 23.8 x 9 ft.

SOURCE: p. 129 *Australian Shipowners and Their Fleets V.2* © Ronald Parsons, p. 229 *Australian Shipwrecks V.3* © Jack Loney, p. *Australian Shipowners and Their Fleets* © Ronald Parsons, no. 103 *Wrecks of the NSW North Coast* © Jack Loney, no. 77 on a list of ships built on the Manning River 1834-1934 © published in a Manning River newspaper.

SCOTIA 68 tons Sch. 1840 1889 49 yrs.

On July 2, 1839, Newton and Ferrier wrote to William Wright of Surry Hills, Sydney and advised him that, > . . . *We are getting ready the Timbers for another vessel Burden from about 70 to 80 tons.* = This was to be the *Scotia* and she was built at the Pelican shipyards on the Macleay River by the owners Alexander Newton, Ferrier and Malcolm and launched in February 1840. This partnership was increased by one, when on November 17, William Dalton, a shipowner of Sydney took out a 2 share with Malcolm, Ferrier & Newton retaining equal shares in the other half. When she arrived in Sydney on February 28, 1840, on her first voyage, she carried 34,000 ft. of cedar from the Macleay and Manning Rivers. The *Scotia* was registered in the name of Newton, Ferrier and Malcolm five weeks after her arrival.

She proved a fast sailer, and on May 15, 1841, Captain Cork sailed the schooner out of Sydney and after a record breaking run of 23 hours sailed into Port Macquarie. This was of such moment that it made the shipping columns of the *Sydney Morning Herald*. Captain Cork on the *Scotia*, together with Captain John Murray on the *Vanguard* ran a monthly service to Port Macquarie during the autumn and winter of that year.

Ownership of the vessel was transferred on December 24, 1841 to J Peacock of Sydney who was a prominent member of the whaling fraternity. Peacock continued to employ Captain Cork as the master of the *Scotia*. She arrived in Wellington on January 23, 1842 carrying sugar, gin, cigars, butter, coffee and flour consigned to a John Wade. She returned to Sydney, and when

she left in March to return to New Zealand, she was under the command of Captain John Clark Ward, a Master Mariner of Dunedin, NZ.

She remained in New Zealand waters for a year and on December 7, 1842 her ownership transferred to John Jones, a ship owner of Dunedin. Jones was the son of a convict, and a former Sydney waterman, and being an energetic man with big ideas, he had, by the time he purchased the *Scotia*, owned a small fleet of supply vessels serving the shore whaling stations he had established on the south-eastern coast of New Zealand. This man with a fiery temper was by the mid-1830s employing 280 men at his seven shore stations.

From 1849 to 1853 John Jones took on Captain R J Ward as a partner and under his mastership, the *Scotia* made numerous trips to Australia as well as New Zealand waters. Early in 1847, the *Scotia* became a troopship, with her owner, John Jones on board.

A series of articles written by M N Watt and published in the *Wangan Herald* tells the story, *>A midshipman from HMS Calliope and a young Maori fought together. The Maori died, and by way of >utu= a family named Gilfillan was murdered by the dead man=s relatives. The Wangan settlers called for help from Wellington, at a time when Johnny Jones was in port with the Scotia. Jones offered the free use of his schooner as a troop transport for two voyages, and also to carry refugees to Wellington, as reported in the Spectator of May 1, 1847. Eighty officers and men of the 58th Regiment embarked in Wellington, arriving in Wangan on May 5. Ten days later, Scotia carried ten passengers to Wellington.=*

>In October, the schooner arrived at Wangan again from Nelson, after a passage of one week, with a cargo of timber for the stockade which was being rebuilt by the garrison. In November, a detachment of the 65th Regiment sailed from Wellington for Wangan on the Eleanor Lancaster while the Scotia carried their baggage and supplies, and there were several similar voyages until June 2, 1848, by which time tempers had cooled and the refugees were able to go home.= (the above is a condensed version by Val Newton in her book.)

In 1853 the vessel was transferred to the ownership of R Burgess, J Douglas & F Korff of Sydney and figured regularly in the Shipping Intelligence column in the *Sydney Morning Herald*. Commanded for many years by Captain Bartlett, she carried cargo=s of stone, tin ore and coal.

In 1863 George Robertson of Sydney bought her and in the late 1860s commenced transporting goods and passengers to the Victorian goldfields. Then in February 1868, Captain Bartlett sailed from Adelaide to Hokitika with a cargo of hams, candle, bran and biscuit. As she was entering the harbour she was stranded on one of the sandspits. The Capttain was forced to arrange to partially unload her, and she was able to float free on the incoming tide, and afterwrads she was towed safely into the river.

The *Scotia* left on March 5, with passengers bound for Marybrough. On

December 26, 1889, Captain Delaney took the *Scotia* south to Kiama to get a cargo of road metal. He anchored not far from Blowhole Point because of calm weather. A heavy swell caused the *Scotia* to drag her anchors and she eventually broke up on the rocks. The crew reached shore, but Captain Delaney in the efforts to save his vessel suffered a heart attack and died soon after he was carried ashore. The *Scotia*'s remains only bought for \$3 (\$6) in a private sale.

In the Report and Decision of the Marine Board of New South Wales in the matter of the wreck of the *Scotia* official No. 32,441, reported that:

>An inquiry was held before Captain Hixon, President, and the Wardens of the Board, into the circumstances connected with the loss of this vessel, and they ascertained that she was a schooner of 57 tons, registered in Sydney, owned by Mr George Robertson, and uninsured. The Scotia left Sydney on the 26th ultimo on a voyage in ballast to Kiama for a cargo of blue metal, and at 10.15 the same evening, when close off that port it fell calm, with a heavy swell from the S. E. Both anchors were let go and cables veered to the clinch, but she commenced to drag and ultimately went on to the rocks near Blowhole Point and became a total wreck; the crew landed safely in their boat.

The Board reported that the wreck of the Scotia was caused in consequence of the vessel dragging her anchors, which had been let go when the wind failed in the attempt to enter Kiama, and thereby being cast upon the rocks. No evidence was adduced upon which to found a charge of default against Charles Crowley, the person who was acting as master (the proper master, Delaney, having been taken suddenly ill at the last moment, and since dead).

GEO. S. LINDEMAN R.N.,
Secretary

Sydney, 20th January, 1890.

(This report from the Alexander Turnbull Library, Wellington, *Scotchtown & Pelican* c Val Newton)

Technical details: This wooden schooner measured in length 55.8 x 16.5 x 8.4 ft. When registered as 37/1840, she was allocated ON32441.

SOURCE: *Shipping Arrivals and Departures, Sydney, 1826 - 40* c I. H. Nicholson, p. 53 *1841 - 1844 Shipping Arrivals & Departures Sydney* c G. Broxham & I. H. Nicholson, p. 9, 150-155 *Scotchtown and Pelican 1991* c Val Newton, p. 28 *Port Of Richmond River, Ballina 1840s to 1980s, Appendix A, List of wrecks on Ballina Bar and Vicinity* c Glen Hall, reads *>1869 Scotia, schooner 104 tons.=*, p. 15 *Australian Shipowners and Their Fleets V.6* c Ronald Parsons, p. 197 *Australian Shipwrecks V.3* c Jack Loney, p. 15 *Port Of Richmond River, Ballina 1840s to 1980s* c Glen Hall.

SEA FLOWER 66 ton Wood Sch. 1886

Wooden schooner built Balmain for owner Frederick Everson. Lost near Freemantle September 1923.

SOURCE: p. 27 *Australian Shipowners and Their Fleets V.1* c Ronald Parsons.

SEA FOAM 66 tons Ketch 1878 1894 6 yrs.

A wooden ketch, she was built at Brisbane Water in 1878. The *Sea Foam* sailed from Sydney on January 30, 1894 bound for the Manning River when

she ran into a gale and put in to Shoal Bay, Port Stephens for shelter. She dragged her anchors and went ashore and soon became a total wreck. Her remains only brought , 4 (\$8) at auction.

Technical details: She measured in length 78 x 19.4 x 7 ft.

SOURCE: p. 234 *Australian Shipwrecks V.3* © Jack Loney, p. 82 *Wrecks on The N.S.W. North Coast* © Jack Loney.

SEAGULL II 96/59 tons W.S.S. 1910 1926 16 yrs.

Wood single screw steamship built by Peter Callen at Stockton in 1910 and who became her first registered owner at Newcastle. The year 1913 saw the vessel owned by Mrs Sarah M. Buckley of Sydney and early in 1914 she was sold to Coastal Shipping Co. Ltd. Then she was sold to N.C.S.N. Co. who registered her in Sydney in 1915. This firm retained ownership until July 1919, when they sold her to Hardwoods Ltd. This company sold her in July 1919 to Allen Taylor & Co. In 1922 R S Washington and F Viggers brought her and formed the Port Stephens S.S. Co. Ltd. She was wrecked and beached some 30 kilometres north of Stockton on August 21, 1926.

(There are reports of another vessel known as *Seagull I* having the same dimensions as *Seagull II* above having also been built and launched at Stockton during 1910. The record state that the vessel was sold in July 1919 to Allen Taylor. P.)

Technical details: Weighing 96 t. Gr., 59 t. Nt, she was given ON13160 when registered. She measured 86.4 x 21.4 x 7.7 ft.

SOURCE: p. 167 *North Coast Run* © Mike Richards, p. 27, 113 *Australian Shipowners and Their Fleets V.* Ronald Bateson, p. 106 *Wrecks on the N.S.W. North Coast* © Jack Loney.

SEYMOUR 75 tons S.S. 1903

Built at Manning River by Denis Sullivan and launched a few days prior to December 31, 1903. Said wrecked in vicinity of Port Macquarie.

SOURCE: No. 107 on list of ships built on the Manning River 1834-1934 - published in a Manning River newspaper.

SEA NYMPH (NIMPH) 1880-82

Built Tuncurry 1880-82 for owner John Wright. Came ashore at Trial Bay on August 8, 1891.

SOURCE: File 276.

SEA RIPPLE 126 tons Brigantine 1867 1875 8 yrs.

Built in Melbourne in 1867 for owner F Lowry. She was on a voyage from Sydney to the Richmond River and being lightly loaded with only one ton of cargo on board, the master Captain Loury decided to take shelter from adverse winds near North Head, Port Stephens. As she left on March 13, 1875, the breeze dropped and she drifted ashore and soon became a total wreck.

SOURCE: p. 47 *Australian Shipwrecks V.3* © Jack Loney, p.52 *Wrecks on the N.S.W. North Coast* © Jack Loney.

SEA SERPENT 58 ton Sch. 1852

2 mast schooner built Macleay River. Captain Lawson of the Macleay purchased the teak or oak figurehead, which was a richly carved and heavily gilt encrusted twisted serpent about 16 feet long for his vessel from the owners of Ben Boyd=s yacht *Wanderer* that had come to grief on the bar at Port Macquarie. (It is also possible that he also purchased a number of cast bronze sea serpent fulcrums which had originally been used to haul the cannons back into position after firing, Several of these were found where the *Sea Serpent* went ashore in the Camden Haven a few years later.)

Said lost off Chatham Island in June 1899. This vessel is said to have sailed into the Camden Haven during a severe storm for shelter. She is reported to have fallen to pieces in the Camden Haven river near the Fishing Co-op at Laurieton. Several of the above cast sea serpents were found there. One is in the Mid North Coast Maritime Museum.

SOURCE: *Port Macquarie News reports.*

SECRET Tugboat

This tugboat was in use in the Camden Haven on February 1, 1902 after loss of tugboat *Unique I*. *Manning River Times* reports it was found after working for a week the tugboat *Secret* was unsatisfactory for work in the Camden Haven.

SOURCE: Pat Longworth.

SEPTOM Fishing Craft 1945

This 52 foot fishing craft was built in 1945 by Septimus Windier at Port Macquarie for Tom Radley, hence the name *Septom*. She was specially designed so that she only had a draft of 4 ft 6 inches so that she could safely work out of bar harbours and is fairly typical of boats of her era. A model of the vessel was donated to the Mid North Coast Maritime Museum by Fred Law & Family of Port Macquarie. A lifebuoy from the vessel also hangs in the Pilot Boat Shed building on the Port Macquarie waterfront. It is understood that the vessel was still afloat somewhere in Victoria or South Australia sometime in 1993.

Technical details: She measured 52 foot and was powered by n 88 h.p. Kelvin diesel engine.

SOURCE: Details held by the Mid North Coast Maritime Museum, Port Macquarie.

SETTLER=S FRIEND 49 ton W.S.P.S. 1867 1878 12 yrs.

Wood single stern paddle wheel steamship built in 1867 at Grafton for H. J. Major & Partners: 1/78 Clarence & New England Steam Navigation Co. 1/78 Harris. Sold in January 1878 to Clarence & New England Steam Navigation Co. The same month she was sold to Geo Harris, who registered her in Brisbane. In 1879 her ownership changed once again, when John Richie purchased her and transferred the registration to Sydney in September 1880. Richie only held the vessel for two years and sold her in March 1882 to John See. In December 1891, she was sold to N.C.S.N. Co.

She became a total loss at Tweed River on March 20, 1878 when she became stranded as she attempted to enter the river. At the inquiry, the master claimed he did not see the flood tide signals and stand off signals that were flying, and was merely reprimanded. Ships register closed 1908 - abandoned.

Technical details: She measured in length 84.6 ft. x 13.4 ft. x 5.6 ft., with one mast, a 12 hp. steam engine. When registered she was allocated ON52389.

SOURCE: p. 167 *North Coast Run* © Mike Richards, p. 27 *Australian Shipowners and Their Fleets V.* © Ronald Parsons, p. 87 *Australian Shipwrecks V.3* © Jack Loney, p.59 *Wrecks on The N.S.W. North Coast* © Jack Loney.

SHAMROCK (I) 294 ton Sch. 1841

3 mast schooner built Bristol 1841. H.R.S.N. Co. Sold to Shanghai 1857.
SOURCE: p. 55 *Australian Shipowners and Their Fleets V.* © Ronald Parsons.

SHAMROCK (2) 100 ton Sch. 1861

The schooner *Shamrock* sailed from Sydney bound for Newcastle and ran into a gale on November 13, 1861. This caused her to miss stays as she rounded Nobbys and she drifted on to the Oyster Bank. The rescue boat set out for the wreck but her crew managed to get ashore. Rough seas finally destroyed her but most of her cargo was salvaged.

SOURCES:

SHAMROCK (2) 34 tons 2m. W. Ketch 1867 1889 22 yrs.

Built Brisbane Waters by Jonathan Piper for Thomas Dowlan of Hawkesbury River. Registered in Sydney. In 1882, she was owned by W D Munn (or Nunn). In July 1886, Jos Weston master mariner of Stockton became her owner. July 1887 saw her owned by Jos Weston & John & Hy Callen who registered her in Newcastle.

While on a voyage on the NSW coast her crew discovered a leak but they were unable to save her and she foundered off Stanton Beach 13 miles south of Port Stephens May 9, 1889. Her crew managed to land safely on Morna Point.

SOURCE: p. 75, *Wrecks on The N.S.W. North Coast* © Jack Loney.

SHAMROCK W. S.S. tug 30-tons 1895 1911 16 yrs.

Tugboat destroyed by fire Camden Haven February 19, 1911.

SOURCE: p. 99 *Wrecks on the N.S.W. North Coast* © Jack Loney, p. 68 *Australian Shipwrecks V.4* © Jack Loney, *Australian Encyclopaedia 1925*, p. 39 *Port Macquarie, The Port That Was* © Ian Finkle.

SHELLBOURNE 61 ton Ketch 1887 1892 3 yrs.

Originally built as steam ship in 1887 on Williams River, later converted to a ketch. Foundered off Crowdy Head February 14, 1892.

SOURCE: p. 226 *Australian Shipwrecks V.3* © Jack Loney, p. *Port Macquarie, The Port That Was* © Ian Finkle.

SIR GEORGE 94 tons Ketch 1892 1903 11 yrs.

This wood ketch rigged vessel was built at Terrigal in 1892 for owner Thomas Davis, who registered her in Sydney. She was sold to Thomas Fenwick in 1894 and in 1897 John Hibbard and Son became her owners. She was wrecked 50 km=s north of Port Macquarie at Smoky Cape on November 23,1903, while carrying a cargo of timber for Allen Taylor. Two of her crew were lost.

Technical details: When registered, she was allocated ON101072 and measured 93.1 x 23.3 x 7.2 ft.

SOURCE: p. 30 *Port Of Richmond River, Ballina 1840s to 1980s, Appendix A List of Wrecks on Ballina Bar and Vicinity* © Glen Hall, reads, "1895 Sir George, ketch, left Newcastle, not heard of again", p. 83 *Wrecks on the NSW North Coast* © Jack Loney, p. 61 *Alma Doepel, The History of an Australian Schooner* © Captain Ralph McDonell, p. 115 *Australian Shipowners and their Fleets* V. Ronald Parsons.

SIR HENRY HARDINGE 608 tons 1844 1854 10 yrs.

Leaving Sydney on June 15 on a voyage to Singapore, a strong gale and heavy seas on June 25, 1854 forced the ship *Sir Henry Hardinge* ashore near Trial Bay. She had encountered an easterly gale during her trip from Sydney, against which she was almost powerless. The captain, C Munn, his crew and twenty-five passengers were able to get to shore safely by boat and made their way overland to Port Macquarie.

SOURCE: p. 50 *Australian Shipwrecks* V. 3 © Jack Loney.

SIR ISAAC NEWTON 120 tons Sch. 1858

This carvel built schooner was built on at the Pelican ship yards on the Manning River by her owner, Captain Alexander Newton. She had a square stern with one deck and a scroll head. Her sailing rig of two masts were fitted with Cunningham=s Patent Roller Reefing gear which were self-reefing topsails. (This was to cause some problems later.) She arrived in Sydney on February 27, 1858 and was registered on March 9, with Alexander Newton being shown as her owner on March 11. Newton sold her to Samuel White, a flour miller of Willunga in South Australia. White registered her in Adelaide on September 4, but he did not wait for the registration to be completed before he sent her off to Melbourne loaded with a cargo of flour, wheat and bran under the command of Master C. H. Bisset. The *Sir Isaac Newton* ran into heavy weather on the trip and had to return to Adelaide for repairs. *The Adelaide Advertiser* reported on Tuesday, September 7, that >. . .boisterous weather had occurred during the weekend and very heavy weather the previous day. . .= The *Advertiser* reported the return of *Sir Isaac Newton* in the following words, >*The schooner Sir Isaac Newton hove in sight during one of the squalls that prevailed yesterday, presenting on her being sighted, a rather singular spectacle, from the fact of her having the fore-topmast and foreyards hanging, having been snapped during a squall on Sunday evening when to the S. of Backstairs Passage; this accident causing the forestay to part, and all the head gear.*=

The repairs took almost five days and the vessel finally sailed on

September 12 with a passenger on board. There is some thought that Captain Bisset and his crew may have experienced some difficulty in using the newly patented self-reefing topsails in the heavy weather they experienced. The >patent self-reefing topsail= apparatus was intended to save time and effort on part of the crew in setting sail.

Samuel White ordered Captain Bisset to set sail for Mauritius late in 1860 to pick up a cargo of sugar. He sailed from that port on December 29, and arrived in Adelaide on February 7, 1861. The vessel continued to trade between Adelaide, Melbourne and other ports. It was during a voyage on June 25, 1865, that she was able to rescue the crew of the ship *Arran* from King Island, where they had been stranded.

In 1866 she was sold to Jones & Crawley of Sydney who registered her in Sydney. This firm employed Captain Machin as the master of the *Sir Isaac Newton* and commenced a trans Tasman coal trade between Newcastle and Auckland in November. This trade continued when Jones and Crawley sold her to J. Bloomfield and R. Whittaker in 1871.

This firm continued trading between Australia and New Zealand and then in 1875 commenced trading along the coast in that country. Captain Boor assumed command of the vessel which carried cargos of grain and cattle between Lyttelton, Napier, Auckland and Russell. At the end of 1875, her owners despatched her to Marybrough, Queensland to bring back a cargo of timber for Dunedin. *The Sydney Morning Herald* on December 24, reported, >**Sir Isaac Newton**, schooner Capt. Kennett from Marybrough with a cargo of timber for Dunedin, has been compelled to put into port for provisions. She departed Marybrough on 12th Inst.= The vessel had obviously run in to one of the storms that rage up and down the east coast of Australia.

She continued obtaining cargos to various ports until her luck ran out when she was wrecked near Noumea New Caledonia on April 17, 1879.

Technical details: When registered allocated ON32649, she measured 94.5 x 19.6 x 9.6 feet. Schooner rigged with two masts, she had 1 deck, with a square stern and scroll head, being carvel built, in other words with planks flush, not overlapping.

SOURCE: p. 154-155 *Scotchtown and Pelican* © Val Newton, No. 53 on List of ships built on the Manning River 1834-1934 - published in Manning newspaper.

SISTERS (1) 17 ton Cutter 1843 1868 25 yrs.

This 17 ton cutter was built at Hawkesbury River for owner and Captain J. Singleton.

This vessel was wrecked at Port Jackson. Her registration was closed in 1868.

SOURCE: *Sydney Morning Herald* 11.9.1849, p. *Brisbane Waters Story* Book 3.

SISTERS (2) 44 tons Sch. 1860

Owned by a Mr Korff, she was built at Millers Point in 1844. She had sailed from Port Jackson to Newcastle to take on board a 56 ton cargo of coal. On the return journey, she ran into a rising sea as she approached Port Jackson on July 25, 1860 and received a severe battering. This caused a

severe leak and she started to founder. Her captain and three crew had time to launch a boat and row to safety.

Technical details: She measured 56.8 x 14.3 x 6.5 ft.

SOURCE: p. 116 *Australian Shipwrecks V. 2* © Jack Loney, p. 34 *Wrecks on the N.S.W. North Coast* © Jack Loney.

SISTERS (3) 37 tons Sch. 1873 1880 7 yrs.

The schooner *Sisters* loaded timber at Port Macquarie for the Sydney market, but for some unknown reason she sailed for Ballina where she obviously expected to pick up further cargo late in May 1880. As she entered the river, she ran ashore on the spit and became a wreck after her cargo was unloaded safely.

SOURCE: p. 63 *Wrecks on the N.S.W. North Coast* © Jack Loney, p. *Arrivals & Departures* © , p. 29 *Port Of The Richmond River, Ballina 1840 to 1980s, Appendix A List of Wrecks on Ballina Bar and Vicinity* © Glen Hall, reads, "1880 Sisters, also Ocean Bride, off north spit."

SNAPPER 25 tons Cutter 1821 1899 78 yrs.

Built in 1821, she sailed to Port Macquarie 4th July 1821 under command of Capt. Edwardson in company with *Mermaid* and *Prince Regent*. Later under command of Mr Fish sailed to Port Macquarie accompanying *Elizabeth Henrietta* on November 1. 1821 with His Excellency, Governor Lauchlan Macquarie & company on tour of inspection. The *Snapper* accompanied the *Elizabeth Henrietta* as a tender, as the Governor detailed in his despatches, >. . .so as land us at such places as might have too little depth of water for the brig.=

During the voyage on Friday morning, 2nd, those on the *Elizabeth Henrietta* feared for the safety of the *Snapper* for they had blown a smart gale when they were off Port Stephens. The continued to experience foul weather and finally on Saturday, November 3 rd. and it was at 4 pm, they were agreeably surprised to see the lost cutter *Snapper* sail out from Port Macquarie to meet them. On Sunday Nov. 4, Governor Macquarie and members of his staff transferred to the *Snapper* when about seven miles from Port Macquarie and set sail for the port. They arrived at the bar at 2 past 11 where the pilot signalled that he was sending his whale boat out to ferry the Governor and his party over the bar. They finally landed on the beach at 2 past 12 and were welcomed by Captain Allman and his assembled troops under arms and the convicts. The *Sally* finally came into the port and anchored at 2 o'clock.

Both ships left Port Macquarie to return via Newcastle on Sunday, November 11, but both vessels again ran into heavy weather during which the sea rose very high and it blew a fresh gale directly against them, which created a violent motion which continued all day. Macquarie commented that one of the heavy seas stove in the bulwark of the starboard side of the main deck. The violence of the motion of the vessel caused the loss of their lamp which broke to pieces during one of the lee lurches, The Governor said

that he had never suffered so much from sea sickness in all his life. The *Snapper* again disappeared out of sight and they thought she may have stood closer in to land to avoid the worst of the wind. On Wednesday, November 14, the cutter *Snapper* hove in sight at daybreak just north of Port Stephens. After calling into Newcastle, the two vessels *Elizabeth Henrietta* and *Snapper* sailed from there on Tuesday November 20 bound for Sydney where they arrived the next day.

On her return to Sydney *Snapper* under Captain Edwardson sailed on November 7, 1822 to New Zealand to investigate the potentialities of New Zealand flax. On arrival at Chalky Bay on November 19th, and was at once weatherbound through one of the frequent gales which prevail here. Edwardson shifted anchorage on 29th, and hardly was the anchor down when some of the *General Gates* men, who had been marooned there 17 months earlier, made their appearance. They had lived for the whole of that time torn between extremes of fears of being eaten, and of dying of starvation. Their hut contained *>some disgusting specimens of their usual food; they considered themselves very lucky when they were able to have a little fish or seal.=*

Edwardson effected a second rescue at Chalky Bay when on December 12th, the master of an American ship (unnamed) boarded the *Snapper* with the statement:

>. . .that he and his companions had been completely routed by three pirogues full of men, women, and children, and a number of dogs. The unfortunate men, taken by surprise, abandoned all they possessed, and went into the woods towards Preservation Bay, which they crossed in a sort of catamaran hastily constructed of floating wood. They arrived in this way, one after another, except one man, who was never found.=

No sooner had Edwardson received this advice, when the Maoris appeared in hot pursuit, and he went out to speak to them. Edwardson was somewhat staggered when two of them spoke to him in English. The name of one only - Stuart - was given. It would appear that:

>The man Stuart had come from Kangaroo Island, Australia, with a wife of the country (aborigine) and two children, to settle in New Zealand; but having with his family been taken prisoner by the natives, he had adopted their customs, and was employed by the chiefs Paihi, Tapi and Te Ouherra as a pilot round all the points of the coast, and for finding all the different hiding places of the Americans.=

On December 12th, the *General Gates* appeared at Chalky Bay, and Captain Riggs claimed all the fur seals which had been accumulated, but was indifferent about the famished men who had collected them. Of the eight men he had left behind 17 months previously, four had been eaten by Maoris, one lost in the bush, and the other three remained on the *Snapper*.

Edwardson discovered another white man and reported:

>James Caddell, the ex-sailor from the Sydney Cove, was captured (in 1811 by

Maoris) at the age of 16 years, and had spent many more years among the natives of Tavai-Poenammou when the Snapper took him to Port Jackson., This man had married a young native woman, and had so fallen into the life of these savages that he had become quite open a cannibal as any of them. His vicious and crafty nature had caused him to be received by the natives. In the first interview he was at some trouble to make himself understood, and had so greatly forgotten his mother tongue that it was difficult for him to act as interpreter. He was considered a very dangerous man, but by not placing too much confidence in him they found him to be of considerable assistance.=

The Snapper sailed from Chalky Bay on December 26th, and for the remainder of the year she was trying to dodge bad weather in an about Foveaux Strait, while her crew spent much time trying to strip fibre from raw flax. The Snapper was at Pahi on January 18, 1823, and Edwardson went ashore to negotiate for flax. He was received well outwardly, but his knowledge of the language allowed him to overhear plans to massacre the whole of the crew and plunder his ship. His host agreed with the plot, while declining to take any part. Edwardson beat a strategic retreat to his waiting boat, keeping in close company with the Maori chief. He also carried a Maori child he had picked up, which stood between him and attack. The chief denied strenuously all knowledge of the intended attack, but Edwardson let him know in no uncertain terms that he would return and lay waste to the whole village if he heard of any similar attacks. After making every effort to fill up with flax, the Snapper was compelled to complete her loading with Maori potatoes (kumeras). She encountered vile weather from Stewart Island to Chalky Bay, from which place she was driven off several times until she succeeded in entering on March 13th. She sailed next day for Port Jackson where she arrived laden with flax, articles of Maori dress, potatoes, skins of birds, and Maori curiosities, on March 28th. More importantly he returned with increased knowledge of a neighbouring country, which proved to be of great economic importance.

Wrecked on Broughton Island off Port Stephens June 14, 1899.

SOURCE: p. 168, 209, 210- 212 *Pageant of the Pacific* © Capt. R F Rhodes, p. 52 *Australian Shipowners and Their Fleets* V.5 © Ronald Parsons, p. 274, 374 *Australian Shipwrecks* V. 3 © Jack Loney, p. 203, 205-206, 214, 216, 222-223 *Lachlan Macquarie, Governor of New South Wales, Journals of His Tours in New South Wales and Van Diemen=s Land* © Library of Australian History, p. *Arrivals & Departure* © .

SNOWDROP 17 tons Ketch 1878

Built on Manning River by Thomas Snowden and launched on November 13, 1878. Wrecked in Port Macquarie area?

SOURCE: No. 89 on List of ships built on Manning River 1834-1934 - published in a Manning River newspaper.

SOPHIA ANN 165 tons W.S.S. 1883 1908 25 yrs.

Wood single screw built in 1883 W Peat, Tomakin NSW, for owner T O=Sullivan & Partners.

On April 9, 1908 as the *Sophia Ann* left Ballina, she lost her rudder and went aground inside the river entrance as she attempted to return. The tug *Rescue* went to assist but also went ashore and both became wrecks.

Technical details: a steamship of 165 tons, she measured 121.3 x 21.6 x 7.2 feet, and was rigged as a two mast schooner, she had two Compound Engines single cylinders rated at 35 hp.

SOURCE: p. 97 *Wrecks on the N.S.W. North Coast* © Jack Loney, p. *Australian Shipwreck V. 4* © Jck Loney, p. 168 *North Coast Run* © Mike Richards, p. 30 *Port Of Richmond River, Ballina 1840s to 1980s*, Appendix A *List of Wrecks on Ballina Bar and Vicinity* © Glen Hall, reads, >1908 *Sophia Ann*, s.s. 94 tons while being towed in by *Rescue*, steam tug. Both lost.=

SOPHIA JANE W.P.W. Steamer 1826 1845 19 yrs.

Wood Side Paddle Wheel Steamer with 2 mast rig, she weighed 153 tons. Built in 1826 by Barnes and Miller, both of who had worked with the pioneer of the steam engine, the famous James Watt. In the year 1831, for the 36,598 inhabitants of Sydney, the sea was a lifeline. An arrival was always an event to relieve the feelings of isolation and folk would flock to the harbour side, for it meant news from home. These simple folk were amazed at the sight of this new fangled vessel, the *Sophia Jane* now steaming up their harbour.

Just a few weeks before, *the Surprise*, the first steam paddle wheeler built in Australia had been launched from Mr Millard=s ship building slip in Neutral Bay, Sydney Harbour for her owners, Messrs Smith & Bros. amidst flying colours and the acclamation of some hundred=s of spectators on boats . . . and sailed to Parramatta but the *Sophia Jane* became the first operational steamer to turn a paddle on Port Jackson.

The Sydney Gazette reported the arrival of the *Sophia Jane* in its shipping columns, >From London, Pernambuco and the Cape, having left the former port on the 16th December 1830, the steam-packet **Sophia Jane**, Captain Lieut. Edward Biddulph, formerly of the Royal Navy. Passengers © Mrs Biddulph and family.= In the same issue the newspaper reported, under the heading >**First steamer in New South Wales**,= an account of the vessel: >On Saturday last the inhabitants of Sydney had the extreme gratification of seeing for the first time a steam vessel floating in their harbour, the **Sophia Jane** having arrived from England during the night. This being the commencement of steam navigation in Australia, we shall give as many particulars as were are able to collect regarding the vessel. She was built in 1826 by Barnes and Miller, pupils of the celebrated Watt. The whole length of the deck is 126 ft., her breath 20 ft., and her burden 256 tons. Her power, 50 horse. In smooth water she will travel eight miles an hour. She draws only six feet of water, and could easily draw only five. She was originally constructed for the almost exclusive accommodation of passengers, and the greater portion of the room is adapted for their service. Her principal employment, hitherto, has been to carry passengers between England and France, and to various parts of the British Islands. No expense has been spared for the comfortable accommodation of her

passengers and her apartments are of the finest description. She has three separate cabins C one for gentlemen, one for ladies and one for steerage passengers. In the gentlemen=s cabin sixteen beds can be made up, in the ladies=, eleven, and in the steerage, twenty. In cases of emergency extra beds can be prepared, making in all fifty-four. Being intended in the first instance for Calcutta, where wood is the cheapest fuel, she is as well adapted for its consumption as for coal. She originally cost ,8000 (\$16,000), and her present value is estimated at ,7500 (\$15,000). She has brought out an experienced engineer, and a duplicate set of all the necessary apparatus.= >The **Sophia Jane** was ultimately fitted out expressly for Sydney as a private speculation. On her passage out she touched at Pernambuco, and at the Cape. At the latter place they were extremely desirous of purchasing her to ply between Algoa Bay and Table Bay, but the attempt failed and she prosecuted her original course. At present the arrangements are too immature to enable us to say how she will be employed, but in all probability she will form a regular packet for the conveyance of both goods and passengers between Sydney and Newcastle. Most certainly do we wish her every success, and congratulate our fellow-colonists on so valuable an acquisition to their pleasure and advantages.= The newspapers comments of course weren=t all complimentary, for they reported that, >. . . she looked rather drab and would probably attract more custom if she were more brightly painted.=

She was described as 126 ft (38.4 m) long on the deck, which must have included the forecastle and fiddle bow as well as the overhang of her counter stern., as the width of 20 ft (6.1 m) seems small in comparison. Paddle-Boxes would have added at least 10 ft (3 m) more overall beam. Her 50 horsepower engines gave her a speed of 8 miles per hour (13 km per hour) in calm water. She was soon put into service, and *The Sydney Herald*, of 12th June 1831, gave an account of one of her first engagements:

>Yesterday the public were highly gratified in witnessing the **Sophia Jane** steam vessel towing the ship **Lady Harewood**, which left Sydney for London direct, down the harbour. The ease and rapidity with which she towed the ship created the greatest admiration and applause, with all shipping saluting as she pulled the stately sailing ship down the harbour. This was the first application of steam-power to the purpose above mentioned that Australia can boast of, and, from the important benefit that must ensure to the Colony by the introduction of this valuable discovery, we think the proprietors of such vessels deserve every support that the Government of the Colony and the community at large can give them.= His Excellency, the Governor and a select party of the élite of Sydney, took a short expedition to the Parramatta River and Darling Harbour, enjoying a leisurely breakfast on board.

On Friday, June 17, 1831, the *Sophia Jane* performed for the populace of Sydney. A contemporary report published in the book >*NSW in the Olden Time*= edited by James Ewan p. 46-47, reported, > Yesterday was a proud day for Australia a day that ought to be placed high in the calendar of her improvements a day to

which her sons and daughters, if alive to the true interests of their country, will in future years look back with exultation. The first efficient exhibition of steam navigation in this fifth quarter of the world, was beheld by the select few who had ventured on board the **Sophia Jane**, on Friday, the 17th day of June, 1831. True, the **Surprise** had, as we fully reported in a recent number, performed a trip to Parramatta some days before; but that was altogether so diminutive a display of the tremendous power of steam, that it cannot for a moment be placed in competition with the magnificent enterprise of yesterday. It must also be granted that the **Sophia Jane** had by herself performed one trip before that which we designate her first. On Sunday last she towed the ship **Lady Harewood**; bound for England out of the harbour, and accomplished her task in the most gallant style; but this was no more than a private trip intended for the amusement of a few of the captain's friends, and therefore was not considered by us to be entitled to any particular notice. But yesterday was the grand era. The **Sophia Jane** put forth all her powers. She showed what the ingenuity of man had been able to contrive to dispense with oars and canvas, and to urge rapidly onward; in defiance of wind and weather, a vessel of large dimensions and heavy burthen.

Early in the morning the Captain gave a breakfast on board to his Excellency the Governor and a distinguished party of ladies and gentlemen. The vessel performed a gentle trip round Daces Point, Darling Harbour, and Goat Island, and in so fine a style that His Excellency and all the fashionable guests were pleased to express all the highest encomiums on the scientific construction of the vessel, and the admirable skill in which she was managed.

But the grand display was reserved for the public excursion to Middle Harbour, and we are really at a loss for terms to convey to those who were never on board a steam vessel; an adequate conception of the scene.

Soon after 11 o'clock, a signal gun having been previously fired, the **Sophia Jane** loosed her moorings in Sydney cove, and began her venturous journey. The manner in which she threaded her way through the shipping, without any assistance whatsoever, filled every one with admiration. She crept in and out with the utmost exactness, as if she had possessed all the attributes of a rational creature; and when fairly free from the cove her energies were allowed unlimited play, and away she went as on the wings of the wind. Her velocity was astounding. She actually flew through the water. The ordinary motion of a vessel leaving the harbour, compared with her's, was absolutely contemptible. Before the passengers well knew they had started, they found themselves abreast of Pinchgut Island; and ere they digested this astonishment, they looked up, and lo! they were in the very mouth of the Heads! Here a gun was fired, and Mr Watson, the pilot, came on board. Then away she dashed up Middle Harbour crossing bars, skimming flats, and threading needles, in the finest style imaginable. She went about five or six miles inland. In many places the harbour was so narrow as to resemble a mere canal. The scenery was beautiful and was heightened by one of the most charming days earth ever saw. Having reached the most navigable point, she veered round, and again ploughed her way back towards the Heads. At 2 o'clock the company was summoned to the mess room, where they found a sumptuous cold collation, served under the direction of Mr Bax, of the Australian Hotel. Every luxury that could be devised was spread upon the hospitable table, garnished with the choicest champaign (sic) and other wines, ale, porter, &c. The passengers had scarcely seated themselves at table when they became conscious of a very peculiar motion, the vessel rolling in the most regular and agreeable manner; but supposing it to be only imaginary on their sitting down, for the first time, in the cabin, no particular notice was taken of it; but when the meal was finished, and they returned on deck, what was their astonishment to find themselves actually at sea, rolling around upon the wide ocean, and Sydney Heads far behind! However, they greatly enjoyed the unexpected novelty of their situation, and while in the act of expressing their surprise, behold! the miraculous steamer was again rounding Bradley's Head, on the full wing for Sydney, with both wind and tide against her. She performed the trip from between the Heads to Fort Macquarie, a distance of full five miles, in 26 minutes and 42 seconds the shortest period in which it was ever accomplished by a sailing ship, with wind and tide directly in favour, being 42 minutes.

Having honoured Sydney with a hasty glance, to assure the good folk that all was well, she

shot past with the velocity of thought, directing her course to Kissing Point. Thither she had a delightful trip, and returned to Sydney, the distance being about 10 miles, in less than three quarters of an hour. Her progress, throughout the day, varied from 10 to 15 miles an hour.

The day was the most favourable that could be desired. Not a cloud obscured the sky; the sun shone in all its chastened splendour, and a gentle breeze from the westward served to refresh and invigorate the joyous passengers. Part of the band of the 39th regiment added to the other delightful pleasures of the excursion, the charm of martial music.

Captain Biddulph acquitted himself in the handsomest manner. His duties, as the navigator of the vessel, were performed with the utmost zeal and discretion, while his polite assiduities for the comfort of his passengers were all that became a commander and a gentleman. Every thing, in short, went off in the best style. Not one blunder not one mistake. All was order and precision.

The accommodations between decks are truly admirable. The state cabin is appropriated exclusively to the ladies. The fair sex are always entitled to the best, and certainly their claim is fully conceded on board the *Sophia Jane*, their apartment having every convenience they could desire, together with superb looking-glass panels, (sic) which reflect their charms with all the fidelity of truth.

The dining-room is a noble apartment, being arranged with the most ingenious regard to utility and comfort. But those who would fully appreciate this wonderful achievement of human skill and enterprise, must take a trip, and judge for themselves. Her first voyage to Newcastle will be performed this day, and we hope she will have abundance of passengers. She deserves well of the colony: may she receive that liberal share of public patronage and support of which she is so eminently worthy !=

The *Sydney Herald* of June 27, 1831 carried the following advertisement:

FOR SALE EITHER WHOLLY OR IN SHARES

>The ***Sophia Jane***, of 256 tons register. This beautiful steam vessel, reputed one of the fastest ever built, is four years old, but has been running only two years. Her engine, of 50 h.p., is of the most approved construction, and there are duplicates of all the material parts. Full particulars from Messrs Lamb & Buchanan, Sydney, 23rd June 1831.= Following the favourable publicity, the local people took up all the shares on offer and Australia=s first steamship company was formed. This company set up a regular service to the Hunter River, which continued for several years. On her first trip to Newcastle, she attracted tremendous attention, as her steam engines had pushed her along at what was then an incredible speed of eight knots. The *Sophia Jane* was considered to be a kind of ocean greyhound, for she could make the 60-mile trip from Sydney Heads to Nobbys in 7 hours 40 minutes. She also plied up the Hunter to Green Hills, (now known as Morpeth) then an important river town. People said that she was >a wondrous sight= on the river with her side paddles churning.

The *Sophia Jane* was first equipped with a return flue type of boiler which were given a lifetime of from three to seven years. Two new boilers were sent out from England to replace the old ones in September 1832.

On one of her trips from Sydney in March 23, 1834, to Newcastle, her passenger list was an almost a one family affair when Mr Chas George Croaker, previously of Maidstone, in Kent, travelled to Newcastle, and brought with him his wife, sixteen daughters and two sons, Captain Henry Croaker and Mr Chas. Geo. Croaker. Mr D L Macdonald=s mother was Mrs.

Croaker, and she was four years of age when she arrived at the only wharf in Newcastle.

Mr J H Grose bought her and continued to allow her to trade between Sydney and the Hunter until he sold her in July 1839 for , 6000 (\$12,000) to John Thomas Wilson. Wilson subsequently absconded from the Colony, and the *Sophia Jane* and another vessel, the *Tamar* were then sold by order of the Supreme Court. Both vessel were bought by The General Steam Navigation Company. They again placed her in the Hunter River service, and during 1841, her owners diverted her to South coast trade. She also travelled up to Port Macquarie and is shown as having returned from there to Sydney on August 6, 1841. The fare Sydney to Newcastle was quoted at , 1 (\$2), and to Port Macquarie , 2 (\$4) cabin fares per person. Within 3 years, in fact from 1844-1845, under the ownership of Mr Edye Manning, she again appeared in the Hunter River trade, opposing her old firm, the Hunter River Steam Navigation Company with offerings of low fares and freights.

Her steam power allowed a regularity never possible to sailing ships. But the service which *Sophia Jane* provided often took her into harbours for which she was not designed and involved frequent groundings on sandbars, so that after two decades her timbers became badly strained. Her new owner decided to break her up in 1845 and build a new hull. A new boiler and her engines were transferred into a new steamer *Phoenix* built in Sydney , which was launched on June 24, 1846.

SOURCE: p. 252 , 347 *Pageant of the Pacific* © Capt. R F Rhodes, p. 44 *Ship. Arr. & Dept. Syd. 1841 - 1844*, p. 44, 45, 46 *Ships that shaped Australia* © Jack L. Koskie, p. 13 *Australian Ships* © Ross Gillett, p. 27, 28, 29, 30 *Australian Steamships, Past & Present* © Dickson Gregory, p.168 *North Coast Run* © Mike Richards, p. *Australian Shipowners and Their Fleets V.* © Ronald Parson, A.C.P.S., *Newcastle Sun*, p. 46-47 *NSW in the Olden Time No.4* © James Ewan.

SOVEREIGN 119 tons W.P.S. 1841 1847 6 yrs.

Wooden paddle wheel steamer built in Sydney in 1841 by Chowne and Thompson for the Hunter River Steam Navigation Company. On July 23, 1839, the 84-ton steamer (*King*) *William The Fourth* was wrecked on the Oyster Bank, Newcastle. As marine engines in those days were extremely scarce, her 35 h.p. engines were salvaged and placed on board the *Sovereign*. Unfortunately she proved to be disappointingly slow, in fact was the slowest steamer on the coast and her owners found it hard to get cargo work for her. Part of the blame was put down to the fact that manila rope had been used as packing in the junk-ring of her pistons.

It is believed that the *Sovereign*, which arrived in March, 1842 under the command of Captain Cape, was the first ocean going vessel to enter the Manning. Captain Cape entered the river without the assistance of a pilot, and because of the intricate passage at the entrance, she grounded on the numerous flats at the river mouth. Fortunately she floated clear on the incoming tide and proceeded up river to Taree. She took on board a cargo of

94 bales of wool and a quantity of wheat. The wool came from sheep stations on the New England and other sheep stations around the district. She arrived back in Port Jackson on April 1, 1842.

In 1847, the infant colony at Brisbane had its teething troubles, among which were the scarcity of labour, protests against transportation, and a strong desire to gain separation from New South Wales. But March brought a great shipping tragedy, which flung a pall over the whole colony. South, or Rous Channel, from Morton Bay to the open sea, is one that, to this day, offers a tempting saving of time and distance by sea to Sydney. But it is exposed to the full force of the south-east winds and sea which roll insolently along the Southern Ocean, building up an extensive sand bar across the channel. At that time it was the main channel into Moreton Bay because the present channel had not been surveyed, and also because it imposed few handicaps, during reasonably fine weather, on the class of vessel then in use.

Unfortunately the weather was not fine when on March 3rd, the 214-ton steamer *Sovereign* left Brisbane. It found there was a strong south-easterly blowing and the bar was breaking right across. After waiting six days, they hove up anchor and, in the expressive language of the sea, >went and had a smell at the bar.= The >smell= was not to their liking, so the *Sovereign* was taken back to the anchorage.

On March 11th another start was made, and as the bar did not look dangerous to a well-found vessel, the passage was attempted. Among the passengers was a feeling of relief at prospects of getting on with the voyage. They joked as they saw the long, blind rollers tumbling sluggishly in, remarking that the rails are down, and she=ll soon be out in the big paddock. And so she would have, had not the engineer made the startling discovery that the machinery had started from its holding-down bolts for they had pulled through the bottom of the hull. It seems incredible, even in those days of perfunctory surveys, that so vital a part of a passenger ship could develop such irremediable defects, but it was only too true for the frames in the way of the plummer-blocks broke through the ribs. The engines which went with the 84-ton steamer (*King*) *William The Fourth* to her end on the Oyster Bank on July 2, 1839, were to be the vital factor in sending the *Sovereign*, of almost three times her tonnage, to her doom. But the injury did not stop there. Underneath the plummer blocks, the ribs of the *Sovereign* were broken, and the sea entered the ship where the engines were by now only so much scrap.

Then it was that the great rolling waves got to work with deadly effect. Drifting broadside on, the *Sovereign* was a helpless target to their sullen fury. The rudder chains snapped like threads, and a like fate befell the starboard cable, on the anchor being dropped to try and hold her head to the wind until sail could be made. An attempt was then made to get over the second anchor, but forty bales of wool that were stowed on deck broke away and smashed and maimed everything as the hurtled across the reeling decks.

Three men were killed and several maimed at this stage, while the drunken, water-logged vessel surged brutishly down towards the dreaded north spit on which the surf was thundering. Then a racing comber broke on deck, smashing in the hatches and raising the coamings level with the deck. In desperation, efforts were made with tarpaulins to cover the gaping hole, but the results of these pitiful efforts were swept away like straws and several struggling men went with them.

At this stage Captain Cape saw no hope of keeping the ship clear of the raging surf, but even the slightest hope that the hull would at least carry them part of the way through the terrifying breakers was dashed. Underneath, and unknown to them, the sea was gaining entry through the wrecked hull, and it was soon apparent that the *Sovereign* would sink before she struck. The danger then feared was that a surface current would carry off-shore struggling humans when the ship sank, though subsequent events proved this fear to be groundless.

By now many of the ship's company were disabled, some had been whisked into eternity, some were prostrated at the terrifying prospects and the almost certainty of violent death, while to others the appalling situation brought calm fortitude and resignation.

Deeper and deeper into the waters sagged the sodden hull, then the *Sovereign* slid beneath the surface. About forty-five minutes after the stopping of her engines, the *Sovereign* settled in about four fathoms on the north side of the spit at the south end of Moreton Island. Within five minutes she began to break up piecemeal. Once in the water the only hope was to gain hold of some piece of wreckage in order to negotiate the roaring breakers. Many were never seen again after the ship sank; others were seen clinging to bales of wool and scraps of wreck, many of whom were swept off by the remorseless sea. Of the fifty-four who watched so light-heartedly their ship nearing the bar, only ten got ashore alive.

The death roll would have been even greater but for the services rendered by Amity Point blacks, who helped ashore those who were half drowned, and would have undoubtedly drowned had they been left to the raging sea. For many years Amity Point blacks wore proudly brass plates on which was engraved:

>To-----of Amity Point. Rewarded by the Government for the assistance he afforded with five of his countrymen to the survivors of the wreck of the steamer Sovereign, by rescuing them from the surf upon Moreton Island on 11th March, 1847, upon which melancholy occasion 46 persons were drowned, and by the aid of the natives ten were saved.=

Others to assist were two men, Richards and Clements, who were fishing in the neighbourhood, and who rendered every assistance in their power. They were assisted by a prisoner of the Crown, William Rollings, plus a servant of the pilot. Mr. Hexton, the pilot arrived on the scene at about 2 o'clock after leaving the *Tamar* which had departed via the North passage.

After the disaster rumours circulated that the *Sovereign* timbers had been rotten and the engines from (*King*) *William The Fourth* were too weak and poorly fitted. In the subsequent enquiry it was found that many people suspected the hull of the *Sovereign* was rotten, and that her engines were of the tin pot type that could be expected to fall to pieces at awkward moments. The Editor of the *Moreton Bay Courier* on Saturday 20 March 1847 said, > . . . *It was found that the timbers of the vessel were originally very defective as regards the planking and fastenings, and greatly weakened subsequently by the number of treenail and bolt holes from repeated repairs; while the inner planking was perfectly rotten. This will account for the facility with which the hull broke up, even before taking the ground.=*

The Editor continued, > *Carrying deck cargo was also fraught with danger. James Paterson, secretary of the Hunter River Steam Navigation Co. who were the owners of the Sovereign, refuted these charges. He stated that she had been thoroughly repaired only a few months earlier, the work taking four and half months and costing ,2,000 (\$4,000). He also claimed that she only carried thirteen and half tons of deck cargo. Paterson also claimed the engines had not broken down. Captain Henry Cape flatly contradicted Paterson=s statement and he was backed up by various witnesses who had made sworn statements shortly after the wreck which proved conclusively that the engines had indeed broken down. The absence of wind to assist the sails contributed to the disaster.*

Technical details: She was a two mast schooner rigged wood paddle wheeler of 119 tons burthen, measured in length 111.2 ft., beam 17.8 ft., depth of hold 9.5 ft. Her engine was a two-cylinder side lever, jet condensing type rated at 70 horsepower (though there is some claim that it was only 35 h.p.

SOURCE: p. 302, 349-351 *Pageant of the Pacific* © Capt. R F Rhodes, p. 204-205 *Australian Shipwrecks V.1* © Charles Bateson, p. 20 *Workhorses in Australian Waters* © Mike Richards, p. *Bedside Book of Colonial Doings* © J. H. Heaton, 1848-1914, republished 1986, *Arrivals and Departures 1840-1844* © .

SOVEREIGN OF THE SEAS 60 tons Ketch rigged yacht. 1886

Of New Zealand origin. The vessel was stolen from Auckland by two men Gaffery and Penn, who had killed a man and abducted his daughter and escaped to Australia. In an attempt to cover the crime they scuttled the ship at Point Plummer and rowed into Port Macquarie where they burnt the ship=s boat. They were subsequently caught when a fisherman named Radley discovered the burnt portion of a boat in the sand. He turned it over and was intrigued by the part of the name of a ship burnt into it. He reported the find to the police and the two men were subsequently arrested and returned to New Zealand to be convicted and hung.

SOURCE: Museum File 67B, Bernard Harte, p. 39 *Port Macquarie The Port That Was* © Ian Finkle.

SPECIMEN renamed SABLE CHIEF. (see Sable Chief.)

Built by Captain Alexander Newton and Captain William Malcolm for

owners Donaldson, Bloxsome and Burgess of Sydney and was launched on April 1, 1853. On April 21, 1853 she was renamed *Sable Chief*. (For balance of her story see *Sable Chief*).

SOURCE: p. 149 *Scotchtown & Pelican* © Val Newton, No. 44 on List of ships built on the Manning River 1834-1934 - published in Manning River newspaper.

SPEEDWELL 18 ton Sch. 1823

Built Concord NSW 1823. Owner Oliphant. Fate not known.

SOURCE: p. *Australian Shipowners and Their Fleets* V.5 © Ronald Parsons.

SQUATTER 50 tons Sch. 1845 1846 1 yr.

Built on Manning River by John Nicholson and arrived in Sydney on December 18, 1845. The *Squatter* was lost at Port Fairy in May 1846.

SOURCE: No. 28 on List of ships built on Manning River 1834-1934 - published in Manning newspaper.

STAR OF CHINA 101 tons Sch. 1843

Built by Captain Robert Howie, on the Manning River, she was a 2 masted schooner launched as *Mary Jane* and arrived in Sydney on February 7, 1843. She was renamed *Star of China* on February 15, 1843. In May 1843 John Giblett became her owner. Her fate is unknown but she is shown as lost on 1861 list.

Technical details: She measured 63.8 x 20 x 10.6 ft.

SOURCE: p. *Arrival and Departures, Sydney, 1840-1844* © , No. 25 on List of ships built on the Manning River 1834-1934 - published in Manning River newspaper.

ST. GEORGE 94 ton Wooden Ketch. 1892 1903 11 yrs.

Built at Terrigal NSW in 1892.

In the 1890s the Clarence and Richmond River Steam Navigation Company amalgamated with John See & Co. of Grafton to become the North Coast Steam Navigation Company with all the vessels adorned with the Company flag and all painted with the familiar red-and-black funnels. The well known vessels that came under the one ownership included *The City of Grafton*, *Tomki*, *Coraki* and *Electra*. The size of the N.C.S.N.Co. gave it access to immense amounts of money for investment, which at one stage reached , 250,000 (\$500,000) a tremendous sum for the times. The *St George* belonged to this company, and worked out of Ballina under the command of Captain Ben Alley, who later took command of the *Brundah*.

On November 13, 1903, the *St George* left Port Macquarie with a cargo of timber bound for Sydney. A gale forced her to run 50 kilometres northwards where high seas threw her on to rocks at Smoky Cape. Two of the crew were drowned but other members of the crew who had survived walked overland to the Smoky Cape Lighthouse.

Technical details:

SOURCE: p. 19-20 *Australian Shipwrecks* V.4 © Jack Loney, p. 39 *Port Macquarie The Port That Was* © Ian Finkle, p. 25 *Port Of Richmond River, Ballina 1840s to 1980s* © Glenn Hall, p.

STICKFAST Log Punt (drogher)

This log punt was one of a number owned by Longworth Laurieton Timber Company. Hauled logs from Kendall and Johns River down to Laurieton.

SOURCE: Ray Cooper.

St. OLIVE Log punt (drogher)

A side wheeler log punt with paddle wheels driven by steam that operated on the Camden Haven hauling logs to the mills. This log punt was built at Kendall by Breckenridges at their mill and yards. It was run by Tom Breckenridge, son of John Breckenridge of Failford.

The *St Olive* was named after Tom's wife, Olive (nee Edwards, daughter of Thomas Wincott Edwards, a teacher at Krumbach).

This log punt later sold and transferred to Porters Mill at Tuncurry, Wallis Lake and was brought down by Fred Wootton. He said that the *St Olive* was 70 years old at the time. The punt then had a load of ant bed material for use on tennis courts.

This punt later recovered fittings and timber from the wreck of the steamer *Jap* which was wrecked inside the bar.

The remains of the *St Olive* are off Jonnel Park.

A wheel from the *St Olive* has been handed to the Great Lakes Historical Museum at Tuncurry on July 11, 1998.

SOURCE: Ray Cooper, Pat Longworth, *June Newsletter*, Great Lakes Historical Society, p. 76/2, B37:4 *Wallis Lake, Its Rivers and Villages* © Dawn McMaster.

STRANGER 26 ton Ketch 1842 1856 14 yrs.

Built on Macleay River by John Ferrier for Andrew Young, a builder of Sydney. Her first arrival in Sydney occurred on September 9, 1842. She had sailed from the Macleay River under command of her builder carrying a cargo of 11,000 ft. of cedar. Andrew Young three days later registered her, and the very next day sailed for Port Aiken (Port Hacking).

She then hauled general cargo to both north & south coast ports. It would appear that in a lot of the cases she carried timber back to Sydney for her owner. On her return voyages she carried general supplies for the settlers. Her ownership transferred in 1853 to Mitchell, Poulton, Buchanan & Taylor Geelong, Vic. She foundered in 1856 and her register closed.

Technical details: She measured 44.2 x 10.9 x 6.3 ft., and weighed 26 ton

SOURCE: p. 156 *Scotchtown and Pelican* © Val Newton, p. *Arrivals & Departure, 1840-1844* ©

SUMATRA 584 tons S.S. 1889 1923 34 yrs.

Built at Keil, Germany in 1889.. Captured as German war prize September 11, 1914 in the Bismark Archipelago by HMS *Australia*. Owned by the New Guinea administration. After a stranding in the Admiralty Group of Islands, she underwent extensive repairs in Sydney. ss *Sumatra* was

returning to Rabaul when she foundered in a gale off Lighthouse Beach Port Macquarie on June 28, 1923. Two bodies found floating near Crescent Head was the first indication that she had been lost. There was no trace of the 44 crew consisting of eight Europeans and 36 natives.

Technical details: She measured 171.4 x 27.7 x 12.1 feet

SOURCE: p. 112 *Australian Shipwrecks V.4* © Jack Loney, p. 39 *Port Macquarie The Port That Was* © Ian Finkle, p. 138 *Wrecks on the NSW North Coast* © Jack Loney.

SUMMER ROSE 83 tons Brigantine 1876 1890 14 yrs.

Built Port Stephens 1876. *Port Macquarie News*, December 25, 1882, reported that the 83-ton brigantine *Summer Rose* was one of 12 vessels trading continuously between Port Macquarie and Sydney, almost exclusively in the timber trade. Lost off Yamba February 6, 1890.

SOURCE: p. 199 *Australian Shipwrecks V. 3* © Jack Loney, *Port Macquarie News*, Dec. 25, 1882.

SURPRISE 115 ton Sch. 1884 1891 7 yrs.

Built Bellinger River 1884, by part-owner Frederick Doepel. John Anderson, the other part-owner had originally hailed from Norway and was then known as Ivan Anderson. He had considerable skill as shipwright, apparently having worked for George Richardson Tucker (often known as Boss Tucker) for a period. Anderson presumably also brought finance for the project. Doepel purchased a large punt from Tucker and commenced rebuilding it into a seagoing craft. The project was given little chance of success as it meant the removal of bow and stern and the subsequent jointing of new sections with sufficient strength and flow to make reasonable speed and stability to withstand the tossing and dumping of an unruly ocean as well as provision of sailboards to compensate for the flat bottom and absence of a keel. She now measured 96 foot 8 inches long, 23 foot 1 inch beam and seven foot of hold; a challenge in design and construction and a triumph for the builders which won ready acclaim from the anxious and desperate families throughout the district. The immediate success of the *Surprise* quickly encouraged John See & Co. to introduce the *Fernmount* to the Bellinger trade. Business pressures soon forced the sale of the *Surprise* to one Lost near Terrigal January 1891.

SOURCE: p. 73 *Australian Shipowners and Their Fleets V.1* © Ronald Parsons, p. 7 *Frederick Doepel of the Bellinger* © Gordon Braithwaite, Bellingen Historical Society

SURREY 368/443 tons Barque.

Equipped with 6 guns and with 30 men on board, she was built at Harwick London. Arrived (Sydney) 20/21 July 1823 under command of Captain Thomas Raine, master and (part) owner.

She arrived at Sydney on June 22, 1823 from Port Macquarie with 109,884 feet of very fine cedar plus sundries of Colonial produce. Another part owner was R H Powers. She departed Sydney to London on July 27, to August 17, 1823 with a cargo of timber.

Said to now be government owned, her fate is not known, but she loaded

cedar at Port Macquarie in the year 1831.

SOURCE: p. 143 1788, *Sydney shipping - arrivals and departures*, Index of *Sydney Gazette* 1803-1826 Vol. 14 (PHA-RID) File 788, Museum Files.

SUSAN 52 ton Sch. 1837 1850 13 yrs.

Built Kissing Point Parramatta in 1837 for owners Devlin and Small. Reported at Port Macquarie July 2, 1838. Lost Clarence River bar July 30, 1850.

SOURCE: p. 149 *Gazetteer*, p. *Australian Shipowners & Their Fleets* V.6 © Ronald Parsons.

SUSAN/GILMORE/GILMOUR 1294 ton Barque 1884

Owner Captain Carver. Wrecked at Long Beach NSW July 4, 1884.

SOURCE: p. 148 *Australian Shipwrecks* V.3 © Jack Loney.

SUSANNAH 43 tons Sch. 1868 1868 6 mths.

Schooner built 1868 at Jesuit Bay in 1868 by Mr Wood. Lost in Crowdy Bay June 17, 1868.

SOURCE: p. 203 *Australian Shipwrecks* V.2 © Jack Loney.

SUSANNAH BOOTH 111 tons Brigantine 1863 1876 12 yrs.

Wood Brigantine rigged sailing ship built Brisbane Waters 1863, for owners John Booth who registered her in Sydney. There is some thought that between 1869-1870 she was in the ownership of H S Bird of Sydney. Her ownership changed in 1873 when James Merriman purchased her.

She was wrecked on the Richmond River bar in April 1876, while under tow from the steamer *Andrew Fenwick*, when she drifted sideways and was washed on to the bar and was lost. It is possible that the *Susannah Booth* may have gone previously ashore but was refloated in 1869.

Technical details: When registered she was allocated ON6422. She weighed 111 tons.

SOURCE: p. 47 *Australian Shipwrecks* V.3 © Jack Loney, p. 15, 29 *Port Of Richmond River, Ballina, 1840s to 1980s, Appendix A List of Wrecks on Ballina Bar and Vicinity* © Glen Hall, p. 64 *Wrecks on The NSW North Coast* © Jack Loney, p. 42 *Australian Shipowners and Their Fleets* © Ronald Bateson.

SUSANNAH CUTHBERT 178/194 tons Sch. 1864 1875 11 yrs.

She was a wood single screw 3 masted schooner rigged steamship built in 1864 for owner John Cuthbert, who registered her in Sydney. In June, 1866, the C&NESN Company took control of the vessel. They sold her in July 1867 to Thos. Bawden of Grafton, and who in turn sold her back to the C&NESN Company. This company only held her for several months and sold her in March 1874 to J. Frazer.

She had taken on a cargo of coal at Catherine Hill Bay and was bound for Sydney, when she struck Long Reef off Manly on July 7, 1875. She drifted

ashore off Jenkins Point, where she settled in several feet of water.

Technical details: When registered in 1864, she was allocated ON46466, weighing 194t gr., 161t n., she measured 131.6 x 18.8 x 10 ft., and had a steam engine rated at 50 hp.

SOURCE: p. 50 *Australian Shipowners and Their Fleets* © Ronald Bateson, p. 61 *Wrecks of the NSW North Coast* © Jack Loney.

SUSSEX 97 tons Sch. 1885 1890 4 yrs.

Built Brisbane Waters 1885 for Robert Langley. Left Trial Bay on January 29, 1890 and never heard of again. Some say she collided with a ship called *Kent* during a savage storm and sank but this is not substantiated.

Technical details: When registered she was allocated ON89397, she measured 94 x 22 x 7.6 ft.

SOURCE: p. 199 *Australian Shipwrecks V.3* © Jack Loney, p.95 *Australian Shipowners and Their Fleets* © Ronald Parson.

SWALLOW 26 tons Cut. 1836 1842 6 yrs.

This 26 ton cutter was built at Brisbane Waters in 1836 and owned by Thomas Steele of Sydney, master mariner. Grounded on the Macleay bar in June 1839, but was able to be refloated. Totally wrecked at Gerringong on March 15, 1842, while she was trying to work out of the harbour.

During the attempts to warp her out, in other words haul her out by the use of a rope, the warp broke and she was carried on shore. Unfortunately a man and a boy were drowned in the accident. She became a total wreck, and at the time of her loss, the press reported that she was the property of Handley & Brown, of Sussex Street, Sydney, even though her registration showed her to be owned by Thomas Steele.

Technical details: dimensions 38.6 x 13.4 x 6.4 feet.

SOURCE: p. 139, 156 *Australian Shipwrecks V.1* © Charles Bateson, p. 63 & 157 *Australian Shipowners and Their Fleets V.6* © Ronald Parsons, p. *Arrivals and Departures 1840-1844* ©

SYDNEY PACKET Cutter

Capt. R. Thompkins sailed 2 July 1825 to Port Macquarie. After returning, she again sailed to Port Macquarie with provisions and as reported by the *Sydney Gazette* in its issue of July 26, 1826, returned to Sydney with 78 men.

She then sailed for Hobart Town where she arrived on November 18, 1825. She became involved in trading between Sydney Cove and Hobart Town in the next month arriving on December 12. She was back again on January 1, 1826, leaving on January 3. Then on February 15, June 3, she was back again.

For a change she sailed on August 11 to Macquarie Island. She sailed on October 23 to New Zealand.

She was wrecked on July 17, 1837, while loading oil for Sydney at the whaling station operated by her owner, John Jones, on Whale Island, Moeraki, on the North Otago coast of the South Island of New Zealand on July 17, 1837. While loading a strong gale blew up, and despite the fact that she had three anchors out, her master, James Bruce could not prevent her from breaking her anchor chains and going adrift, then she went ashore.

Other than the loss of his vessel, Jones was fortunate that he was able to recover all but thirty casks of the fifty tons of whale oil and whalebone she had previously loaded on board.

Technical details: She was a two-mast schooner weighing 84 tons and measured 61ft 42in x 18ft 3in x 9ft 11in.

SOURCE: p. 289 *Pageant of the Pacific* © Capt. R F Rhodes, p. 125 *Australian Shipwrecks V.1* © Charles Bateson, p. *Arrivals & Departures 1788-1825*, p. *Arrivals & Departures 1826-1840*.

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TAMAR 1833

This wooden paddle wheel steamer was built by James McMillan at Greenock, Scotland in 1833 for the Tamar Steam Navigation Company of Launceston, Tasmania.

Under the command of Captain A Wall, the PS *Tamar* arrived in Launceston after a voyage of 171 days under sail. The owners, finding that there was insufficient work in the port sent the vessel to Sydney, where it arrived on December 5, 1834. J T S Wilson and T Burdekin took over the registration as partners, though Burdekin soon dropped out of the partnership. They placed the *Tamar* in trade on the Hunter in direct opposition to the *Sophia Jane*, owned by J Grose. Just a month after its arrival in January 1835, the *Tamar* and the *Sophia Jane* were involved in a collision when the latter=s stern ropes were carried away in a south-east gale. There were suggestions that the two paddle wheelers were racing, with one vessel endeavouring to deny the other sea-room. This accident resulted in a lengthy law suit in the Supreme Court, from which the defendant emerged victorious.

The *Tamar*=s owners felt they needed more space for cargo, so engaged John Russell, the well-known shipbuilder of Pyrmont to perform a task never before attempted on steamers in Australia. This was to cut the *Tamar* in half and lengthen it by 28 feet, which Russell commenced in August 1836. Owner A.S.N. Stephen Foyle.

Some reports that the *Tamar* was lost when beached at Norah Head on January 11, 1873, but later reports show the vessel laid up in Sydney in 1843, together with nine other steamers, the victims of the Colony-wide financial depression that commenced in 1841 following a severe drought, and lasted until 1843.

Loney on p. 24, *Australian Shipwrecks* V.3, claims the *Tamar* was shown as a steam tug and went ashore at Terrigal and soon broke up because of stormy conditions along the Central Coast of New South Wales in January 1873.

Technical Details: With displacement of 130 t. gr. 88 t. nt. and dimensions of 96.3 feet x 17.8 feet x 9.8 feet, the vessel was fitted with a side lever, jet condensing steam engine of 60 horsepower, built by the famous marine engineering firm, Robert Napier of Glasgow. The Certificate of Registration stated that the engine was >low pressure= which seemed to indicate that distinctions were now being made as it was in the early period of steam in shipping. After lengthening, Loney claims the vessel had a displacement of 200 tons with dimensions of 124 x 16 x 10.

SOURCE: p. 15, 22 *Workhorses in Australian Waters* © Mike Richards, p. 24 *Australian Shipwrecks* V.3 © Jack Loney.

TAMBAR 1912 1960 48 yrs.

A steel twin screw steamship, the *Tambar* was built in 1912 by Greenock & Grangemouth Dockyard Co. Ltd., for North Coast Steam Navigation Co.

When the *Rosedale* went down in 1911, the s.s. *Tambar* filled that vessel=s role almost to the letter, maintaining almost the same schedule as the *Rosedale* had done.

Equipped with electric light, the vessel had one deck and was equipped with refrigeration machinery which allowed it to carry most of the cargo from the Bellinger River.

The *Tambar* was sold in 1919 to The British New Guinea Development Co. Ltd. of New Guinea. In December 1921 it was sold to the Tasmanian Government.

Around 1912, the Tasmanian Government had suffered an impact from a Tariff Board enquiry into shipping in Australia, so set up an all-party committee to

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TATHAM 1889 1915 26 yrs.

A wood single screw steamship, the *Tatham* was built in 1889 by H Hardman of Iron Cove, Sydney for Bruce B. Nicoll. He sold the vessel in 1902 to Geo. W Nicoll. In January 1904, B M Corrigan became the owner. The register was closed in 1915 and the vessel broken up.

Technical Details: With a displacement of 37 t. gr. and dimensions of 60.6 x 15.5 x 4.7 ft. and one mast, and was equipped with a high pressure steam engine rated at 10 h.p. supplied by Haliday of Sydney. When registered, was allocated ON95603.

SOURCE: p. 168 *North Coast Run* © Mike Richards, p. 66 *Australian Shipowners and Their Fleets* © Ronald Parsons.

TATHRA

See entry for Kempsey. Was renamed when sold I. & S.C.N. Co.

TEIO (2) 1894

Lost September 25, 1894 off Port Stephens while en route from Sydney to Port Macquarie.

Technical Details : With displacement of 20 t. gr. this vessel was ketch rigged.

SOURCE: p. 242 *Australian Shipwrecks V.3* © Jack Loney.

TELEGRAPH 1854 1867 13 yrs.

In July, 1851, the Hunter S.N. Coy. went out of existence and the Australian S.N. Co. came into existence. Six new steamers - the *Boomerang*, *City of Sydney*, *Collaroy*, *Illalong*, *Telegraph* and *Wonga Wonga* - were built. This company operated alone until it was merged into the Australasian United Steam Navigation Co. Ltd. in 1887.

This iron paddle-wheel steamer named *Telegraph* was built at Glasgow, Scotland in 1854. After arrival in Australia, she was registered in Sydney by the Australian Steam Navigation Company in 1855.

This vessel became a well known inter-colonial paddle wheeler as it was first used on the Sydney © Melbourne run, where its speed and punctuality became a standard that the company maintained with pride for more than fifty years. Later the *Telegraph* was switched to the Sydney - Brisbane run.

While under command of Captain Fitzsimmons on October 9, 1867, the vessel struck a rock (now known as Telegraph Rock) off Point Perpendicular, near Camden Heads. The twenty passengers, crew luggage and some cargo was saved and landed without incident. Part of the cargo consisted of valuable sheep, which were also saved. The sailors erected shelters on the beach using the vessels sails to protect these against the sun. Shortly afterwards the steamer *Grafton* rounded Tacking Point and the survivors were able to attract her attention with signals and she rescued them.

The *Telegraph* broke in two within a few hours and sank in deep water, but the paddle boxes and engines were left resting on rocks in comparatively shallow water. The ships value was , 12,000 (\$24,000) and cargo , 3,000 (\$6,000), but the remains only brought , 25 at auction, little was finally recovered from the wreck. Today the wreck lies at the base of a 17 m underwater wall near Telegraph Rock and has prolific fish life through and around it. It is especially popular for diving at night because of the abundance of life. It is a favourite dive on diving tours from the Camden Haven. Also on Telegraph Rock are engine parts from the paddle wheeler

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Prince of Wales.

Technical details: With a displacement of 352 t. gr. the vessel was lengthened in 1859 to 221 x 23.7 x 12.8 feet and the tonnage grew to 367 tons.

SOURCE: p. 14 *Pageant of the Pacific.* p. 195 *Australian Shipwrecks V.2* © Jack Loney, *Bedside Colonial Doings - Wrecks & Shipping disasters from Known to 1879,* *Australian Encyclopaedia 1925,* p. 39 *Port Macquarie, The Port That Was* © Ian Finkle, p. 49 *Wrecks on NSW Mid North Coast* © Jack Loney, Additional information supplied by Cool & Dive Shop, North Haven.

THE ADA

1901

Launched Port Macquarie December 28, 1901 for Sethree and Hayward of Port Macquarie. Little known about vessel, but may have been used local.

THE BROTHERS Small steam vessel

Built by Bob Reckless at the bottom of Waugh Street, Port Macquarie for Thomas and Ernest Dick. They used the craft to push oyster punts around Limeburners Creek while working on their leases.

In 1917, Ernest Dick used *The Brothers* to travel into Limeburners Creek. He went ashore to attend to matters and discovered to his dismay that *The Brothers* had caught fire and was burning fiercely. He attempted to put it out but the craft sank in what is known as Tom Dick's Hole. It is now thought that the fire had escaped from the boiler and it caught the timber on the deck.

SOURCE: >Josso= Dick oral history December 4, 1993.

THE DOVE Sch.

Owner of this schooner J H Young, later became The Hon. Secretary for Public Works and later still, the Speaker of the New South Wales Parliament, established a settlement at Hursley, which he planned would become the commercial centre of the Hastings. *The Dove* ran from Sydney to Hursley.

SOURCE: Ray Cooper and Bob Marchment, local history.

THE GLENROCK Drogher

In 1925, the N.C.S.N. Co. purchased this new drogher.

SOURCE: Hazel Suters records.

THE GRAND 1883 1892 9 yrs.

This steel single screw was built in 1883 by Foreman & Co. Of Yarra Bank, Melbourne. for Nipper & See and registered in Melbourne. In January 1885, John See bought the share owned by Nipper becoming the full owner of the vessel and he transferred the registration to Sydney.

In December 1891, the N.C.S.N. Co. Ltd. purchased this vessel. They did not have the steamer in service for long because its register was closed in 1892 when the Customs Service advised that it had been broken up.

Technical details: with a displacement of 66 t. gr. and dimensions of 90.2 X 13 X 7.8, one mast, 2 compound surface condensing 76 h.p. steam engines supplied by the builder. When registered was allocated ON79545.

SOURCE: p. 168 *North Coast Run* © Mike Richards, p. *Australian Shipowners and Their Fleets* © Ronald Parsons.

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THE QUEEN (1) 56 tons Sch. 1865

Built Manning River Pelican shipyard by Captain Alexander Newton Snr., and was launched on May 24, 1865, and shown as 56 tons. Two vessels were launched on this day at the Pelican Shipyards, the first being *The Queen* and the other *Princess Alexandra*, both schooners. They had been built as pilot vessels for the Queensland State Government. Both vessels were never recorded in the New South Wales Mercantile Register. In 1933, Alexander Newton, Jnr. said that he worked on both vessels during his apprenticeship.

SOURCE: p. 136 *Scotchtown & Pelican - The Shipwright=s Tale* c Val Newton.

THE SON R/N 7.6.1869

- MARY CAMPBELL 1869 1889 20 yrs.

This barquentine-rigged vessel as built at the Pelican Shipyards, Manning River by Alexander Newton Jnr. and launched on March 31, 1869, as *The Son*. Captain Alexander Newton Snr. had previously gone to sea in command of one of the company=s vessel and left Alexander Jnr. in charge.

When the new owner, John Campbell, a Merchant of Sydney registered the vessel on June 26, 1869, he renamed it *Mary Campbell*. In 1871, Campbell sold it to J. L. Haynes. Then in 1872, Samuel Sustenance bought the barquentine and even though he transferred the registration to Melbourne, he continued to trade between Sydney and Melbourne. *The Sydney Morning Herald*, in its issue of December 21, 1874, noted the vessel=s departure in ballast for Melbourne under Captain Maconnochie. In 1875, Haynes relinquished his control of the *Mary Campbell* when he sold to W. Glenn of Melbourne.

In 1884 the *Mary Campbell* commenced a contract to carry coal between Greymouth and Auckland NZ carrying coal for the Auckland Gas Company. The barquentine sailed on an almost monthly schedule between the two centres under Captain Brothers and a six-man crew. Back cargo consisted of what ever freight was available, for example as detailed in the *New Zealand Herald* issue of July 14, 1884, >100 sacks sugar, 6 cases of goods, 10 cases salmon, 10 cases spirits.=

On a voyage from Clarence River to Melbourne, on April 28, 1889, the *Mary Campbell* sprang a leak during heavy weather while off Cape Hawke. The Master, Captain J. A. Robilliard ordered his crew to abandon ship and they landed safely at Port Macquarie. The Marine Board of Inquiry set up by the Victorian Marine Board came to the conclusion that the vessel while the vessel was in good order and not overloaded, the vessel must have strained its timber in the heavy weather.

Technical details: with a displacement of 144 t. gr. dimensions were 102.4 x 22.8 x 10.4 ft.
SOURCE: p. 127 *Scotchtown & Pelican* c *The Shipwright=s Tale* c Val Newton.

THE QUEEN (1) 1840 1859 19 yrs.

This vessel was an iron paddle wheeler built in London in 1840. It had been built for the Hunter River Steam Navigation Company and under whose control the paddle-wheeler ran on the Sydney -Morpeth run for many years under Capt. Mulhall.

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The *Queen* is shown as arriving in Sydney from Port Macquarie on July 4, 1842, with the cargo shown as sundries.

In 1846, the paddle wheeler was involved in a major collision with the cutter *Black Swan* near Newcastle. The *Queen* had left Newcastle at 6pm on October 24, bound for Sydney in a thick, dark night, and about three hours later collided with the cutter *Black Swan* off Bungaree Norah, immediately north of Norah Head. The crew of the paddle wheeler maintained that the cutter was showing no light. In the collision, the *Queen*'s bob-stays, gib-guys and topgallant mast was carried away but the cutter suffered little damage. When Captain Mulhall attempted to lower his port boat, he found that it was stove in and filled when lower into the water. The starboard boat was safely launched and reached the *Black Swan* and took off the only man left on board. It was thought that the cutter's owner, Edward Cullum and another man were knocked overboard by the main boom. Captain Mulhall ordered the to stand by all night and the next morning, finding the *Black Swan* still afloat, placed his second mate and two hands from the steamer, together with the sole survivor, back on board the cutter and directed them to sail it to Newcastle.

On Christmas Day 1859, the *Queen* cleared Port Phillip Heads and immediately ran into a gale. Captain Sydserff decided to seek shelter in Oberon Bay, where he had intended to load timber to replace the coal that he had used in fighting the gale. He was unable to obtain much fuel, so when he resumed his voyage, he hoisted sail. The *Queen* became so unmanageable that he ordered the engineer to raise steam and headed for Port Albert. He found himself so short of fuel that he ordered the crew to cut up the foreyard fenders and spare boats to conserve his coal supply to maintain steam.

As the paddle wheeler crossed the bar into Port Albert, the flood tide swept the vessel against the left bank, and Captain Sydserff ordered everything not suitable for fuel to be thrown overboard to lighten the vessel. He was able to land some passengers on Sandy Island late in the afternoon, but when a squall sprang up in the afternoon and the vessel began to break up, those still on board crowded on to the bridge. Here they spent a very uncomfortable time before they were taken off the next morning.

A subsequent inquiry by the Steam Navigation Board held in January 1860 decided that the Captain had erred in his judgement because the *Queen* drew too much water to cross the bar safely. The Captain was commended for his handling of the vessel after it went ashore.

Technical details: with a displacement of 278 t. gr. dimensions were 148.7 x 19.5 x 11.0 feet. SOURCE: p. 200 *Australian Shipwrecks V.1* © Charles Bateson, p. 23, 110 *Australian Shipwrecks V.2* © Jack Loney.

THE QUEEN (2) 1879 1892 13 yrs.

The wood schooner rigged vessel *Queen* was built at Tomago, Moruya, NSW in 1879 for owner R. H. F. Kemp of Sydney who registered it there. Then in 1889 it was purchased by John Hibbard.

The Port Macquarie News, December 25, 1882, reported that the *Queen* was one of 12 vessels engaged continuously in the timber trade between Port Macquarie and Sydney.

The schooner *Queen* attempted to enter the Hastings River on January 26, 1892, in thick weather. Before a tug could reach the vessel, it disappeared. The next day the

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schooner was sighted off Camden Haven, then nothing was ever heard of it again.

Loney on p. 101 *Wrecks on The NSW North Coast* states, >The schooner **Queen**, 71 tons, left Sydney for Port Macquarie on February 24th [1892] in ballast and was almost at her destination. Heavy weather then set in and she was not seen again. Five lives were lost.=

Technical details: with displacement of 71 t. gr. 56 t. nt. and dimensions of 76.6 x 21.6 x 6.7 and was allocated ON75014 when registered

SOURCE: *Australian Encyclopaedia*, 1925, *Port Macquarie News*, Dec. 25, 1882, p. 38 *Port Macquarie The Port That Was* © Ian Finkle and Lynda Turner, p. 115 *Australian Shipowners and Their Fleets V.* © Ronald Parsons, no. 61 on list of ships built on the Manning River 1834-1934 - published in a Manning River newspaper, p. 218 *Australian Shipwrecks V.3* © Jack Loney, p. 101 *Wrecks on the NSW North Coast* © Jack Loney.

THISTLE (2) 1892 1901 9 yrs.

This wooden single-screw steam ship was built in Sydney in 1892 by D. Drake of Balmain for owner Francis Buckle who used it as a tug.

Wrecked at Nambucca Heads on August 9, 1901, the *Thistle* was raised, rebuilt which enabled the owner, F. Buckle to re-register it in August 1902. This firm later became F. Buckle & Sons. Ltd. The registration was finally closed 1926 and vessel converted into a lighter.

Technical details: With a displacement of 64 t. gr., 43 t. nt., it had dimensions of 78.6 x 17.9 x 7.2 ft, equipped with 1 mast was allocated ON101077, and was equipped with a compound surface condensing steam engine of 24 hp. rated at 9 knots. When rebuilt in 1901 had a displacement of 127 t. gr.

SOURCE: p. *Wrecks on The North Coast* © Jack Loney, p. 112 *Australian Shipowners and Their Fleets V.2* © Ronald Parsons.

THOMAS & HENRY 1850 1924 74 yrs.

The Sydney Morning Herald issue of 2 February, 1850 reported: >A NEW VESSEL: A new brig of about 235 tons arrived on Wednesday from the Manning River, where she has been built by Messrs. Newton and Malcolm. She is built entirely of hardwood, and is copper-fastened throughout. Her overall measurement is 86 ft. keel, 102 ft. overall, 24.4 ft. beam and 14.5 ft. depth of hold. She is, we believe, for sale, and being capable of carrying a large cargo and of a good model, it is likely her owners will soon meet with a purchaser. Her bottom will be coppered in a few days.=

This report appears not to have ignited much interest for it was not sold until June 17, 1850, when at auction the brig went for , 2,400 (\$4,800) to William Brown of Sydney, who renamed it *Thomas & Henry*. Brown soon put the vessel into service as the *Argus* reporter said, >The brig *Henry Moses* sailed from Sydney on 16 August with 20 passengers and a cargo of cedar and arrived on 27th.=

In 1854 the brig was sold to John Jones Dunedin in NZ, who had recently sold the *Scotia*. Jones had paid , 2,500 (\$5,000) for the vessel, so Brown having made a profit of , 100 (\$200) in the transaction. Jones placed the *Henry Moses* under the command of a staunch Presbyterian, Captain William Thomson. He was held in high regard by his passengers and became very popular probably because Sundays were strictly observed during his command.

During this period, there was considerable friction between John Jones, who supported the establishment at Port Chalmers - possibly because he had large

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landholding there - as the chief port of the Province. On the other hand the Dunedin city merchants were intent on developing the inner harbour, obviously to their benefit. These conflicts are detailed in the history of the Otago Harbour Board, *Currents of Controversy* by Gavin McLean.

The *Henry Moses* carried wool to Melbourne in 1857 and on its return was used as a wool hulk off the beach at Oamaru, as port facilities were almost non-existent. On p. 11 *Port in a Storm*, Gavin McLean reported, >*She was removed in 1861 because she was continually drifting.*= Jones then returned the brig to Port Chalmers and put it to use as a store ship, because gold fever had struck Otago.

The *Henry Moses* then took on another role as described by Richard S. Hill in his book >*Policing the Colonial Frontier*= Vol. 2, in which he describes the impact of the influx of miners and the increase in shipping that resulted from the gold rush. On p. 250 he states, >. . . *the Port Chalmers water police operated from the hulk Thomas & Henry, which functioned too as an overflow gaol . . . The hulk continued to take in a number of prisoners . . . until November (1862), when the water police could divest themselves of responsibility for prisoners, and . . . abandon the Thomas & Henry for a shore-base station with much relief.*=

After its sojourn as a temporary gaol, the brig was refitted. *The Sydney Morning Herald* on 4 June, 1867, reported it as; >. . . *sailing for Dark Water Creek Macleay River.*= No details were given of the cargo to be loaded but it most probably was timber. The *Thomas & Henry* spent the next ten years sailing regularly between Oamaru, Lyttelton and Auckland with mixed cargoes of produce and grain. She would then return to the South Island via Kaipara with a cargo of kauri.

In 1869 the ship was sold to W Isaac & J Mills, and under their control it paid occasional visits to the Australian coast. *The Sydney Morning Herald* reported that the vessel had, >. . . *arrived in Sydney on 6 October, 1875 from Nambucca with a 30,000 ft. of cedar and then sailed again for Nambucca Heads two days later.*=

The ship returned to her home port of Dunedin with a cargo of coal from Newcastle.

In 1872 G. Clark Dunedin became the owner and in 1875 it was sold to Guthrie & Larnoch NZ; then in 1883 to J. Mill & Co. The vessel=s deep hold which made it most useful in carrying of coal and grain made it eminently suitable for use as a hulk so when it was condemned at the end of 1877, the ship was used by Mill & Co. as a coal hulk, until 1924 when it was partially broken up.

The vessel=s final resting place was described in detail by H. Bowman, on p. 90 of his book *Port Chalmers C Gateway to Otago*. He said, >*Continuing along the (Aramoana) road around Rocky point and into Seborah Bay, we come to the resting place of a number of other famous vessels. Twenty yards south of what is known to old-timers as Georgeson=s Shed lies a smouldering portion of the skeleton of what was possibly the best known Otago ship, Thomas & Henry.*=

George Matthews of the *Northern Champion*, Taree, reported in an article dated 22 February, 1957, that about the time that Bowman=s book was published - 1948 - a piece of timber from the brig=s hull was salvaged from the mud. It was sent to the Taree Municipal Council. Matthews had seen the timber and reported, >. . . *the old brigs timber was still in good condition, 107 years after the Henry Moses (Thomas & Henry) sailed from the Manning River.*=

Technical details : with a displacement of 235 t.gr. it had a brig-rig.

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January 1891 to A. Campbell, A. McLean & W G Laidley. This firm retained ownership until December 1895 another company was formed to purchase it. This firms investors were W. G. Laidley with 22/64 shares, A. McLean with 21 percent, & W. R. Gainford 21 percent ownership. Then in July 1901, another firm of W. G. Laidley & Others purchased the vessel. Mr. A. King of Dunedin, NZ brought the ship in July 1907, then in September A. King took a partner, Mr. G. McLeod. In January 1912, the Brisbane & Clarence Rivers S.N. Co. took control of the vessel, which they retained until May 1913, when they sold it back to King and McLeod. In March 1918 King brought out the interest of G. McLeod, owning the vessel outright.

King only retained ownership for a short time, for in July 1919, James R. Patrick purchased the ship, then in October the Patrick S.S. Co. Ltd. took control of the vessel. This firm retained ownership until July 1922, when they sold it to the N.C.S.N. Co. Ltd. who resold in January 1923 to the Adelaide S. T. Co. Ltd. This firm converted the vessel into a lighter and was used to haul limestone from Stansbury to Port Adelaide for many years.

Then in May 1952, the vessel was sold to the Adelaide Cement Company who spent about ,10,000 (\$20,000) attempting to install diesel engines in the ship. The owners finally abandoned the idea. Finally in about 1958, the *Timaru* was broken up even though the hull was in excellent condition.

Technical details: When registered, was allocated ON76070 and with dimensions of 150 x 27 x 10.6 feet . With displacement of 459 t. gr., the vessel had compound inverted surface condensing steam engines rated at 70 hp. which had been supplied by Wm. Doxford & Sons of Sunderland. With her machinery aft, it had a well deck, and single deck, B13', F16'.

SOURCE: p. 168 *North Coast Run* © Mike Richards, p. 28 *Australian Shipowners and Their Fleets* © Ronald Parsons.

TINONEE 1866 1880

Built in 1866 at Pymont, Sydney by T. McArthur for owner Australasian Steam Navigation Co. who registered it in Sydney.

The 60 ton schooner *Emily* had been sailing between Roper River N.T. and Adelaide when it ran into foul weather when near Entrance Island not far from Port Bowen and ran for shelter. The schooner dragged its anchors and was wrecked. The crew abandoned ship and took to the boats. Just before they arrived at Broadsound, the steamer *Tinonee* sighted their boat and took the crew aboard.

In November 1885, the *Tinonee* was sold to Brian B. Nicoll, and just ten months later in October 1886, was sold to Mort=s Dock & Engineering Co. Ltd. This firm held ownership of the vessel until August 1892 when it was sold to J. Broomfield. Worked at Port Macquarie. The registration was closed in 1953 when no further information could be found.

Technical details: Allocated ON52384 when registered, this vessel had dimensions of 313 t. gr. 200 t. nt. and dimensions of 193.7 x 21.4 x 10.5 ft., it was a two mast schooner rigged vessel and was equipped with a 30 hp engine.

SOURCE: p. 129 *Australian Shipowners and Their Fleets* V. 2 © Ronald Parsons, p. 33 *Australian Shipwrecks* V.3 © Jack Loney, Manifest Book.

TINTENBAR 1908 1924 16 yrs.

A steel single screw steamship, it was built in 1908 at Ardrossan Dry Dock & Ship Building Co. Ltd. Od Ardrossan for North Coast Steam Navigation Co. Ltd. Named

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after village 8 miles from Ballina. Reportedly worked Port Macquarie. Chartered to Commonwealth Government 1923, lost ashore when wrecked on Coral Island of New Ireland on April 22, 1924.

Technical details: with a displacement of 668 t.g. and dimensions of 185 x 30.2 x 10.7 feet, with Fo'c'sle 20', Bridge 11', R.Q. Deck 93'. It was equipped with a triple expansion reciprocating steam engine rated at 115 h.p. supplied by Hudson & Sons Ltd of Glasgow.
SOURCE: p. 168 *North Coast Run* © Mike Richards, p. 28 *Australian Shipowners and Their Fleets* © Ronald Parson.

TITAN FLOATING CRANE

This was the largest floating crane in the Southern Hemisphere and had been used in Sydney Harbour for many years. It was a part of Australia=s history having been used in the construction of the Sydney Harbour Bridge.

While being towed to Singapore, the crane sank just off Point Perpendicular where it lies in 38 metres of water, with its jib jammed into the ocean floor. The massive 30-ton anchors and anchor chains lay on the floor alongside the upturned crane.
SOURCE: Information received from the Cool >D= Dive Shop at North Haven.

TITANIA 1855 1879 24 yrs.

This schooner-rigged vessel was built at Shoalhaven in 1855. Owner Mr Gardiner. Lost Brunswick River bar June 1879.

SOURCE: p. 131 *Australian Shipwrecks V.2* © Jack Loney, p. *Wrecks on the NSW North Coast* © Jack Loney.

Technical details: with a displacement of 51 t. gr.

TOLLIE

Said wrecked on the Camden Haven Bar prior to 1900, mentioned by Gordon Fisher. It is possible this is the same ship as *Tottie* mentioned below and be newspapers misinterpretation.

SOURCE: Pat Longworth.

TOMKI 1882 1907 25 yrs.

This steel twin screw steamship of 2 masts schooner rig was built in 1882 by R. & H. Green of Blackwall London for C. & R.R.S.N. Co. In January of 1889, it was sold to Clarence River & Macleay River Steam Navigation Co. Ltd. On occasions the *Tomki* visited Port Macquarie, and the owners would advertise river cruises on the Hastings River in the local newspapers. In September 1891, the N.C.S.N. Co. became the owner and during this period, the master was Captain Jackson.

In 1905, the *Tomki* had a narrow escape, then two years later on September 14, 1907, it shipped several large seas as it was leaving the Richmond River near Ballina and refused to answer the helm and hit the northern breakwall. The ship went ashore just to the north near the lighthouse and broke its back, becoming a total wreck.

Technical details: with displacement of 589 t. gr. 376 t. nt. and dimensions of 180 x 27.2 x 14.4 feet. The vessel was equipped with 2 compound inverted, direct acting surface condensing steam engines rated at 90 h.p. supplied by T. A. Young & Sons of Blackwall, London. When first registered was allocated ON83729.

SOURCE: p. 168 *North Coast Run* © Mike Richards, p. 40 *Australian Shipwrecks V.4* © Jack

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Loney, p. 34 *Port Macquarie, The Port That Was* © Ian Finkle and Lynda Turner, p. 50, 67 *Port Of Richmond River, Ballina 1840s to 1980s* © Glen Hall, p. 29 *Australian Shipowners and Their Fleets* © Ronald Parsons.

TOTTIE 1890 1896 6 yrs.

This vessel was a wood schooner built in 1890 at Brisbane Waters NSW, for owner Ed. Pritchard who registered it in Sydney. In 1894 he sold the schooner to the Allen Taylor company.

On November 23, 1896, the *Tottie* struck a rock while leaving the Camden Haven River with a cargo of timber and became a total loss. (Loney claims lost on Bellinger River).

Technical details: with a displacement of 74 t. gr. and dimensions of 87 x 22.6 x 6.4 ft. Reg. Sydney and given ON93641.

SOURCE: p. 257 *Australian Shipwrecks V.3* © Jack Loney, p. 156 *Australian Shipowners and Their Fleets* © Ronald Parsons, Gordon Fisher.

TRAVELLER 1874

On May 2, 1874 the schooner *Traveller* was sheltering from a gale while on a lee shore at Port Stephens, when it dragged its anchors and suddenly the wind changed. The vessel went ashore and was wrecked.

SOURCE: p. 36 *Australian Shipwrecks V.3* © Jack Loney, p. 60 *Wrecks on NSW North Coast* © Jack Loney.

Technical details: with a displacement of 117 t. gr. it was schooner rigged.

TRIAL

On September 12, 1816, a number of convicts were engaged in Watson's Bay building a lighthouse, when they seized both the opportunity and the brig *Trial*, owned by Simeon Lord and made off.

Sometime during January, 1817, the *Lady Nelson* was sent to investigate a statement by aboriginals that a vessel was wrecked to the north of Port Stephens. The *Lady Nelson* crew found the brig *Trial* driven up on the beach in Trial Bay, and from the wreck salvaged some odds and ends of fittings. The crew also gathered information from among the confused aboriginal stories that the convicts had constructed a boat from the wreck, in which some of them had sailed away. They also said that the *Trial*'s master, Captain Burnett, his crew and passengers set out by the overland route to try and reach Newcastle, but of these there has never been any trace. From the wreck of this vessel, the bay got its name >Trial Bay=.

SOURCE: p. 186 *Pageant of the Pacific*, p.22 *Loney Atlas*, p. 56 *Australian Shipwrecks V.1* © Charles Bateson, p. 14 *Wrecks on the NSW North Coast* © Jack Loney.

Technical details: with a displacement of 40 t. gr.

TRIAL (2) 1837 1865 28 yrs.

The single mast cutter *Trial* was built Manning River with builders certificate being issued on July 24, 1837, by Captain Taylor Winship, who had a shipbuilding business on the Manning from 1837 to 1841. The cutter was owned by John Scamble of Sydney, compositor, when it was wrecked on the Macleay in May 1839, but fortunately was able to be refloated.

Technical details: with a displacement of 51 t. gr., 23 t. nt., it had dimensions of 38.7

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x 13.2 x 7.2 ft.

SOURCE: p. 301 *Pageant of the Pacific*, p. 138 *Australian Shipwrecks V.1* © Charles Bateson, p. 67 *Australian Shipowners and Their Fleets V.6* © Ronald Parsons, No. 6 on List of ships built on Manning River 1834-1934 - published in Manning newspaper.

TRILBY 1896 1907 11 yrs.

This wooden steamship with 2 mast ketch rigged was built in 1896 by owner Rock Davis of Blackwall, NSW. Davis sold the *Trilby* in September 1899 to Nicholas Cain. It is reputed to be the first screw steamer to have entered the Hastings. Nicholas Cain had started two years before to establish his shipping line when he became the owner of a small steamship the *Undaunted* in association with the Miles family of Forster in 1897.

Cain appears to have become involved in shipbuilding and ship owning in the period stretching from 1890 to 1899. During this time he held shares in a number of vessels built by A. W. Settree as well as at times shares in vessels together with the powerful Allen Taylor Company. His shipping line became one to contend with on the North Coast run when he purchased the *Trilby* and *Triumph*. It appears that from 1900 to 1911 he added a ship every two years to his North Coast Co-operative Steam Navigation Company.

While endeavouring to cross the Port Macquarie bar outbound on October 16, 1907, the *Trilby* with Master Frederick Gray in charge, became unmanageable when the rudder refused duty and the steamer drifted on to the northern spit. The dredge *Antleon* got a line to it but this carried away. Heavy seas broke over the steamer as it bumped heavily on the spit and the hatch covers burst open and the ship filled with water and eventually became a total wreck. *Antleon* picked up the crew without loss.

Captain Gray appeared before a Marine Court of Enquiry, who found him guilty of the wreck because he had attempted to cross the Hastings bar two hours after high water. The court suspended his master's certificate for six months from the date of the wreck.

The remains brought ,60 (\$120) at auction.

Technical details: With ON106121, it had a displacement of 129 t. gr., 75 t. nt. and dimensions 87.4 x 22.2 x 7.8 feet, it had a 2 mast ketch rig.

SOURCE: p. 43 *Australian Shipwrecks V.4* © Jack Loney, *Australian Encyclopaedia* 1925, Gordon Fisher, p. 25, 39 *Port Macquarie, The Port That Was* © Ian Finkle and Lynda Turner, *Historical Supplement and Bicentennial insert* © *Port Macquarie News* 1988, p. 46 *Australian Shipowners and Their Fleets* © Ronald Parsons.

TRIO (1) 1864 1870 6 yrs.

This composite iron paddle-wheel steamer was built at Melbourne in 1864 by Sinclair & Company for owners J. Fulten & Partners, who registered it in Sydney. J. Booth & Co. then purchased the vessel in September 1868 and re-registered it in Sydney. In January 1870 it was sold to J. Taylor, who only owned the paddle-wheeler for a short two months.

The *Trio* had taken on a cargo of 40,000 feet of hardwood in the Manning River and was bound for Sydney. On March 30, 1870, a gale blew up and the master, Captain Ricketts decided to run for shelter at Seal Rocks Bay near Sugar Loaf Point. Shortly after the vessel had taken shelter in the bay a sudden wind change caused

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huge waves to pound the vessel and started to drive it onto the rocks. The Captain gave to order to >abandon ship= and the vessel went ashore about fifty yards from where the *Rainbow* had been wrecked six years before in 1864. The vessel commenced to break up immediately with nothing being saved. The crew rowed to Port Stephens after the storm abated.

In the Saturday, February 27, 1999 issue, the *Sydney Morning Herald*, on page 3 carried the story of the surfacing of a number of vessels through the affects of big seas generated by huge storms off the North Coast. The five wrecks exposed included the *Trio* at Seal Rocks, the SS *Fiona*, beached in 1882, some five kilometres south of Seal Rocks, the *Emu* wrecked off Crowdy Head in 1888, and the *Duris Dear* wrecked in 1895 and another unnamed vessel near Stockton Beach.

Technical details: With dimensions of 126.8 x 18.4 x 7.8 feet it had a displacement of 138 t. gr. The vessel was rebuilt in 1868 with displacement increased to 156 t. gr., 119 t. nt. The vessel was orignally rigged as a 2 mast schooner rigged vessel, equipped with a 2 cylinder steam engine rated at 50 hp. When registered was allocated ON48405.

SOURCE: p. 42 *Australian Shipowners and Their Fleets V.1* © Ronald Parsons, p. 221 *Australian Shipwrecks V.2* © Jack Loney, *The Sydney Morning Herald*, Sat. February 27, 1999.

TRIO (2) 1894

Late September 1894 proved to be a disastrous month for three ketches on the Mid North Coast. The Sydney registered 20 ton wooden ketch *Trio* left Sydney on 24th bound for Port Macquarie. The ketch was sighted by the *Empress of India* the next day but was not seen again. Two other wooden ketches the *Echo* and *Rob Roy* were also lost in the same period.

Technical details : with displacement of 20 t.gr.

SOURCE: p. 242 *Australian Shipwrecks V.3* © Jack Loney.

TRIUMPH 1894 1903 9 yrs

Built 1894 at Blackwall, NSW, this vessel was a wooden ketch rigged sailing ship owned by Nicholas Cain.

The *Triumph* on February 9, 1903, bumped its way over the Camden Haven bar and foundered off Tacking Point and sank. For a time the schooner rested on an even keel with the foremast standing out of the water right in the path of vessels approaching and leaving Port Macquarie.

Technical details: with dimensions of 78.2 x 24.8 x 5.8 ft. with displacement of 83 t.gr. when registered was allocated ON101130.

SOURCE: p. 318 *Pageant of the Pacific* © Captain R F Rhodes, p. *Australian Shipwrecks V.4* © Jack Loney, p. 48A *Australian Shipowners and Their Fleets V.1* © Ronald Parsons, Museum List, p. 39 *Port Macquarie The Port That Was* © Ian Finkle and Linda Turner.

TRUSTY SLOOP

This sloop carried lime from the Camden Haven to Port Macquarie for the buildings being built at the settlement. Early in 1825, the demand for lime created a shortage at the shell banks in the Camden Haven and Captain Gillman was forced to search the river systems around Port Macquarie for a new shell bank. A Board of Survey found all the pork at Port Macquarie had gone bad. This left no meat for the prisoners. Gillman dispatched the lime vessel *Trusty* to Sydney to report there was a critical situation in the settlement.

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The *Trusty* disappeared on September 16, 1826 while on a trip from the Camden Haven loaded with oyster shell lime.

SOURCE: p. *Place of Banishment* © Iain McLachlan

TUGGERAH 62-ton Cutter 1894

This cutter rigged vessel was built in 1881 at Brisbane Water of wooden construction. On March 13, 1894, a rough sea forced the crew to up anchor and haul off while unloading bricks at Byron Bay. They then dropped both anchors and managed to land safely. The sea pounded the cutter and finally in the early hours of the morning both anchors gave way as the storm reached its peak and the *Tuggerah* went ashore where it became a total wreck.

Technical details: with a displacement of 62 t. gr. and dimensions of 79.2 x 21.4 x 6.2 feet.
SOURCE: p. 234 *Australian Shipwrecks V.3* © Jack Loney, *Wrecks on the NSW North Coast* © Jack Loney, Herbert Jackson=s list, J & McGill.

TULLY 1910

A steamer this vessel was built in 1910 on Manning River, Owner D. Sullivan. Fate unknown.

Technical details: with a displacement of 115 t. gr.

SOURCE: Manning List.

TUNCURRY (1) 1903 1916 13 yrs.

This wood single screw steamship was built in 1903 by John Wright at his shipyard at Cape Hawke, Tuncurry, which was situated on the north shore, for owners Allen Taylor and 2 others.

At one time the master was Captain Fran O=Beirne, who also was the master of John Wright=s tug, *Marian Mayfield*. In 1903 this vessel is shown as trading to Camden Haven under Captain Rasmussen. Also reportedly working Port Macquarie.

In 1912, it is recorded that *Tuncurry* called in to Forster and Failford 96 times. The vessel carried at times cargo consisting of sawn timber, girders and piles, animals and general cargo such as hides, millet, tallow, wool and wax. It also carried passengers to this busy port.

The *Tuncurry* was sold to Resident Commissioner Gilbert & Ellice Islands in 1908 and renamed *Tokelau*.

Resold to Melbourne owners, A. S. Hassel about 1915 who renamed it *Tuncurry* again and it commenced to trade around the Victorian coast. Foundered Broken Bay Oct. 1916 and was stricken from the Register in 1919.

Technical details: When registered was allocated ON117638. With a displacement of 162 tons gr.92 t. nt., and dimensions of 113.5 x 22.2 x 7.6 feet with 2 masts. It was powered by a compound steam engine rated at 33 h.p. supplied by McKie & Baxter, Glasgow.

SOURCE: p. 90, 168 *North Coast Run* © Mike Richards, Herbert Jackson Lists, p. 157 *Australian Shipowners and Their Fleets V. 2* © Ronald Parsons. P. 5/1, 13/1 *Wallis Lake, It=s Rivers and Villages* © Dawn McMaster, J & Mc.Gil

TUNCURRY (2) 1903 1945 36 yrs.

This wood single screw steamship was built by John Wright of Cape Hawke for his use. He then sold her to Allan Taylor and Company.

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Early in 1922 the vessel was lengthened by 20 feet. This ship building feat was probably unique for its time as acknowledged by the Shipbuilding Board.

The timber merchant firm, Allan Taylor wanted more space to carry the increased timber orders that they had received and approached Ernest Wright, manager of Wright=s Mill at Tuncurry to see if the firm could provide a solution. Ernest Wright decided to lengthen the *Tuncurry II*.

Wright=s daughter, Wilga Wedlock of Tuncurry, later recalled the lengthening of the vessel, even though she was just a child at the time. The amazing feat remained indelibly etched in her mind.

She said, >*The Forster tug belonging to the Miles family and the log punt from the Tuncurry Mill stood by the slip where the Tuncurry II had to be drawn up.*= She continued, >*A larger and a smaller Archimedes block and tackle system was used, which entailed the larger block being deeply entrenched in the ground with a strong cable which then proceeded to the smaller block.*=

>*The cable was then attached to a horse named Pilot, who then walked forward with the ship coming slowly up the slip.*= Mrs Wedlock explained, >*Pilot was normally used to draw timber from Porter=s Mill to the butter factory.*=

Mrs Wedlock recalled, >*It was an amazing sight, as the Tuncurry II emerged from the water, seaweed, barnacles and water were all dripping from the hull. Everyone watching was enthralled.*=

>*The shipwrights had to saw the ship in halves, through the cargo hold, with circular saws. Twenty feet of timber was then inserted between the two sections and the three parts were rejoined.*=

The ss *Tuncurry II* had by now become the regular transport for goods for the stores at Taree and individual people of the Manning for many years to come. Fish became a significant part of the trade and regular shipments of large boxes containing this product, packed in bracken fern and ice went off to the Sydney markets.

Sold in 1932 to H R Poutney to carry coal from the Belmont Mines to Sydney. In 1935 Cam & Sons bought the vessel. It was dismantled in Sydney soon after the 1939/45 War. Registration closed when vessel dismantled in 1945.

Technical details: With a displacement of 236 t. gr., 114 t. nt., dimensions were 127.6 x 28.1 x 7 ft., and was allocated ON12505 when registered. The vessel was powered by twin compound steam engines rated at 40 hp which were supplied by Ross & Duncan of Glasgow. When lengthened in 1922, it had a displacement of 286 t. gr., 151 t. nt. and dimensions of 147 x 28.1 x 7.7 ft.

SOURCE: p. 169 *North Coast Run* c Mike Richards, p. 157 *Australian Shipowners and Their Fleets* V.2 c Ronald Parsons, p. 7 *Port Macquarie News Coastline* insert Tue. June 21, 1994.

TULLY 115 tons S.S. 1910

Built on the Manning River by Daniel Sullivan, she was registered in Sydney on October 4, 1910. Daniel Sullivan had a shipbuilding yard on the Manning River from 1898 to 1915. During those years he built 16 vessels, a number of which had been ordered by Nicholas Cain for his shipping line. These included the *Ballengarra*, and the *Hall Caine*. The *Tully* was said to be wrecked in the area of Port Macquarie.

SOURCE: No. 113 on List of ships built on the Manning River 1834-1934 - published in a Manning newspaper.

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TWEED (1) 1884 1931 47 yrs.

This wood single screw steamship with 2 mast lugger rig was built in 1884 by D. Drake of Pyrmont, Sydney for Jno. Paul, Francis Buckle & J. Gibbons, who registered it in Sydney. Later owner N.C.S.N.Co. In about 1896, the *Tweed* was sold to Rockhampton Harbours Board. Register closed when it was broken up in December 1931.

Technical details: With a displacement of 47 t. gr., 32 t. nt. and dimensions of 67.8 x 15.9 x 6.5 feet, 2 masts, with compound SC. Steam engine rated at 20 h.p. When registered was allocated ON89308

SOURCE: p. 169 *North Coast Run* © Mike Richards, p. 112 *Australian Shipowners and Their Fleets V.2* © Ronald Parsons, p. 30 *Port Of Richmond River, Ballina 1840s to 1980s, Appendix A List of Wrecks on Ballina Bar and Vicinity* © Glen Hall, reads, 1893 *Tweed*, s.s., 284 tons, off Byron Bay.

TWEED (2) 1885 1888 3 yrs.

Steel single screw steamship with 2 mast schooner rig was built in 1885 by Wood, Skinner & Co. Newcastle-on-Tyne, for G.W. Nicoll, who registered it in Sydney.

The steamer was wrecked at Tweed Heads on April 19, 1888, after it went ashore at the entrance to the river. The captain managed to quickly discharge the cargo, but the waves forced it further up on the rocks, causing the steamer to fill with water. The *Tweed* was abandoned and it broke up shortly after that.

The Marine Inquiry found that the vessel was lost due to difficulty in negotiating the intricate and narrow channel entrance. The Board also found that the pilot had erred somewhat when he yielded to the Master=s insistence that he alter the vessel=s course by eight points. The Marine Board of Inquiry found that both the master and pilot carried no blame for the accident.

Technical details: with a displacement of 240 t. gr., 151 t. nt. and dimensions of 128.2 x 22.7 x 8.9 feet with compound direct acting surface condensing steam engine rated at 50 h.p. supplied by North England Marine Eng. Co. Of Wallsend. When registered was allocated ON89374.

SOURCE: p. 169 *North Coast Run* © Mike Richards, p. 183 *Australian Shipwrecks V. 3* © Jack Loney, p. 130 *Australian Shipowners and Their Fleets V.2* © Ronald Parsons.

TWEED (3) 1889 1895 4 yrs.

This wood single screw steamship of 2 masts schooner rig was built in 1889 by Tom Davis of Terrigal for G. W. Nicoll, who had lost another vessel, the *Tweed* (2) when she was wrecked at Tweed Heads on April 19 the year before. This new vessel was obviously to replace the other vessel as they had recovered the engines from the wreck then had them placed in this vessel.

On January 22, 1893, under Captain H. French, the ss *Tweed* was attempting to put to sea at Byron Bay, when the rudder broke and it was forced ashore where at low tide the steamer stood high and dry. At high tide the vessel was successfully moved some ten yards out into deeper water. Alas this only allowed a strong easterly wind to force the steamer much higher on to the beach. Here the owner abandoned it and decided to auction the steamer off. The remains only brought , 20 (\$40).

Technical details: with a displacement of 285 t. gr. it had dimensions of 132 x 25.5 x 11.5 ft. and was equipped with 2 compound surface condensing steam engines rated at 50 h.p. When registered, was allocated ON93621.

SOURCE: p. 169 *North Coast Run* © Mike Richards, p. 225 *Australian Shipwrecks V.3* © Jack

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Loney, p. 130 *Australian Shipowners and Their Fleets* © Ronald Parsons, p. 30 *Port Of Richmond River, Ballina 1840s to 1980s .Appendix A List of Wrecks on Ballina Bar and Vicinity* © Glen Hall, reads, 1893 *Tweed*, 284 tons, off Byron Bay.

TYALGUM 1925 1939 14 yrs.

Steel twin screw steamship built 1925 at Port Glasgow by Lithgows Ltd. for owner N.C.S.N. Co. Named after a town on Tweed River.

On August 25, 1939, the *Tyalgum* carried a cargo of 190 tons of coal and 30 tons of cement when it went ashore at the entrance to the Tweed River while being towed in. The steamer was soon leaking badly with significant water in the hold. The crew were able to get to safety on lines as it was only a short distance from the shore on a calm sea. Several salvaged attempts failed and the vessel was declared a total loss on September 6. Nine days later it was auctioned for ,240 (\$480) and dismantled where it lay.

Technical details: with a displacement of 544 t. gr., 198 t. nt. it had dimensions of 160 x 34.7 x 8.5, with Fo'c'sle 30'. With one deck, the machinery situated aft, it was equipped with electric light and refrigeration machinery. The steamer had twin triple expansion reciprocating steam engines supplied by D. Rowan & Co. Ltd. of Glasgow.

SOURCE: p. 29 *Australian Shipowners and Their Fleets* V. © Ronald Parsons, p. 169 *North Coast Run* © Mike Richards, p. 161 *Australian Shipwrecks* V.4 © Jack Loney

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UKI (1) 1892 1919 27 yrs.

This wood single screw steamship was built by A W Settree of Balmain for George Skinner in 1892 and registered in Sydney. In c. 1901 Skinner added a partner and the firm became G & C Skinner. It was then sold to A J Howie. Then in c. 1918 the *Uki* was sold to Wm. Collins & Sons. Ltd of Brisbane. Hulked 1919 and the register was finally closed 1953.

Technical details: With a displacement of 28 t. gr. 18 t. nt. had dimensions of 57.8 x 13.6 x 4.5 ft. and was equipped with an inverted steam engine rated at 10 hp. which had been supplied by Halliday Bros. of Sydney.

SOURCE: p. 169 *North Coast Run* © Mike Richards, p.148 *Australian Shipowners and Their Fleets V.2* © Ronald Parsons.

UKI (2) 1923

A steel twin screw steamship built in 1923 at Port Glasgow by Lithgows Ltd. for owner North Coast Steam Navigation Co. Ltd. Named after town on Tweed River.

It was either an indication of how close three of the intrastate shipping companies were watching each other=s designs or, they combined their talents when in the 1920s they had six practically identical small vessels built in Scotland for trading to the NSW coastal rivers. These were the North Coast Steam Navigation Company Ltd, Nicholas Cain=s North Coast Co-operative Steam Navigation Company Ltd. and the Illawarra and South Coast Steam Navigation Company Ltd.

These shallow-draughted vessels were steel twin screw ships with machinery aft, a single long hatch to facilitate the carriage of timber and poles, a foremast at the break of the forecastle and a mainmast aft. A single tall, narrow funnel was a distinctive feature in the design of these vessels. The design also took into consideration the conditions under which they were to operate and the treacherous river bars they would have to negotiate. Twin screws and shallow bottoms allowed for greater manoeuvrability in the often restricted waters that they would regularly encounter.

The vessels were *Pappinbarra*, *Uki*, *Tyalgum*, *Uralla*, *Urana* and *Bergalia*. Four of these vessels were wrecked, including the *Pappinbarra* while another was lost on a river bar.

The *Uki* was a vessel that had been designed without special passenger accommodation as most people were by now travelling by rail. The timber trade also dictated the design of these new ships, for they carried large logs and wharf poles to the metropolitan markets where there were great demand. These vessels decks allowed them to carry long poles with little difficulty as deck cargo.

On October 23, 1923 the s.s. *Uki* under Captain Lucy, started trading from Kempsey to Sydney. It was reported by the *Macleay Argus* that there was scarcely any part of the deck space which cannot be packed. The vessel carried refrigeration space for up to 188 boxes of butter.

The vessel was requisitioned by the Royal Australian Navy on November 3, 1939 for service as an auxiliary mine sweeper and served with Group 77, based at Newcastle. During November 1941, while sweeping near Montague Island on the South Coast the small vessel picked up and landed a German mine. Transferred in March 1943 to the US Small Ships, it was finally handed back to the owners in October 1944.

In 1954, the North Coast Steam Navigation Company found that the coastal trade suffered from the competition offered by both rail and road transport had declined to such an extent that at a general meeting of shareholders on February 18 to place the

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Company into liquidation. The liquidators, Parsons, Anderson and Company advertised the nine ships owned by the Company for sale by tender which closed on May 15. They sold the *Uki* to the M Bern Shipping Co. Pty. Ltd.

This company repainted the vessel in the company colours of pale blue-gray with a black top, thus covering the colours red with black top of the North Coast Steam Navigation Company. Mr Bern arrived in Kempsey during the week ended June 15, and advised a reporter from the *Macleay Argus* that, >He had plenty of freight from Nestles= for the *Uki*. If the promises from the Department of Public Works to dredge the river to Kempsey came to anything, he would extend the service to that port and perhaps [would] buy another ship.=

The same forces, rail and road competition, forced the Bern company to cease operating the service to the Macleay so they laid the vessel up at No. 3 East Circular Quay adjacent to another of their vessels, *Etmor* (the former *Melinda*) which had been purchased with the Australia-New Guinea run in mind.

In 1960, the vessel was sold to be converted into a gravel barge in Brisbane. It was finally stripped and scuttled off Tangalooma, Moreton Island, in June 1976 as a breakwater, alongside the old *Kallatina*.

Technical details: With a displacement of 545 t. gr. 217 t. nt., dimensions were 152.9 x 34.6 x 8.5 ft., with Fo'c'sle 30'. The vessel was equipped with twin triple expansion reciprocating steam engines with cylinders 102ø, 16", 26" - 16" producing 70 rhp. which had been supplied by D Rowan & Co. Glasgow. driven by twin screws at a speed of 9 knots. Builder=s number was 545/1923.

SOURCE: p. 169 *North Coast Run* © Mike Richards, p.21 and p. 29 *Port Macquarie, The Port That Was* © Ian Finkel and Lynda Turner, p. 29 *Australian Shipowners and Their Fleets V.* © Ronald Parsons, p. 49 *Macleay Argus* Centenary Issue, Thursday, October 17, 1985, p. 103-105 article *Six of a Kind* © J Goldsworthy, *The Log*, August 1992, p. 82 *The Macleay Argus* Centenary Issue, Thursday, October 17, 1985, p. 3 *Mid-North Coast Maritime Museum Newsletter July 1995* © editor Colin Ellwood.

ULMARRA (1) 1861 1872 11 yrs

This vessel was a wood paddle wheel steamship built in 1861 at Waterview Bay, Balmain, possibly by Mort & Co. for C. & R.R.S.N. Co.

The *Ulmarra* had loaded a cargo of 400 bags of maize up on the Manning River on October 10, 1872 and then headed down river until it was near the Heads where it anchored next to the s.s. *Fire King*, where the cargo of maize was to be transhipped for transport to other markets. Little of the cargo had been transhipped when the chains holding the vessels together parted because of a strong ebb tide. The wooden paddle wheeler did not have enough power to steam against the tide, so the master chose the lesser of two evils and ran the vessel onto North Beach. This prevented it from being swept outside the heads. Unfortunately this manoeuvre did not save the *Ulmarra* for it soon went to pieces with most of the cargo being lost.

Technical details: With a displacement of 50 t. gr. it had dimensions of 85.3 x 14.3 x 4.3 feet, and was equipped with a 12 h.p. rated steam engine.

SOURCE: p. 169 *North Coast Run* © Mike Richards, p. 21 *Australian Shipwrecks V.3* © Jack Loney, p. 21 *Port Macquarie, The Port That Was* © Ian Finkel and Lynda Turner, p. 29 *Australian Shipowners and Their Fleets V.2* © Ronald Parsons.

ULMARRA (2) 1923 1954 31 yrs.

This vessel was a steel single screw steamship built in 1923 by Lithgows Ltd. at Port Glasgow for owner NCSN Co. who named it after a town on Clarence River. The *Ulmarra* is reported to have worked to Port Macquarie.

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The North Coast Steam Navigation Company suffered a significant loss of business from competition not only from rail but also from road transport along the Pacific Highway. The shareholders held a general meeting on February 15, 1954 and decided to place the venerable old company in to liquidation. The appointed liquidators, Parsons, Anderson and Company advertised calling for tenders to purchase the nine vessels still flying the company=s flag. These tenders closed on May 15, and as a consequence, the *Ulmorra* was sold in November 1955 to Cambay Prince S.S. Co. of Hong Kong (John Manners & Co.) who renamed the vessel *Rozelle Breeze*. Then in 1958, it was renamed *Papagayo*.

On September 1, 1962 the steamer was badly damaged by a typhoon when anchored in Hong Kong harbour. It is reported that it was sold to breakers in February 1963.

Technical details: With a displacement of 924 t. gr., 439 t. nt, it had dimensions of 200 x 33.1 x 12.4 ft. with Fo'c'sle 32', R.Q. Deck 97'. The vessel was equipped with a triple expansion reciprocating steam engine rated at 112 h.p. which had been supplied by D Rowan & Co. of Glasgow.

SOURCE: p. 169 *North Coast Run* © Mike Richards, p. 29 *Australian Shipowners and Their Fleets* © Ronald Parsons, p. 3 *Mid-North Coast Maritime Museum July 1995 Newsletter* © editor Colin Ellwood.

ULOOM 1863 1909 42 yrs.

This iron stern wheel paddle wheel steamship was built in 1863 Pymont by Australasian Steam Navigation Company at their works for C. & R.R.S.N. Co.

In 1889, it was sold to Clarence River & Macleay River Steam Navigation Co. Ltd. Later in Sept. 1891 sold to N.C.S.N. Co. The *Uloom* passed out of existence through age and decay and the owners advised the Customs Department by letter in 1909 that this had occurred. The vessel=s registration was then closed.

Technical details: With a displacement of 115 t. gr. 102 x 18.4 x 6.6, it had 1 mast, engine 25 h.p., altered 1869 to 100.4 x 18.4 x 5.6, with 90 tons with the engine re-rated to 14 h.p. When registered, was allocated ON46445.

SOURCE: p. 169 *North Coast Run* © Mike Richards, p. 29 *Australian Shipowners and Their Fleets* V.2 © Ronald Parsons.

ULYSSES

This vessel was one of a number of bucket and suction dredges used by the NSW Public Works Department in keeping the coastal harbours and rivers clear of sand. Other dredges were *Anteon 1*, *Antleon 2*, *Achillies*, *Cooks River*, *Hermes*, *H E Street*, *Jupiter*, *Neptune*, *Tetata*, *Tethys* and *Ulysses*.

Technical details:

SOURCE: Oral history George E >Josso= Dick and archives, *Mid North Coast Maritime Museum Newsletter* © Editor Col Ellwood.

UNDAUNTED (I) (TUG) 1897 1901

This wood single screw steamship with a single mast was built at Balmain by A W Settree for a partnership of A W Settree, John Hibbard Snr. and Nicholas Cain.

This was the first tug *Undaunted* that operated out of Port Macquarie, and apparently was sold to Captain George De Fraine who retained ownership together with a number of other shareholders in the Camden Haven. It had been the subsidised tugboat for several years in the Camden Haven. Unfortunately, though a splendid boat, the *Undaunted* was not powerful enough to carry out the task as a tug boat because of the increasing size of the vessels plying to the Camden Haven, plus

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the training walls and strong tides between the training walls.

The *Port Macquarie News* in its issue of 7 December, 1901 reported that the s.s. *Undaunted* was returning from the Bellinger River on the previous Friday, and while crossing the bar became unmanagable. The *Undaunted* eventually sank and became a total wreck. Those on board, Capt. Nissen, G Seaman engineer, a deckhand and J Williams of Laurieton were all taken off without injury in the pilot boat. Capt. Nissen was well respected as a careful and skilful seaman.

SOURCE: p. 2 *Port Macquarie News* 7 Dec. 1901.

UNDAUNTED (II)(TUG) 1914 yrs.

This tug worked in Port Macquarie in 1904/05 and again in later years. It was originally registered in Sydney. Sold in 1919 to T. Miles, where it worked the Hastings River and at Port Macquarie.

On January, 13, 1909 while under command of Captain S Wickham, the *Undaunted* is shown as being engaged in piloting in the Port. Then on July 18, Captain Wickham had to pay pilotage fee of twelve shillings and four pence (\$1.24) to the MSB.

The tug was then sold to A W Settree & N. Cain, and the next year, on July 19, 1920 a fee of twelve shillings and four pence (\$1.24) was paid. On July 17, 1923 Captain Henderson on the *Undaunted* paid the same fee to the MSB.

In 1925 sold to T. & H. Miles & N. Cain. On January 6, 1928 Captain Black paid the same amount for pilotage to MSB.

In 1928, Nicholas Cain left the partnership and the tug was under the control of T. & H. Miles. In 1934 Alfred Langley bought it. The tug was sold to Commonwealth Government in September 1941. Fate unknown, but was often seen around Sydney Harbour attending to various duties.

This tug hauled vessels in and out of the harbour over the Port Macquarie bar. 2nd Engineer on the *Undaunted* when it served at Port Macquarie, Francis Matesich is the father of Councillor Norman Matesich, OAM, of Hastings Council. Councillor Matesich, then an Alderman had served as Mayor of Port Macquarie Municipal Council on several occasions. He also occupied the position of first Mayor in the amalgamated Hastings Municipal Council in 1980-81 and is still a Councillor in 1995 having served the community for many years in this important civic position.

Technical details: with a displacement of 45 t. gr.

SOURCE: p. 115 *Australian Shipowners and Their Fleets V.2* © Ronald Parsons, p. 25 *Port Macquarie, The Port That Was* © Ian Finkle, p. 86 *Wallis Lake, Its Rivers and Villages* © Dawn McMaster, Maritime Services Board log books, records and cash book (Port Macquarie).

UNIQUE (I) 1887 - 1901 14 yrs.

Wooden construction, the *Unique* was a tug boat for owner Captain De Fraine Camden Haven. Became a total wreck after striking Camden Haven Bar on December 10, 1901. When *Unique* sank, tug *Possum* took over, with the tug *John Gollan* from Taree asked to assist if required. The *Secret* acted as a tug in the Camden Haven for three weeks in January but was found not suitable. The *M.R.T.* reported on June 29, 1902 that the new subsidised tug *Unique II* was to arrive within days.

Technical details: With a displacement of 35 t. gr. 24 t. nt.

SOURCE: Quote from John Roger. Camden Haven History records quoted in the *Manning River Times* issue of Feb. 1, 1902. *M.R.T.*, p. *Wrecks on the N.S.W. North Coast* © Jack Loney, p. 39 *Port Macquarie The Port That Was* © Ian Finkle.

UNIQUE II 1902 1932/33 31 yrs.

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Wood single screw steam tugboat built 1902 at Brisbane Waters and painted black for owners Allen Taylor and R. M. Anderson who registered it in Sydney.

Captains mentioned as being in charge during its time at Camden Haven were Nissen, Rassmussen and Tom Allen.

Vessel sunk about 1932-33 and register closed in 1934.

Technical details: With a displacement of 84 t. gr. dimensions were 75.8 x 18.2 x 6.7 feet. Allocated registration no. ON112557

SOURCE: p. 157 *Australian Shipowners and Their Fleets V.2* C Ronald Parsons, Herbert Jackson lists, J. & McGil.

URALBA 1942 1971 29 yrs.

This vessel was a wood single screw steamship built 1942 by E. Wright at Tuncurry for the N.C.S.N. Co. It was taken over by the Royal Australian Navy when it was completed and they placed the vessel into war service. The shortages of material because of the war effort meant that every piece of material had to be scrounged from where ever it was available.

The boiler of 160 psi had been come from the old collier *Malachite* and had originally been made in 1894. This boiler originally had Lowmoor iron studs which were subsequently replaced with steel one. The main engine came from the ferry *Kuramia*. All the auxiliary equipment came from vessels that had been wrecked, the winches, capstan, steering engine and pumps all had been throughly overhauled. This was the largest wooden ship to have been built in Australia up to that time. It was one of eleven vessel subsequently built by Ernest.

After the war, the Commonwealth Government sold the *Uralba* to the Victorian State Electricity Commission in 1948. They in turn agreed to sell it to a Sydney syndicate, but this was not finalised. The vessel sat at a wharf in Melbourne for some time because the Melbourne Harbour Trust obtained an order against the vessel for non payment of wharfage and harbour dues. Subsequently the vessel was auctioned in an attempt to obtain sufficient funds to satisfy the debt and it was brought by J Dent. In May 1960, the ship sank at its moorings, but was able to be salvaged. The engine was removed and the vessel was made into a dumb lighter by the owners, Ducan & Russell Pty. Ltd.

The Victorian Department of Fisheries and Wildlife were endeavouring to set up an artificial reef some 42 miles off Mordialloc Pier, Port Phillip, so asked that the hull of the *Uralba* be scuttled here. This occurred on November 4, 1971 and it sank below the waves and settled on the floor 100 feet below.

One of the engineering apprentices who worked on the *Uralba*, remembers the time when he worked under a marine engineer, Charles Gyler, who invented what became known as >Gyler Gear= which consisted of a rubber and bronze device which sealed off the space between the propeller boss and stern tube. Prior to the 1920s, the North Coast Navigation Companies ships were fitted with the normal lignum vitae bushed, salt water lubricated, stern tubes. These coastal vessels in their regular crossing of sandy river bars caused severe wear and tear on the tail shafts due to sand getting into the stern tubes. Gyler=s invention prevented the entry of sand and sea water into these stern tubes thus reducing the wear and tear on this most vital part of the ships machinery. It became the patent for more advanced types, leading to the present-day setup, where the steel shaft runs in white metal bushes and is lubricated by oil from a header tank.

The *Uralba* was named after a settlement on the Richmond River.

Technical details: With a displacement of 602 t. gr., 312 t. nt. and was equipped with a triple

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expansion reciprocating steam engine rated at 62 h.p. which had been made by Mort=s Dock and Engineering Co. Ltd. Sydney. The vessel measured 154.8 x 37 x 9.3 feet with Fo'c'sle measuring 33', with Bridge 82', machinery was situated aft. Allocated ON174694 when registered.

SOURCE: p. 169 *North Coast Run* C Mike Richards, p. 207 *Workhorses In Australian Waters* C Mike Richards, p. B3:2 *Wallis Lake, Its Rivers and Villages* C Dane McMaster, p. 30 *Australian Shipowners and Their Fleets V.2* C Ronald Parsons.

URALLA 1908 1912 4 yrs.

This wood twin screw steamship had been built on the Manning River by Denis Sullivan for Allen Taylor & Co. The vessel was launched in March, 1908, and was built for timber carrying to Bellinger, Nambucca & Camden Haven Rivers. Sold to Illawarra & S.C.S. Nav. Co. in 1911 and who renamed *Tilba*. Wrecked at Wreck Bay Sth. N.S.W. on November 18, 1912.

Technical details: with a displacement of 200 t. gr., 97 nt. tons, dimensions were 125.8 x 26.5 x 8.5 feet. The vessel was equipped with twin compound steam engines rated at 62 h.p. supplied by Ross & Duncan, Glasgow. When registered in Sydney was allocated ON125164.

SOURCE: p. 169 *North Coast Run* C Mike Richards, p. 157 *Australian Shipowners and Their Fleets V.2* C Ronald Parsons.

URANA 1924 1937 13 yrs.

The *Urana* was a steel twin screw steamship built in 1924 by Lithgows Ltd. Port Glasgow for owner NCSN. Co. Named after town in the Riverina in southern New South Wales.

It was either an indication of how close three of the intrastate shipping companies were watching each other=s designs or, they combined their talents when in the 1920s they had six practically identical small vessels built in Scotland for trading to the NSW coastal rivers. These were the North Coast Steam Navigation Company Ltd, Nicholas Cain=s North Coast Co-operative Steam Navigation Company Ltd. and the Illawarra and South Coast Steam Navigation Company Ltd.

These shallow-draughted vessels were steel twin screw ships with machinery aft, a single long hatch to facilitate the carriage of timber and poles, a foremast at the break of the forecastle and a mainmast aft. A single tall, narrow funnel was a distinctive feature in the design of these vessels. The design also took into consideration the conditions under which they were to operate and the treacherous river bars they would have to negotiate. Twin screws and shallow bottoms allowed for greater manoeuvrability in the often restricted waters that they would regularly encounter.

The vessels were *Pappinbarra*, *Uki*, *Tyalgum*, *Uralla*, *Urana* and *Bergalia*. Four of these vessels were wrecked, including the *Pappinbarra* while another was lost on a river bar.

When Nicholas Cain lost the *Pappinbarra* in 1929, he was placed in some-what difficult circumstances trying to meet his shipping commitments, so leased the *Urana* for a few trips, he then leased the *Kinchela* from the same firm, the N.C.S.N. Co.

After the wreck of the *Pappinbarra*, the next to be lost was the *Urana* which while running in a fog was wrecked on a reef off Old Bar, north of Forster on August 31, 1937. It subsequently broke up.

Technical details: With a displacement of 518 t. gr., 187 t. nt. with dimensions of 153 x 34.6 x 8.5 feet, with a Fo'c'sle of 30'. Machinery was situated aft, and with 1 deck, and was equipped with electric light and refrigeration machinery. The triple expansion reciprocating

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steam engines supplied by D. Rowan & Co. Ltd of Glasgow had three engines with cylinders measuring 102@ 16" 26" - 16" producing 70 nhp. Builder=s number was 519/1924 and when registered was allocated ON151995.

SOURCE: p. 169 *North Coast Run* © Mike Richards, p. 157 *Australian Shipowners and Their Fleets V.2* © Ronald Parsons, p. 103-105 article called *Six of a kind* by J Goldsworthy, *The Log*, August 1992.

URARA 1859 1866 7 yrs.

An iron paddle wheel steamer, the *Urara* had a 2 masts schooner rig, and was built in 1859 by Laird & Son at Birkenhead, England for the C. & R.R.S.N. Co.

The *Urara* had just entering the Clarence River on May 1, 1866 with a mixed cargo including twelve horses when it struck the south reef. The master, Captain Merritt ordered his passengers to disembark and the crew commenced an attempt to lighten the vessel, hoping that they would be able to refloat it. A heavy sea set in from the east, which forced Captain Merritt to order >abandon ship.= One of the crew=s last tasks was to release the twelve horses. Nine of these were able to reach the beach safely. The *Urara* soon became a total wreck with all of the cargo lost.

Technical details: With a displacement of 382 t. gr. dimensions were 180.5 x 24.2 x 11.4 feet, and was equipped with two 120 h.p. rated engines.

SOURCE: p. 170 *North Coast Run* © Mike Richards, p. 174 *Australian Shipwrecks V.2* © Jack Loney, p. 30 *Australian Shipowners and Their Fleets V. 2* © Ronald Parson.

URARA 1907

The NCSN. Co. had this vessel and another vessel on order in England early in 1907. It had accommodation for 200 passengers and space for refrigerated cargo.

Technical details: of 600 t. gr.

SOURCE: p. 73 *Alma Doepel, The History of An Australian Schooner* © Capt. Ralph McDonell.

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VANGUARD 1839 1851 12 yrs

Built Sydney (builder unknown) and granted No. 62/1839.

The brigantine was owned by William Gatwick Gard and Thomas Gatwick Gard, who traded as William Gatwick Gard & Co., of London, Merchants, trading as William Gatwick Gard & Co., subscribing Owners. This firm set up business in Sydney and in the extravagant manner of the times, advertised in *The Australian* on November 9, 1837, that they:

>*BEG to inform the public that they have taken the Stores lately aoccupied by W H Blackwell Esq., and they trust by strict integrity and attention to insure that patronage so liberally bestowed on their predecessor, W.G.G. & Co. Have now on sale -*

Sugar by the bag ot ton, Mauitius and Java. Rum in puncheons or hogsheads, in or out of bond. Malmsey Sack Wine, of very superior quality, in wood of bottle. Coffee. Pepper. A few cases of Fancy Goods. A case of Ladies= Boots and Shoes. Invoices of Drugs ex Eweretta. Liverpool Salt, by the bag or ton. Cigars. A few cases of Champagne Vinegar. And other Merchnadise.

Queen Street.

November 6, 1837.

Gard then set up a shop in the new town of Kempsey, on the Macleay, becoming the first storekeeper. This was when Gard purchased the *Vanguard* because of the need to provide a service to his shop. Unfortunately, within six months, in fact in May 1840, the *Vanguard* became stranded on the beach at Trial Bay.

The brigantine was salvaged and after repairs, the vessel sailed off to Sydney with a load of cedar. On Wednesday, February 3, 1841, the auctioneer, Samuel Lyons offered the sailing vessel for sale, advertising it in the *Sydney Morning Herald* on February 1, 1841, >. . .*as she now lies off Moon=s Wharf, with all her standard and running rigging, boats, cables, anchors &c., &c.=*

>*The Vanguard having undergone a through repair under the immediate superintendance of the builders of the schooners Scotia, Ariel and Faith, is now considerably stronger and in better condition than when first launched. She is acknowledged to be a superior sea boat, carries a heavy cargo for her tonnage, and is admirably adapted for a coaster or the Island trade.=*

A Sydney merchant, Fred Mitchell bought the *Vanguard* (with the sale being recorded 25.3.1841) and entered into negotiations between Malcolm, Newton and Ferrier and it would appear that the brigantine *Faith* was taken in exchange for the *Vanguard*. This occurred on the same day as the sale was recorded, viz 25.3.1841, but it wasn=t until October 11, that the ownership was officially registered >de vono= in the names of John Ferrier, Alexander Newton and William Malcolm under 67/1841.. This was often the case in the early 1840s as little cash ever changed hands and doing business was often a complex system of barter, exchanges and promisory notes.

The *Vanguard* continued in the timber business between Port Macquarie, the Macleay and Sydney for some time under command of the master, Captain John Murray. Murray had a good knowledge of New Zealand waters so Alexander Newton decided to expand into the Trans Tasman shipping business.

The *Vanguard* left Sydney on October 15, 1841 and immediately on arrival in New Zealand, Alexander Newton placed a page 1 advertisement in the *New Zealand Herald & Auckland Gazette* on November 3, advising of the brigantine=s arrival as follows:

>FOR SALE, Freight or Charter

The fast-sailing brigantine *Vanguard* 2 years old, coppered and copper-fastened, 61 tons

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register. If not otherwise engaged she will proceed to Port Nicholson next week.

For particulars apply to Capt. Murray on board or to I. Joseph.

Auckland, November 2, 1841.

Several well-known Sydney merchants were aware of the opportunities being offered in the New Zealand economy. One of these was Israel Joseph, who also advertised in the same issue, the items that he had received on the *Vanguard*. These included Silk handkerchiefs, ribbons, ginger, tea, currants, raisins, wine, porter, etc. Israel's brother, Jacob was in the south and he received from the vessels cargo, >Nine packages of window frames and doors, and one case, two casks of slops (slops = cheap readymade clothing).=

Captain Murray, with his knowledge was able to secure cargo of the outlying areas such as the whaling station at Taranki which occurred on December 4. This consisted of bread, crackers, frying pans, oars, tubs, casks, trypots, paint, turpentine, gunpowder, and surprisingly enough - one cow.

A Englishman who had a profound effect on both Australia's and New Zealand's development, Edward Gibbon Wakefield, had appointed his younger brother, Colonel William Wakefield as the principal agent for the New Zealand Company's planned settlements at Wellington, New Plymouth and Nelson. Edward Gibbon Wakefield had become bankrupt in his business dealings, and as the bankrupt laws in England were much more severe than today, he was consigned to Newgate Prison to serve out his sentence. While there, he developed what became known as the >Wakefield Plan= which was a way to finance immigration to the Colonies. This involved the Crown selling land and thus providing finance to pay for immigrants to come to Australia as >bounty passengers=. Landholders also could sponsor artisans and other skilled people that they wanted to assist them. The normal fee was , 21 for a full grown man or woman, , 10 for a younger person between the age of 21 and 15, and , 5 for children.

Colonel Wakefield, with the assistance of his brother, Arthur and his nephew, ruled the new settlements with a strict authority. This brought about some complaints from colonists, one in particular. A Dr Henry Weekes put his thoughts to paper in his journal on January 10m 1842, when he wrote, >*The Vanguard brought 50 barrels of flour . . . None is to be sold except as rations to those who work for the Company.*=

Captain Murray advertised that he would be sailing for Nelson, and could provide service by, >The fine fast-sailing A.1 brigantine *Vanguard* with good accommodation for passengers.= It was surprising that he was able to convey nine passengers, also a cargo consisting of, >One tent and poles, a hen coop, tar, timber, shoes, tea, beer, wine, flour and oatmeal= especially as Nelson was just one month old.

His return voyage was a rough one, and was highlighted in a report published in the *New Zealand Gazette & Wellington Spectator*, which stated, >*The Vanguard from Port Nelson beat into this port on Thursday night against a strong wind, amidst a deluge of rain and in pitch darkness. The Captain knew this port and felt secure. There are few harbours which could be entered in such weather without the aid of lights or pilots.*=

The *Gazette* on August 14, 1842 reported that, >*The Vanguard brigantine, after a tedious voyage of ten days, entered the harbour on Sunday from Akaroa. The resort of American and French whalers to this settlement is very great; our correspondent mentioned that no fewer than eight of these vessels left the harbour at the time the Vanguard took her departure.*=

Vanguard sailed again for Nelson on August 25, and after discharge and obtaining a full cargo left on September 1 and arrived back on the 3rd. Captain Murray resigned and went into business for himself, as Alexander Newton had arrived to take command of his own vessel. This was the first time that he had actually been in charge. The *Vanguard* sailed again on September 12 bound for Nelson where he arrived on 16th.

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In February 1843, Captain Newton received orders to sail for the Chatham Islands where a port station housing some 800 pigs had been set up. The vessel returned to Wellington late in March with a cargo of pigs and potatoes. Newton wanted to return to Australia so secured a cargo of salvage from the schooner *Look In* which had been wrecked at the Chatham Island during the previous spring. He also had 35 passengers for company in his cross-Tasman voyage.

Newton and the *Vanguard* was back in Port Nicholson NZ on June 4 with four passengers. The sailing vessel was also loaded with a wide range of consumables as soap, rice, pickles, sugar, hams, flour, coffee, oranges, pork, vinegar, butter, ironmongery, blankets, fish, etc. . . also necessities such as sherry, port, gin and cigars.= The local auctioneer, Fitzherbert advertised these goods for sale without reserve in the *New Zealand Gazette and Wellington Spectator*.

An advertisement by the firm of Waitt & Tyzer in the same issue of the newspaper advised of the impending sailing of the brigantine *Vanguard* for Sydney.

While the *Vanguard* was in port, a sense of forboding and near panic seemed to settle upon the good folk of Wellington. This came about as a result of a clash between the white settlers and Maoris during a dispute over land in the Wairau Valley on the other side of Cook Strait. Twenty-two people including Arthur Wakefield were killed during an attempt to arrest two important members of the local Maori tribe, Te Rauparaha and his nephew Te Rangihaeata.

The Mayor of Wellington placed the town in a state of defense, militia companies were formed ready to defend the town against any attack. Some of the settlers decided to send their families off to the safety of Australia on the *Vanguard*.

The *New Zealand Gazette and Wellington Spectator* reported that the *Vanguard* had sailed out of Wellington on June 22, 1843 with 33 passengers, 16 adults and 17 children plus a cargo of whale oil. There appears to have been some hasty final decisions made by some of the settlers for the *Sydney Morning Herald* on July 12 reported that she carried 46 passengers on her arrival in Sydney.

The Mayor also sent an urgent request for help in the emergency to the Governor of New South Wales, Sir George Gipps, enclosing a copy of the >Memorial= he was about to send to the Acting-Governor of New Zealand in Auckland. The Mayor apologised for the breach of protocol by informing the Governor that Auckland=s military establishment would not be able to deal with the problems in the north.

Governor Gipps despatched *HMS North Star* and 52 officers and men of the 80th Regiment on August 1 to Auckland to assist what appeared to be an uprising by the Maroi=s. Fortunately the situation had settled somewhat by the time the *North Star* and troops arrived on August 10, although the Captain reported that the settlers were >in a very great funk.=

The *Vanguard* returned several times to New Zealand, but during these times was under the command of a man whose names were variously recorded as >Pilford=, >Penfold=, >Telford= or >Phillips=. In May 1844, John Ferrier mortgaged his one-third share in the *Vanguard* to Eccleston & Hirst >as security for , 120 (\$240)=. Unfortunately, a creditor forced a mortgagee sale against Eccleston & Hirst which was advertised in *The Australian* on September 28, 1844 and advised >terms, cash=. The brigantine was then sold to J H Levine of Sydney two weeks later.

The *Vanguard* was involved in three further changes of ownership, and was also spent four years in the sandlewood trade in the Islands.

This vessel left Wide Bay in Qld., in 1851 bound for Sydney and was never seen again. *Technical details*: Registered in October 1839 and was given the number 62/1839. With a displacement of 61 t. gr. and dimensions of 52.8 x 15.4 x 9.3 ft., with 1 deck, 2 masts and square stern, standing

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Eaton in 1888. Seven years later in 1895 the sailing vessel was sold to Allen Taylor and Co. This firm only held the schooner a short time for it was sold in the same year to W. G. Andrewartha who registered it in Hobart. Two years later in 1897, the schooner was again sold to W. Cowper & others and registered in Melbourne. The *Victoria* was conveying timber from Stanley in Tasmania to Port Adelaide when it became a total loss on February 14, 1898 at North Point, near Stanley.

Technical details: This wood schooner had a displacement of 59 t. gr. and had dimensions of 75.5 x 19 x 6.7 ft. Was allocated ON83644 when registered.

SOURCE: p.157 *Australian Shipowners and Their Fleets* V.2 c Ronald Parsons, *The Port Macquarie News*, December 25, 1882.

VICTORY 1873 1893 20 yrs.

This schooner-brig rigged vessel was built at Jervis Bay in 1873. Owner R. Chest and A. C. Jewett.

Ship wrecked on Richmond River May 1, 1875. Refloated and repaired and placed back in service. In 1879, Chas. McKinnon, Mariner was serving on this vessel. Wrecked Cape Howe November 7, 1893.

Technical details: with a displacement of 142 t. gr.

SOURCE: p. 231 *Australian Shipwrecks* V.3 c Jack Loney, p. 49 *Australian Shipowners and Their Fleets* V.1 c Ronald Parsons, p.218 *Port Of Richmond River, Ballina 1840s to 1980s* c Glen Hall.

VINE 1873 1877 4 yrs.

This topsail schooner was built at Crookhaven NSW in 1873 for R. J. Langley of Balmain.

In the morning of September 3, 1877, the *Vine* was sailing from Sydney to the Macleay River with an unqualified mate in charge. The mate mistook one of the openings between the rocks as the main passage near Port Stephens and the schooner foundered. The master, Captain van Barm received a caution from the Marine Board of Inquiry for allowing the unqualified mate from controlling the vessel while in dangerous waters. The mate also received a caution.

Technical details: With a displacement of 50 t. gr. and dimensions of 71.7 x 17.7 x 6.7 ft. When registered was allocated ON64427

SOURCE: p. 81 *Australian Shipwrecks* V.3 c Jack Loney, p. 94 *Australian Shipowners and Their Fleets* V.2 c Ronald Parsons.

VIOLET DOEPEL 1898 1907 7 yrs.

Wood schooner rigged sailing ship built 1898 on Bellinger River by owner Frederick Doepel and registered in Sydney.

The Bellingen press of 1898 reported:*It had been announced that the new sailing vessel designed and built by Mr. Frederick Doepel was to be launched and christened Violet Doepel after one of Mr. Doepel's daughters.; and that a picnic would celebrate the occasion. There were fully 500 persons present at Cahill's wharf, and as a bridge of boats had been formed across the river both banks were lined with spectators, amongst whom were great numbers of ladies attired in neat holiday costumes. Looking at the vessel as she lay on the skids prior to being launched, it was evident that she had been carefully built, speed, solidarity and carrying capacity having been kept in view in the design. Experienced men in seafaring and in ship-building pronounced her a fine vessel. As the vessel was let go, Miss Violet Doepel, eldest daughter of the owner and builder, christened the ship Violet Doepel . The bottle refused to break, the new ship apparently being strongly imbued with temperance principles: a second attempt after the launching was made, but the obstinate bottle fell into the river and was not recovered until late in the day. The baptism however was effected at the third attempt, and*

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the Violet Doepel was launched to the accompaniments of cheers, music by the band, bouquets of flowers, earnest good wishes and congratulations and general enthusiasm.

With Captain Petersen in command, the vessel was rigged as a topsail schooner. Being built for the timber trade, the topsail schooner was able to carry 75,000 feet of hardwood. The *Violet Doepel* was equipped with a 2 feet 6 inch keel, and could carry a load on 5 feet of water.

On January 24, 1905, while bound from Sydney to Bellinger River, the schooner foundered about 8 kilometres north of the Bellinger River after rough weather had battered it for 59 days.

The *Bellinger Courier-Sun* in its issue of December 8, 1953, reported the history of the demise of the *Violet Doepel*. This report probably came from a fund of stories left by Harry Doepel. The report read, >*Mr Charlie Tang was appointed to the vacancy on the Violet Doepel which was later lost off the coast near Bundagen.*

>. . . *On her last trip north the Violet Doepel encountered very rough weather. She was loaded with a cargo of soft coal for the breakwater quarries and on the way up sprang a leak. Fine coal got into the bilges and kept blocking up the pumps.*

>*Outside the Bellinger bar at nightfall, and sinking lower all the time, rockets were sent up from the vessel calling for assistance. However, it was impossible for the tug, which was moored at the wharf inside, to get out before nearly full tide at nine o'clock next morning.*

>*By then the Violet Doepel had drifted to the vicinity of Bundagen and had sank so low that the water was nearly up to deck level.*

>*The tug boat just reached her in time to rescue all hands aboard before the vessel sank into the depths.=*

A Marine Court of Enquiry under Judge Backhouse was held in Sydney into the sinking of the vessel. Assisting the Judge as assessors were Captains Boldchild and McGibbon. The Director of Navigation was represented by Mr H. D. Woods, while a Mr Russel appeared for Captain Charlie Tange and others of the crew. The Court found that no blame could be attributed to the master=s seamanship, nor any action by the crew. They also found that the schooner was >well and faithfully built= and behaved well in heavy weather. It was not uncommon for the vessel to take twenty-three days from Sydney to Bellinger. It was concluded that the probable reason for the vessel=s loss was the heavy weather it had experienced, the continuous plunging into head seas. It was further found that this could have caused the springing of a butt in one strake of the hull planking which allowed the hold to fill.

This left the vessel=s masts sticking about 8 metres out of the water in the shipping lane. Frederik Doepel only had the schooner insured for , 1250 (\$2500), even though he had valued it at , 1500 (\$3000).

Technical details: At registration allocated O/N106203. With a displacement of 114 t. gr. it had dimensions of 106.4 x 27.3 x 6.4 feet.

SOURCE: *Frederick Doepel of The Bellinger* © Norman Braithwaite, p. 65 *Alama Doepel, The History of An Australian Schooner* © Capt. Ralph McDonell, Lists of Herbert Jackson.; J. & McG.; Gordon Fisher.

VISION 1901

This ship went ashore at Camden Haven June 9, 1901 and quickly filled with water and sand.

SOURCE: p. *Wrecks on the NSW North Coast* © Jack Loney.

VIXEN (1) Sch. 1828

Of French/Canadian origin, this schooner was lost between Bird Rock and Flagstaff Point

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Port Macquarie January 3, 1828. Shown as on private activity. Artifacts in Mid-North Coast Maritime Museum show 1829.

In *Place of Banishment* by Iain McLauchlan states, >The schooner, *Vixen*, [was] forced into port by a gale, appeared off the bar leaking and with her rigging in tatters. Only a French-Canadian captain, a Negro cook and a 14-year-old cabin boy were on board the *Vixen*, which was believed to be a pirate vessel. It foundered shortly after between Nobby=s Rock and Flagstaff Point, but not before the three were brought ashore. The captain told a story that the rest of the crew had abandoned ship. The cabin boy was taken in by a soldier and his wife, who spoke French, and they later adopted him. The captain and cook were not so lucky. After being held at the gaol, they were marched by the soldiers to Tacking Point, and there released, with the command, >Keep going!= Their fate is not known. (end of quote). The captain and the cook were placed in cells by the Commandant, as Port Macquarie at that time was still a penal settlement and under martial law because there were no accommodation for civilians.

The *Vixen* remains still lie somewhere off Flagstaff Hill.

SOURCE: p. 16, 39 *Port Macquarie The Port That Was* © Ian Finkle, p. 98 *Place of Banishment* © Iain McLauchlan.

VIXEN (2) 1858 1866 8 yrs.

Built at Dundee in Scotland in 1858 this two masted schooner was owned by G. Dent of Sydney.

The schooner was on a voyage from the Richmond River to Sydney when it sprang a leak when off Cape Hawke and the master decided to seek shelter. The crew manned the two pumps on board and kept the schooner afloat until it arrived at the roadstead at Port Macquarie on September 3, 1858. The position of those on board was rather desperate as the water was up to the hatchway combings. The crew attempted to kedge the schooner over the bar by warping it along attached to an anchor but a heavy sea drove her on to the rocks near Nobby Rock and was lost.

Technical details: with a displacement of 121 t. gr.

SOURCE: p. 182 *Australian Shipwrecks V.2* © Jack Loney, p. 39 *Port Macquarie, The Port That Was* © Ian Finkle and Lynda Turner.

VOLUNTEER 70 tons Sch. 1860 1864 4 yrs.

Built on the Manning River and owned by Captain Alexander Newton Snr. The schooner arrived in Sydney for the first time on December 11, 1860 under the command of Master James Hume.

The *Volunteer* was lost in the month of June 1864, loaded with a cargo of tallow, when it was wrecked north of Ballina. The entire cargo was washed ashore, and from that time on the shoreline was known as Tallow Beach. About two years after the loss, details were supplied to the Register of Shipping and a report was sent by June mail to the Chief Register in London.

Technical details: allocated ON36857 when registered in Sydney on December 17, 1860. With dimensions of 82.9 x 17 x 7.3 ft and had 1 deck with two masts, a square stern, a scroll head and was carvel built.

SOURCE: p. 159 *Scotchtown & Pelican, The Shipwright=s Tale* © Val Newton, p. 14, 28 *Port Of Richmond River, Ballina 1840s to 1980s, Appendix A List of Wrecks on Ballina Bar and Vicinity* © Glen Hall, No. 55 on a list of ships built on the Manning River 1834-1934 - published in a Manning River newspaper.

VULCAN 28 tons 1m. Sloop 1837

She was built on the Manning River and Builder=s Certificate was issued on August 7,

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1838, but her builder is unknown. A gale struck the *Vulcan*, a coasting cutter as entered Newcastle port on December 23, 1837 and she sank. Several lives were lost in the accident. SOURCE: p. 291 *Pageant of the Pacific* C Captain R. F. Edwards, p. 20 *Wrecks on the NSW North Coast* C Jack Loney, No. 7 on a list of ships built on the Manning River 1834-1934 - published in a Manning River newspaper.

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WAIMEA(U) 1868 1872 4 yrs.

Iron single screw steamship with 3 mast, rigged as a topsail schooner, was built at North Sydney in 1868 by J E Manning for John Ede of Sydney.

J E Manning and E & H Manning became the owners in 1870.

In *The Sydney Morning Herald* of Thursday, October 6, 1870, an advertisement on the front page read, >Steam to the Richmond River, via Newcastle. The WAIMEA, on Tuesday, the 11th October, delivering cargo at all parts by steam tender Lotus, and landing passengers within a mile of the diggings, on the NORTH BEACH.= This advertisement was repeated in the next column with the additional heading, >RICHMOND RIVER GOLD-FIELDS . . . N.B. c The gold-fields are all NORTH of the Richmond.=

In October 1871, the C.& R.R.S.N.Co. purchased the vessel, together with the steam tug *Lotus* and various items of equipment for ,6650 (\$13,300).

The vessel had only made two trips under the new owners, when on the third trip to Sydney, arrived at the entrance to the Richmond River on January 10, 1872. Picking up Pilot Eason the vessel safely crossed the bar. The Pilot left the vessel and as he returned to shore several heavy seas struck the *Waimea(u)* which swung the vessel broadside on to the bar.

All attempts by Captain Turner to back the ship off proved unsuccessful and within minutes it was on to the rocks. The crew immediately started to get the passengers off and unload the cargo of maize and cedar. They succeeded in completing the task before heavy seas destroyed the vessel. The vessels deep draught of 10 feet 6 inches and defective steaming power were blamed for the wreck.

Technical details: of 240 t. gr. 158 t. nt. with dimensions of 131 x 21.5 x 9.5 feet with 3 masts rig. Her steam engine, which had been supplied by P N Russell of Sydney, was rated at 60 h.p.

SOURCE: p. 170 *North Coast Run* c Mike Richards, p. 17 *Australian Shipwrecks* V.3 c Jack Loney, p. 29 *Port Of Richmond River, Ballina 1840s to 1980s, Appendix A, List of Wrecks on Ballina Bar and Vicinity* c Glen Hall, reads, 1872 *Waimerau*, s.s. on north spit, Front Page, *The Sydney Morning Herald*, Thurs. Oct. 6, 1870.

WAI HOI

This vessel is shown as incurring pilotage charges of three pounds cash (\$6.) which was paid by Master McRobinson on November 13, 1819. Nothing further is known of this vessel.

Technical details: of 53 t. nt.

SOURCE: MSB log books and cashbook records.

WALDNESS 1874 1878 4 yrs.

This ketch rigged vessel was built at Bateman=s Bay for owner/master W. H. Gogerley. Late in October 1878, as the *Waldness* was attempting to leave Camden Haven with a cargo of timber, a squall struck it and carried away the jib. This disabled the vessel in the narrowest part of the channel. Despite everything that the master could do, within a few minutes the vessel was ashore. The ship could not be refloated and became a total wreck.

Technical details: with a displacement of 50 t. gr. the dimensions were 70.8 x 20.2 x 6 feet.

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SOURCE: p. 95 *Australian Shipwrecks V.3* © Jack Loney, Ivers Diary, *Manning River Times*.

WALLABY 1863 1874 11 yrs.

This schooner was built Glasgow 1868, and was owned by T Macarthur. It went ashore on the Richmond River Bar with a cargo of pine on May 21, 1874. It is possible that the vessel was refloated and was wrecked later in the year of 1883, but not confirmed.

Technical details: of 103 t. gr. 78 t. gr. the dimensions were

SOURCE: p. 37 *Australian Shipwrecks V.3* © Jack Loney, p. 60 *Wrecks on the NSW North Coast* © Jack Loney

WALLACE & BRUCE 1873 1878 5 yrs.

This schooner-rigged vessels was built on the Macleay River 1873 for owners George Wallace & Bruce Baird Nicoll, and was sometimes described as a schooner, sometimes with a brigantine rig. They sold the ship in 1876 to E Carter and R F Anderson.

The ship sailed from Richmond River with a cargo of timber on June 9, 1878, and was seen by the *Monarch* off Port Stephens in a squall; and that was the last seen of it.

The Northern Star newspaper of Lismore reported towards the end of September, 1878, >That no tidings have come to hand respecting the loss of this smart vessel! = There were some theories that the vessel may have capsized in the squall, and other seemed to think that as it carried a cargo of timber, the hull would not sink. The newspaper closed its report with the comments, >That it was sad to say, the captain (who is much respected), was only recently married. =

The newspaper again on August 5, stated that a master of one of the vessels trading on the coast reported that he had seen a quantity of timber and casks floating in the sea while sailing from Sydney to the North Coast. The captain surmised that the flotsam had come from the lost *Wallace & Bruce*. He intended that he would take a closer look on his return trip, if the weather permitted. Twenty-four days later, Captain George McClemens, of *Cora* reported that he had sighted a large skylight or a companion in the sea to the south of Smoky Cape. Another report said that the crew of a vessel had seen the wreck of a vessel on the shore near the mouth of the Sandon River, which is a short stream that enters the sea south of Yamba.

An officer of the Customs Department investigated and found that it was the wreck of the schooner *Euroka* which had gone ashore some years before. No further trace or reports have been received of the fate of the *Wallace & Bruce*.

Technical details: with displacement of 103 t. gr. the dimensions of 95.1 x 22 x 7.4 ft. and when registered in Sydney was allocated ON69735.

SOURCE: p. 130 *Australian Shipowners and Their Fleets V.* © Ronald Parsons, p. 90 *Australian Shipwrecks V.3* © Jack Loney, p. 28, 29, *Port of Richmond River Appendix A List of Wrecks on Ballina Bar and Vicinity* 1983 © Glen Hall, reads, 1878 *Wallace and Bruce*, schooner, 103 tons, left Richmond and lost without trace.

WALLAMBA 1917 1923 6 yrs.

Wood schooner rigged twin screw steamship built 1917 at Tuncurry by E Wright for Allen Taylor & Co. Ltd. & J. Wright & Co. Ltd. Named after river that flows into

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Wallis Lake at Tuncurry.

The planking was of turpentine, which because of its unique ability to resist the attack by the toredo or cobra worm was used below the water line. Above the water line the vessel was constructed of Blue Gum and Spotted Gum. The belting was of Brush Box, which was a timber that wore gradually without splintering. Internal girders consisted of Ironbark, while the knees were made of Prickly Tea Tree with the deck was made of Flooded Blue Gum and Blue Gum, while Grey Ironbark was utilised in the keelson, rudder posts and keel, Spotted Teak being used as stern posts. The builders preferred to use Spotted Gum for the below water planking because they were able to bend these into shape easier.

The master was Captain A Anderson.

Sold and registered in Sydney in 1919 by N.C.S. Nav. Co. Ltd. This ship sometimes called at Laurieton for timber where Allen Taylor had shares in the Longworth enterprises at one time.

At about 9.30 pm. on July 11, 1923 while loaded with general cargo, the *Wallamba* was sailing in heavy fog from Sydney to Manning Point via Newcastle when it was wrecked at Morna Point, near Port Stephens. The crew of 16 managed to save themselves by scrambling through the heavy seas but these heavy seas soon destroyed the ship.

Technical details: With displacement of 331 t. g., 107n. t. and dimensions of 142.5 x 34.8 x 7.1 feet., it had a ketch rig and had 1 deck. The twin compound steam engines were originally built and installed in the s.s. *Ellerslie*. When registered in Sydney, it was allocated ON136435.

SOURCE: p. 30 *Australian Shipowners and Their Fleets V.* © Ronald Parsons, p. 170 *North Coast Run* © Mike Richards, p. 113 *Australian Shipwrecks V.4* © Jack Loney, p. 21/1, 35/1 *Wallis Lake, Its Rivers and Villages* © Dawn McMaster.

WANDERER (1) c.1842 1851

Variouly described as 240 odd tons, 141 tons net and 84 tons, the vessels size is now difficult to establish. The Royal Yacht Squadron at Cowes, England, where it was registered, cannot provide any more information and the model from which the painting of the *Wanderer* was developed, now in the home of one of Boyd=s descendants, gives no clear guide to the exact dimensions of the original but it was big © perhaps as much as 100 ft (31.5 m) long.

The *Wanderer* was a real yacht, in every sense of the word and had been classified as an Admiralty yacht, a naval vessel used for ceremonial occasions, as it was an ex-Royal Navy Gun Brig. One source describes it as a schooner of architectural proportions befitting a yacht, the hull low and black, the taut and tapering masts, the choice of ornaments, the luxurious accommodation and matching sailing qualities, being a very fast sailing topsail schooner and had a flush deck.

Sumptuously fitted out for a long cruise, the yacht was said to be >armed to the teeth= for she had thirteen guns plus two ornamental ones for saluting purposes. These were four brass deck guns, two six-pounders, two four-pounders mounted on carriages resembling Dolphins, four two-pounders, (rail; guns, two on each side) one brass 12-pounder traversing gun called >Long Tom= which had apparently been used at Waterloo, in all thirteen serviceable guns. Besides these there were two signal cannons, which were said to have been obtained from the wreck of the *Royal George* which sank at Spithead in 1872 , and a coat of arms traceable upon them was

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supposed to be that of Admirable Kempenfeldt.

By 1841, the number of voluntary and willing immigrants and freeborn Australians had increased considerably, reducing the proportion of convicts in the population. An optimistic outlook started to develop in the Colony of New South Wales and a new social pattern was developing. Prosperous landowners and merchants were now able to afford the social pleasures of the home country and, for many this included the purchase of a yacht.

Benjamin Boyd (c.1796 -1851), who came from an ancient Scottish family and was well connected, being a Director of the Union Bank in London as well as a stockbroker. Boyd had earlier been inspired by reports of great new opportunities for big business in the colony. He had proposed to combine sheep and cattle stations, whaling and shipping and related financial activities into one business. To support this objective, he formed two companies, the Royal Bank of Australia in 1840 and the Australia Wool Company, a wool and pastoral company. Boyd sent out three steamers, the 500-ton *Seahorse*, *Juno* and *Cornubia* laden with stores and equipment for the venture. Boyd followed in *Wanderer*. In a letter dated October 8, 1840, to Lord John Russell, Boyd outlined expansive proposals for colonial development. These also included areas in the South Seas where he proposed to establish settlements. He advised Lord Russell that he had already despatched a 60 ton steamer of his own to Australia, but he apparently failed not mention the other two steamers.

Served by a crew of fourteen picked hands and a former naval captain in command, Boyd left Plymouth in December 1841 and after what seems to have been a leisurely cruise calling at Rio, Tristan da Cunha, Cape Town and other interesting ports, he first called in at Port Phillip Bay before arriving in Port Jackson on 18 July 1842.

The *Wanderer* became an object of much envy whilst in Australian waters. It would appear that the vessel seemed to enjoy the privileges of a man-o-war, as a unit of the Royal Yacht Squadron. The *Wanderer* appears to have been free of all restraint or control in entering, leaving, or anchoring within a British port. Of course, the fact that Boyd=s projects were backed financially by some of the most powerful and influential men in England and those connections tied to Benjamin Boyd would have had a bit to do with this attitude. The vessel=s usual anchorage whilst in Port Jackson was within Farm Cove.

Boyd made occasional cruises to Hobart and Port Phillip in the *Wanderer*. During the period he was building Boydtown and East Boyd, the *Wanderer* was anchored at Twofold Bay as a residence particularly for Oswald Brierly, the artist and overseer of the work.

Boyd=s steamer *Seahorse* went into service on 15 August taking passengers, sheep and cattle, horses and merchandise to Melbourne and Launceston. A regular service included Twofold Bay, where he was building a township for his whaling interests. He encouraged other whalers to visit Twofold Bay, where they could exchange whale oil or bones for supplies. He built a lighthouse near the entrance to the bay to guide them in. He suggested that the government maintain it, but Governor Gibbs would not have a bar of this, so the lighthouse was never used. Boyd Town on Twofold Bay, New South Wales, was planned to be an outlet for the produce from his pastoral holdings as well acting as a whaling base.

Anniversary Day, which celebrated the founding of the colony, was an important

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feature of the social calendar. Sydney Harbour, a pleasant and most accessible playground, provided the setting and yachting races provided the main events of the day. So popular were these races that the day became known as Regatta Day both in Hobart and Sydney.

In 1844 in Sydney, Commodore for the day was Benjamin Boyd. His flagship was the topsail schooner *Wanderer*. But it was not simply for social purposes that Boyd brought his yacht to Australia. Nor was he just another merchant adventurer dealing in freight, picking up a cargo here and selling it there. He was what would today be termed a financial magnate, and he intended to use his yacht for business as well as pleasure, for both of which purposes it was ideal. Her Royal Yacht Squadron burgee giving the ship an added status which attracted the attention of the right business and social contacts - persons of high standing and wealth.

Boyd's business activities had soon extended beyond shipping. By 1844 he was one of Australia's biggest land holders. Boyd had come to Australia to establish a branch of the Royal Banking Company of London in which he held an interest and, on behalf of the shareholders, purchased properties in Queensland and New South Wales. Governor Gipps, reported on May 17th, 1844 that the stake held in Australia by the Benjamin Boyd interest was very considerable, and that: *>He holds 14 stations (paying license for four only) in the Maneroo district; and four stations (paying license for two) in the District of Port Phillip.* = The aggregate acreage in the two districts was 231,000 and 15,000 respectively.

Another of his vessels was the 621 ton paddle wheel steamer *Juno*, which arrived in Sydney in 1842. He had purchased this paddle wheeler from The St George Steam Packet Company of England. It had a spacious saloon, two staterooms, and two cabin, one for ladies and one for gentlemen, each fitted out with fifteen bunks. Fitted up with every possible attention to convenience and with great excellence, it was considered to be one of the best appointed vessels of the day. Boyd did not attract much cargo for this vessel and it lay at anchor in Sydney Cove for the next five years before he put it into service across the Tasman and around the Australian coast. The *Juno* subsequently became the first steamer into Adelaide, South Australia.

His third steamer *Cornucopia* worked the same routes, but was later chartered by the Government to assist with the settlement at Gladstone, Queensland. Business and pleasure took the *Wanderer* to most of these ports.

Boyd first saw South Sea Islanders on whalers that called into Twofold Bay. He decided to import some to work on his outback stations. He despatched two ships, the *Velocity* and *Portenia* in 1847, to the New Hebrides and Loyalty Islands to recruit natives for him. His representative, Captain Kirsopp, bribed some of the local chiefs with trade goods and returned to Twofold Bay with 70 young men. On his next visit, Captain Kirsopp ran into trouble when one chief was shot dead. In spite of this Boyd's ships travelled to other islands endeavouring to obtain additional natives - who were by now known as blackbirds.

There was some excitement at Twofold Bay on April 9, 1847 when Captain Kirsopp, acting for Benjamin Boyd, essayed to land 65 young men from various islands in the New Hebrides Group. Local workers opposed the landing, which was carried out nevertheless, and the kanakas were sent to Boyd's pastoral properties.

In October, 1847 the Sydney Shipping Gazette reported:
>Considerable excitement prevailed respecting the proceedings of New Hebrideans

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imported into this Colony by Mr B. Boyd. The savages were sent almost immediately to various stations belonging to their importer in the interior, from where they almost immediately decamped, making their way to Sydney, and in the course of their progress, their wild appearance, and still wilder actions, caused much alarm. The first rumours of South Sea Islanders being kidnapped came through from reports from officers and passengers of two vessels operating there, which reports had reference to some natives brought to New South Wales by Boyd. It was stated by Governor Fitzroy, in a dispatch dated December 24, 1847, that the rumours were groundless, and that Boyd had lost money over the experiment of kanaka labour. A generation later - or less - it was proved that there was truth in the rumour and money in the business, as they both involved successors to Boyd.=

Many dissatisfied natives were returned home, but the precedent of using >kanakas= was firmly established and over 60,000 islanders were lured away from their homes to provide cheap labour in the cane fields of Queensland.

However, it appears that Boyd=s ambitions were too big for the Australia of that time and speculating shareholders were impatient. By 1847, he was in financial difficulties. London shareholders voted him out of business and the assets were sold and in 1849, Boyd Town was deserted. Boyd retained his own yacht, the *Wanderer* and three whalers plus some land at Twofold Bay. The ultimate destiny of the *Seahorse*, and *Cornubia* is unclear.

After the collapse of Boyd=s business activities, the *Juno* was eventually sold for ,2900 (\$5800) and it set out for Manilla on October 20, 1853. Unfortunately the paddle wheeler was lost about two kilometres north of the Manning River.

Undated happenings in 1843 were . . . the steamer *Cornubia* >taken to Aneityum, New Hebrides, where the engines were removed to a shore establishment, and the hull was wrecked on a reef.= The *Cornubia* bore the house flag of Benjamin Boyd, which carried on its fly the >two Bees= which at this time flew over much of the Pacific.

Disillusioned with his business enterprises in Australia and hounded by his creditors, Boyd sailed from Australia on October 26, 1849 on board the *Wanderer* with a party composed in the main of Australian aboriginals. This time there were no grand salutes or bunting to cheer the *Wanderer* on its way as there had been on the arrival in Sydney seven years before.

The discovery of gold by Marshall in California in 1850 and Hargraves near Bathurst in 1851 caused men from all over the world to rush to these fields and profoundly influenced the maritime history of nations.

Boyd only remained a short time in California before leaving for the South Seas on the *Wanderer*, accompanied by the 120-ton schooner *Ariel* carrying trading goods for use in the Pacific Islands while returning to Sydney.

Boyd arrived and went ashore on October 15, 1851 on the island of San Christobel, Guadalcanar (Guadalcanal) Island, in the Solomon Islands Group. He went ashore attended by Kapentania, an island native. Not long after he left the yacht, the crew heard shots and saw many natives gathered near the entrance to a creek.

The morning was fairly warm, so several crew members, Barnes, Crawford, Ottiwell and another went for a swim alongside the vessel. While these men were in the water, those sailors on deck noticed the natives in canoes exchanging signs with each other, producing weapons which they had concealed in the bottom of their canoes. The four white men in the water immediately climbed back on board. Mr

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Barnes had a handkerchief about his loins, which he took off while dressing and hung on the rigging.

In the meantime the savages alongside, were holding a noisy conversation with the crew on board the *Wanderer* while other natives around the schooner attempted to lure the balance of the crew ashore in the whaleboat which was floating astern. They continued to call out >*Lakulaki monn*= meaning >*plenty of birds to shoot*=. They also pointed out to where females were sitting on the beach, crying >*hine, hine*=. One of the natives actually got in the whaleboat and made the motions of pulling with the oars and pointing to the females.

Another savage used his long spear to remove the handkerchief from the vessel where Barnes had hung it. He displayed it across his knees in an effort to attract the crews attention. The crew made signs to him to return it but he took no notice, while the others kept pointing to the boat urging them to follow him.

Suddenly, the waters swarmed with natives, with many canoes being launched out towards the ship from different parts of the bay. These natives had previously hidden from view by concealing themselves in the bush which skirted the water=s edge. The movements of the savages and their cries clearly indicated their hostile intent. Mr Ottiwell then remarked that no further shots had been heard from the shore, so they sounded the ship=s gong to warn Benjamin Boyd. When the natives heard the gong, they started shouting and jeering at the ships crew.

The fellow who had climbed into the whaleboat stood and brandished his spear and at the same time a loud cry was heard from the forward part of the ship. One of the crew was seen staggering aft with his arm cut to the bone, obviously by a native weapon. Looking forward, the crew saw a savage attempting to board the *Wanderer* by the bowsprit, while others were ascending by the martingale. Muskets and paper cartridges were issued and the crew armed themselves with cutlasses, but they were reluctant to engage in fighting, not knowing what had happened on shore to Boyd.

Boarding pikes were handed out to the crew to keep the natives from boarding the vessel. With a war cry from the natives a shower of spears, stones and other missiles fell on the ship. The crew took shelter behind the bulwarks and after the missiles had ceased, they jumped up and fired into the crowded canoes with murderous effect. This further enraged the natives and they attacked again, boarding the vessel forward and drove the crew rapidly aft, the wicker work shields being used by the natives to brush aside the thrust of the boarding pikes. One of the officers then grabbed a shotgun and fired into the massed natives, blasting aside the wicker work shields and badly wounding several of the attackers. The crew seized the initiative and charged the demoralised savages and despatching those who were wounded, threw them bodily overboard. The crew rapidly loaded a two-pounder swivel gun and set it upon the nearest canoe. With the explosion from the cannon, a large cloud of white smoke obscured the canoe for a moment, and when it had cleared away the canoe was overturned and there were no sign of the natives who had but a moment before occupied it. The defeated savages retreated until they were about a hundred yards from the *Wanderer* and were huddled together and appeared totally confused. The crew then ran the heavy ships deck cannons and opened up with grape shot which caused great havoc, with only a few canoes escaping the cannonade.

No trace was ever found of Boyd, although a search found his small boat at the mouth of the creek, and the print of his shoes in the soft soil leading into the jungle.

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Nearby lay some wadding from his double barrelled gun and it was assumed he had fired both barrels.

During a search the next day a village was razed to the ground and the savages sent running for cover as the crew searched for the missing Boyd. They came to another village where rows of skulls were spread on a platform over the entrance to some of the huts. One of them appeared freshly baked and it was found to have the hair of its victim still attached, the hair being straight black, instead of the usual crinkly hair of the natives. The crew were certain that this skull belonged to the young man who had accompanied Boyd on his ill fated shooting trip. The reclaimed the skull, but in battling through the jungle, they lost it. Four days later they found Boyd's sword belt in an abandoned canoe. In the pouch attached to it were several ball cartridges.

The *Wanderer* set sail for Australia and on November 7, sighted what the sailing master thought was Cape Moreton at the entrance to the Brisbane River, but poor visibility and strong winds made positive identification difficult. For four more days a severe north easterly gale battered the schooner as she limped south, damaging her badly.

On Thursday, November 13, she arrived off Port Macquarie, when the wind changed and was now blowing dead ahead, in gusts accompanied by thunder and lightning. The crew were by now in a bad way and made for the shore. They anchored under the lee of a rocky point, in seven fathoms, opposite the entrance to the Hastings River. The next day, the wind grew to gale force and the vessel's windlass parted but the anchors held until daylight when two cannons were fired seeking assistance as it was pitching heavily only a hundred feet or so from large rocks. The pilot-boat went out to see what was wanted and were advised by the sailing master that he wanted to enter the harbour. He was told that as there was only 7 ft. 6 in. of water on the bar, and the *Wanderer* drew 14 ft. 6 in. there was insufficient water on the bar for a vessel of this size to enter the harbour.

After some discussion and against his best advice, Master of the *Elizabeth Cohen*, Captain G R Easton went out and agreed to pilot the stricken vessel over the bar. There was no choice as both the *Wanderer*'s masts were sprung and with disabled spars, it was unable to put to sea. Captain Easton was aware that the bar carried barely seven feet of water while the *Wanderer* was drawing 14'6", so a quantity of iron ballast was jettisoned to lighten the vessel.

On Saturday, in attempting to drive the ship over the sand bar using the assistance of the full tide and wind, a heavy surf swept over the *Wanderer* and it struck the outer edge of the reef of rocks which runs from the hill (on which the old gaol sat) several times with great force, but the seas swept the vessel onwards. Then the keel caught and it swung around and became hopelessly stranded and was soon broadside facing Gaol Point. The *Wanderer* became hopelessly stranded just below Gaol Point and was soon swung broadside on and was dashed on to rocks, exposed to heavy seas breaking over the deck. One of the native crewmen on board swam ashore with a line and all were landed safely. By this time most of Port Macquarie's population had come down to the shore to watch the drama.

Henry Cohen and his two sons, Edward and Sam, for a fee of ,200 (\$400) were then engaged to attempt to salvage the *Wanderer* by using the company's schooner *Elizabeth Cohen* in an attempt to tow the stricken schooner into smooth waters. Because of the bad damage to the *Wanderer*, the rescue attempt was unsuccessful.

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Everything including the yacht's pig iron ballast was taken ashore. These included flags, stores, prints, cutlery and several paintings. Even the plate glass mirrors that concealed the vessel's main mast as it passed down through the saloon, were recovered. Copies of the *Wanderer's* Gazette, printed and published on board were landed. Unfortunately, two pianos, an organ and a printing press could not be saved, except in parts. There were plenty of glass brooches and necklaces, with which they had traded with the natives at the islands.

The Cohen Brothers locked the more valuable items, such as Boyd's highland costumes, a gold clasp bible which had been the gift of his mother, and a quantity of jewellery in their safe. Assistance came from the locals and the crew of the *Elizabeth Cohen*.

Suggestions arose that the crew of the *Elizabeth Cohen* had looted the stricken vessel, which resulted in police boarding the ship. Auctioneer Sam Cohen bid for articles he could remove was accepted. Many items went for much less than their real value, for example, Boyd's prized grand piano went for fifteen shillings (\$1.50).

A resident of Port Macquarie later set out his recollections of the wreck of the *Wanderer*; he said; *>I was only a lad of nine, living at Port Macquarie when I heard of a strange vessel being outside the bar. I think it must have been on a Saturday, or I would have been at school. I have been able to fix the month and year, but not the exact date.*

>I remember the Elizabeth Cohen, owned by Cohen Brothers (Sam, Lewis and others), and commanded by Captain G. R. Easton, (Captain Easton was pilot at the Manning and until 1887 at Ballina, when he retired on pension) coming into the wharf at breakfast time and subsequently seeing the skipper, Mr Lewis, and, I think, Sam Cohen, accompanied by a stranger, having a very Yankee appearance, wending their way towards the flagstaff along Clarence Street, and passing our door. I, boylike, joined them, and being too small to be noticed, possibly heard more than I would be allowed to have heard had I been bigger.

*>I remember well the earnest tones in which Mr Lewis Cohen, especially backed up by the Yankee looking gentleman (who for months after I knew as Captain Webster) insisted that Captain Easton should bring the *Wanderer* in.*

>Again and again Captain Easton declared it was impossible, and I remember his halting firmly at the top of the hill from which the yacht (then sailing about in the offing) and the bar could be seen.

>Captain Easton was a powerfully built heavy-walking man, and his appearance impressed me at the time as he first gazed first at the bar and then at the ship and shook his head. This occurred again on the gaol hill and he seemed most reluctant to proceed. I heard something said about the step of the mast having been shaken and this was urged by Lewis Cohen as a reason for the yacht being taken on to Sydney. Webster and the Cohen's prevailed on Captain Easton making the venture and to me he appeared up to the last moment reluctant to undertake the job.

*>However, the party proceeded to the flagstaff boat harbour, and I saw the boat reach the *Wanderer*. The tide was very full and I cannot remember that there was much sea. A slight shower of rain fell and the breeze freshened as the yacht faced the bar. I was then on the beach below the gaol, and just as she was on the bar, she bumped heavily so much so as to be felt on the beach. The bumping continued and she*

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came round head towards the gaol, and seemed to harden the rocks. The tide receding left her fast and she was lightened by her crew of islanders (there were 12 or 14 stalwart fellows on board). She came up more and more until at low tide we could easily board her. I should state there were certainly no aboriginals among the crew. I soon learned the names of the white men on board. A Mr Barnes seemed delicate and he and Mr Ottiwell did not remain long at Port Macquarie. Captain Webster, the artist, and Mr Crawford, became like townspeople.

Captain Ottiwell forwarded a letter from Port Macquarie, dated November 20, 1851, addressed to T W Campbell, Esq. Sydney.

>Since Mr Crawford left for Sydney to report the disaster, we have obtained the opinions of several competent judges (inhabitants of the town) who are unanimous in saying that, should the weather continue fine, the vessel could be got off easily; but in the event of strong easterly gales she will undoubtedly become a total wreck. Under these circumstances, not having the command of sufficient labour, and proposals made by Messrs. Cohen and Co. (father and grandfather of the late Mr Justice Cohen) to detain his vessel and by means of his crew, with the assistance of our own, to make attempts to float the vessel and take her to some safe place within the bar.

>I thought it proper, with the advice of Mr Webster and the inhabitants of the place, to place the vessel under charge of Messrs. Cohen and Co. for the above purposes, in consideration of which service the sum of 200 pounds sterling to be paid to them, the said sum only to be paid to them in the event of the vessel being got off.=

I remain sir,

Your obedient servant,

WILLIAM OTTIWELL,

Master of the schooner WANDERER

Mr Dangar said that the yacht's cannon were all arranged facing a square then known as >The Green= and as most of the ammunition, including cannon balls had been landed, locals were treated to a fusillade of cannon fire. An irate citizen rode his horse from Hibbard clutching what had been a red hot cannon ball demanding to know, >Who was trying to destroy his home?= as the cannon ball had landed in his back yard. The 4-inch cannon ball is today (1998) on exhibition at the Port Macquarie Historical Society Museum in Clarence Street.

Mr George Crawford arrived from Sydney and found the *Wanderer* had been abandoned. He advised in a letter:

R. Campbell, Esq.

Dear Sir,

*>I arrived here last evening, and found the *Wanderer* was not yet afloat.*

>The agreement with Messrs Cohen and Co. had been cancelled. The yacht I would advise to be sold as soon as possible for the rate of wages and scarcity of labour, as this place would make the expense of floating, etc., so much more than the real value of the vessel that it would be a losing concern to those who attempt it.

>The vessel has been entirely stripped and her contents and gear stored with Cohen and Co. and I send their account up today.

>With regard to the papers of the late Mr Boyd, they are (as I informed you) under lock, but the captain and Mr Webster consider they are not authorised to send them to you unless they receive an order to do so from the Supreme Court. This opinion they take from the magistrate of the place. The papers will be forwarded to Sydney without

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delay upon receipt of this order which can be sent by return of post on Monday next.

>The plate Mr Webster declines to send until his bill, 121 Pounds is guaranteed; the same with regard to the Ariel=s papers. This vessel is the property of Mr P. M. Campbell.

>With regard to seeing a vessel here to remove the contents of the Wanderer, it would be folly, for unless the bills (now sent) be previously paid to the parties to whom the money is due (and who have possession) will not deliver them up.

>I have not had time to compile a dr. and cr. a/c of the Wanderer, but shall do so at my earliest convenience and send it up.

>My candid opinion is that any person doing so would be a fool to advance a shilling on a/c of the vessel unless he can be well assured that he had good and sufficient authority to act in this matter, for I cannot see but that it is a miss, therefore I should say, sell the hull, spars, masts, rigging, sails, etc. as she lies and the sooner that is done the better for all who may be interested in her, as her officers and crew cannot live here without a great expense. The proceeds of sale would be more than pay (at least I think so) her debts. Therefore, no ready cash would have to be advanced. I have already stated that floating her is out of the question, so do not give that a moment's thought.

>The letter you gave me for Mr R. H. A. has not been claimed, and I cannot find out the party. The ship=s boat has been handed over to Messrs. Cohen and Co. in lieu of their boat destroyed. Anxiously awaiting instructions from Sydney.

I am, Dear Sir, Yours etc.,

GEORGE CRAWFORD.

The natives of the crew were all living in a large tent, made with the sails, for some weeks, while they were working at the wreck trying to save all they could. Two of them - Harry and Tommy - left afterwards as sailors in Mr Samuel Cohen=s schooner *Elizabeth Cohen*; the rest were taken away, or went away.

Sam Cohen the storekeeper bought the wreck and fittings as recommended, then sold many of them to district residents. The *Wanderer* had two cannon on board; also it is believed, some smaller ones, and a mortar, which for many years the local boys fired off to celebrate Queens Birth Night. The cannon stood on the town green near the wharf, in front of where the post office now stands. >Long Tom=, the big one, was fired off when the old year of 1851 was going out. The things belonging to the yacht were later taken to Sydney.

A photograph and report was published in the *Auckland Weekly Times* of 1899. It read; >*A Waterloo Gun in New Zealand. - The brass nine-pounder in Albert Park, of which a representation appears on this page, was captured by the British cavalry at the Battle of Waterloo. The inscription on it shows that it was cast during the first French Republic. It was given by the War Office during the forties to the famous Ben Boyd, who had been Lord High Constable of Scotland at the Queen's coronation, and who took it for use on his yacht, the Wanderer, in a cruise in the South Seas, in 1851. Mr Boyd was murdered by the natives of Guadalner Island, who attacked the yacht but were beaten off. In December of the same year the Wanderer was wrecked off Port Macquarie, and at the sale of the wreckage the French gun was brought by the late Samuel Browning, of Auckland, who brought it to New Zealand. After his death it was presented by some members of his family to the City of Auckland. The larger gun,*

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partially seen in the picture, is one of two Russian pieces captured at Sebastopol, and presented to Auckland by the British Government.= In a letter in a Sydney paper by Mr O O Dangar, he states, >I have seen the figure-head he mentions lying on Mr Sam Cohen=s verandah, as my mother, Mrs Francis and I lived right opposite. My old diary mentions the death of a Captain Oldery, who was buried on December 31, 1851, and the Wanderer=s silk St George=s ensign laid over the coffin.= (from a letter by Margaret (nee Francis) Wilson, Douglas Vale, Port Macquarie, published in an unknown paper as a letter to the Editor.

Among the few remaining salvaged items remaining in Port Macquarie displayed at the Hastings District Historical Society Museum are a chair, portion of a mast and some cutlery.

In 1852, Henry Perdriau, Snr., a shipowner and ferryman bought the *Wanderer*=s bell for five pounds (\$10). The bell carried the Boyd family crest which was said to have been worked on by the famous marine painter Oswald Brierly.

Henry Perdriau arrived in Sydney in 1837 aged 19 years. Settling at Balmain, he witnessed the arrival of Ben Boyd in the *Wanderer* in 1842. In 1842, he became one of three founders of Balmain=s first daily steam ferry service, and later owning all the area ferries.

After he purchased the *Wanderer*=s bell, he had it fitted to his steam ferry *Gypsy Queen*, where it remained for about 35 years. The *Gypsy Queen* had accommodation for about 40 passengers and of 40 x 8ft beam (12m by 2.4m), and had been built by Chowne at Pymont in 1845.

Perdriau became involved in local politics and became Mayor of Balmain three times. He sold his interests in the Balmain Steam Ferry Company in 1882, but was able to retain the *Wanderer*=s bell when the *Gypsy Queen* was sold several years later. When Henry died on 22 January 1882, the bell went to his eldest son, Henry, Jnr, founder of the Perdriau Rubber Company Limited.

With a family of 10 children, Henry realised that the bell could be used as a means of calling the children home to Tavistock Street, Drummoyne. He continued using the bell for this purpose until 1918 when the family moved to Mosman.

Edgar Perdriau, the eldest son of Henry Jnr, a member of the Royal Sydney Yacht Squadron, fitted the *Wanderer*=s bell to his then new motor cruiser *Duckwing*. It was to stay on this vessel until Edgar moved to his property, >Parafield= at Wagga Wagga in 1933. He lived there until his death in 1945 aged 72. While at >Parafield= it served as a fire warning bell.

Obviously aware of Benjamin Boyd=s involvement in the celebrations of Anniversary Day, which as mentioned above, celebrating the founding of the colony and was an important feature of the social calendar and yachting races provided the main events of the day. So popular were these races that the day became known as Regatta Day both in Hobart and Sydney. Edgar, knowing the story of this ship=s bell, apparently had a great sense of history and his membership of the Royal Sydney Yacht Squadron, directed that on his death the bell should become the Squadron=s property on his death. Subsequently, since 1948, the *Wanderer*=s bell has graced the foyer of the clubhouse.

The building of The Sea Serpent.

The *Wanderer*=s cast bronze figurehead, a gilt twisted sea serpent was purchased by Captain Lawson of the Macleay for a schooner he had under construction. He

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subsequently called it the *Sea Serpent*. This ship was in service between Geelong and Auckland in the 1852-53 period.

Further details are unknown until about 1920 when after being battered by a heavy storm the *Sea Serpent* put into the Camden Haven. She tied up near where the new boat harbour was built in recent years.

There she gradually fell apart.

Mr Jack Pattison of Laurieton discovered one of the heavy metal serpents which had been used as fulcrums for the *Wanderer*'s gun carriages. He found it under and old wharf near where the Longworth Mill was once situated.

During reconstruction of the boat harbour at Laurieton in August 1986, Mr Schmitter of Telegraph Point discovered a second serpent.

Mr Pattison believes the boat carried 10 or twelve serpents - and the remainder may well be at the bottom of the Camden Haven river where the two have previously been found.

The *Wanderer*'s ships bell is now in the keeping of the Sydney Royal Yacht Squadron.

MACLEAY RIVER HISTORICAL SOCIETY INCORPORATED letter dated 11 May 1987:

Re: SEA SERPENT

1847 EARLY SHIPBUILDING IN AUSTRALIA. J H WATSON. R.A.H.S. Journals and Proceedings Vol. 6, 1920

In 1852, the Macleay sent another schooner to Sydney named the *Sea Serpent* after the gilt figurehead of Ben Boyd's famous yacht *Wanderer* which was wrecked a few months previously at Port Macquarie, the figure head being utilised on the new schooner by Mr Lawson who built her.

The Shipping Gazette Sat. October 16 1852:

>A new schooner named the **Sea Serpent** arrived from the Macleay River on Saturday. Her dimensions are . Length 63', Beam 18' depth of hold 7'4", tonnage 61.

>She draws but little water and sails remarkably fast, she has the gilt figure head formerly belonging to the ill-fated **Wanderer** and it is probable she will be placed in the Geelong trade.

>She was built on the Macleay by Mr C. Lawson, the builder and owner of the **Margaret & Mary** and **Christopher George**.

C.....N. McK=

Profile on Capt. Lawson. . . he was one of the earliest settlers on the Macleay taking over the Kly Wooticha run in 1842 for shipbuilding. . . near the present town of Frederickton.

Apparently some parts of the *Wanderer* remained in Port Macquarie, especially some of the cannons and the >St George silk ensign. A report published on p. 2 of the Hastings District Historical Society's Newsletter of October 1985, under heading of >Hall's Diary=. >Another extract:- On 31 December, 1861, (New Years Eve), The two vessels >Elizabeth Cohen= and >Primus= were to have sailed today but were detained through Captain Oldrey's funeral. The two masters were flag bearer=s. Captain Oldrey buried at 4 pm in the Church burial ground. The >Wanderer=s= St George silk ensign over the coffin. =

AThe >Wanderer=s= 6 or 7 brass guns (now on the beach) fired at midnight, I hear gongs beating and bells ringing about the streets all night. The town in complete uproar till 4 am in the morning of 1st January. @

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Technical details: With displacement of 240 t. gr. 141 t. nt.

SOURCE: p. 331, 334, 354 *Pageant of the Pacific*, p.15, 39 *Port Macquarie The Port That Was* © Ian Finkle, Bernard Harte, *Port Macquarie News, Sydney Telegraph-Mirror*, p. 2 Hastings District Historical Society=s Newsletter (later Port Macquarie Historical Society) October 1985. *Benjamin Boyd in Australia (1942-1849)* by H P Wellings, Letter from FM Buckle of Tuncurry published in the *Australian Sea Heritage*, No. 37, Summer 1993.

WANDERER (2) 1842 1848 6 yrs.

This schooner-rigged vessel was built on the Manning River by John Ball for owner George Thorne of Sydney. Ball received his registered Builder=s Certificate on April 14, 1842.

On July 9, 1848, the schooner *Wanderer* had just arrived in Sydney from Launceston right in the middle of a gale under the master, Captain Peter Croston. It missed the stays and went ashore and was wrecked on Middle Head, Port Jackson and sank immediately. All the crew were lost except the master.

Technical details: of 131 t. gr. her dimensions were 76.6 x 18.5 x 10.5 ft.

SOURCE: p. 357 *Pageant of the Pacific*, p. 221 *Australian Shipwrecks V.1* © Charles Bateson, No. 21 on the List of ships built on the Manning River 1834-1934 - published in a Manning River newspaper.

WANDERER (3) Sch. 1906

Lost on bar at Port Macquarie 1906, the *Wanderer* was an unregistered schooner. SOURCE: p. 36 *Australian Shipwrecks V.4* © Jack Loney, p. 39 *Port Macquarie The Port That Was* © Ian Finkel.

WANDRA 1907 1915 8 yrs.

Wood twin screw steamship with ketch rig was built by Denis Sullivan of Coopernook on the Lansdowne River for Allen Taylor, being launched as *Wandy* on June 1, 1907. Later in 1907, when the vessel was registered in Sydney, it was renamed *Wandra*. The ship ran to North and South coasts for timber. The expert workmanship of Dennis Sullivan=s shipyard as indicated in this vessel meant that he received orders to build at least twenty major coastal vessels at this shipyard.

In 1912, the ship called at Failford to load cargo that consisted of calves, tallow, pig, skins and hides, millet, wool and wax.

This coastal steamer, loaded with timber foundered 11 kilometres north of Jervis Bay NSW on the night of December 15, 1915 while battling heavy weather. The ship became unmanageable after a huge sea swept over the vessel, forcing Captain Lucey and the crew of 12 to the boats. The *Wandra* was wrecked on Drum and Drumstick rocks near Jervis Bay.

Technical details: With a displacement of 164 t. gr. 71 t. nt. and dimensions were 120.5 x 26.0 x 5.8 feet. The twin compound steam engines rated at 14 h.p. was supplied by Campbell & Calderwood, Paisley. It was given O/N121183 when registered.

SOURCE: p. *North Coast Run* © Mike Richards, p. 157 *Australian Shipowners and Their Fleets V.* © Ronald Parsons, p. 86 *Australian Shipwrecks V.4* © Jack Loney, p. 5/1 *Wallis Lake, It Rivers and Villages* © Dawn McMaster, p. 29-30 *The Good Old Days, Heritage Photographs of the Manning, Gloucester and Great Lakes* © Jim Revitt. No. 111 on List of ships built on the Manning River 1834-1934 - published in a Manning River newspaper.

WANGANUI 1863 1880 17 yrs.

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An iron single screw steamship built at Dundee, Scotland in 1863, it was one of the new type of vessels which became known as single-screw driven steam ships.

Under Captain Bayldon, the *Wanganui* arrived off the Clarence River Heads on June 20, 1880 and commenced to enter the estuary. Suddenly an ebb tide threw the ship broadside onto a reef. Captain Bayldon ordered the boats to be cleared and made ready for lowering. Information was given to the Captain that the ship may slip into deeper water, but he decided to wait for slack water before landing his passengers and crew. He then decided to get some of his passengers off and eventually thirteen passengers were sent ashore by the ships boats. Approximately an hour after the *Wanganui* had gone on to the reef it suddenly slid off. Those who had remained on board the vessel made it to a returning boat but the sinking *Wanganui* struck it a glancing blow and smashed it to pieces, throwing those in the boat into the sea.

Two of them drowned. Captain Bayldon noticed that the vessel had not sunk even though she was low in the water, decided that he, the chief officer and four of the crew would board the vessel and try and pump her free of water. On board ship they set the sails and attempted to pump water out. The ship was still afloat at dawn, and the tug *Cyclops* took it in tow. This proved to be too much and the vessel foundered in eight fathoms of water.

The Marine Board of Inquiry found the master, Captain Bayldon, guilty of misconduct and cancelled his certificate for three months.

Technical details: of 221 t. gr. 179 t. nt. her dimensions were

SOURCE: p. 112 *Australian Shipwrecks V.3* © Jack Loney, p. 75 *Australian Shipowners and Their Fleets* © Ronald Parsons, p. 34 *Port Macquarie, The Port That Was* © Ian Finkel & Lynda Turner.

WARATA

The Port Macquarie Pilot rowed out to the *Warata* on April 18, 1857 to put Mr Day, Police Magistrate on board as he was booked to travel to Sydney.

Technical details:

SOURCE: *Port Macquarie News*, August 10, 1929, >newspaper clipping in book compiled by W H Blanch on >An Old Log Book of Port Macquarie Pilot Station= now in possession of Wauchope Historical Society.

WARRIGAL (possibly NZ Register) 1903

Reported in *M.R.T.* as being in Camden Haven on Nov. 19, 1902.

WATER LILY 1880 1908 28 yrs.

This wood stern wheel paddle steamer was built in 1880 at Sydney by Mort=s Dock & Eng. Co. Ltd. for owner, John Booth of Balmain. The vessel was rigged as a single mast cutter.

The ship was sold in June 1884 to the Hunter River New Steam Navigation Company Limited. Then in November 1885 they sold it to John See and in December 1891, it was sold to the North Coast Steam Navigation Company. In 1908 they abandoned it as the vessel was beyond repair in 1908 and its register was closed.

Technical details: With displacement of 96 t. gr. 61 t. nt. and dimensions were 72.4 x 19.5 x 5.6 feet. It was equipped with a 2 cylinder horizontal non condensing steam engine rated at 25 hp., supplied by builder.

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SOURCE: p. 170 *North Coast Run* © Mike Richards, p. 31 *Australian Shipowners and Their Fleets* © Ronald Parsons.

WATONGA (WOTONGA) 1876 1882 6 yrs.

An Iron Steamer built in Scotland in 1876, it ran ashore about a mile south of the Tacking Point lighthouse on January 2, 1882 on Lighthouse Beach, while on a voyage from Sydney to Brisbane. The ship ran ashore on Lighthouse Beach and the crew scrambled ashore then walked into Port Macquarie. The Marine Court of Inquiry found that the master who had ordered the course to be steered was at fault. The same blame was attached to the mate who failed to call the captain's attention to the situation facing the vessel. Both of them lost their certificates for three months.

The official record is that a burst steam pipe forced the ship to head for calmer waters; the unofficial story is that the captain was drunk. The wreck of the *Wotonga* was sold for ,110 (\$220) while the cargo brought ,70 (\$140). Some portions of the wreck remain visible at extremely low tides.

Watonga Rock and Watonga Street Port Macquarie perpetuate the memory. A.S.N. Co. It is understood that the ship's correct name is *Wotonga*.

Technical details: With displacement of 997 t. gr.

SOURCE: p. 39 *Port Macquarie, The Port That Was* © Ian Finkel and Lynda Turner, p. 127 *Australian Shipwrecks V.3* © Jack Loney, *Historical and Bicentennial Magazine* © *Port Macquarie News* 1988.

WAUCHOPE (1) 1905 1919 14 YRS.

Named after Wauchope, the town where Nicholas Cain first commenced his shipping company, this wood twin-screw vessel was built by D Sullivan of Coopernook, on the Manning River for Nicholas Cain's Coastal Shipping Co-operative. It was a passenger/cargo vessel.

Port Macquarie NEWS May 27,1905 reported; >*Nicholas Cain's new steamer launched at Coopernook by Duncan Bain (on May 20, 1905). Rev. R. Davidson in chair. Miss Priscella Cain 10 years old launched it with Douglas Vale wine.=*

On September 30, 1905, *The Port Macquarie News* reported, >*The new steamer Wauchope, especially designed and built for the passenger and cargo trade between Sydney and Port Macquarie, was yesterday afternoon taken down the harbour on her official trial trip, with highly satisfying results. The engines ran very smoothly throughout, and there was an entire absence of vibration. Twice she was taken over the measured mile, with and against both wind and tide, and although the vessel is not in proper trim for an accurate test of her capabilities, she averaged almost 11 knots. The trial, however, was regarded as eminently satisfactory, and the opinion was generally expressed that the Wauchope will maintain a speed of at least 10 knots at sea.*

The *Port Macquarie News* in its same issue reported, >*The fine new steamer Wauchope arrived at Port Macquarie on Tuesday September 26, 1905 on her maiden voyage which took 17 hours. Over 150 residents of the town turned out to view the gaily decorated vessel as she sailed into the Port Macquarie Harbour. They were not disappointed for she was well decked out with flags and bunting. The vessel was under the able mastership of Captain F W Merrett, who had been transferred from the s.s. Hastings.*

Several city residents had embraced to opportunity of making the first trip on the

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new steamer, including Messrs A Kethel, M.L.C., Selfe, J Booth, A Cochrane, and daughter, and the builder, Mr D Sullivan. Besides these, there were on board Messrs J Hibbard, senr., H Bridson, and the owner Mr N Cain.

The tide being right, the steamer sailed up to Wauchope on Wednesday and tied up at the wharf having negotiated the river without difficulty. The citizens of Wauchope decided to tender to her owner, Nicholas Cain a complimentary banquet. This had been left in the capable hands of E Kennedy, W J Trim, and N J Lindsay, who were of course assisted by many others. The manner in which the spacious building (kindly lent by Mr Lindsay) was decorated and the tables were laid out reflected great credit on the management.

>There were between 80 and 90 people present on Wednesday night, and the chair was occupied by Mr Duncan Bain, J P.

>Mr Bain said he had been put in the chair somewhat against his will, but he was very pleased indeed to see such a number collected to do honour to Mr Cain and that beautiful boat.

>He had had the pleasure of seeing her launched, but to see her then, and to see her now C she was more like a place ; and he was 53 years in this district, was a man, husband, father, and grandfather, and he never expected to and never dreamt that they would have such a boat lying at the Wauchope wharf that day.

>. . . At one time he found himself completely cornered when dealing with the old company and knew he was dead to the old company (N.C.S.N.C.) ; he could now say he was dead to them and alive to Mr Cain, whom he would support as long as he ran a boat to the river.

>He believed he was among the first to support him, before the Hastings ran at all. The damage that pigs received through delay in transit spoilt their prices. He had appealed to Mr Cain to take his pigs on his sailing ships once, but he could not take them ; eventually he took them on the Trilby, and since then he had no complaint to make whatsoever.

Mr J R Andrews said he felt taken aback C having no intimation that he would be called upon to say anything at all. He said he was pleased to be able to add his testimony to Mr Cain ; he had known him since he came to the district, and he had always given satisfaction in his dealings ; he believed he was a man among men. It was a well-known fact that a man who rose from the ranks always made a good general.

Mr Andrews continued, >He was pleased that he (Cain) had advanced, and by doing so he had advanced them, and if they gave him their support he would give them every satisfaction.

He said, >The railway (which had not yet been built) could not do much more for them than had been done during the past few years. He was pleased to see the old hands off the Hastings on the new boat. He had sailed with all the captains, and Captain Merrett could hold his own with any of them.

Mr Andrews concluded, >It would be wrong of them to cast Mr Cain off and support another company. He hoped they would be true to their colors and support the man who brought such a boat into this river to serve them.

Mr W Lindsay said he was very proud to see such a steamer on the river ; they never had one to equal her trading to Port Macquarie. He concluded, >I have shipped with Mr Cain ever since he came, and never had reason to complain. He hoped the new

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boat would have a successful career.=

Mr J Healey said he did not come there prepared for a speech, but he heard the Chairman make a remark that it was only the oldest hands who were going to speak to this toast. He was pleased to be here tonight on such an auspicious occasion, and he thought that if ever *Wauchope* changed its name it could be called >Cainsville.=

The 1907 newspaper reports and advertisements indicate, >*Ship carries steward and stewardesses - 17 hour trip Port Macquarie - Sydney. Special care given to stock.=*

Nicholas Cain formed his company, >Nicholas Cain=s Coastal Co-operative Steam Ship Company Limited= in 1905, which subsequently went into voluntary liquidation in December 1919. By 1907, Cain had established his shipping line and was operating from Kethels Wharf in Sydney. Later he changed his operational base so that he operated from the Baltic Wharf, at the foot of Market Street, Sydney from where he continued to trade between Sydney, Port Macquarie and *Wauchope*. It was during this same year, on October 16, that his vessel *Trilby* came to grief and was totally wrecked on the Port Macquarie Bar.

Another of his vessel=s the *Macquarie* also ran aground on the Port Macquarie bar on April 7, 1908 but was able to be refloated without much damage being sustained.

In 1910, Cain sold the vessel to Stephenson & Gunn, who registered it in Launceston, Tas. Then in 1911, the *Wauchope* was sold to King Island Steamers, a subsidiary of Hollymans, which was managed by W Holyman of Melbourne.

Commandeered by Australian Navy for use as a coastal mine sweeper during World War I. After being discharged at the end of that conflict, the ship returned to trading between Melbourne and King Island. On one trip, the ship dropped anchor off the Quarantine Station in Port Phillip Bay, Victoria on August 2, 1919. At 9 pm that night the *Wauchope* caught fire. Fortunately another former Cain ship, *Hall Cain* happened to be close by and her crew and 19 passengers were transferred without loss. The fire ignited the cargo of benzine which also caused cylinders of acetylene gas to explode. The crew had somehow managed to slip the moorings and it drifted on to a sand bar off Sorrento, Portsea Victoria. The rusting boiler can still be seen at low tide.

Other information describes it as *Wauchope* 162 tons was destroyed at Portsea, Victoria.

Technical details: With displacement of 269 t gr. with dimensions of 127.5 x 25.5 x 9.2 ft. A wood single screw steamship, it was equipped with a compound steam engine built by Mort=s Dock & Engineering Co. Ltd. with 1 deck. It was allocated ON121103 when registered in Sydney.

SOURCE: Hazel Suters records, *The Port Macquarie News*, Sat. September 30, 1905, *Australian Encyclopaedia* 1925, p. 170 *North Coast Run* © Mike Richards, p. 23 *Port Macquarie, The Port That Was* © Ian Finkle, p. 101 *Australian Shipwrecks V.4* © Jack Loney, p. 46, 48 *Australian Shipowners and Their Fleets* © Ronald Parsons, no. 109 on List of ships built on the Manning River 1834-1934 - published in a Manning River newspaper.

WAUCHOPE (2) 1920 1942 22 yrs.

This wood single screw steamship was built by D Drake at Balmain, Sydney for Nicholas Cain=s Coastal Co-operative Steamship Company in 1920. It was named after a town on Hastings River.

On July 19, 1920, A W Spence had to pay pilotage of one pound five shillings (\$2.50) to the MSB as the *Wauchope* entered Port Macquarie. On July 2, 1925, it is

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noted that A W Spence paid pilotage fees of one pound five shillings for the drogher *Hastings* to the MSB.

Cain sold the vessel in 1930 to the North Coast Steam Navigation Company. On April 4, 1836, the *Wauchope* was billed one pound ten shillings (\$3.00) for pilotage as it was leaving Port.

This vessel foundered off Port Stephens on April 5, 1942 while under tow by ss *Arakoon* on its way to Sydney.

Technical details: With displacement of 120 t. gr. 75 t. nt., she had dimensions of 100 x 26 x 6.2 ft, and was allocated ON136461 when registered in Sydney. Her machinery was situated aft, which consisted in part of a compound steam engine supplied by Rankin and Blackmore, of Greenock, Scotland.

SOURCE: p. 170 *North Coast Run* © Mike Richards, p. 169 *Australian Shipwrecks V.4* © Jack Loney, p. 31, 46 *Australian Shipowners and Their Fleets* © Ronald Parsons, MSB log books and cashbook records.

WAVE (1) 1841 1851 10 yrs.

This schooner-rigged vessel was built on the Manning River by Captain Taylor Winship, who was issued with his Builder=s Certificate on November 2, 1841. Captain Winship had a ship building business on the Manning River from 1837 to 1841 during which time he also built the *Trial*, *Lady Gipps* which was renamed *Emma*, the *Express*, *Julia*, *Julia Willis*, and *Eliza Ann*.

The Wave had taken on a cargo of grain at the Hunter River and sailed for Port Jackson on August 13, 1851, and when it was north-east of Port Jackson, it came into collision with the ketch *Warlock* and sank. The three crew managed to get to the boats and were rescued.

Technical details: of 66 t. gr.

SOURCE: p. 27 *Wrecks on NSW North Coast* © Jack Loney, No. 19 on the List of ships built on the Manning River 1834-1934 - published in a Manning River newspaper.

WAVE (2) 1902 1919 17 yrs.

This ketch rigged vessel was built at Brisbane Water, NSW. in 1902. It worked for a time under the control of Nicholas Cain.

The Port Macquarie News in it=s issue of 5th April, 1902 reported that was considerable interest in the vicinity of the Pilot Station on the Sunday when news was circulated that there was a ship in distress. It was noticed that the vessel had lost its mast off Camden Haven. It was reported that a larger steamer had been seen cruising around the distressed vessel.

Heavy weather had been experienced on the Saturday night and the tug *Undaunted* put to sea to search for the vessel. He searched until 11 pm but had to return to harbour without locating the vessel. The tug went out next morning going as far north as Smoky Cape without success.

Enquiries revealed that the vessel was the ketch *Wave* which had left the Camden Haven at 11 a.m. on the Saturday with a cargo of timber, bound for Sydney. The weather was fine, but at 1 o=clock the wind freshened, so the master ordered the gaff topsail reefed and every thing set to a good heavy breeze when the starboard chain plates parted at the rail, with the result the mainmast and fore rigging were carried away, and went overboard. A man who was on the rigging also went over board, but they were able to pick him up. They were also able to get the mast and

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rigging back on board.

The steamer *Willowdene* was passing, and it got a line to them, but this carried away. The steamer signalled asking if they were going to abandon ship, and when the *Wave* did not reply the *Willowdene* must have decided they were O.K. so sailed off. Clearing the wreckage as best they could, the master noticed he was about eight miles from land.

At 8 o'clock on Sunday morning the vessel was drifting north, off Tacking Point, and the ketch, *Zelma*, tried several times to get lines on to the *Wave* but failed. The ship too, left as the time was approaching 5 p.m. The Master still had two jury sails and continued to keep a good lookout with the wind southerly as his vessel drifted northwards.

The steamer *Barrabool* passed them about four miles away, but even though they signalled she did not see them. The steamer *Friendship* also passed about three miles out but she also failed to see them. On Monday they were off Smoky Cape Lighthouse, so he set his jury sails for Trail Bay.

As the *Wave* approached Trail Bay, the pilot went out in the *Yankee Jack* and offered to tow the vessel into the river, but the master declined the assistance as he had no instructions from his owners.

The Port Macquarie News reported that the steamer *Macleay* passed south on Thursday with the disabled vessel *Wave* in tow.

The *Manning River Times* on November 3, 1902 reported this vessel at Laurieton. *Technical details:* With displacement of 97 t. gr. it had dimensions of 85.5 x 24.8 x 8.7 feet. SOURCE: p.100 *Australian Shipwrecks V.4* © Jack Loney, p. 23, 24 *Port Macquarie, The Port That Was* © Ian Finkel, *Port Macquarie News* 5 April, 1902.

WELLINGTON 1884 1892 8 yrs.

Iron single screw steamship built in 1884 by Burrell & Son, Dombarton, Scotland for Launceston & North West Coast Steam Navigation Company, who registered it in Launceston, Tas.

The *Wellington* under command of Captain R Taplin arrived at Port Macquarie on July 23, 1886 with passengers:- Mrs Beattie, Messrs A Jennings, McGregor and Walker. She also conveyed 35 tons of cargo for Port. It then sailed for Bellinger where it unloaded 10 tons of sundry cargo. On 29th the *Wellington* arrived from Sydney with passengers:- Messrs Bettrell, Cornielius, and Flynn plus 2 for Bellinger. It also unloaded 20 tons of cargo at Port plus Bellinger River of 10 tons. The vessel departed the same day back to Sydney with passengers:- Messrs J Hibbard and M Gammett. It had loaded as cargo 820 bags of maize, 84 pigs, 21 fitches of cedar, 29 hides, 4 coops of poultry, 10 cases of eggs, 1 basket and 6 buckets of fish and 20 packages of sundries.

The ship sailed again on August 1 for Sydney with passengers: Mrs Deane and family, Messrs Worswick, Best, and Verge, and several other passengers that had travelled from the Bellinger. It carried as cargo, 768 bags of maize, 2 coops of poultry, 12 cases of eggs, 21 pigs, 60 hides, 2 cases and 12 baskets of fish, and 15 packages of sundries. The ship returned from Sydney on August 8.

The vessel returned to Port on October 5, from Sydney with passengers:- Mrs MacIntyre, and several other passengers including Messrs Melville and Walker. It carried 20 tons of general merchandise for the Port, plus 8 head of cattle and 19 sheep. The vessel also carried 20 tons of cargo for its next port of call, the Bellinger

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River. The ship returned from the Bellinger and took on 804 bags of maize, 41 pigs, 20 cases eggs, 4 coops of poultry, 30 bags of cobalt, 2 bales and 6 bags wool, 2 cases fish and sundries. Her passengers to Sydney were Misses Blair and Lockey, Messrs Wickham and one other and 3 in the steerage.

The ship was back again on October 11 with passengers Mesdames Litchfield and Kromp, Messrs Hind, and one other plus one in steerage. It left for the Bellinger with 11 passengers and 35 tons of cargo. The ship returned to Port where it loaded 484 bags of maize, 6000 feet of timber, 23 pigs, 2 coops of poultry, 4 cases of eggs, and 20 packages of sundries before departing on 12th bound for Sydney.

The ship was sold in January 1887 to John See.

The *Port Macquarie NEWS* reported in 1887: >John Sees=s ship *Wellington* in Port Macquarie.=

The ss *Wellington* departed for Sydney on Saturday, July 14 with Capt. Taplin in charge, with passengers Mrs Jones, Messrs Bradley, Wilson and W Day as passengers with another person travelling steerage. The vessel had taken on as cargo, 315 bags of maize, 78 hides, 48 pigs, 4 coops of poultry, 5 cases of eggs, 12 bags bones and other sundry items, all under the superintendence of W A Spence - Agent.

On July 17, 1888 ss *Wellington* under Captain R Taplin arrived at Port Macquarie with passengers Mrs Brooks and two children, Messrs Brooks and Luscombe. Also on board was an engineer, D Porter for the paddle wheel steamer *Avon*. In addition to those above, there was one passenger travelling steerage plus four for the Nambucca and two for the Bellinger. The ship carried 45 ton of cargo consisting of general merchandise for the Port, Nambucca and Bellinger. The next day, July 18, s.s. *Wellington* sailed from Port Macquarie bound for Sydney. On board as passengers were Miss Brown, Messrs Jennings and Deane. The captain took on board as cargo, 460 bags of maize, 30 pigs, 6 hides, 2 coops of poultry, 4 cases of eggs, 1 bag of hair, 2 baskets of fish plus sundries.

The *Port Macquarie News* on August 20, 1888, reported that John Sees=s favourite ss *Wellington* would be leaving the Port on Saturday (today) and any passengers and any person desiring to forward freight should contact the agents, W A Spence.

On September 8, 1888 the *Port Macquarie News* reported Mr John See, MP, had arrived on the ss *Wellington* to attend a complimentary banquet on the previous Tuesday at the Star Hotel. Thirty three of the local gentlemen had invited Mr See to come to Port Macquarie so that they could personally extend to John See their thanks for the excellent service provided to the district by his steamer service. The Mayor, Alderman James McInherny presided at the excellent repast and speeches.

John See sold it in December 1891, to the N.C.S.N. Co.

On November 11, 1892, as the ss *Wellington* crossed the Nambucca Bar, it ran on to what became known as >Wellington Rocks=. The master, Captain S. Boulden, hoped to refloat it, but suddenly the vessel was driven out of the water by high seas and the rocks punched several holes in its hull. The second mate, John McKenzie dived overboard and swam ashore with a line which allowed all the crew to be saved.

At the subsequent Marine Board of Inquiry, his brave actions were noted. The Board also blamed the heavy seas that the *Wellington* experienced at the river mouth for the wreck.

Technical details: With displacement of 182 t. gr. 110 t. nt., (in 1888 it was shown as 150t. gr.) with dimensions of 125.2 x 21.5 x 7.8 feet, two masts and RDQ 29', F 14'. It had a compound surface condensing inverted single cylinder steam engine rated at 55 h.p. and a

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boiler rated at 90 psi supplied by Ross & Duncan, Glasgow. The vessel was allocated ON79269 when registered.

SOURCE: p. 170 *North Coast Run* © Mike Richards, p. 223 *Australian Shipwrecks V.3* © Jack Loney, p. 31 *Australian Shipowners and Their Fleets* © Ronald Parsons, *Port Macquarie News*, 1887, Sat. July 21, August 20, September 8, October 1888.

WHANGAROA (possibly NZ Register) 1903/04

Working Port Macquarie 1903/04.

SOURCE: *Undaunted=s* Log Book. McLaren.

WHAUP 1875 1910 35 yrs.

This ketch rigged sailing ship was built at Cape Hawke, owner John Breckenridge who registered it in Sydney. Then about seven years later c. 1882 he sold it to P G Brown who registered her in Marybrough, Qld. This firm owned the vessel for 10 years and in 1892 they sold the vessel to Burns, Phillip & Co. Ltd. who registered it in Sydney. Some three years later, about 1895 George, William and Chas Pim became the owners. The ship was abandoned off Double Island Point in Queensland during January 1910.

Technical details: With displacement of 35 t. gr. and dimensions of 62.4 x 15.9 x 5.6 ft., when registered received ON71840.

SOURCE: p. 45 *Australian Shipowners and Their Fleets V.* © Ronald Parsons.

WILLIAM (1)

The master was Capt. Foster. The Commandant at Brisbane Town, Captain Logan ordered a warehouse built at Dunwich in Moreton Bay, to prevent masters and crews entering the Bay, from coming up to Brisbane. It had been reported that the Master of the *William* had been caught smuggling tobacco to the convicts. This vessel sailed on June 3, 1840, from Sydney to Port Macquarie, also on January 8, 1841, and then again on January 27, 1841, and on February 12, 1841. It appears to be the last recorded voyage from Sydney to the north coast when it sailed on July 30, 1841 to Port Macquarie. There are no further records available at present.

Technical details: With displacement of 21 t. gr. it had a cutter rig.

SOURCE: p. 1841, p. 17, 18 *Harbours & Marine, Queensland* © Dept. of Harbours & Marine, Qld.

WILLIAM (2) 1843 1866 23 yrs.

This schooner was built on the Manning River by Thomas Steele and arrived in Sydney on November 8, 1843.

On January 2, 1855, the schooner *William* sailed from Port Macquarie. The vessel was back again on February 22, when at 9 am the Pilot John C Johnston noted the schooner was in sight to the eastward hull down. He and his crew started sounding the bar at half flood found 102 feet in mid-channel. At 11 am the schooner distant about 8 miles and yawling about; then at noon, he noted the schooner falling just to the northward, distant about 6 miles. From the manner the vessel was steering the pilot though it probable that something must have happened to the rudder. He and his crew pulled out at 1.20 pm, and boarded the schooner, and found the master was waiting on high water. He informed the master that high water at Port Macquarie on this day was indeed 1.20 pm. The pilot remained on board the vessel until it was within two miles of shore then left with a view of ascertaining the strength of tide

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and what it had fallen. The agreement was that the master would hove to and wait on the necessary signal.

He found the tide had fallen 2 feet; tide was not strong but wind was increasing. The pilot made the signal to stand in, and he boarded it outside the bar. He then found that the master refused to hand over charge of the vessel so he immediately left. The captain brought the schooner in too far to the northward, grounding all the way in, and on the >Gut= point hung, and fell athwart the tide; slipped off, and anchored safely inside. There is no record of the pilot taking the vessel out on this visit.

On June 18, 1856, the pilot at Port Macquarie, J H Young recorded that the ketch *Kangaroo* and *William* were at anchor inside the harbour at Port. Young boarded the *William* at 5 pm, landed passengers, the master stating he had received orders from his owner that he was not to take a pilot. Both vessel took the bar at sundown, neither of them asked for or required a pilot as the channel was very plain and the vessels lightly loaded.

It was a different story on October 29 when the *William* arrived this time. The pilot took charge of the vessel and commenced warping down to the beacon, but the tide ran so strong that it was impossible to proceed and caused the vessel to drift on to the sandspit on the north side of the channel. Some of the cargo was discharged while the vessel lay here and at 9 pm it was hauled off and brought up off the wharf again. Again on December 12, the schooner *William* had problems trying to enter Port so stood off the entrance. At 6 am the pilot went out in the pilot boat and boarded the vessel then landed 14 passengers as the weather conditions would not allow the vessel to enter. He was able to bring it in the next morning at 9 am with first sea breezes.

The schooner was shown on 17th as being on the ground for inspection and cleaning. This took two days and on 19th the vessel was hauled around to the wharf for loading. The *William* continued to trade off and on to the Port for some time afterwards.

Technical details: With displacement of 62 t. gr.

SOURCE: p.86 Shipping Arrivals and Departures Sydney, *Port Macquarie News* August 10, 1929, from >An Old Log Book of Port Macquarie Pilot Station= held in notebook compiled by W H Branch and now in possession of Wauchope Historical Society, No. 26 on List of ships built on the Manning River 1834-1934 - published in Manning River newspaper.

WILLIAM (3) 1861 1876 15 yrs

The brigantine *William* was built at Prince Edward Island USA in 1861. In 1876 while on a voyage from Sydney to the North Coast a gale forced the vessel to shelter in Byron Bay for repairs. The wind came in from the east without warning with a heavy sea. Both of the ships anchors parted. The master attempted to raise sail but to no avail and the *William* was forced ashore and became a total wreck. Fortunately no lives were lost.

Technical details: With displacement of 188 t. gr.

SOURCE: p. 65 *Australian Shipwrecks V.3* © Jack Loney, p. 29 *Port Of Richmond River, Ballina 1840s to 1980s, Appendix A List of Wrecks on Ballina Bar and Vicinity* © Glen Hall, reads. >1876 *Williams*, brigantine, 188 tons wrecked off Broken Bay.

WILLIAM IV 1831 1864 33 yrs.

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A wood paddle wheel steamer built at Clarencetown on the Williams River by two Scot=s shipbuilders, James Marshall and William Lowe, who had arrived from Valparaiso on September 23, 1828. The ship building yard was on twenty acres situated adjoining eleven acres owned by a well known merchant of Sydney, Joseph Hickey Grose, near a small settlement called Clarence Town. This had been named after the Duke of Clarence who subsequently became King William the Fourth.

It was towards the end of April 1831 that work on the yet un-named vessel had progressed so favourably that the keel had been laid and work was proceeding well. The *Sydney Herald* reported on May 2, >STEAM NAVIGATION. *It must give great pleasure to the community to witness the laudable attempts made by spirited individuals to introduce steam navigation to the Colony. At the present moment all eyes are turned to the probable success that may attend the Surprise, steam vessel, . . . (however) a much larger steam vessel is on the stocks, which is to be schooner-rigged and internally fitted up in the most comfortable manner. The engine to be used in this vessel is of 16 horse power, and was originally destined for a steam-boat in the Isle of France, where it was fitted up, but from the unfavourable mode of its construction it failed of success. The present steam vessel is to be constructed upon improved principles . . . a sharp and deep keel, for a flat bottom, and curved sponsons instead of perpendicular sides, raising the centre of her paddle-wheels to lessen the force of the dead or back water on the paddle boards. Building her of lighter wood and making some improvements in the machinery, under the direction of Mr Pattison=.*

Alex Lyle Pattison was in control of the job of altering and improving the machinery at the Phoenix Foundry, which included the erection and installation into the steamer. Her engines, of a jet condensing type, had been manufactured by Fawcett & Co. of Liverpool, England.

It came as a considerable shock to all concerned when less than three weeks later, out of the blue all the way from England appeared the steam paddle-wheeler *Sophia Jane*.

There is little doubt that the owner of the Australian paddle wheeler, Joseph Grose named it *William the Fourth* after the Sovereign, but when another British built steamer, *William the Fourth* arrived in January 1838, so the locally-built ship became *William IV* in order to distinguish between the two paddle wheel steamers. The Australian built *William IV* was named and launched on November 14, 1831.

Grose, a far-sighted man, had foreseen the need for steam powered vessels and had planned the building of *William IV* well before there were any thoughts of the arrival of the imported *Sophia Jane*. Grose, unfortunately, had been beaten to be the first to launch the first steam paddle wheeler in Australia, by the launching of the *Surprise*, from Mr Milliard=s ship building slip in Neutral Bay, Sydney Harbour amidst flying colours and the acclamation of some hundred=s of spectators on boats for her owners, Messrs Smith & Bros. They sailed it to Parramatta to prove to the doubters that here was really a steam paddle wheeler.

With the then stage of development of marine steam power being rather crude and unreliable, the builders had a little bet each way The *William IV* by schooner rigging it. It was intended that the sails would be auxiliary to its steam-powered paddles. The paddle wheeler sailed to Sydney to be fitted with the engines. It was of 54 tons burthen at the time of launch.

Alex Pattison improved on the original engine design with the result the pretty little steamer logged about eight knots. In its issue of February 21, 1832, the *Sydney*

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Gazette recorded the first voyage *William IV* from Sydney to the Hunter, >. . *This beautiful specimen of colonial enterprise has made her maiden voyage the previous week.*= This occurred under her first master, Captain John Taggart. Joseph Grose obviously felt that the traffic would bear the fares he charged 20 shillings (\$4) for a cabin Sydney to Newcastle and 25 shillings (\$2.50) to Morpeth, while steerage passage cost twelve shillings and six pence (\$12.50). Overtime the *William IV* was given the nickname of *Billy*.

During 1835 and 1836 the paddle wheeler made 17 voyages to Port Macquarie with consignments of convicts on each trip as well as other passengers and freight.

Lt. Biddulph sold his interests in the *Sophia Jane* to Joseph Grose who now owned the two steam paddle-wheelers in Sydney. Joseph Grose withdrew *William IV* from the Hunter service and it left Sydney on January 1, 1841 for Port Macquarie, its first visit having occurred back in 1832. The vessel continued to service this route for a number of years. In 1843, he sold the vessel to E. Manning & Partners. It was reported that in 1857 they sold it to the Grafton S.N. Co., but, though it would appear that officially this is indeed incorrect, for during this period the vessel was the property of the Twofold Bay Pastoral Company (later Illawarra S. N. Co.). It is thought that while the vessel was operated by the Grafton S. N. Co., she was either under charter or >option to purchase= which was not proceeded with.

An Act of Parliament dated October 7, 1858, altered the composite name of the South Coast Shipping Company into the Illawarra Steam Navigation Co, and really consolidated the Eyde Manning, Kiama Steam Navigation Co., the Shoalhaven Co., and the Twofold Bay Pastoral Co. interests, and brought the steamers *Illawarra*, *Kiama*, *Nora Creine* and *William IV* with the river steamer *Nowra* under the one house flag and management. In 1860 the vessel came under the control of I. & S.C.S.N.Co. When the Grafton S. N. Co became the Clarence & Richmond River Steam Navigation Company, it was sold to China in 1862 and its end is unknown.

Replica *William IV* was built and launched in 1988 at Raymond Terrace. On October 5 1987, the vessel was towed from Raymond Terrace to Newcastle by the tug *Morpeth* where she was to spend the next four months fitting out then undergoing engine commissioning and trials. Visited Port Macquarie during 1988 Bicentennial Year celebrations, and just to show that things never change, she became bar bound for six days by bad weather.

Due to financial reasons, the replica was in deep trouble. It was reported in May 1889 that the vessel was in the hands of liquidators, and negotiations were proceeding over the \$400,000 debt. In February 1991 the vessel was shown to be under the joint management of the Newcastle and Port Stephens city councils, by agreement with Westpac. \$100,000 needed to be raised in that year to service a repay the debt. The vessel was at Port Stephens from New Year to January 23rd.

Technical details: With displacement of 54 t. gr. it had dimensions of 80ft. exclusive of bowsprit, beam 15ft. with an additional 5ft. to include the sponsons around the paddle boxes; depth 7ft.; draught 6ft. The outside planking of the hull was of flooded gum 1:in. in thickness, and decking was of colonial pine 22in. thick and was equipped with 2 masts. The vessel was lengthened in 1854, to 86.0 x 14.8 x 8.2 ft. and now weighed 77 tons, the engine was a single cylinder side lever, jet condensing type, originally rated at 13 nominal horsepower - some sources say 16 nhp - and it was later claimed that it could be worked up to 20 horsepower. The engine was 14 feet (4.26 m) long, 7 feet (2.13m) wide and 6 feet (1.805m) high. The cylinder measured 27 inches (687 mm) bore by 30 inches (762mm) stroke. At the time of being installed into *William IV* the engine was already several years

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old. There is some suggestion that it was probably of the type known as a >House Engine=. These were built into the vessel using the ship=s bottom structure as well as other timbers in the hull to support it which allowed it to become part of the whole structure. The rectangular box boiler of the flue type was placed across the vessel amidships. The paddle wheels had ten radial floats each and were placed perpendicular and not diagonal to the centre, 3 feet 9 inches (1143 mm)) in width and having a dip of 18 inches (456 mm) at the loaded draught. When registered it was allocated ON32272.

SOURCE: p. 47 *Pageant of the Pacific*. p. 9 *Ships of Yesteryear* © Tom Hickey, p. 33 *Port Macquarie, The Port That Was* © Ian Finkle, p 4, 5, 6, 9, 16, 106 & 107 *Workhorses In Australian Waters* © Mike Richards, p. 82 *Australian Shipowners and Their Fleets* © Ronald Parsons, p. 149, 36 *The Log*, November 1987, May 1989, February 1991, The Hastings District Historical Society Inc. *Newsletter*, October 1987.

WILLIRIE 1908

This vessel was built at Balmain in 1908 to the order of the local butter factory (Port Macquarie) for her owners Hastings District Co-Operative Dairy Co. Registered in Sydney, her role was to pick up cream, milk, etc. along the Hastings, Maria and Wilson River systems.

The Port Macquarie News in its issue of 2 January, 1909, reported; >*The steamer Willerie* (sic) *built to the order of the local factory for cream collection, arrived at Port Macquarie on Saturday evening. The boat was in command of Capt. Dan Callaghan, and Mr C Fenwick had charge of the engines; Master Callaghan was also on board, and this completed the crew. The little steamer had a rather rough trip up the coast. The Captain reported that a start was made from Sydney on Saturday morning, 19th inst. The weather was then fine, and the boat was doing about seven knots an hour (sic) until reaching Catherine Hill, where a heavy blow from the north-east was encountered, and the anchor was let go, and 30 fathoms of chain paid out. Later on the little vessel was headed off the land, but as a heavy sea continued she took shelter in Lake Macquarie. The Helen Nicoll and one of the China boats took refuge in Broken Bay from the boisterous weather. The next calling place was Newcastle where the launch put in for water, and was delayed for two days. After leaving Newcastle, and when in the vicinity of Seal Rocks, the wind changed into a gale from the southwest, and the little craft raced before it, but had again to take shelter, this time at Cape Hawke. From that port to her destination a good run was made in fine weather. The Captain said she was staunchly built, and that her machinery is not excelled by that of any small boat on the rivers.*

He speaks highly of the launch=s performance at sea; and of Mr Fenwick=s management of the engines.

Since the arrival of the Willerie the awning has been erected, which gives her an improved appearance. She was taken for a short run up the river on Wednesday morning, and did a highly satisfactory trip to Morton=s Creek and back, and will take up her regular running in a few days. = This article Col Ellwood appeared in November 1994 issue of *The Log*.

On January 13, 1919, J Steel paid seven shilling and four pence (75c.) to MSB offices at Port Macquarie for pilotage charges for the *Willirie*. This same amount was paid on July 18, 1919 by the master, J Steel, and again on July 19, 1920.

In the same article published in *The Log*, Col Ellwood reported; >and which reported that; >Her tall, black topped funnel, perhaps red, showed two white bands. In 1920 she changed hands going to George Northam and Donald Fallowfield who

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operated *Willirie* on the Manning River around Taree district until 1924.

The vessel was transferred to the ownership of the Hawkesbury River Co-operative Transport Co. Ltd., most likely carting produce to the Sydney markets. It is then reported the registry closed in 1932 along with the company.

Technical details: With displacement of 33 t. gr. , 22 nt., the dimensions were 62.2 x 14.7 x 3.9 ft. it was allocated ON 125179 when registered.

SOURCE: p. 165 *The Log*, November 1994, article *Willirie* by Colin Ellwood, p. . *Australian Shipowners and Their Fleets* V1. © Ronald Parsons, p. *The Hawkesbury River Traders* © Jean Purtell, Mid-North Coast Maritime Museum photos and clippings, Maritime Services Record cash books held at Mid-North Coast Maritime Museum, compiled by Colin Ellwood.

WILL WATCH 1869 1878 9 yrs.

Built at Brisbane Water in 1869, the ketch *Will Watch* with Captain J Starr in command had just set out in ballast from Sydney bound for Port Stephens in September, 1878 when about three miles ENE of Sydney, it was struck by a sudden severe wind squall. The vessel turned turtle and the crew, who had been thrown into the sea, managed to scramble onto the upside down hull. The P.S. *Ballina* arrived on the scene and rescued the hapless crew. The *Will Watch* sank a short time later.

Technical details: This ketch rigged vessel with displacement of 23 t. gr. had dimensions of 57.6 x 15.7 x 4.5 feet.

SOURCE: p. 94 *Australian Shipwrecks* V.3 © Jack Loney.

WINDWARD HO 1880

The schooner *Windward Ho* was built on the Manning River by William McCulloch where it was launched on June 15, 1880. William McCulloch had a shipbuilding yard on the Manning River for ten years from 1874 to 1884. During this time he built the *Josephine*, *Edith May*, *Bismark*, *Mist*, *Ne Oblie*, *Jessie Sinclair*, *Alice Templeton* and *Fernmount*.

Technical details: With displacement of 67 t. gr.

SOURCE: No. 94 on a List of ships built on the Manning River 1834-1934 - published in a Manning River newspaper.

WOLLONGBAR (I) 1911 1921 10 yrs.

Steel twin screw steamship was built 1911 at Troon, by Ailsa Ship Building Co. Ltd. This vessel was a twin deck passenger vessel equipped with two funnels and had speed in excess of 20 knots. It was built for the North Coast Steam Navigation Company who named it after a small village east of Lismore. Reportedly worked to Port Macquarie.

On May 14, 1921, the *Wollongbar* was loading a cargo of dairy produce at Byron Bay, when unusual and freak conditions occurred when a wind change whipped up big seas. The Master, Captain Hunter, an experienced and capable skipper attempted to put to sea but the ship bumped and damaged the propellers. The anchors failed to hold and the vessel was driven ashore and became a total loss. Later the ship was dismantled where it lay. The ss *Wollongbar* was the pride of the N.C.S.N.Co. fleet, and this disaster affected the whole of the north coast.

Technical details: of 2005 t. gr. and dimensions of 285.5 x 40.2 x 23.8 ft. Fo'c'sle 40' 332 h.p. She was equipped with twin 4 cylinder triple expansion reciprocating steam engines, supplied by shipbuilder. When registered she was allocated ON131493. She was also equipped with electric light and refrigeration equipment.

Edited June 15, 1998

SOURCE: p. 170 *North Coast Run* © Mike Richards, p. 106 *Australian Shipwrecks V.4* © Jack Loney, p. 78 *Port Of Richmond River, Ballina 1840s to 1980s* © Glen Hall., p. 136 *Australian Shipowners and Their Fleets V.* © Ronald Parsons.

WOLLONGBAR II 1922 1943 21 yrs.

Steel single screw steamship built 1922 at Glasgow to replace *Wollongbar I*. Owned by the N.C.S.N. Co.

The *Wollongbar II*, with a crew of 37 under Captain Benson loaded 18,000 cases of butter and a cargo of bacon from the Byron Bay Bacon factory and sailed on April 28, 1943, bound for Sydney. It had spent the previous day delayed at Byron Bay while a search took place for survivors of another merchantmen reported sunk.

Because of this delay the Captain took the vessel out to sea to take advantage of the current. By mid-morning on Thursday April 29, it was some six nautical miles off Crescent Head. At 10.15 a.m. on board the *Wollongbar II*, Captain Benson was talking to the chief engineer, Mr W. Anderson and chief officer, Mr J. Mason. In a Scots accent, chief engineer Anderson bawled out: >*Sub. Port!*=

The other two men glanced to the left just in time to see the conning tower of a Japanese submarine disappearing and a torpedo bouncing on an erratic path towards the ship. Almost immediately a second torpedo struck the vessel and blew the *Wollongbar II* to pieces. In seconds the skipper and 31 of his crew were dead.

At that moment, six thousand feet above them, trainee captain Robert Honan was piloting a newly delivered Catalina flying boat from Brisbane to Rathmines. From above, Honan saw the blast, and noted in his diary and pilot's log: *We had reached a point near Crescent Head when I noticed, out of the corner of the windscreen, a large column of water rising into the air a short distance ahead and further out to sea.*=

>*I immediately drew the attention of the second pilot and navigator to the area and asked the latter if we had infringed a bombing range. I was aware that we had already passed well south of Evans Head gunnery range. There was no explanation for the phenomenon which was only momentary and not repeated, so I pushed the nose of the Catalina into a steep decent. >As we approached the place where we had seen the huge column of water we saw debris, spread in a large circular area of dirty water. What had happened? We saw two boats and several wooden rafts and five men climbing in or already into them. We realised that a ship had sunk but how? . . .as I flew the Catalina in a left hand turn at low level I saw a submarine below the surface at periscope depth, with the periscope feathering the surface of the comparatively calm sea. The outline of the submarine underneath the surface was quite clear. Oh! the frustration was unbelievable.*=

>*There we were without any means of attacking an enemy submarine which had just sunk a ship off the east coast of Australia, and it was a sitting duck as it gloated over its destruction of an unarmed ship. I had flown on anti submarine patrols with aircraft loaded with bombs, depth charges and guns without ever sighting such a target. Our aircraft was brand new, and not even fitted with bomb racks or gun mountings. I momentarily thought of giving the periscope a nudge with a wingtip or the hull, but commonsense ruled that out.*=

Pilot Honan watched as the submarine submerged completely and at the same time sent urgent messages to Rathmines seeing help for the survivors. He then flew low over the seaside village of Port Macquarie and threw out a weighted message advising the townspeople of the sinking.

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The warden at Port Macquarie, Mr C Chapman received the news of the sinking of the *Wollongbar II*. This was later reinforced in the official news that came through from Melbourne via the army coastal service at Crescent Head.

The *Port Macquarie News* reported Chief Mason's story. He said: *> . . . his (the Japanese) conning tower was barely visible in a big swirl of water about three point forward of beam, no more than 300 yards (100 metres) away, with a torpedo coming straight for our No. 2 hold. . . . I tried to push the automatic alarm in the wheelhouse, but as I did the torpedo struck us just forward of the bridge with a terrific thud.=*

>Roy Brown beat it via the starboard ladder, but myself I hung on to the bridge dodger ridge rope to see what was going to happen and then noticed another torpedo coming at the same angle.=

> . . . up she went with a bang.=

>I came too swimming in the water, but it seemed to be getting dark green instead of lighter, and I seemed to be in an upright position when all of a sudden fresh air and daylight.=

>One of the survivors informed me later that I shot out of the water like a jack in the box, and came down flop in the water only 20 to 30 feet from him.=

>I trod water for a while and hoped for the best, which was close at hand.=

>One of the lifeboats was full of water, and the gunwale torn out, but it was somewhere to rest in safety from the sharks.=

>Making my way to this I hung to the broken beackets below the broken gunwale, and had a fair rest before attempting to pull myself in to the boat.=

>I recognised Frank Emerson, greaser (the scalded man) laying across the bow.=

>He murmured to me: I cannot help you. And well I knew he could not.=

>If ever a man fought to live, it was Emerson.=

>The skin was hanging from his hands and fingers, and his face and head was swelling a treat, in fact his eyes closed a few minutes after I landed in the boat.=

>I really thought Frank was a gone coon.=

>He wanted to drink but his lips were swollen and almost closed tight.=

>Well, the smoke and mist is rolling away, and all that can be seen is a Yank bomber (the Catalina) flying low.=

>He came back and gave us a bit of a cheer that our plight was known.=

>Then, much to my delight, I noticed a raft paddling towards us, and recognised the only two sailors saved, Roy Brown who had been at the wheel and Pat Tehan.=

>Soon we sighted a man on a raft waving a piece of whitewood.=

He proved to be fireman Bert Blinkhorn of Lane Cove.

>This man had a miraculous escape.=

>He had been on watch and when we picked him up he had dry clothes on.=

>The explosion blew him up and he landed on a raft in the condition we found him in, quite happy and unharmed.=

>We soon had frequent visits from various types of planes so we knew our position was known and assistance would come.=

The position was looking bad for any further survivors.

>We searched two other parts which were near at hand, and kept in the middle of thousands of cases of butter floating about, but owing to the slight swell with a white rip or break the chances of sighting a man's head were very poor.=

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>Nevertheless we hung around the position for say about one and half hours, and then I suggested to the other three men that when they were satisfied there were no more men dead or alive to be seen, we would endeavour to make land by dark.=

>. . . our chances of getting ashore before dark were now very poor, although our pull was less than six miles, but under the conditions very difficult.=

The survivors had travelled two miles when they were picked up by the 50-foot trawler, *XLCR*, owned and manned by Claude Radley, and his three man crew.

Rough weather had previously forced Claude Radley and his crew to return to port from where he had been snapper fishing in his *XLCR*, south of Port Macquarie. As Claude tied up at the docks, Warden Chapman and others advised him of the tragedy.

Extra fuel, food and blankets were immediately stowed on board the trawler and soon the *XLCR* was on its way guided by the *Catalina*. At 3 p.m. the crew on the *XLCR* spotted a small sail five miles east of Racecourse Headland just past Point Plomer. The rescue boat found three men sitting in a badly holed lifeboat held above water only by supporting air tanks. The lifeboat had been towing a life raft made from 44-gallon drums, on which two men were riding, one being badly scalded. As the survivors were helped on board, one of them, clad only in pyjama trousers, grabbed Claude Radley by the arm, and calls his name. It was chief officer Mason, with whom Claude had sailed a few years before as cabin boy on the s.s. *Kinchlor*. Ray Smith and Claude Radley climbed on board the life raft and lifted the scalded seaman into the trawler. Frank Emson, the injured man=s skin peeled off as they touched him. Mason assured Claude that there were no more survivors. The *XLCR* returned to Port Macquarie and crossed the bar and anchored off the Town Green. The trawler was greeted by what appeared to be the whole town and worried, but by now, relieved members of the Radley family. Chief Engineer Mason recovered quickly but it was three months before the scalded seaman, Frank Emerson was fully recovered and discharged from hospital.

Over the previous two nights prior to the sinking of the *Wollongbar II*, Claude Radley and his crew on the *XLCR* first heard the unusual hum and slush at sea, and then spotted a masked light, possibly from a conning tower as the enemy submarine surfaced to recharge its batteries.

The Royal Shipwreck and Humane Society of NSW presented certificates of merit in September 1944 to Messrs Thomas, Claude, Russel and Mervyn Radley and Messrs Raymond Smith and Albert Beattie for the brave and unselfish actions in saving from the sea five survivors from the *Wollongbar II*.

The *Macleay Argus* reported on November 20, 1962 that, *>Barnacle-encrusted blocks of butter have been picked up on Back Beach, Crescent Head, and at Delicate Nobby. The finder c fisherman Len Bull c believes they are part of the cargo of the ss Wollongbar which was sunk by a Japanese submarine of Crescent Head in broad daylight on April 29, 1943. There was only five survivors of the 37-man crew.=*

Technical details: With dimensions of 2239 t. gr. 874 t. nt. and dimensions of 285 x 42 x 23.9. Fo'c'sle 51'.

SOURCE: p. 184 *Australian Shipwrecks V.4* c Jack Loney, p. 170 *North Coast Run* c Jack Loney, Mrs Joyce Williams niece of Claude Radley and Mid North Coast Maritime Museum records, *Port Macquarie News*, p. 29, 39 *Port Macquarie, The Port That Was* c Ian Finkel and Lynda Turner, p. 90 *Macleay Argus Centenary Edition*, October 17, 1985.

WOLLUMBIN (1)

1880 1910 30 yrs.

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This vessel was an iron paddle wheel steamship built by Mort=s Dock & Engineering Co. Ltd. of Balmain in 1880 for the Colonial Sugar Refining Co. Ltd. It was equipped with a single mast. It was finally broken up in 1910.

Technical details: This vessel had a two cylinder diagonal steam engine rated at 35 h.p. supplied by D. & W. Henderson Ltd. Of Glasgow. With displacement of 231 t. gr. it had dimensions of 112.9 x 24.7 x 10.3 feet.

SOURCE: p. 170 *North Coast Run* © Mike Richards, p. 66 *Alma Doepel, The History of a An Australian Schooner* © Capt. Ralph McDonell, p. 31 *Australian Shipowners and Their Fleets V.* © Ronald Parsons.

WOLLUMBIN (II) 1893 1905 12 yrs.

A wood single screw steamship built 1893 at Jervis Bay for G W Nicoll, Wrecked near Bellinger River November 10, 1905 where it ended up on the beach at Bellinger Heads. The wreck was subsequently sold for , 45 (\$90) and the remains of the cargo went for , 5 (\$10). The remains of the vessel were gradually removed because of the dangers it posed for local navigation.

Technical details: This vessel was equipped with a 45 hp steam engine. With displacement of 231 t. gr., it had dimensions of 112.9 x 24.7 x 10.3 ft.

SOURCE: p. 170 *North Coast Run* © Mike Richards.

WONGA WONGA 1876 1884 8 yrs.

This wooden schooner was built at Brisbane Water in 1876 for the Australian Shipping Navigation Company. In July, 1851, the Hunter S.N. Coy. went out of existence and the Australian S.N. Co. came into existence. Six new steamers - the *Boomerang*, *City of Sydney*, *Collaroy*, *Illalong*, *Telegraph* and *Wonga Wonga* - were built. This company operated until it was merged into the Australasian United S.N. Co. Ltd., in 1887. *Port Macquarie News*, December 25, 1882, reported that the *Wonga Wonga* was one of twelve vessels engaged continuously in the timber trade between Port Macquarie and Sydney.

On January 16, 1884, the *Wonga Wonga* sailed from the Nambucca River en route to Sydney but was never seen again. The master of s.s. *Esk* reported that his vessel had on March 28, sighted the remains of a vessel about 70 feet long, bottom up, close to Broken Bay. There appeared to be an acceptance that this was the missing schooner *Wonga Wonga*.

Technical details: With displacement of 37 t. gr.

SOURCE: p. 14 *Pageant of the Pacific* © Capt. R F Rhodes, *Port Macquarie News*, December 25, 1882, p. 145 *Australian Shipwrecks V.3* © Jack Loney.

WOODBURN

On April 20, 1889 the ss *Woodburn* was bar bound inside the Macleay river, while the *Queen of the South* was rocking n the billows of Trial Bay after landing the mail which was expected to reach Kempsey on the same day by the *Tahlee*.

Technical details:

SOURCE: p. 14 *Macleay Argus Centenary issue* Thursday, October 17, 1985.

WOODLARK 1823

Built London, this Brig carried 4 guns and had a crew of 13. Her master was Captain Thos Brown. The owners were Buckle & Co., Bagster & Buchanan. On August

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18, 1823, the brig *Woodlark* left Port Macquarie with a cargo of 31,200 super feet of cedar.

Technical details: With displacement of 238 t. gr. 196 t. nt.

SOURCE: p. 143 1788, p. 9 *Port Macquarie, The Port That Was* © Ian Finkle.

WOODPECKER

1866

This schooner rigged vessel was wrecked near Port Macquarie in 1866, 1 crew lost.

SOURCE: *Australian Encyclopaedia* 1925

WOOLLOOMOOLOO

1860 1864 4 yrs.

Owned by Mr Hubbard, the ketch *Woolloomooloo* under the command of the master, Captain White had obtained a full cargo of maize and sundries in the Macleay River and had set sail for Sydney on May 28, 1864. The vessel ran into increasingly bad weather as it approached Point Plomer and met the full fury of a number severe gales that swept the New South Wales coast. Captain White turned his vessel and ran for Trial Bay to take shelter. It was eventually driven ashore and wrecked at South West Rocks on June 2. 1864.

Three of its four crew, including Captain White were drowned. The schooner *Julia* which had taken on grain in the Macleay River and had also set sail for Sydney, had sought shelter in Trial Bay. The gale threatened to send this vessel ashore and the master, Captain W Inglis ordered the sails set and anchors slipped, whereupon the vessel drove high on to the beach approximately a quarter of a mile south of the ill-fated ketch *Woolloomooloo*. All the crew of *Julia* were rescued and with the assistance from the pilot and his crew, they were able to dismantle it.

To make things worse, the 25 ton schooner *Gazelle* under her master, Captain C Pidding had sailed from the Macleay and ran into the same gale. He also sought shelter in Trial Bay. On June 2, after receiving a tremendous pounding from the gale, she parted her cables. Captain Pidding attempted to sail out of Trial Bay but his vessel was also blown ashore to the north of the *Woolloomooloo*. All hands were saved but the *Gazelle* was soon a total wreck.

Another vessel *Azela* was also wrecked at South West Rocks during the same gale.

A monument was later erected on the hill at South West Rocks to the memory of the crew of the *Woolloomooloo* lost in the wreck. The fierce gale that raged on June 2 and the subsequent flood which caused great damage remained in the memories of locals for years to come.

Technical details: With displacement of 26 t. gr. it had a ketch rig.

SOURCE: p. 156-157 *Australian Shipwrecks* V.2 © Jack Loney, p. 40 *Macleay Argus* Centenary Issue, Thursday, October 17, 1985, Hazel Suters records from *Macleay Argus*.

WOOTTEN

1900 1927 27 yrs.

Originally a schooner rigged vessel it was converted to single screw steamship. Hulked NZ 1927.

Technical details: of 151 t. gr. 90 t. nt.

WOOTTON

W.C. 27.6.1899, reported. >The steam schooner *Wootton* is running regular trips to this river.=

Technical details: Steam Schooner rigged vessel.

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SOURCE: Hazel Suters records.

WYANGARIE 1938

Steel Motor Vessel built 1938 by Burmeister & Wain, Copenhagen was built for NCSN Co., who named it after a village north of Kyogle. The vessel had what was known as a >cruiser stern.= The N.C.S.N.Co. had previously ordered two other vessels, the *Nimbin* and *Wyrallah* from the same firm and obviously were satisfied with these vessels operation.

Reportedly worked to Port Macquarie.

This vessel was still sailing under the Company flag when the shareholders decided on February 14, 1954 to place the company in to liquidation. The ship made the last commercial voyage for the N.C.S.N. Co. on March 9, 1954 as tenders closed with the liquidators, Parsons, Anderson and Co. on May 15 for the purchase of the nine North Coast Steam Navigation Company vessels including the *Wyangarie*. It was sold to Australian Steamships Pty Ltd. (Howard Smith Ltd.) who renamed it *Mourilyan*. Australian Steam Ship Company bought the vessel in early in 1963 and renamed it *Fagaras Panama*. They sold the vessel to a shipping firm operating out of South East Asia (John Manners and Co.) in April 1963 and was renamed *Tong Leong*, then renamed *Rita* 1964, renamed once again *Baringo* 1965. Sold by Cia Nav. Thompson, of Panama to Loy Kee, Hong Kong, August 1976, for scrap.

Technical details: With displacement of 1,068 t. gr., 623 t. nt. and dimensions of 215 x 36.5 x 13 feet. Fo'c'sle 30', Bridge 23', R.Q. Deck 108'. The vessel=s 8 cylinder diesel engine had been supplied by shipbuilder was rated at 263 h.p. With 1 deck it had refrigerated equipment it had been allocated ON171238 when registered.

SOURCE: p. 170 *North Coast Run* © Mike Richards, p. 2-3 *Mid-North Coast Maritime Museum July 1995 Newsletter* © Editor Col Ellwood (his sources: The Log, *North Coast Run* © Mike Richards, Newspaper cuttings, W. McLaren, Editor=s Notes.)

WYOMING 1890 1910 20 yrs.

A wood single screw steamship, built 1890, at Brisbane Water by Rock Davis for W T Yeager who registered it in Sydney. The vessel was sold in 1895 to N.C.S. Nav. Co., who subsequently sold it to J Weston & Partners.

The *Wyoming* arrived at Port Macquarie on May 10, 1899 from Newcastle and departed the next day for the Macleay.

Wrecked Kiola Beach NSW October 10, 1911. All the crew reached safety.

Technical details: With displacement of 258 t. gr. 175 t. nt. and dimensions of 132 x 23 x 10.3 feet the vessel had a steam engine rated at 30 h.p.

SOURCE: p. 170 *North Coast Run* © Mike Richards, p. 59 *Australian Shipwrecks V.4* © Jack Loney, p. 32 *Australian Shipowners and Their Fleets V.* © Ronald Parsons, *Port Macquarie News*, May 1899.

WYRALLAH (1) 1887 1924 37 yrs.

Iron twin screw steamship built 1887 by Mort=s Dock & Engineering Co. Ltd. Balmain for Bruce Baird Nicoll, who named it after a town on north arm of the Richmond River. The vessel was sold to the NCSN Co. in October 1891.

The *Wyrallah* arrived at Port Macquarie from Sydney on July 24, 1899 and returned to Sydney on the same day, the master was Captain W Evans.

Then in April 1900, the ship was sold to G A Carpenter who registered it in Melbourne. Several months later in September the vessel changed hands again when

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sold to the Gippsland Steamers Pty. Ltd. This firm retained ownership until at 10.20 p.m. on April 8, 1924 while the *Wyralla* was making its way through a rain squall in the >Rip= Port Phillip when it was run down by s.s. *Dilkerra* and sunk. Nine persons jumped from the *Wyrallah* on to the deck of the *Dilkerra* as the vessels struck and it sank within ten minutes. Five of the crew were trapped in the engine room and were lost together with a passenger in the accident.

Technical details: With displacement of 302 t. gr. 206 t. nt. the dimensions were 140 x 22.3 x 13.2 feet, it had twin compound surface condensing steam engines rated at 45 h.p. which had been supplied by the shipbuilder. When registered in Sydney, was allocated ON93558.

SOURCE: p. 171 *North Coast Run* © Mike Richards, p. 116 *Australian Shipwrecks V.4* © Jack Loney, p. 32 *Australian Shipowners and Their Fleets V.* © Ronald Parsons, *Port Macquarie News*, Saturday, July 29, 1899.

WYRALLAH (II) 1934

Steel single screw motor ship, built 1934 by Burmeister & Wain, Copenhagen for owner N.C.S. Nav. Co. Ltd. Renamed HMAS. *Wilcannia* while in wartime service from June 1940 to July 1949. After discharge from military service the vessel continued in the coastal shipping service. The vessel was then sold in 1954 to John Burke & Co. Brisbane. Resold 1960/61 to Soc. Maritime Vata of Vila, Noumea who renamed it *Colorado del Mar*. In 1964 was sold to Fiji, where it was renamed *Tamata*.

Reported ashore near Fiji Island. Resold back to Noumea, and renamed *Colorado de Mar* and name was later returned to *Wyrallah* when it was transferred to Singapore and renamed *Ocean Life*. The vessel was owned in Villa under British flag and was reported as still trading in 1976 as *Sri Mahkota*. *Technical details:* With displacement of 1,049 t. gr. 535 t. nt. the dimensions were 216.4 x 36.7 x 8.3. Fo'c'sle 30', Bridge 31', R.Q. Deck 108'. The engine was rated at 224 h.p. and when registered, was allocated ON157619. SOURCE: p. 171 *North Coast Run* © Mike Richards, p. 33 *Australian Shipowners and Their Fleets V.* © Ronald Parsons.

**WAIMEA(U)
WAI HOI
WALDNESS
WALLABY**

Edited June 15, 1998

WALLACE & BRUCE

WALLAMBA

WANDERER (1)

WANDERER (2)

WANDERER (3)

WANDRA

WANGANUI

WARATA

WARRIGAL

WATER LILY

WATONGA

WAUCHOPE (1)

WAUCHOPE (2)

WAVE (1)

WAVE (2)

WELLINGTON

WHANGAROA

WHAUP

WILLIAM (1)

WILLIAM (2)

WILLIAM (3)

WILLIAM IV

WILL WATCH

WINDWARD HO

WOLLONGBAR (1)

WOLLONGBAR (2)

WOLLUMBIN (1)

WOLLUMBIN (2)

WONGA WONGA

WOODBURN

WOODLARK

WOODPECKER

WOOLLOOMOOLOO

WOOTEN

WOOTON

WYANGARIE

WYOMING

WYRALLA (1)

WYRALLA (2)

edited 10.7.98

YAAMBA 1864 1910 46 yrs.

This vessel was an iron stern wheel paddle steamship built in 1864 at the Pymont works for owners Australasian Steam Navigation Co. of Pymont, and was registered in Sydney. In 1873 it was converted to side paddle wheels.

In September 1877 the vessel was sold to F O'Brien & Partners. This firm sold it in August 1880 to John Richie. He held ownership of the vessel until December 1891 when he sold to the N.C.S.N.Co. The vessel was broken up in 1910 and register closed.

Technical details: With a displacement of 98 t. gr. dimensions were 102 x 20.2 x 6.1 ft. and was a 2 mast rigged vessel with two 24 h.p. rated steam engines

SOURCE: p. 171 *North Coast Run* © Mike Richards, P. 33 *Australian Shipowners and Their Fleets V.2* © Ronald Parsons.

YULGILBAR 1907 1933 26 yrs.

This steel twin screw steamship was built in 1907 by Ailsa Ship Building Co. Ltd, Troon. and was named after property on the Clarence River, north-west of Grafton.

With accommodation for 70 saloon and 20 steerage passengers, the vessel ran to Macleay River as well as working to Port Macquarie and could also carry 100 head of stock in special compartments on the lower deck.

The *Macleay Argus* in 1907 reported enthusiastically that, >*Without a doubt, the Yugilbar is the biggest and best steamer that has ever traded to this river. She crossed the bar for the first time on Saturday, November 10, with Captain Beach in command. Mr Lee as chief, Mr Adams as second officer, Mr Arnott as chief engineer and Mr Coulter as chief steward.* One wonders what Nicholas Cain would have thought of this comment as he had just spent a fortune on his new vessel *Kempsey* which had gone into service on July 30, the same year, also to the Macleay.

One of the passengers was Adelaide Swift, who arrived at South West Rocks aboard the *Yugilbar* accompanying her mother. On arrival, the weather was so bad the vessel could not get across the bar so Captain Beach ordered it to be anchored in the bay. Even though the sea was quite rough, the passengers had to disembark into an open boat, with Mrs Swift becoming violently seasick on the way ashore.

Adelaide Swift made quite a lot of trips on the *Yugilbar* between the Macleay and Sydney over time. On some of the trips the vessel would call into Newcastle for the night then proceed to Sydney

The *Yugilbar* was sold in 1925 to Burns Phillip & Co. Ltd. and renamed *Makatea*. The company eventually scuttled the vessel off Mbengga Island N.G. in 1933.

Technical details: With displacement of 799 t. gr. 372 t. nt. dimensions were 199.5 x 32 x 11 ft. with two decks. The vessel had electric light and refrigeration equipment and twin triple expansion reciprocating steam type engines of 1200 i.h.p. rated at 137 h.p. supplied by shipbuilder and could carry 400 tons on a nine-foot draught. When registered was allocated ON121189.

SOURCE: p. 171 *North Coast Run* © Mike Richards, p. 33 *Australian Shipowners and Their Fleets V.* © Ronald Parsons, p. 167 - 168 *Tales of Trial Bay, An Early History of South West Rocks* © Caroline Carey, p. 33 *Macleay Argus* Centenary Issue, Thursday, October 17, 1985.

Edited 15.8.1998

ZANZIBAR

Little is known of this vessel, but it would appear that it was during the 1800s that it came to the Camden Haven. An article published in the *Camden Haven Courier* on February 2, 1959 mentions the *Zanzibar* having arrived in the Camden Haven with the first stock for Joseph Laurie's store at Laurieton.

SOURCE: *Camden Haven Courier*, Feb. 2, 1959.

ZELMA 1896 1920 24 yrs.

The *Zelma* was a wood ketch built in 1896 at Blackwall, NSW by Rock Davis for owner Allen Taylor.

During the next year the vessel must have been converted to a schooner and is reported to have arrived on April 3 at the Frederickton sawmills wharf to take on a half a cargo of hardwood. The vessel then sailed to Stuarts Point to complete loading.

On May 10, 1908 the *Zelma* entered the Bellinger River where the vessel loaded and returned to Sydney. It returned again on June 2 and the problems the vessel encountered crossing the bar, merited a mention in the *Raleigh Sun* newspaper, which reported in its June 12 issue, >*The ketch Zelma had a bad time on the bar last Tuesday week (2nd) but she was successfully floated off the same night. She has been bar bound ever since, so have the Alma Doepel, and Premier.* =

In 1908/09 the vessel was sold to H Gay & Hy Blackmann, then in 1914 Burns Phillip & Co. Ltd. became the owners. In 1918, G O Westerberg & Partners purchased this vessel. When re-registered in 1920, it was described as a steam lighter. Later owned by Messrs Lycett. Fate unknown.

Technical details: with displacement of 87 t gr 57 t. nt. was shown as 17 n. hp and had dimensions of 86 x 24 x 7.1 ft. When registered given ON106116 in Sydney.

SOURCE: p. *The Brisbane Water Story* V. © C Swancott, p. 158 *Australian Shipowners and Their Fleets* V. © Ronald Parsons, p. 24 *Macleay Argus* Centenary Issue, Thursday, October 17, 1985.

ZINGARA 1906

This wood auxiliary schooner was built at Auckland in 1906 by G T Niccol. It was made into a steamship in 1908, 2 years after being built.

On June 28, 1910, the schooner *Zingara* collided with s.s. *Rosedale* and the schooner came off second best. The vessel was re-rigged in 1910 into a 3 masted topsail schooner. This wasn't the end of problems with this vessel, for while under the command of Captain A J D McArthur, it was being towed out of Karamea in New Zealand on the morning of January 13, 1911 when it went ashore on the North Spit. Owned by the Wellington-West Coast Steam Ship Company Ltd., it was bound for Sydney with a cargo of poles. It was later refloated.

Even though it was in Lloyd's Register for 1916-17 and shown to have been owned by Allen Taylor of Annandale, Sydney, however, M P Watt makes no mention of this fact and says at the time the ship was owned by the Sydney timber merchant (F A Sargent).

The *Zingara* had just left Hokitika, N.Z., at 2 a.m. on January 16, 1929 and was outside the wall when it suddenly sheered to port. The master, Captain McArthur immediately gave the order *AHard-a-port*. Instead of responding, the vessel swerved more to port. It swept on the south side of the wall.

Edited 15.8.1998

All was revealed at daylight when an inspection showed that the steering chains had carried away.

The Master ordered the schooner's cargo of 100,000 feet of sawn jettisoned. This did not allow the vessel to float free, instead it had the opposite effect. Instead the *Zingara* washed further up on to the beach, this damaging the rudder post and propeller, and it made water fast. Attempts were later made to tow the vessel off the beach but these failed and it became a total loss.

The Court of Inquiry found that the only cause of the accident was the failure of the steering chains. Neither was there any fault or negligence of the master or any of the crew nor was any other equipment on the vessel.

Technical details: With a displacement of 218 t. gr. 53 t. nt. it had dimensions of 128.1 x 33.1 x 6.2 ft. When registered was allocated ON122917. It was fitted with an oil engine of 220 h.p.

SOURCE: p. *Australian Shipowners and Their Fleets* V. © Ronald Parsons, p. 82 *Alma Doepel, The History of An Australian Schooner* © Capt. Ralph McDonell, p. 354 *New Zealand Shipwrecks 1795-1970* © C W N Ingram, Gordon Fisher, J. & McGil.

ZODIAK 1852 1890 38 yrs.

Built in 1852, the *Zodiak* had sailed from Kaipara for Sydney and was carrying a cargo of 282,000 super feet of timber at the time in July 1860. The vessel ran into a gale causing it to spring a leak. The weather deteriorated, smashing the ships boats and carrying away deck fittings and caused the leak to increase. The owner/master Captain A M Andersen ordered the deck cargo jettisoned. His crew worked the pumps day and night in an attempt to keep the vessel afloat but there was soon had over nine feet (3 m) of water in the hold with the vessel completely waterlogged.

On July 16, the s.s. *Coonawarra* noticed that the *Zodiak* was in trouble and was able to rescue the crew as the barque drifted between Camden Haven and Tacking Point. The *Zodiac* came ashore near Lake Cathie where it soon broke up. The vessel was insured for , 400 (\$800) but Captain Andersen had failed to insure the cargo. At auction the vessel only brought , 79 (\$158).

Technical details: With displacement of 316 t. gr. it was a barque-rigged vessel.

SOURCE: Pat Longworth, p. 39 *Port Macquarie The Port That Was* © Ian Finkle and Lynda Turner, p. 204 *Australian Shipwrecks* V.3 © Jack Loney, p. 77 *Wrecks on the N.S.W. North Coast* © Jack Loney.

ZOE

The *Zoe* arrived from Sydney on July 29, 1888 in the Camden Haven. After taking on a cargo of timber, the vessel departed for Sydney on August 1. The sailing vessel *Bungaree* sailed on the same day.

Technical details:

SOURCE: *Port Macquarie News*, Saturday, August 4, 1888.

Hastings Shire Gazette 1944, reported: "Shipping finished at Port Macquarie. N.C.S.N. Co. Captain's refused cargo - ? [Hazel Suters records.]

P.M. NEWS 1944, reported: "Shipping finished at Port Macquarie when N.C.S.N. Co. refused to load cargo owing to dangerous bar. [Hazel Suters records.]

Edited 15.8.1998