

*THEY KEPT THIS STATE
AFLOAT*

Shipbuilders, Boatbuilders and Shipwrights of WA

1829–1929

by

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TABLE OF CONTENTS.

PAGE 1. INTRODUCTION.

PAGE 10. AUTHOR'S NOTE.

PAGE 11. ACKNOWLEDGEMENTS.

PAGE 12. DETAILS OF THE SHIPBUILDERS AND THEIR SHIPS.

PAGE 199. SUPPLEMENTARY LISTING.

PAGE 204. BIBLIOGRAPHY.

PAGE 208. NEWSPAPERS AND PERIODICALS.

PAGE 209. ARCHIVAL AND RESEARCH SOURCES.

PAGE 210. INDEXES... NAMES OF PERSONS.

VESSEL'S NAMES.

DEMOGRAPHIC.

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INTRODUCTION.

The subjects of this book, are, I believe, some of the unsung heroes that diligently day after day plied their trade without expectations of fame and fortune. These men were the backbone of this state. They were the Tradesmen and Workers, the Shipbuilders and Shipwrights, without whom the progress of exploration, coastal settlement, fisheries and trade would have been greatly hampered. What follows is a brief precis of how the shipwright is linked with history.

Although this book begins in 1829 with the arrival of the first official boat builder in the Swan River Colony, there were previous instances of boat building. The first was that of the Aborigines of the North-West. The craft that they constructed were simple but ingeniously made mangrove log rafts that were poled about the Islands and coastal areas of King Sound and the Kimberleys. With the advent of the natives of the Indonesian archipelago sailing down to the shelling grounds and eventually interacting with the local Aborigines, the locals soon learnt to construct canoes similar to those of their Northern visitors.

The next proven case of ship construction comes with the wrecking of the Dutch ship "ZEEWIJK" on the Pelsart Group of the Abrolhos Islands. The ship did not immediately break up and after the crew got themselves ashore and set up a camp they set about salvaging what they could. The long boat was repaired and some of the seamen set off for help but they were never heard of again. The remaining men on the island set about building a vessel out of the wreckage that was washing ashore and they named her "SLOEPIE". All the remaining survivors crammed into the vessel when finished and sailed her to Batavia and safety. This wreck and other Dutch wrecks have been well chronicled by Henderson in his *Unfinished Voyages*, U.W.A. Press. Other instances of shipwrighting occurred at King Georges Sound after settlement there in 1826. On a number of occasions vessels arrived damaged and they were repaired by their own carpenters with assistance from the garrison and convicts. Unfortunately nowhere in the papers studied are any names of these men mentioned. And so we begin with James Lawson Smith, who was chosen by Captain Stirling to be his Government Boat Builder. The first boat building site in the new Colony was on Garden Island where Smith and his offsider Stephan Knight, a

carpenter by trade, began building a schooner which had been brought out to the Swan River "in frame" in the hold of the "PARMELIA". "In frame" means that the vessel was partly constructed in England, then disassembled, carried to its destination and reassembled.

When the settlers moved to the mainland the partly built vessel was left on the island and unfortunately there is no record available today to tell us what happened to the ship, whether it was completed or just left to rot. The last information we have regarding the vessel comes from 1834 when a tender was put in to the Government to purchase same and which was refused.

With the move to the mainland and the allocation of their blocks of land the settlers then had to transport their goods and chattels from the beach up river. This, because of the need for boats, can be said to be the first boom in boat building. Some were competently built and others were like a disaster as we not only had professionals building, the settlers themselves were constructing their own versions of things that floated. Or as sometimes happened, didn't float. Two of the settlers that took to the adze were Messr's Hardey of Maylands and Gibbs of the Canning, farmers who were adaptable to the needs of the situation.

Stirling himself stated in October 1830 in a dispatch, that there were forty boats upon the river. Of these a goodly proportion would have been brought out aboard the ships with the settlers and those with boats were able to command exorbitant prices to transport the settlers to their destinations. It is recorded that 5 pounds was the asking price from Fremantle to Perth. Travelling time also took a toll on the newcomers as it normally took "a day up, a day at town and a day to get back to Fremantle".

The types of vessels varied also, from flats which were small boxlike barges, to sailing barges, cutters, peter boats, punts, whaleboats, gigs and ferries. They were a mixture of shapes and rigs which gradually evolved into a distinctive configuration which was like a melding of the best points of all the British types of small craft.

Of primary importance in the early days were three types of vessel, firstly the sailing barge, for transport, secondly, the fishing boat, to provide sorely needed food supplies and thirdly, the ferry, for river crossings. These ferries were established within the first two years and there were four in all. Starting with one at Guildford, the next was at Mount Eliza and crossed to Point Belches, (Mill Point), the third was situated at Preston Point and the fourth ran from a small jetty due west of Cantonment Hill to the north bank of the river.

Presumably, because of the accessibility of good timber, depth of water and closeness to the town, the first official shipyard on the mainland was set up at Perth on what is now known as Mount's Bay Road. It was set up by J. L. Smith as the Government shipyard and was on Lot L 33 and L 34 just to the west of Spring Street. This was taken over by Thomas William Mews in 1833 and he had for neighbours the Edwards family. The Mews dynasty of boat builders was to last from 1832 for almost one hundred and fifty years.

With roads consisting of almost impassable sandy tracks the river became the road to the inland and nearly all cargo and passenger traffic was borne upon its waters. The boatmen soon learned the vagaries of the weather and quickly learned that it was best to sail down to Fremantle in the morning with the easterlies and return later in the day with the south westerlies. On days of little wind the barges and punts were poled along until the breeze freshened. Melville Water became the graveyard of many a traveller and boatman with their overloaded boats when caught out in the middle in a strong afternoon sea breeze .

On the 6 April 1839 appeared the first advertisement for a boat builder in Western Australia. The advertisement was placed by Thomas William Mews, junior and he states boats built and repaired.

The river trade carried on virtually unchecked and fraught with danger until the 21 July 1843 when the regulations for the licensing of boats and boatmen were proclaimed in Council. The most important aspect of this Act was that it brought all the boats and boatmen under the one regulating body which was there to oversee the safety and well-being of the industry. The Act covered not only the Swan River but the outports as well and was under the control of the Government Resident in each port.

Boat building was by this time being carried out in such diverse places as the Kalgan, King and Murray Rivers, Augusta, Fremantle and Perth and the reasons for building were just as diverse.

The settlers and their families were hampered and in at least one case reduced almost to starvation by the lack of the regular services of coasting schooners and cutters. As they began producing foodstuffs for the markets in Perth and Fremantle they were anxious to get their goods away as quickly as possible. As often as not they were thwarted in their desires to do so and so they determined to build their own craft. As well as the local trade some of these enterprising gentlemen intended to trade overseas, to Asia, India and Mauritius. One intended entering the trade to the Eastern Colonies and another built his ship to trade to England carrying colonial goods, mainly timber.

The shipbuilding industry quietly grew as new regional centres were opened up by the explorers looking for new farming and grazing lands. From Fremantle, coastal craft were beginning to make the regular trips both north and south that were an essential part of the opening up of the state.

In early 1856 an act was passed regulating the registration of ships. The first vessel to be registered in Western Australia was the two masted schooner "FAVOURITE". She was built at Bunbury during 1855 by Benjamin Jackson for John Morgan a licensed victualler of Bunbury. She was wrecked at Port Gregory on the 4 December 1867 when she struck a reef and was totally destroyed.

It is a curious fact that although steam transport was embraced in the eastern Colonies as early as 1830 Western Australia had to wait until 1854 before we had our first river steamer. Companies had been formed to promote steam travel on the Swan from 1839 but for one reason or another all had failed. The first steamboat to appear on the Swan is

generally known as the "SPECULATOR". It was built by the combined efforts of three men, Thomas William Mews, Solomon Cook and J Stevenson and even though it was a failure it paved the way for others. I might add that I have yet to find any contemporary literature that actually names this vessel, the vessel is fact the name isn't.

Solomon Cook chose an unusual site for building his boats, Murray Street in the centre of Perth. The actual site is where Aherns is today and after building his boat he then had the problem of getting it to the water. He solved this by designing a ratchet gear arrangement and after placing wheels at the rear and rollers at the front trundled the vessel along Murray Street, right into Barrack Street, up and over the hill and down to the waters edge near where the Weld Club is today. Another instance of the inventiveness of our pioneers.

Steamboats slowly gained favour with the travelling public until there were regular services competing on the river, the "PIONEER" ran the service to Guildford for many years while the "LADY STIRLING" and the "FRIENDS" were on the downriver run. Other steamers appeared as well, such as the "ENDEAVOUR" and the "ENCHANTRESS" but their primary role was to tow the barges out to the waiting ships in Gage's roads, load with the incoming cargo and tow back. When required they were used for picnic parties and charters. For many years the principal exports from Perth and Fremantle were wool, sandalwood and the native Jarrah.

The second boom, if it can be called that, came in the late 1860's and early 1870's when pearl shells were discovered in Nickol Bay. As Julius Brockman said about Shark's Bay, "all those who could get a boat went up"

These young men were like the later gold miners, stars in their eyes and pockets full of pearls. The reality of course was quite different and there were a lot of broken hearts, broken men and widows at the end of the seasons.

It was in October 1873 that licences were first issued for the pearling grounds which as can be imagined caused a great deal of dissent amongst the fishermen as up until that time they had enjoyed an unrestricted, rule free environment. It was, in part, their treatment of the local aborigines, whom they used and abused dreadfully that caused the Government to regulate the industry. I should qualify this by stating that not all the pearlers treated the aborigines badly, but some definitely did. Another reason, of course, was financial, the Government was paying for a police presence at the pearling grounds and who better to pay for that presence than the pearlers themselves.

With the partial depletion of the beds in Nickol Bay the pearlers, as they were beginning to be called, began moving further and further north in their quest for the elusive pearl. The settlers on the land were already established at places like Cossack and it was from there that in the 1870's the fleets of pearling vessels ranged far and wide. Camps were set up in the many creeks that offered a safe refuge from the storms. Not only on the mainland but on the islands as well. Places such as Barrow Island and the Monte Bello's were regular haunts.

The main problem the pearlers had when opening up this new territory were the dreaded cyclones. When they hit they decimated the fleets and cost hundreds of lives. Other problems were the tidal ranges, uncharted reefs and a huge unlit coastline. Every wreck was replaced by other craft and for every missing seaman others came forward to fill their shoes and the whole industry was virtually self perpetuating. Back in Perth in the mid 1870's the public were pushing for steam railways and eventually in March 1881 the line from Perth to Fremantle was open for business and what a shambles it turned out to be. Half the time the engines just wouldn't run and when they did it took on average 80 minutes for the trip.

The Government was accused of everything and then some including making it almost impossible for the river steamers to obtain a passenger carrying licence. In February 1882 a report appeared saying that there was only one licensed ferry for carrying passengers on the river. She was the "LADY ORD", a small screw steamer recently built by William Lawrence for charter and pleasure trips about the river. However, she was soon seen as a possible asset by a Mr Browne and he promptly chartered her. This was to service the Alto Gardens, a popular picnic spot with landscaped gardens. This centered on the old mill on Point Belches, now known as Mill Point, which Mr Browne had refurbished as a lookout.

Most of the shipbuilding activity had by now switched from Perth to Fremantle as the vessels were becoming larger and the river was still blocked by the rocky bar across the mouth.

This is another case of Government inactivity as plans for a decent harbour had been mooted from almost the time of the first settlement and every time a new plan was proposed it was thought highly of but was then quietly shelved. Similarly with the bar. The first attempts at removing it were made in 1847 but it still took another 40 years for the job to be done.

For the barge and ferry owners the bar was a curse as in any sort of weather it became impassable and many a fine vessel came to grief trying to enter the river on a blowy day. In fact the government were forced to mount a lifeboat in davits on the old North Bay jetty at the instigation of the local Fremantle businessmen and shipowners.

With the ferries unable to legally transport passengers they were either made redundant and scrapped or they reverted to a cargo carrying and towing service. On a couple of occasions Randell, Knight & Co. owners of most of the steamers were prosecuted for taking guests for a run on the river and out to see ships at anchor. Strangely though, when they carried a picnic party of children from Perth to Freshwater Bay for a days outing this was conveniently overlooked. Mr Randell even charged the skipper of the Government cutter for carrying passengers when he transported the Governor, his wife and their retinue to their summer residence on Rottneest Island.

The main shipyards at Fremantle were situated about the mouth of the tunnel and the South Jetty with some others along Fitzgerald Terrace (now the Esplanade). There were a number of 100 ton and over schooners and brigs built along the

seafront but generally speaking they were mostly under 100 tons. The largest class of vessel built in the colony, apart from the two masted pearling schooner, was the cutter.

There were also a sprinkling of "Dandys" amongst these early vessels but they were mainly used in the river trade.

Probably the largest vessel ever built in W.A. in this first one hundred years was of the 200 ton mark. It would appear that we fell far behind the Eastern Colonies in our ambitions to become self reliant in coastal shipping as the contracts for coastal shipping went to Adelaide and Melbourne Companies and the biggest export, timber, was controlled from the East by the Adelaide based companies of James C Port and M.C. Davies. Similarly, most of the land companies and major holdings in this state were controlled from overseas or from the east. Nor did the pearling industry escape. Almost all the major players in this industry were outsiders.

In 1882 five vessels, the "DAWN", "HARRIET", "AMY", "PEARL" and "WATER LILY" discovered a huge and very rich bank of shells near Roebuck Bay and this was to be the cause for the founding of Broome. The pearlmen always looking for a handy place to careen their craft and to relax set up the first camp in Dampier Creek and so the town became established.

An important event occurred during 1888 when Charles Walker, a boat builder, newly arrived from Sydney, was given a contract to build a pearling vessel and part of his instructions was to spare no expense. Up to this time the luggers were fairly spartan with only two bunks aft and the crew making do in the fore part of the hatch. With their standing lugsail rig and large beam they were rather slow and cumbersome to handle. It is not certain just when the term lugger became the norm when describing this type of craft but the name first appears as a descriptive term on vessel registration certificates during 1887. Strictly speaking though there were three types of rig in general usage on these early craft and these were ketch, standing lugsail and schooner. With Walker's advent he changed the shape of the hull, not by much, but enough to give her finer lines. To partner this he then changed the rig from the two masted lugsail to a two masted schooner. From the contemporary reports it would appear that the old hands in the pearling industry scoffed at the change, declaring that it would never work. Yet, within twelve months, Walker had orders for three more vessels and owners and skippers were clamouring for changes to be made to their vessels. Just a small change that gave an extra couple of knots and added immensely to the manoeuvrability is all it took to change the face of the industry. A change that stayed right to the end.

It should perhaps be noted that the type of vessel being discussed in the previous paragraphs is the Broome or Nor-Wester type. The Shark Bay fishery evolved their own special version, which was smaller and much shallower in draft as their methods of fishing was dredging over shallow banks on the drift. They were a very simple craft about 24 to 30 feet long with a flush deck, generally single masted cutter rigged and fitted with a centre board. The two most prolific builders of these craft appear to be Tommy Rann and the Mews boys at Fremantle. These vessels were registered with the local Marine and Harbours and Fishery Departments.

The next major occurrence in the shipbuilding industry came around the turn of the century when prices for shell rose dramatically. All of a sudden there was big money to be made and everyone wanted a part of it. This was the most intensive and active period in the history of pearling. To cater for the demand for vessels everyone who could swing an adze and hammer a nail suddenly became a shipwright. To illustrate the numbers of vessels built in this period and this is only a list of the registered vessels, I quote,

1899,	11	craft built.
1900,	19	craft built.
1901,	16	craft built.
1902,	42	craft built.
1903,	103	craft built.
1904,	50	craft built.
1905,	16	craft built.
1906,	23	craft built.
1907,	20	craft built.

Making a total of 300 vessels, almost all two masted pearling schooners built in this nine year period and almost all of them were built at Fremantle.

In 1905 the Broome pearling fleet numbered 357 licensed boats, some of which had come from the eastern states when Robinson & Norman and Clarke shifted their operations from Thursday Island to the North West.

Another fact that becomes clear is that virtually no iron ships were ever built in this state. There was the odd one that was imported from England and reassembled here such as the dredge "BLACK SWAN" the steam ferry "LADY STIRLING" and a couple of other ferries and launches but ninety nine per cent of all our ships and boats were wooden.

They were built from a variety of timbers both local and imported. There was of course, Swan River Mahogany or Jarrah, Tuart, White Gum, Spotted Gum, Karri and Marri. Of imported timbers there were Cedar, Pine, Singapore Mahogany and Oak.

Most of the Jarrah used in the local industry came from the area south of Fremantle and inland from Rockingham and Woodman's Point. This aspect of the industry was controlled in the main by only a few families who cut under contract to the shipbuilders. There is a story of a Perth builder who, wanting a few more crooks to complete a hull, snuck up into King's Park in the middle of the night so as to complete the job on time! Crooks in boats are the naturally formed bends in trees and once planed, form the ribs of the vessel.

From Edward Howson's job book we find that he built a two masted schooner for Arthur Male during 1902. The vessel's name was "MARITANA" and she was pretty much the standard type of vessel being built for the industry of that day. To show the costs involved, I quote,

Material for lugger No.5, name "MARITANA".

1902, started May 13th, 1902.

May 2;	Paid W. Armstrong for crooks;	2-12-00.
May 10;	Paid T. Smith for crooks;	7-17- 6.
May 14;	Paid W. Armstrong for crooks;	2- 8- 6.
May 21;	Paid Millar Bros for timber;	3-12- 9.
May 22;	Paid insurance on lugger No.5	18- 9.
May 24;	Paid C. Anderson, making bolts;	1- 2- 6.
May 31;	Paid C. Anderson, making bolts;	1- 6 00.

June 21;	Paid F. Hudson, for sails and rigging,	6-00-00.
July 2;	Paid Millar Bros for materials;	26-18- 6.
July 11;	Paid smelters for ballast;	1-00-00.
July 21;	Paid F. Hudson for sails and rigging;	26-00-00.
July 23;	Paid W. Andrews for iron work;	18- 6- 6.
July 23;	Paid J & W Bateman for material;	30-16- 9.
July 23;	Paid J. Ferguson for material;	29-15-00.
July 23;	Paid F. Instore for two tanks;	10- 5-00.
July 23;	Paid Guthrie & Co., for material;	15- 7- 1.
July 26;	Paid W. Murray for wood turning;	1-12- 4.
Aug 6;	Paid R. Mews for dinghy;	8-00-00.
	Total cost of material.	193-19- 2.
	Total cost of wages.	127- 8- 6.
	Total cost of lugger.	321- 7- 8.
	Quoted Price.	340-00-00.
	Profit.	27-12- 4.
	Extras.	9-00-00.

The wages break down as follows, the foreman received one pound eighteen shillings and sixpence per week and the tradesmen shipwrights received one pound two shillings per week. Overtime was available and was paid although some of the payments may not have met with tax office approval. One of them states, Paid Capt Laurie 1 case of whiskey, overtime paid !!!

Gradually the pearling industry went into a decline and the boat builders turned their attention to the pleasure boat market. There had always been a certain amount of interest in this side of the industry but it appears to have taken on more significance about the turn of the century with the advent of the marine motor and the publication of yachting and boating magazines.

The first motor-boat appeared in Western Australian waters in 1895 and was powered by a two cylinder, 5 H.P. Priestman kerosene engine. The boat was owned by Sir James Lee Steere. The first motor-boat actually built in W.A. was the "GLADYS" a 35 foot boat built by George McCarter during 1897 at his yard at the foot of Barrack Street for the River Ferry Company and was only the third motor powered vessel in W.A. She was also the first power driven ferry plying between Perth and South Perth. Her engine was a 5 H.P. Capitaine. By 1903 she had been sold and was in use at Albany.

Ferries, once again, became an important part of the river scene about this time with the spread of suburbs and services were established to places like Applecross, Melville, Claremont and South Perth. Jetties were being established at picnic sites and especially at weekends the ferries were fully utilised.

Of course as well as the river there were trips to Garden Island and Rottnest during the summer months and large ferries such as the "MANXMAN", "ZEPHYR" and "WESTRALIAN" were kept very busy transporting the revellers.

Boat building in Perth now became the centre for yachts and all classes of pleasure boats with the yards being on the foreshore between Barrack Street and Mill Street. Fremantle mainly catered for commercial craft although a few pleasure boats were built there. The shipwrights themselves though were finding other places to build their boats and were

taking to the suburbs. Richmond, North Fremantle, Mosmans, Claremont, Nedlands, Canning, South Perth and Guildford were all boat building centres and in the country areas they operated from Swan Point, Beagle Bay, Broome, the Lacepedes, Cossack, Onslow, Carnarvon, Geraldton, Bunbury, Busselton, Hamelin Bay, Denmark and Albany.

As well as boat and ship building the shipwrights undertook a large amount of ship repair business and some of them actually specialised in this field. The jobs ranged from repairing storm ravaged vessels to fitting out the holds of cargo carriers to receive their cargoes.

One of the more unusual of their occupations came in the convict days. When the ship arrived and the convicts had been discharged shipwrights were sent on board to strip the holds of the partitioning that had been used to make the prisoners quarters. On one such occasion the body of a new born child was discovered wrapped in blood stained rags behind the panelling. When reported the shipwright was ordered to toss the body out of the stern windows. An inquiry was held into the affair but as usual nothing came of it as nobody knew or could remember anything.

Shipwrights when given a contract to build a boat or ship were usually given a set of directions which outlined the shape the vessel was to take, taking into consideration the usage of the vessel. Sometimes they were also given a drawing or side view showing what was required and the shape and positioning of the rig the vessel was to carry. More often than not though a broad outline of the work the vessel was to do and the size range was given to the builder who then created a half model of the hull.

This was then shown to the prospective owner who indicated any changes he desired. When the model was finally approved the builder would then take off the lines and commence building. As can be seen from the description of the building of the "MARITANA" naturally grown timbers were used for the crooks whereas from about the 1920's steam bent laminates became popular.

Prior to and during the first world war there was a downturn in the pearling industry and this didn't pick up until about 1923. Once again there was a demand for vessels but this time most of them were built at Broome and mostly by Japanese shipwrights who had come to Broome and other North West Ports under contract. Some timber was cut locally, such as the Kajibut, (or Cadjebut), but most was imported from the southern areas.

Whilst the boom in pearling was going on one shouldn't forget that the general fishing industry based around Fremantle and Geraldton was also undergoing great changes. With the advent of ice and refrigeration and the influx of Europeans with their fishing expertise, the design of their boats was also changing. The hull shape began to take on some of the distinctive features found on the Mediterranean fishing vessels and the shipwrights had to adapt to the changes required by this new breed of fisherman.

The pleasure boat market also was forever changing as owners were seriously competing for line honours and speed, motor boats were required to go faster and were to be more luxurious than their rivals. With magazines expressly aimed

at the boat owner urging him or her to update their hull and equipment and with weekly reports on the results of the various races around the yacht clubs the owner was constantly being reminded that someone else had a better and faster boat than he or she had. The boat builders themselves used their advertising to promote this fact and gain extra business. In this the first one hundred years of the settlement of the Swan River Colony there has been some enormous changes, industrially and socially and the shipwright has had to keep pace with them all. Settlement, exploration, trade and commerce all depended on the shipwrights skills and through their efforts kept this state afloat.

Author's note :-

Due to the historical period in which this work is written all the measurements quoted are Imperial

Thus,

Nautical Measurements.

1 nautical mile	= 1.852 kilometres	= 6080 feet.
1 cable	= 185.313 metres	= 608 feet.
1 fathom	= 1.8288 metres	= 6 feet.

Linear Measurements.

1 mile	= 1.6093 kilometres	= 1760 yards.
1 chain	= 20.1168 metres	= 22 yards
1 yard	= 0.9144 metres	= 3 feet.
1 foot	= 30.479 cms	= 12 inches.
12 inches	= 25.3995 mms.	

Weight Measurements.

1 ton	= 1.016 metric tons	= 2240 pounds
1 cwt	= 50.8 kilograms	= 112 pounds.
1 pound	= 0.454 kilograms	= 16 ounces.

ACKNOWLEDGEMENTS.

I would like to thank firstly, Mr Mike McCarthy, Curator at the Fremantle Maritime Museum for starting me on this project and for keeping me on track. My wife Marilyn for putting up with the mess and for her advice and help. Captain Trevor Waldock of Tidewater/Port Jackson Marine, The Maritime Union of Australia, Fremantle Branch and my shipmates serving in the Australian Merchant Marine.

The Fremantle Gazette community newspaper willingly gave publicity when needed.

In compiling this work I met, spoke to and interviewed quite a number of people, mostly descendants of the subjects of this work and I most humbly thank them all for their time and the information that they entrusted to me. They are :-

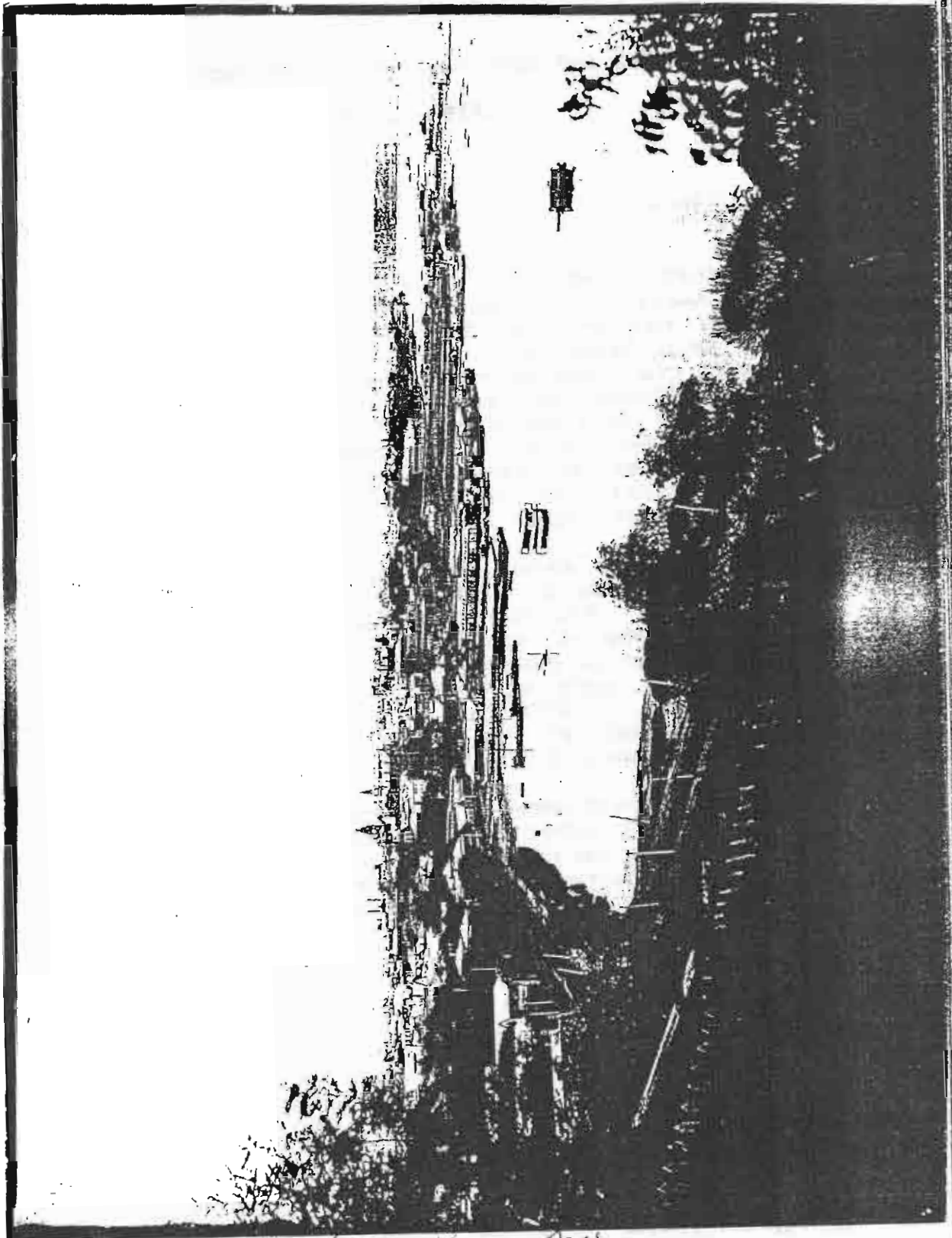
Mr T Woodhead of Hilton; Mr R Ashendon of Leda; Mr T Jones of Bicton; Ms A Grace of Kingsley; Mr D Lewis of Melville; Misses A & E Rosberg of Nedlands; Mr M Crawcour of Rockingham Mr B Shaw of Whie Gum Valley; Ms E Clough of City Beach; Mr B Caporn of Willetton; Ms M Cant of Hamilton Hill; Mr Glasson of Spearwood; Mr N Cherry of Shelley; Ms L Munro of Melville; Mr B McLarty of Mt Pleasant; Mr B Dermer of Cottesloe; Mr B Lawrence of Hamilton Hill; Mrs Outram of Hamilton Hill; Mr Walter Murray of Dianella; Ms F Bailey of Applecross; Mr T Butson of Safety Bay; Mr A Ball of Attadale; Mrs Carpenter of Willagee; Mr G McCarter of Nedlands; Mr J Chamberlain of East Fremantle; Mr R Forsyth of Esperance; Mr B Kerr of City Beach; Captain M Mews of Ardross; Mr H Peden, (deceased) of Victoria Park; Mr B Rann of South Perth; Mrs N Grainger of Como; Mrs L Thompson of Waikiki; Ms G Kuchling of Carlisle; Mr A Barrington of Belmont; Mrs Z Boalch of South Perth; Ms B Higgins of Mt Lawley; Ms G Olsen of Bayswater; Mrs B Richardson of Kardinya; Ms C Ranson of Buckland Hill; Mr B & R Hicks of Cannington; Mr L Cooper of Palmyra; Mr R Richards; Mr L Wrightson of Winthrop; Mr E Howson of South Perth; Mrs P Butson of Rivervale; Mr R Arbuckle of Warwick; Mr H Jarman of Dalkeith; Mr A Wolfe of Albany; Mr B Garton-Smith of Claremont; Mr N Tanner of Guildford; Mr Smith of Hamilton Hill.

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This book is dedicated to my family and friends.

131 |

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View of Perth from Kings Park.

965P

The Boat and Ship builders of Western Australia.

1829 - 1929.

ADAMS, Gabriel,

of Perth.

He was born in England (date unknown) and after arriving in Western Australia he married Julia Watson and they had three children, two of whom died at an early age. He was first listed as a shipwright in the W.A. Almanac in 1869 but had worked at his trade prior to that.

His shipbuilding yard was on the foreshore in Perth just to the west of William Street. During 1869 he built the two masted schooner "ADUR" of 25 tons, (which he also owned) and this vessel was registered as No.1 in 1870 and her registered number was 61093. The vessel was used to carry supplies along the South East coast for Forrest's expedition to South Australia.

The next vessel known to have been built by Adams was a cutter of sixteen to eighteen tons adapted for pearling in the North-West. She was named the "CLARICE", O/No.61104, and was a two masted schooner. She was, according to the register, built in partnership with George Budd.

Gabriel Adams seems to have built his last vessel with the launch of the "CLARICE" as he then became a pearler himself. He later drowned off the Queensland coast and his widow then ran a drapers shop in Perth.

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ADAMS, Henry Melville,

of Bunbury.

He was born in 1823 in England and was a ship's carpenter who deserted from the American whaling barque "EAGLE" at Dunsborough some time during 1848. He married in 1860, Mary Anne Smith, (born at Augusta, 1835) and they were to have ten children.

He allegedly built a coastal schooner at Bunbury during 1849 and then in July 1850 was reported to be building a boat for Benjamin Jackson. From the contemporary newspaper we read, "on the 6th inst the vessel which has been in the course of

construction at Bunbury for some months past was launched in the presence of rather a limited number of spectators. She was christened the "UNKNOWN" by Miss Emma Adams, daughter of the owner, and in the opinion of our correspondent, without any exception, the finest model he has seen built in any of the Australian colonies.

The workmanship is quite equal to any exhibited from Port Arthur to Sydney. The vessel is about 54 tons burden.

In the following week's edition the story is that the launch was bungled, the vessel having stuck on the slips, and that it took another six days for the vessel to be securely anchored in deep water to be fitted out.

Later he worked at Yelverton's timber station at Quindalup and then became a farmer near Yallingup. In the mid 1860's he employed many ticket-of-leave men from the convict establishment. Henry Melville Adams died on the 18/5/1875.

References..Dictionary of West Australians, Erikson.
Perth Gazette, 16/8/1850, 23/8/1850.

.....

ADAMS, J. of Fremantle.

Possibly this man is the son of H.M. Adams as a Joseph Henry was born during 1862.

The only references to him are contained in the Herald Almanac where he is listed as a boatbuilder during the years 1883 through to 1889. No vessels have been identified as having been built by this man.

He later farmed at Lot 90, Sussex Location near Busselton, where his father also owned property.

References..The Herald Almanac, 1883 to 1889.
Dictionary of West Australians, Erikson.

.....

ALLISON, R, of Cossack.

There is only one reference to this man and as **there** are no vessels known to have been built by him it is presumed that he either built dinghies and small craft or that he was employed to repair and maintain craft for their owners.

Reference.. Wise's Post Office Directory, 1915.

.....

ANDERSON, Adolf, of Broome.

Nothing is known of this man personally but it is known that he was a shipwright working at Broome from at least 1908 until 1920. There are no registered vessels that I can attribute to him so presumably he was employed by one of the larger pearling companies such as Streeter & Males to

maintain their fleet of luggers and possibly build some small craft.

References..Western Australia Towns Directory, 1918.
Wise's P.O. Directory, 1909 - 1920.

.....

ANDERSON, Peter, of Perth.

Nothing biographically is known of this builder except that he was foreman and later partner with the boatbuilder, George McCarter. Between them they built a vessel named the "MAYFLOWER". He is not known to have built any craft in his own right but probably built dinghies and other small river craft.

References..Swan and Canning River Wrecks, C. Scrimshaw.
Yachting and Motor-boat Annuals, 1902/13.

.....

ANDO, Heizo, of Cossack.

Heizo was born in the village of Kii, near Wakayama on the Island of Honshu in Japan. He arrived in Western Australia in June 1898. The only references to him are contained in the Directories and the Boat Builder's Certificate for the pearling lugger "DULCY".

Apart from boat building he is also listed as being a fisherman, working out of Cossack.

The entries in the directories show that he was a resident and shipwright at Cossack from at least 1912 to 1924 and the certificate states :-

Cossack, April 15th 1914.

I, the undersigned, have this day handed over to Messr's Muramats a boat of about thirteen tons built by me for them all charges for which have been paid in full by the said J & S Muramats. signed H. Ando.

The two masted schooner "DULCY", O/No.131681, of 9.5 tons had a length of 36ft, a breadth of 11.8ft and a depth of 5.25ft and was of the type that was most common in the North West pearling fleets. She was sold overseas in 1932.

As well as building this vessel he probably was also involved in the repairs and maintenance of the many pearling schooners that used the port of Cossack.

References..Boat Builders Certificate, Australian Archives.
Register of British Ships, Australian Archives.
Wise's P.O. Directory, 1912 - 1924.

.....

ARBUCKLE, Robert Henry, of Perth.

This man's father came out to Western Australia as a Pensioner Guard with the Convict Department and was at one point in his career stationed at Government House. It was

Cossack.
April 15th 1914

Dolly"

I, the undersigned have
this day handed over to Messrs.
J. S. Muramats a boat of about
thirteen tons built by me for
them, all charges for which have
been paid in full by the said
J. S. Muramats. H. auto

Witness my hand
H. J. Shaw

Broome.
February 12th 1914

To Whom it May Concern.

I, the undersigned, the
builder & Contractor as shown in
the State of Western Australia
do hereby certify that on the
the 12th of February 1914
for Mr. W. J. Taylor in Broom
"Broom" on 17th July 1925

T. Arata

Shipbuilding certificates issued by two of the Japanese
shipwrights in the North-West.

South Perth Boatbuilding
and Pleasure Boat Co.,

COODE STREET, JETTY, SOUTH PERTH.

SAILING and ROWING BOATS for HIRE by the Hour, Day, or Week, at
Reasonable Rates.

Camping and Picnic Parties specially catered for.

Prices given for Repairs, Alterations, and every description
of Boatbuilding.

SPECIAL FACILITIES FOR STORING YACHTS DURING WINTER MONTHS.

TERMS MODERATE.

Sailing Boats and Rowing Skiffs FOR HIRE.

Also Oil Launch. Reasonable Terms.



AHERN and QUIGLEY,

(Late H. ARNOLD)

Foot of WILLIAM STREET.

Summer Drinks for Sale.

PERTH.

SWAN RIVER BOATING ESTABLISHMENT

(Late H. Arnold)

Foot of WILLIAM STREET, PERTH.

W. AHERN, Manager.

Sailing and Rowing Boats for Hire, also Oil Launch.

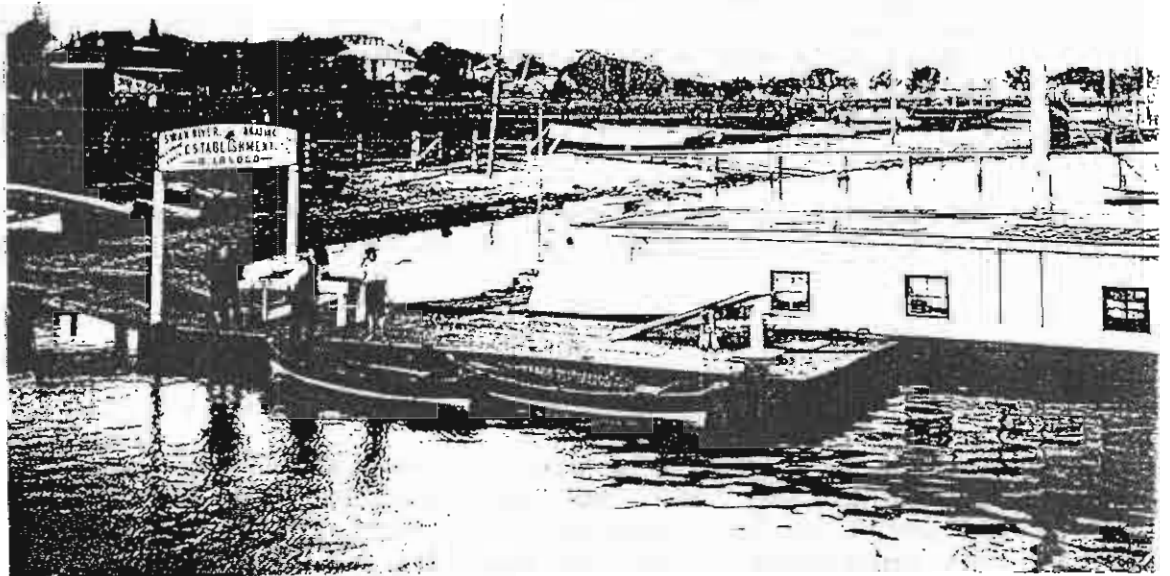
TERMS REASONABLE.

Every description of Repairing Work, Painting and Cleaning
done on shortest notice and at moderate prices.

Launch Repairs our Specialty.

Summer Drinks for Sale.

51608



P.O.D 1900 HENRY ARNOLD BOAT PROP. C 1900

here that Robert Henry was born. After he had finished his schooling he worked at various jobs and eventually began building yachts and dinghies for himself as well as others. He started his own boat hire business towards the causeway end of the city in the late 1890's and used to hire boats to the miners coming down to Perth from the goldfields for their holidays. Robert Henry's son, Henry Robert was following in his fathers footsteps but unfortunately as the result of an accident he was rendered completely blind. There were no registered boats built by this father and son combination but they were registered in the yacht clubs. One of their creations is on display at the Historic Boat Museum at B shed in Fremantle.

References..W.A. Almanac, 1899, listed as a boat builder.
Personal history as supplied by Mr Arbuckle.

.....

ARATA, Otojiro, of Broome.

He was born in 1876 and arrived at Broome as an indentured worker during 1896. He was employed as a carpenter/shipwright up until he left Western Australia during April 1937. One reference gives the spelling of his first name as Otojiro however he signed the boat building certificate O Togiuro. He was working at Broome in the 1920's and 30's as he began the job of rebuilding the unregistered lugger "FLORRIE" for a Mr W Taylor of Broome which became a long process as he began in July 1925 and completed the job during 1931. In 1934 he built another lugger as follows :-
I, O Togiuro Arata, of Broome in the state of Western Australia, shipwright, hereby certify that I am the builder of the ketch "MOSQUE". I estimate the tonnage as 18.55 tons, the ketch was built at Broome for and on account of Bramasha Maidin of Broome W.A.
signed at Broome this 25th day of January 1934, O Togiuro Arata.

References..Boat Builders Certificate, Australian Archives.
Register of British Ships, Australian Archives.
Asian Immigrants to Western Australia, Atkinson.

.....

ARNOLD, Henry, of South Perth.

Biography not known.
References begin with his listing in the Herald Almanac of 1893 as a boatbuilder and continues through to 1896. The listing then continues in the Post Office Directory from 1897 to 1899. In the rate books of the City of South Perth for 1902 he is listed as a boatman with his residence in Harper Terrace, South Perth, (No.7 of lot 52). In 1902 he sold his business to Ahern & Quigley.



Jeremiah Asquith,
Shipbuilder of Guildford.

Certificate of Survey.

REGISTRY FORM No. 1, AND Surveys 59. PRESCRIBED BY H.M. CUSTOMS



WITH THE CONSENT OF THE BOARD OF TRADE.

Name of Ship <i>Colombia</i>		Port of Intended Registry <i>St. Vincent N. H.</i>		Official Number, if there has been any former Registry. <i>120,015</i>	
Whether British or Foreign Built. <i>Colombia</i>	Whether a Sailing or Steam Ship, and if a Steamship, how propelled. <i>Steam</i>	Where Built. <i>N. H.</i>	When Built. <i>1896</i>	Name and Address of Builders <i>J. Asquith Perth</i>	
Number of Decks ...	<i>One</i>	Length from fore part of stem, under the bowsprit, to the aft side of the head of the stern post ...	<i>96</i>	Feet.	Tonths. <i>25</i>
Number of Masts ...	<i>Two</i>	Length at quarter of depth from top of weather deck at side amidships to bottom of keel ...	<i>92</i>		<i>37</i>
Rigged ...	<i>Barque</i>	Main breadth to outside of plank ...	<i>20</i>		<i>5</i>
Stern ...	<i>Blonde</i>	Depth in hold from tonnage deck to ceiling at midships ...	<i>7</i>		<i>41</i>
Boil'd ...	<i>Two</i>	Depth in hold from upper deck to ceiling at midships, in the case of three decks and upwards ...	<i>8</i>		<i>43</i>
Galleries ...	<i>Two</i>	Depth from top of beam amidships to top of keel ...	<i>3</i>		<i>33</i>
Head ...	<i>Two</i>	Depth from top of deck at side amidships to bottom of keel ...	<i>9</i>		<i>43</i>
Framework and Description of Vessel ...	<i>Two</i>	Round of beam ...	<i>3</i>		<i>33</i>
Number of Bulkheads ...	<i>Two</i>	Length of engine room (if any) ...	<i>9</i>		<i>43</i>
Number of water ballast tanks, and their capacity in tons ...	<i>Two</i>				<i>9</i>

PARTICULARS OF DISPLACEMENT.

Total to quarter the depth from weather deck } at side amidships to bottom of keel ... }	tons.	Ditto per inch immersion at same depth ... }	tons.
--	-------	--	-------

PARTICULARS OF ENGINES, &c. (if any).

No. of Engines.	Description.	Whether British or Foreign made.	When made.	Name and Address of Makers.	No. of and Diameter of Cylinders.	Length of Stroke.	N. H. P. I. H. P. Speed of Sha.
	Engines		Engines	Engines			
	Boilers		Boilers	Boilers			
	Number Iron or Steel Pressure when loaded						

PARTICULARS OF TONNAGE.

Gross Tonnage.	No. of Tons.	Deduction Allowed.	No. of T.
Under Tonnage Deck ...	<i>8599</i>	On account of spaces required for propelling power ...	
Closed-in spaces above the Tonnage Deck (if any):		On account of spaces occupied by Seamen or Apprentices and appropriated to their use, and kept free from Goods or Stores of every kind, not being the personal property of the Crew ...	<i>4</i>
Space or spaces between Decks ...		These spaces are the following, viz:—	
Poop ...			
Forecastle ...			
Round House ...			
Other closed-in spaces, if any, as follows: <i>Stateroom</i>	<i>512</i>	Deductions under sec. 70 of the Merchant Shipping Act, 1894, as follows:	
Spaces for Machinery and Light, and Air, under sec 78 (2) of the Merchant Shipping Act, 1894, if required ...		Cubic Metres.	
Gross Tonnage ...	<i>91629</i>	<i>257.310</i>	
Deductions, as per Counts ...	<i>4</i>	<i>11.32</i>	
Registered Tonnage ...	<i>87629</i>	<i>247.490</i>	<i>4</i>
		Total	

NOTE.—The only spaces above the upper deck not included in the cubical contents forming the ship's registered tonnage are—

See
G. J. Simons

I, the undersigned *G. J. Simons* having surveyed the above-named Ship, hereby certify that the above particulars are true, and that her Name is marked on each of her bows, and her Name and the Port of Registry are properly marked on a conspicuous part of her stern, a scale of feet marked on each side of her stem and of her stern post, and lines permanently and conspicuously marked on each side amidships indicating the position of each deck which is above water, in manner directed by the Merchant Shipping Act, 1894.

Dated at *St. Vincent* this *23* day of *January* 19*01*.

G. J. Simons
Surveyor.

With the sale of the business Henry moved to Smith's Mill and became an orchardist
Probably built dinghies and small river craft for his hire business as no registered vessels are attributed to him.

References..Post Office Directory, 1897 to 1899
The Herald Almanac, 1893 to 1896.
City of South Perth, rate books.

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ASQUITH, Jeremiah, of Guildford & Perth.

Jeremiah was born at Newcastle, N.S.W. on the 31/10/1863 and after he finished his schooling he was apprenticed to Callan's Shipyard at Stockton, a suburb of Newcastle, After becoming a tradesman, he designed and supervised the construction of several steam ferries which plied the local waters around Newcastle. Two of the ferries were the "ADELINE" and the "ROSE". Tiring of the shorebound life and seeing the forests of tall ship's masts all around him every day he signed on one of them as ship's carpenter. The vessel carried coal to the West coast of the United States and Canada and returned with lumber. He eventually arrived in Western Australia during 1895 and set up a shipyard on the banks of the Swan River at West Guildford. The actual site is on the river side of Daylesford Street at the foot of Anstey Road and his residence was in Surrey Road.

Almost immediately he received his first contract. This was from the Swan River Shipping Company for a cargo barge to be towed. It was completed in 1896 and was named "GUILDFORD", O/No.120015. The vessel's length was 96.2ft and had a breadth of 20.5ft and a depth of 6.75ft. To launch this vessel, the largest ever built on the upper reaches of the river, posed a problem but not nearly as big a problem as how to get her downstream and under the bridges. Eventually she was half filled with sand and any other junk, anything to weigh her down and thus was got under the bridge. She was then taken to Coffee Point, at the mouth of the Canning River, to be completed for her river role.

After a long career being towed up and down the river and out into Gage's Roads, she was finally disposed of by being sunk on the Eastern side of Garden Island on the 1/4/1941. From further research it was discovered that contrary to the information on the registration certificate Jeremiah had a partner during the construction of the "GUILDFORD". The partner was Robert Wrightson, a long time Fremantle Shipbuilder who went into this one off contract in the later stages of his life.

The next vessel known to be built was the two masted schooner "LEIGHTON", O/No.118986, her dimensions were 39 x 13 x 5ft and was built for Doctor Hicks of Fremantle during 1903 as a pearling schooner. After passing through many hands she was wrecked at Barrengarra Creek, N.E. of Port Hedland, whilst running for shelter from a strong gale on the 27/4/1920.

Next came "ANNIE", O/No.118515, another two masted schooner of 13 tons with similar dimensions also built during 1903. She was built for S. Jorgenson of Broome and when her

Port of Tremantle 1906

Asquith, Punch & Wrightson Shipbuilder

at Guildford do hereby certify that

the ~~Sailing~~ Vessel Guildford of tons

or thereabouts having

One decks and fitted with Masts

 rigged, was built by Us at our yard

in the year 1896, and launched on the Sixth day of April 1897 1906

on account of The Swan River Shipping Company

Limited, Barrow Terrace

Perth, West Aust.

We have no further claim on the said
Hessels Barge

J Asquith Shipbuilder

For Asquith Punch & Wrightson

pearling career was finished she was bought by Charles Partridge of Geraldton to be used in the general fishing industry. Nothing is known of her fate.

Then came "HEATH", O/No.118523, also a two masted schooner of 15.08 tons built in 1903 for G.R. Norman of Broome. By the start of the second world war she was a part of the Streeter & Male fleet and was destroyed by enemy action when the Japanese attacked Broome on March 15th 1942.

Next was "MARS", O/No.118534, once again a two masted schooner of thirteen tons. She was built for Walter Francis Croft, a pearler during late 1903 and finally ended up in the fleet belonging to Jirs Muramats working out of Darwin. Her fate is unknown.

The sixth vessel was the "JOAN", O/No.118543, another two masted pearling schooner built in 1903 for Stanley Piggott, a pearler of Broome. This vessel foundered at the anchorage in Roebuck Bay during a cyclone and was totally lost on the 19/12/1910 with the loss of two lives. Mr H. Bardwell was Master.

The last vessel that he built at Guildford was the "SWALLOW", O/No.119001, also a two masted pearling schooner. She was built for Frank Dennis of Broome, also in 1903. After passing through a number of hands her registration was cancelled on the 4/9/1944 as the vessel was permanently requisitioned by the Commonwealth Government under regulation 57 of the external security act.

Jeremiah Asquith married in 1896 a Miss Freda Sealey and they were to have three children. About 1904 he closed his shipyard at Guildford and went into partnership with the Lawrences. Their shipyard was situated at the foot of Mill Street, Perth. There they built some of the famous "VAL" ferries.

During the early 1930's he went down to Denmark in the South West and helped the Swarbrick family to construct a ferry for use on the local river. This vessel was named the "LADY WALPOLE" and after many years working the local waters she was sailed around Cape Leeuwin and up to Perth and she is still afloat at the Royal Perth Yacht Club today.

After Jeremiah's death his boat building tools were presented to the local primary school at Bassendean.

References..Register of British Ships, Australian Archives
Bassendean, a social history, J Carter.
Boatbuilders Certificate, "GUILDFORD"
W.A. Almanac, 1898 & 1899.
Custom's Files, Australian Archives.
Dictionary of West Australians, Erikson.
Mrs L Thompson, granddaughter. Personal history
Photographs.

.....

ASQUITH & LYNN,

of Coffee Point.

The forementioned Jeremiah Asquith went into a one off partnership with Robert John Lynn in 1908 to build a two masted ketch named "QUEENIE ALICE", O/No.124998. she was of 87.12 tons and her dimensions were 95 x 24 x 7.33 ft. She was

built on the site at Coffee Point where the Melville Park Waters Estate Company built the "HELENA" and the "HARLEY". R J Lynn used her as a general cargo lighter until she was sold to the West Australian Government. Her fate is unknown.

References..Register of British Ships, Australian Archives.

.....

AUDSLEY, Harry, of South Perth.

no biographical data.

As no registered vessels are attributed to him it is more than likely that he confined himself to building small river craft for the private market. It is known that his place of business was the Esplanade, South Perth and that he was still in business there until at least 1929.

References..Yachting and Motor-boat Annuals, 1902/13.
Wise's Post Office Directory, 1924 to 1929.

.....

BAIN, William, of Champion Bay.

He was born in 1826 and was convicted at Liverpool, England, in 1857 for larceny and as he had previous convictions he was sentenced to ten years transportation.

He arrived per the convict transport "MERCHANTMAN" on the 15/2/1863 with the number 6825. William received his ticket-of-leave on the 16/3/1863 and his conditional pardon on the 24/4/1865.

He worked for himself (subcontracting) as a carpenter and boat builder at Fremantle before going to Geraldton to live and work. He was probably employed by another boat builder named William Garrard who engaged a number of convicts at his shipyard during the early 1860's.

There is no evidence of any boats that were directly built by him.

References..Dictionary of West Australians, Erikson.
Government Gazette, 14/3/183. nominal
list of prisoners awaiting employment.

.....

BALDWIN, F. of Fremantle.

No biographical details.

He was listed as a boat builder for four years from 1885 through to 1889 but was possibly a subcontractor at the shipyards at Fremantle.

References..The Herald Almanac, 1885 to 1889.

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BARMAN, J.C. of Geraldton.

No biographical details.

Listed as a boat builder in only one year and may have built small fishing boats and dinghies.

References..Wise's Post Office Directory, 1893.

.....

BAUDITZ, Paul Carl Ludwig, of Albany and Perth.

Little biographical detail. Known to have been a carpenter at Albany where he married Miss Amy Keyser, daughter of Charles Keyser, carpenter of Albany in 1881.

He first began work at Albany as a carpenter but then moved to Perth where he appears to have alternated between his trade of a carpenter and that of a boat builder. There is no record of any registered vessels having been built by him.

References..Dictionary of West Australians, Erikson.
The Herald Almanac from 1885 to 1889.

.....

BELL, George, of Perth.

George was born in 1819 and arrived at the Swan River Colony on board the "NAPOLEON" in January 1841. He married Lydia Duffield on the 24/1/1846 and they were to have twelve children.

The first reference to him as a boat builder comes in a letter that he wrote to the Harbour Master when he was replying to a request to examine the old pilot boat and found it unserviceable. The letter is signed George Bell, boat builder and dated 26/5/1857.

The next letter, dated 20/6/1857, queries the tender he submitted for building the new Pilot Boat. In a letter dated 19/6/1857, the Harbour Master, James Harding, forwards the two tenders, one from George Bell and the other from T.W. Mews, Jun., to the Colonial Secretary with a recommendation that the contract be given to Bell.

From the Government Gazette of 4/7/1857 we find that the contract was awarded to Mews, however, on December 15th 1857, George Bell was given a contract to caulk and copper the Buoy Boat for the sum of twelve pounds, fifteen shillings.

The letter of 20/1/1858 states that George Bell was called upon to execute urgent repairs to the pilot boat which had sustained damage whilst going alongside "SUCCESS" in heavy weather.

The C.S.R. letter dated 5/5/1859 from George Clifton to the Colonial Secretary states that he requires a new boat to replace the one smashed up during his late trip to the North and that the job should be given to George Bell, also that the boat supposedly being built by the Royal Engineers should also be built by Bell.

By 1863 George had retired from boat building and had accepted a position as foreman in the Public Works Department

Form No. 190.

TENDER.

In conformity with the advertisement inserted in the Government Gazette of the *6th*
Inst 1874 the undersigned hereby tender to perform the following
service for Her Majesty's Colonial Government,

*To build two Boats for the
Police Service at Shark's Bay
& Port Walcott according to
Plan & Specifications delivering
the same complete in hulls
in three months from the
acceptance of Tender for*

receiving for such service

*The Sum of twenty eight
pounds Ten Shillings £28. 10. 0*

Witness my hand this

14th day of *January* 18 *74*

George Bell Signature of Tenderer.

Witness,

[Turn over.]

George Bell, Shipbuilder of Perth.

and in a letter that he wrote to the Clerk of Works on the 31/7/1863 he explains that when he inspected the chimneys at Government House he found them seriously damaged due to the staff lighting huge fires early in the morning without letting the bricks warm up slowly.

On the 21/4/1874 George wrote saying that his services were no longer required and he was finding it difficult to obtain work and with a large family to support may the Government see their way to awarding him a gratuity. Unfortunately his plea for help went to deaf ears.

George returned at his advanced age to boat building and in 1874 tendered to build two boats for the Police Services at Shark's Bay and Port Walcott according to plans and specifications, delivering the same complete in Perth in three months from the acceptance of tender.

From the last letter in this collection it would seem that George was of the old school as the Colonial Secretary, in writing to Frederick Barlee says, "the ideas of boat builders here are all of a past age. Mr Bell's model is as good as any that they are likely to make, a clipper is not needed and I should give her a little more beam aft of amidships and she would make a very useful and tidy boat. The herring-tail aft of yachts in the early part of the century is quite exploded, no clipper nowadays has it and I don't see why our buoy boat should."

George Bell passed away on the 29/11/1908 after a long and fruitful life.

References..The Herald Almanac, 1875 to 1878
 Dictionary of West Australians, Erikson.
 Colonial Secretaries Records,
 Vol, 382/79 ; 382/99 ; 382/100 ; 430/215
 Vol, 433/62 ; 525/77 ; 761/14 ; 769/126
 Vol, 769/206

.....

BELL, James, of Fremantle.

Born 1821, married, ship's carpenter and literate. He was convicted at Edinburgh in 1859 for housebreaking. As he had previous convictions he was sentenced to twenty one years transportation.

He arrived at Western Australia on board the convict transport "PALMERSTON" on the 11/2/1861, (No.5727) and received his ticket-of-leave, 27/7/1863 and his conditional pardon on the 18/3/1871.

As far as can be ascertained he worked for himself as ship's carpenter and boat builder at Fremantle, Vasse and Perth.

In 1878 he fell by the wayside again and was apprehended by the police and charged with breaking into the warehouse of Habgood, Absolom & Co at Fremantle.

He appeared in court on the 17/7/1878 and pleaded guilty to the charges of breaking and entering and stealing. After all the evidence was put forward the magistrate sentenced him to a further seven years penal servitude.

He is not recorded as having built a registered vessel but probably worked for others in their shipyards. By 1883 he was a tenant in No.1 of six cottages built on Lot 37 Mouat Street, Fremantle.

References..The Herald Almanac, from 1875 to 1882.
Fremantle City Council rate books.
Dictionary of West Australians, Erikson.
Inquirer, 17/7/1878.

.....

BELL, James, of Mandurah.

He was born in England in 1821 and arrived at the Swan River Colony as a crew member of the Royal Naval Vessel, H.M.S. DRIVER. He deserted the ship on the 4/12/1845. On the 12/11/1847 he married Jane Green, who had arrived as an orphan in 1837. They raised a family of eight children. His early career in W.A. was as the Ferryman at Mandurah and ship's carpenter. In a letter dated 18/3/1866, James Bell states that he had taken the ferryboat out of the water and was repairing it. He goes on to state the nature of the repairs he was undertaking. At its completion the work was found to be well done.

As an adjunct to his ferrying work he was building dinghies and other small craft at Jim Jam on the Murray River upstream from Mandurah. Later he farmed at Rockingham and during the 1860's he built the Rockingham Hall and school. During 1868 he travelled up to Cossack and whilst there gave evidence to an enquiry in his capacity as a boat builder. Shortly after he returned South to Rockingham and in 1876 he was the person who alerted the authorities to the escaping Fenians on the "CATALPA".

References..Dictionary of West Australians, Erikson.
Colonial Secretaries Records,
Vol. 579/235 & Vol. 646/127.

.....

BENSON, Michael James, of Fremantle.

He was born at Fremantle in 1853 and on the 24/2/1886 he married Mary Anne McCaffrey at the Perth Church of England and they became the parents of five children. He was listed in the records between 1880 and 1889 as variously, a carpenter at Perth, a Fremantle boatbuilder and a carpenter at Fremantle.

He is not known to have built any vessels on his own account so he more than likely worked for the established builders.

References..W.A. Almanac, 1880 through to 1889.
Dictionary of West Australians, Erikson.

.....

BEST, Henry Thomas, of Cossack.

Little is known of this man apart from the fact that his wife's name was Emma Maria. He began his known career at Fremantle where between 1867 and 1868 he employed seven ticket-of-leave men, mostly boatmen and a carpenter. In early 1869 he moved to Cossack, where his wife joined him. While there he is listed as a ship's carpenter. One can assume that he was fired up by the pearling fever and that he built his own vessel to engage in that industry and also worked at repairing other boats. He died at Derby on the 4/12/1883, leaving his widow 650 pounds.

References..Dictionary of West Australians, Erikson.
The Herald Almanac, 1872 to 1875.

.....

BIRNIE, Alexander, of Broome.

He was one of the largest fleet owners in the Broome pearling industry and he is credited with being the builder of four pearling schooners at Broome, namely, "DORA" and "M.S.W." in 1898, "PEGGY" in 1903 and "CULVULLA" also in 1903. It is most unlikely that he personally built these craft as he was more of a businessman and a financier even though he did occasionally go out on his schooners. What is more likely is that during the layup periods he had his crews, under the guidance of a shipwright, construct these vessels. However, as the ship's registration papers list him as the builder, it is right that he be included in this list.

References..Register of British Ships, Australian Archives.

.....

BISHOP, W. of Fremantle.

On the 20/4/1869 Mr Bishop won a contract to supply a dinghy and fittings for 15 pounds to be used in the Government service. Whether or not he actually built this dinghy himself or purchased it for resale is not known, however from the wording it would appear that he was the builder. Of the man himself unfortunately nothing is known.

References..Government Gazette, 20/4/1869.

.....

BLOOM, Charles. of Fremantle.

Born in England in 1831 he was convicted at Bath in 1847 for stealing a fixture and as he had previous convictions he was sentenced to ten years transportation. He arrived on board the convict transport "MARION" on the 31/1/1852 (No.1179) and received his ticket-of-leave on the same day. His pardon came through in July 1860 but he was reconvicted for forging

and uttering and was sentenced to a further five years. His number then became 5885. His next ticket-of-leave was granted on the 28/10/1864. He worked at both Fremantle and Busselton as a carpenter and shipwright working for others. There is no record of any craft built by him alone.

References..Dictionary of West Australians, Erikson.

.....

BLYTH, Alexander, of Fremantle.

This shipwright was another who appears to have been in the business only during the boom times of shipbuilding at Fremantle. In the period 1901 to 1903 he resided at B.7. Yilgarn street, Fremantle. There are no known boats we can find that were built by this man and it is assumed that he was an employee of a shipyard.

Reference..Fremantle City Council rate books.

.....

BOARDMAN, James, of Fremantle.

He arrived at the Swan River Colony on the 8/5/1830 on the brig "JAMES" as the indentured servant to James Edwards, boat builder, and they were employed by W. H. Manning. When Edwards died on the 15/6/1830 Boardman and his accomplice William Wilson took charge of his belongings and promptly sold them and decamped to Tasmania. See entry for James Edwards for further information. Not known to have built boats but possibly began to build river boats for Mannings ventures.

References..Dictionary of West Australians, Erikson.
Colonial Secretaries Records, Vol 24/159.

.....

BOBIN. Joseph, of Fremantle.

Joseph was born in Deptford, London in 1805 and after his schooldays were over he was apprenticed as a ship's carpenter at the Deptford Naval Dockyard. Passing out of his time he continued to work at the dockyard for five years before he decided to make a new life for himself and his wife, Mary Anne, (nee Chamberlain). When they arrived at Fremantle on the 25/1/1830 aboard the "EAGLE" they were listed as the servants of Mr Pratt. They were to have three children after they arrived. During his career he is variously listed as a carpenter or a ship's carpenter and later he also became a boat owner. His five roomed residence was on lot 147 Beach Street, Fremantle. The earliest reference to him as a boat builder appears when he appeared in a court case concerning Edwards and Manning

Fremantle 6th March 1855

The undersigned hereby tender to perform
the undermentioned repairs required to Colonial
Government cutter

New Hatches

Caulk all over inside and out

On half new mouldings

8 feet pine plank above copper

25 feet covering board $4\frac{1}{2}$ x 1

piece plank in way bowsprit shroud bolt

Small piece plank starboard bow

New chock and plate stause pipe.

New stern sheet Board 6 feet long

New quarter piece

Inside lining of combings of Hatches

want repairing

And to find all materials at £12.10.0

Joseph Bobin

Joseph Bobin, Shipwright of Fremantle.

and he was summonsed as a witness to give evidence in his capacity as a boat builder. For more information see the entry under J. Hokin.

Unfortunately no record exists of Joseph actually having built a boat but it is more than likely that he built the small river craft that he was later to own and operate successfully on the Swan River. It is known however, that he at least repaired vessels, as, in a letter to the Colonial Secretary on the 6/3/1855, Joseph writes,

"I the undersigned hereby tender to perform the undermentioned repairs required to the Colonial Government cutter, viz, new hatches, caulk all over inside and out, one half new mouldings, eight feet pine plank above copper, thirty feet of covering board 4 x 1 inches, piece of plank in way of bowsprit shroud bolt; small piece of plank starboard bow; new chock and plate, hawse pipe; new stern sheet board six feet long; new quarter piece; inside lining of coamings of hatches want repairing, and to find all materials; twelve pounds, ten shillings, signed Joseph Bobin.

The next letter we have of Joseph's and dated 22/1/1857 is one from the Harbour Master at Fremantle who states that the buoy boats bottom is foul and needs heaving down, also the decks need caulking and he recommends Joseph Bobin to do the work. The last letter we have concerning this man is dated 29/5/1862 in which Joseph, writing to the Colonial Secretary says, that his lot in Beach Street is gradually being eroded away by the Westerly gales causing the seas to wash almost to his back door and requests that a breakwater be constructed. Because of the amount of assets he had accumulated by 1860 he was then qualified to become a juror. He died at Fremantle on the 4/2/1869.

References..Dictionary of West Australians, Erikson.

Fremantle City Council rate books.

Colonial Secretaries Records Vol 330/57

Vol 382/10

Vol 493/289.

.....

BRAKES, Samuel,

of Freshwater Bay.

Samuel was born on 5/11/1815 and when married with two children committed a burglary. He was convicted at the Peterborough Assizes in 1848 and was sentenced to 15 years transportation. At the time of his trial he was described as a semi-literate labourer. He arrived on the convict ship "SCINDIAN", (No.26) on the 1/6/1850 and received his ticket of leave on the 18/6/1851 and his conditional pardon 12/8/1854.

He applied to bring his wife and children to the Swan River Colony and they arrived on the ship "SABINA" on the 13/6/1853. In 1854 they had their third and last child, a boy named James.

Samuel's working life began in Western Australia as a labourer at Fremantle although in the list of convicts who arrived per "SCINDIAN" his occupation was listed as a water

man. (From the time the first convicts arrived at Fremantle the Government felt it unwise to allow them to be employed in the boating industry due to the fact that they could steal the craft and head North to be lost in the islands of Asia) However, by 1851 he was in his trade as a waterman and living at Freshwater Bay where he employed a number of ticket-of-leave men including three carpenters and one boat builder. In a letter dated 10/3/1856 Samuel agreed to finish the Government Buoy Boat which was begun by David Jones, according to the plans and specifications provided, he having represented that he was unable to finish the contract. He also states, "I engage to finish the boat without any delay, having sufficient men and materials at command, provided the Government guarantee to pay me the balance due by contract, viz, one hundred and thirty five pounds when the boat is finished,

his
Samuel x Brakes
mark

In the local newspaper, the Perth Gazette of 23/5/1856 the paragraph says, "Mr Brake's new Brig, building at North Fremantle has a large portion of her planking on. The model is said to be one calculated for very superior sailing qualities."

In the rival newspaper, the Inquirer of 29/10/1856 the article reads, "we regret to hear that Mr Brakes has been unable to launch his fine vessel, just completed, in consequence of a sandbar having formed in the spot where, when the vessel was first laid down, there was about 14 feet of water. This sand bar, it is said, has been caused by the construction of the breakwater built a year or two since as there have been continual deposits from that time to the present moment. From whatever cause this obstruction is created, it is a matter which requires the most attentive consideration, not only affecting seriously the prospects of an individual, but as disadvantageously influencing an important branch of Colonial enterprise. The time has arrived when it has become absolutely necessary for the Government to take steps for improving our river navigation. It is shameful to see the great natural highway which God has given us in its present state. Why have we any delay in prosecuting the work so successfully commenced by Mr Trigg? At a very trifling expense he opened a channel to the bar and which if widened and deepened would be sufficient to allow of the passage of sedimentary matter which would otherwise be deposited and form sand banks and would also permit the ingress and egress of small vessels, thus facilitating commercial operations and encouraging to a very great extent the construction of small craft for Colonial traffic or for exportation for sale."

In an advertisement placed in the newspapers early in 1857, Samuel writes, "Schooner, "PERSEVERANCE", the undersigned, owner of the schooner "PERSEVERANCE" begs to apprise shippers of cargo that he will be answerable for all goods shipped for Port Gregory, Champion Bay & etc from the time of shipment to landing the same. The act of God, Queen's enemies, fire and all other dangers and accidents of the sea excepted. signed Samuel Brakes.

FRANK BRIGGATTI

BOATBUILDER AND REPAIRER.

Builder of the well-known 14-footer "Caress."

(See Illustration.)

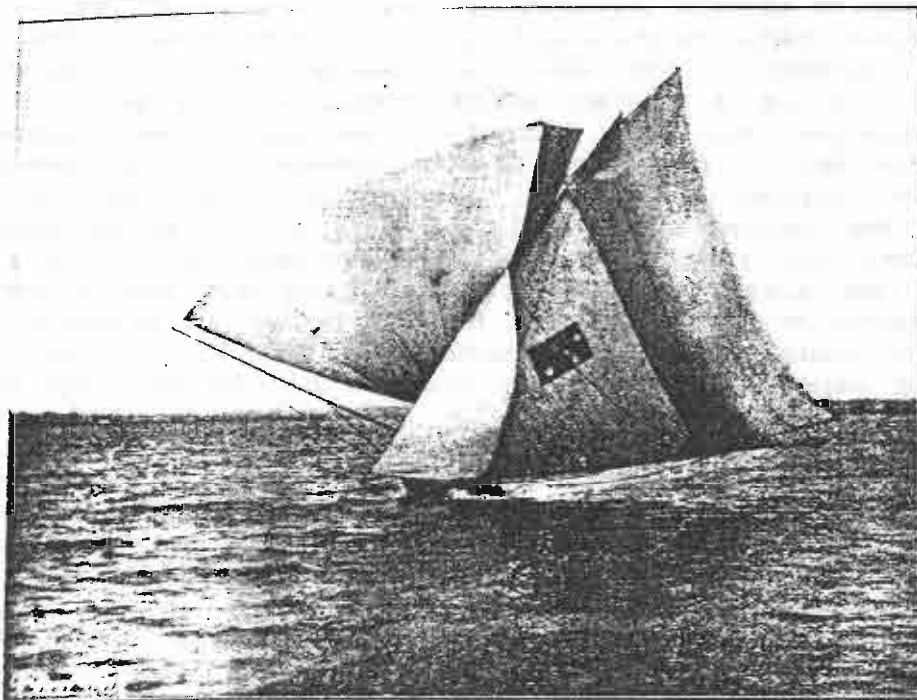


Has recently started in business at **Suburban Road, South Perth**, and anyone requiring repairs, etc., should communicate with him and obtain prices before going elsewhere.

Good Workmanship, lowest prices, and quick despatch.

Work undertaken at clients' residences if required. All communications to be addressed to **F. Briggatti, Suburban Rd., South Perth**

For Hire LAUNCH "DOROTHY" to Seat 55 Passengers.



Caress.

Winner of the Durlbridge Trophy, P.D.C.
Built by F. Briggatti. Photo. by H. F. Miller, Cottesloe.

FRANK BRIGGATTI

BOATBUILDER AND REPAIRER.

Builder of the well-known 14-footer "Caress."

(See Illustration.)

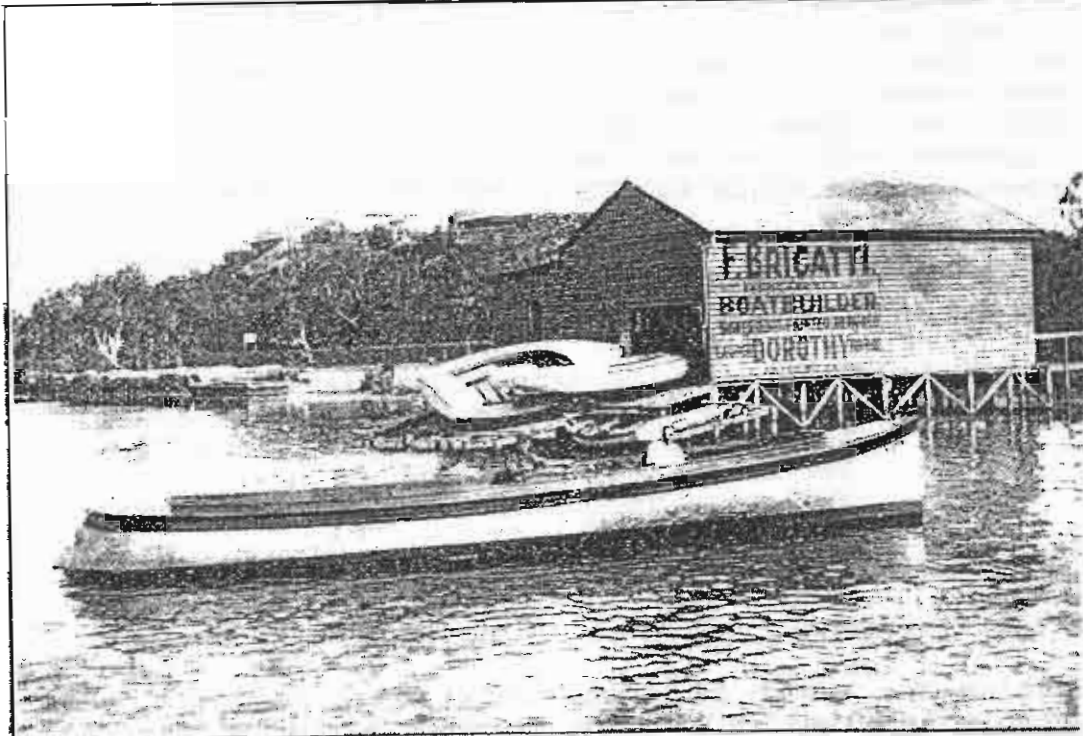


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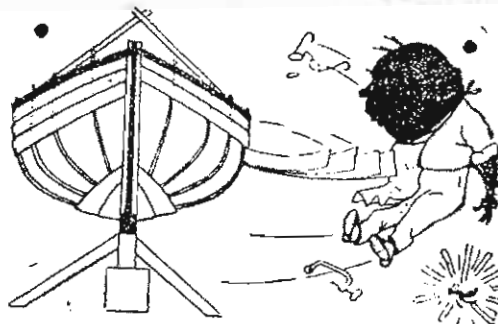
For Hire LAUNCH "DOROTHY" to Seat 55 Passengers.



Dorothy.

Designed and built by F. Briggatti.

FRANK BRIGATTI,
BOATBUILDER AND REPAIRER,
SOUTH PERTH,



For
**GOOD
WORK.**

Builder of
14-Footers
**CARESS
MADELINE**

Launch
DOROTHY
Licenced to
Carry
**55 Passengers,
FOR HIRE**

Unfortunately Samuel received a setback in his career when he was charged, on the 1/4/1857 with stealing 5 blocks and 1 deadeye, the property of George Green, owner of the screw steamer "LES TROIS AMIS", at Fremantle, second count, feloniously receiving the same.

The case was prominently reported in the newspaper, the Inquirer of 8/4/1857 with boat owners and boat builders being called to give evidence. After a lengthy trial the suspicion of theft fell on a man named LeBaire who had ill feelings against Brakes and who bragged openly of "having Brakes lagged". However as LeBaire had quickly disappeared from the Colony he wasn't able to be brought to account and as the items in question were in fact found on Brake's new vessel poor Samuel was found guilty of receiving and was recommended to mercy on account of previous good behaviour and character. The Judge in his wisdom though sentenced him to twelve months imprisonment with hard labour.

After his term of imprisonment, Samuel then became a Shipowner and Mariner and at different times owned the vessels, "NEW PERSEVERANCE", "MYSTERY", "SPECULATOR" and the "TRIUMPH".

Nothing more is known of Samuel Brake's life except that his wife died in Sydney in 1880 so it is possible that he quitted this Colony for the Eastern States.

References..Dictionary of West Australians, Erikson.
Colonial Secretaries Records, Vol 360/50.
Australian Archives, Shipping Registers.
Perth Gazette, 23/8/1856.
Inquirer, 29/10/1856, Jan 1857, 8/4/1857.

.....

BRIGATTI, Frank,

of South Perth.

Nothing is known of this man's history except that which appears in magazine articles printed early in this century. In one of the advertisements he states that he has commenced business at Suburban Road, now Mill Point Road, South Perth. From the photograph of his boat shed and slipway it appears to have been situated at the end of Mend Street or very close by.

Frank's residence was in Lyell Street, South Perth.

The earliest intimation of his business comes in 1909 where an article states, "The "DOROTHY" is a good looking open boat, designed and built by Mr Frank Brigatti, of South Perth, being intended for public service. Her measurements are as follows, length 36ft, beam 8.5ft, and draught 2 ft. She has a good freeboard and is built of Kauri, with Blackwood timbers, while the keel, stem and stern posts are Jarrah. For motive power she is equipped with an ex motor car 10 to 12 horsepower Humber four cylinder engine and has accommodation for sixty passengers"

As well as this launch he also built yachts, two of whom were "CARESS" and "MADELINE" which were both 14 footers, and many dinghies.

FRANK BRIGGATTI

BOATBUILDER AND REPAIRER.

Builder of the well-known 14-footer "Caress."
(See Illustration.)

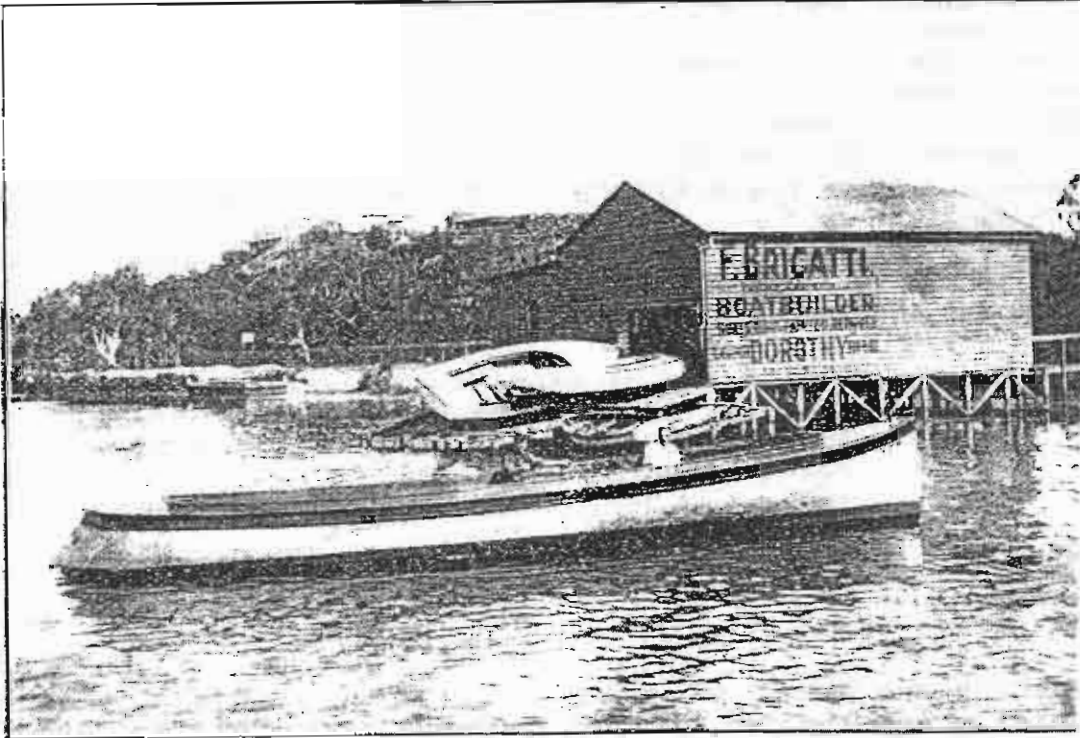


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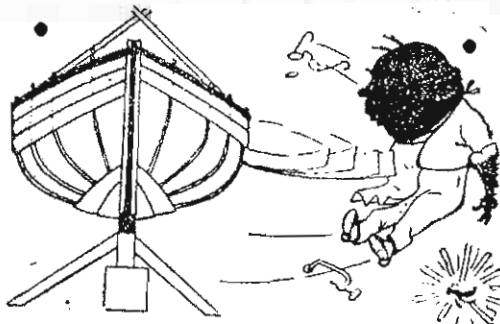
For Hire LAUNCH "DOROTHY" to Seat 55 Passengers.



Dorothy.

Designed and built by F. Briggatti

FRANK BRIGATTI,
BOATBUILDER AND REPAIRER,
SOUTH PERTH,



FOR
GOOD
WORK.

Builder of
14-Footers
CARESS
MADLINE

Launch
DOROTHY
Licensed to
Carry
55 Passengers.
FOR HIRE

A. E. BROWN,

Ship, Yacht and Boat Builder.

Elizabeth St., North Fremantle.

CERTIFICATED MARINE SURVEYOR.

Builder of Pearling Boats.

New Zealand Type of Scow

A Speciality

New Style of Double Ended

PEARLING BOAT.



Alfred Edmund Brown, Shipbuilder of Fremantle with his wife Lillian, (nee Gibbs) and daughters at their home in Grey Street, Fremantle.

4
PORT of FREMANTLE January 27th 1904.

I ALFRED EDMUND BROWN Shipbuilder at The Dock of

Fremantle do hereby certify, that the Sailing

Vessel Lorna Doone of 12 Tons

or thereabouts, having been built of Larch & Fir

Timber one (1) Deck and fitted with two

Masts Schooner rigged, was built by me

at my yard in the year 1904, and launched on the

27th day of January 1904 on account of

Richard & W. J. Law

Harbour of Hobson N.H.

I have no further claim on the said vessel

A. E. Brown SHIPBUILDER.

Shipbuilders certificate for the "LORNA DOONE" built in
1904 at Fremantle by A.E. Brown.

References..The W.A. Yachting & Motor-boat Annuals,1902/1913.

.....
BROCKLESBY, HENRY, of Geraldton.

Born in England in 1846 he began his career as a shipwright and at the age of eighteen he committed the crime of larceny. His trial was held at the Northallerton Assizes in 1864 and as he had previous convictions he was sentenced to seven years transportation.

He arrived on the convict transport "CORONA" on the 22/12/1866, (No.9090) and worked at both Fremantle and Geraldton as a shipwright, obtaining his ticket-of-leave on 1/8/1868 and his conditional pardon in 1878.

As soon as his pardon was granted he left Western Australia and returned to England on the 25/8/1878.

No vessels are directly attributed to him on his own account.

References..Dictionary of West Australians, Erikson.

.....
BROOKS, John, of Perth.

He was born in England in 1839 and he was a semi-literate painter in 1860 when he was convicted in the Central Criminal Courts in London for robbery and sentenced to ten years transportation.

After some time in the hulks he arrived at Fremantle aboard the convict ship "LINCELLES" on the 29/11/1864, (No.6093).

He gained his ticket-of-leave on the 9/1/1864 and his conditional pardon on 25/3/1868. Apart from this the only record of him is that he worked for himself, (probably subcontracting) as a boat builder and boatman at Fremantle and Perth.

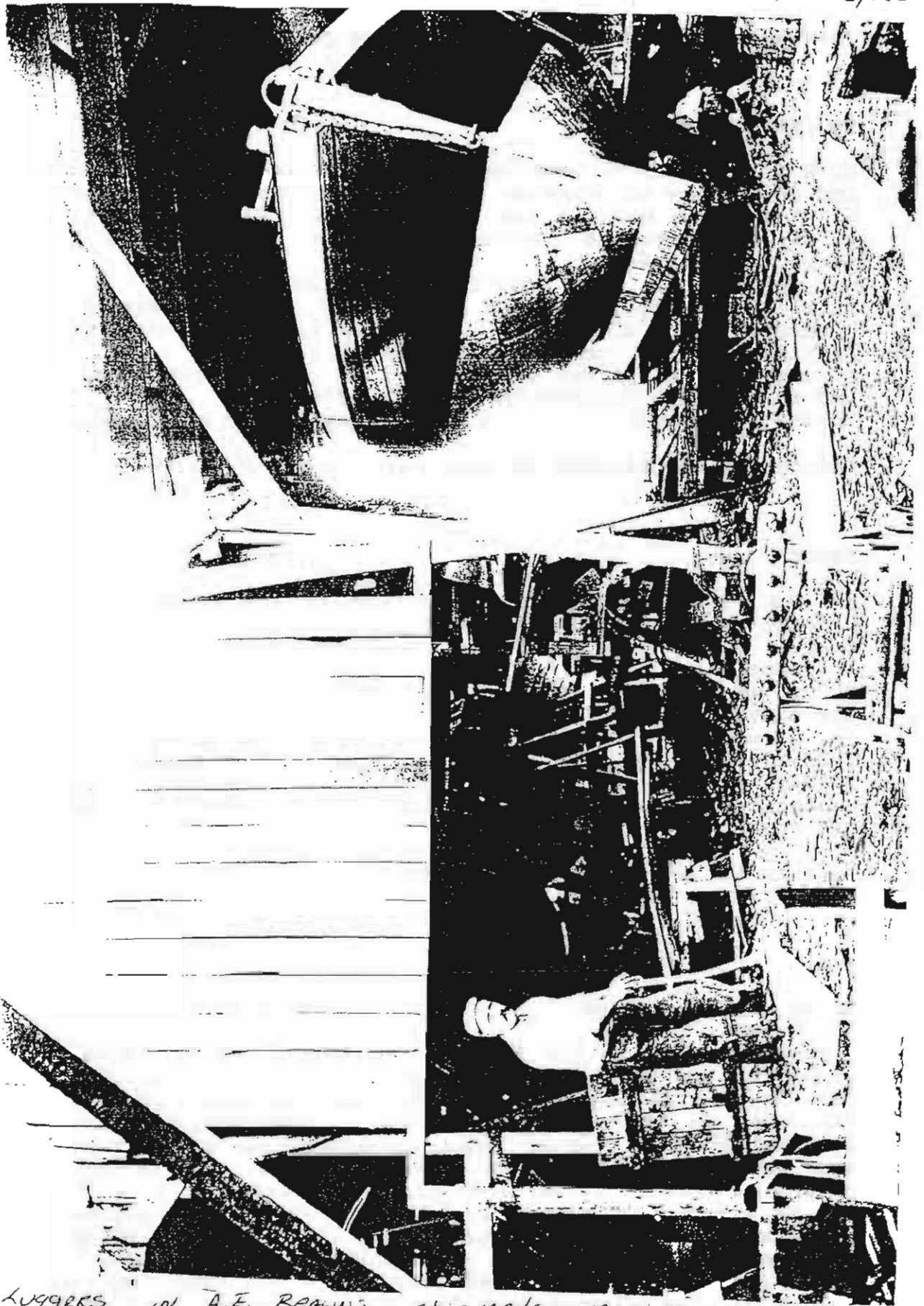
References..Dictionary of West Australians, Erikson.

.....
BROWN, Alfred Edmund, of Fremantle.

Alfred was born in New Zealand, at Taupo, Bay of Islands on 22/2/1842 the son of William Payne Brown and Mary Elizabeth, (nee Payne). He commenced his boatbuilding career at Russell, N.Z. and in the 1880's was given a contract to repair a schooner for the King of Tonga. On completion of the contract the vessel was delivered back to Tonga and Alfred was presented with an illuminated address, which says

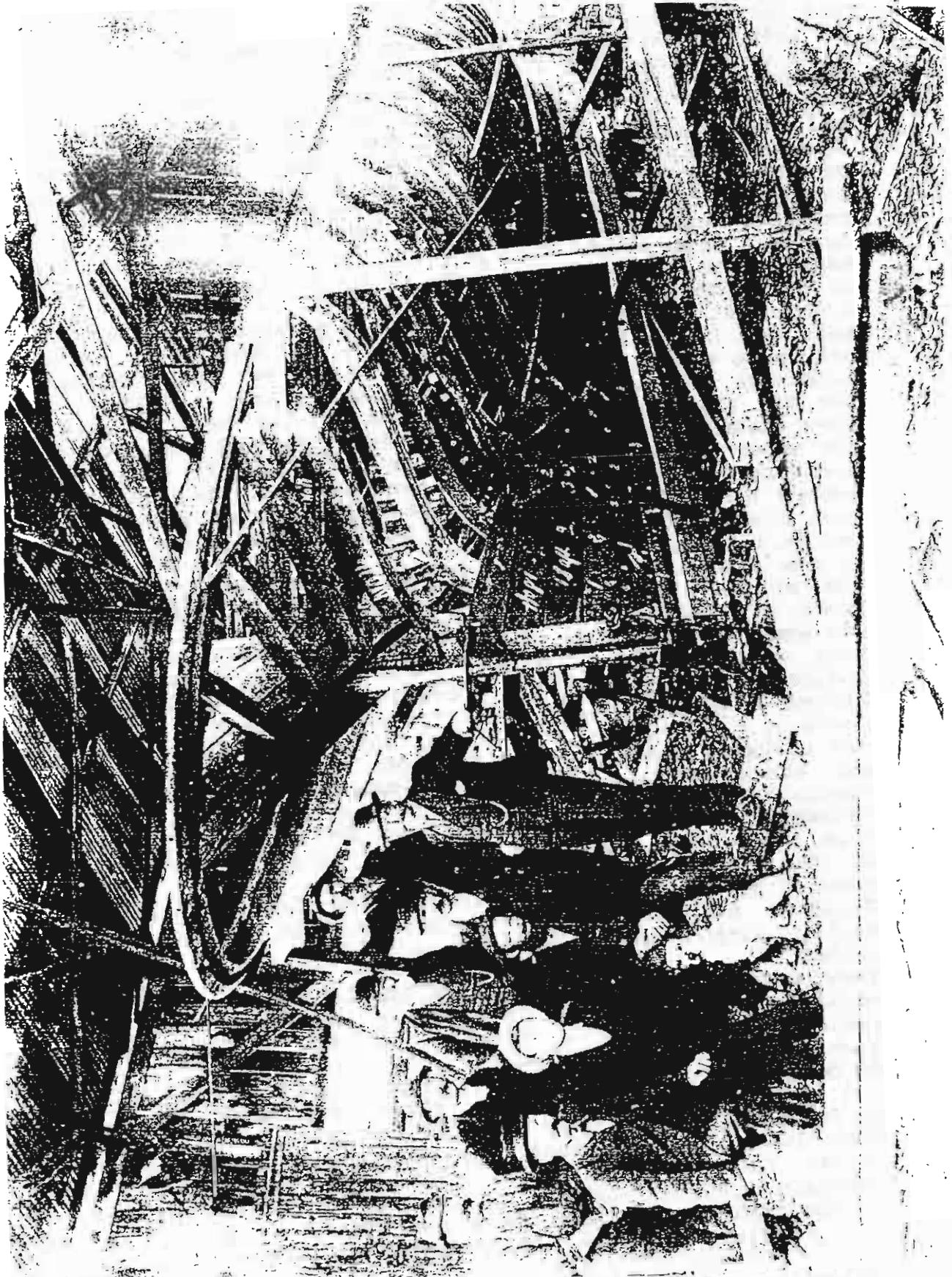
"To Mr A Brown, shipbuilder. Dear Sir, we wish to express to you our thanks and high appreciation of the way in which you have repaired the schooner, "E. ENJIBALA". We are quite sure, not only that you have done your best, but that the finish and excellence of your work cannot be surpassed. We are dear sir, yours very truly, Tubou Malahi."

42208/20



LUGGERS IN A.E. BRAUN'S SHIPYARDS, MARINE TIC,
FREMANTLE, 1908-11

42208/19



Pearling loggers in the building of A.E BROWN'S YARDS IN MARINE TERRACE. MR A-E BROWN ON RIGHT

Legend has it that he was also offered a Princess as a bride but Alfred declined and decamped.

In 1886 New Zealand was suffering from a depression when news came of a rich gold strike at Hall's Creek in the Kimberley region of W.A. Almost immediately there was a rush for passages in any vessel leaving for Australia. Alfred Brown and his partners, George Brown and William Taylor decided to up anchor and try their luck. Their vessel was the "SOVEREIGN OF THE SEAS" which they had built and owned. She was a topsail schooner of about 150 tons which had won many regattas on Auckland Harbour. With their square sails, spankers and staysails bellying in the breezes it was a magnificent sight to see from 15 to 20 big schooners racing in the harbour

However it was time to leave so they engaged a Captain, a mate and two hands and set sail to the Kimberleys. Amongst her cargo was a thirty foot steam launch and timber enough to construct two barges. This was because they had noticed on the map that the Ord River flowed through Hall's Creek and they intended to launch the steamer, construct the barges and tow their gear there and then use them to carry cargo up and down the river. Imagine their feelings when they reached the embryo Wyndham after a smart passage of five weeks to find that the broad and noble river shown on their map was mostly mud half a mile from its mouth.

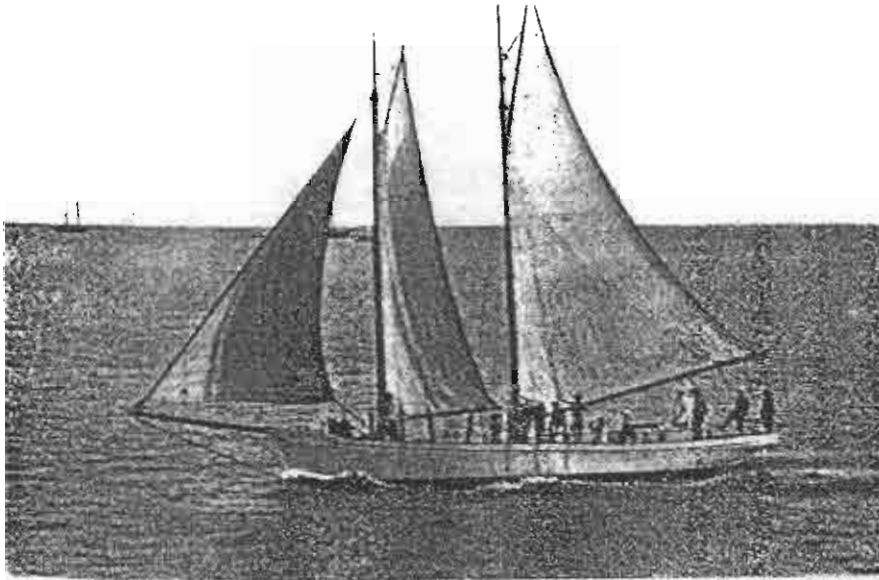
By the time they reached Wyndham the rush was virtually over and so the partners sailed for Fremantle, arriving there about May 1887. On their arrival the steam launch was sold and some of the timber was disposed of to local shipbuilders. This was at the time of the first big boom in the pearling industry and realizing the potential for well built schooners Alfred bought lot 154 in Fitzgerald Terrace, (now Marine Terrace), and within a year had established his timber yard and workshop and built his cottage. This was between Suffolk and Essex Streets. The first vessel he built in Western Australia, which established his career, was the yacht "HINEMOA" which in yacht races beat anything put against her. Thus began the career of our most prolific boat and ship builder.

Soon after his arrival in Fremantle he married Lillian Gibbs daughter of the Bunbury boatbuilder and carpenter, James Dagley Gibbs, coincidentally a distant relative of the author.

They were to have fourteen children, twelve of whom were stillborn. Because of his wife's infirmity he designed, built and patented a bedside cot for infants of which photographs are in existence.

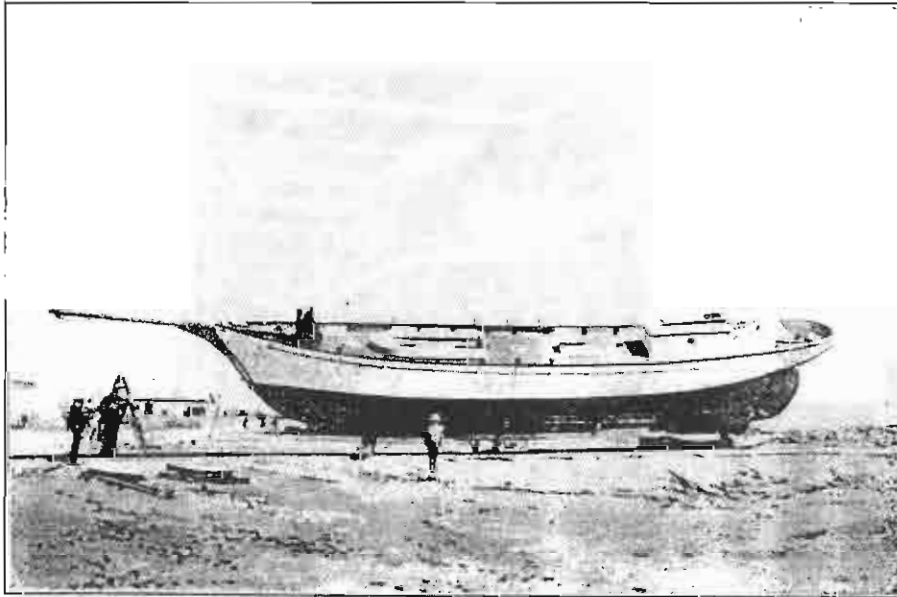
Although many yachts and river craft were built by Alfred in his early years in W.A. his first registered vessel was built during 1900. This was the two masted schooner "EVA", O/No.102244, of 12.5 tons. Her length was 35.5ft her breadth 12.4ft and depth of hold 5.2ft. She was designed as a pearling schooner and her design was virtually the standard on the pearling grounds where she was so successful. At the peak of his production Alfred Brown was turning out a vessel every fortnight from his yard.

The list of Registered vessels built in the name of Alfred Edmund Brown is as follows :-



VOLODORA.

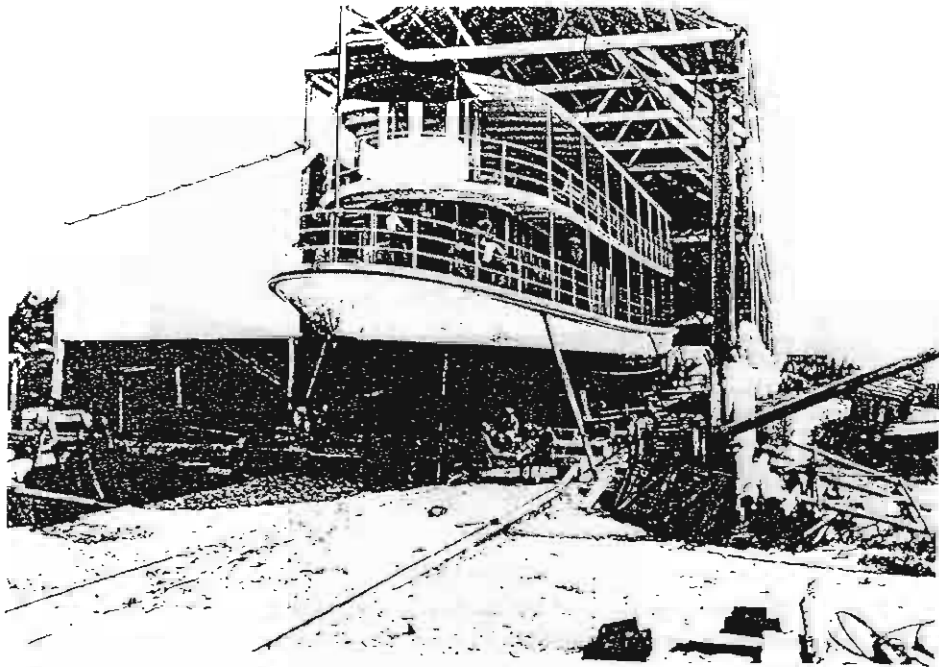
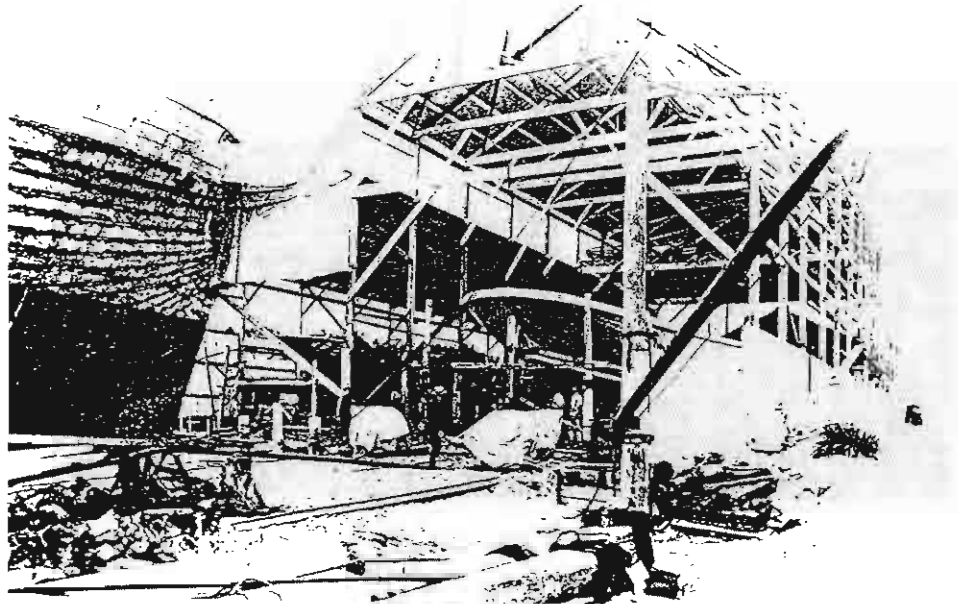
Designed and built by A. E. Brown. Winner of the McKenzie Cup, Broome, for Pearl-ling Luggor races.



AURORA

Pearling Luggor. Designed and built by A. E. Brown.
Holds the record Fremantle to Broome, viz., 7 days and 23 hours.

Just two of the many pearling schooners built by
Mr A.E. Brown at Fremantle.



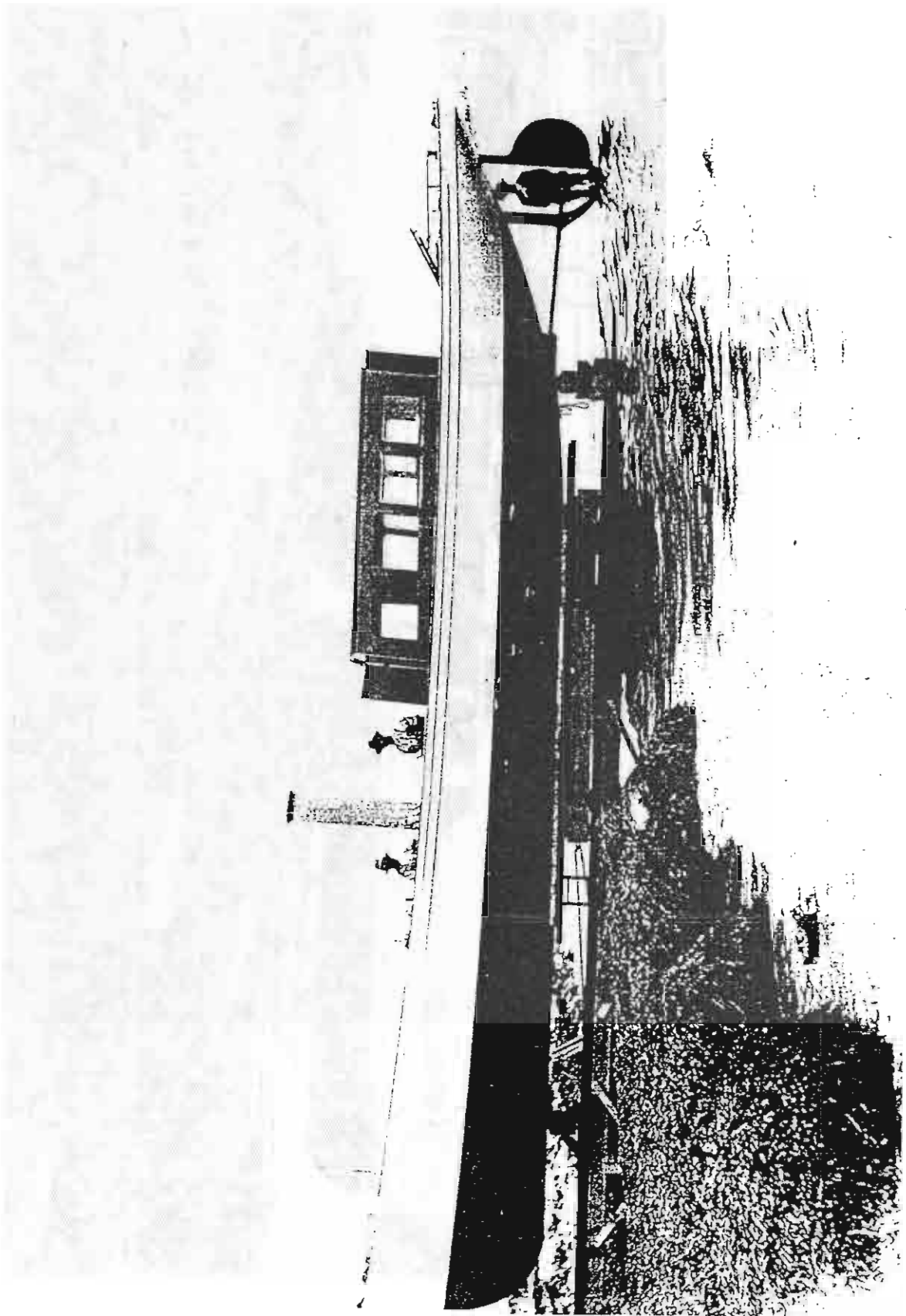
A.E. Brown's boatshed and ways at North Fremantle with the ferry "PERTH" under construction in 1913.

4220B/12



WISKALIAN AT BROWN'S SHIP NORTH
FREMANTLE 1913

4220B/21



MR Sept. Burt's steam launch 'TITU' on step
MARINE TERRACE, Fremantle built A.E. BROWN 1911

"EVA", "KARRAKATTA", "OLIVE", "RUTH", "DONA MATILDA", "MARIA", "COMMONWEALTH", "JANET", "LILLEE", "DONA VERONA", "DON JOSEPH", "DONA ELSIE", "DON PERCIVAL", "DONA FRANCIS", "DON GERALD", "DON CLARENCE", "LEXY", "ELSIE", "ARGO", "VOLADORA", "WELCOME", "ANNIE", "STRAGGLER", "NEPTUNE", "MADGE", "BETTY", "WAITANGI", "PET", "EXCHANGE", "ADA WILLIAMS", "IVYDALE", "VIVIEN", "ORONTES", "LUCIFER", "LORNA DOONE", "MARMONT", "ROSE PETAL", "CHANTRESS", "NETA", "AURORA", "SOUTHERN CROSS", "VICTORY", "EXPERIENCE", "FLEETWING", "TI-TU", "FRAM", "VERA", "MOLLY", "JOHN DE BAUN", "ALBERTA", "BEDOUT", "PETINA", "PHIL", "RETREAT", "CLAUDIUS", "LA GRANGE", "LA PEROUSE", "MYRTLE ULGA", "BONZA", "HUGH NORMAN", "TIFERA", "BRONLAN", "BRONLON", "NOLLIE", "PRINCESS MARY", "MOZEL", "ROBINSON", "MOPOKE", "ROBINOR 1", "MARGUERITE ETHEL", "BOYD", "PATON", "HUGHIE", "S.B.C.", "SARAH WILLIAMS", "AUMENIC", "EDGAR NORMAN", "MOSSIE", "WANDERER 2", "GERALDTON", "CLONEN", "DIANGEN", "TIFERA", "AUMERIC", "THE GERALD", "EXCHANGE", "OLIVE".

Apart from these which are almost exclusively pearling luggers, Alfred Brown also designed and built barges and river craft such as a produce boat named the "RAY". She was built for the firm of Bateman's of Fremantle for conveying farm and market produce from Bull's Creek to Fremantle. She had a length of 26ft, a breadth of nearly 7ft and a moulded depth of 3ft. Her timbers were of American Rock Elm and planking of Jarrah below the waterline and Kauri above. Her motive power was supplied by a 5 H.P. Union engine and she was painted dark green with a yellow stripe.

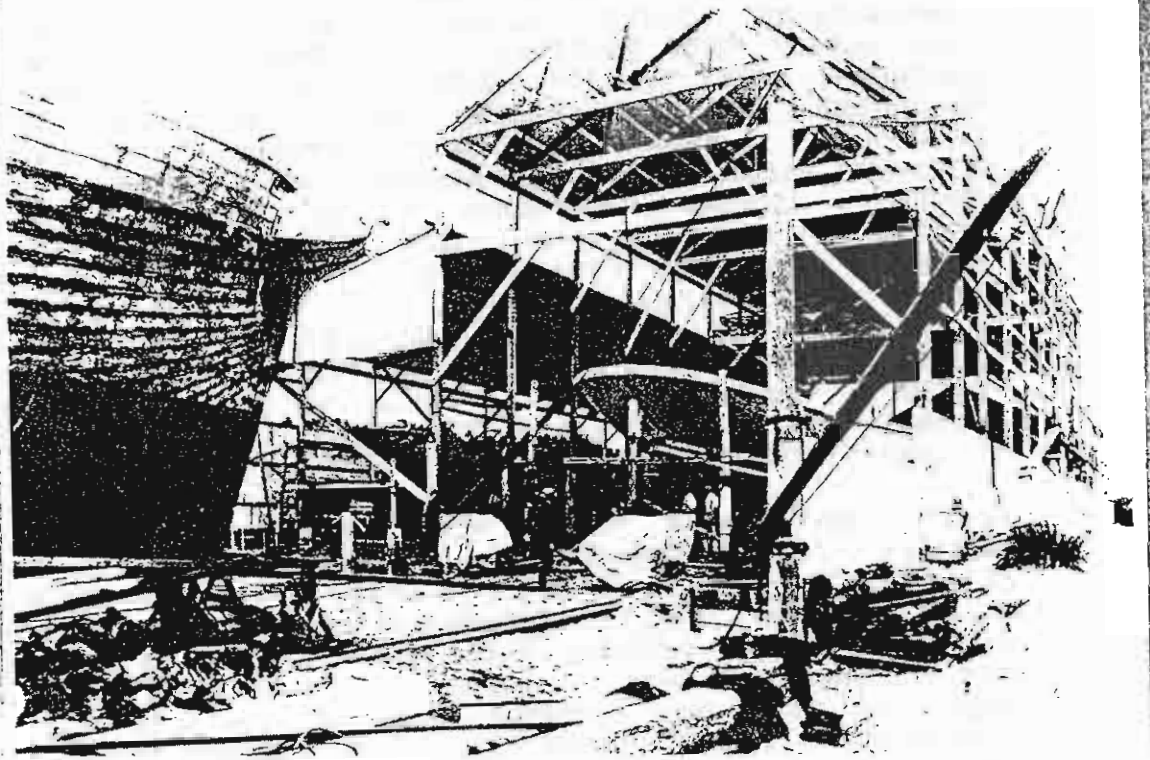
Another of his creations on the river was a firewood boat, this vessel travelled daily from Fremantle to the Canning River and back with firewood for the Fremantle businesses and residents. The boat was loaded at various points along the Canning with 6ft baulks of timber and on the way to Fremantle the crew would cut the timber into 15 inch blocks. The owner of the steam driven vessel didn't like the idea of his crew idling while the vessel was underway so he ingeniously connected a circular saw to the shaft and kept them occupied cutting wood all the way down the river. The saw dust was allegedly good for the boiler as well.

Mr Brown's yard was always busy as not only was he building vessels he was also slipping them for repairs and alterations. In the early 1900's some of the pearlers began to see the advantages of marine engines and Alfred Brown undertook some of these conversions. The many yachts and pleasure craft that he built were not registered as British Ships as it was not obligatory to register ships unless they were insured, and a lot of owners preferred to carry their own risks, but quite a number appear on yacht club registers while still others are listed on the Marine and Harbours registries.

About 1910 Alfred gave up his business in Marine Terrace and moved to Elizabeth Street, North Fremantle, where he constructed a Jarrah slipway and erected a large building shed of corrugated iron so that boat building could go on in all weathers.

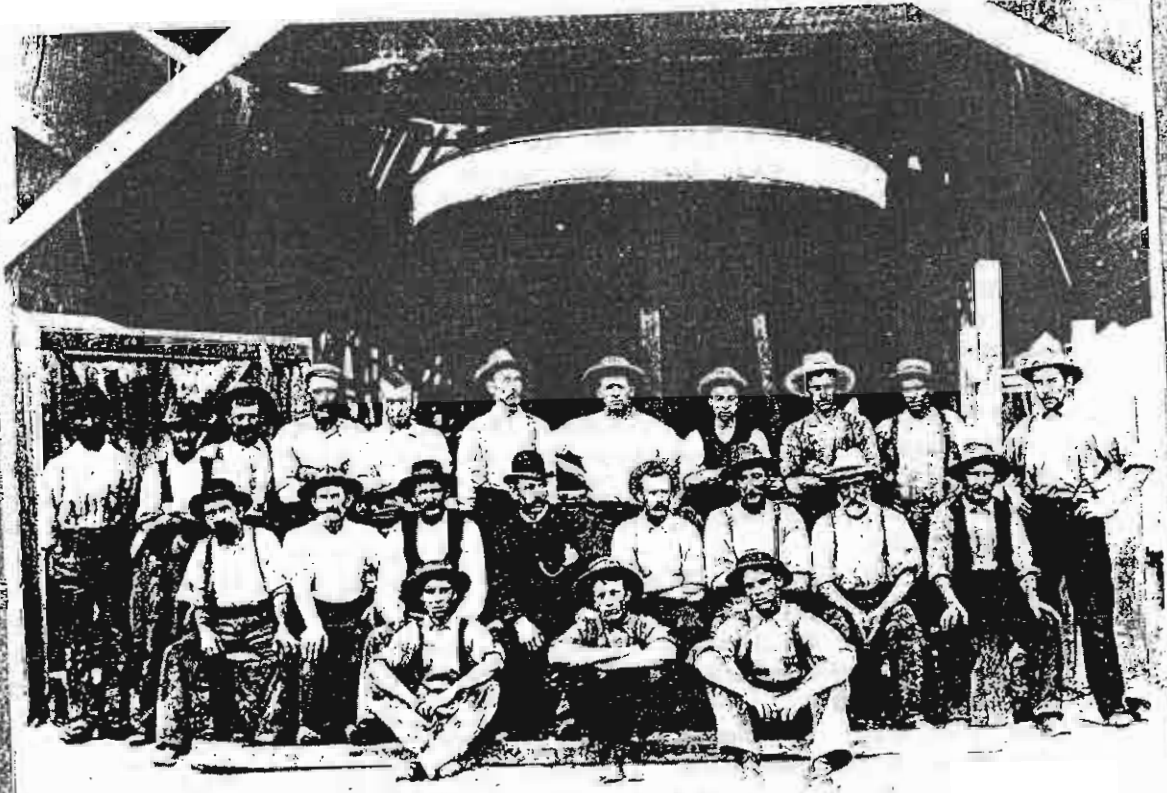
Fortunately a number of photographs survive depicting Mr Brown's achievements, one in particular shows the old yard on Marine Terrace with the steam launch "LILLA" in the

2029B



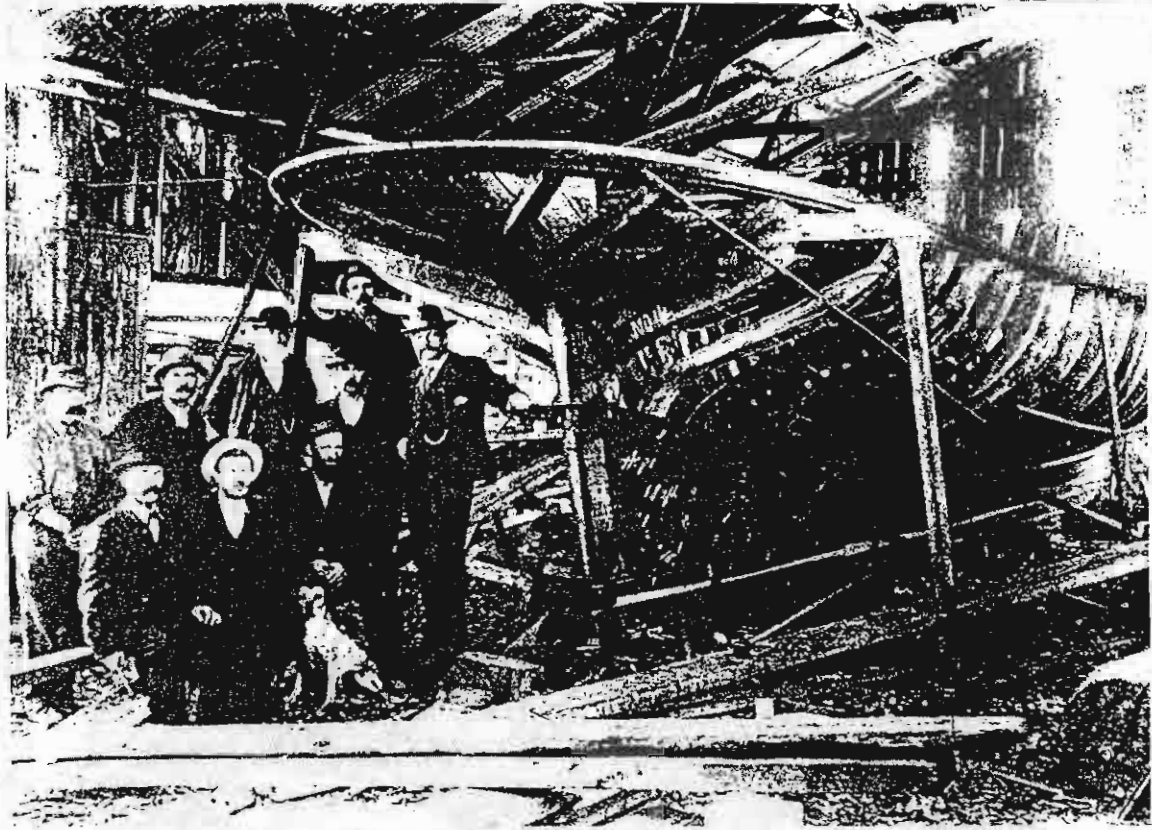
Staff of A.E. Brown's Marine Tco. Fremantle

2025



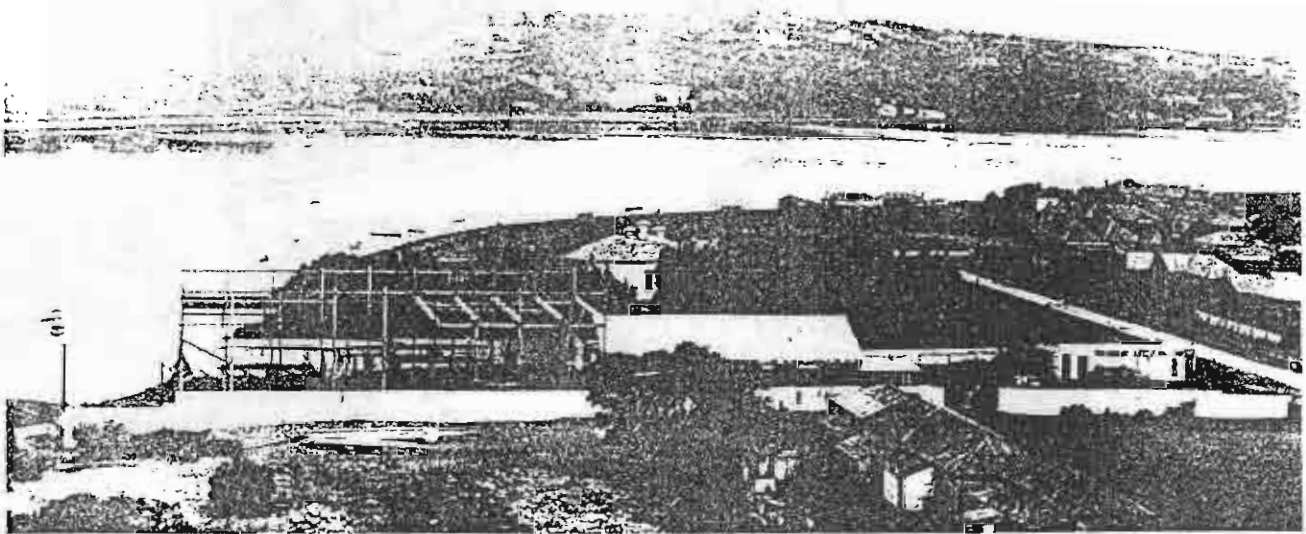
Pearling lugger in A.E. Brown's yards in Marine Tce. Fremantle

2026



1911 A.E. Brown's boatyard being built at North Fremantle.

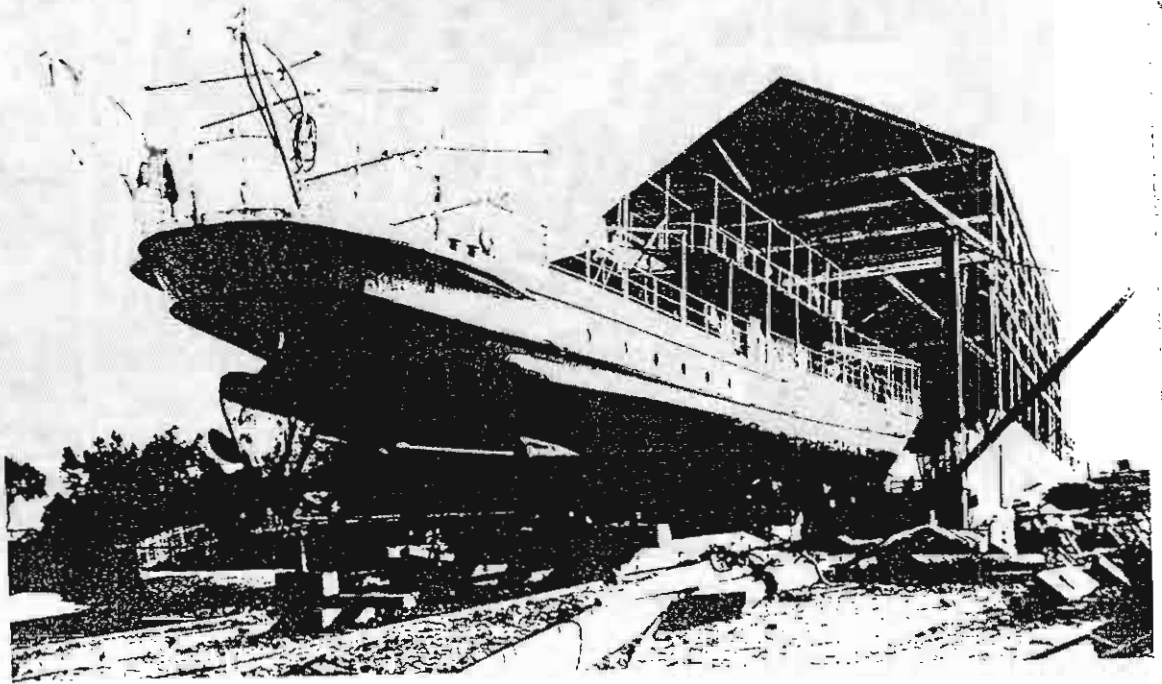
2027



1913

T.S.S. "Westralian" at A.E. Brown's boatyards,
North Fremantle

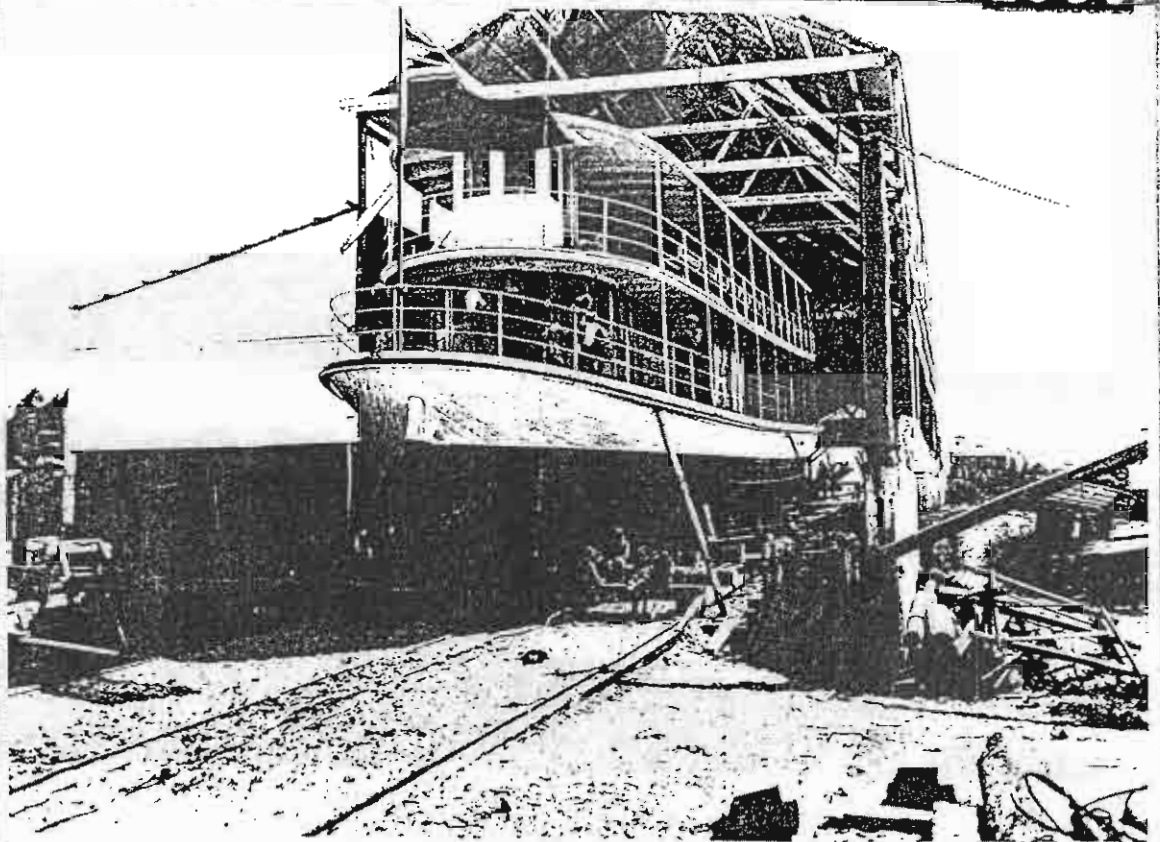
2033



1913

Engines being fitted for the Ferry "Perth" at
A.E. Brown's boatshed, North Fremantle

2030



foreground, two others show the pearling schooner "PRINCESS MARY" undergoing sailing trials whilst others show vessels under construction. In one of his advertisements Alfred proudly claims to have built the "HIAWATHA" a champion rater the "TI-TU" a steam launch, "AURORA" ex champion 16 footer, (a yacht as distinct from the pearling schooner of the same name), "RANGITIRA", "KARRAKATTA" and "HINEMOA" cruising yachts. "AURORA" and "VOLADORA" pearling schooners, the "ORCHID", motor launch and the yacht "HIAWATHA".

In his later operations at Elizabeth Street his most notable creation was the famous two decked ferry "PERTH" and later the conversion of the twin screw steam ferry "WESTRALIAN".

Alfred Brown, as well as being a ship builder was a noted philanthropist and a great supporter of Sister Kate's children's home and he used to hold camps and picnics for the children. He was also a nature lover and could entice wild birds to sit on his hands.

Of the many craft that he built there are three of which I have copies of the Builders Certificate. These are "LORNA DOONE", "FRAM" and "MOZEL TOV".

To give an example :-

I, Alfred Edmund Brown, Shipbuilder, at the Port of Fremantle do hereby certify that the sailing vessel "LORNA DOONE" of 12 tons having been built of Jarrah and Kauri Pine, one deck and fitted with two masts, schooner rigged, was built by me at my yard in the year 1904 and launched on the 27/1/1904 on account of Richards and McKay, pearlers of Broome.

I have no further claims on the said vessel.

signed, A E Brown, shipbuilder.

For all the vessels previously mentioned, Alfred Brown probably built twice as many again. he finally retired from business in 1921 when he sold his shipbuilding enterprise to the Swan River Shipping Company.

Alfred Brown passed away on December 18th 1933 at his home at Hick Street, North Fremantle in his 71st year.

References..Dictionary of West Australians, Erikson.
The History of Fremantle, Hitchcock, F.C.C.1929.
Fremantle City Council Library, photo collection
and family history section.
Personal history from his descendants.
Yachting and Motor-boat Annuals, 1902-1913.
Australian Archives, shipping registers.
Newspaper articles, local and foreign.
The Herald Almanac, 1888/89.
Boat builders certificates, Australian Archives.

.....

BROWN, Edwin,

of Fremantle.

This shipwright resided at lot 8, Mandurah Road, Fremantle from 1899 until at least 1903. It is probable that he was employed in the Fremantle shipyards as no vessels have been found that were built by him. It is possible that he is the same man as depicted in the next entry.

Reference..Fremantle City Council rate books.

W. BROWN, SENR.,

SHIPSMITH, FARRIER, AND GENERAL BLACKSMITH,

AND WHEELWRIGHT,

HENRY ST., FREMANTLE.

W. BROWN, JUNR.,

Sailmaker, &c.,

HENRY STREET, FREMANTLE.

BROWN, E.W.

of Onslow.

Nothing is known of this person except that he is recorded as being a shipwright based at Onslow from 1924 until at least 1929. He was possibly involved with the maintenance of the local pearling fleet and no vessels are known to have been built by him.

Reference..Wise's Post Office Directory, 1924 - 1929.

.....

BROWN, William, Senior & Junior,

of Fremantle.

Although strictly speaking not boat builders this father and son combination played a big part in the shipbuilding industry. William Senior was a shipsmith by trade, that is he was a blacksmith who cast and made all the iron and brass fittings for ships and boats and his son William, Junior was a sailmaker.

William, senior, arrived in the Swan River Colony in 1851 and shortly after his arrival he married Mary Grady and they were to have thirteen children. His first known occupation was that of Coxswain of the Water Police boat and then a shipsmith, (around 1878). Later, in his advertisements, he was to call himself a general blacksmith. He returned to Government service in 1880 when with his son Frederick, as assistant, he took over as Lighthouse Keeper on Rottnest Island.

William, Junior took up the trade of sailmaker and worked out of his father's premises at Lots 71 & 72 Henry Street, Fremantle where his father had built a cottage and Smithy. He also gave up his trade when he joined the Custom's Service as assistant landing waiter in 1883.

In a letter from the Harbour Master, George Forsayth, written on the 25th of August 1875, he states, "Sir, herewith I have the honour to forward a tender from Mr W Brown, blacksmith, etc, to undertake the making and fastening of a new false keel and keel band for my boat, and also to make mast clamps for the Rottnest pilot boat.

The work is very much needed, the keel band has been on the boat since her building over six years and is now beyond repair. The mast clamps have been in the pilot boat, to my knowledge seven years, and I believe they are the ones she came out with.

Mr Brown's tender of five pounds ten shillings is, I consider, very reasonable, as it embodies, not only the making but also the fitting of these articles, Geo Forsayth.

References..Dictionary of West Australians, Erikson.

The Herald Almanac, 1888 & 1889

Colonial Secretaries Records, Vol 800/169.

.....

BRYAN, Michael,

of Perth.

Nothing is known of this man except that he married Helen McDonald in Perth's Roman Catholic Church on the 10/7/1877 and that they had three children.

He is listed as a boat builder during the years 1888 and 1889 but as there is no record of him building vessels to his own account it is more than likely that he was employed in an established yard.

References..Dictionary of West Australians, Erikson.
The Herald Almanac, 1888 and 1889.

.....

BUDD, George,

of Perth

George was born in England in 1834 and on joining the army was posted to the Swan River Colony as a member of the 20th Company of the Sappers in the Royal Engineers. He arrived in the ship "NILE" on the 6/1/1858 and received his army discharge on the same day. He married Fanny Backshall on the 16/2/1862 and they were to have five children.

His career in Perth began with him being a storekeeper, then in 1871 he bought the hotel called the "No Place Inn" which was in Howick Street, (now Hay Street). His residential lot was W106 which was in Beaufort Street and ran through to Stirling street.

Although there is no proof that he actually built a boat he is recorded as being, with Gabriel Adams, the co-builder of the two masted pearling schooner "CLARICE". It's more than likely that he was actually the finance behind the building.

The local newspaper of 21/10/1871 says in its report, "a smart little craft named the "CLARICE" has been launched from the building yard of Mr Gabriel Adams and Mr George Budd and she is intended for the pearl shell fishery on the North-West Coast and is about 17 tons register.

From the shipping registers we find that the details of this vessel are as follows,

"CLARICE" O/No.61104, 2 masted schooner of 15.8 tons. Her dimensions were 46.58 x 11.75 x 5.55 feet. She was built at Perth and launched in September 1871 and owned by the builders. After some time she was sold to Thomas Lawrence who in turn sold her to Donald Paterson of Roebourne, a settler. Whether she sank or was broken up is not known as the certificate says, No account having been received of this vessel since 1873 this register is thus closed. 1908.

References..Dictionary of West Australians, Erikson.
Fremantle Herald, 21/10/1871.
Colonial Secretaries Records, Vol 533/47.
Register of British Ships, Australian Archives.

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BURR, J.W.

of Claremont.

Nothing is known of this gentleman except that he is the registered builder of a two masted schooner named "CLEAVE", O/No.131627, of 12.46 tons. Her dimensions were 37.5 x 12.7 x 5.75 ft. and she was built during 1911. The vessel was built for Edward G Hudson, a pearler from Broome who sold her to Jiro Muramats of Cossack. Nothing is known of her fate.

References..Register of British Ships, Australian Archives.

BUSSELL, Alfred,

of Busselton.

Alfred was born on the 21/6/1816 and arrived at the Swan River Colony on the ship "WARRIOR". He farmed at Augusta and Busselton with his brothers and in 1850 he married Ellen Heppingstone and they were to have thirteen children.

Alfred, in partnership with Captain John Molloy, purchased the wrecked American barque "HALCYON" which went aground just west of Toby's Inlet, near Dunsborough during a strong North Westerly gale.

Fanny, his sister, in a letter to a friend in England written on the 20/1/1845 mentions this as follows :-

"The affairs of the Colony are not thriving. Alfred and Captain Molloy purchased the wreck of the American barque "HALCYON" which was driven ashore last winter. Out of her they propose building a schooner, the "CONSERVATIVE" to transport produce to other parts of the world. Mr Turner has recently constructed a vessel, the "ALPHA" and is gone to the Isle of France. We look anxiously for his return, indeed I do not like these amateur ships. Alfred says he shall return to England in his own ship, so then dearest you shall see him again if he is guided there in safety. Ship building seems quite the colonial craze as you will see from the Perth papers which Mama sends regularly to you in monthly packets. Alfred is gone to the scene of his ship building with provisions for his men. It is fifteen miles from us so he will not return until tomorrow".

In a another letter dated 3/6/1846 Fanny says,

"Alfred is not at home now but returns to Bunbury tomorrow, the ship is advancing but he talks of selling his shares. I hope he will. I have little faith in Colonial built vessels". In the Perth newspaper of 1/9/1847 there appeared this article,

The vessel building by Captain Molloy will be completed by January next, she is 160 tons, builders measurement, of course her tonnage by register will be about 135 tons.

Prior to this Alfred sold his shares to Captain Molloy under whose name the story of this schooner will be completed.

References..Dictionary of West Australians, Erikson.

R.W.A.H.S. Early Days Journal, Fanny Bussell's letters.

Inquirer, 4/8/1847, 1/9/1847, 29/3/1848 & 5/7/1848.



J. C. BUTSON,
SHIP, YACHT, AND BOAT BUILDER.

*Steam Launches, Pearling Dingies, Skiffs of all
descriptions built to order, also all kinds of Pleasure
Boats let on hire and sent to all parts of the colony.*

J. C. BUTSON,
BRUCE TOWN, NORTH FREMANTLE.

Joseph Charles Butson, Shipbuilder of Nth. Fremantle.

BUTSON, Joseph Charles, of North Fremantle.

The only information we have on this person is that he was listed as a boat builder from 1888 through to 1899. An advertisement in the 1895 edition of the W.A. Almanac states, that his address is Bruce Town, North Fremantle and that he built steam launches, pearling dinghies, skiffs of all description built to order, also all types of pleasure boats let on hire and sent to all parts of the Colony. There are two photographs in existence showing his business premises and it would appear that Mr Butson concentrated on his hire business and the building of small craft for the river and pleasure market as there are no registered vessels attributed to him.

References..Dictionary of West Australians, Erikson.
The Herald Almanac, 1888 & 1889.
Wise's Post Office Directory, 1895 to 1899.
The W.A. Almanac, 1895.
.....

BUTT, Henry, of Cossack.

Born in England in 1844 he served his apprenticeship as a carpenter. He was semi-literate when in 1863 he was convicted at Gloucester for stealing. As he had previous convictions his sentence was seven years transportation.

He arrived on the convict ship "BELGRAVIA" on the 4/7/1866, (No.8783) and he received his ticket-of-leave on 11/9/1867, his conditional pardon 1869 and his conditional freedom on 10/3/1871.

He was employed as a labourer at Geraldton until 1871 and then went to Cossack where he was listed as a shipwright from 1872 until 1877 and whilst there he was employing other ticket-of-leave men. In 1878 he left Cossack and travelled south to Northampton where he gained employment at the "Uga" mine.

He is next heard of at Fremantle where in the early 1880's he married Susan Amelia and he purchased two town lots. The first was lot 320 in Cantonment Street where he built his 3 room cottage and the other was at lot 188 in Norfolk Street where he erected a 2 room cottage.

The last report we have of Henry and his wife was that they lived at Guildford in 1897. As Jeremiah Asquith was just beginning his shipyard at that time it is quite likely that Henry gained employment there until he retired.

Henry Butt passed away on the 17/2/1931.

References..Dictionary of West Australians, Erikson.
W.A.Almanac, 1871
The Herald Almanac, 1872 to 1876.
Wise's Post Office Directory, 1897
Fremantle City Council rate books, 1888.
.....

F. CARNABY

DESIGNER AND BUILDER

— OF —

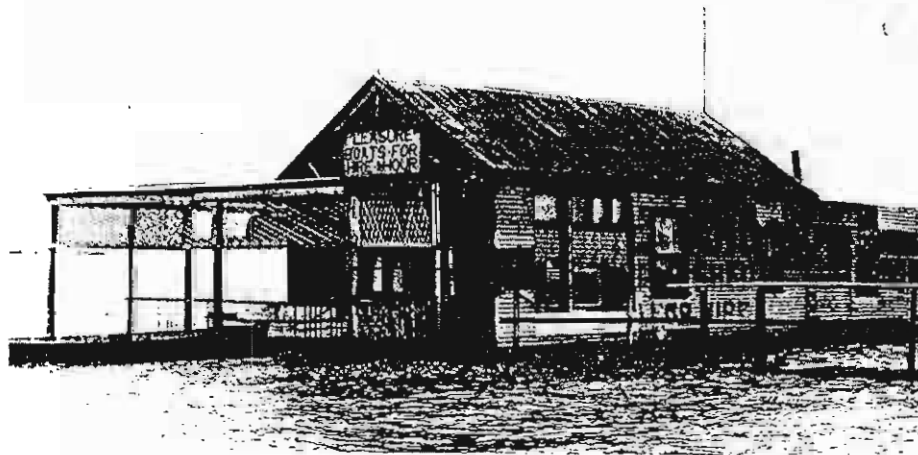
**Motor Yachts and Launches
Luggers and Pearling Schooners**

NEDLANDS PARK BOATBUILDING ESTABLISHMENT.

Builder of the Well-known Boats—Erena, Redwing, Bonita, Cygnus, Pomona, St. Elmo. Sailing Boats: Mermaid, Mandurah, Argo, Seal, Sea Gull, Gray Ghost, Motor Launches: Trixie, Ethel, Pearling Boats.

Good Workmanship and First-class Finish, Prices Right. Call or Write for Estimates before placing your orders. Please Note New Address—

NEDLANDS PARK ESPLANADE



CARNABY, Frederick,

of Nedlands.

Frederick Henry was born in 1883 at Melbourne and disliking the weather and having an adventurous nature decided to go elsewhere. At the instigation of a family friend he gained a berth on a coastal vessel as a cabin boy and worked his way to Broome. Paying off, he managed to get a job in the local shipyards building and maintaining the pearling fleets.

On the 30/1/1904 he was working at Broome and for whatever reason was invited to be the official measurer of the pearling schooner "FROSTY" built by E Pelosia at Broome during 1903. After giving the detailed measurements he signed the document, Frederick Carnaby, Boat Builder, Broome.

Fred met his wife in Broome when she was on a round Australia holiday, (she was the daughter of a Sydney boat builder) and they travelled back to Sydney to be married later in 1904.

They returned to Perth almost immediately and he was able to land a job with George McCarter as his foreman.

Having a desire to go into business for himself he set about to learn the business thoroughly and by 1906 had started up in his own right. By 1907 he had already launched two motor boats as well as two sailing craft.

The first vessel that we know of that he built was named "A.M.TREMLETT". She was built to the order of Mr J.H.Hilder, who had a Smalley motor installed by R.Dudgeon, which was rated to deliver 2 H.P. at 650 RPM and covered about 6 miles per hour. She was 20 feet long overall by 4ft 8 inches beam and was considered a handy little tender.

The next craft, named "EDITH" was more pretentious, being 28 feet by 6.5 feet beam and drawing 20 inches of water. The boat was decked fore and aft and the engine was a 12 H.P. Stirling (which had done duty for some months in a motor bus). The conversion was made by R. Dudgeon who also made the propeller and other fittings. The engine developed 10 H.P..

The two yachts built were firstly, "HUIA". She was an 18 foot clincher built craft for Mr Rod Davies and her sails were by J.Langford. The second yacht was named "L.C." which Fred also designed. She was a 14 footer and in her first two races gained a first and a third.

By 1908 Fred Carnaby was making a name for himself and during the year he built two motorboats and several yachts. The motorboats were firstly, a 30 foot launch of the hunting cabin type for the Northern Estuary Packing Company, of Mandurah. Primarily she was a fish carrying boat but she had seating for 70 people for when she was used for charters and public service work. She was powered by a 12 H.P. Frisco Standard engine giving her 8 miles an hour. The second launch was named the "ARGO", another hunting cabin type, of 25 feet overall and a beam of 6 feet. Her motive power was a 6 H.P. Racine engine.

Among the yachts were the "POMONA" for Mr F Johnson, a 16 footer, with sails by Langford. Another was for the Peppermint Grove Sailing Club, she was an 18 footer named "INITRA". A third was built for Mr Chris Garland and was named "CYGNUS". She was built for racing in the 18 footer class and was very successful.

Fred Carnaby also designed boats for other builders and undertook repairs and alterations. During his career he built

F. CARNABY, Sailing Boat and Launch Builder.

LUGGERS AND PEARLING SCHOONERS A SPECIALTY.

Nedland's Park Tram Terminus.

Is prepared to undertake the building of all kinds of Craft for racing and pleasure purposes.

Builder of the following well-known boats—

Cygnus, Erena, racers.	Star, Ferro, Queenie	} Motor Boats
Zeenie, St. Elmo, cruisers.	Cooee, Argo, Echo	

Repairs and alterations effected at the shortest notice. Reasonable prices, good workmanship and first-class finish. Call for **Estimates** before going elsewhere
Boats for Hire at Lowest Rates.

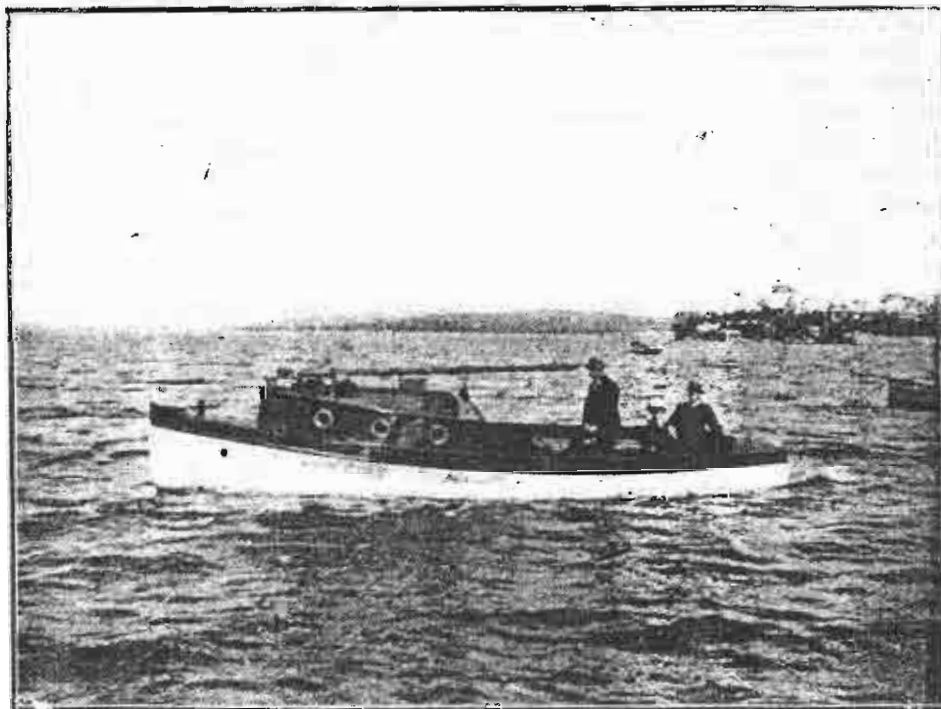


Photo by H. F. Miller]

Argo.

[Cottesloe.

Designed and built by F. Carnaby.

January 30th 40

Correct measurements of Lugger Tosty

	feet	in	
Length over all	34	8	
" from fore part of stem to after part of deck	22	10	
" of quarter	5	2	
Depth	2	8	
" of cabin to skin head	9	10	$\frac{1}{2}$
beam over all	12	1	$\frac{1}{2}$
Depth of cabin at mast	4	6	
" inside of hull	5	2	
" outside of sheer & keel	6	1	$\frac{1}{4}$
Girth to covering board	9		
measurement round waist	31		

Friedrich Carnaby
Boat Builder
Broome

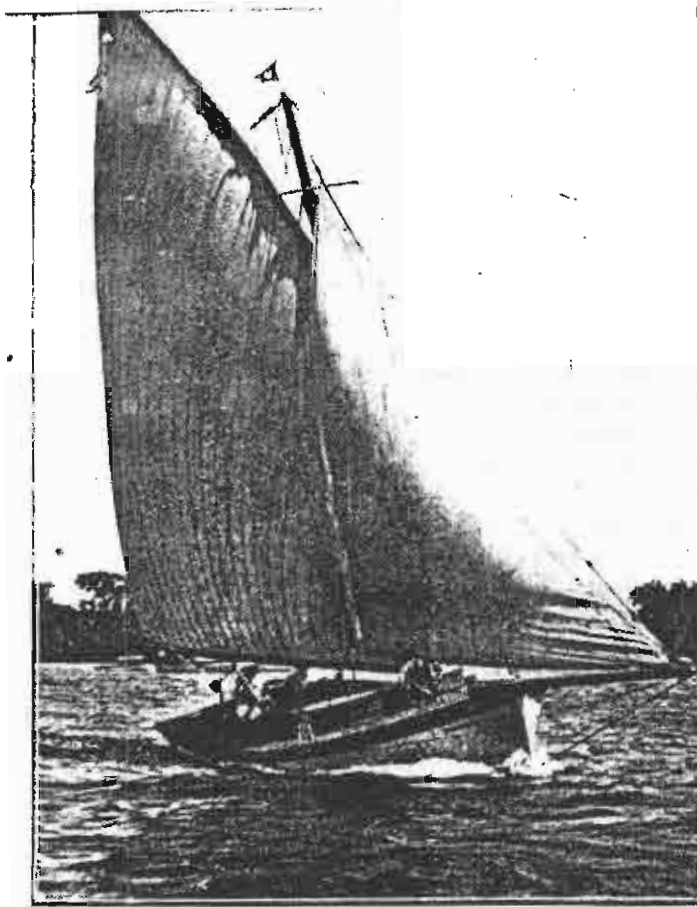
18 Fremantle ... 19th / 1928

I, F. Carnaby, Shipbuilder
at Nedlands, do hereby certify that
the launch "Sealark" of gross tonnage (5 1/2 tons)
or thereabouts having tonnage
deck and fitted with Guller Gage
Marine Engine was built by me
at my yard in the year 1927-8, and launched on the
day of October 1928 on account of
Mr H G Hampton of 8 Victoria Avenue
Perth. I have no further claim on
the vessel.

F. Carnaby, Shipbuilder.

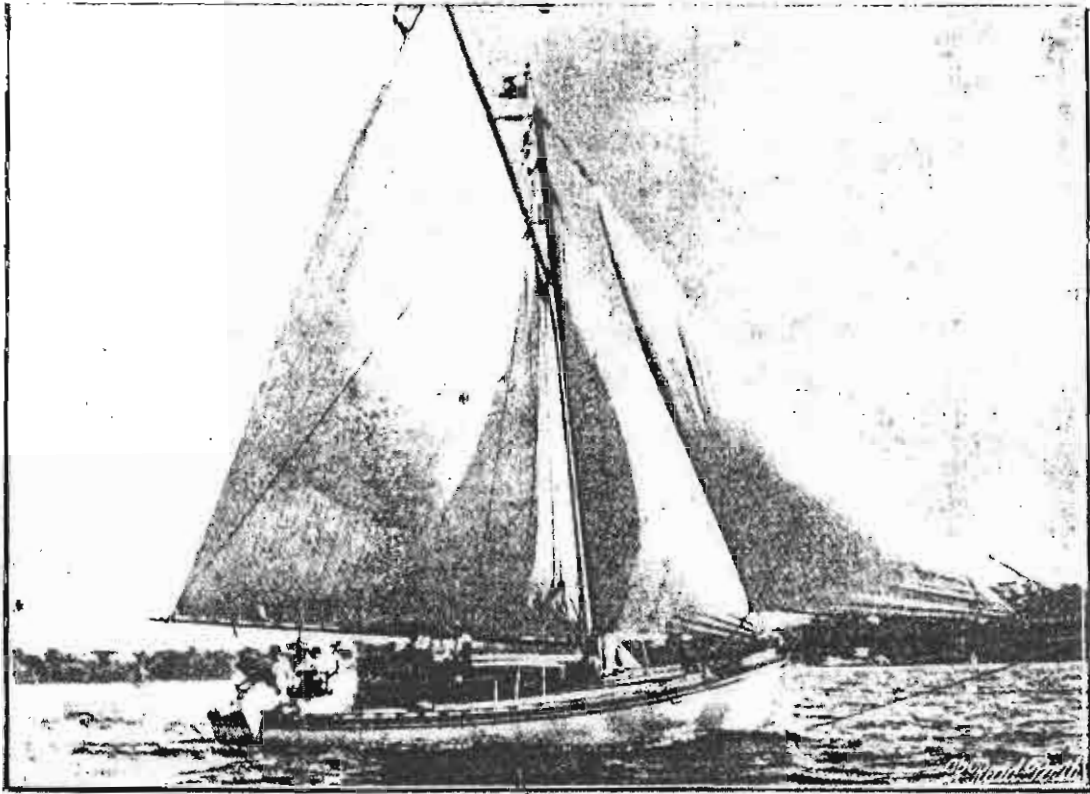
* State the names of the owners in full, with their places of residence, occupations and number of shares held by each; and "I have no further claim on the vessel", or state the claim.

Certificates signed by Fred Carnaby, Shipwright, at Broome and Nedlands.



Swansea.

Designed by F. Carnaby, and built by Messrs. Lewis Bros.
Wrecked at Rockingham on the 17th April, 1909.



Swansea II.

Designed by F. Carnaby. Built by Lewis Bros. Photo. by H. F. Miller, Cottesloe.

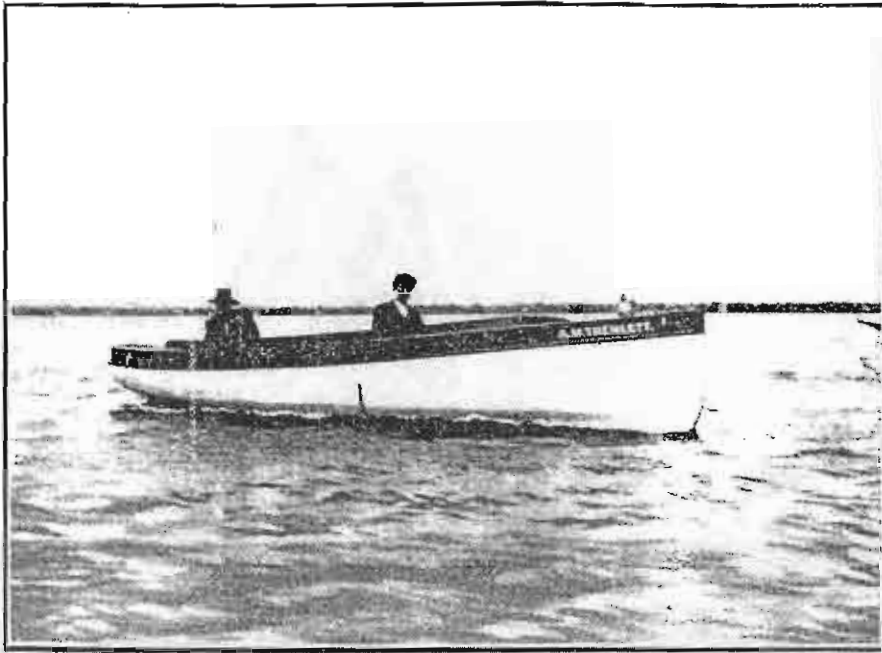


Photo by J. W. Dawson] **A. M. TREMLETT.** [Perth.
 Rudder design. Built by F. Carnaby. Equipped with 2 h.p. — Alby engine.

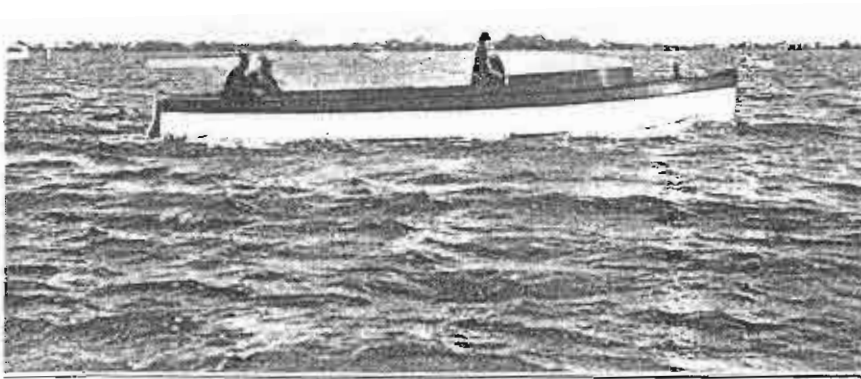
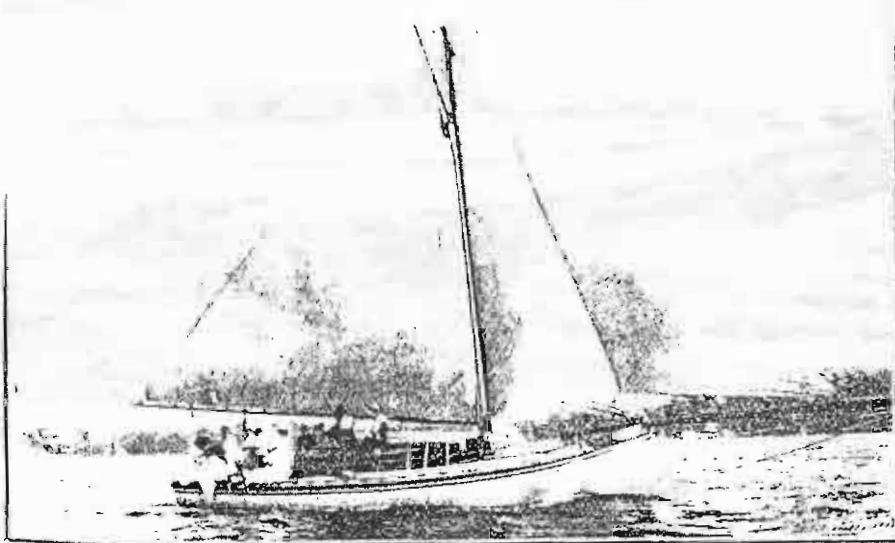
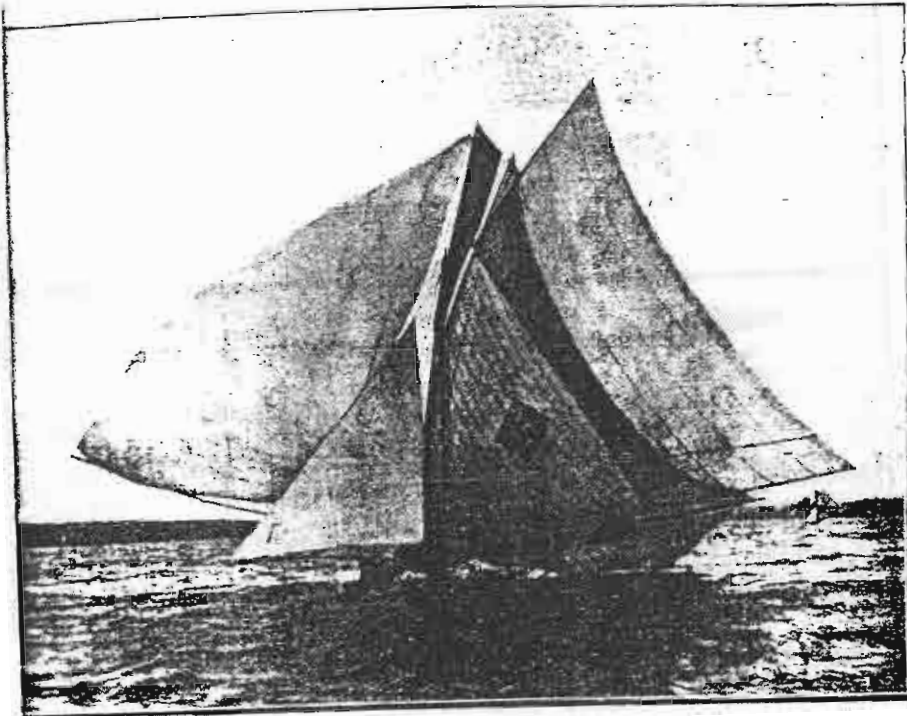


Photo by A. W. B. Gleadell] **EDITH.** [Perth.
 Deck and hull by F. Carnaby. Equipped with 1 1/2 h.p. Star engine.



Swansea II.
 rigged by F. Carnaby. Built by Lewis Bros. Photo by F. C. M. on Collis.



Cygnus.

West Australian Champion 18-footer, 1909-10.
Designed by F. Thomas. Built by F. Carnaby, Nedlands.
Photo. by H. F. Miller, Cottesloe.



Kingfish.

Designed by W. Appelby. Built by F. Carnaby.
Engined with a 10 h.p. Standard Motor.

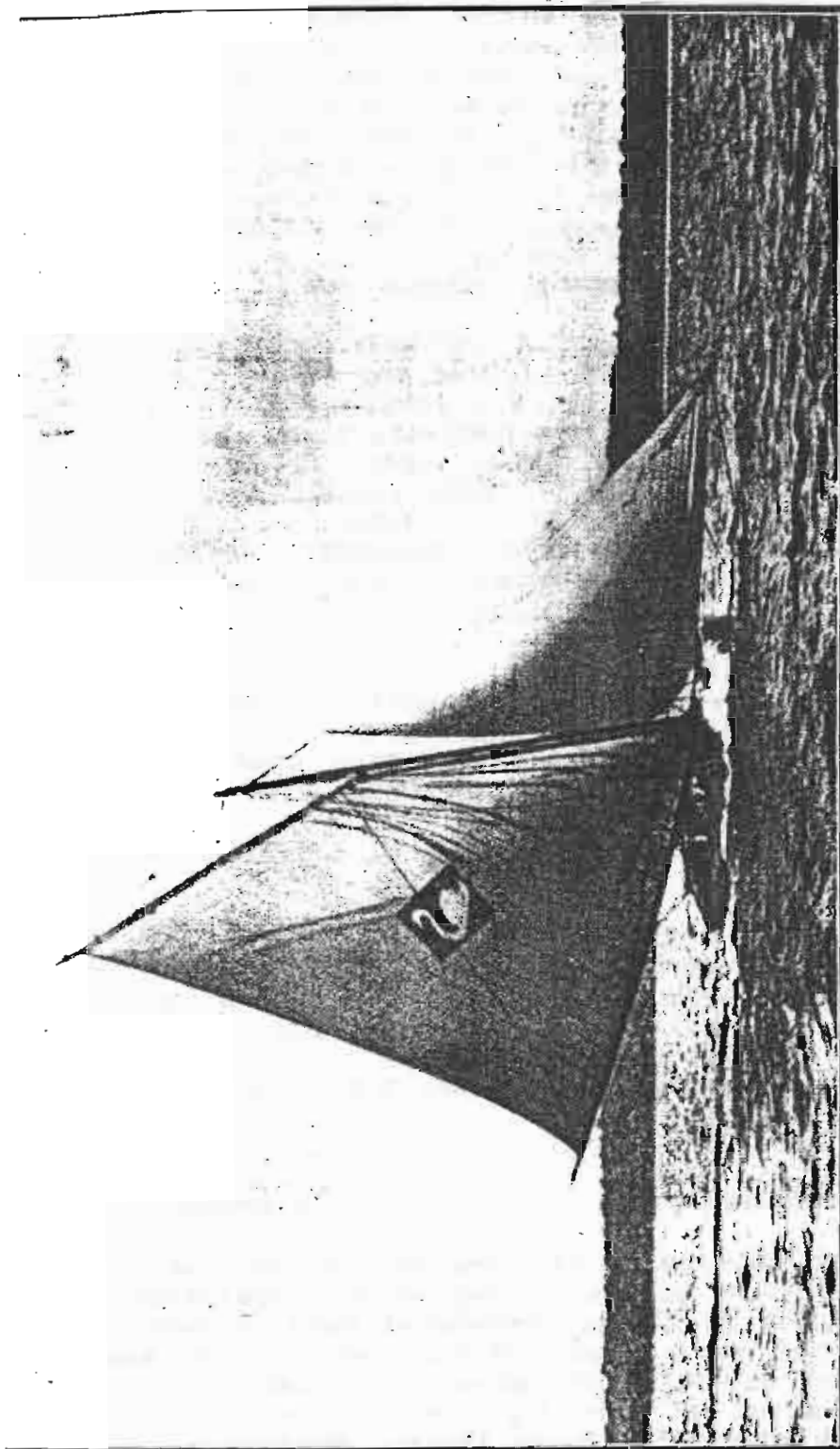


Photo by H. F. Miller]

Cygnus

Designed by E. J. Thomas. Built by F. Carnaby.
Winner of Bedford Cup, Perth Flying Squadron, 13th March, 1909.

[Cottesloe.

two registered vessels for the pearling industry and they were, "TRIXIE" and "ETHEL".

The list of known boats that he built is as follows :-

Motor boats,

"MERMAID", "MANDURAH", "ARGO", "SEAL", "SEA GULL", "GREY GHOST", "A.M.TREMLETT", "EDITH", "STAR", "FERRO", "QUEENIE", "ECHO", "COOBE", "SEALARK" and "CLIFTON".

The author has a copy of the builders certificate for the Motor Launch "SEALARK" the details of which are :-

I, F. Carnaby, shipbuilder, at Nedlands do hereby certify that the launch "SEALARK" of 5 tons having a threequarter deck and fitted with an Ailsa Craig marine engine was built by me at my yard in the year 1927/28 and launched in October 1928 on account of Mr H Hampton.

signed F Carnaby, shipbuilder.

Yachts,

"ERENA", "REDWING", "BONITA", "CYGNUS", "POMONA", "ST. ELMO", "ZEENIE", "DORA", "FLORA", "HUIA" and "L.C."

Fred also designed and built a complete class of yachts that raced on the river from the Nedlands foreshore and these were called the STAR Class. They were 22 footers, each one identical to the other. Their names were :- "ASTRAE", "BELLANA", "CERES", "FLORA", "HEBE", "IRIS", "JUPITER", "LETICIA", "METIS", "NATITIA", "NEPTUNE", "PSYCHE", "THETIS", "URANUS", "VENUS" and "SATURN". Other Star yachts that he built were named by their owners.

Pearling schooners,

"TRIXIE" and "ETHEL".

Eric Carnaby, Freds son worked with his father and in 1915 they built one of the VAL ferries for Sutton & Co, she was the "VALMEDA" and was built at their shed on the Nedlands foreshore just down from the Nedlands Park Hotel at the end of Broadway.

They were still in business in 1930 and Fred passed away in 1935.

References..Post Office Directory 1911.

W.A. Yachting and Motor Boat Annuals, 1902/13.

Register of British ships, Australian Archives.

Boat builders certificates for "SEA LARK" and "FROSTY".

Asteroids on the Swan, M.R. Clarke.

.....

CARROLL, Thomas Henry,

of Fremantle.

Thomas first appears in the records in 1884 as a shipwright and at that time he was living at his residence, a 3 room cottage, on lot No 171 in Cantonment Road, Fremantle. By 1889 he was listed as a boat builder and in the same year he married Fanny Jessup at Guildford, 31/8/1889.

The next listing we have for him is from 1894 to 1897 with his business address at Beach Street, Fremantle.

Strangely enough, for all the time he was in business Mr Carroll only built one registered vessel, the pearling lugger "GOULD". Her registration number was 119032 and she was a two masted schooner of 12.79 tons. It can be inferred from this

Builders Certificate
Port of Fremantle, W.A. May 14th 1904.

I ~~the~~ Thomas Henry Carroll Shipbuilder of
Fremantle, Western Australia do hereby
certify that the sailing vessel "Arad" of
13 tons or thereabouts having a deck
spotted with his masts, schooner rigged
was built by me at my yard in the year
1904 & launched on the 13th day of May 1904
in account of

Henry Jordan
Owner of Arad.

I have no further claim on the said
vessel.
T.H. Carroll

Shipbuilders certificate written by Thomas Carroll of
East Fremantle.

that he concentrated on small craft for the pleasure and fishing industries.

The builders certificate for this vessel reads, I, Thomas Henry Carroll, shipbuilder of Fremantle, do hereby certify that the sailing vessel "GOULD" of 13 tons was built by me at my yard in the year 1904 and launched on the 13/5/1904, signed, T H Carroll, shipbuilder. It is also known that in the early part of this century he built the beautiful old stone house on Riverside Drive, East Fremantle, now known as the Left Bank Cafe. He moved his boat building business from Beach Street to the adjoining block and on his death in 1926 his widow sold the house and business to Rip Sargeant who then continued in the same line of work.

References..Dictionary of West Australians, Erikson.
W.A. Almanac, 1884 through to 1899.
Wise's Post Office Directory, 1894 to 1897.
Fremantle City Council Library, family history section.
Fremantle City Council, rate books.
Register of British Ships, Australian Archives.
Boat Builders Certificate for "GOULD".

.....

CARROLL & WILLIS, of Fremantle.

The above mentioned Thomas Carroll teamed up with a Mr Willis for this one off job which was the construction of an Auxiliary Schooner named "IDELIA", O/No.118524. The vessel was of 12.68 tons and had dimensions of 37 x 11.5 x 5.6 ft. She was actually built during 1903 but was not registered until 1915. She was powered by one kerosene engine made by Heinke and was of 14 H.P. She was broken up in 1937.

References..Register of British Ships, Australian Archives.

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CARTER, G.W. of Fremantle.

The only facts that are available concerning this builder is that an entry appeared in an 1897 directory listing him as a boat builder with his premises in Cantonment Street, Fremantle. The only registered vessel that he built was the "DORIS GOOD".

She was a standard lugger type built for the Broome pearling industry and her rig was that of a two masted schooner. Her official number was 118988 and her dimensions were, length 36 feet, breadth 12 feet and depth of hold 5.2 feet.

She was built at Fremantle during 1903 for the Good Brothers and after a long and varied career under numerous owners was lost in a cyclone at the Lacedpede Islands on the 27/3/1935 with the loss of eight lives.

References..Wise's Post Office Directory, 1897.
Register of British Ships, Australian Archives.
Accident & Incident Reports, R. Dickson.

CHAMBERLAIN, Alfred, of Fremantle.

This man, probably a relative of the next subject is listed as a shipwright in the period 1901 to 1903 which coincides with the peak years of shipbuilding at Fremantle. During this time he resided at Lot 10 South Lane, Fremantle. No known vessels are attributable to him.

Reference.. Fremantle City Council rate books.

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CHAMBERLAIN, William Alexander, of Fremantle.

William's father, Charles, was shipwrecked in the Indian Ocean on his way to the Swan River Colony and was rescued at sea by Captain John Thomas in his schooner "EMPRESS". William was born at Fremantle on the 26/11/1851 and when his schooling was completed his father had him apprenticed to the ship building industry under W. Jackson, (nick-named General) and after becoming a tradesman in his own right began his own business at the age of 19.

He was married at Fremantle in 1875 to Ellen Carroll and they went on to have twelve children of whom two, Alexander and Charles also became boat builders following in their fathers footsteps.

The original shipyard was at Lot 151 1/2 Fitzgerald Terrace, now Marine Terrace and their house was located on Lot 450, Pakenham Street, Fremantle.

By 1878 Mr Chamberlain was well established as a boat builder although at this time his fame was due to the yachts and small craft that he was building. In fact his yacht was so famous as a racer a Melbourne boat came to Western Australia with the express intention of beating it. On the 6/2/1878 the Inquirer reported the event and proclaimed that Mr Chamberlain's yacht "GEM" had won handsomely.

On the 20/3/1878 we find the first ever advertisement placed by William Chamberlain which proclaims,
BOAT-BUILDING.

W A Chamberlain, boatbuilder and shipwright, tenders his sincere thanks to the people of Fremantle and the public generally for the very liberal support accorded to him since he has been in the trade, and trusts that by strict attention to business and the wants of those who favour him with their orders, to continue to receive fair support.

Every description of boat built on the shortest notice and the most reasonable terms, and the strictest attention given to orders from abroad. First class tradesmen employed.

Fremantle, February 4th 1878.

The first known vessel built by William was the "LILLY BLANCHE" in 1882. She was a cutter of 9.29 tons and her registered number was 75312. Her dimensions were, 32 x 10 x 4.4 feet. She was built for William Thomas, of Shark's Bay, a pearler.

Shortly after, he launched another small pearling cutter and this one was named the "EIDA". She was of six tons and was built for Mr George Fry. She too was to be a part of the Shark's Bay fishery.

W. A. CHAMBERLAIN,

BOAT BUILDER, & C.,

SOUTH BEACH, FREMANTLE.

BOATS of all descriptions built on the newest principle and of the best material. Workmanship equal to anything in or out of Colony.

Port of Fremantle

May 17. 1904

I William Alexander Chamberlain & George Cooper Boat Builders at Fremantle do hereby certify that the Sailing Vessel ^{Vessel "KATE FLORENCE"} of 12 tons or thereabouts having one ~~boom~~ and fitted with two Masts Schooner Rigged was Built by us at our yard in the year 1904 and launched on the 17th day of May 1904 on account of Herbert Davies of Ferridale Gentleman 64/64 shares we have no further claim on the Vessel

W. A. Chamberlain

Builder's Certificate

Advertisement and builders certificate for pearling schooner "KATE FLORENCE".

Manilla 20th July 1874⁵⁵

I, W. A. Chamberlain - hereby tender, to repair the Pilot Boat belonging to Portwest - finding all labour, and materials - for the sum of £33. 0. 0. (Thirty three Pounds) Subject to inspection by any person, so appointed by the Government.

Witness
C. B. B. B.

Signature of Tenderer

W. A. Chamberlain

Means

If the above is accepted - would the Colonial Secretary - please grant permission - for myself and three men - to do the repairs at Portwest Island.

W. A. Chamberlain

In The Morning Herald of 3/3/1884 we read, "Saturday afternoon witnessed a very successful launch at Fremantle in the shape of a steam screw yacht built by Mr Chamberlain and owned by Captain Fothergill of the Cleopatra Hotel. She is intended as a pleasure boat and will be licensed to carry passengers. She will therefore be a very desirable adjunct to the craft and will meet a want that has long been felt at Fremantle.

The launch is named the "CLEOPATRA" and the christening ceremony was very effectively performed by Miss Fothergill. We wish the "CLEOPATRA", long life, plenty of exercise and successful ventures. She is well modelled, well built and in symmetry is as majestic as the Queen after whom she is named. She measures 35 feet overall, 7 feet beam and has 4 feet depth of hold. She is fitted with one of Cochram's 3 H.P. engines with vertical boiler, is copper fastened and coppered and will be ready to enter upon her duties in the course of two or three days. One great advantage is her steering which takes place from the centre of the boat, thus obviating inconvenience to stern passengers."

When she first began her operations she was used for excursions and picnics and on Wednesday afternoons she took sightseers for hourly trips around the harbour for a shilling and then on Sundays she did return trips to Rockingham for three shillings, children half price.

Later when the weather began to get cool the timetable was altered to :- Mondays and Fridays, Rockingham with cargo and passengers; Tuesday, Thursday and Saturday, excursions; Wednesday, Fremantle to Peppermint Grove and return; Sundays, leaves for Perth, calling to land passengers at different parts of the river.

As well as building boats William also involved himself in part-ownership of vessels such as "ALERT" and "HAMPTON".

The next vessel recorded is "MAGGIE", O/No.101618, a two masted schooner of 10.8 tons and she was built for James Irvine a pearler from Cossack.

The boom time for their business was between the years 1897 and 1902 which coincided with the massive boom in the pearling industry mainly centred on Broome. He had, at this time, his two sons with him in the shipbuilding business and it is difficult to separate the boats built by the father from those of the sons. Until, that is, Alexander and his brother shifted to Broome and not only took up pearling on their own behalves but built the odd vessel as well. They also owned land on Timor to use as their overseas base, as, by supplying their fleet from a mother ship, which didn't enter an Australian port, they were able to circumvent dues and customs charges and also to sell their shell and pearls direct on to the foreign market. This was a common practice amongst fleet owners.

To go back to William Chamberlain, the registered vessels built by him under his own name are :-

"JESSIE", "PEARL", "OBERON", "MARION", "TITANIA", "ROSEBUD", "AMY", "NANCY", "BLUE BELL", "SEA SPRAY", "SIPUT", "NUTIARA", "EVELYN", "MARITANA", "QUEEN", "DOMINION", "FLORES", "MURIEL", "CONSTANCE", "MYRTLE", "EDITH", "COOLGARDIE", "EILEEN", "DOROTHY", "EMPIRE", "SAYONARA", "JOE CHAMBERLAIN", "EOS",

"EMILY", "MINILYA", "AUSTRALIND", "BLANCHE", "ELEANOR", "ELLA" and "FALCON".

These of course, as stated, are only the registered vessels, there were many more that he built for various owners that remain unrecorded. Some of these can be found in contemporary newspaper reports, such as in the Perth paper, the Inquirer, of the 15/5/1888, which states,

Mr W.A. Chamberlain, boatbuilder, from whose yard has issued so many craft engaged in our pearling industry at the North West and Shark's Bay expects to complete another lugger in the course of a fortnight, to be added to the fleet, now of considerable number, to the order of Mr Roe, manager for the well known firm of Messrs Streeter & Co. of London. Mr Chamberlain also informs us he has just received orders for two six ton cutters for the Shark's Bay pearling grounds. This aspect of affairs is very encouraging and is certainly indicative of a further development of our national resources which although not yet showing signs of looking exhausted should be very carefully protected.

In another article dated 3/9/1888.

The new yacht built for Mr McKail of Albany, by Mr W.A. Chamberlain at the yard on the South Beach, Fremantle, is nearly completed and as she now lies on the stocks she presents a very compact appearance. Her dimensions are, length 24ft, breadth 9ft and depth 3ft. The planking is composed of Jarrah and Karri Pine (sic), the decks are of Karri, the inside fittings are made of Teak while the framing is of American Elm. She has been fitted with benches, turned stanchions, steering box with accommodation for Coxswain, brass pumps, the various fittings being very strong and durable. The craft has been constructed after the style of the "NAUTILUS", a yacht built by Mr Chamberlain and a boat that has gained a large amount of celebrity for him and it is expected that she will be ready by the 15th inst. We understand that Mr Chamberlain has received an order for another yacht from a well known colonist and it is to be an exact pattern of the present boat.

The last of these descriptive pieces is also from the same paper but dated 14/11/1888 and I think these three descriptions will serve to show the reader the diversity of craft built by this man.

A cutter for "H.M.S. MEDA" has been completed by Mr W.A. Chamberlain at his yard at Fremantle and it will be sent to the North West by the "S.S. OTWAY". The same builder has also finished a cutter for Mr L. Williams of Shark's Bay, and two smaller boats for the pearling fleet at the North West and they will be despatched by the next steamer.

The sons that were involved in the boat building industry moved to Broome. The first of these being Alexander, who by 1898 was well established and owned four of the boats that he and his father had built. Following him was Sydney Eric who is listed at Broome as a trader and then came William Augustus, also a trader. They each owned fleets, singly or in partnerships with each other and with others.

The vessels that they were associated with whilst at Broome were, (without going into confusing ownership details) :-

"JOHN AND MICHAEL", "LETA", "VICTORY", "HELENA MENA", "SPIDER", "FLY" and "FALCON".

Another of Mr Chamberlains tasks was the conversion of the "LALLA", O/No.118542. She was a three masted barque of 525 tons built at Maclan, Nova Scotia by F. O'Brien during 1874. When she arrived in Australia she was under the Norwegian flag but upon her sale to George Frederick Gallop, of Fremantle, she was entered on the local British registry. By late 1905 Mr Chamberlain became a part owner and he was responsible for converting her into a "hulk to be towed" in other words a coaling barge, so often the fate of those glorious square riggers.

She remained in the coal hulk trade until 1917 when her registry was cancelled. Her certificate gives the details of her demise thus :- "the vessel was totally destroyed by gunfire, by "H.M.A.S. BRISBANE" on the 18th of August 1917.

Advice given by the District Naval Officer."

William senior retired from the business in 1900 to Hamilton Hill where he built his house called "Sunneydale" and began his extensive orchard. I should also mention that in his younger days William, as a member of the Volunteer Corps at Fremantle was their champion rifleman and sharpshooter.

William, junior carried on the boat building business and in 1902 began a partnership with George Cooper. The first vessel, registered, that they built was the "INTOMBI", a two masted schooner of 12 tons built in 1903. Her dimensions were 36 x 12 x 5 feet and was built for Penn Blick, a pearler from Broome. Subsequently they built the following vessels :-

"VISION", "REDBILL", "IBIS", "RELIANCE", "ALINORA", "LETA", "KATE FLORENCE", "HELENA MENA", "KATHLEEN" and "COSSACK".

By 1910 the partnership had ended as George Cooper had set himself up in his own business at Claremont and William, junior had left for Broome to be with his brothers.

The Chamberlain brothers were considered the best skippers on the coast and in the lugger races at Broome they were consistent winners of the Broome Challenge Cup.

References..Dictionary of West Australians, Erikson.

Register of British Ships, Australian Archives.

The History of Fremantle, Hitchcock, 1929.

The Post Office Directory, 1894.

The Herald Almanac, 1872 through to 1889.

Fremantle City Council rate books.

Inquirer, 30/10/1878, 18/1/1888, 15/5/1888, 15/5/1889.

West Australian, 3/9/1888, 5/10/1888, 9/10/1888, 14/11/1888, 24/11/1888, 4/11/1889, 31/7/1898, 28/5/1932.

Daily News, 13/3/1933.

Fremantle City Council Library, Family History Section.

Wise's Post Office Directory, 1897.

Colonial Secretaries Records, Vol 769/132,

Vol 769/133, Vol 769/160, Vol 769/161,

Vol 769/162, Vol 770/55, Vol 770/56.

The Morning Herald, 17/11/1882.

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CHAPMAN, Daniel,

of Geraldton.

In a letter to the Colonial Secretary on the 3/1/1870 Daniel had applied to the Resident Magistrate at Roebourne for a Publican's License and was refused, partly on the grounds that the R.M. didn't think he was a fit and proper person to hold such a license. In his defence, Daniel states, "firstly, as to my character, I came to this Colony in the first prison ship, a free man and was Coxswain of the Water Police boat and left of my own accord and against the advice of the Harbour Master, Captain Henderson, who recommended me to the situation and Mr Clifton made me an offer of again entering the service on my return from Victoria. I can only give you reference to Mr Bateman as they are the only persons I have worked for. I built the vessel I have lately lost and sailed her for near five years and was the employer of a considerable number of men, ticket-of-leave and others at Champion Bay. I am also the holder of a first class Masters Certificate for this Colony. My credentials as Master of three vessels in the other Colonies are lost with my vessel." The vessel that he claims to have built was the "MARY ANN", which has been attributed to William Garrard, the ex convict boat builder. Even though Daniel claims to have built the ship it is more than likely that Garrard was the actual builder and that Daniel was the financier.

In a memo at the end of the letter, Daniel writes, The schooner, "MARY ANN", 5 years of age was condemned at this port, (Port Walcott), by two land Police after being out in unusually heavy weather five weeks and only put back for provisions. She had holes knocked in her bottom and pieces of 4 inch deal was placed over them by the surveyor and I have good reason to believe that the vessel would have been one of our Colonial fleet yet only for my having to go near dangerous ground to look for Guano, and yet Mr Scholl gave a clearance which I hold with passengers and the vessel had no repairs or a single rope put in her after being condemned and I have kept a part of every rope in case of a resurvey. Captain's protest and other papers are in the hands of Mr Parker, lawyer."

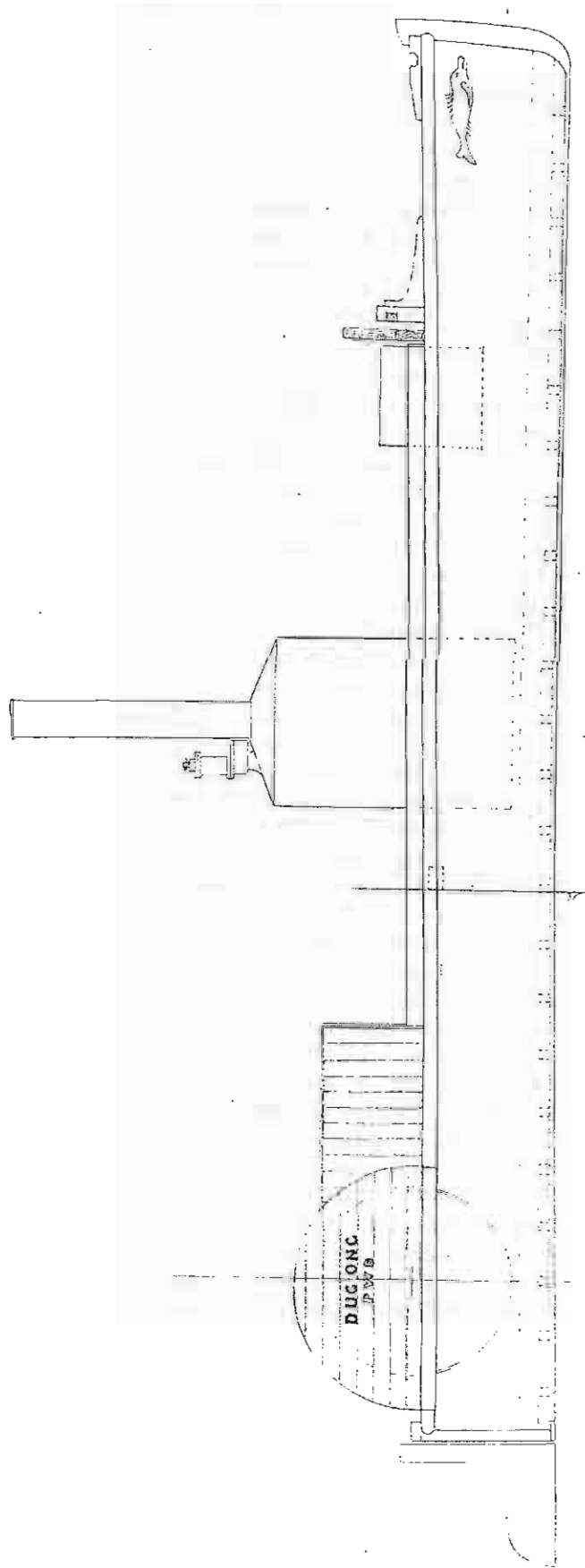
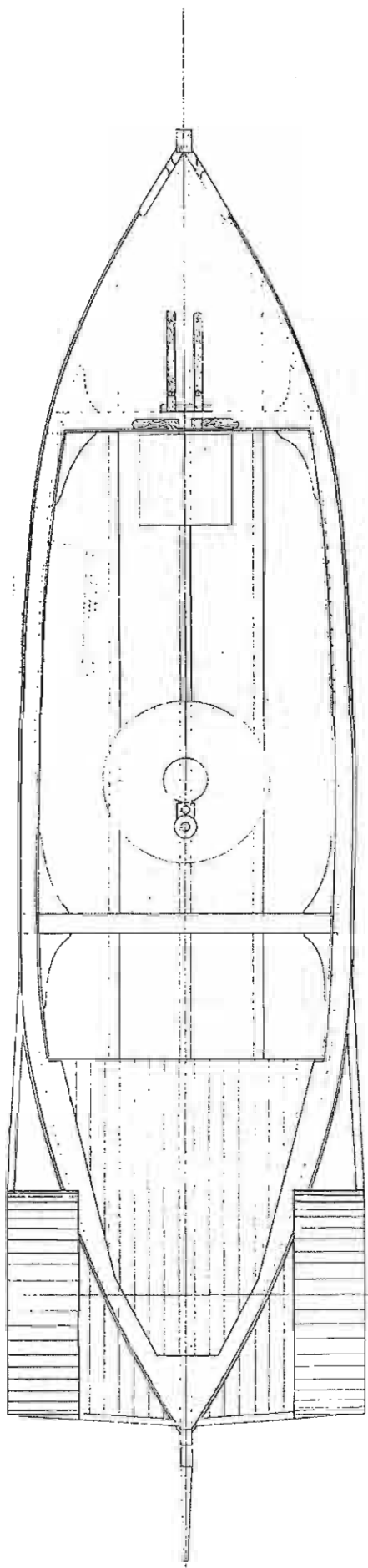
The "MARY ANN", O/No.36551 was built at Champion Bay and launched in October 1864. She was a two masted schooner of 33.28 tons and her dimensions were, 42 x 17 x 7 feet. From the register her owner was George Shenton and she was reported as having been broken up in December 1872.

References..Colonial Secretaries Records, Vol 655/5.
Register of British Ships, Australian Archives.

CHAPPLE, J.C.

of Fremantle.

Nothing is known of this person apart from the fact that the Shipping Registers state that he built the steam launch "LEVERET", O/No. 101717, in 1896. Her details are 3.39 tons, length 35.5ft, breadth 6ft and depth 3.75ft. She was powered by one surface condensing steam engine built by Langslands



'DUC LONG' BUILT BY 'CHINESE JOHN' ON THE CANNING RIVER.

Foundry Co of Melbourne in 1896 and had a speed of 9 miles an hour.

When she was registered at Fremantle as No.94 of 1903 she had already been registered at the Port of Melbourne and was transferred here, to the ownership of Henry Augustus England, of Perth, a Civil Servant. From the foregoing I assume Mr Chapple was employed to rebuild and restore the vessel for her new owner.

References..Register of British Ships, Australian Archives.

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CHINESE JOHN,

of Canning River.

Nothing is known of this man, not even his real name, for all my attempts to find out. What we do know is that he built an ungainly looking stern wheeled paddle boat named the "DUGONG" on the Canning River. The reason for her construction is this,

In 1869 the Government purchased and imported a steam dredge to cut new channels and deepen the existing ones for the benefit of the increasing river traffic. However, as in most cases, when a job is given to someone who has no knowledge of the job to be done nor how to go about it and he is in a position of total authority, a monumental and costly mistake was made.

The dredge when reconstructed, (she was brought out in parts) mainly by Solomon Cook, was named the "BLACK SWAN" and after laying idle for two years was put to work dredging a channel, with convict labour, from the Narrows to the William Street Jetty at Perth. This was almost an exercise in futility as the vessel drew more than three feet of water and she was supposed to be dredging in from two to three feet of water. The biggest problem was that her buckets were amidships and not at the bows so that when she was required to move forward the convicts had to go overboard, and standing in the cold water all day, hand scrape a channel so that the dredge could dig a channel. This farce continued until she was laid up in 1878. Nine years later in 1887 she was recommissioned to continue dredging at the bar blocking the mouth of the Swan river.

This was delayed as it was found that the dredges bottom plates had rusted through. She was slipped at Rocky Bay and a new bottom made of solid Jarrah planks was constructed. The Engineer in charge of the project Mr H. Passmore, knew the stupidity of the midships buckets and had them repositioned over the bows.

In 1892 she was sent up the Canning River to carry out the dredging along the convict fence. This channel was needed to bring the timber laden barges down from the Mills at Cannington. The problem that Passmore faced up the river was to keep up a steady supply of fresh water and coal for the boiler and for this he required a tender or small craft to act as a runabout for the dredge. After requests to the Public Works department fell on deaf ears and with nothing forthcoming Henry, with his son George, co-opted the services of a Chinese carpenter named John. With the assistance of some of the convicts working on the "BLACK SWAN" timber was

hewn from the bush nearby. At last the hull was finished and then came the problem of an engine. About that time the sailing ship "THORNLIEBANK" had caught fire and burnt at Fremantle, so winches and an upright donkey boiler were salvaged and went into making the engine and paddles. It was a momentous day for the builders when the appropriately named "DUGONG" ungracefully took to the water amid the cheers of the assembled convicts and workmen, some of whom had taken bets that she would capsize and sink.

Fortunately the original plans of the "DUGONG" have survived and we have the knowledge of how she appeared.

It is not known what became of the "DUGONG", however the author believes that she may be the unidentified wreck in Bull's Creek as the dimensions tally, however that is for others to determine.

As to the "BLACK SWAN", her end came in 1923 when she was towed behind North Mole to be scuttled. Charges were placed, the plunger pushed, and nothing! The dynamite couldn't blow a hole through her sturdy Jarrah planks so carpenters were called in to hand drill holes with augers. So she eventually went to the bottom but not without a lot of fight.

References..Plans of the "DUGONG", Battye Library.
 Passmore Papers, R.W.A.H.S.
 From oar to diesel on the Swan, Murray, 1949,
 R.W.A.H.S.
 Photographs and drawings.

CLARKE, Joseph, of Perth.

He was born in England in 1843 and was an unmarried carpenter when in 1863 he was convicted at the Central Criminal Courts in London with larceny from the person. He was semi-literate and with previous convictions received a seven year transportation sentence. He arrived at Fremantle on the transport "BELGRAVIA" on the 4/7/1866, (No.8809). His ticket-of-leave was granted on the 2/7/1867 and his conditional freedom on 18/9/1871.

His known working career includes that of a general servant, a carpenter and a boat builder. As there are no records of any vessels having been built by him personally it is assumed that he was subcontracting his labour to one of the larger ship builders.

References..Dictionary of West Australians, Erikson.

COLLINS, Thomas R, of Fremantle.

This shipwright is another who seems to have been in the trade only during the boom days of the pearling boat building at Fremantle. During the period 1899 to 1901 he was residing at lot 3 South Terrace, Fremantle. There are no known boats built directly by him.

Reference..Fremantle City Council rate books.

COOK, Solomon,

of Perth.

As Solomon Cook's life story has been well documented by his great-granddaughter, Mrs Greta Kuchling, and written up in the R.W.A.H.S. Early Days Journal, Vol 9/3 it is only necessary for me to touch briefly on his early life in Western Australia. Solomon was born in 1814 in America and took up his fathers trade of blacksmith. He joined an American whaling ship named the "MAYFLOWER" and one of the ports of call was Albany. It is recorded that on the 27/2/1840 Solomon Cook and others took a boat ashore with clothes and a weeks supply of food. The boat was found abandoned and a search for the men proved unsuccessful.

A couple of days after the "MAYFLOWER" sailed the men came out of hiding and began their new lives in their adopted country. By May 1847 Solomon had assisted in the building of the vessels, "CHANCE" and "VULCAN" and was helping to finish the "EMMA SHERRATT".

The "CHANCE" was a wooden two masted schooner of 29 tons and was built on the Kalgan River. She was owned by the residents of King George's Sound and was wrecked in 1843. The "EMMA SHERRATT" was a wooden two masted brigantine of 92 tons and her dimensions were 62.2 x 18.1 x 10.9 feet. She was built at Torbay in 1844 and was wrecked in December 1850.

He claimed that he was most interested in building his own vessel but needed to become naturalized. In December 1848 he was working on the building of two vessels, the "EMMA" and the "FAIRY" but disputes between the owners and the builders arose and he left Albany for York.

The story of Solomon's boat building career begins in 1841 and from a series of letters from the Colonial secretaries Office we get a picture of his activities.

On the 6/7/1842 Thomas Sherratt requested that his new vessel built on the Kalgan River, near Albany, be registered. The vessels name was "CHANCE" and understandably he was most anxious to have her details recorded and a certificate issued so as not to miss the bay whaling season which was about to commence.

The next document in this series concerning the "CHANCE" is the boatbuilders certificate, which states,

"I do hereby certify that I am the builder of the vessel called the "CHANCE" and that the dimensions are as follows, Length overall from the forepart of the main stem to the after part of the stern post aloft, 39 feet, 4 inches.

Breadth of beam from the outer part of the main wales, 14 feet, 7 inches.

Depth of hold, from the ceiling to the lower part of the deck, 6 feet, 11 inches.

And that she was built on the Kalgan River, King George's Sound in the year one thousand eight hundred and forty two and that the said purchaser is Thomas B Sherratt of Albany, W.A. and I hereby declare that the vessel "CHANCE" is the same for which the application is now made for register,

signed, Solomon Cook.

sworn before me, 5/7/1842, M Phillips, J.P.

On the 1/7/1842 Thomas Sherratt signed the ownership certificate for the "CHANCE" and affirmed that he was a British subject and owed no allegiance to any foreign state.

The next document reads,
"To His Excellency, John Hutt, Esq, Governor of Western Australia,
The memorial of Solomon Cook, humbly sheweth that your memorialist is a native of America, was born in the state of Maine and is aged 27 years. That he arrived at Albany, King George's Sound in February 1840 and has since that time resided there supporting himself by his own exertions and industry. And that now your memorialist is desirous of becoming a denizen of Great Britain.
He therefore begs your Excellency to grant him naturalization and your memorialist shall as in duty bound, ever pray,
signed, Solomon Cook, Albany 5/7/1842."

The Colonial Secretaries reply to this was, "request the Resident Magistrate at Albany to inform me whether Solomon Cook is a proper person to be recommended to H M to have this favour conferred upon him and whether the employment he may be engaged in be of permanent character which may induce him to remain in the colony".

In reply to the request for information on Cook, Mr Phillips replied, "in the season for bay whaling he is employed in tongues and at other times either at blacksmiths work or boat building. I do not think him of a character to settle permanently in the Colony. I think he applied to become a denizen to enable him to register the vessel he built and to command her himself. I believe if he is permitted to become a denizen he means to build another vessel."

The result of this missive was to cause the Colonial secretary second thoughts about the application for naturalization and stated that the papers were to be forwarded for approval to London and that the costs for this and for presenting a private members bill would amount to about five pounds.

By September 1842 Mr Sherratt was having another vessel built this time at Torbay. This one was to become known as the "EMMA SHERRATT". She was also to be used in the whaling industry and Solomon Cook along with J O Peters, (see his entry) were involved in her construction.

On the 20/10/1842 the Harbour Master, Mr Belches officially measured the "CHANCE" for her certification.

On January 26th 1843 the Government Resident wrote thus,
"Solomon Cook having paid into my hands the sum of five pounds for passing a bill for his naturalization, is anxious to know if you, (the Colonial Secretary), can grant him authority to enable him to command the vessel Mr Sherratt is now building. Also to command her while fitting out for the next whaling season".

In December 1842 the "CHANCE" sailed for Batavia to lay in supplies for a whaling crew.

By April 1843 Solomon was in a bit of trouble as he had gone whaling and had brought in some barrels of oil for which a certificate was required. Being still a foreigner it was against the law for him to command or operate a British flag vessel.

From the reading of these letters it is lucky, not just for him but for the rest of Western Australia that this enterprising man did eventually get his certificate of naturalization.

As he was a blacksmith and millwright he set to at York and constructed the Colony's first steam mill. He also constructed bridges, one of them being the first Canning Bridge and introduced steam to the Swan River.

In partnership with a man named Stevenson they built the states first steam engine. He is then credited with having built Western Australias first steam boat, however this honour should rightly be shared between three men, the first being Solomon Cook who built the boiler and superintended the overall construction of the vessel, the second being Stevenson who is alleged to have constructed the engine and the third being Thomas William Mews who constructed the hull, even though history tells us that the name of the vessel was the "SPECULATOR" nowhere in any of the contemporary newspaper reports and literature can this be confirmed, that the vessel existed is fact, the name isn't.

This vessel was pretty much a failure but undeterred they went back to the workshop and constructed another vessel. This was named the "PIONEER" and was affectionately known to the populace as Puffing Billy. She was built for the Perth to Guildford run which necessitated a shallow draft to negotiate the river flats and shallows about Heirrisson Island. She was box like in construction with the boiler and engine aft and a stern paddle wheel. To bring her on an even keel the passengers had to stand well forward with the cargo.

On the 18/1/1857 the "PIONEER" made her first journey up the Swan to Guildford with twenty passengers and as she steamed under the bridge the local inhabitants turned out in force to cheer her passage. After a handsome luncheon and festivities she set off to make the return trip to Perth. The voyage was marred, when at Gibb's Landing, the stoker forgot to let off the steam pressure and in consequence one of the glands blew out. The passengers, never having seen live steam before, panicked and some of them threw themselves overboard, fortunately the water was shallow and only their pride was bruised.

In a letter to the Colonial Secretary dated 2/2/1857, Solomon says in part, "I would beg most respectfully to draw the attention of His Excellency the Governor to the fact of my having built and prepared a steam boat to ply between Perth, Guildford and the Upper Swan". He goes on to explain the difficulties attendant in navigating through the flats.

The "PIONEER" although ungainly in appearance and operation ran successfully for many years on her river run, for how long is not certain but she was still being advertised for trips to the races in late 1882 and early 1883. For many years there was no indication of her fate, however, just recently a newspaper clipping was brought to my attention and it was just the evidence needed. From the Sunday Times of 26/4/1936 came this article.

"Few of our human links with the past, the Douglasses and Lawrences of South Perth and elsewhere, know that buried in the filling in soil of the Esplanade near the Flying Squadron's Club House is one of the first steamboats to ply on the Swan River. She was an odd oblong barge like structure with a reciprocating engine and a stern paddle after the style of the old "KENTISH LASS", the latter the pride of the Swan Brewery between Perth and Fremantle. The other old timer

now rotted into the soil at the foot of William Street was used for transporting goods and passengers from Fremantle to Guildford and vice versa, its last usefulness being to act as a boathouse for the late Willy and Mrs Ahern, (the latter formerly a Miss Annie Quigley). For a long time the old gutted out barge lay afloat near where now is the said Flying Squadron until the filling in of the Esplanade and a lot of the shallow part of the river around it, eventually blotting it out from sight, if not from memory".

Thank heavens for letter writers!!

Solomon Cook's next venture was the building of a large wooden barge for the river trade and in the Perth Gazette of 6/5/1858 there appeared this article. "A novel operation has claimed the attention in Perth for the last two days. Mr Solomon Cook, has for some time been engaged in building near his workshops in Murray Street, (where Ahern's stands today), a large barge, 66 feet long and 14 feet in beam, measuring 40 tons and on Wednesday and Thursday she was conveyed to the water, a distance of 500 yards, the modus operandi being a wheel at one end and a roller at each side worked with a ratchet wheel, a temporary way being made with planks, a simple and effective contrivance. Mr Cook deserves every credit for the many ingenious schemes he now and then enlightens the public with."

This barge became the largest on the river and when locally registered on 7/1/1861 was named "HOPE". The route taken to launch the vessel was along Murray Street, right into Barrack Street, up and over the hill and down to the river near to where the Weld Club stands today.

The last of Cook's vessels was the passenger steamer "FRIENDS" which was built on the same site as the "HOPE" and launched in a similar manner, but this time with the experience gained from his previous attempt the launching only took twelve hours. She was launched on the 10/1/1859 and was a common sight running up and down from Fremantle to Perth on her regular run until she was broken up during 1872. Solomon Cook passed away on the 24/2/1871 having made his mark.

References..Dictionary of West Australians, Erikson.
 Inquirer newspaper, various dates.
 Perth Gazette also various dates.
 Early Days Journal, Vol 9/3, S.Cook, G Kuchling
 Interview with Mrs Kuchling.
 Battye Library, P.R. 5155, history of S.Cook.
 From oar to diesel on the Swan, Murray, 1949,
 R.W.A.H.S. Early Days Journal.
 Steam on the Swan, Maritime Museum report No.70
 Colonial Secretaries Records, Vol, 112/12, 13,
 15, 18, 20, 80, 83, 107, 109, 119/5, 47.
 Sunday Times, 26/4/1936.
 Register of British Ships, Australian Archives.
 The Morning Herald, 3/1/1883.

COOKSON, Charles,

of Perth.



Photo by Mr. R. Davis]

ACMA

[Perth.

Designed and built by F. Cooper. Equipped with 5 h.p. Lozier engine.

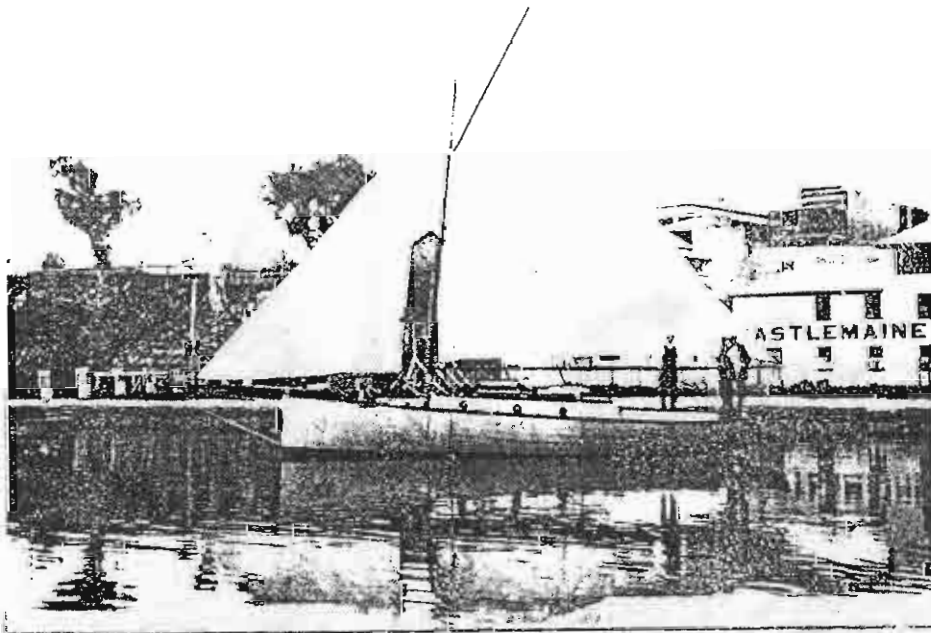


Photo by H. F. Miller]

Leneta.

[Cottesloe.

Designed and built by F. Cooper. Equipped with a 10 h.p. Vosper engine.

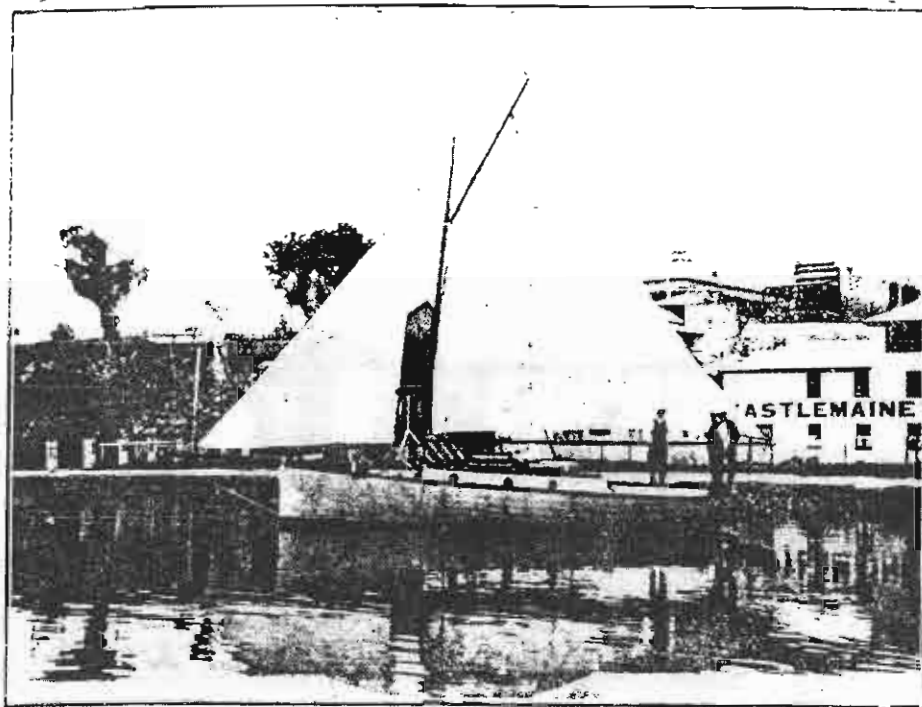


Photo by H. F. Miller]

Leneta.

[Cottesloe.

Designed and built by F. Cooper. Equipped with a 10 h.p. Vosper engine.

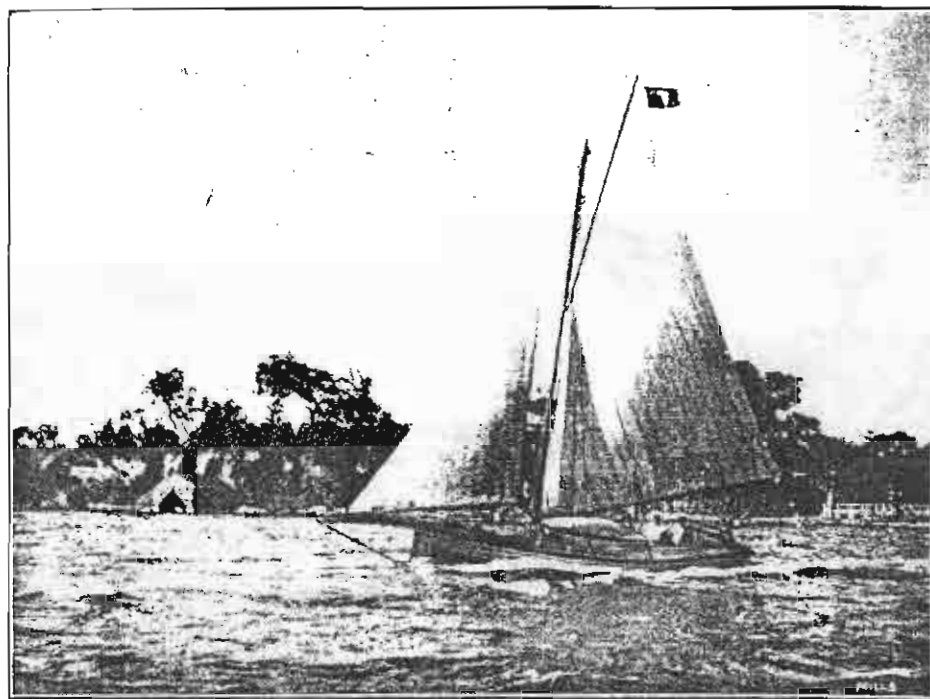


Photo by H. F. Miller]

Timaru.

[Cottesloe.

Designed by F. Cooper.

Built by Messrs. Edwards and Barbour.

There is only one reference to this man having been a ship builder and that comes in a Biographical register. Having checked other sources I believe that this gentleman was a shipwright. He was born in England in 1840 and had resided in Western Australia for 49 years before his death in 1910. For 39 of those years he was employed by Randell-Knight & Co, later to become the Swan River Shipping Co. It is assumed that he was employed to maintain the company's fleet of river craft. There are no known vessels that can be attributed to him.

References..A Biographical Register, by Gibbney & Smith.
Dictionary of west Australians, Erikson.
The Western Mail. 5/3/1910.

.....

COOPER, Messr's, of Mandurah.

It is not known who the brothers Cooper were or where they originated from. It is known however that their tender to repair the Mandurah ferry was favourably received and accepted on the 10/9/1861 as was written in the Government Gazette of that date. They possibly were not boat builders in the accepted sense, (maybe just carpenters) but as they carried out shipwright's work it is only fair to include them in this work.

References..Dictionary of West Australians, Erikson.
Government Gazette, 10/9/1861.

.....

COOPER, Frederick, of East Fremantle.

The first intimation we have of this gentleman is in an article dated in 1906 which states, "at East Fremantle, F. Cooper, built to the order of Mr J. Green of Mandurah, the first tunnel boat running in local waters. The boat is of the double-ended type and has a draft of only fourteen inches. the boat was designed especially for crossing the Murray Bar, over which at times there is not more than eighteen inches of water and upon which the whole force of the Indian Ocean breaks. This necessitated a whale ended boat, as with either a counter or a broad transom there is considerable risk of the surf breaking on board and swamping the boat.

The principal dimensions are length 34 ft, breadth 9 ft and depth 3 ft. The planking is Kauri on Blackwood timbers, stringers of Oregon run fore and aft. the tunnel was built sufficiently high to allow a 22 inch propeller to revolve in 12 inches of water.

The installation is a 10 H.P. Double cylinder Union engine. The boat is a good piece of workmanship and reflects considerable credit on so young a builder.

That is all that is known of this man although there is a suspicion that he is probably related to the subject of the next entry. This is the only descriptive piece concerning his

"VIX" PLEASURE BOATS

CLAREMONT JETTY, FRESHWATER BAY.

G. COOPER, BOAT BUILDER, PROPRIETOR

(Late with W. A. Chamberlain, Fremantle).

Sailing and Rowing Boats on Hire at all times, by hour, day, or week. All Boats guaranteed seaworthy and fully equipped.

Best Fishing Tackle, Spinners, and Bait kept in Stock.

HOT WATER, SOFT DRINKS, TOBACCO, ETC.

Repairs of every description to Yachts and Launches carried out at Reasonable Prices and with prompt despatch.

GENERAL OVERHAULS, PAINTING, ETC., A SPECIALTY.

Witness my hand and seal at
Claremont
this 20th day of April 1911

I, George Cooper PROPRIETOR
of Claremont do hereby certify that
the vessel named Ida Lloyd of 12 Tons
of displacement, having Junrah frame and Kauri
pine decks and fitted with two sails
Schaner rig, was built by me
at my yard in the year
1911 on the 18th day of April
1911, on account of Oscear Edward Blackman
of Broomie Island and I have no further claim on
the vessel.

G Cooper
Boatbuilder
B - PROPRIETOR.
Claremont
Jetty
Claremont

activities and he seems to have confined himself to the pleasure boating market.

References..W.A. Yachting and Motor-boat Annual, 1906/07.

.....

COOPER, George,

of Fremantle & Claremont.

Mr Cooper was born in 1861 and after leaving school was apprenticed to his father, who was also named George and was a boat builder although I can find no record of him having plied his trade in W.A.

George, junior married Emily Chamberlain at the Fremantle Church of England on the 30/7/1884, (the daughter of Charles Chamberlain), he was at that time working for Chamberlain's boat building enterprises at South Beach, Fremantle and later on around late 1902 W.A. Chamberlain and George Cooper began a partnership which after successfully constructing a number of craft, terminated during 1910, when George set up on his own account at Claremont.

For details of the craft built during this partnership refer to the section dealing with W.A. Chamberlain.

As a boat builder he first appears in the Almanacs from 1886 and in that same year he appears as a Fremantle ratepayer with his premises, a four roomed cottage, at Lot 169 Norfolk street, Fremantle. In 1887 he also purchased Lot 13 Leak Street, Fremantle. During 1900 to 1902 Mr Cooper resided at lot 13 South Street. He and his wife had three sons and when the partnership ended, George bought a property at Claremont, No.8 Victoria Avenue and built a boat shed at the waters edge which is still there today where he began building river craft as well as the odd pearling lugger.

The first of the three registered vessels that George built on his own account was the "ARAFURA", O/No.131601, a two masted schooner with dimensions of 36 x 12 x 5 feet. She was built during 1911 for Joseph M Johnson, a pearler from Broome and the vessel was sold overseas in 1929.

Also in 1911 he built the "IDA LLOYD", O/No.131604 with similar dimensions to the above, for Oscar Blackman, also a pearler from Broome.

The third registered vessel was the "BETTY MARGARET", O/No.131640 and similar to the others. She was built during 1912 to the order of the Broome pearling fleet owner Edmund Harold Hunter.

As well as his boat building enterprise George bought out the boat hire business that belonged to Mr J.J. Vick. The business was called "Vix" pleasure boats, Claremont Jetty. This was in 1905 and as his advertisements say, "boats on hire by hour, day or week. All boats guaranteed seaworthy and fully equipped. Fishing tackle and bait kept in stock."

This boat hire business was sold in 1927, upon the death of George Cooper Senior to Mr Frank Sawkins.

When Georges wife died in 1943 the house and boat shed in Victoria Avenue were sold to another boat builder named Peter Mews.

References..Dictionary of West Australians, Erikson.

W.A. Yachting and Motor-boat Annuals, 1902/13.
 the Herald Almanac, 1886 to 1889.
 Fremantle City Council rate books.
 Transcript of Oral history, Claremont Museum.
 Register of British Ships, Australian Archives.
 Boat Builders Certificate, "IDA LLOYD".

.....

COURT & WILKES,

of Fremantle.

The author, for all his searching has no idea who these persons are, where they came from or where they went to. There are no listings for them in directories, nor can they be found in the rate books. I feel frustrated when I have to write such things as, details unknown, however, as they definitely did live and are the registered builders of two pearling luggers for the Broome grounds I can only hope that somebody will recognise or remember names and details so that the gaps can be filled in this important aspect of our states history.

The first vessel that this partnership built was the two masted schooner "IDELIA", O/No.118524, in 1903 with a length of 37 feet, a breadth of 12 feet and a depth of 5.2 feet. The vessel was built for Charles Lens and George Fletcher, both of Fremantle. They then leased the boat to a pearling crew.

The other vessel built was similar in dimensions to the above and was named "GOULD", O/No.119032 and built for a Broome pearler named Stacey Gorman.

These are the only known vessels built by this pair although possibly they built some smaller craft.

References..Register of British Ships, Australian Archives.

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COX, Samuel,

of Perth.

Samuel Cox was born in England in 1797 and arrived at the Swan River Colony on the 14/5/1830 aboard the ill-fated ship "ROCKINGHAM", (for details see, Unfinished voyages, Vol 1 by G. Henderson).

The "ROCKINGHAM" sailed from St Katherine's Dock in London under tow of a steam tug. She was towed to Sheerness where the anchor was dropped and the vessel deemed by the pilot to be secure.

Mr Cox, a passenger and an old sailor, suspected the cable had parted and informed the pilot of his fears only to be told to mind his own business and that he (the pilot) could take care of the ship.

The pilot and the crew then began drinking and the passengers who were still stowing gear and sorting themselves out had no inkling that they were adrift until the vessel brought up with a violent shock. She had drifted several miles and had run aground on the Mouse bank.

The pilot raised his voice to the utmost pitch calling for help and ordered the signal guns to be fired, however through lack of maintenance this was found to be impossible until

Western Australia
Harbor District Office
Perth
19th July 1857.

Sir

I have the honor to inform
you that I have received from
Samuel Cox the Boat-builder
for and intended for the use of
the Engineer Department for driving
Piles and constructing Wharves.

I hereby certify that she is
according to plan and specifications
and built to my satisfaction

I have the honor to be

Sir

Your Obedient Servant,

James Murray

Harbor District

The Honorable

The Colonial Secretary
Perth
Perth

Captain Gray R.R. I
Harbor District } 20/7/57

SAMUEL COX.
One of the Colony's earliest boat builders.

Sept. 19th 1831

Sir / Being desirous to obtain Land in this Colony I request in accordance with the Regulations established by His Majesty's Government that the Truth of the annexed Statement relative to the Persons and Property brought at my expense into this Colony may be enquired into and the extent of Land determined to which I may appear to be thereby entitled.

I am

Your Obedient Servant

John Brown Esquire

Samuel Cox

Description of Applicant's Family

Age in Years	Names	Age	Quality or Calling
1045	Samuel Cox	33	Shipwright & Wood Worker

Portion of Samuel Cox's application for land in 1831.
Showing his profession.

with the aid of an old woman's knitting needle Samuel Cox managed to clear the touch hole enabling match to be put to powder.

This was just one of the many disasters which befell this vessel on her voyage to the new colony.

With him he brought tools and ironmongery to the value of 100 pounds and used that to apply for his land. He selected and was granted 200 acres in the Canning district in July 1832 and later in 1835 he purchased town Lot F.4. in the Perth township. Little is known of his life or trade pre arrival in W.A.

After the drama of the shipwreck Cox and the rest of the survivors made their way to Fremantle and shortly after settling there, Samuel Cox and Thomas William Mews formed a partnership and friendship that was to last all their lives.

The first instance of these two working together was when they tendered to erect a fence around the jail at Fremantle, the Roundhouse, on the 7/7/1832, but, by 1835 they, realizing the importance of boats for transport within the colony, had turned their hands to boat building.

The first instance of this comes in a letter written in 1835 where they were involved in a dispute with Mr Weavell over the Preston Point Ferry which they had built.

The partnership was always called Mews and Cox so the entry under Thomas William Mews, senior should also be read in conjunction with this section of the story.

The first vessel that they built that was written about was the Fremantle ferry which they constructed in early 1836. The newspaper of 7/5/1836 reports, "the large substantial ferryboat, built by Messrs Mews and Cox for the ferry at Fremantle, is now finished, and we believe has been sent down to be brought into immediate use. The tender for building this boat was taken at 75 pounds, but some other additional work has been required which will render the cost about 100 pounds. The workmanship we are told is highly creditable to the contractors. We understand that all the necessary gear will be supplied of the best materials, to give the new site to which the ferry is removed a fair trial during winter. If it succeeds jetties will be built on both sides of the river to render the ingress and egress as safe and commodious as possible."

In the earliest days of the colony four cross river ferries were quickly established, these were placed at narrow sections of the river and starting from upriver, the first was at Guildford approximately where the Guildford Road bridge crosses today, coming down river the next was at Mount Eliza and ran across to Point Belches, where the Narrows Bridge is situated, the next was at Preston Point and ran across to Mosman Park and the last was the Fremantle ferry which ran from the base of Cantonment Hill across to the North Fremantle side.

Three of these ferries were cable operated, Guildford, Preston Point and Fremantle, that is, a heavy cable was laid from one side of the river to the other and the ferry was hauled across by manpower. the Perth ferry was operated with rowing boats.

The Government schooner "CHAMPION" was, according to her Captain in need of repairs and tenders were called to do the

work. On the 1/5/1837 Mews and Cox responded and as well as carrying out the repairs did some additional work on her as required.

At this time we find that Samuel has bought himself a block of land in Perth, next door to his partner, Mews, and two blocks from their boatbuilding yard. Samuels block was Lot 31 and fronted onto the river where Mounts Bay Road is today and was the fifth block from the corner of Spring Street heading west. He also owned a block at Guildford, once again next door to Mews and was designated lot 102.

When the whaling began at Fremantle this partnership was amongst the first to construct whaleboats for the respective companies and after an accident to the boats in mid June of 1837 Mews and Cox were the repairers.

An advertisement in the local press, the Inquirer, of 8/9/1841 says, "Thomas Mews and Samuel Cox, shipwrights and boat builders, return thanks to the public for the encouragement they have met with, and beg to give notice that their business is still carried on at such prices as will give satisfaction. Large boats built by the ton, small boats by the foot."

The boat building yard of Mews and Cox was at Perth Lot L.34 and was situated on the corner of Mount's Bay Road and Spring Street, on the opposite corner to the Brewery, and remained in their hands until 1863.

During April 1839 an inquiry was held in Perth to determine the suitability of Jarrah for shipbuilding and Mews and Cox, among others were called to give evidence.

As well as building boats this partnership also carried out construction work for the forerunner of todays Public Works Department such as building the first Perth Jetty at the foot of William Street and the first bridge over the causeway flats, this for the sum of 499 pounds in May 1842.

From about 1850 Thomas William Mews, senior, went into semi retirement to his property by Mews Lake in North Perth and his son, also Thomas William took over the business. It is not certain if it was at that point that Samuel Cox pulled out of the partnership but it is certain that by 1856 Samuel was in business for himself as can be seen from the following advertisement. "Samuel Cox, boat builder, Marnar Gardens, Mews Lake, near Perth. boat building in all its branches."

At the end of 1856 Samuel tendered to build a carvel built boat for the Government for 35 pounds and in the Government Gazette of 1/1/1857 it was announced that he had been awarded the contract. On the 22/1/1857 the Government called for tenders for the construction of a whaleboat for the Pilot Service at King George's Sound, (Albany).

The specifications were :- Length 25 feet, breadth 5 feet, depth 1 foot 10 inches, she was to be clincher built, keel, gunwhales, stem and sternpost to be of Mahogany, (Jarrah). Planking, thwarts, rising and linings to be Pine. The whole to be copper fastened and covered with two coats of lead coloured paint.

Samuel also won this contract, according to specification, for 28 pounds. On the 20/3/1860 a tender was called for the building of a dinghy for the Mandurah ferry. It was to be Mahogany throughout, clincher built, copper fastened and 10 x

THE SUN NEVER SETS ON
THORNYCROFT
 MARINE MOTORS

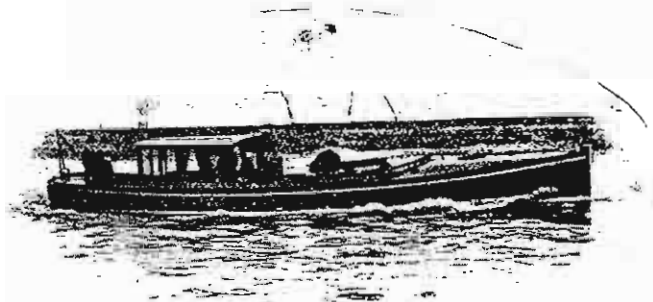
They are in use throughout the world, and, as only the best is good enough for Naval Purposes, consequently Thornycroft Marine Motors or Motor Boats are used by the Governments of Great Britain, Russia, Austria, Italy, Spain, Portugal, Sweden, Siam, Chili, India, Australia, Canada, Egypt, Nigeria.

STANDARD SIZES OF ENGINES: FROM 6 B.H.P. TO 150 B.H.P.

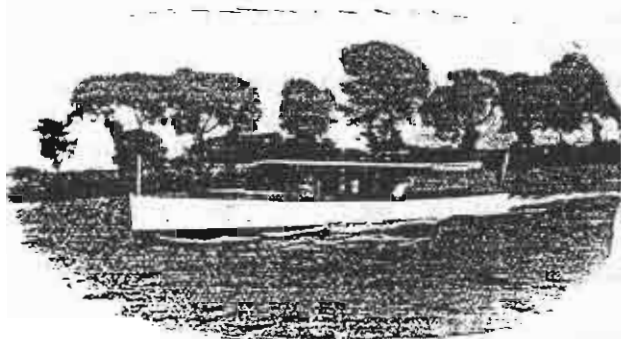
Complete with Shafting, Propeller, Spare Parts, and either Reversing Gear or with Reversible Propeller ready to put in boat.



J. DENNY



Chilian Harbour Service Launch, equipped with 50 B.H.P. Thornycroft Engine, speed 12½ miles.



Steel Launch, 35 ft. by 7 ft., with 24 B.H.P. Thornycroft Engine, speed 10 knots.

Reliable guarantee given with all Outfits, and Installations locally supervised by a competent engineer from Thornycroft's Works. Write for PRICES and CATALOGUES to the SOLE W.A. AGENTS

DENNY BROS., SHORT ST., FREMANTLE

Other Agents:
 GIBSON, BATTLE & CO., Sydney. W. A. RYAN, Auckland, N.Z.



J. L. DENNY.

DENNY Bros., of Fremantle.

4.75 x 1.5 feet. Samuel also won this contract at a price of 11 pounds 10 shillings.

His next contract was to build a Pilot boat for the Rottnest Island Pilot Station for 34 pounds 10 shillings on the 18/6/1861. Again in December 1864 he was awarded the contract to construct a Pinnacle for the Government for 22 pounds.

This Pinnacle was the last recorded vessel built by this old pioneer and on the 15th of July 1879 he passed away at the age of 83 at the house of his old friends son, James Mews.

References..Dictionary of West Australians, Erikson.
 Government Gazettes, 1/1/1857, 22/1/1857,
 4/3/1857, 20/3/1860, 18/6/1861, 13/12/1864.
 Inquirer, 23/7/1879, 16/7/1879, 21/4/1841,
 8/9/1841.
 Perth Gazette, 7/5/1836, 7/5/1842.
 Colonial Secretaries Records, Vol 17/170,
 Vol, 23/109 Vol 37/50, Vol 51/20.
 The Herald Almanac, 1873, 1874.
 W.A. Almanac, 1869
 Early Days Journal, Vol 7, part 5, Whaling in
 Cockburn Sound, by I Heppingstone.
 Jane Dodd, by Lilian Heal.
 The Colony of Western Australia, Nathaniel Ogle
 London, 1837.

.....

CRITCH, Charles, of Fremantle.
 also of Shark's Bay, Onslow & Broome.

Charles was born in England at Chatham, Kent in 1862 and at the age of 5 arrived with his parents at Fremantle. His father, Henry, was a soldier guard who was part of an escort bringing convicts from England. They arrived on the 17/12/1867 on the ship "NORWOOD" with Henry having the rank of private in the 35th foot, an enrolled pensioner guard. After leaving school Charles served his apprenticeship under William (General) Jackson. In his own right, he appears as a boat builder from 1886 to 1889. From family history, he travelled North to wherever work was to be found, mainly following the fortunes of the various pearling grounds and worked as a shipwright and trader at Shark's Bay, Onslow and Broome.

There are no known boats that can be attributed to him personally.

References..Dictionary of West Australians, Erikson.
 The Herald Almanac, 1886 through to 1889.
 Oral history from Mrs Critch, granddaughter.

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DAVIS, John, of Perth.

The only reference there is to this man is that when he appeared in a court case on the 2/6/1836 as a witness he was

referred to as a shipwright from the shipyard, Mount Eliza. As this is the time that they were building the "LADY STIRLING" it is safe to assume that he was engaged by Mr Edwards the builder, to work on her. He is also possibly the same man who in 1837 gained employment with the Carnac Island Whaling Co and who was lost on the 8/7/1837 in the wreck of the "SETTLER".

References..Dictionary of West Australians, Erikson.
Perth Gazette, 4/6/1836, (Court case).

.....

De LONGVILLE, J, of Fremantle.

We have no information on this person who had his establishment on North Shore, Fremantle. He is first listed as a shipwright in 1901 and continued working at the same yard until at least 1912.

He probably built dinghies and small craft for the fishing and leisure market as no registered vessels were built by him.

References..Wise's Post Office Directory, 1901 - 1912.

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DENNY BROS., John and James, of Rocky Bay.

John was born at Glasgow, Scotland and after his schooling was employed by an uncle, owner of the famous shipbuilding firm Denny Bros. He left after six months to continue an engineering apprenticeship. He then went to sea, including a stint in the Egyptian Navy. John then joined British India Steam Navigation Co. and served in their crack steamer "AVOCA". Then in 1896 he joined the Spanish Government and served as 2nd engineer on the "ARAWA" carrying Spanish troops to Havana. After America joined the war John Denny returned to England for a rest. Travelling to W.A. at the height of the gold boom he saw business opportunities and so returned to England and secured a number of Agencies of British Engineering firms then immediately returned to W.A. in 1897 and laid the foundations of his Company, Denny Bros, Engineers.

His twin brother, James Leslie, after leaving school, did his engineering apprenticeship at the shipyards, Denny Bros of Dumbarton and on passing out also joined B.I.S.N.Co. He stayed with them until he came to W.A. late in 1897 to join his brother in the business.

When A.E. Brown built the ferry "PERTH" at his yard it was Denny Bros who did the engineering work. They also built some iron barges for the Government to transport stone from the Rocky Bay quarries to the mouth of the river to construct North and South Moles.

References..West Australian, 1/1/1915.
The Mail, 9/7/1904.

W.A. Yachting and Motor-boat Annuals, 1902/13.
 Early Days Journal, Vol 4 part 1, From oars to
 diesel on the Swan, K.O. Murray.
 20th Century Impressions of W.A., P.W.Thiele, Co

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DENTON, Cincintus, of Fremantle.

This shipwright resided at Lot 17 Tuckfield Street, Fremantle during 1901 to 1903 and as there are no identifiable vessels that can be traced to him it is assumed that he was an employee of the larger shipyards.

Reference..Fremantle City Council rate books.

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DIXON, Charles, of Fremantle.

The only references we have to this chap are that he was listed as a boat builder with premises in Beach Street, Fremantle in the directories of 1905 to 1912. From the rate books we find that he was a resident of Fremantle from at least 1901 and that his premises in Beach Street, Lot 284, included not only a cottage but also a boat building shed so it is probable that he was building unregistered vessels there. He was depicted in a photograph at the launching of the timber lighter "ROCKINGHAM" which leads one to believe that he may have been instrumental in the construction of both the "ROCKINGHAM" and the "JARRAHDAL" on the front at Rockingham.

References..Post Office Directory, 1907.
 Caption to photograph.
 Wise's Post Office Directory, 1905 - 1912.
 Fremantle City Council rate books.

.....

DOUGLAS, William, of Albany.

Captain William Douglas was born on the 22/1/1848 near Cambridge, England and arrived with his parents on the vessel "SABRINA" on 19/6/1852. He married Emma Matilda Barrett in Perth in July 1868 and shortly after they moved to Albany where they had eight children, six of whom survived.

By 1873 he is recorded as being the owner of the cutter "VICTORY" which was wrecked in 1875. His next venture into shipping was his ownership of the small steam tug, the "PERSEVERANCE", and then came the steam tug "JESSIE" and in 1896 he purchased the tug "DUNSKY".

His boat building activities began in 1906 when he constructed a five ton timber steam launch, the "PERSEVERANCE", the third vessel of his to bear that name. She was powered by, after conversion, one naptha engine of 6 H.P. and was licensed to carry 40 passengers in and around the Port of Albany.

He built a lighter on the Kalgan River in 1919/20 to ship apples from his and the surrounding properties to Albany. The vessel never had a name and was just referred to as the lighter. She was 40ft long with a 12ft beam and 6.5ft in depth. She was framed with local bush timber and the Jarrah planking came from the old whaling station at Frenchman's Bay. Later on in her career she was decked in with timbers from the wrecked schooner "RIP".

References..Dictionary of West Australians, Erikson.
Memories of Maritime Albany, by G. Le Marshall.
Maritime Museum report, No. 53.

.....

DOUST, Isaac, of Augusta.

In the middle of December 1874 the Pearl Shell fishery at Shark's Bay was beginning its boom period and many young men from the South were fired up with the prospects of riches. One of these young men was Julius Brockman, and in his biography, "He Rode Alone" he recounts :- "just about this time the pearl fishing at Shark's Bay broke out. All those who could get a boat went up.

There was at that time a young woodsman named Isaac Doust who was very handy. He lived at Augusta, at the mouth of the Blackwood river. He had found a large Teak log washed ashore, so he set to work and cut it up and built a very well shaped boat, fourteen feet long. He sewed some chaff bags together and made a sailing jib and launched her in the river. She proved a beauty."

With his brother John, Julius purchased the boat and then proceeded to sail her around Cape Leeuwin, up the coast to Bunbury and after some repairs, carried out by the Bunbury boat builder, James Gibbs, carried on to Fremantle! An intrepid journey for such a small craft and two completely inexperienced lads.

Isaac Doust was also bitten by the dream of riches and he too travelled north to take up pearling. He purchased the two masted schooner "SWAN", O/No.72469, of 27 tons in 1881. She had a length of 45ft, breadth 15ft and depth of 7ft. and was built in Fremantle in 1875. In April 1884 Isaac beached the vessel at Swan Point, north of Broome, to carry out general maintenance on the hull. There were a group of Aborigines on the beach showing signs of friendliness, however, for whatever cause, the aborigines attacked and murdered young Isaac Doust.

References.. "He Rode Alone", by Julius Brockman.
Dictionary of West Australians, Erikson.

.....

DUNKLEY, R, of Cossack.

Nothing is known of this person except that he is listed in two Almanacs and as he was denoted as being a ship's carpenter it is probable that he was employed to maintain the pearling fleets in their lay-up period.

Copy of Agreement

1531

J. Thomas L. Symers, owner of the Schooner
 "Fairy" now lying in Oyster Harbour hereby
 agree and bargain to sell Mr John Thomas
 and Mr James Richard Dunn, both of Albany
 one half or 32/64 shares of the above named
 vessel "Fairy" on the following conditions
 viz. That the said John Thomas, and James
 Richard Dunn, shall complete the said vessel
 for sea, they finding and bearing all expenses
 and J Thomas L Symers on the other part
 handing over all such goods, rigging, spars
 or belonging to the vessel comprehending
 Iron work, and when the vessel is complete
 a bill of sale to be duly signed and the
 parties names to be introduced in the register

In witness whereof we have hereunto
 set our hands and seals -

Albany 17th December } Signed) J L Symers
 1849 } - J. R. Dunn
 Witness S. Brynner } John ^{his} Thomas
 mark -

Copy of Receipt
 for Register

Albany July 3rd 1850

Received of Mr J L Symers the
 Register of the Schooner "Fairy" now lying in
 Oyster Harbour, Register (No 4) The said register
 not to be delivered without the concurrence
 of Messrs Symers, Thomas, and Dunn,

Signed) John Sherratt

James Richard Dunn, Shipbuilder, of Albany.

References..Dictionary of West Australians, Erikson.
 W.A. Almanac, 1871.
 The Herald Almanac, 1872 to 1874.

.....

DUNN, Edward, of Albany & Cossack.

Similarly to the man listed above, there are only two references in directories listing his occupation as a boat builder. He first appears at Albany in 1897 and then later on at Cossack during 1911. No known vessels are attributable to him.

It is a probability that this man is the son of the person mentioned in the next entry.

References..Wise's Post Office Directory, 1897. (Albany)
 The Post Office Directory, 1911.
 Wise's Post Office Directory, 1905-1912.

.....

DUNN, James Richard, of Albany.

In 1849 Captain Thomas Symers had a vessel built on the King River. She was a schooner named the "FAIRY". (see Symers)

The shipbuilder in charge of her construction was J R Dunn and after her launching the vessel was brought to Oyster Harbour on the 15th of June 1849. He ran into problems with non payment of monies and after other avenues failed petitioned the Governor as follows,

"the petition of James Richard Dunn, Shipbuilder, humbly sheweth, that in pursuance of the enclosed agreement your petitioner employed men (including Solomon Cook), found materials and furnished money to the amount of three hundred pounds sterling and upwards and brought the schooner "FAIRY" into Princess Royal Harbour"

Of the other partners in this venture John Thomas the Whaler and Captain Symers, the former alleged he had no funds and Symers just rode roughshod over all.

Symers seized possession of the ship when there was only two weeks work left to finish her and dared Dunn to step foot on board.

The result was that the "FAIRY" was just left to rot and sink at her anchors in Oyster Harbour and Dunn was left destitute.

By the 7/10/1850 the Albany Resident, in support of Dunn wrote to the Colonial secretary thus,

"but the prevailing opinion here is that Dunn is an ill-used man. He has laboured hard himself and employed others at a great expense to bring the vessel to its present state towards completion.

He has an increasing family, is industrious and has lost an arm, so that if His Excellency can afford him protection it will be well bestowed."

As far as we can tell this was the only vessel that Dunn built as shortly after he became a police constable in Albany.

References..Colonial Secretaries Records, Vol 202/162,
202/164, 202/165.

.....

EDWARDS, James, of Fremantle.

He arrived at the Swan River Colony on the 8/5/1830 on the emigrant ship "JAMES" with his indentured servant James Boardman. He was a boat builder by trade and on arriving at Fremantle he was employed by Mr Manning as a Mariner and boat builder. However, he died shortly after and following is an account of the Inquiry, which, was strangely held two years later.

Guildford, 25/10/1832.

Honoured Sir,

A man named James Edwards, a boat builder, also a man named James Boardman, his indentured servant arrived in this Colony in the brig "JAMES" and hired himself to me at the rate of five pounds per month for himself and man, I agreeing to board them.

At the time he engaged himself to me he was labouring under a most severe attack of dysentery. he was with me about a week when one evening I left him at home with a servant of mine named John Best, since dead, when procuring a light for the lamp or fire he had the misfortune to blow his thumb nearly from his hand with a flask of powder. I was immediately sent for and procured the assistance of Doctor Harrison who attended him until he died. Mr Lewis attended the funeral, I only making the coffin.

The funeral was conducted very respectfully, his fellow passengers volunteered and carried him to his grave. I am not positive but I think Luke Leake read the burial service.

I that day proceeded to take an inventory of his effects and proposed selling them by public auction, when I was overruled by James Boardman and a man named Wilson. They told me I had nothing to do with the business.

He then removed his boxes to Wilson's tent and lived with Wilson and commenced selling the property he had in charge by private contract. He afterwards left the Colony with Wilson for Hobart Town.

All the cash I saw was in a belt and amounted to thirteen sovereigns but originally there appeared to be thirty two as there were places sewed around for that number."

Although there is no evidence that James Edwards ever built a boat in the short time he spent in the Colony the fact that he is recorded in the musters as a boat builder and was employed as such is sufficient to have him included in this list and it also illustrates some of the hardships our early pioneers endured.

References..Dictionary of West Australians, Erikson.
Colonial Secretaries Records, Vol 24/159.

.....

Stamilton N.S.
14 December 1832

The undersigned hereby binds to
carry the Mails daily between
Perth and Stamilton, for the
space of one Month, from the
first of January to the first of
June 1833 for the sum of
Twenty pounds - The journey
between the above towns to occupy
the space of three hours

W. Edwards

Wm Hugh Edwards
Secy

William Hugh Edwards, Shipbuilder, of Perth.

EDWARDS, William Hugh,

of Perth & Fremantle.

born in England in 1792 he arrived at the Swan River Colony on the 29/9/1829 aboard the brig "AMITY" from Sydney, N.S.W. via the north of Australia. He had been at Port Essington and had decided to stop at Fremantle when the ship was on its way back to Sydney. The "AMITY" was the vessel that brought the settlers to Albany to begin the first settlement in the new Western Colony.

A short time after his arrival in Fremantle he sent for his wife Bridget and his daughter Caroline, who were still at Sydney, to join him and after they arrived they were to have another four children.

His first recorded occupation in the Colony was that of an Innkeeper, as during 1830 he was in charge of the "Waterman's Arms" hotel in Fremantle.

It is not certain just when he took up his calling as a boat and ship builder but from C.S.R. letters and contemporary newspaper reports it is obvious he combined both Innkeeping and boatbuilding at the same time, or maybe, his wife ran the hotel in his name whilst he concentrated on his shipwrights trade. That he was described as a boat builder in 1831 is certain as he had to appear as a witness in an inquest on the 13/12/1831 after having found the body of John Hokin, a boatman, who was drowned in Melville Water when his limestone laden craft sank.

On the 19/7/1832 William drew 50lbs of Flour from the Commissariat, this was common in the early days until enough land had been cleared on their blocks to raise their own food crops. On arrival in the Colony, because of his assets, William was granted 200 acres of land in what is now South Perth, Lot 41, opposite Point Heathcote and just north of the Canning bridge. he also selected lots 25 & 27 in the township of Perth and 500 acres at the mouth of the Canning river. These last three lots he sold in August 1833.

The first proven boat built by Edwards was a seven ton craft named "ENDEAVOUR" which was built in early 1834. The newspaper report of 22/3/1834 states, "a boat recently built by Edwards, at Perth, for Moore and Hunt is now fitting out for a sealing cruise, it is expected she will sail for King George's Sound in the course of a week or two, to seal on the Islands in that neighbourhood."

The partnership between Hunt and Moore was dissolved in February 1835 and the "ENDEAVOUR" was sold at public auction. The second known vessel to be built by Edwards was the Guildford Horse ferry and the report in the press says in part, "this is one of the best specimens of workmanship in the Colony, and real taste and judgement have been displayed in the design. Edwards, of Perth, obtained the contract and has done justice to it."

His next venture that we know of was the construction of the "LADY STIRLING". This vessel was begun by the Colony's first boat builder, James Lawson Smith, who because of ill health had to return to England, (for more information see his entry). The frame of the vessel sat in the Government Dockyard under Mount Eliza until it was decided by the Government to auction it along with the half built hull laying at Garden Island. At the auction the hulls were bought

by Captain Daniel Scott, who bid 40 pounds. Nothing is known of the fate of the Garden Island hull but William Edwards was contracted to complete the one at Mount Eliza.

It is worth quoting from the contemporary newspaper of the 21/5/1836 regarding the launch of this vessel.

"The launch of the "LADY STIRLING".

This small vessel, the first built in this Colony constructed of colonial timber was launched on Thursday last. The preparations, made by Captain Scott, Harbour Master, the owner of the vessel, were complete and the little craft slid majestically into her future element, her cradles and ways having been well constructed by the shipwright Mr Edwards. The scene was highly animated, Melville and Perth Waters being studded with boats richly freighted with the fair inhabitants of Perth. "Rule Britannia" and other national airs, played by a musical party on the river, contributed to enliven the scene. A poetical description of this interesting occurrence, which will appear in our next, has been sent to us which relieves us from further remark".

The vessel was christened "LADY STIRLING" by the lady of the Surveyor-General, Mr Roe. His Excellency Sir James and Lady Stirling were on a visit to some friends at the head of the Swan and were consequently prevented from attending. We heartily wish the spirited owner every success."

It was suggested that Sir James Stirling himself helped to design the ship. On the 28/5/1836 a long poem was published to honour the launching and to praise her builders.

After fitting out Captain Scott took the vessel down river to take her to sea, but she struck on the bar at the mouth of the river and stayed there being pounded for two days.

In the attempts to get her off three dinghies were stove in and anchors lost, all to the value of 90 pounds. When she was eventually got off 60 pounds worth of damage had to be made good.

As well as boat building William carried out repairs to private as well as Government craft and on the 10/1/1837 he wrote to the Colonial secretary, "Sir, according to your wish I have made an estimate of the extra work on board the "CHAMPION", (the Government Schooner), that is to build a bulkhead at the after part of the deck, to put up eight bed places and two lockers, in companion hatch and ladder for the sum of 23 pounds, your obedient servant, W.H. Edwards".

Also on the 4/3/1837 he won the contract to repair the ferryboat, the flat bottomed boat without oars, the Fremantle ferry and the large and small boats belonging to the "CHAMPION".

William Edwards maintained his land holding in South Perth and in 1838 he was becoming increasingly annoyed at the timber cutters poaching wood from his land and so consequently he issued a strongly worded letter on the subject.

At this time he also owned three lots in Perth with two on the waterfront. Today they front onto Mounts Bay Road and they are on either side of Spring Street. The lot numbers are L 25 and L 27. It is believed that Lot 27 was his boatbuilding yard and Lot 25 was residential. His wife Bridget was the registered owner of Lot 306 in Fremantle which faces onto Cantonment Street. His other Perth Lot was

Lot F 4 which ran from Hay Street down to St George's Terrace just west of Barrack Street.

On the 9/2/1839 an advertisement in the local press states that Mr Edwards built the cutter "ELIZA".

By 1840 Edwards was in partnership with John Hokin, the son of the man who was drowned in 1831 and one of their jobs was to repair a barge or flat belonging to Mr Manning. There was a dispute over the costs involved and it went to court. Called as witnesses were other boat builders, namely Bobin and T.W. Mews, junior and senior.

Edwards and Hokin dissolved their partnership on the 14/11/1840 by mutual consent.

Also in 1840 an enquiry was held by the British Government into the suitability of Jarrah, (sometimes called Swan River Mahogany), for ship building and other purposes. In part this report says, "for shipbuilding it is admirably adapted". In another report by Mr Trigg in the same paper on the same subject, he says, "in this opinion I am not singular, I am confirmed in it by our shipwrights and boat builders, Messrs Mews & Cox and also Mr Edwards, the person who first used it for boat building in 1829. They further agreed with my report in saying that the Mahogany is the finest timber for planking they ever used. A cathead cut for the "HERO" by Mr Edwards out of a tree felled nearly eight years ago, was found, when that vessel was here last, as fresh to all appearances as when first felled."

In April 1843 William was still accepting contracts from the Government for shipwright's work and on the 10/11/1843 he was granted a license, (No. 16), for his own river cargo and passenger boat named "JACK TAR". She was cutter rigged and plied between Perth and Fremantle.

By 1844 Mr Edwards had shifted to Fremantle and according to the newspaper on 25/1/1845 built the "ROSANNA", sometimes called the "ROSE ANNA". the report says, "the ROSANNA", a colonial built craft sailed for South Australia this morning. This is her first adventure on the perilous deep. She is spoken of as being a credible specimen of what can be turned out by our shipbuilders. Mr Edwards, of Fremantle was the builder."

The "ROSE ANNA" was a wooden single masted cutter of 21 tons and built for a Mr William Heard of Fremantle. In May 1845 he had the registration transferred to the Port of Adelaide. During 1852 the vessel was lengthened and remeasured and her tonnage was increased to 30 tons. After a number of changes in ownership the vessel was wrecked at Sandridge, Victoria, now known as Port Melbourne in October 1866.

Also in 1845 he built the "RIVER CHIEF" at Mandurah. She was laid down as the "JOSEPH MORRIS" but the owner went bankrupt and after being sold was finished under her new name. She was a two masted brig, O/No.32578 of 158 tons and her dimensions were 71.9 x 27.5 x 11.7 feet. After having a number of owners she was wrecked at the Richmond River in N.S.W. in November 1865.

The last record we have of this enterprising pioneer ship builder is a letter written in 1847 in which he tenders to carry the mails between Perth and Fremantle and return on a daily basis for a period of six months for sixty pounds.

There are probably other vessels that Mr Edwards built as there were a number of coasters and river craft built during his time that we know of but don't know the builder.

References..Dictionary of West Australians, Erikson.
 History of Commerce and Industry, Firkins.
 The Western Gateway, Fremantle City Library.
 Unfinished voyages, Vol 1, Henderson.
 Government Gazettes.
 Perth Gazette, 22/3/1834, 5/7/1834, 21/5/1836,
 28/5/1836.
 Inquirer, 21/4/1841, 24/8/1841.
 R.W.A.H.S., Early Days Journals.
 Colonial Secretaries Records, Vol 37/9, 51/66,
 Vol 161/166, Vol 312/217.
 Ships of Australia and New Zealand before 1850,
 Ronald Parsons, 1983. Private printing.
 The Colony of Western Australia, Nathaniel Ogle
 London, 1837.

.....

ERENSHUISON, Henrichus, of Fremantle.

He was born in 1845 and at the age of 20 he was convicted at Norwich for manslaughter. At the time of the offence he was an unmarried seaman. Upon conviction he was sentenced to 20 years transportation and after a period in the hulks arrived at the Swan River Colony on board the convict transport "NORWOOD" on the 14/7/1867, (No.9444).

He achieved his ticket-of-leave on the 20/8/1875 and his conditional freedom on 30/11/1886.

He was married in Perth to Annie Buggins and they were to have three children.

During his time as a convict he was self employed as a boat builder, subcontracting his labour to others. In the late 1880's he became a builder and contractor and resided in Lake Street, Perth.

No known vessels are attributable to him.

References..Dictionary of West Australians, Erikson.

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EVANS, Clarence, of East Fremantle.

We have only three references to this boat builder. The first is an advertisement which states that his premises were at the riverside, East Fremantle, this was also known as Riverside Drive, Richmond. In the article accompanying the ad it says, "at Richmond, Fremantle, C. Evans is now engaged renovating the old "THISTLE" a well known Government launch.

This craft has lately been acquired by Mr A. McLennan and will be use for pubic service in the harbour, etc.

The whole boat above the waterline is being rebuilt and a cabin forward will be constructed to cover the engine as well as to provide other accommodation.

C. EVANS,

BOAT BUILDER,

RIVER SIDE

EAST FREMANTLE.

Good Slip Accommodation for Repairs, Painting,
Cleaning, Etc.

17th FEB of BROOME, _____ 11th March 1908.

I, David Ferris, Shipbuilder, at Broome, do hereby certify that the
Sailing Vessel ^{Fremantle} ~~"M. V. S. S. S."~~ — of 12 tons or thereabouts,
having one deck and fitted with two masts schooner rigged, was built
by me on Streetor's Foreshore in the year 1906, and launched on the
2nd day of April 1906, on account of ARTHUR
MALE, M. L. A., of Perth and Pearler of Broome, W. A., who owns all
Sixty-four shares and I have no further claim on the Vessel

Witness :-

G. H. Waller
accountant
Broome W.A.

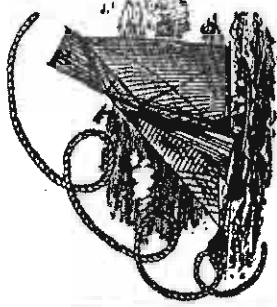
David Ferris Shipbuilder.

Plantation, No. 29. Builder's Certificate.

Clarrie Evans, of East Fremantle, and,
David Ferris, of Broome.

**COMMONWEALTH
BOATING ESTABLISHMENT,**

PEPPERMINT GROVE COTTESLOE.



Sailing and Rowing Boats for Hire by the hour, day or week at reasonable rates.

All kinds of Bait Kept in Stock. Good Assortment of Fishing Tackle and Johnson's Imitating Minnow (better than Spinners). Also obtainable at Bethell & Thurston's, Perth.

Large and Small Lockers for Sailing and Motor Boat Gear to Let at Reasonable Prices.

A. W. JOHNSON, Proprietor.

Headquarters and Meeting Place of the Peppermint Grove Sailing Club

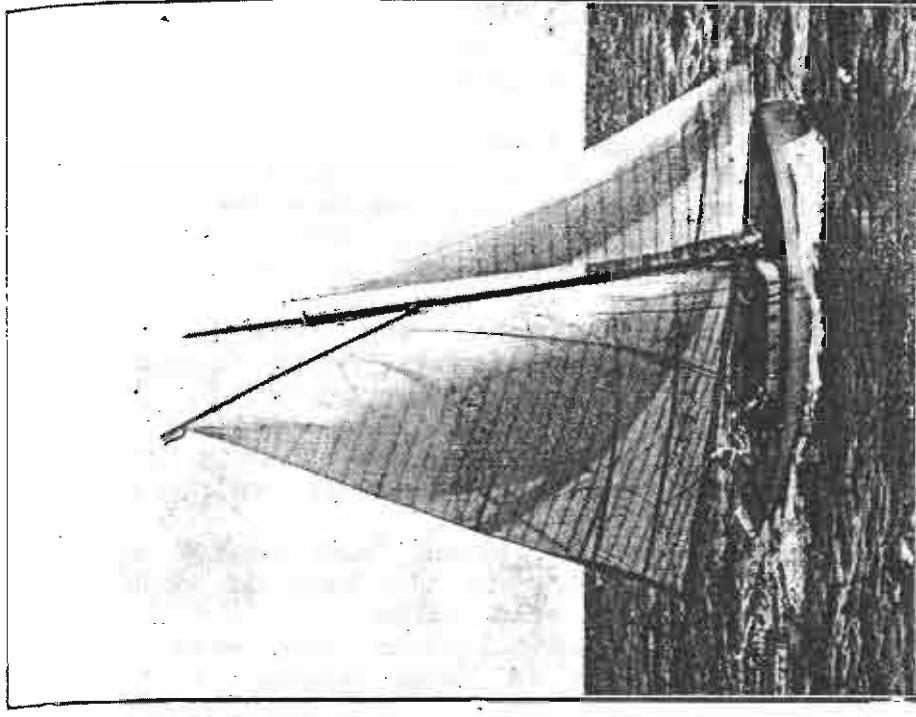


Photo by J. W. Dawson] **May.**

[Perth.

Designed and built by C. Evans.

Winner of P.F.S. Cruisers' Race, 24th October, 1908.

A. E. BROWN,
SHIP, YACHT, AND BOAT BUILDER,

FREMANTLE, W.A.

CERTIFICATED MARINE SURVEYOR.

Builder of Pearling Boats New Zealand Type of Scow
a Speciality.

New style of double-ended Pearling Boat.

"THISTLE" will be equipped with a 30 H.P. kerosene engine. The launch is in length 54ft, beam 10ft and depth 6ft." Another reference to this builder is that he is listed in the 1909 to 1924 directories.

In the book, This is East Fremantle, by Jack Lee appears this passage :- "A lazy old devil but a good ship's carpenter", was the description given by old resident Reg Jarman of a man who lived on the edge of Riverside Road in a dwelling that would be considered unconventional by any standards and at any time.

The shipwright, Clarrie Evans, was already living in his makeshift home when Jarman came to Perth from Brisbane as a teenager in 1902. Evan's home was a boat cabin taken from an old sailing ship, believed to be the "SAMUEL PLIMSOLL". It was about the size of an ordinary lounge room and Evans lived in it alone, nearby was the shed in which he built and repaired ship's boats.

Evans later became a hulk keeper, and looked after the old sailing ship hulks that lay in the harbour, mostly on North Wharf, and used mainly as coal hulks.

As they outlived their usefulness they were usually towed out to sea and sunk behind Rottnest Island.

References..Post Office Directory, 1911.

W.A. Yachting and Motor-boat Annuals 1902/13.

Wise's Post Office Directory, 1909 - 1924.

This is East Fremantle, by Jack Lee.

.....

FARMER, Charles,

of Perth.

Charles was born in England in 1799 and arrived at the Swan River Colony in the emigrant ship "ELIZA" on the 8/5/1830. He was married on the 9/8/1831 at Perth to Margaret Spencer and they had nine children.

On the 30/6/1831 Charles applied for land and on the application form he gives his occupation, shipwright and fish curer. His number on the muster roll was 1464. To apply for land the emigrant needed assets and those which Charles brought with him are as follows :-

(the transcription is as it is spelt).

2 chest of tooles, 1 wife saw, 1 foarme saw, 1 crosscut saw, 1 fanling axe, 3 timber dogs, 125lbs nails, 18 pairs hinges, 6lb of screwes, 2 nail wrinch, 1 coffee mill.

Under the provisions heading he brought :-

1 barrel of bread, 1 barrel of flower, 1 barrel of beef, 1 bag of sugar, 1 bag of coffee.

Under the miscellaneous column he lists :-

1 chest of clothes, 1 bell tent, 1 bedstead, 1 table, a quantity of crockry, 2 tin kettles, 2 sawspan, 6lbs of gunpowder, 2 guns, 12lbs sail twine, 60 fathoms of timber line, 26lbs of white lead, 5 gallons of paint oil and 3 gallons of lamp oil."

From these assets he was permitted to select 210 acres, part of which was 10 acres on Rottnest Island, lot 41 in South Perth which he promptly sold to W.H.Edwards, and Perth Town lot 527 in Adelaide Terrace. Charles died of tetanus on the

27/7/1845 at Perth. There is no record of him building any boats but it is possible that he worked on some of our early river craft.

References..Dictionary of West Australians, Erikson.
Colonial Secretaries records, Vol 17/31.

.....

FARMER, J, of Quindalup.

On the 2nd of March 1876 at Quindalup, near Busselton, a two masted fore and aft schooner was launched.

She was the "ELOISE" and was of 32.74 tons. Her dimensions were 55.75 x 14 x 6 feet and she was built for Mr W D Moore, a Merchant from Fremantle.

The builder was a Mr J Farmer and unfortunately we know nothing of him. The vessel however, after a number of years on the coast as a trading vessel was eventually sold into the pearling industry where she was wrecked during a squall near Lamack Island in York Sound on the 5/1/1892.

This is the only known vessel to have been built by this man.

Reference..Register of British Ships, Australian Archives.

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FAY, Lawrance, of Fremantle.

He arrived at Fremantle on the 19/8/1853 on the ship "ROBERT SMALL" with his parents, Henry and Anne, and when his schooldays were over he was apprenticed as a shipwright, possibly with William Jackson who was prominent then.

At the age of 21 he was married at Fremantle to Elizabeth McCann and they produced two children, Lawrance and Mary.

They purchased a block of land in Fremantle at Lot 452 Collie Street and they built their cottage, where they lived for the rest of their lives.

He is listed as a boat builder through the years 1878 to 1896 but it is obvious that Lawrance spent his working life being employed by others as there is no record of him having built any craft in his own name.

We do know that he repaired vessels though. From The Morning Herald of the 16/1/1883 we read that the schooner "AZELIA" had been lying in Gage's Roads for some time, virtually derelict. She had been ashore on occasions through storms and broken moorings and was a sad sight.

Mr Lawrence Fay undertook to completely overhaul and repair the vessel for her new owners, Mess'rs Manning and McRae and fit her out for the pearling industry. This lease of life gave the old ship another four years of active service as she was broken up during 1887.

It is quite possible that he was employed by Robert Wrightson on some of his shipbuilding projects as they were good mates and drinking partners.

References..Dictionary of West Australians, Erikson.

the Herald Almanac, 1878 to 1889
 Wise's Post Office Directory, 1894 to 1896.
 Fremantle City Council rate books.
 The Morning Herald, 16/1/1883.

.....

FERRIS, David, of Broome.

The only reference we have to this man is a boat builder's certificate for the two masted schooner, "FREMANTLE", O/No.125027. She was of 15.5 tons and was 48.5 feet in length a breadth of 12.5 feet and a depth of 6.4 feet. The vessel was built for the major pearling company, Streeter & Male during 1907. Her registry was cancelled in 1928 as she had been left on the beach to rot and had become derelict.

The certificate reads thus,
 Port of Broome, 11/3/1908.

I, David Ferris, shipbuilder, at Broome do hereby certify that the sailing vessel "FREMANTLE", of 12 tons, having one deck and fitted with two masts, schooner rigged, was built by me on Streeter's foreshore in the year 1908 and launched on the 2/4/1908, on account of Arthur Male, M.L.A. of Perth and pearler of Broome who owns all sixty four shares and I have no further claim on the vessel.

signed, David Ferris, Shipbuilder

David was probably employed as a shipwright by the company to maintain their fleet of luggers and built this ship during the layups.

He is recorded as a shipwright residing at Broome from at least 1905 to 1915.

References..Register of British Ships, Australian Archives.
 Boat Builders Certificate for "FREMANTLE".
 Wise's Post Office Directory, 1905 - 1915.

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FISHWICK, George Alfred of Perth.

He was born in 1832 in Fremantle and in 1855 he married at Fremantle Catherine McCarthy. She also was born in Fremantle in 1835 and was the daughter of a policeman. They moved to Perth shortly after their wedding and bought a cottage, known as Bermondsay Cottage, in Brown Street, East Perth and there they produced their ten children.

George had a varied career during his life, beginning as a mariner, then a convict warder, then a prison warder in charge of the Northam Road Gang. After leaving the convict service he then became a sailmaker in 1884 and then from 1886 through to 1889 he is listed as a boat builder.

He must have been employed by one of the larger shipyards in Perth as there is no record of him having built any vessels himself.

References..Dictionary of West Australians, Erikson.
The Herald Almanac, 1886 to 1889.

.....

FORSYTH, William Lawrance, of Fremantle & Albany.

To quote from a letter from his grandson, Ron Forsyth of Esperance, William Forsyth was born in Fremantle in 1874. His father George was Harbour Master at Fremantle at that time. I should also mention that in the line of duty George designed at least three boats for the Fremantle Pilot Service and fortunately these are still extant and reproductions of them will be found in this book.

William was apprenticed to the shipwright's trade through Charles Petterson, a Danish immigrant. After completing his indentures he began building yachts for the pleasure market.

In 1907 he moved to Albany, where he was known as "Chippie Forsyth" and gained employment with the well known firm of Armstrong & Waters, maintaining their fleet of pleasure boats as well as building the occasional yacht. About 1910 he went into partnership with Norman Templar and he had his own premises at the foot of the old Albany town jetty. It was here that he built the small steam launch "MARY" and also the double ended launch "DOROTHY". They were used for charter work on the Kalgan River and used to take holiday-makers up the river to Hobson's Tea-rooms. She was built of Kauri Pine and later had a two cylinder engine.

The "MARY" was later sold and brought up to Perth and as recently as 1966 was still on the Swan River.

In 1922 he brought his family back to South Fremantle where he went back to working with a Petterson, this time it was the son, also Charlie, before branching out on his own again. His son Keith Forsyth, became manager of the Harbour and Lights Department at Fremantle and William was given the contract to build the pilot boat "CHARLES CROWTHER" for the Department and sailed it to Geraldton where it did service for many years.

Another vessel that he built was the "WOLVERINE" which he built at A.E. Brown's yard in North Fremantle and later delivered to Sydney, N.S.W.

There are photos of his premises and boats at the Albany Museum.

References..Letter and photos from Grandson.
Colonial Secretaries Records.

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GARRARD, William, of Geraldton.

He was born in England in 1822 and went to sea as a ship's carpenter. By the time he was 37 he had married and he and his wife had four children. He was then caught receiving stolen goods and went to trial at Ipswich in 1859. He was found guilty and was sentenced to six years transportation.

After a couple of years in the hulks he was put aboard the convict transport "NORWOOD" and sailed for the Swan River Colony arriving at Fremantle on the 9/6/1862, (No.6306). His ticket-of-leave was granted on 11/7/1862. He applied to bring his wife and children out to the Colony and after they had arrived he received his conditional pardon and the family moved to Geraldton.

In 1863 the ship "AFRICAN" hit a reef south-west of Geraldton and the Master managed to beach her near the town. When the vessel was inspected by the surveyor she was condemned and the hull and cargo was sold at auction.

After the hull was purchased it was broken up and the timbers taken to Williams yard where he set about the construction of three vessels. To achieve this he employed up to nine ticket-of-leave men as carpenters and boat builders.

The three vessels were the "MARY ANN", with Daniel Chapman as partner, the "LASS OF GERALDTON" and the "ALBATROSS"

The first of these, the "MARY ANN", was a two masted schooner of 33 tons, (O/No.36551), her length was 42 feet, breadth 17 feet and depth 7 feet. She was built for George Shenton in 1864 and after a relatively short life was reported as having been broken up in December 1872. See also entry for Daniel Chapman.

The second vessel built was the "LASS OF GERALDTON", also a two masted schooner of 37 tons. Her dimensions were 60 x 16 x 7 feet. She was launched in 1865 and her official number was 52231. She too was built for George Shenton and his partner in Geraldton, Charles Crowther.

At her launching the Inquirer newspaper described her as "a very smart looking craft, a regular clipper in appearance".

On 25/3/1867 she set out from Fremantle for Bunbury. Henry O'Grady was the Captain and she had five crew members and two passengers aboard, including the pioneer merchant, mine owner and part owner of the vessel, George Shenton. At about 1 P.M. on the same day, she became unmanageable during a squall, heeling right over and finally capsizing. Four crewmen and the two passengers were lost in the disaster. The incident occurred about 12 miles south of the mouth of the Murray River.

The third vessel to be completed was the "ALBATROSS" and she was launched in 1867. She was 18 tons burden and was only licensed to operate within the harbour limits of Geraldton.

She was built for the purpose of carrying cargo, such as ore from the mines and produce out to the ships anchored in the harbour of Champion Bay.

On the 15/6/1868 strong westerly winds drove the two masted schooner "SEA BIRD", O/No.36555, of 40 tons and the "TWINKLING STAR", another two masted schooner, O/No.49320, of 59 tons ashore at Port Irwin, now Dongara. The Government Resident at Geraldton chartered the "ALBATROSS" and sent her down to the scene of the disaster with carpenters and salvage equipment to attempt to refloat them. On the 24th of June this was accomplished and the "ALBATROSS" sailed from Port Irwin for Geraldton. As well as her normal crew she had on board members of Mr Bateman's whaling crew. The "SEA BIRD" sailed in company to reach Geraldton, but the weather, blowing hard from the North West, prevented her making headway, so she turned back.

The "ALBATROSS" pressed on but on reaching Point Moore the Captain found it impossible to round up for the harbour so she too turned back. When she was about a mile offshore, opposite the mouth of the Irwin River, a huge sea rolled on board and swamped her. The masts went by the board and the deck was swept clean. The passengers were washed off the now battered hulk into the boiling surf.

The hull of the vessel was then rolled over and over in the swells and surge until it grounded on the bar at the mouth of the river. Seven men and a woman were drowned including William Garrard himself. Only three men were able to survive by making it to the shore.

William and his wife had bought a block of land in Geraldton and they had built their cottage there. It was at Lot 118 in Marine Terrace. After his death Mrs Garrard ran a boarding house in Geraldton for many years. Their only son, also William, was aboard the schooner "GEM" when she was lost with all hands off Rottneest Island in 1876.

References..Dictionary of West Australians, Erikson.
 Unfinished Voyages, Vol 2, Henderson.
 W.A. Almanac, 1865 to 1868.
 Register of British Ships, Australian Archives.
 Inquirer newspaper.
 Colonial Secretaries Records.

GEARY, William,

of Albany.

Nothing is known of this man except that which came from an interview with an old time Albany resident named Les Douglas. "the "E.M.D." was built about 1909 for William Douglas by an Albany boat builder named Bill Geary. She was 30 feet long with a 9 ft beam and 3ft draught. Her engine was a four cylinder Wolverine petrol engine. She was originally fitted with a mast and sail that could be lowered for passing under the Kalgan River bridges. She was primarily used for taking stores out to ships lying at anchor in the harbour.

The only other known vessel built by Mr Geary was the motor launch "GEORGIC", constructed in 1913. She was wide with a bluff bow and square stern. She was built for Armstrong and Waters and carried 35 passengers. Her role was to convey the trippers up to Hopson's Tea Rooms on the upper Kalgan River. By 1952 her passenger days were over and the Austins bought her and used her to tow the whales from the chasers to the flensing deck. When the whaling finished her engine was removed and later she was presented to the Whaling Museum where she can still be seen.

References..Memories of Maritime Albany. by G. DeL Marshall
 Maritime Museum report, No.53.

GEORGE, Frederick,

of Fremantle.

All we know of this man is that he appears as a ratepayer in Fremantle where he lists his occupation as a boat builder in 1883. He resided at Lot 462, Nairn Street where he had a two room cottage.

He most probably worked for others as there are no known vessels that are attributable to him.

References..Fremantle City Council rate books.

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GIBBS, James Dagley, of Bunbury.

James was born at Aylesbury, in Buckinghamshire, England, in 1822 and emigrated to the Swan River Colony on the ship "TRUSTY", arriving at Fremantle on the 23/5/1844. He married firstly, Charlotte Narroway and secondly, Alice Parkes and between them they had fourteen children, one of whom, Lillian was to marry another boat builder, A.E. Brown.

He went first to Picton and then Australind before finally settling at Bunbury. His trade was that of a carpenter, but he also made coffins, was a wheelwright and at one stage in his career took to boat building, constructing the "STAR OF THE SOUTH" at Bunbury in 1875.

She was cutter rigged, O/No.75297, and of 9.5 tons. Her length was 36ft, breadth 11ft and depth 4.5ft. She ran regularly from Fremantle to Bunbury and the Vasse and in 1884 was lengthened and reregistered. Her final owner was M.C. Davies, the timber merchants and mill owners of Hamelin Bay.

James other venture into ship building was the two masted schooner, "BELLE OF BUNBURY", O/No.75298, of 42 tons. Her dimensions were, 55 x 17 x 7 feet. She was built during 1876 and launched in January 1877. She was wrecked in a gale in Cockburn Sound on the 7th of April 1877.

J.D. Gibbs passed away at Bunbury in 1905.

References..Early Days Journal, Vol 3,Pt 1, R.W.A.H.S.
 Dictionary of West Australians, Erikson.
 Gibbs Genealogy.
 Bunbury Herald, 4/1/1905.
 Herald Almanac, 1866 to 1876.
 Brockman Family history, "He Rode Alone".
 W.A. Almanac, 1866 to 1871.

GIBSON, David, of Geraldton.

David was born in 1829 and after schooling was apprenticed to the carpentry trade. He married and had four children.

At the age of 28 he was arrested and charged with rape, and upon conviction at the Hertfordshire Court was sentenced to twenty years transportation. After four years penal servitude in the U.K. he arrived at Fremantle on the convict ship "MERCHANTMAN" on the 16/2/1863, (No.6874). He was granted his ticket-of-leave, 12/7/1863 and his conditional pardon on the 10/8/1868.

He purchased two cottages at Geraldton but sold them during 1881 and then in 1884 he left the Swan River Colony to take up residence in South Australia.

It is not recorded that he built any boats on his own account but it is probable that he was one of the men employed by William Garrard.

References..Dictionary of West Australians, Erikson.

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GIORGETTI, Samuel, of Fremantle.

This man was also a convict, he was born in 1837 and at the age of 28 was an unmarried sailor. He got into a fight and was arrested and charged with manslaughter.

He was convicted at the Monmouth Assizes in 1865 and was sentenced to ten years transportation. He arrived at Fremantle on the transport "CORONA" on the 22/12/1866, (No.9161). He received his ticket-of-leave on the 26/8/1870 and his conditional freedom, 30/8/1875.

He was employed as a boat rigger, general servant and boatman but no known boats are listed in his name so he was probably engaged by others.

References..Dictionary of West Australians, Erikson.

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GONZALES, Rose, of Broome.

Rose Gonzales was a businesswoman in Broome, who with her husband James owned their own fleet of pearling luggers. She is the registered builder of the two masted schooners named "ALOYSIUS", O/No.125025, and the "AQUINALDO", O/No.125024.

The first was wrecked at the entrance to Roebuck Bay during a cyclone on the 19/10/1910 and the second was left on the beach at Broome to rot. Other vessels that the couple owned were, "NELLIE", "MOZEL", "JOAN OF ARC" and "DONA ELSIE".

The boat builders certificate for the "AQUINALDO" reads, I, Rose Gonzales, shipbuilder, of Broome do hereby certify that the sailing vessel "AQUINALDO" of 13.75 tons having one deck and two masts, schooner rigged, was built by myself at my yard in the year 1904 and launched on the 3/3/1904, by myself for myself.

signed, Rose Gonzales, Owner.

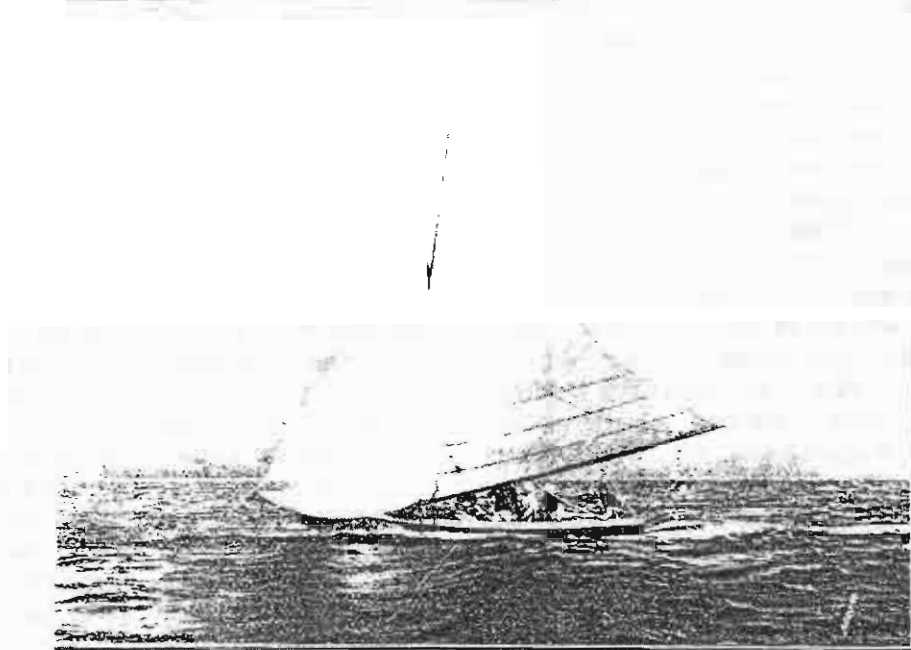
It is most unlikely that Rose Gonzales had anything to do with the actual construction of the two vessels as there was a large workforce of not only Japanese, but Kupangers and many other nationalities which included carpenters and boat builders. The situation whereby the owner and financial backer of the vessel signs the boat builders certificate is a common occurrence in this industry, especially amongst the pearling fraternity at Broome. Archie Male, for example. A story associated with the Broome boat building industry is that the law forbade foreigners, particularly the Japanese from building and owning Australian registered vessels. The fleet owners got around this no-building law by retrieving a dozen or so planks, or other bits and pieces, from a wrecked or abandoned vessel and incorporating them into a vessel being newly built, thereby claiming that they were only reconstructing the original vessel!

References..4 Fathoms Deep, M.A. Baines.

Register of British Ships, Australian Archives.



Photo by B. Lehmann IVERNA II. Fremantle.
Built by R. Gourley. Equipped with 4½ h.p. Smalby engine.



Mayflower.
Winner of Raters' Handicap, 11th Dec., 1909. Designed and built by R. Gourley.
Photo. by H. F. Miller, Cottosloe

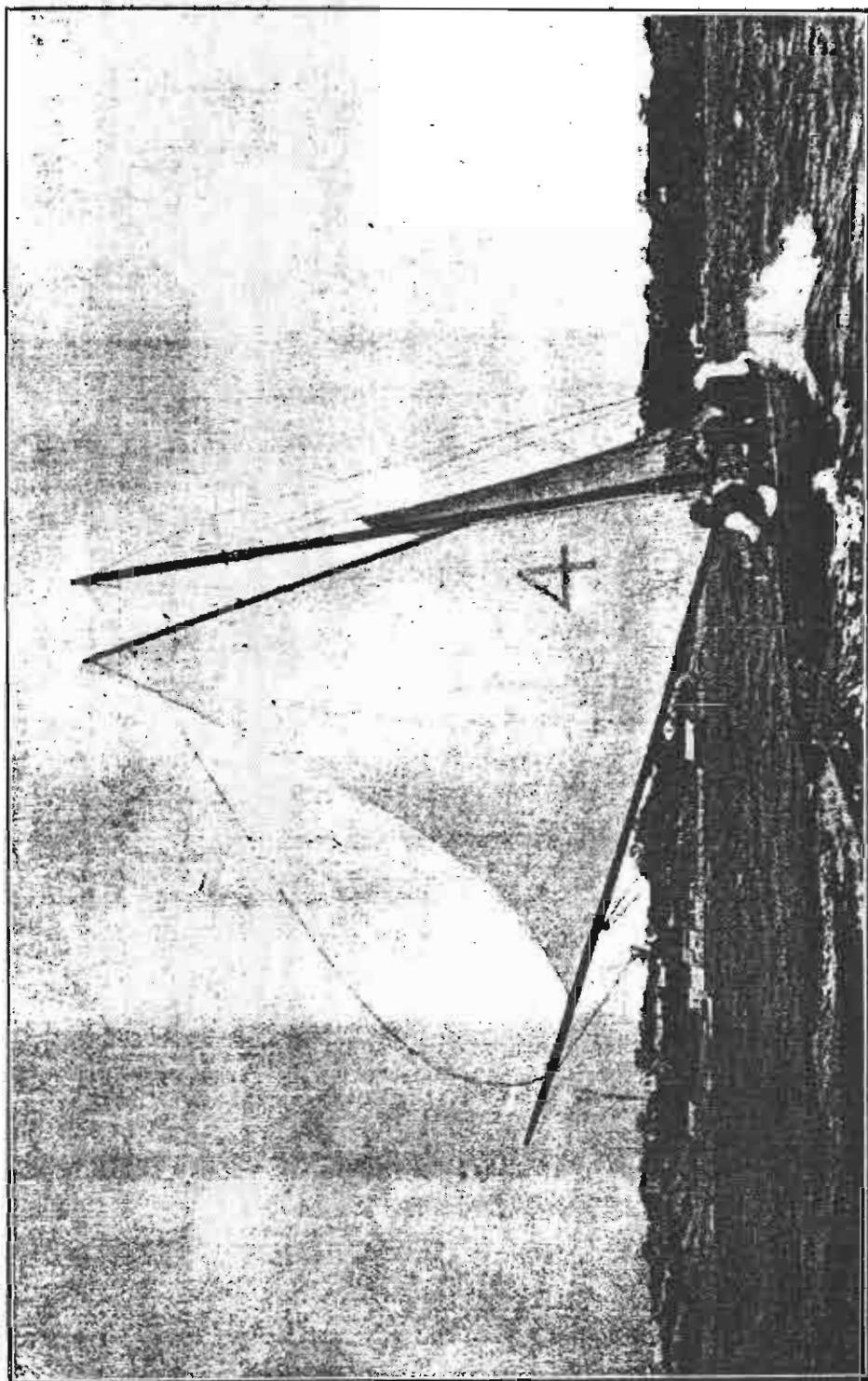


Photo by H. F. Miller]

Lynx.

Designed and built by R. Goutley.

Winner of Perrot Cup, Perth Flying Squadron, 21st November, 1908.

[Cottesloe.



Photo by H. F. Miller]
Designed by J. Thomson.

Penelope.

Built by J. Thomson and R. Gourley. Winner Raters' Race, Perth Flying Squadron, 4th Feb., 1909.

[Cottesloe.

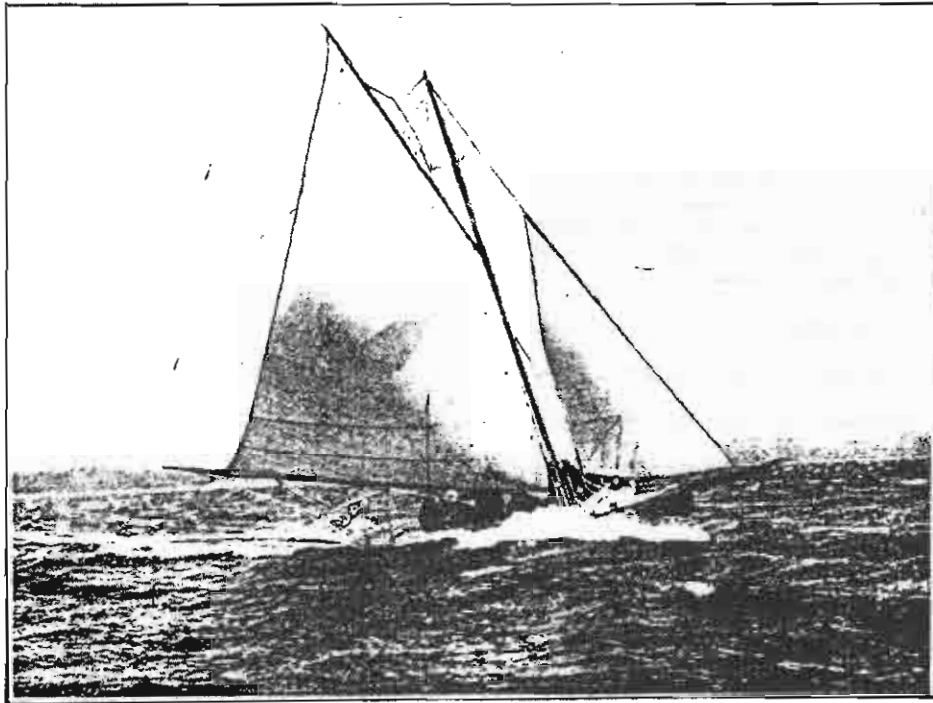


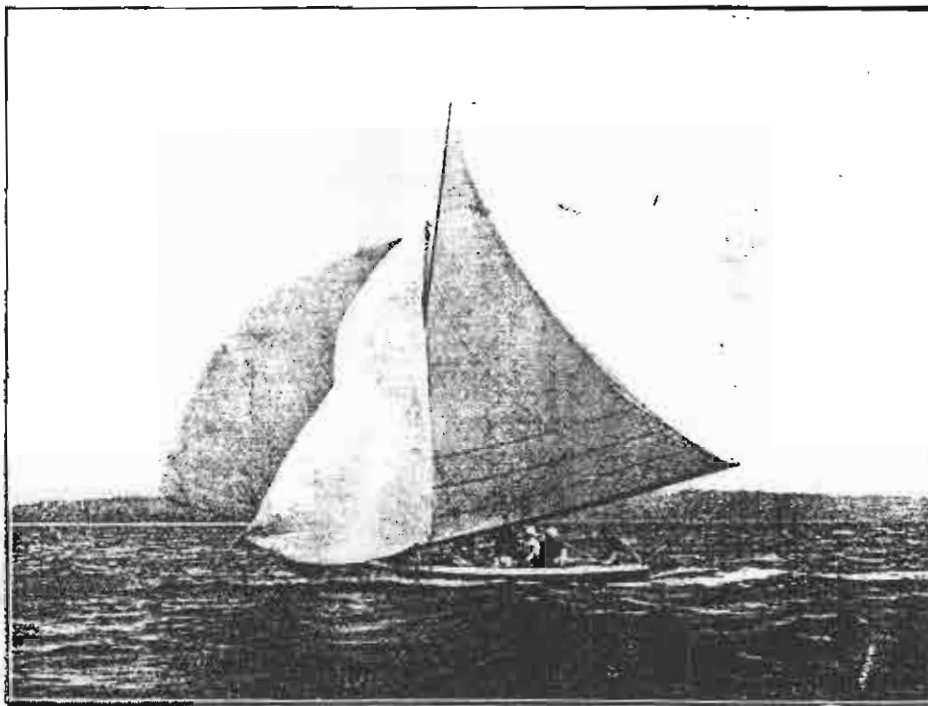
Photo by H. F. Miller]

Mayflower.

[Cottesloe.

Designed and built by R. Gourley.

Winner Raters' Race Claremont Yacht Club, 14th November, 1908.



Mayflower.

Winner of Raters' Handicap, 11th Dec. 1909. Designed and built by R. Gourley.

Photo. by H. F. Miller, Cottesloe.

Form No. 190.

TENDER.

In conformity with the advertisement inserted in the *Government Gazette* of the 30
January 1877 the undersigned hereby tender to perform the following
service for Her Majesty's Colonial Government.

To supply 3 Piles and erect same
in the river between South & D. wharves
at 7000 pounds Ten Shillings 7. 10. 0
each and to repair old Beacon
at (17) one pound each

receiving for such service

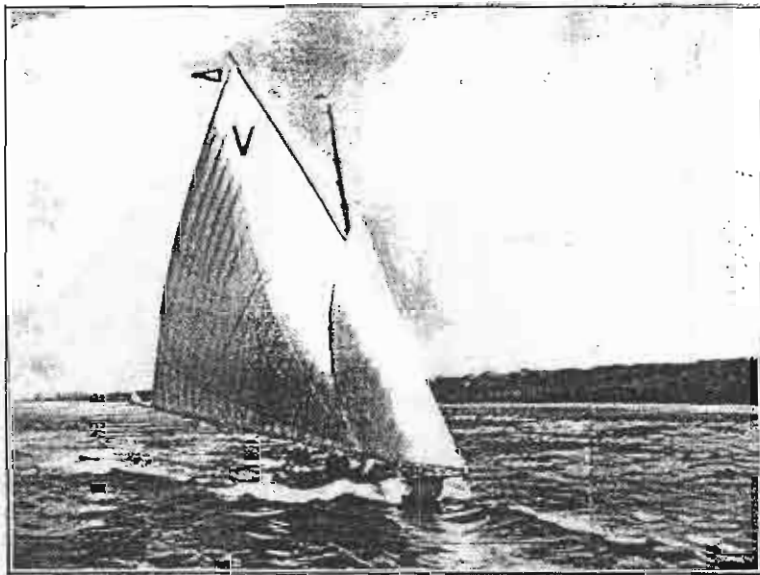
Witness my hand this 20 day of February 1877.

A. J. Green

Signature of Tenderer.

Witness

Print name



VERONA

7-ton Cruiser.

"Rudder" design.

Built by A. J. & A. W. Green.

Boat Builders certificate for "AQUINALDO".

.....

GORDON, Alexander, of Fremantle.

This man was born in 1840 and after leaving school became a block cutter. He married and had two children and was literate. He obviously felt the cold Glasgow winters keenly as he was arrested and charged with arson and attempted arson.

Upon conviction at the Glasgow Assizes he was sentenced to 21 years transportation to a warmer clime. After pondering his crimes in the hulks he arrived at the Swan River Colony aboard the convict transport "HOUGOUMONT" on the 10/1/1868, (No.9747). He gained his ticket-of-leave, 26/10/1874 and his conditional pardon, 21/4/1881 and finally his certificate of remission on the 22/5/1886.

During his career he is registered as a shipwright at Fremantle, working for himself, probably subcontracting his labour to the established yards. Later he became a carpenter.

References..Dictionary of West Australians, Erikson.

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GOURLEY, H & R. of East Fremantle.

It is strange that a researcher can find out more about persons who lived a hundred years ago than persons who lived and worked within living memory. The Gourley family are such. Their premises were in Riverside Road, Richmond, near to where the old H.M.A.S. Leeuwin is situated.

The first piece of information to hand is that Mr H Gourley designed and built a yacht named "PIONEER". Her dimensions were, L.O.A. 32ft, beam 9ft, with a self-draining cockpit and the sails were by Hudson's.

They also built two rater type yachts named "LYNX" and "PENELOPE".

Mr R. Gourley, brother of the above, built an extreme rater type of yacht and named her "MAYFLOWER". In the same year 1906 he built for a Mr B Lehmann, a motor launch named "IVERNA 2". She was fitted with a 4.5 H.P. Smalley motor.

In existence are photographs of these craft.

Neither of the brothers married and so there are no descendants to ask about their history.

References..W.A. Yachting and Motor-boat Annuals, 1902/13.

.....

GREEN, William, of Perth.

William was born on the 8/6/1837, the son of George and Jane. George was a boatman and is believed to have built a schooner named the "EVERGREEN". However I have yet to find factual evidence of this, although we do know that he owned and sailed this vessel and others.

The father and son became known to the public due to the Licensing Act. This Act, known as "The Act, For The Licensing of Boats and Boatmen" came into effect on the 21/7/1843. This Act, as distinct from the British Shipping registers, was designed to control and regulate the passenger and cargo vessels, and their crews, operating on the Swan River and in the outports such as Albany, Bunbury and Geraldton.

The first licenses were granted on the 1/9/1843 and License No.1 was issued to a cutter rigged boat named the "ANTELOPE", owned by D. Murray.

George Green received his boatman's license on 19/1/1857 and his son William also received a ticket, but his was endorsed, "not to be placed in charge".

Two weeks after gaining his certificate George purchased the screw steamer, "LES TROIS AMIS", a 70ft vessel that had been built in England and steamed/sailed to Australia. She was one of the first steamers to operate on the Swan River. George, however took her out of the river and ran her on the coast between Port Gregory and Bunbury and ports in between. In 1859 the engine was removed and she was rerigged as a schooner, still operating in her cargo/passenger role until she was sold and went into the pearling industry.

The Green's next river craft was a vessel named "MARY JANE", she was six tons burthen and licensed to carry 42 passengers and/or cargo.

Apart from the maritime trade the other industry that held their attention was their Roller Flour Mill that they established on Perth Town Lot G.2., this was on the corner of Hay and William Streets, incidentally, it is where the engine of the "LES TROIS AMIS" was taken to power the machinery.

By 1864 William had gained his Master's Certificate and was owner/skipper of the "MARY JANE".

From 1866 until 1877 William was listed as the Master of, what is probably the most famous of our river steamers, the "LADY STIRLING".

William Green's only recognised venture into shipbuilding was the 13.5 ton paddle steamer, "TRY AGAIN", O/No.72484, built in 1876. Her dimensions were, length 67ft, breadth 13ft and depth 11ft. Her engine was made by Marshall & Sons of Gainsborough, England and was of 16 H.P. She was used in the passenger and cargo trade running between Perth and Fremantle and out to the ship's anchored in Gage's Roads.

It is not certain that the vessel was actually built by William or his workmen as one source has him just launching the vessel, however as he is the registered builder, his name must be included.

On the 27/1/1882 Mr Green announced that he proposed to take his steamer "TRY AGAIN" out of the river trade and use her for coasting purposes from Fremantle to the Vasse. Her engines were reputed to be equal in power to those of the "GEORGETTE" and he expected the venture to be profitable.

It is not known if indeed this venture did eventuate.

References..Dictionary of West Australians, Erikson.

W.A. Almanac, 1869 to 1871.

Register of British Ships, Australian Archives.

Family History, courtesy of Mrs Green, Dalkeith

Steam on the Swan, R. Dickson, Maritime Museum
 Report No.70.
 The Morning Herald, 27/1/1882.

.....

GREGORY, Charles, of Perth.

The only information there is on this person is an advertisement that appeared in the newspaper on the 11/4/1869 which says :-

"Yacht for sale, the well known yacht, "RARA AVIS", built by Mr Charles Gregory. She is complete and may be inspected at any time. Apply to C. Watson, Boat Builder."

Reference..Inquirer, 11/4/1869.

.....

GREGORY, Ancell Clement, of Broome.

Captain Ancell Clement Gregory, R.N.R. was born at Caswell Bay in South Wales in 1876. As a boy he joined the Welsh shipping line of Goldberg & Co and served his apprenticeship on the four masted barque "VANDUARRA" trading worldwide. Upon gaining his Captaincy he continued with this company on their ship "BRYNMOR" until she was sold to a German company. He then served with the Union Royal Mail Co of Southampton and the Alfred Holt company, Ocean Steamships Co more fondly known as Blue Funnel Line, in their Asiatic trade. His last appointment with this company, after 12 years service, was as Chief Officer of the "CHARON" which traded from Singapore to Fremantle and return via the North-West ports and Asia. He also at times served aboard ships of the Royal Navy, such as "EAGLE", "LEANDER" and "ITCHEN" and gained the rank of Lieutenant in the Royal Naval Reserve.

He settled in Western Australia in August 1906, when he took over the management of the pearling company, C.N. Murphy & Co at Broome. This in turn was taken over by Mark Rubin who controlled the largest pearling fleet ever in W.A. with a total of 28 vessels.

When Rubin disbanded his fleet in 1908 Ancell Gregory, with his brother Fleming, purchased four of the boats, namely "POSTBOY", "STRUGGLER", "IDALIA" and "FANNY".

Captain Gregory suffered, as did most pearlery, through the annual cyclones, one of the worst being that of December 1908 when he was in command of the 140 ton schooner "KILANDER BUX".

When she was wrecked Gregory spent 16 hours in the water before being washed ashore on the Ninety Mile Beach, south of Broome. There was only one other survivor, out of 30, a coloured sailor. Exhausted though they were, they had to endure two days of walking without food or water before they reached the schooner "ALTO" which had been damaged in the same cyclone. Fortunately for all, the Master of the "ALTO" was able to run her ashore and they still had enough supplies to last until being rescued.

Captain Gregory as well as running his pearling companies operations, became, Director, Harbour Master, Marine Surveyor

GREGORY & Co.,
MERCHANTS AND PEARLERS

NO. 37 AND 80,
P.O. Box No. 57.

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A.B.C. 3rd EDITION, IMPROVED
BENTLEY'S.

BROOME,
N.W.A.

February 23rd 1926

This is to certify that I have built the ketch LANGDON at my yard at Broome. Dimensions 50 x 13 x 6, of about 20 tons gross tonnage. Vessel was completed January 1926.

It is intended to use this vessel in conjunction with my existing pearling fleet



CHAS. HAWKINS, THE BOAT SHED

Tel. 1082

(Next Melville Park Jetty),

BARRACK STREET SQUARE, PERTH.

SAILING and ROWING BOATS for HIRE by the Hour, Day, or Week, at Reasonable Rates.

CAMPING AND PICNIC PARTIES SPECIALLY CATERED FOR.

Prices given for Repairs, Rigging, Painting, and every description of Boat Work.

Spacious Shed for Storing Small Launches and Sailing Boats. Large Grid also available.

Locker Accommodation during winter months for FOOTBALL and LACROSSE CLUBS
Dressing Room and Shower Bath, etc.

REFRESHMENT SALOON in connection with this Establishment, where Boating Parties can obtain full supplies of all Soft Drinks, etc.

MOTOR LAUNCH FOR HIRE.

and Inspector of Shipping for the Port of Broome. He also acted as Pilot and was instrumental in setting up the State Shipping Service of W.A.

As to his boat building activities, I think it is plain to see from the foregoing that Ancell would hardly have built the two masted ketch "LANGDON" himself. Rather, he would have had his indentured Japanese and native carpenters do the work for him. However, he is the registered builder of the "LANGDON" as can be seen from the builder's certificate.

Broome, 23/2/1926.

This is to certify that I have built the Ketch "LANGDON" at my yard at Broome. Dimensions are 50 x 13 x 6 feet, of about 20 tons gross tonnage. Vessel was completed in January 1926.

It is intended to use this vessel in conjunction with my existing pearling fleet.

signed, A C Gregory.

References..20th Century Impressions of W.A., Thiele.

Western Mail.

Register of British Ships, Australian Archives.

Boat Builders Certificate for "LANGDON".

Pearl Coast Museum, Broome.

Battye Library.

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GREIVES, James,

of Fremantle.

On the 6/1/1869 this man won the contract to repair the Harbour Master's whale boat for the sum of 6 pounds 10 shillings. Nothing else is known of this man and it is presumed that he normally worked for the larger yards and built and repaired small craft when jobs offered.

References..Government Gazette, 6/1/1869.

GREY, A.W.,

of Coffee Point, Swan River.

Mr. Grey was associated with the Melville Waters Park Estate, a large tract of land near the Canning Bridge which was being subdivided into a housing estate. To service this estate it was decided to introduce two ferries to run from the Perth Jetties to the companies newly built jetty at Coffee Point, midway between the South of Perth Yacht Club and the Raffles Hotel. The company sent to England to procure suitable vessels and the order was filled by a Scottish company who sent the ferries out in sections to be reconstructed here. The Scottish firm sent out one of their engineers, a Mr Hines to superintend the rebuilding and it was done at a slipway the Melville Waters company had set up at Coffee Point.

The first to be launched was the "HELENA", O/No.102216, in 1897. In length she was 65ft, breadth 12ft and depth 5.25ft.

The second was the "HARLEY", O/No.102215, launched in 1898, length 68ft, breadth 12ft and depth 5.25ft.

Unfortunately both these steam paddle boats had a short life as they were both abandoned during 1905 and rusted away where they lay. there remains still lie just off Coffee Point.

The Masters of these vessels were Captains Croker and Moore, and apart from there daily commuter runs the most paying trips were carrying picnickers and daytrippers to the show gardens at Attadale. Horse drawn trams conveyed the passengers from the jetties to the gardens.

The "HELENA" and "HARLEY" were superseded by one of the finest steamers ever built on the Swan River. She was the "SILVERSTAR", O/No.12009, her length was 93ft, breadth 16ft and her depth 8.5ft. She was actually built by Simpson and Strickland, of Devonport, England and she was shipped out in parts to be rebuilt here. The company used the same slipway at Coffee Point and according to her registration certificate Mr Hines was the supervising engineer.

The vessel was powered by one triple expansion steam engine of 51 H.P. also made by Simpson, Strickland.

She was later sold to Albany and was a popular excursion vessel at that port. In 1935 she was sold to the Cossack Lightering Co. and ended her days abandoned on the banks of Cossack Creek.

There is a dilemma with the builders of these vessels, as with the "HELENA" and the "HARLEY", A.W. Grey is listed as the builder on their registration certificates, whilst as can be seen Mr Hines was the man who actually supervised their reconstruction.

References..Register of British Ships, Australian Archives.
Early Days Journal, Vol 4, Pt 1, From Oars to
Diesel on the Swan, R.W.A.H.S.

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GRIFFIN, Thomas, of Fremantle.

Thomas arrived at Fremantle as an enrolled Pensioner Guard with his wife, Mary, and their two children. Before coming to the Swan River Colony he served in the British Army as a private in the 95th Regiment.

In his role as a boat builder there is only one indication and that was when he gave that occupation in 1874. There are no known boats attributable to him.

References..Dictionary of West Australians, Erikson.
The Herald Almanac, 1874.

.....

GWYNN, Henry, of Perth.

Henry was born in England in 1832 and by the time he was 30 he was a semi-literate boat builder. He then committed a burglary, was caught and prosecuted at the Stafford Assizes in 1862. Upon conviction, he was sentenced to twelve years transportation. He arrived at Fremantle on 13/4/1864, on board the transport "CLARA", (No.7708). He gained his ticket-of-leave on the 16/5/1867 and his conditional freedom on the 18/10/1879.

Even though he was married at the time of the offence he was remarried on the 13/12/1868 to Mary Robinson.

He was employed as a shipwright in Perth mainly, but for a time also at Fremantle, working for the established shipbuilding yards. There is no record of any vessels constructed on his own behalf.

References..Dictionary of west Australians, Erikson.

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HALL, J.C. of Claremont.

There is only the one reference to this boatbuilder and that states that his premises were located at Victoria Parade, Claremont.

It would appear that he only built small craft for pleasure usage and no registered craft were built by him.

References..Wise's Post Office Directory, 1924.

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HAMILTON, Thomas Wilson, of Perth.

Thomas was born at Hume, near Manchester, England, in 1843, his father being an N.C.O. in the Royal Artillery. When he was a small child the Regiment was deployed to Jamaica to quell a mutiny and his father took his wife and five children with him. When they reached Port Royal a cholera epidemic was raging and it swept through the English forces. As a lad Thomas remembered being carried into an isolation ward by his sister. When he came round after battling the fever, Thomas asked after his brothers and sisters, but, they along with his mother, were part of the dreadful death toll.

His father brought Thomas back to England and later remarried again. In 1855 he gained his Army discharge, and gaining a position as a Pensioner Guard in the Convict Establishment, came to the Swan River Colony on the ship "ADELAIDE" in 1855. She was a convict transport and according to Thomas, who remembered the voyage, the below decks were fitted up with partitions like horse stalls, with three or four men in each stall.

Hamilton, senior, was a guard firstly at Fremantle and then at Burswood, where he was in charge of a gang of convicts building the road to Belmont and Guildford.

Meanwhile, Thomas was sent to school, firstly to the Christian Brothers School in Pier Street, Fremantle and then to the National School in Cantonment Street. When he finished his schooling he was apprenticed to a tanner and furrier. Not liking the trade he went into a Bakery, but not liking that either, he gained an apprenticeship with Charles Watson, a boat builder, who had his yard in Murray street, Perth. Third time lucky, for this became his life's work.

Watson only built small craft, dinghies and yachts, so as soon as his apprenticeship was completed he left for Fremantle and began working for "General" Jackson whose shipyard was on South Beach, half a mile south of the old South Bay Jetty.

the first vessel that he worked on was the two masted brig, "LAUGHING WAVE", O/No.61085, and launched in May 1868. She had a length of 106ft, a breadth of 22ft and a depth of 11ft. She was built to the order of J & W Bateman and after a long life on the coast was sold at Singapore.

The next vessel that he worked on was a cargo boat for the river trade named the "ZEPHYR". This was in 1873 as on the 9/8/1873 an advertisement appeared in the Inquirer stating that at a public auction on the 20/8/1873, Mr Francisco would sell a centre-board barge of about 60 tons, built by Mr T Hamilton, junior. The barge is now lying on the stocks at the foot of Barrack Street and close to the Commissariat Stores. The next was the ill-fated "MARY HERBERT". She was launched in April 1875 and on the 4/9/1875 she left Albany for Fremantle, but was lost with all hands. Another vessel that he worked on was the "FLYING FOAM" O/No.36544, a two masted schooner. She was lost in a cyclone on the 10/3/1872.

Besides working for Jackson, Thomas also worked for another prominent ship builder. His name was Robert Wrightson who also had yards on South Beach, but nearer to the town. Wrightson confined himself to building vessels of less than 100 tons as the pearling industry was booming and there was a great demand for schooners and luggers.

In the late 1870's a shipwright was able to earn 10 shillings per day and some of the vessels he worked on for Wrightson were the cutter, "TWO SONS", the brigantine "ROSE" and the two masted schooner "DAWN".

Eventually he went out on his own and he set up his boat yard on the waterfront at the foot of Barrack Street, opposite to where the Weld Club stands today. He built many small craft for the pearling industry, but as many of those were unlicensed originally, most of the details of them have disappeared. However, one of his craft was registered and she was the "START", O/No.61110. She was a cutter of 6.5 tons and her dimensions were, 36 x 12.5 x 5 feet. She was built as a speculation and was leased out. There is no indication of what befell her, though most likely she was just left on a beach to rot as happened with so many others when age and circumstances caught up with them. She was built in 1873.

Thomas also worked at Bunbury, Busselton and Fremantle when jobs came up and his expertise was required.

Incidentally, for a time after he had completed his apprenticeship, Thomas went to Scotland to further his sailing education and also to study wooden ship construction and after being away for nearly five years he returned to W.A. Shortly after his return he married Rachel Corrigan on the 5/10/1872 and they were to raise nine children.

Thomas Hamilton passed away at his home in Leederville at the age of 96 on the 4/2/1939.

References..Dictionary of West Australians, Erikson.
Western Pioneers, J.E. Hammond, 1936.
West Australian, 6/2/1932, 9/2/1939.
Registry of British Ships, Australian Archives.

.....

HAMILTON, Walter John,

of Geraldton.

There is only one reference to this man which states that he was a shipwright at Geraldton during 1880. Nothing else is known of him or any craft that he might have constructed.

References..Dictionary of West Australians, Erikson.

.....

HARDEY, Joseph, of Maylands.

Whilst not a boat builder in the true sense I have included this gentleman as he was one of our earliest pioneers, having arrived at the Swan River Colony on board the emigrant ship "TRANBY" on 30/11/1830. He married Ann Robinson on the 11/8/1829 at the age of 25 just prior to sailing and they were to have seven children in the Colony.

Joseph's home farm was on the Maylands peninsular, where the old homestead, "Tranby House", still stands today.

To quote from his diary :-

"February 3rd 1830, arrived at Swan river in the brig "TRANBY", from Hull and found many of the immigrants in tents at Fremantle, generally dissatisfied and full of complaints respecting the Colony, and some of them ready to go away.

The flats up the Swan, badness of the soil, the heat of the weather with many other things of the same kind appeared to be the subjects of general conversation when worshipping at the shrine of Bacchus; and after being assailed on every hand by such miserable comforters, I found it necessary to go and look for myself and after reaching the peninsular, where I now reside, was convinced that the land was of a useful character and might be made to suit the general purposes of agriculture although inferior to much of the land higher up the Swan. The first three or four months was taken up by house and boat building, getting up the goods from Fremantle to the peninsular, etc."

It goes to show the mettle of our early pioneers that they could turn their hands to anything to make a success of their new life in the Swan River Colony.

References..Dictionary of West Australians, Erikson.
Early Days Journal, Vol 3, Pt 1, R.W.A.H.S.

.....

HARPER, Charles, of Cossack.

Charles and his partner in 1866 overlanded stock from Perth to the stations inland from Roebourne and hearing of the finding of pearl shell in the vicinity decided to try their luck. They procured an Aboriginal guide and set out for the De Grey River region but on arrival found the banks depleted. Retracing their steps they arrived at Sandy Island 130 miles west of Roebourne, where the Aboriginal guides led them to rich untouched banks.

They soon realized that a large boat was needed not only for the collecting but to transport the shell to market and to this end they searched the countryside.

Charles with his partner Sam Viveash then displayed the ingenuousness with which so many of our pioneers were endowed.

"in a land of open plains and spinifex they found a gorge, south of Andover Station where tall straight Kajibut trees grew prolifically. Here they felled and sawed the timber for a thirty six foot lugger. When the season commenced in September 1867, a year later, the completed craft was put on four wheels and carted to Mystery Landing nearly 35 miles away.

It was christened in the usual way with a bottle of wine and named the "AMATEUR"

What more can one say about the inventiveness of our pioneers.

References..Dictionary of West Australians, Erikson.
"Full Fathom Five" by M.A. Bain, 1982.

.....

HARPER, Archibald, of Fremantle.

There is only one reference to this man and that is when he was listed as a boat builder from 1904 to 1907. He had his premises at 84 Henry Street, Fremantle. There are no boats recorded against his name.

References..Post Office Directory, 1907.
Wise's Post Office Directory, 1904 - 1907.

.....

HARRISON, Thomas, of Fremantle.

He was born in 1781 and arrived at the Swan River Colony with his wife, Anne and three children on the 13/2/1830 aboard the emigrant ship "HOOGHLY" as part of THOMAS Peel's grandiose plan. Thomas freed himself from his indentures with Peel and removed themselves to Fremantle where he set himself up as a carpenter and boat builder. In 1831 he requested permission to erect a jetty at Preston Point.

Unfortunately there is no further information on this person or his activities, however, as there was a mini boom in boat building during those early years of colonization where people, goods and chattels had to be transported from Fremantle up the river to Perth and beyond it is entirely probable that he would have been responsible for the construction of at least some of them.

References..Dictionary of West Australians, Erikson.
Colonial Secretaries Records, Vol, 26/26.

HARROD, G.C. of Fremantle.

I have not been able to gather any information on this person and the only reference to him is on the registration certificate of the two masted ketch "HAWK" which lists him as the builder.

The "HAWK", O/No.102224, of 46.3 tons had a length of 74.6ft, a breadth of 20ft and a depth of 9ft. She was built during 1896 to the order of Nils Nilson, a Mariner of Fremantle. Her registry was cancelled in 1915 as being no longer required.

References..Register of British Ships, Australian Archives.

.....

HARVEY, W. of Fremantle.

This is another example of a man that is a registered boat builder, that built only one registered vessel and of whom we know absolutely nothing. The only clue comes from the registration certificate for the two masted schooner "FLORA", O/No.117782, of 12.78 tons. Her dimensions were, 38 x 13 x 5.1 feet. She was built during 1902 for the pearling fleet owner, Frank Biddles, of Broome. The vessel was lost during a cyclone at Entrance Point, Roebuck Bay, near Broome on the 16/11/1910.

References..Register of British Ships, Australian Archives.

.....

HAWKINS, Charles, of Perth.

There is only the one reference to this builder, and that is in 1913 and the advertisement states that his business premises were at No.1 boat shed, Barrack Street Jetty, river end. It was there that he hired out his sailing craft, rowing skiffs and his launch "PETER PAN".

He states that he carries out boat building of every description.

As there are no registered craft attributed to him as a builder it can be safely assumed that he confined his activities to the art of dinghy and small craft building.

References..W.A. Yachting and Motor-boat Annuals, 1902/13.

.....

HAYMAN, George, of Perth.

George was born in 1830 and on the 11/5/1858 he married Catherine Dalton. They were to have three children, George, Elizabeth and Belinda.

He was a registered boat builder and on the registration certificate for the cutter "SURPRISE", O/No.61100 it states that George Hayman built her during 1870. She was of 28.5 tons and her length was 60ft, beam 15.8ft and depth 4.5ft.

She was built by and for himself and was one of the mosquito fleet of small cutters and lighters that traded up and down the Swan River and out into the harbour maintaining a lifeline between the ships and shore supplying the wants and needs of the growing population.

In the Inquirer of 26/5/1880 a report says, " A cargo boat belonging to Mr George Hayman, called the "SURPRISE" has been

purchased by Mr Charles Tuckey of the Murray for 380 pounds. This boat, it will be remembered, was built in Perth by Mr George Hayman nine years ago, on what is now known as the recreation ground, near the Commissariat Store and has proved one of the most useful and successful lighters plying on the Swan."

As happened about this time boats were in demand for the pearling industry and this is another example of a boat that has been successful in the trade it was designed for being sold out of it to begin a new life in a new industry.

The "SURPRISE", on the 4/11/1883 was stranded near Cape Bossut on the North-West Coast and became a total wreck.

Although this is the only boat that was definitely built by him he was involved in the boating industry in 1865 when his name appears in the registry of local Swan River cargo boats as the owner of the 15 ton flat, (barge), "ARK". Her registered number on the local list was 8. The date of license was 2/1/1865 and she was to carry crew and cargo only.

References..Register of British Ships, Australian Archives.
Inquirer, 15/8/1888, 26/5/1880
Government Gazette, 5/1/1865.
Dictionary of West Australians, Erikson.
.....

HENCK, Fred,

of South Perth.

Fred was a British seaman who jumped ship at Fremantle. He later married and settled down at South Perth where he began his boat building and hiring service. Tom Rann, a young shipwright himself, met Fred's daughter and followed her to Melbourne to marry her. It was shortly after, that Fred sold his business and the family moved to Mt. Barker to begin an orchard. Fred passed away at his farm.

During his boat building days Fred only built small dinghies and canoes. Boats suitable for his hire service. He resided at No 54 part of lot 73 in Suburban Road, (now Mill Point Road) in a 3 room weatherboard cottage.

No registered boats are attributed to him.

Reference..City of South Perth rate books, 1905.
Memories of Bob Rann.
.....

HIA, T.H.

of Perth.

This is another gentleman of whom we know nothing of his personal history and the only evidence of his boat building comes on the registration certificate of the two masted schooner "HILDA", O/No.118994, of 15 tons. Her dimensions were, 48.75 x 12 x 6 feet. She was built during 1903 for Henry Wills Rischbieth, a merchant of Fremantle for use in the pearling industry.

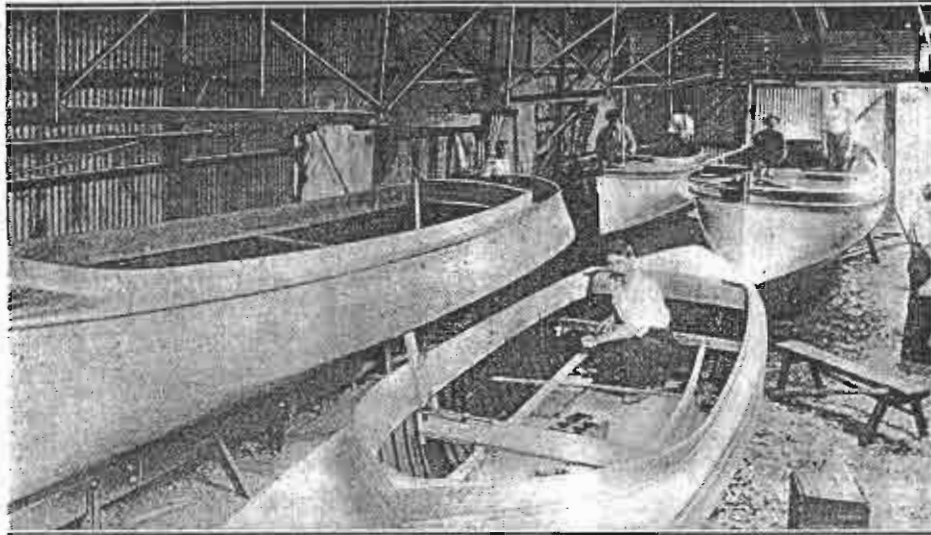
During the 2nd World War she was requisitioned by the Navy and in 1944 she was purchased by the Navy under the National Security Act.

TELEPHONE 1306.

ESTABLISHED 1901

T. R. HILL,

Designer and Builder of Craft of every Description



Interior View of Shop, November, 1906.

Steam Launches, Motor Launches,
Pearling Schooners, Sailing Yachts,
Rowing Skiffs, Dinghies, etc.

BUILDER OF

Steam Launch FRANCISCA, Cruiser *WHITE WINGS, Motor Tug LINNET,
Yacht CURLEW.

Motor Launches

CHIRITTA, VISTA, OSPREY, NIMERA (late Huia), *IDLER, *AENONE,
*MAY, *FORTUNA, *AILSA, *ALLUA, *HUIA II, ETC., ETC.

Also the following Pearling Luggers—HILDA, SULITUAN, VIKING.

*Illustrations published in this issue.

Motor Launch Hulls Designed and Built

for Racing, Cruising, or Auxiliary Work, fitted with engines
of any make or power.

Address: BAZAAR TERRACE, PERTH.

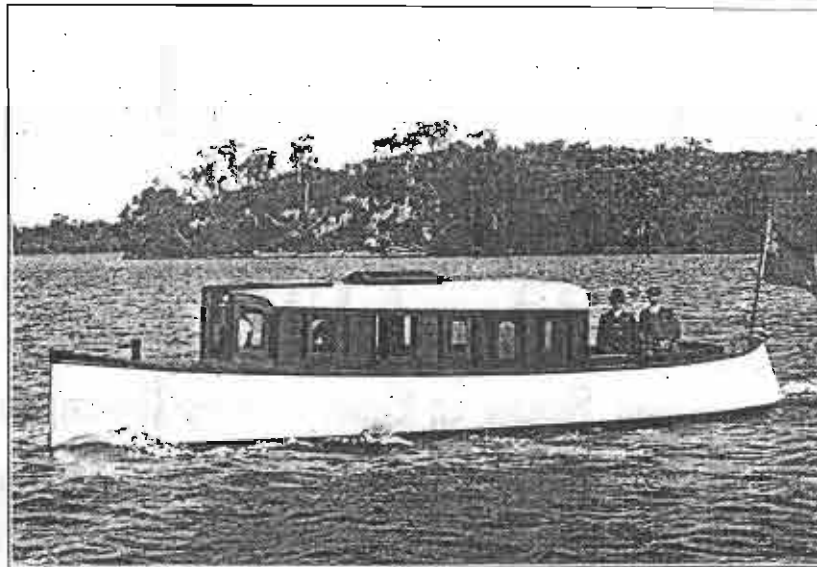


Photo by J. W. Dawson] **VISTA.** [Perth]
 Designed and built by T. R. Hill. Equipped with 10 h.p. Union engine. Winner
 the R.P.Y.C. Power Boat Race, May 19, 1906.

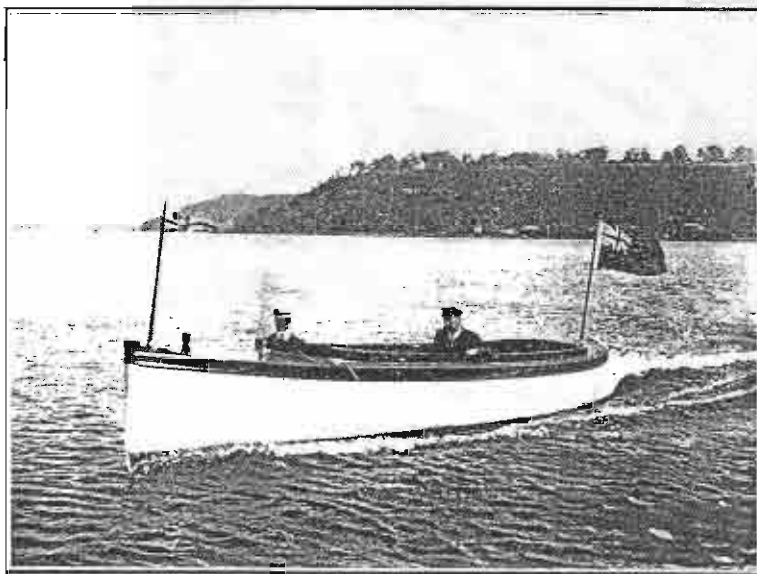


Photo by J. W. Dawson] **ALUCA.** [Perth]
 Designed and built by T. R. Hill. Equipped with 8 h.p. Sturley engine.

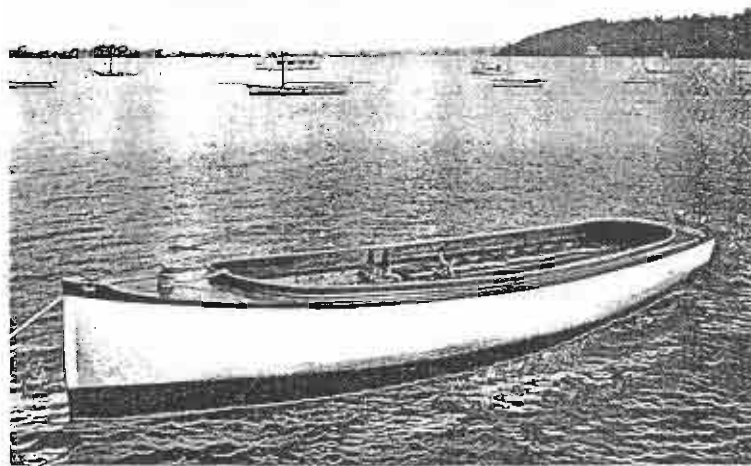
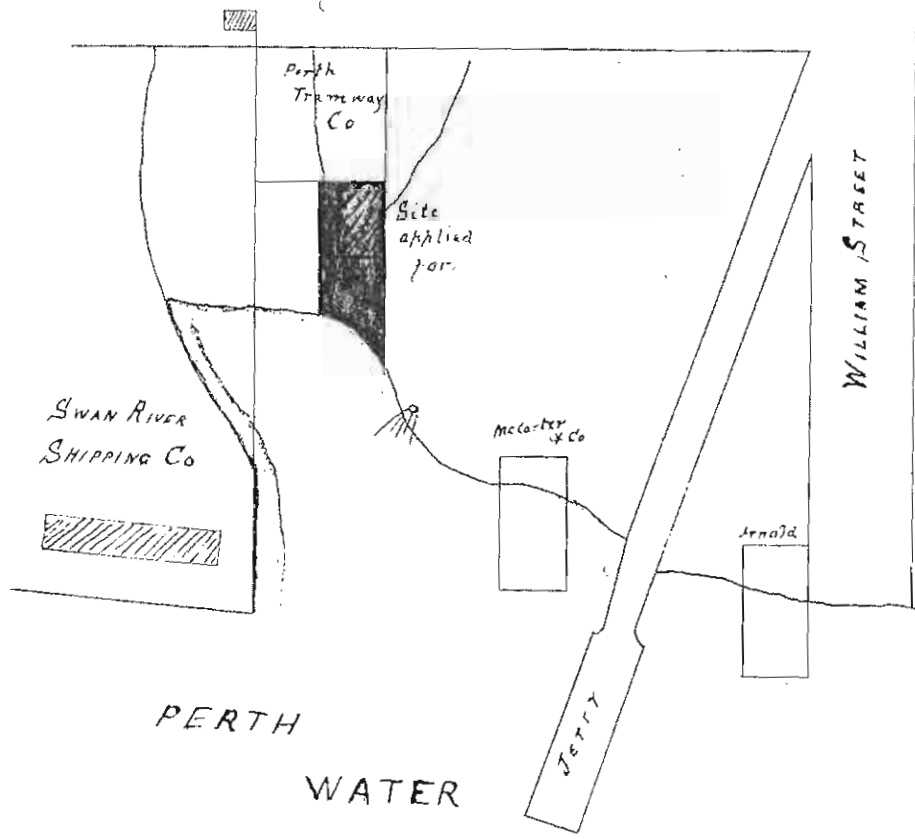


Photo by Mr. F. Dawe] **OSPREY** [Perth]
 Designed and built by T. R. Hill. Equipped with 5 h.p. Union engine.

ROAD



LOCALITY PLAN
 Scale 1" = 100 FT



END ELEVATION

PK 24514
 401

F.W.D. W
 13-C-01.

8377

The reason for so many one vessel builders at this time was the fact that the pearling industry was going through its most intensive and active period. This was from 1899 through to 1907. Because of the demand for vessels, everyone who could swing an adze was building boats.

The breakdown annually is as follows :-

1899,	11 craft built.
1900,	19 craft built.
1901,	16 craft built.
1902,	42 craft built.
1903,	103 craft built.
1904,	50 craft built.
1905,	16 craft built.
1906,	23 craft built.
1907,	20 craft built.

Remembering that these are only the registered vessels, in the 9 year period 300 vessels were built in Western Australia.

References..Register of British Ships, Australian Archives.

.....

HIGHAM, George, of Beagle Bay.

Nothing is known of this man except that he is recorded as being the resident shipwright at Beagle Bay, north of Broome. Obviously he was there to maintain the pearling fleets during their layups. He was resident there for at least two years. There are no vessels recorded as having been built by him.

References..Wise's Post Office Directory, 1902 - 1904.

.....

HILL, Thomas Rowland, of Perth.

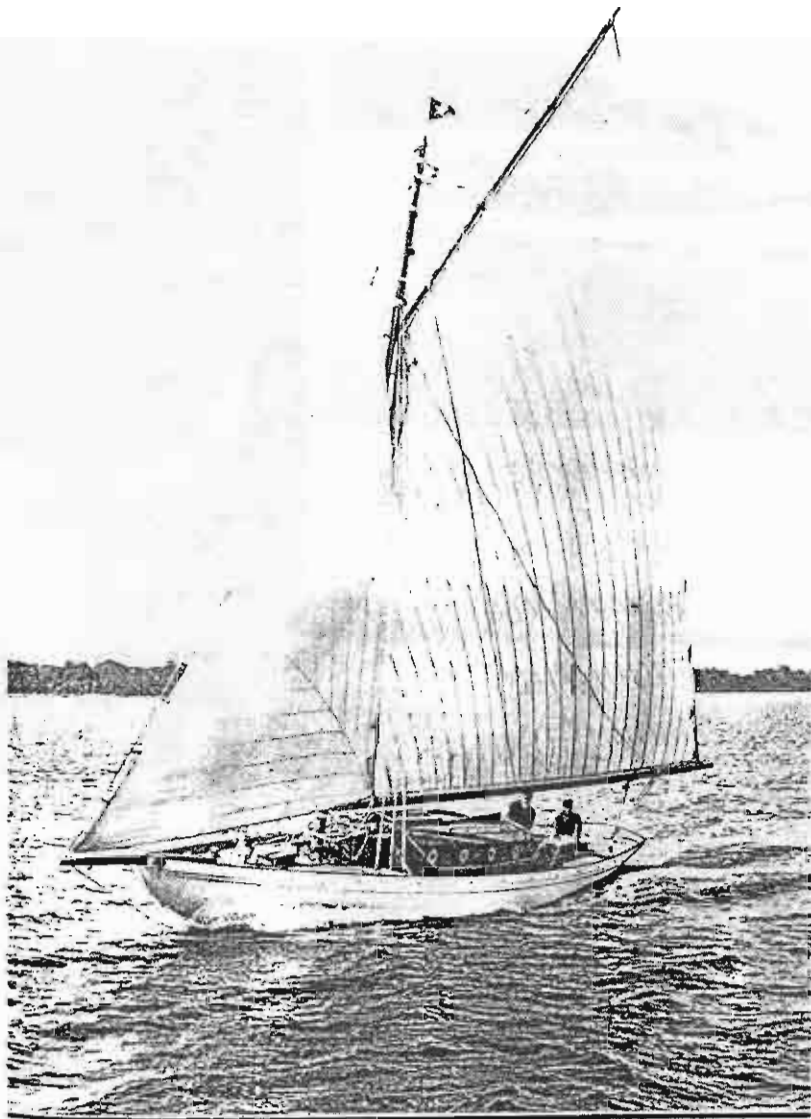
Tommy Hill, one of Perth's most prolific boat builders in the early part of this century and yet we don't know anything about him except that he came here after serving his apprenticeship with Dixon, Kemp & Co., Boat Builders on the River Thames.

He applied to the Public Works Department on the 13/6/1901 for a lease for boat building premises, 200 yards west of William Street and between the waterfront and Bazaar Terrace. On the application is, as well as the plan of the site, the design for his new building shed. This is shown on P.W.D. Plan 8371. The plans were approved and as his ads show he became established in 1901.

According to the South Perth Roads Board rate books Tommy bought a block of land in Hopetoun Street, South Perth and built his home there.

He quickly gained a reputation for fine workmanship and won a considerable number of orders for yachts and motor launches for the states businessmen.

Of registered craft, he built the pearling schooners, "SALITUAD", "VIKING", "WARRAWING" and "MAITAI", the steam launch "FRANCISCA", the motor launches, "CHIRRITTA",



1919 by J. W. Dawson

WHITE WINGS.

[Perf]

Designed by H. D. Mower Built by T. R. Hill Winner of Overing Race, P.F.S.

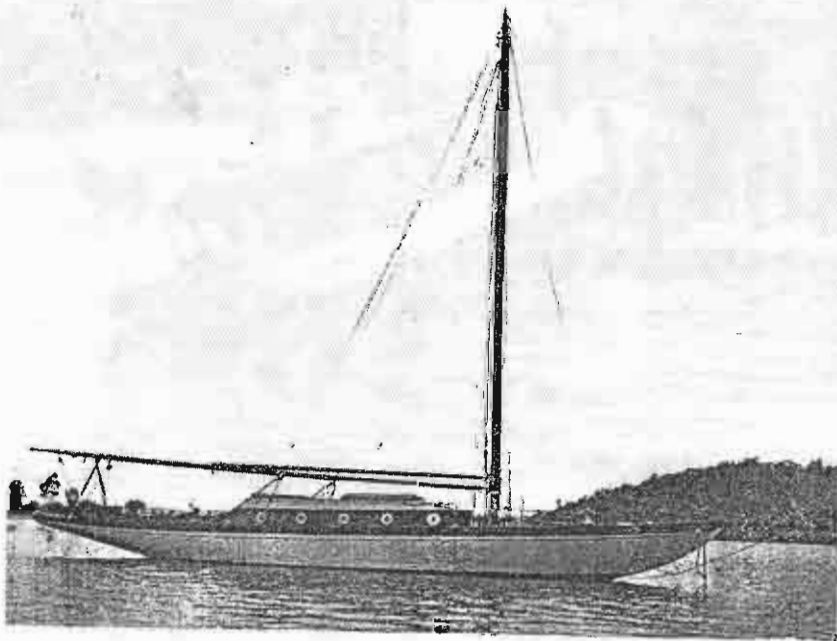




Photo by J. W. Dawson

MAY.

Designed and built by T. R. Hill. Equipped with 10 h.p. Hercules engine.



Photo by A. J. Moulton

HUIA.

[Hay Street, Perth]

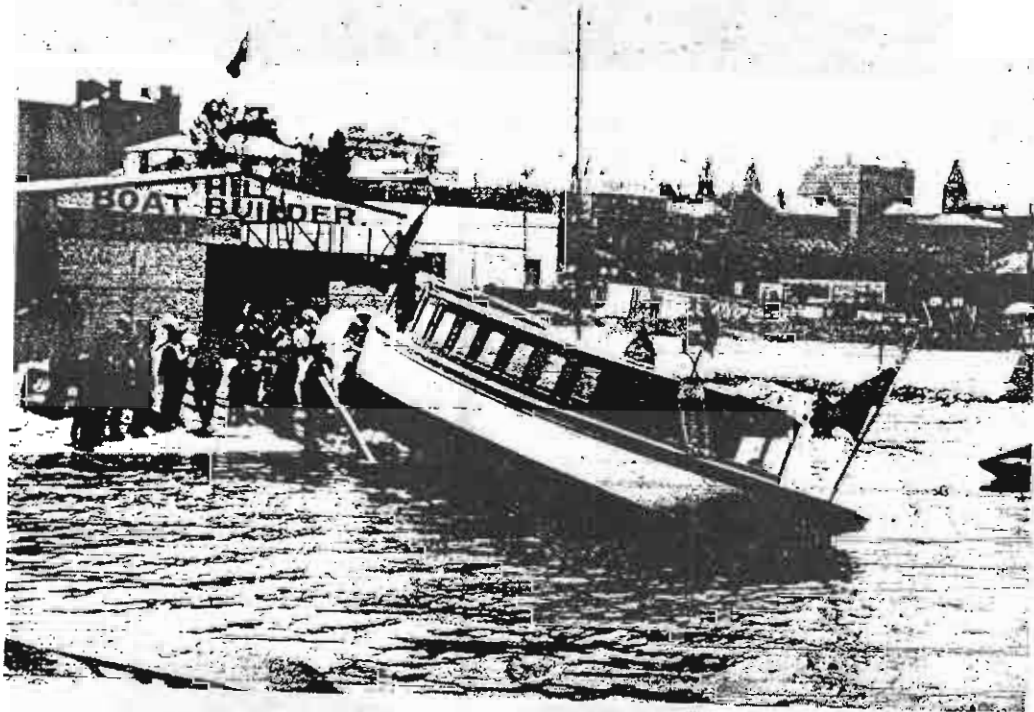


Photo by H. F. Miller

FORTUNA.

[Cont.]

Designed and built by T. R. Hill. Equipped with 9 h.p. Racine engine.



MR. A. F. MORGAN'S NEW LAUNCH, "FRANCESCA," TAKING THE WATER.

"MINNIHAHA", "HERMES", "BLUE BIRD", "KATHLEEN F" and "GALAH" and the cutter "NADINA" and the motor tug "LINNET".

Before going into a list of the other known craft that Tommy built, I'll extract a representative list from the above types and give their details.

First, "SALATUAD", O/No.118550, a two masted schooner of 13 tons. Her dimensions were, 37.5 x 12 x 4.8 feet. She was built during 1903 for Frederick Sherwood of Perth. She lasted right up until 1972 when her last owner burnt her on the beach at Darwin for her scrap value.

Secondly, "FRANCISCA", O/No.120002, of 21.8 tons. She was a single screw steam yacht with a length of 55ft, beam 12.5ft and a depth of 4.3ft. The vessel was built during 1903 for Albert Edward Morgans, of Perth, the mining magnate. She was powered by a quadruple expansion steam engine of 50 H.P. made by Simpson & Strickland of England, giving her a speed of 9 knots.

When Morgans owned her she was considered to be a floating casino as he would invite his high flying business associates and parliamentarian friends for gambling sessions while cruising up and down the river. Young ladies were always on hand to ensure the glasses were filled and to provide entertainment. Although illegal the police were unable to do anything about it as "FRANCISCA" was too fast for the police boat, even though their boat was capable of 11 knots!

The "FRANCISCA" was eventually sold to A.E. Tilly, who renamed her "HENLEY" and converted her into a public ferry and was used as such until sold privately. She was also burnt after being stripped of her fittings, sometime in 1969.

Thirdly, "CHIRRITTA", O/No.120007, a motor launch of 7 tons, she was 38 x 7 x 4 feet and built during 1905. She was powered by one petrol motor of 15 H.P. made by the Union Gas Engine Co. of San Francisco and had a top speed of 10 knots.

She was built for Augustus Sanford Roe, a Magistrate who lived at Cottesloe. She was used by the Roe family right up until 1966 when she was broken up as being too old and worn out for further use.

Lastly, "NADINA", O/No.131615, a cutter of 13.7 tons. Her dimensions were, 38 x 11 x 4.5 feet and she was built during 1903 for a Mr Norbert Keenan, a Barrister of Perth. She too was broken up when she had outlived her usefulness, just prior to the 2nd world war.

Of the many other craft Tommy Hill built, some of his yachts stand out, such as "MOMO", "CASILDA", "CURLEW", "PHRYNE", "SWEET NELL" and "WHITE WINGS", another steam launch was the "MARGUERITE". Of the motor launches that he built we have the "FREDA", "HUIA", "IDLER", "OSPREY", "VISTA", "MAY", "AILSA", "AENONE", "ALLUA", "FORTUNA", "CHALLENGER", "OSPREY" and "VALTHORA". Other craft that he built but were Yacht Club registered were the 18 footers, "LATINA", "CURLEW", "DOLPHIN" and "MAISIE".

We are fortunate enough to have two of the builder's certificates and they are of the "WARRAWING" and "BLUEBIRD". The former reads, Port of Fremantle, 20/2/1910.

I, Thomas R Hill, shipbuilder of Perth do hereby certify that the sailing vessel "WARRAWING" of 12 tons, having one deck and fitted with two masts, schooner rigged, was built by me

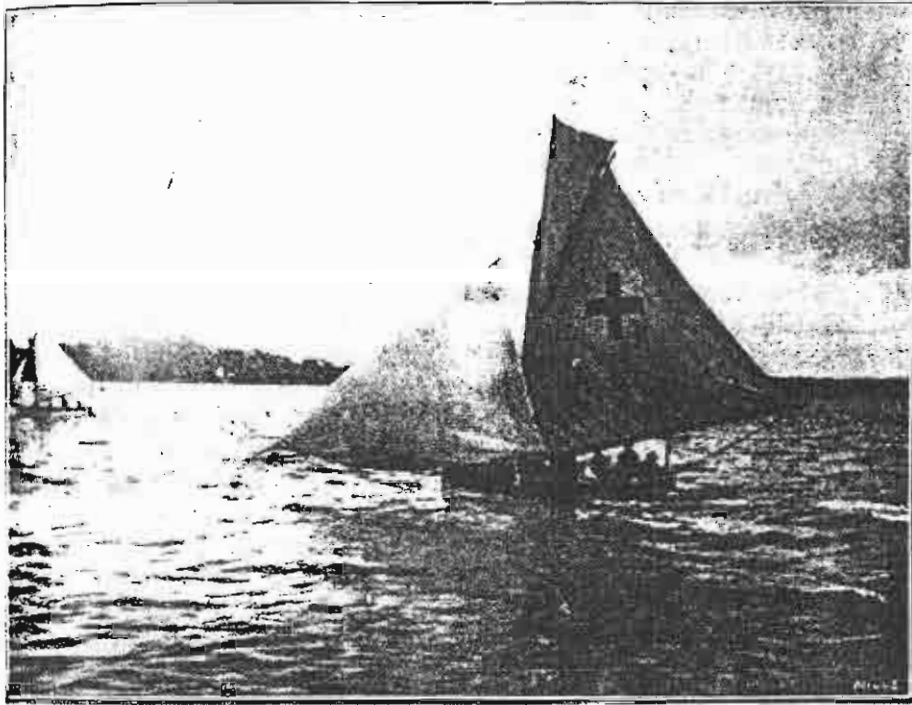


Photo by F. Dawe]

Sweet Nell.

[Perth,

Winner P. D. C. 14-Footer Race in Bunbury, Xmas, 1908.

Designed and built by T. R. Hill.

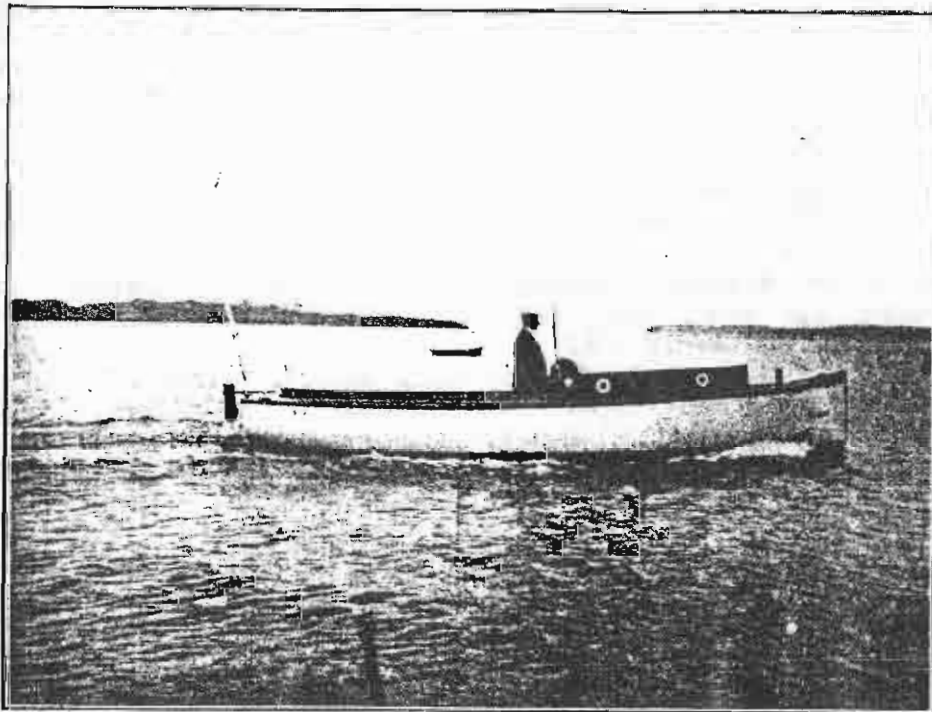


Photo by H. F. Miller.]

Osprey.

[Cottesloe,

Designed and built by T. R. Hill.

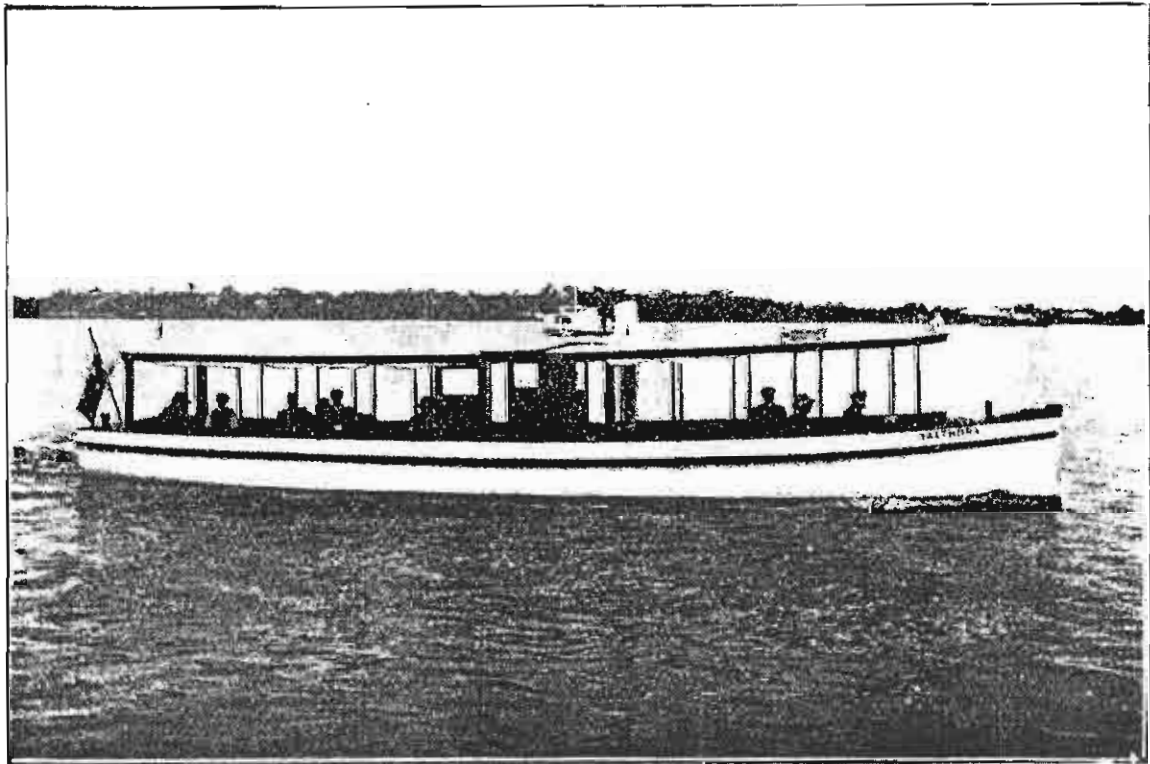


Photo by H. F. Miller]

Challenger.

[Cottesloe.

Designed and built by T. R. Hill.



Designed and built by T. Hill.

Valthora.

Photo. by J. Dawson, Perth.

STATE OF CALIFORNIA

Feb 10 1910

Thomas R Hill

do hereby certify that the hull of vessel

of 12 tons or less built in the year

named with the name

now built by me

in the year 1910, and is entitled to

the name of

Warrawing

owned by

Thos R Hill

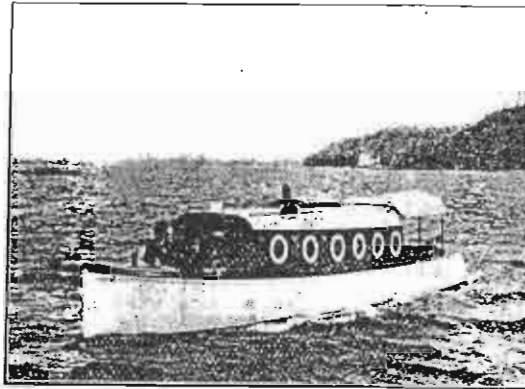
Register

Boat building certificate signed by Thomas R. Hill, for the pearling schooner, "WARRAWING".

Telephone 1306.

Established 1901.

T. R. HILL,
 Designer and Builder
 OF CRAFT OF EVERY DESCRIPTION.



STEAM LAUNCHES,
 MOTOR LAUNCHES.
 PEARLING SCHOONERS.
 SAILING YACHTS
 ROWING SKIFFS.
 DINGHIES, Etc

Builder of

S.Y. FRANCISCA.	M.L. HUIA (winner F.B.Y.C
WHITE WINGS (Cruiser).	Motor Boat Race).
• LINNET (Motor Towing Launch)	M.L. IDLER.
M.L. CHIRRIFFA.	CURLEW (winner Commodore's
M.L. VISTA, winner R.P.Y.C. race	Cup, R.P.Y.C.)
M.L. OSPREY.	Etc., etc., etc.

Also the following Pearling Luggers:—Hilda, Sulituan, Viking, etc.
 • Fastest time in P.F.S. Motor Boat Race

Clients assured of the best workmanship and the benefit of experience gained in many yards, including the following:—The Thames Yacht Building Co., under Linton Hope, M.I.N.A.; Alfred Burgoins, Kingstou-on-Thames; The Burnham Yacht Building Co., Essex, Jas. Edwards and Sons and R. S. Fuller, Melbourne.

MOTOR LAUNCH HULLS DESIGNED and BUILT for Racing, Cruising, or Auxillary Work, fitted with engines of any make or power.

Address: BAZAAR TERRACE, PERTH.



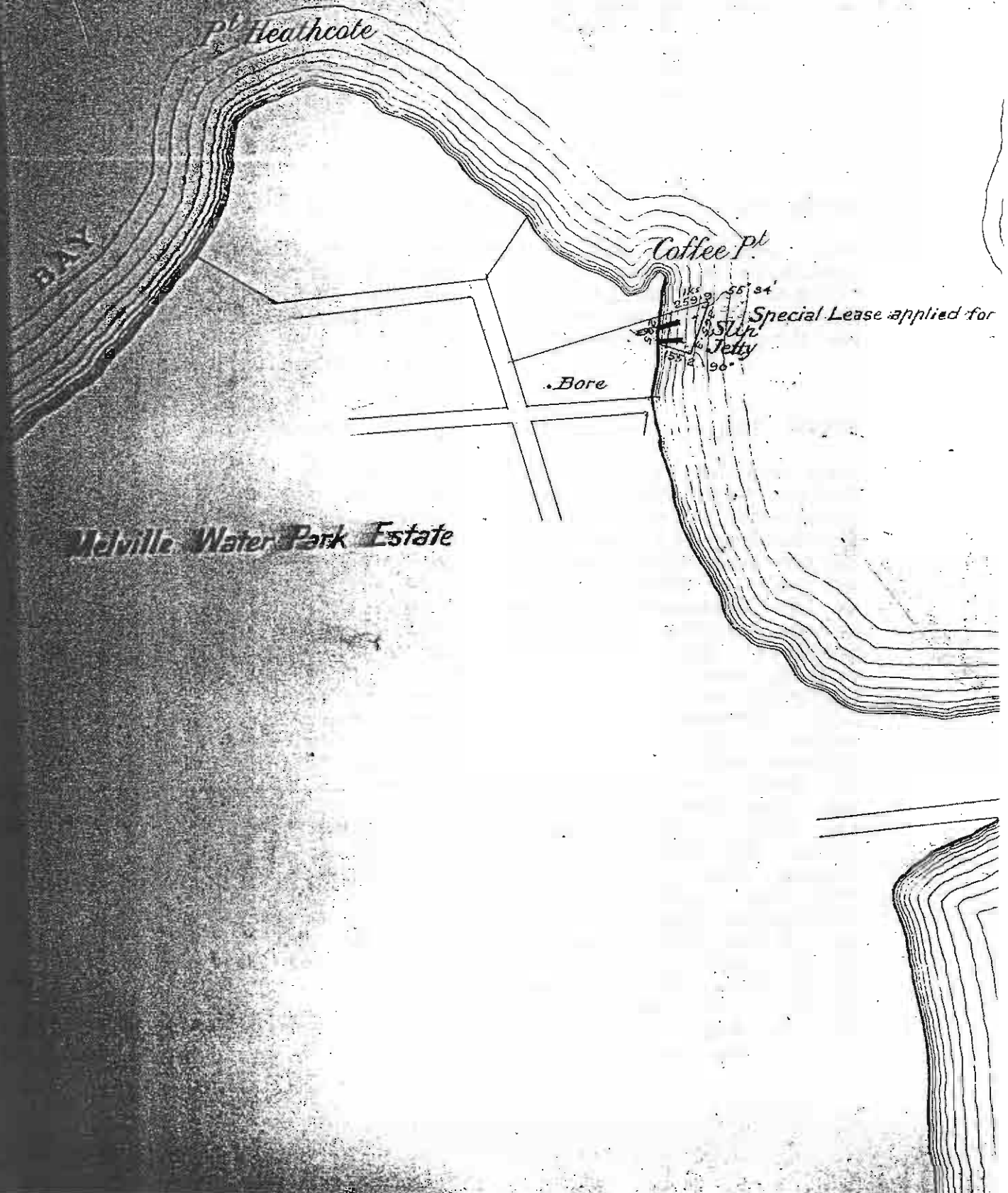
View of Yard during Lay-up Season

PARTNERSHIP DISSOLVED.

NOTICE is hereby given that the Partnership existing between William Hugh Edwards and John Hokin, of Fremantle, Shipwrights, will be dissolved by mutual consent from and after the 1st day of December next—All claims on the said Firm are requested to be sent in on or before that day for liquidation.

W. H. EDWARDS,
Witness W. OWEN, JOHN HOKIN,
Fremantle, Nov. 14, 1840.

AND SUBURBS OF PERTH



at my yard in the year 1910 and launched on the 8/2/1910 on account of Messrs Moss and Richardson.

signed, Thos. R. Hill, shipbuilder.
The certificate for the "BLUEBIRD" is similar.
That there were many more is without doubt and we are fortunate indeed to have photographs and copies of advertisements, courtesy of Mr Bob Rann and his collection of historical material. Mr Rann is the nephew of another prominent West Australian boat builder.

References..Register of British Ships, Australian Archives.
W.A. Yachting and Motor-boat Annuals, 1902/13.
Western Mail, 21/12/1901, P.26.
P.W.D. Plan, 8371. Battye Library.
Boat Builder's Certificates.
City of South Perth, rate books.

.....

HINES, Mr. of Coffee Point.

This gentleman was brought out from England to Western Australia to supervise the reconstruction of the vessels "HELENA" and "HARLEY" but stayed here at least long enough to also supervise the reconstruction of the "SILVERSTAR".
See Grey A.W. for more information.

.....

HOKIN, John, of Fremantle.

John was one of six children to arrive at the Swan River Colony with their parents, William and Mary Anne. They originated from Chichester, Sussex, and, fired by the Hype surrounding the newest of Britain's far flung Colonies, they joined the scheme and subsequently sailed on the "PARMELIA", arriving at Cockburn Sound on the 1/6/1829. William came out as the Government Brickmaker and Layer. He was granted 200 acres, in what is now North Perth and by 1831 was also a publican. William was drowned on the 13/12/1831 and the inquiry transcript states, "he left Perth for the purpose of bringing up a load of lime from Freshwater Bay in his own boat, accompanied by a man named Vines and was last seen crossing Melville Water opposite Mr Armstrong's place".

Another witness, Mr Butler, of Freshwater Bay, stated that, "Mr Hokin came to his place to take in a load of lime. The man Vines was completely drunk but Hokin was sober. The boat was laden with 12 bushels of quicklime fresh from Butler's kilns. The bags were rotten and were splitting whilst being loaded. The wind was from the South-West and blowing fresh when they sailed in the afternoon.

The bodies were found subsequently in Mr Armstrong's Bay and one of the finders was William Edwards, the boat builder.

In 1837 William was still recorded as the owner of Lot D 17 in Perth and William owned Lot D 4.

In 1840 John Hokin, Williams son was in a partnership with William Hugh Edwards in a boat building business and one of their jobs was to repair Mr Manning's Flat. There was a

dispute over the costs which led to a court case on the 14/11/1840.

W.H. Edwards and J.Hokin, V Alfred Manning.

To recover 7 pounds 5 shillings, balance of an account for 11 pounds 5 shillings for work, labour and materials of plaintiffs in repairing a boat for and at the request of, defendant. The three witnesses called were, Joseph Bobin, and Thomas William Mews, senior and junior.

Joseph Bobin stated that for that type of work he would normally charge between 12 and 15 shillings per day and that 3 inch nails would cost about 1 shilling per pound.

Thomas Mews, junior stated, I am a boat builder, I should think 11 pounds 5 shillings not too high a price if the repairs had been done properly. The price of wages has risen lately, If I had to walk half a mile and carry my tools and work in the sun I should charge 12 shillings per day. I charge 10 shillings per day for working at home.

Thomas Mews, senior, boat builder. I should charge 11 shillings a day, being 1 shilling more than ordinary for work at such a distance as the ferry Point from plaintiff's house. The verdict was for the defendant.

On the same day a notice appeared in the local newspaper stating that the partnership between W.H.Edwards and J.Hokin would be dissolved by mutual consent from the 1/12/1840.

Without proof, I believe William Edwards took on John Hokin as an apprentice soon after settling in the Colony and that they then worked together until this dissolution of partnership. I also have a strong suspicion that between them they built the well known Peter boat "IMOGENE", of 2 tons and built during late 1832. (a peter boat is a type of boat common to the lower reaches of the River Thames and is the type that Edwards would be familiar with).

She was built of the best materials, copper fastened, with mainsail, foresail and jib. Her blocks have all brass sheaves, mast spreet, bow spreet and with standing and running gear, anchor, cables oars and etc and was for sale for 60 pounds.

Apparently, after leaving Edwards, John Hokin gave up the boat building trade and became a carpenter.

References..Dictionary of West Australians, Erikson.

Inquirer, 18/11/1840.

Perth Gazette, 23/3/1833.

The Colony of Western Australia, Nathaniel Ogle
London, 1837.

.....

HOSKINS & Co.

of Perth.

This company was responsible for the rebuilding and refurbishing, along with Alfred Tilley, of the "WESTRALIAN", ex "MANX FAIRY", O/No.120008.

She was a twin screw steam ferry of 119.5 tons. She was rebuilt during 1905 and ran on the river, with excursions to Rottneest and Garden Islands.

References..Register of British Ships, Australian Archives.

.....

HOSSACK, Joseph, of Fremantle.

Joseph is listed in the Fremantle City Council rate books from 1885 and his occupation is given as a shipwright. He resided at Lot 613 Arundel Street, Fremantle, where he had a five room cottage and workshop.

He more than likely was employed by the established yards as there is no record of him having built anything in his own right. Having a workshop in his backyard may well indicate that he built small dinghies for the local trade.

References..Fremantle City Council rate books, 1885.

.....

HOUGH, James, of Bunbury.

James was born in 1824 and arrived at the Swan River Colony on the emigrant ship "PARKFIELD" on the 18/3/1841. He married Ann Hurst in December 1845 and they were to have thirteen children. He started his working life as a carter and sawyer in the Bunbury district.

In 1874 the pearling at Shark's Bay was at fever pitch similar to that of a gold rush and anyone with a boat was heading North to try their luck. Julius Brockman of Augusta was one such that was bitten by the thought of wealth lying around to be picked up. (see Brockman entry). On his way north he called in at Dongara to calk his vessel and fill his water casks. To quote from his diary :-

"29/1/1875, that evening I was surprised to see a boat coming in from the South. It turned out to be James Hough and his two sons from Bunbury in the "ADA", a small cutter they had built on the Collie River, and had carted her to Bunbury, in sections, and put her together there, like us they were on their way to the fisheries.

Next day, January 30th the two boats set sail, keeping pretty close together and reaching Port Gregory early in the afternoon. As we did not know of any anchorage ahead we stopped here about three miles offshore, and the following day we sailed in company with Hough, and at noon had a fair wind and hauled close and exchanged some meat, beef for pork, each throwing a piece on board. All that night we kept on and next morning sighted the false entrance to Shark's Bay. As we had no chart we were nearly going in, but then saw far ahead the right opening to Shark's Bay".

After battling winds and shoals the two boats arrived at Useless Inlet.

"then we saw a red painted whaleboat desperately struggling to get up the bay. Hough was far behind us. His boat could

not stand the gale and had anchored, and the whaleboat was his sons-in-law, trying to get out to his assistance". When James Hough finally gave up his quest for riches at the pearling grounds he went back to farming at Dardanup.

References.. "He Rode Alone", Julius Brockman.
 Dictionary of West Australians, Erikson.

.....

HOUSTON, R. of Fremantle.

The only reference to this man is the entry in the Herald Almanac of 1879, 1880 and there is no record of any craft that he has built. I have the suspicion that this man is being confused with Robert Howson and it was an error on the part of the typesetter that his name appeared, however, because it is listed as such, it should remain.

References.. The Herald Almanac, 1879/1880

.....

HOWE, Thomas William, of Fremantle.

In 1861 Thomas William was a boat builder in Fremantle and in a letter to the Colonial Secretary he says, "I hereby agree to repair a boat for the local Government for the sum of one pound, five shillings, plus materials, T.W. Howe.

In another letter, dated 17/10/1862, written by Mr Harding, the Harbour Master at Fremantle to the Colonial secretary, "Sir, I have the honour to acknowledge receipt of your letter of yesterday respecting proposed moorings and buoys to be laid off the end of the jetty at Champion Bay and dinghy for police purposes.

I beg to state that I have on hand a suitable anchor and chain and a buoy can be provided by Mr T.A. Cooke for the sum of five pounds, ten shillings.

Messr's Batemans have consented to convey the buoy and moorings to Champion Bay and lay them free of charge.

I am unable to procure a dinghy ready built here, but T.W. Howe offers to build one of ten feet in length, of Mahogany, copper fastened in ten days for the sum of twelve pounds, ten shillings, which was the cost of the one I have in use and will suit the required purpose.

Messr's Bateman will convey the dinghy to Champion Bay for the sum of one pound."

In this third and last communication concerning Thomas Howe it forms part of an enquiry held at Fremantle on the 18/10/1862. Although it doesn't directly concern boat building as such, the job was part of his profession. The letter in its entirety goes to show the conditions under which some of our early settlers endured.

"The information of Thomas W. Howe taken on oath this 18/10/1862 before the undersigned, one of Her Majesty's Justices of the Peace, in and for the said Colony, saith I am a ship's carpenter by profession and was hired on the 30th of June last by the Master of the emigrant ship "MARY HARRISON"

Summ⁵¹ 19th 1861

I hereby agree to repair a Boat
for the Cape Government for
the sum of one pound five shillings
agreeably to instructions given by

Captain Harding	-	1.5.0
Repairs		
two feet plank & 3 ¹ / ₂ feet	-	7.6
two nails &	9	1.6
Putty		1.6
		<hr/>
		£ 2.4.6

J M Howe

Approved to be returned
19.9.61 James Harding

Agreement to repair a boat for the Government,
signed by Thomas Howe on the 19th of September 1861.

to remove the fittings. On Wednesday the 2nd of July while I was employed pulling down the fittings in the single girls compartment I found concealed between the skin and the planking for the bunks, on the starboard side and nearly right aft, an infant rolled up in a dirty sheet, with other dirty linen. The infant had been dead for some time and was quite putrid. I immediately left the infant on the deck and went up and reported the circumstances to the Surgeon Superintendent, S.W. Walls, Esq, the Master at that time being on shore. The Surgeon replied, "that I might find two or three more". I then asked him what I was to do with the one I had found. He said put it out of the stern port, and I did so. I did not find any more infants while removing the fittings. I should have reported this circumstance before had I imagined the Doctor had not done so. I am under the impression that Dr Walls knew all about the concealed child for he several times afterwards spoke to me on the subject, and said he thought he knew the number of the Miss to whom it belonged. I likewise reported these circumstances to the Chief Officer and the Surgeon reported them to the Master. I was several times informed by parties on board that both the Surgeon Superintendent and Master had kept single girls in their cabins, the latter had one for three weeks in his cabin. signed T.W. Howe.

before me, George Clifton, J.P.
No further comment!

Mr Howe is not credited with building any registered vessels.

References..Dictionary of West Australians, Erikson.
The Herald Almanac, 1887 to 1889.
Colonial Secretaries Records, Vol 476/51
Vol 497/179
Vol 505/240.
Battye Library.

.....
HOWSON, Edward, of Fremantle.

Edward was the son of Robert, "Spinaway" Howson whose biography forms the next entry. Of Edward we know little, but we are extremely fortunate to have his jobs book, courtesy of the Fremantle City Library, Family history section.

The front of the book gives three different addresses of where he lived during his boat building career. The first address being Hampton Road, near Beaconsfield Hotel, South Fremantle.

The first entry in the book is for 1895 and lists jobs, prices and final costs, the first being a price for caulking, fastening and putting two planks in a vessel named the "ELVIRA". The quote was for 36 pounds and the final cost was 72 pounds.

Next comes Mr Bateman's flat, the "SNIPE", 70 ft on keel.

Price for building, labour only..111 pounds.

Cost.. 123 pounds.

Mr Whitfield's flat, "SEAGULL", 60 x 14 feet.

Price for building, including labour and materials, anchors, chains, spars, rigging and sails..248 pounds.

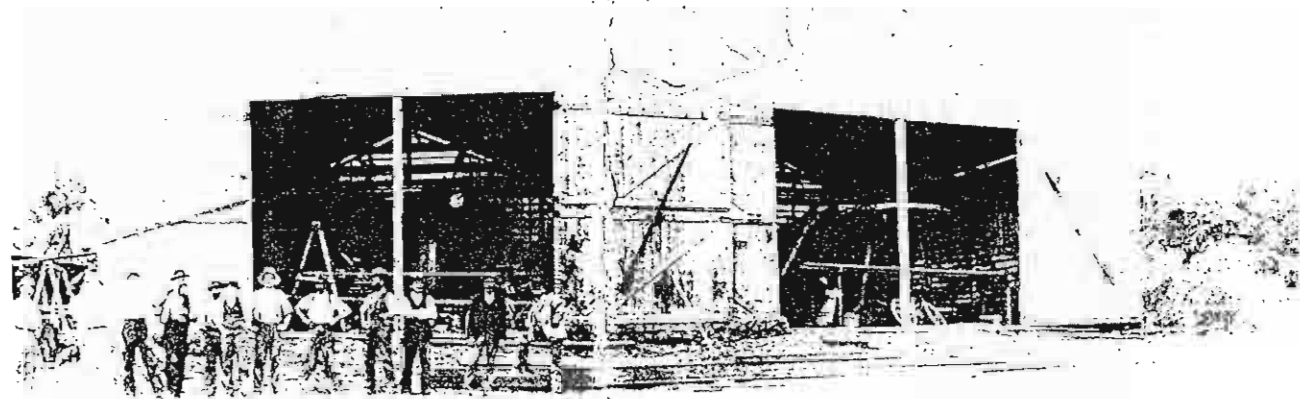
1870's Robert Howson (1832-1917) - Fremantle Shipwright

1147

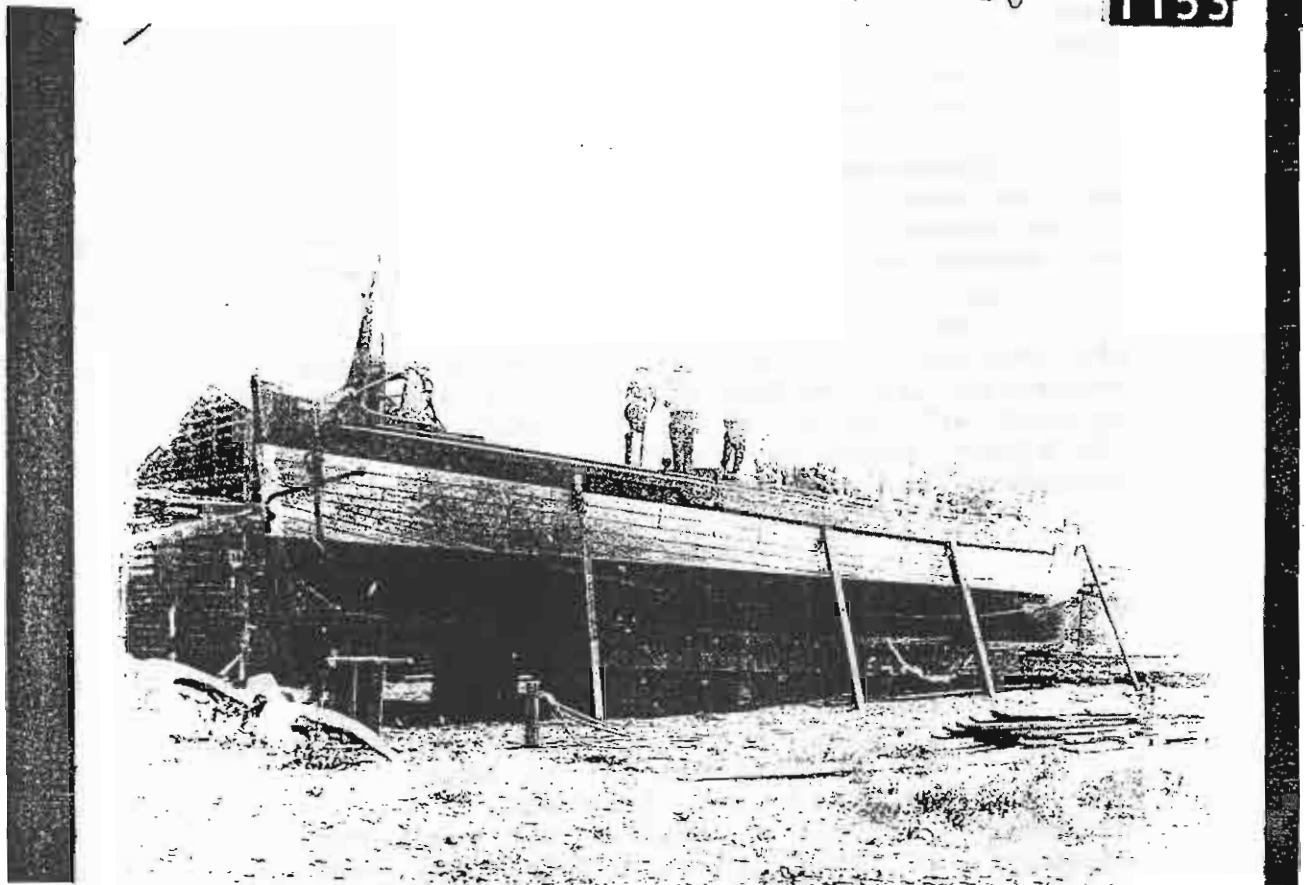


Edward Howson + William Murray's boat building yard.

1149

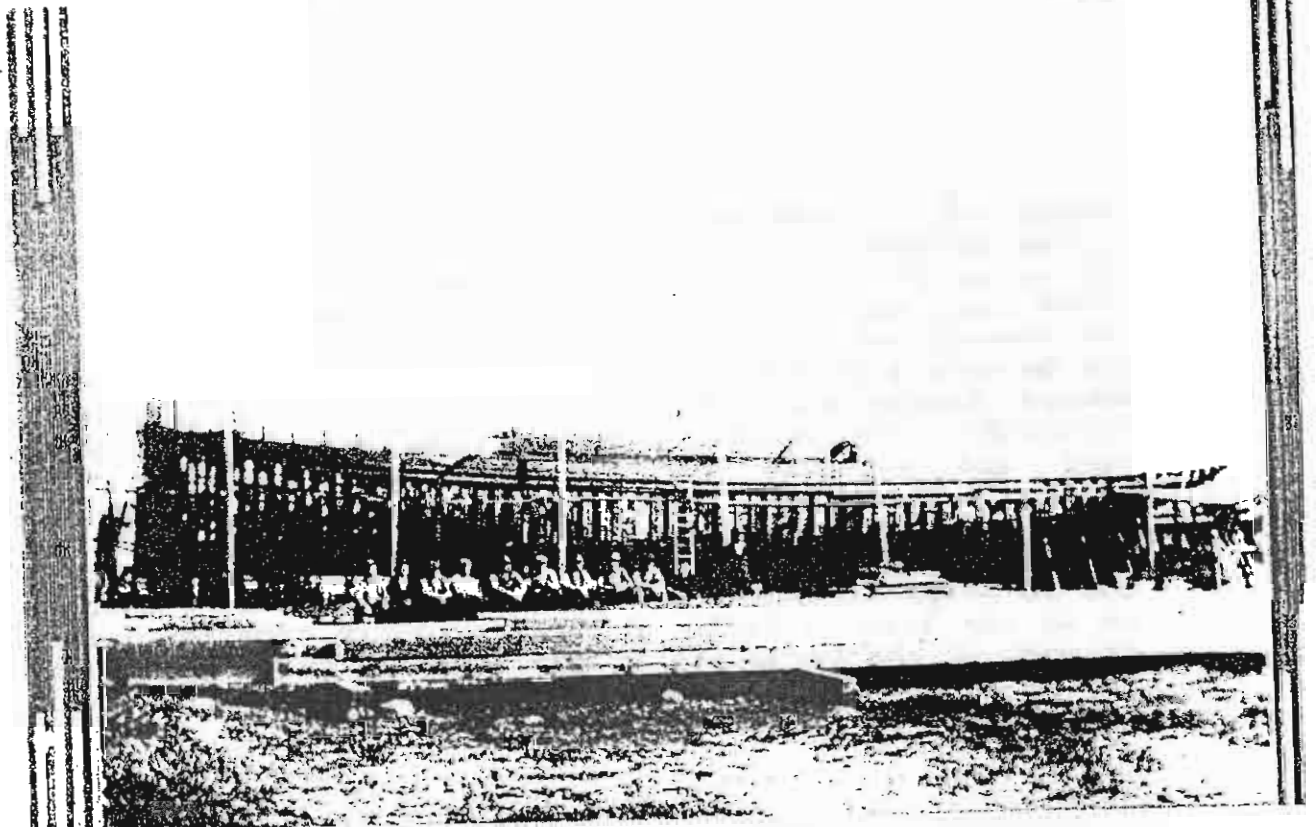


Edward Howson + William Murray's ship building yard 1153



1937 M.V. 'King Bay' built by Edward Howson for the Cossack Lightering + Traders Ltd.

1154



Cost.. 241 pounds.
 Swan River Brick Co. flat, 68 x 17 x 4 feet.
 Price for building, including labour, materials, spars,
 rigging and sails.. 259 pounds.
 Cost.. 248 pounds.
 First Government punt, 4/3/1896, 40 x 15 feet.
 Getting crooks and carting.. 8 pounds.
 As an example of the work involved in building a lugger, or
 two masted schooner for the pearling industry, I shall quote
 the details of the "LAPWING", O/No.102237. She was 11.26 tons
 had a length of 36.5ft, beam of 11.25ft and a depth of 4.7ft.
 She was built for one of the larger of the fleet owners, Mr
 Frederick Lee Parkes during 1899 and she was wrecked in a
 cyclone off Onslow on the 8/2/1911.

		L	s	d
"LAPWING", begun 14/9/1899				
September	16. Paid Armstrong, supplying crooks,	5	19	0
	18, Carting crooks from mill,		2	6
	23, Paid Armstrong, supplying crooks,	4	10	0
	23, Carting crooks from mill,		3	0
November	4, Carting ballast to shed,		7	6
	8, Paid J. Langford for sails,		7	0
	13, Paid J. Langford for rigging & sails	25	0	0
	16, Paid W. Andrews for Iron work,	17	12	2
	17, Paid Brown & Bailey, sawing crooks,	5	5	6
	18, Carting Ballast to shed,		2	6
	28, Paid J. M. Ferguson,	30	0	0
December	9, Paid J. Instone for two tanks,	5	0	0
January	10, Paid Ashton & Badham for name		4	6
	18, Paid W. Bateman,	44	5	6
	18, Paid J. Mews for 1 x 9ft dinghy,	8	0	0
	18, Paid M. Ferguson,	5	0	0
	18, Paid Torbay Timber Co.	9	10	0
	Total Cost	169	19	0
	Materials and Labour Cost,	104	5	6
	Total,	274	4	6
	Price Quoted	293	10	0
	---	274	4	6
	Profit	19	5	6

Another of his jobs was a contract to caulk all the main deck
 of the barque "SOCOTRA" and to put in 174 feet of decking.
 His quote for the job was 148 pounds, 10 shillings and the
 final cost was 121 pounds 4 shillings. He was also given a
 job laying 980 feet of ceiling and bolting same, from that
 job he made a profit of 89 pounds.

Edward Howson also built and owned his own lighter, the
 "JUBILEE", O/No.102223, Her dimensions were 92 x 24.5 x 6.5
 feet and although her registration certificate doesn't
 mention motive power, Edward calls her the towing lighter and
 gives a whole page of details where the "JUBILEE" has towed
 other lighters, such as the "RELIANCE", "ALPHA" and "VENUS"
 out to ships in Gage's Roads and either back to Fremantle or
 on up the Swan to Perth. A Captain Laurie apparently was the
 skipper of the barge and in one entry in the wages column it
 says :- Captain Laurie, paid 1 case of whiskey, overtime
 paid!

The other craft mentioned in the work book are, pearling luggers, "WHITE FEATHER" and "DAISY", Mr Whitfield's flat, "PERTH", Mr Foxworthy's Flat, and luggers, "BELLA", "PENGUIN", "ADA", "BROOME", "RAYMOND", "DOREEN", "MARITANA" and "GITANA".

References..Fremantle City Library, family history section,
E. Howson's Jobs and Accounts Book.

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HOWSON, James, of Fremantle.

Another of Roberts sons who worked in the shipyard. He put his name to two boat builders certificates as the builder of the "EDITHA" in August 1903 and the "WINNIE" also in 1903.

(see entries for Edward and Robert Howson)

The certificate for "WINNIE" reads thus,

I, J C Howson, shipbuilder, of Fremantle do hereby certify that the sailing vessel "WINNIE" of 12 tons having been built of Jarrah and white gum, one deck and fitted with two masts, schooner rigged, was built by me at my yard in the year 1903 and launched on the 5/10/1903 on account of Mr Gorman, of Broome, Pearler. I have no further claim on said vessel.

signed, J C Howson, shipbuilder.

References..Boat Builders Certificates, Australian Archives

.....

HOWSON, Robert, of Fremantle.

He was born at Sunderland, England in 1838 and served his apprenticeship in the ship building yards of that town, rising to become a Master Shipwright. His first wife, whom he married in 1856, died within the year, childless and he married again in 1858, a Jane Irwin and they then had five children. When his second wife died in England, he had the children brought out to Fremantle, as he was already here. The children arrived on the "ROBERT MORRISON" in February 1880 to find that their father had already married for the third time on the 2/1/1879. This marriage was to a Miss Emma Briggs and with her he had another six children.

It is not known how Robert met Mr Bateman but it is known that Bateman had a barque built at Sunderland and named it the "SPINAWAY". It is also known that Robert worked on the construction of this vessel and when it was completed in 1875 and it was making its maiden voyage to the Swan River under Captain John Pringle, Robert Howson shipped on board as Boatswain. His discharge certificate states he was engaged at London on 10/9/1875 and discharged at Fremantle, 23/12/1875.

Bateman brought Robert out to the Colony under contract to build vessels for his fleet and it was a case of work your passage and not be a passenger!

The "SPINAWAY" O/No.68922, was a three masted barque of 324 tons and her dimensions were 134 x 28 x 12.5 feet. She traded between Fremantle and England until 1900 when she was sold at Singapore.



Robert Howson.



Edmund Howson.

EDMUND HOWSON 1922
SHIP-BUILDING
GUIDER, O.E.
SLIPWAY, & COLLIER

The first vessel that is known to have been built by Robert, who enjoyed the nickname "spinaway" was the two masted topsail schooner "PLANET", O/No.75292, of 65 tons, her dimensions were 73 x 16 x 8 feet and from her registration certificate her first owner was a Captain William Lakey. She was built during 1876. In May 1890 the vessel parted her moorings at Dongara during a gale and was beached and became a total wreck.

Robert Howson's ship building establishment was at Lot 193, Suffolk Street, Fremantle.

On the 16/2/1877 a severe cyclone struck the Lacepede Islands north of Broome and ten vessels were wrecked or grounded. Two of these were the "CINGALEE", O/No.63993 and the "MARY SMITH" O/No.58757. The former, a three masted barque and the latter a two masted topsail schooner. Bateman and Owston, who had purchased the wrecks at auction, sent workmen to the Islands to salvage what they could. Leading this group was Robert Howson. He successfully salvaged the two vessels and broke up the others for their fittings and gear.

In the same storm the two masted brigantine, "BESSIE", O/No.66350 stranded at Beagle Bay and was abandoned. Robert Howson in a superb display of the shipwright's art also salvaged her and the three vessels arrived at Fremantle to continue their working lives.. The "BESSIE" ended her days at Sourabaya, Indonesia on the 12/4/1880 when she caught fire while lying in the roads.

18/9/1878. In the Inquirer of this date appeared this article
A CORRECTION,

Mr Editor, I beg leave to call your attention to an error in todays issue of your paper affecting myself. In your report of the barque "CRAIGIE LEA" you give great credit to Mr Thomas Owston, shipwright of this port. To my knowlege Mr Owston never placed foot aboard that vessel.

Neither Mr Brown, blacksmith, nor Mr Owston had the slightest claim to any credit for repairs to the "CRAIGIE LEA", I being the only person that carried out repairs to that vessel, with the exception however, of Mr Mattison, who undertook the rigging department. I am Sir,

Robert Howson, Master Shipwright, Fremantle, 11/9/1878.

The Editor of the Inquirer duly apologised profusely to Robert and added that he had completed the repairs in 42 days, 18 days under the contract time, notwithstanding the unusually bad weather.

On the 1/12/1882 the cutter "ROEBOURNE", specially built by Mr Howson of Fremantle for Messr's Lilly & Co left for the North-West under the command of Captain Neave, formerly of the "PLANET". She was intended for the lighter trade, which, since the "ROB ROY'S" periodical visits to the North- West, has increased very considerably.

The "ROEBOURNE", O/No.75313, according to her registration certificate was a two masted ketch of 29 tons. Her dimensions were 49.25 x 15.9 x 5.79 feet. She was last heard of during 1893 and nothing is known of her fate.

On the 9/4/1883 Mr Howson launched a new centreboard ketch named the "FORESTIER" for Mr McCoy. The christening ceremony was successfully performed by Miss Adele Manning, daughter of Mr James Manning of Perth, the bottle being quite shattered.

Port of Fremantle

I, J. C. Howson, shipbuilder at Fremantle, W.A. do hereby certify that the sailing vessel, "Winniet" of 12 tons or thereabouts, having been built of Jarrah & white gum, One deck and fitted with Two Masts, Schooner rigged, was built by me at my yard in the year 1903 and launched on the 5th day of October 1903, on account of M. S. Gorman Master of ~~Barbara~~ Barbara. I have no further claim on the said vessel.

J. C. Howson

Oct 22nd 1903

Accepted

Aug. J. W. ...

ASSISTANT REGISTRAR OF SHIPPING

FREMANTLE.

We, Howson & Murray Shipbuilders at Fremantle do

hereby certify that the sailing vessel Barbara of 12 tons or thereabouts having One decks and fitted with Two masts Schooner rigged was built by us at our yard in the year 1909 and launched on the 27 day of August 1909, and that ^{we} I have no further claim on the vessel.

Howson & Murray Shipbuilders

The new boat, which has a very good and seaworthy appearance, is of 25 tons burden and is the second of its kind constructed in the colony, the first also having been constructed in Mr Howson's yard.

We understand that Mr Howson is now engaged in building a vessel of similar description but much larger burthen for the enterprising firm of Messrs Bateman of Fremantle. It is satisfactory to see our local shipbuilding firms turning out vessels so well adapted for coastal employment as is the "FORESTIER" and we trust that the demand for such vessels will increase.

Another of Roberts salvage jobs was the saving of the Italian three masted barque "GHIO BATTO REPETTO". This vessel struck the Michaelmas reefs on the 10/3/1899 whilst in charge of the pilot. She was got off and towed back to the jetty and the cargo discharged. The hull was badly damaged and she was sold to Bateman's at auction.

The vessel had been built at Pas, Italy by L. Duosate during 1883 and on the voyage was commanded by Captain Andrea Scheaffino. Tragically, after having been salvaged, repaired and reregistered, the vessel under her new name, "THISTLE" was reloaded and sailed on the 9/5/1903, but was never heard of again, going down with all hands somewhere out in the Indian Ocean.

It is hard to separate fact from hearsay in family histories and in Howson's case he is claimed to be the builder of three fine Fremantle built vessels that were in fact constructed up to 12 years prior to his arrival in W.A. I can only put this down to he may have refurbished them at some time which gave rise to the thought that he built them. However, we do know that he built the three masted schooner "IRIS", the lighter "CLYO", (sometimes called a steamer, but definitely not), the schooner "IVY", the two cutters "RUBY" and "OLIVE" and the two masted ketch "ROEBOURNE".

Robert took on three of his sons as apprentice ship builders, one of whom was the afore mentioned Edward and the other two were Edmund and James. Upon Robert's retirement the business became known as E & J Howson and under that banner they carried on building the almost standard design of pearling luggers, some of these were, "S.P.S", "NIOBE", "NERIAND", "BELLA", "TESS", "MAISIE", "LORD", "DIANA", "MOANA", and "GLORIA".

One of their employees was William Murray and he is recorded as working for the firm from 1895 onwards, and as well as building a few craft on his own account he was taken into a partnership around 1903. At different times the firm was called Murray & Howson and/or Howson & Murray.

The partnership built the two masted schooner "SOUTH NEW MOON", O/no.118539, a standard 12 ton lugger for the Broome grounds. She was wrecked at Beagle Bay in March 1935 during a cyclone. As the rest of the registered vessels come under the Murray & Howson name they will be listed in the entry concerning William Murray.

Edmund Howson went up to Onslow in 1920 with a contract to construct a slipway in Beadon Creek for the use of the pearling fleet that was operating in the local waters.

James Howson's property was at Lot 930 Arundel Street, Fremantle and in his own right he constructed the luggers,

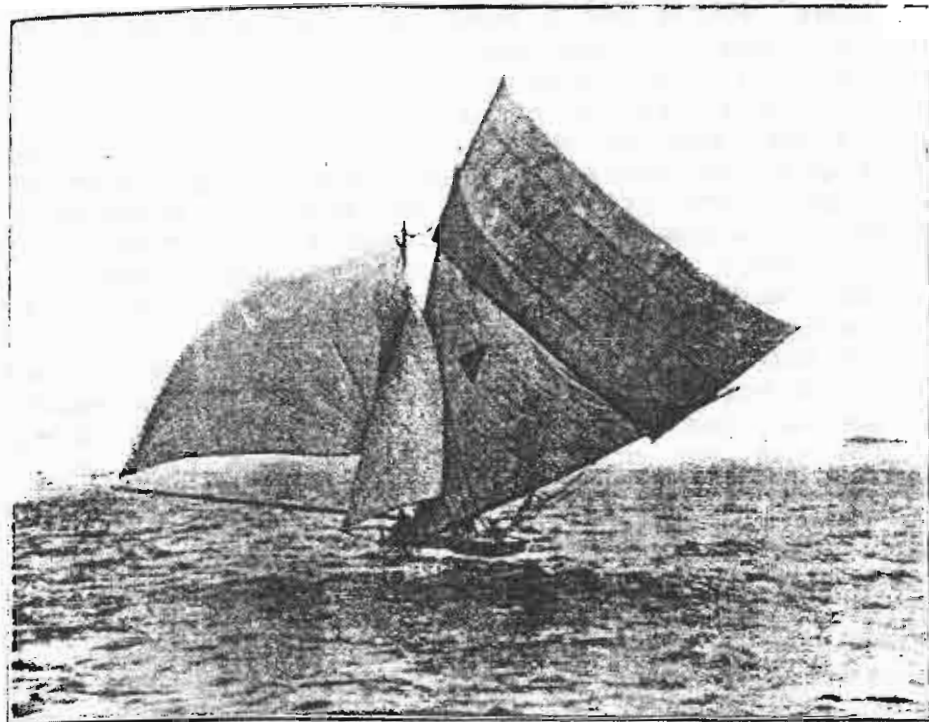


Photo by H. F. Miller] **My Lady Dainty.** [Cottesloe.
Designed by G. Hudson. Built by A. and G. Hudson, Jun.
Second 18-Footers' Race, Mounts Bay Sailing Club, March 6, 1909.

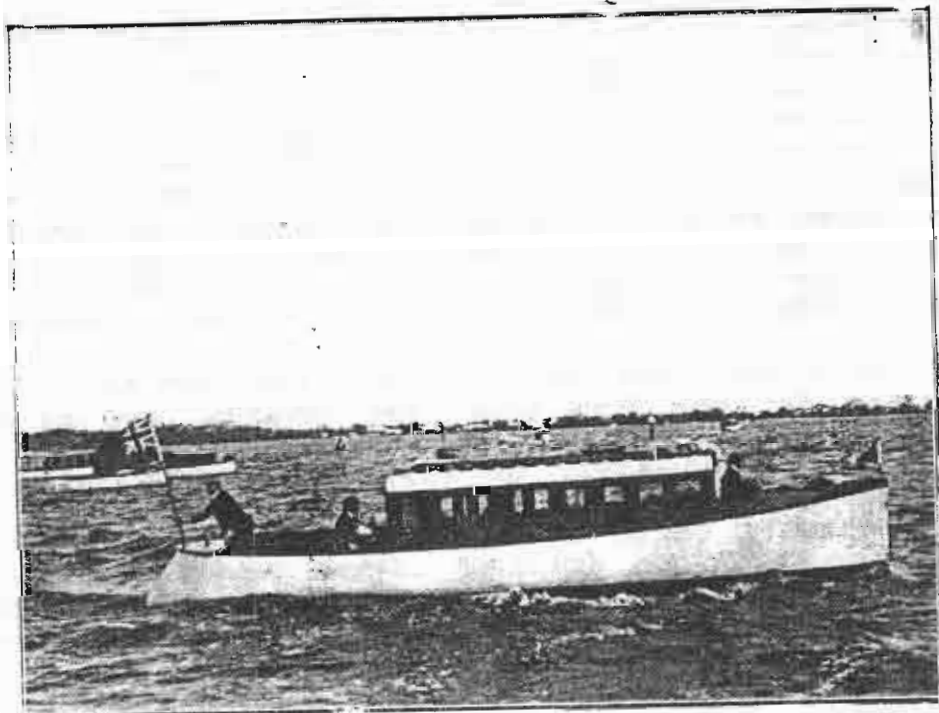


Photo by H. F. Miller] **Ulyssis.** [Cottesloe.
Designed by S. Myslis. Built by Messrs. Myslis & Lawrence.
Equipped with a 12 h.p. Stirling engine.

"EDITHA" and "WINNIE" for which I have his boat builders certificates.

In an interesting letter that Robert wrote to the West Australian newspaper on the 30/10/1906 he says :- "Sir, in your news columns I notice a statement that the "FLYING SCOTCHMAN", a boat recently built by Mr Walker of Fremantle had made a passage to Cossack in six days and nine hours, being "the fastest on record". It may be of some interest to boat sailors to know that, exactly four years ago today I launched a ten ton lugger named the "CONSTANCE", which left Fremantle in command of Captain Pentilla, who made the smart passage to Cossack in five days and twenty two hours.

With reference to smart passages I might also mention that our popular Captain Shaw of Fremantle in command of the "IRIS", schooner, made the quick run from Cossack to Fremantle in four days and twelve hours.

signed R.Howson, Shipbuilder, Fremantle."

References..Dictionary of West Australians, Erikson.

Fremantle Times, 17/4/1919, 2/5/1919, 16/5/1919
20/6/1919.

The history of Fremantle, Hitchcock F.C.C. 1929
West Australian, 11/5/1905, 11/5/1889,
Daily News, 15/1/1938.

Fremantle City Library, photo collection.

The Herald Almanac, 1881 through to 1889.

W.A. Almanac, 1898 / 1899.

Wise's Post Office Directory, 1893 - 1897.

Fremantle City Council, rate books.

Inquirer, 18/9/1878.

The Morning Herald, 1/12/1882, 9/4/1883.

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HOWSON, Thomas

of Fremantle.

It is not known who this gentleman is but it is possibly the brother of Robert as their father's name was Thomas, but, he was a butcher and there is no evidence of him ever coming out to Australia.

Thomas appears in the Fremantle City Council rate books from 1886, where he is listed as a shipwright and paid rates on Lot 352, Cantonment Road and then in 1887 he had moved to Lot 905 Malcolm Street, where he had a cottage.

There are no known craft directly attributed to him.

References..Fremantle City Council, rate books.

.....

HUDSON Bros.

of Perth.

These brothers built an auxiliary sailing yacht named "EONE", O/No.131696 during 1909. The vessel was of 6.04 tons and her dimensions were 30.5 x 7.2 x 3.3 ft. She was powered by an

To Whom it may concern.

This is to Certify that I have this day transferred all my Right, Title & Interest in $\frac{64}{64}$ Shares in the Luggor "Lucky Boy", of 14 tons Built by H. Hunter at Swan Point N. W. Coast of Western Australia together with all gear and Diving Apparatus & Dungey, as she now stands, for the sum of one shilling stg. value received to Elizabeth Ramirez married woman - of Corsack -

Dated at Corsack N. A. this 12th of September 1907. J. W. Deedale

Witness to Signature of } J. S. Gwanp
F. W. Deedale

Ailsa Craig oil engine of 12 H.P. and was built for William Morancer, a law clerk of Perth. She had a number of owners during her life but her fate is unknown. The Hudson Brothers apparently built a few yachts for river racing but this was the only one that was registered.

Another craft that they built was the cruising yacht "VANESSA", this was during 1906. The only other known craft is an 18 foot yacht named "MY LADY DAINTY" built in 1907. Their yard was on Mount's Bay Road in Perth and they were at that location from at least 1904 until 1920.

References..Register of British Ships, Australian Archives.
Wise's Post Office Directories 1915 - 1920.

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HUGHAN, William, of Fremantle.

William was from Melbourne, Victoria and came to Western Australia on the 11/12/1867 to investigate investing in the pearling industry. He was obviously impressed with the possibilities of making money as he returned to Victoria to bring his wife and daughter back with him in his own vessel "PILOT".

He is alleged to have had one of the first diving suits in Western Australia to be used in the pearling industry. Whilst here he is also listed as the builder of the two masted schooner "AMY", O/No.61102, of 32.6 tons. This ship was built jointly for himself and W.D. Moore.

As he returned to Victoria on the 29/5/1869 with his wife and two children it becomes clear that he only came here under contract to build this one vessel for Moore's fleet and to test his diving dress.

References..Dictionary of West Australians, Erikson.
Register of British ships, Australian Archives.
W.A. Almanac, 1869.

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HUNTER, Edmund Harold, of Swan Point.

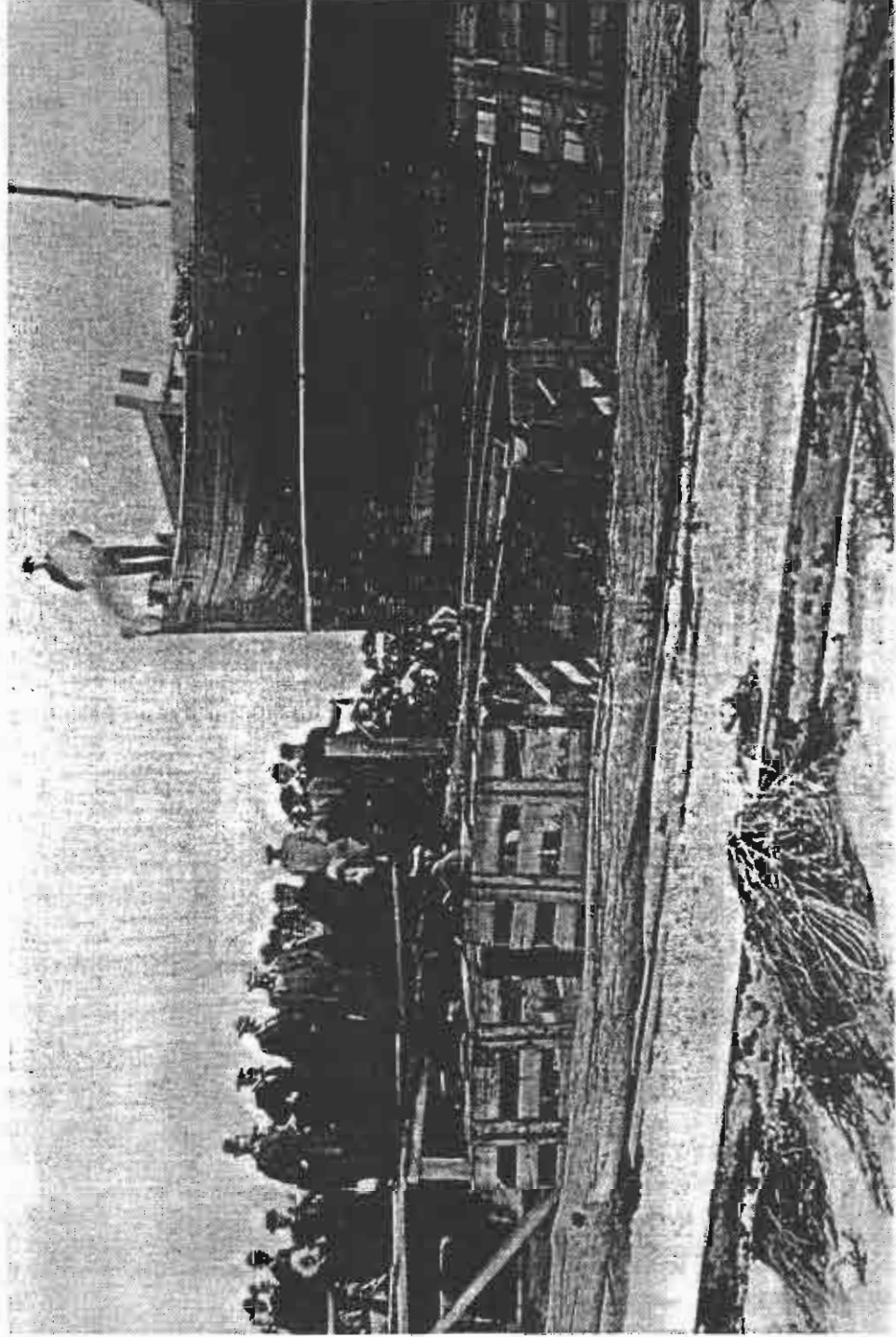
Mr Hunter was one of the large fleet owners of Broome at the turn of the century when the pearling boom was at its height. One of his vessels was "LUCKY BOY" of 14 tons and on the builder's certificate it says :- "built by E. Hunter at Swan Point, North-West Coast of Western Australia."

Once again it is most unlikely that Mr Hunter would have been the actual builder and it is more likely that it was his Asian workers who built the craft and that he just signed the certificate.

References..Boat builder's certificate, Australian Archives
Wise's Post Office Directory, 1911.

ISBESTER, S, of Cossack.

There are three sources in which this man is listed which causes some confusion.



Launching of "Sarah" at Flinders Bay.
Courtesy Augusta Museum.

The Herald Almanac lists him as a shipwright and boat builder from 1877 and the entries continue until 1886. As well as his shipwrighting business he was also a pearler and owned a lugger, (unregistered), named the "CHIP".

Henderson's, Unfinished Voyages, Vol 2, P 231 gives an account of a cyclone that hit the Forestier Islands, east of Cossack in March 1878. He says, "the "CHIP", another small craft, owned by S. Isbester, was blown out of the water, capsized and dismasted. Isbester's body was found beneath the vessel".

Also the Dictionary of west Australians gives a similar report which makes one wonder why, if he was dead, should the Almanac keep on reporting that he was alive.

We can assume that he built his own craft, the "CHIP" but there are no records of him having built anything else.

References..The Herald Almanac, 1877 through to 1886.
Dictionary of West Australians, Erikson.
Unfinished Voyages, Vol 2, Henderson.

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ISBESTER, William Bruce, of Broome.

Presumably a son of the above. Nothing is known of him except one reference which appears in a special lease agreement which refers to James Tilley and his ship repair business.

The block of land, 517/152, lot No.447 is divided into two parcels and James apparently had one half and William the other.

The land in question fronts onto Dampier Creek and William's agreement was signed on the 16/2/1903. As the lease was classified as a ship repair business it is not clear whether any craft were actually built there, however, the probability exists.

In 1918 William is listed as a pearler and no craft can be identified as having been built by him.

References..Special lease agreement, Broome Museum.

.....

JACKSON, Alfred, of Augusta.

No information has come to light on the background of this person and there is only one reference to his activities.

As the South Australian entrepreneur, M.C. Davies had established his Karri & Jarrah Timber Co. at Karridale with its associated deep water port at Hamelin Bay it is probable that this man was employed by this firm in the construction of the timber lighters used to convey cargo to the ships anchored offshore.

References..Dictionary of West Australians, Erikson.
The Herald Almanac, 1889.

JACKSON, Benjamin, of Bunbury.

No biographical information on this man but he is recorded as the builder of four vessels, namely :- "TWO SONS", "UNKNOWN", "FROLIC" and "FAVOURITE".

The "FAVOURITE" was the first vessel to be registered under the British Shipping Act in Western Australia, No.1 in 1856. She was a two masted schooner, O/No.40453 of 46.5 tons. Her dimensions were 66 x 13 x 8 feet and she was launched on the 10/2/1855 for her owner, John Morgan, a licensed Victualler, of Bunbury. In December 1867 the vessel struck a reef off Port Gregory and became a complete wreck.

The cutter "TWO SONS" causes confusion as there are apparently two vessels of the same name, same rig and identical in size, operating at the same time on the same routes.

The one recorded in Henderson's Unfinished Voyages, Vol 2 was built prior to 1851 and was owned by John Wenn. The other, O/No.61090 was built at Fremantle in 1869 by Robert Wrightson and was wrecked in Shark's Bay during 1902.

The other two vessels, whilst unregistered, were a feature of the coasting trade for many years as can be seen in the shipping columns of the local papers of the day.

References..Unfinished Voyages, Vol 2, Henderson.
Register of British ships, Australian Archives.

.....

JACKSON, Samuel, of Perth.

Once again there is only a single reference to this person which states that he arrived in the Swan River Colony during October 1829. In the muster rolls we find that he was born at Aberdeen, Scotland, was single and was classified as a servant.

He claimed land on the basis of assets of 20 pounds.

In July 1830 he was charged but acquitted of the murder of Isaac Doel and during the trial he gave his occupation as a carpenter, boat builder and he owned and operated a bumboat at Fremantle.

It is possible that he built his own boat.

He departed from this colony in April 1831 per the "ELIZA".

References..Dictionary of West Australians, Erikson.

.....

JACKSON, William, of Fremantle.

Very little is known of this man's history, but we know that his wife's name was Sarah, nee Box and that he was referred to among his contemporaries as "General" Jackson.

His ship building premises were on South Beach at Fremantle within half a mile of the old South Bay jetty. He had served his apprenticeship in the Naval Dockyards and later was a shipwright in the Royal Navy.

After establishing himself at Fremantle he gained employment with the well known trading company, Batemans and began constructing vessels for their fleet.

The first of these was the "WILD WAVE", O/No.40482, a ketch, built in 1858 of 28 tons. her dimensions were, 51 x 15 x 6 feet. The ship sank in Exmouth Gulf during a cyclone in December 1875.

His next creation was the "FLYING FOAM", O/No.36544, a two masted schooner of 33 tons. She was built during 1861 and was also lost in a cyclone on the 10/3/1872.

After her came the "SEA SPRAY", O/No.36546, another schooner of 32 tons. She was built in 1862 and disappeared with all hands on the pearling grounds off Cossack apparently during a cyclone early in 1873.

In 1866 came the ketch "ZEBRA", O/No.52233, of 16 tons. Her dimensions were 43 x 13 x 6 feet.

The next registered vessel constructed was the "LAUGHING WAVE", O/No.61085, a two masted brig of 116 tons built in 1866. Her dimensions were, 106 x 22 x 11 feet. She like the others was built for Batemans. After a successful career on the coast she was sold to William Douglas and Captain Rickers, both of Fremantle. Captain Rickers sold the vessel at Singapore.

The next vessel we are certain that he built was the "MARY HERBERT", O/No.72471, a two masted brigantine of 92 tons. Her dimensions were, 76 x 19 x 8 feet.

She was built for the Fremantle Victualler, James Herbert and named after his wife. When the vessel was about half completed William Jackson became embroiled in a dispute with Mr Herbert and the ship remained sitting on the stocks for eight years. William, with his sons then resumed the building and finished her during 1875. However, another dispute arose and it was left to William's leading hand, Frederick Jones, who, incidentally also became a ship builder, to do the launching.

William predicted she would never see the water and he was nearly right as just after Mary broke the bottle of wine across the bows and named her, the cradle broke at the waters edge and there she remained for some weeks before sliding into her natural element.

She was designed for the Fremantle, Eastern Australia trade and her first voyage was to Hobart. When she sailed she had on board as passengers, the owner, Mr Herbert and Governor Weld, his wife and daughters who were going on leave. After a smart passage to Hobart, she backloaded and proceeded to Adelaide for a cargo of flour. Returning to Fremantle she encountered heavy weather and put into Albany. When she sailed from there it was claimed that most of the crew were drunk and when last sighted was under full sail. Nothing more was ever heard from her or her crew and she is supposed to have foundered in deep water between Albany and Augusta.

Unfortunately William had a drinking problem as can be seen in the following C.S.R. letter which, was, in the main, the cause of many of his disputes.

From the Resident Magistrate, Fremantle to the Colonial secretary on the 9/1/1868.

Sir, on the 6th inst, William Jackson, a shipwright, free, and a notorious drunkard, was sentenced by me, on the complaint of his employer, Mr W. Bateman to 14 days imprisonment. I did not fine him as I was anxious to make a lasting impression.

Fremont, December 23, 1873

We hereby agree with Captain Corcoran to pump the "Emilienne" dry, have her down, and thoroughly repair her so as to enable her to carry a dry or perishable cargo to any part of the world finding all labor and material and having down craft and gear for the sum of five hundred and fifty pounds. The work when completed to be subject to the approval of the Surveyor who surveyed the vessel at some of them.

William Jackson

James Bell

Mr Bateman, being in great want of his services, and his wife and family being destitute, I have the honour to request that his Excellency will be pleased to authorise Jackson's release on Monday next, the 13th. I have the honour to be, etc.

The Colonial Secretaries reply reads :-

Mr Bateman's wants and the destitution of Jackson's family are not sufficient reasons for not making the lasting impression the Resident Magistrate so intended to make.

In 1875 the ship "EMILLIENNE" grounded in a storm at Fremantle but was fortunately got off but with damage to her hull which caused her to leak. she was taken to Garden Island and careened for repairing and William Jackson tendered to pump out the vessel and heave her down so the repairs could be made.

During July 1878 Fremantle was beset with a series of very violent gales which played havoc with the anchored shipping.

A number of them broke or dragged their moorings and were blown ashore all along the south beach. To quote from the Inquirer of the 17/7/1878,

"The three masted vessel "DIANA" has gone ashore in Owen's anchorage and five small craft are on south beach. the schooners "MYRA", NAUTILUS" and "PLANET" are approaching the beach gradually. A brig, the "EMILY" ran under Garden Island this morning.

the Rottneest Pilot reports the "EASTERN STAR" to be sinking. The coasters "ALPHA", "HAMPTON" and "ARGO" are ashore and the "WILL WATCH" is in danger and later drifted onto the beach near the stockade, along with the cutters "MYTH" and "CLARENCE PACKET".

The wind continues extremely high. A shipbuilder named Jackson, while trying to save the "ALPHA" from being wrecked on the beach, was killed this morning by being crushed between a dinghy and the vessel". A tragic ending.

References..W.A. Almanac, 1856 to 1871.

Fremantle Times, 16/5/1919.

West Australian, 6/2/1932

The Herald Almanac, 1871 to 1881.

Dictionary of West Australians, Erikson.

Unfinished Voyages, Vol 2, Henderson.

Colonial Secretaries Records, Vol 622/69,

Vol 736/113.

Inquirer, 17/7/1878.

.....

JACKSON, William, junior, of Fremantle.

Son of William above. As noted he assisted his father in constructing the "MARY HERBERT" and more than likely a number of the others.

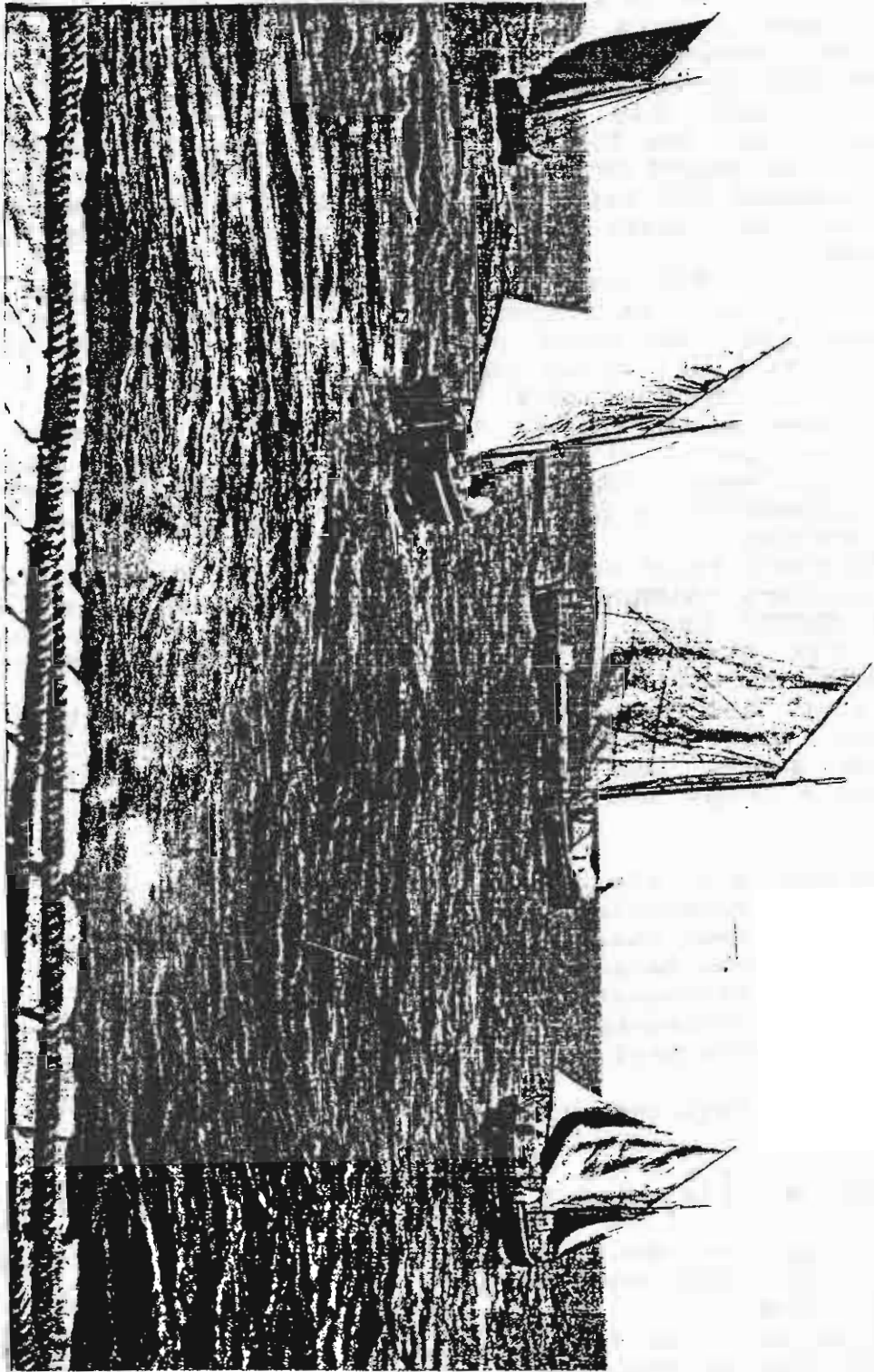
He is believed to have built a river cargo boat named the "ZEPHYR" for Batemans.

No registered vessels are attributed to him.

References..The Herald Almanac, 1878 to 1886.

Fremantle City Council, rate books.

EMERALD LIGHTS IN HAMILTON HARBOUR
Trade of Company's Boats



.....

JACKSON, William Dockray, of Fremantle.

He was born in 1827 in England and arrived at Fremantle in the early 1840's. His occupation was as a Master Mariner and he became the Pilot at Rottnest Island and later Island Superintendent.

There is only one reference to him being a shipbuilder and I am of the opinion that the reference is confusing him with William, "General" Jackson.

He was a part owner of the schooner "GUYON" with Henry Yelverton and employed a number of ticket-of-leave holders including boatmen and carpenters.

References..Dictionary of West Australians, Erikson.
Register of British Ships, Australian Archives.

.....

JOHNS, F, of Fremantle.

Another man of which we know very little. He appears in just the one Almanac and so it is probable that he was employed by others.

There is no record of any vessels built by him.

References..The Herald Almanac, 1875.

.....

JOHNS, Joseph Bolitho, of Fremantle.

He was born allegedly in Wales in 1831 and was an unmarried miner and dresser when he was convicted at Reading on the 23/5/1849. He was sentenced to ten years transportation and arrived at Fremantle aboard the convict ship "PYRENEES" on the 1/5/1853, (No.1790).

He gained notoriety in Western Australia by being nicknamed "MOONDYNE JOE" the bushranger and for his escapes from custody. His last term of imprisonment ended in 1873 and in 1879 he married his second wife.

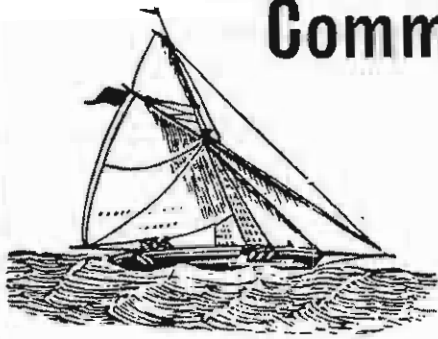
When he was released in 1873 he gained employment as a boat builder with Robert Wrightson and worked for him for 9 months.

Again in 1880, he was employed as a boat builder at Fremantle but then he left for the South West and was employed by M.C. Davies at his timber mill and at Hamelin Bay as a carpenter and occasional shipwright. He stayed there for a number of years before heading back to Perth.

There is no record of any boats that Joseph may have built on his own account and he died in the old men's home at Claremont in 1920.

References..Dictionary of West Australians, Erikson.
"Moondyne Joe", Man or Myth, by Ian Elliot.

JOHNSON, Andrew W, of Peppermint Grove.



Commonwealth Boating Establishment,

PEPPERMINT GROVE, COTTESLOE.

—o—
Sailing and Rowing Boats for Hire by the hour,
day or week at reasonable rates.

All kinds of Bait kept in Stock. Good Assortment of Fishing Tackle and Johnson's Imitating Minnow (better than Spinners). Also obtainable at Bethell & Thurston's, Perth.

Large and Small Lockers for Sailing and Motor Boat Gear to Let at Reasonable Prices.

A. W. JOHNSON, Proprietor.

Headquarters and Meeting Place of the Peppermint Grove Sailing Club.

SLIPS and YARD: N. Fremantle Bridge. PHONE 558.

N. T. JORGENSON.

OFFICE: 31 HENRY-ST., FREMANTLE.

For Boat Repairing, Storing, and
Best Slip Accommodation in Fremantle.

The largest Yachts in W.A. can be hauled up, cleaned and launched within a few hours. Every description of repairing work done by competent workmen at the shortest notice.

12-Ton Steam Launch ALPHA for Sale. L.O.A., 52ft.; beam, 8ft. 2in.; 7-i.h.p.; boiler suitable for larger engines, in good order and well found. Was licensed to carry 40 passengers. Prices and full inventory from office.

12

Fremantle

4th Feb 1856

Kuhn Maule & Co. Agents

Sir/

I beg to inform you for the information of His Excellency the Governor that the ~~Boat~~ ^{Buoy Boat} I am now building for Govt. being in a very forward state I request that you will advance me the sum of One Hundred Pounds £100.00 or 90 do. I have all the materials to pay for and in be paid boat.

I have the honor to be

Sir

Your most Obedt. Servt.

To the Hon^{ble}

The Colonial Secretary David James

&c — &c — &c —

Persh

All we know of this man is that his premises were listed as being located on the Esplanade, Peppermint Grove. As he ran a dinghy hire service from the same premises it is reasonable to assume that he built these for his own business and possibly for sale.

The only positively identified vessel from this builder was an 15 foot Norwegian Praam type yacht named "HECKLA". Her beam was 5.6 feet and she carried 200 feet of canvas in her jib and mainsail.

References..Wise's Post Office Directory, 1918.
W.A. Yachting and Motor Boat Annuals, 1907/08.

.....

JOHNSON, C. of Fremantle.

The only thing we know about this man is that he is the registered builder of the two masted schooner, "STAR OF THE WEST", O/No.102228, of 25 tons built during 1898 for Charles Robert Brown, of Fremantle.

Her dimensions were, 49 x 14 x 5.5 feet. Her last owner was Frank Biddles of Broome and on the 17/4/1904, the vessel, under Captain Piggott was blown ashore at Broome in a South Easterly gale and was totally wrecked.

References..Register of British Ships, Australian Archives.

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JOHNSON, John, of Cossack.

Nothing is known of this person but it is known that he was employed at Cossack as a shipwright from 1887 through to 1889.

It is possible that he then went pearling on his own account as in the early 1890's a John Johnson was the owner of the pearling schooner, "MALENA", O/No.101506.

References..The Herald Almanac, 1887 to 1889.
Dictionary of West Australians, Erikson.
Register of British Ships, Australian Archives.

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JONES, David, of Fremantle.

He was born in 1813 at Aberystwyth, Wales and arrived at Fremantle during 1842 aboard the "SIMON TAYLOR" from Mauritius. He married Sarah Caporn on the 27/8/1845 and they had four children, one of whom, Frederick, followed his father's trade.

David is believed to have been a shipwright and Naval Architect in the Royal Navy and was in that capacity at Mauritius until receiving his discharge, whereupon he sailed to Fremantle.

David Jones is credited in one source as having been the builder of the "LADY STIRLING". However that vessel was built by W.H. Edwards. Another that he is wrongly credited with is

the "NEW PERSEVERANCE". However it is possible that he was employed by the builders of these vessels.

One that he did definitely build was the "EMPRESS" for Captain John Thomas. She, in the advertisements, is described as a clipper brigantine when newly built in 1846, but when she was sold in 1859 she had been rerigged as a schooner.

In the local newspaper, the Inquirer on the 10/9/1846, there appeared this notice :-

To Capitalists, the undersigned, having completed a schooner in frame, burdon 80 tons, model of a Baltimore Clipper, wishes to dispose of the same on the following terms. The vessel is built of the best native mahogany, keel 45ft, beam 17ft, depth 8ft, registered 50 tons. Can be ready for sea in six months, is iron fastened but if desired can be copper fastened and will stand 12.A.1 at Lloyds. The whole I will complete ready for sea, except cabin and forecstle, either on deck or below. To be sold at eight pounds per ton builder's measurement.

Purchaser to advance 200 pounds in stores and money on the vessel as she stands for her completion. To be seen at Point Walter and a model, "in miniature" at the office of the Inquirer. signed, David Jones, Point Walter.

In January 1847 this report appeared,

"we understand that a project is on foot for building a schooner of 160 tons at the Dockyard under Mount Eliza. The expense is estimated at 1600 pounds when the vessel is ready for sea. The builder is Mr David Jones whose abilities in modelling have already been abundantly proved, he having been the architect of the Messr's Thomas' "EMPRESS", a vessel whose build would reflect no discredit on any dockyard in England"

On the 4/2/1856, David wrote to the Colonial Secretary thus, Sir, I beg to inform you for the information of His Excellency the Governor that the buoy boat I am now building for the Government, being in a very forward state I request that you will advance me the sum of 100 pounds on account as I have all the materials to pay for used in the said boat, I have the honour to be, etc. David Jones.

The three other vessels that we know that he built are the "ADA", "ARABIA" and "SARA".

David Jones died on the 9/7/1856.

References..Dictionary of West Australians, Erikson.
Inquirer, 16/9/1846, 13/1/1847.
Colonial Secretaries Records,

JONES, Frederick,

of Fremantle.

Son of the above, he was born at Fremantle on the 1/11/1846 and at the age of ten his father passed away, leaving his Mother and sibilings bereft. Mrs Jones was to marry again in the next year William Owston, a shipwright and later ship owner.

Young Frederick had very little schooling and was placed in apprenticeship as a shipwright. By 1868 he was in business for himself as a ship repairer, which appears to have been

Emma + Frederick Jones + Family

1190



c1862

The Jones Family

1189



the main thrust of his business as he is only recorded as having built one registered vessel, although it is possible that he may have built unregistered craft and river boats.

In 1874, in partnership with William Marmion, he built the "ANNIE AGNES", O/No.72466, a cutter of 33.5 tons. She had a length of 52ft, a breadth of 11.5ft and a depth of hold 7ft.

During February 1878 she stranded on the Moore River reef but was got off only to strand again in October 1878 at Port Denison, (Dongara), during a strong North Westerly gale. She stayed on the shore for six years before being refloated and rerigged.

On the 22/4/1909 the ship was under the command of Captain J. Gardiner when she was wrecked on Lewis Island, west of Cossack with general cargo and mails.

Fred's boat building yard when the "ANNIE AGNES" was built was at the river end of Henry Street, Fremantle just north of the North Bay Jetty.

In 1880 Frederick's premises were at Lots 171 and 172 Essex Street, Fremantle, where he had a house and shipyard.

In 1888 he was elected to the Fremantle Council where he served for 24 years. He died on the 27/8/1914.

References..Dictionary of West Australians, Erikson.
The Herald Almanac, 1872 to 1889.
Booklet, "Keeping up with the Jones's".
Daily News, 22/7/1970.
Record of Ancestors, by Y. Coates.
Fremantle City Library, family history section.
Fremantle City Council, rate books.

.....

JORGENSON, N.T.

of Fremantle.

Nothing biographically is known of this man, but he was operating his boatyard beside the Traffic Bridge at North Fremantle with his office at 31 Henry st Fremantle.

It is not known if he actually built any boats, but it is possible that he did, as his advertisements only state that he carries out boat repairs.

References..W.A. Yachting and Motor Boat Annuals, 1902/13.

.....

KELTY, H.W.

of Albany.

All we know of this man is that he was born at Deptford, Kent, England on the 5/7/1848 and that he resided at Albany.

In 1899 he built a cutter yacht named "GLORIANA", O/No.118527 of 8 tons for his brother William Kelty, an accountant, who lived in Perth. She was delivered in February 1900.

The vessel was resurveyed on 15/5/1905 on account of being changed from a sailing craft to a power driven vessel. She was fitted with a ten H.P. engine made by the Buffalo Gasolene Motor Co. which gave her a speed of 7 knots.

Nothing is known of the vessel's fate.

References..Register of British Ships, Australian Archives.
Boat Builder's Certificate.

.....

KEMDO, J.E. of Broome.

Another of whom the only information we have is the registration certificate for the lugger "ROSELLA" which states that he was the builder of the "ROSELLA", O/No.131630. She was of 11.2 tons and was rigged as a two masted schooner with dimensions of 34.5 x 11.5 x 4.5 ft. The vessel was built for John Byrne and Martin Freney who were pearlers at Broome.

References..Register of British Ships, Australian Archives.

.....

KEMOTO, Kintaro, of Broome.

Kintaro was born during 1869 at Teho, possibly now Toyo, on the Island of Shikoku, Japan. He arrived in western Australia in 1901 and was registered as a carpenter

The only indication of this man building boats comes in the registration certificate of the two masted schooner, "BOUNCE", O/No.125029, of 10.61 tons.

Her dimensions were 35 x 11 x 4.5 feet and she was built at Broome during 1910 for John Byrne and Mark Freney.

She was eventually broken up.

Mr Kemoto was one of the many Japanese who were brought to Western Australia under indentures to work in the pearling industry and he left to go back home in 1912.

References..Register of British Ships, Australian Archives.
Boat Builders certificate.

.....

KEMP, John and James, of Bunbury.

These brothers went to Bunbury in May 1845 aboard the schooner "ALPHA" and almost immediately began boat building. In a contemporary newspaper report on the 4/8/1847 it states, "just as we were going to press we received advice from the Vasse, Bunbury and Australind to the 27th ult.

A vessel of 20 tons burthen, belonging to Messr's John and James Kemp was launched at Bunbury a few weeks since. Notwithstanding the unfavourable state of the weather for the occasion, the spectators mustered tolerably strongly and everything went off well. She was named the "GAZELLE" by Miss Eliza McKay.

She reflects great credit on her builders and will in a few days be ready for sea."

In the same paper on the 18/8/1847 a report reads, "Fatal Accident, in a late number, we gave an account of the launch of the "GAZELLE" schooner and commented on the praiseworthy industry of the brothers, who had unaided, built this vessel.

It is now we regret, our melancholy task to impart the intelligence of the death of Mr James L. Kemp, the younger brother, who was unfortunately drowned on Wednesday last, while engaged with his elder brother in sounding the bar at Bunbury for the purpose of finding a channel of sufficient depth to take their schooner over.

The boat, a mahogany built dinghy, in which they proceeded was struck by a sea while they were thus occupied. The dinghy was swamped and the brothers began swimming with the aid of an oar. James though was wearing heavy boots which soon filled with water which dragged him down."

His body was washed ashore on the 14th and was buried the next day.

The "GAZELLE" eventually got over the bar in February 1848 and sailed for Mandurah where she was hove down to have a false keel fitted. She then sailed for Adelaide via Albany.

References..Dictionary of West Australians, Erikson.
Inquirer, 4/8/1847, 18/8/1847.

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KENNEDY, John, of North Fremantle.

It is not known who he was or where he came from but it is assumed that he was employed by one of the larger ship yards. There are no records of him having built anything in his own right.

References..W.A. Almanac, 1899.

.....

KEY, Joseph, of Fremantle.

Joseph arrived at Fremantle as a member of the crew of the "CALISTA" on the 3/8/1829, and seeing possibilities decided to stay, so he paid off and set himself up ashore.

In the first muster he was listed as a shipwright but it is not certain that he practised his profession at Fremantle as he quickly gained employment with the Government carrying out essential works in the infant Colony.

However with the need for boats in those early days it would seem improbable that he wouldn't have had some involvement in the industry.

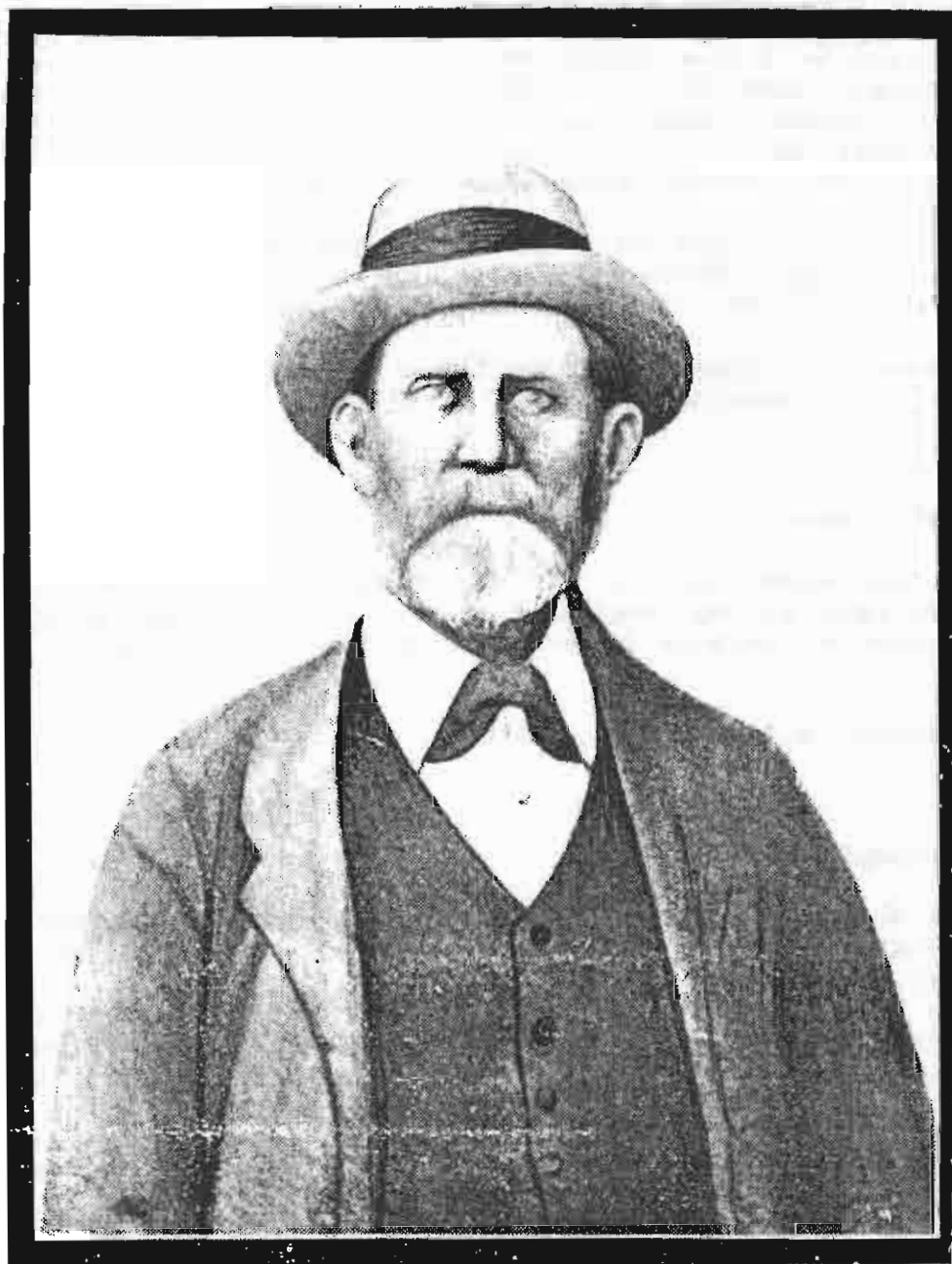
He is recorded as being the owner of Lot 306 in Fremantle which fronted onto Cantonment Street in 1837.

References..Dictionary of West Australians, Erikson.
The First Five Hundred, R.W.A.H.S.
The Colony of Western Australia, Nathaniel Ogle
London, 1837.

.....

KROSS, August, of Perth.

August is listed through 1887 to 1889 in the Almanacs as a shipwright and as no vessels are directly attributed to him



THE LATE W. LAWRENCE.

1-7-50/3

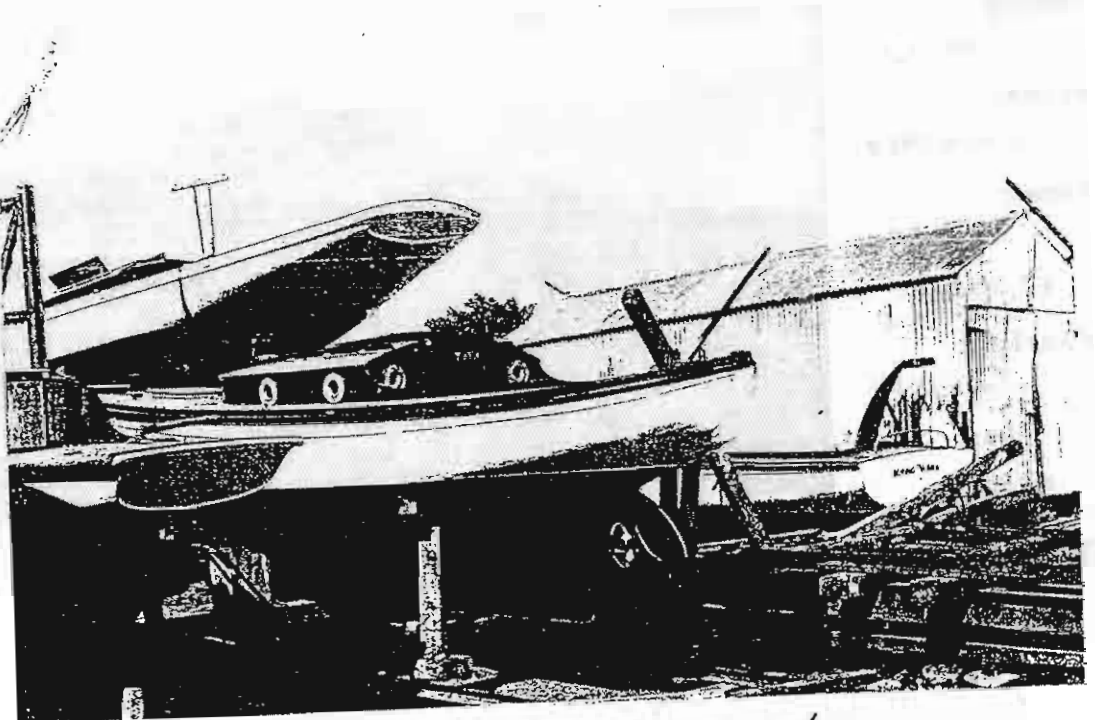
3700P



WILLIAM LAWRENCE
BORN 1830 - USA
DIED 1906.

1-1/

816 B / B416



Boats on the slips preparing for
Yachting Season Nov 1939

it is safe to assume that he was employed by the established boat and shipbuilding yards.

References..The Herald Almanac, 1887 to 1889
Dictionary of West Australians, Erikson.

.....

LARSON, Hurbert and Lans, of Albany.

These brothers worked at the old whaling station at Frenchman's Bay and when the Government closed it down they were left there as caretakers.

With little to occupy their time they set about building a boat to catch fish. She was a double ended boat, 30 feet long with a beam of about 9 feet.

Later, when the station was dismantled and the area cleared she was sold to Clem Douglas and named the "MARGARET"
The last known owner was a fisherman named Ted Davis.

References..Memories of Maritime Albany, by G DeL Marshall.
Maritime Museum Report No.53.

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LAWRENCE, William & Samuel, of Perth.

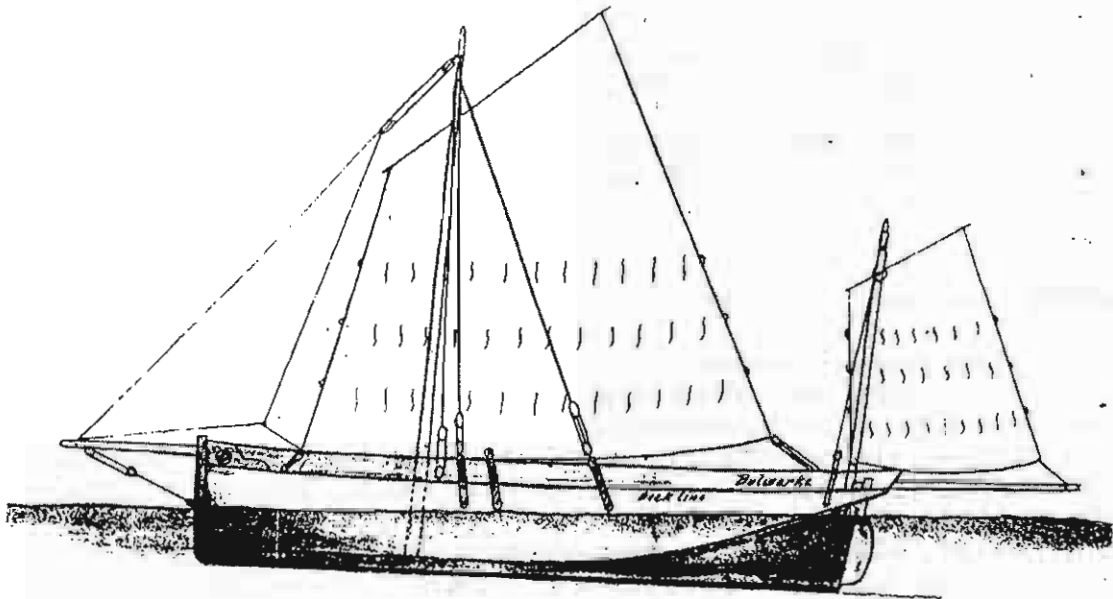
In 1841 an American whaling barque arrived at Albany in King George's Sound to replenish its supplies of food, water and wood and whilst there one of the seamen named William Lawrence deserted the ship. He hid out in the bush out of reach of the police until the vessel sailed and then, amazingly, he set off and walked to Perth.

On arriving in the town he teamed up with a boatman on the river named James Caporn and by 1852 the partnership owned and operated a gig which carried cargo and passengers between Perth and Fremantle.

William had been born at Bunker's Hill, Massachusetts, U.S.A. and was only 15 years old when he jumped ship and started out on his great adventure. In 1847 he married Elizabeth Caporn, who arrived with her parents from England per the "SIMON TAYLOR" in 1842. They were to have eight children.

On December the 1st 1852 William wrote to the Colonial Secretary thus :- "I hereby tender to carry the mails by boat from Perth to Fremantle and back to Perth from 1/1/1853 to 1/1/1854, (weather permitting), for 2 shillings per diem. The mail to be delivered in the summer season at 7 A.M. and in the winter, 7.30 A.M.. Also to take all ship's mail by day or night for 20 shillings, (if Express, 40 shillings)
signed, William Lawrence.

Unfortunately for the partners a bout of heavy drinking led to them being arrested in July 1856 for theft of gold sovereigns. The case, which was widely reported in the local press, resulted in William being sentenced to eight years imprisonment in the colonial gaol and Samuel Caporn to six years. William's number was 3978 and in a letter dated 6/1/1859 the Prison Superintendent writes, " I beg to report that Lawrence was received into the Convict Establishment in



Scale 1/4 inch to the foot

G. A. Forsyth

Perth Oct 16. 1869

To
 Genl. the acting Colonial Secretary

Sir

We offer to build a vessel for the service of the Local Government on the North-west Coast of from forty to fifty-five tons register, to be rigged as a fore and aft schooner, finished and ready for sea for the sum of Nine hundred and sixty pounds (£960).

We also offer to build any larger vessel of the same rig, at the rate of Seventy-two pounds (£72) per ton register.

Should this offer meet with approval, we will forward the plan and model of the vessel proposed to be built for the approval of his Excellency the Governor, at an early date.

We have the honor to remain your obedt servt.

Laurence J. Low.

build a vessel in and at
 forward by private, 1st of 2nd
 should be the case then
 Lawrence J. Low writes to inform

A. J. Forsyth
 27/10/69

July 1856, having been sentenced to eight years penal servitude. Since reception his conduct has been uninterruptedly "very good" and he has been recently appointed a prison constable at duty within the walls"

In 1860 William, now with a ticket-of-leave, wrote to the Governor requesting a pass so that he could carry out his trade as a boatman. This the Governor refused and stated that he was not to be employed on boats until the expiry of his sentence.

By December 1864, and free, Caporn and Lawrence were volunteers in the expedition to Camden Harbour in the Kimberleys along with the probationary prisoner, Welman. Because they were volunteers they received no remuneration and so they requested grants of land in the Camden district in Lieu.

By December 1869 William was established as a boat builder and his first yard was on the corner of Mill Street and Bazaar Terrace, now the Esplanade. He then purchased two blocks of land in Perth, (Lots Y.158 & Y.159) running from Aberdeen Street to Newcastle Street and bordered by Fitzgerald Street. However the family lived near to their business and owned four lots in Mill Street. William, himself resided at 18 Mill Street and his sons lived at No's 2, 6 and 8.

Gold was an obsession with William and he financed and sometimes went on expeditions looking for the precious metal and after many trials and tribulations was part of the party that found the first payable gold in the Yilgarn district. Prior to this discovery though, he requested from the Government, a covered wagon and horses to prospect a reef within 90 miles of Perth. This was in August 1872.

Our first letter from him which firmly places him in the boat building industry is dated 15/1/1874 in which he tenders to build two boats for the Water Police, for 87 pounds. The tender form is signed Lawrence & Son. (the son was Samuel, see next entry).

The Governor's recommendation was that Lawrence & Son be given the contract ahead of T.W.Mews and George Bell.

Again in 1874 they tendered to construct a buoy boat for the Harbour Masters department and fortunately along with the specifications, we have the drawings of her done by George Forsyth, Harbour Master.

In 1876 they again tendered to build a vessel for the Government to be used in the North West, this time a schooner of from forty to forty five tons burthen.

The first registered vessel built by William Lawrence was the "VENUS", O/No.52238, a cutter of 13 tons and launched on the 5th of November 1867. She was taken to the pearling grounds off Cossack and worked there for many years.

Next came "TRIBUNE", O/No.61088, a cutter of 38 tons built in March 1869.

He was also engaged in building and repairing yachts as shown in the Inquirer on the 18/1/1871 when he advertised the smart yacht "BLACK SWAN" for sale. Also he was in a partnership with George Randell at this time in the ownership of the steamer "FRIENDS" and in 1871 made a proposal to the Government to build six barges and rebuild or replace the

TENDER.

In conformity with the advertisement inserted in the Government Gazette of the 15th day of January 1874. We the undersigned hereby tender to perform the following service for Her Majesty's Colonial Government, according to plans and specification. To build two boats for the Police Service for the sum of £84.8-0. We do not bind ourselves to time but will use all possible dispatch if our tender is accepted.

State was for the 18 foot boat cannot be procured in the colony.

receiving for such service the sum of £ 84.8-0.

Witness my hand this 14th day of January 1874.

Signature of Tenderer.

Witness.

[Turn over.]

TENDER.

In conformity with the advertisement inserted in the Government Gazette of the 18th day of the undersigned hereby tender to perform the following service for Her Majesty's Colonial Government,

To build a Heavy Boat according to specification. Working 600 tons weight. The amount to be procured in the colony. We will have pumps &c. substituted. We want dust and water to time but will procure the work at once and will all the same details.

receiving for such service the hundred and twenty pounds (£120)

Witness my hand this 14th day of December 1874.

Signature of Tenderer.

Witness.

[Turn over.]

W. N. S. Lawrence

Shipbuilder S

at Perth do hereby certify that

the ~~Sailing~~ ^{Steam} Vessel "Success" of 38 tons

or thereabouts having

one decks and fitted with Steam Engines Side Paddles

rigged, was built by us at our yard

in the year 1899, and launched on the day of Dec 1899

on account of The South Perth Ferry Co

We have no further claim on the vessel

W. N. S. Lawrence

Shipbuilder S

Miss W. S. Lawrence

Shipbuilder S

at Perth Western Australia do hereby certify that

the ~~Sailing~~ ^{auxiliary} Vessel "Hicol Bay" of 56 tons

or thereabouts having one Steam Engine 70 H.P. Kelvin Engine

one decks and fitted with Two Masts

Ketch rigged, was built by us at our yard

in the year 1925, and launched on the 31st day of December 1925

on account of Coosack Lightering & Traders Ltd

69 St Georges Terrace Perth W.A.

and we have no further claim of or the vessel.

W. S. Lawrence

Shipbuilder S

15888

Perth 19th December 1864

Sir /

We the undersigned most respectfully request that you will be pleased to lay before H^e the Governor this our application for a Grant of Land to each of us in the Camden Harbour district our grounds for this application being that we voluntarily formed a portion of the Expedition with Probation Prisoner Melman to that portion of the Colony, and without any remuneration whatever for our loss of time.

We on these grounds most humbly beg that our claims may be favourably considered

We have the Honor to be

Sir

Your Most Obedient Humble Servants

Henry Coporn

William Lawrence

The Honble

J. P. Barlee

Colonial Secretary

Ge Ge Ge

Perth

Answered
19.12.64

"FRIENDS" to assist the dredge "BLACK SWAN" in her work on the river.

Another ad appeared in the Inquirer in April 1871 when he advertised a fast and well built cutter, adapted for the pearling industry, just launched.

Then came, in September 1871, a steam cutter named "CITY OF PERTH", O/No.61105, of 61 tons. Her dimensions were, 87 x 17 x 5.5 feet. The newspaper reports that, "the steamer "CITY OF PERTH" was successfully launched from the yard of W. Lawrence & Son on Wednesday last, (26th). She is a smart looking craft of about 50 tons and is intended for the passenger trade between Perth and Fremantle and to make the trip in one hour. Her engines are of 20 horsepower collective and were fitted up by G. Randell & Co for W. Lawrence and Sons who are the sole owners."

In 1875 the Lawrences received a contract from Randell-Knight & Co to build another steamer for their company. While the hull was being constructed Mr Randell went to Melbourne to have the Atlas Company of Engineers construct the engine. These arrived in Perth just as the vessel was launched, which was on the 1/11/1875. She was then taken around to the William Street jetty for fitting out. This was completed by Christmas and she was named the "ENCHANTRESS". She took her place alongside the "LADY STIRLING" for holiday trips where she became one of the most popular steamers. This of course was in conjunction with her normal scheduled trips. She was broken up during 1885.

On the 4/9/1878 in the Inquirer there appeared this item, "Boat for the Lacepedes. Messr's Lawrence and Son, who obtained the contract to build a boat for the Government for use at the Lacepede Islands have completed the work and handed the boat over to the Government.

She is a very pretty model, well put together and reflects great credit upon her builders".

16/10/1878, also in the Inquirer,

"NEW GIG, Messr's Lawrence & son are now building a very fine gig, which is expected to be a match for anything in the shape of a boat plying on the river at the present time.

Her dimensions are 34 feet in length with a beam of 4 feet.

Taken with her otherwise fine proportions she without doubt possesses the finest lines of any boat yet built in the colony and it is predicted that with a good crew this gig will be more of a match for the "VENUS" of which great things are expected at the forthcoming regatta.

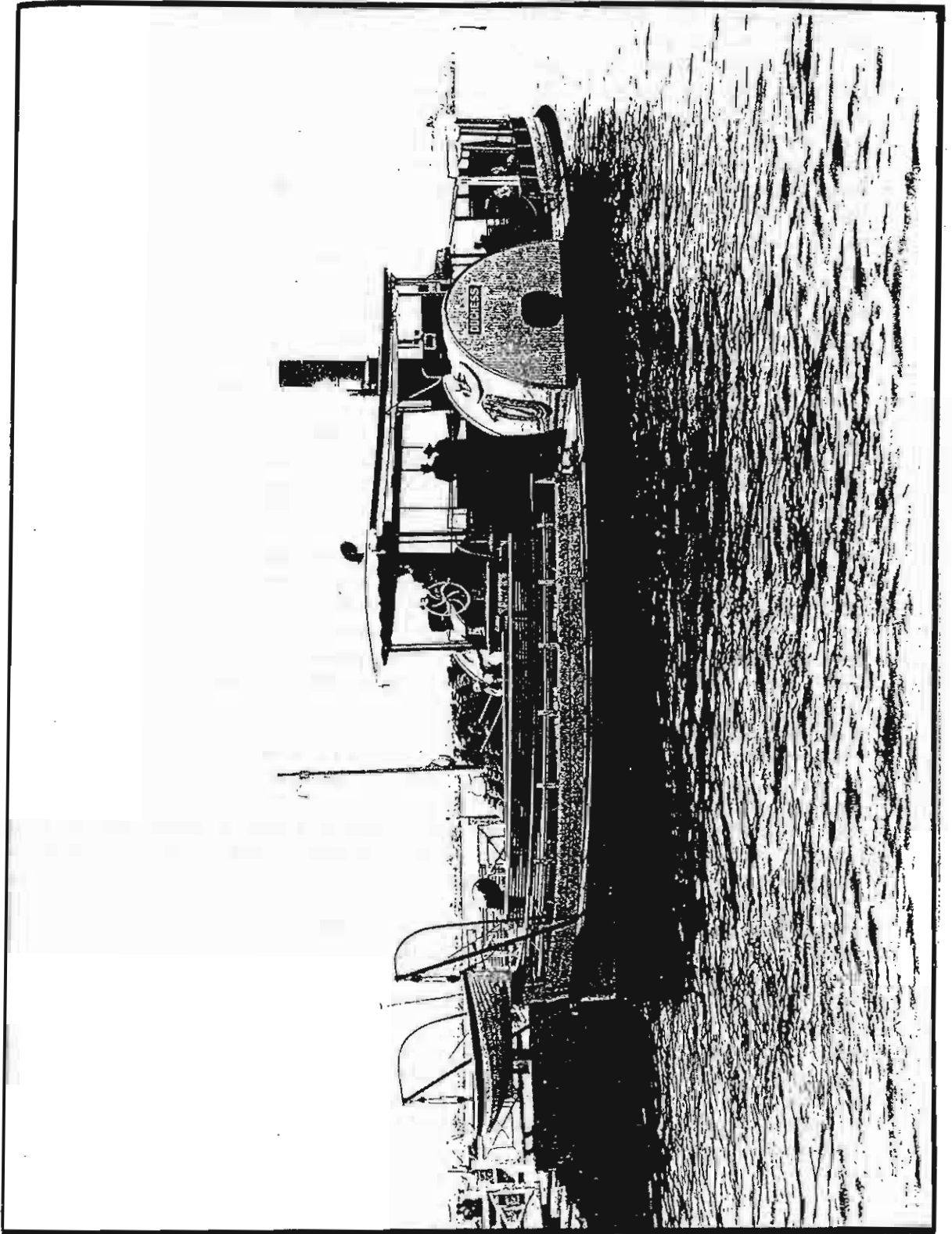
The new gig will be rowed by four oars and is to be called the "ROSE". Their last production in this line was called the "IRIS".

All the boat builders took these regattas very seriously as it was a great way to advertise their business. They not only built the craft but raced them as well and in nearly every regatta held on the Swan you can find the Lawrences, Mews and Watson names prominent.

WILLIAM, Junior & SAMUEL LAWRENCE,

161/.

816B 1783
Series A



11027P

816B/1624
Series A

168/

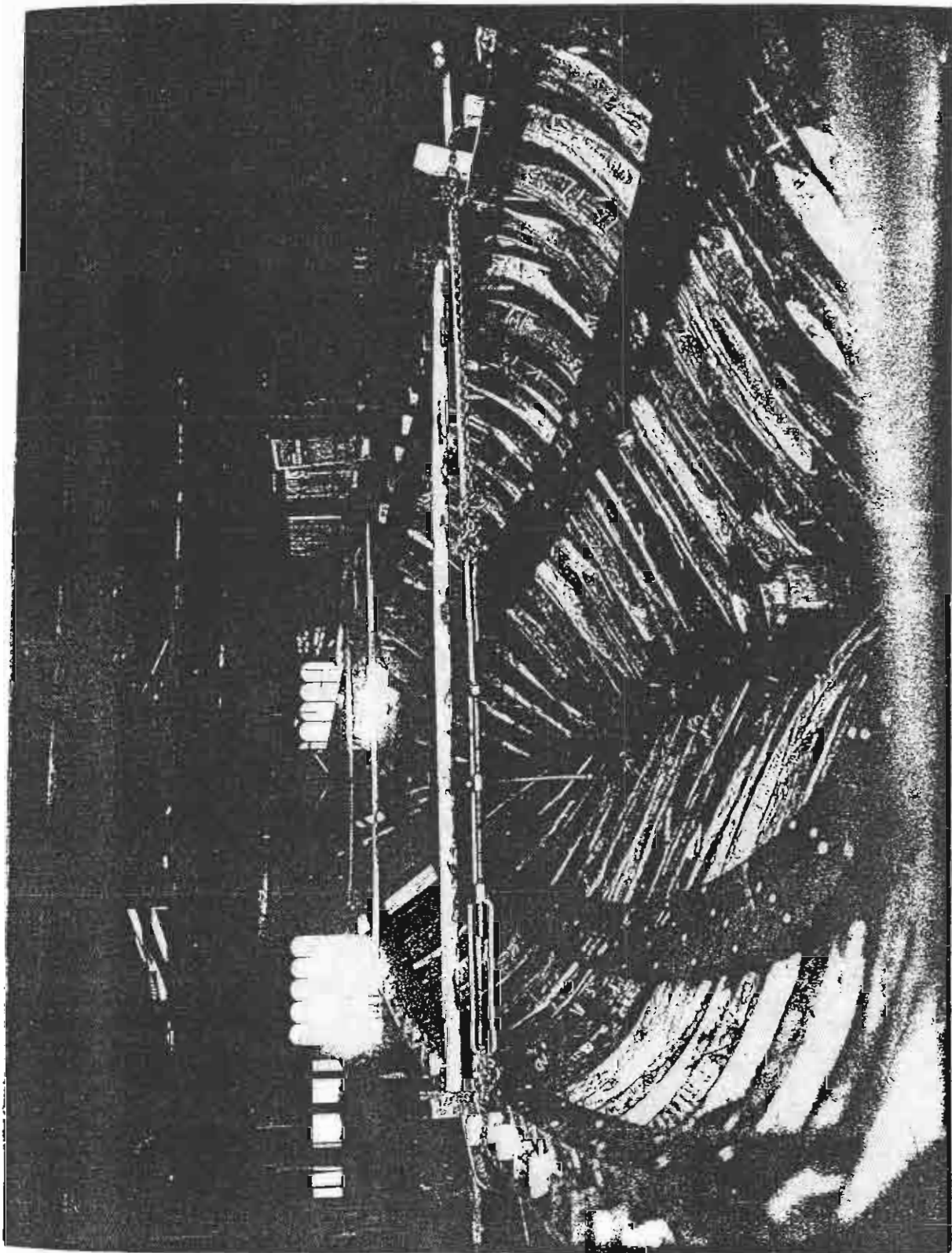


1624

Boat in Construction Lawrence's Boat Shed 10907P

167

816B/ii
Series



Boat in Construction. (Interior)

10908P.

W. & S. LAWRENCE,

(ESTABLISHED 1823)

Racing Gigs,

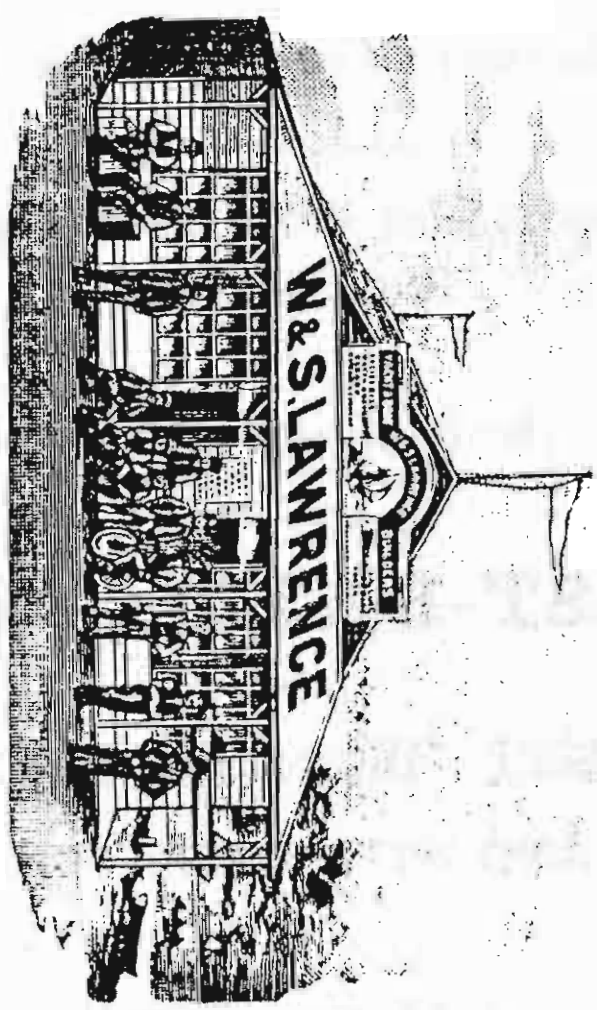
Wager Boats, Steam Boats and Launches, Yachts, Dingies, Punts, Canoes, or any description of BOATS built to order.

EITHER CARVEL or CLINKER BUILT.

FIRST-CLASS WORKMANSHIP GUARANTEED.

BOATS LET

By the HOUR, DAY, or WEEK.



BAZAAR TERRACE, PERTH. W.A.

Yacht and Boat Builders.

LAWRENCE & SON,

Shipwrights, Boatbuilders,

—AND—

STEAMBOAT PROPRIETORS,

Bazaar Terrace, Perth,

Steam Boats, Sailing Boats, Cargo Boats, Racing
Gigs, Yachts,

—AND—

Every other description of Craft,

BUILT IN

FIRST-RATE STYLE,

—OF—

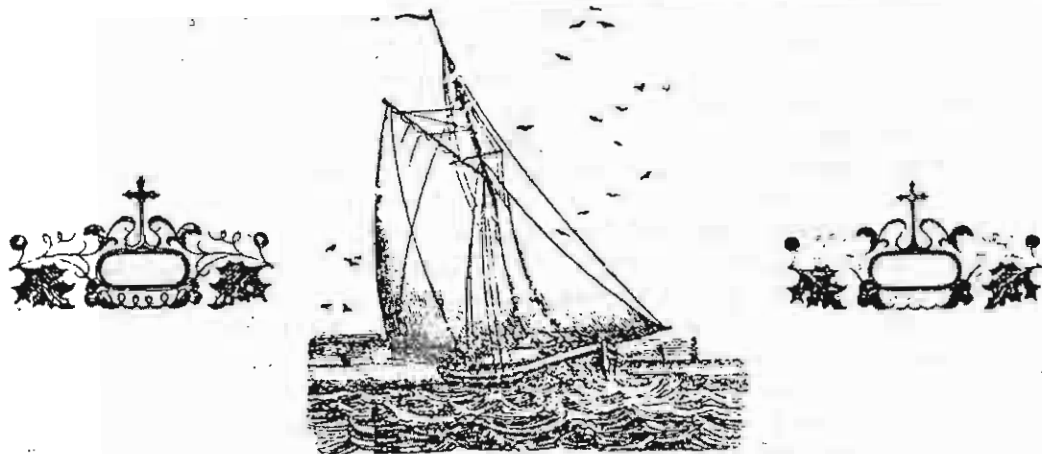
BEST WORKMANSHIP

AND WITH DESPATCH.

ADDRESS—

LILLY COTTAGE,

Mill Street, Perth.



W. & S. LAWRENCE,
SHIPWRIGHTS AND BOATBUILDERS,
BAZAAR TERRACE, PERTH.

Every Description of New and Second-hand Boats

ON SALE.

Boats Built to Order.

Yachts and Rowing Boats, Let by the Hour,
Day, or Week.

NOTE ADDRESS—

W. & S. LAWRENCE,
BAZAAR TERRACE, PERTH.

William, junior was born in 1852 and like his brother Samuel went into the boatbuilding industry as soon as he was able. It is difficult to differentiate between the two Williams during this period as they didn't always use the senior and junior titles. However, William junior comes into his own in 1879 when as can be seen from the following he branched out on his own and started his own boatbuilding yard, which was right next door to his fathers in Bazaar Terrace, near the foot of Mill Street.

23/7/1879, Steam Launch For The River,

Mr W Lawrence, junior, who, we observe has commenced business as a boatbuilder on his own account, has now on the stocks a boat of about 40 feet long, which he intends to fit up as a steam launch for excursions on the river.

The boat will be propelled by a screw, worked by oscillating engines imported from England, of a combined power of about 12 horses and while speed will be secured every provision will be made in the new yacht for the safety and comfort of passengers.

The occasion of this vessel's launch is significant in that it is the first vessel built in Perth to be propeller driven, previously all the steamers on the river were stern paddle driven or side wheelers. (The "LES TROIS AMIS" was propeller driven when she ran on the river during 1855, but she was built in England.)

17/12/1879, Launch, the first screw steamer built in Perth was launched from Messr's Lawrence & Son's yard last week. She is a really handsome boat and a credit to her builder. It is intended to employ her in the passenger traffic between Perth and the Port and to be available for excursions on the river for which her light draft well adapts her.

She was named the "LADY ORD" after the Governor's wife and when she first began operating in March 1880 she made another notable contribution to our river's history by becoming the first steam powered vessel to inaugurate the ferry service from Perth to South Perth.

The Inquirer of 24/3/1880 says of the event,

Ferry across Perth Water, The first practical attempt at the establishment of a steam ferry between Perth and South Perth was made on Saturday last by Mr T Browne in running Mr W Lawrence, junior's steam launch "LADY ORD" from the steamer jetty, William Street to the landing at the Alta Gardens, Mill Point. the experiment was altogether successful."

The Alta Gardens was a popular picnic site and surrounded the old mill which was floored in to make a lookout. The gardens were established by Mr Browne and with the success of the "LADY ORD" he placed an order with the Lawrences for another small ferry.

On the 19/5/1880 at the Police Court William Lawrence, junior proprietor of the river screw-steamer "LADY ORD" was fined ten shillings for running the boat contrary to the Acts, in not having the required particulars of the vessel affixed to her hull as provided for. This was obviously a warning to all boat owners as it caused a bit of a flurry in name painting etc up and down the river.

By April 1881 William had built the new steam launch for Mr Browne of the Alto Gardens, South Perth as Mr Browne began



Photo by A. J. MOULTON]

[Hay Street. Perth.

9.—Mr. J. Thompson's LOTUS.

Winner Greenham Trophy. Built by W. & S. Lawrence, Perth.

advertising the service under the banner, Support Local Enterprise. Perth and South Perth steam ferry. Having at considerable expense succeeded in supplying the long admitted want of steam communication across Perth Water I solicit public support and patronage to ensure success to the enterprise.

The Alta steam launch, a commodious boat placed on the service, is duly licensed, carries two life buoys and is fully equipped in accordance with the provisions of the Boat Licensing Act.

15/6/1881, on this date William, junior became involved in a lengthy court case involving the sale of a marine steam engine to a Mr Smith. Smith required an engine to power his cabinet making works and agreed to purchase the 4.5 H.P. engine from Lawrence for 45 pounds, however, upon installation it was found that it was not equal to the task and various engineers were called in, amongst whom was Mr Edwin Randell, of Randell, Knight & Co.

His statement was that his father had purchased the engine in England and it had been used in one of his river steamers before being replaced. Apparently, when purchased new, it was rated at 2.5 H.P. It was at this point that the engineers disagreed, was it nominal or actual horse power that was being discussed. It would appear that the magistrate himself became confused as he directed that the deal be rescinded and that the costs be shared.

The Morning Herald in an article on the 20/1/1882 indicates that the enterprising citizen, Mr Wm Lawrence, jun, is pushing ahead with two new craft, one a small screw steamer, 52 feet long, 10.5 feet beam and 20 tons burthen, clear, for their increased harbour and river traffic and the other a smart little cutter to the order of Messr's Monger and Finnerty of the Gascoigne, for pearling and coasting in the district. Neither of these vessels were registered as coasters but would have been licensed under the local acts.

On the 13/2/1882 the Lawrences, along with their partners, Randell and Knight had to appear in court to answer charges that they had used their steamer "ADVANCE" to carry cargo from Gage's Roads to Perth without a permit. They were convicted and fined ten pounds.

William Lawrence's son Samuel was born on the 12/12/1853 and went into his father's business as soon as he left school. He and the rest of the family lived all their lives in Mill Street, mere yards from their workshops and slips. From the beginnings at the corner of Mill Street, they moved just along Bazaar Terrace to the land at the foot of the old Perth Boy's School. From there, about the turn of the century they moved across the road to the water side of Bazaar Terrace where the company remained until 1942.

The father, William, continued working into his nineties as did Samuel who worked right up until his death in 1942. In an interview conducted in 1933 Samuel talks of the boats the company built, such as the "DRAGON", "ALBATROSS" and "EAGLE". They built the whole fleet of Gigs for the Swan River Club and the first purpose built pearling lugger to go North and also the last, which was the "EMLYN CASTLE", built just before the second world war.

Following is a list of all the known boats built by father and sons.

"VENUS", "TRIBUNE", "CITY OF PERTH", "ADVANCE", "BLACK SWAN",
 "TRANSIT", "ENTERPRISE", "ENCHANTRESS", "TRY AGAIN",
 "ENDEAVOUR", "FLORENCE", "SCUD", "LADY ORD", "MAY",
 "OSBORNE", "ELSIE", "PELSART", "ESTHER", "ELSIE", "LAWRENCE",
 "DORIS", "WHILEAWAY", "THELMA", "ERA", "GRACE", "HAROLD",
 "ALICE", "BUBBLES", "ALBANY", "OUIDA", "AFRIC", "BALLIE",
 "CELTIC", "ERIC", "DORIC", "FREDERICK", "DUCHESS",
 "COUNTESS", "ENTERPRISE", "GAREENUP", "NORIMBA", "EAGLE",
 "ADVENTURE", "DRAGON", "EVA", "CRITERION", "BROWNIE",
 "PYTHON", "ALBATROSS", "KOOKI", "YULE", "KALAROO", "KYLIE",
 "KIEWA", "CIRCE", "LOTUS", "YELKIE", "NYROCA", "IDALIA",
 "KENMORE", "KINGFISH", "WHILEAWAY", "BROWNIE", "BANDALUS",
 "IVY", "TUDOR", "CELTIC" and "WAROO".

In the early 1900's Jeremiah Asquith went into the partnership with Sam Lawrence for a couple of years and during this time they built some of the Val ferries and the pearling lugger "YULE".

We have eight boat building certificates from this firm showing the building of such diverse craft as the auxiliary ketch "NICOLL BAY" of 56 tons, "OUIDA", a two masted schooner of 12 tons, the steam launch "OSBORNE", the pearling luggers "CHARLES" and "FREDERICK", the steam ferry "DUCHESS", the steam tender "ALBATROSS" and the steam towing vessel "PYTHON" of 154.4 tons.

The list shown is of course not nearly complete as there must have been dozens and dozens of yachts, gigs and other small craft built by this firm which were never registered.

William Lawrence, junior lived on the Esplanade, South Perth, on section 5 of lot 68 where he built a 6 room brick house.

References..Dictionary of West Australians, Erikson.

W.A. Almanac, 1864 to 1871.

West Australian, 4/2/1890, 1/3/1890, 19/4/1890.

Inquirer, 8/4/1870, 22/2/1871, 26/4/1871,

4/9/1878, 16/10/1878, 23/7/1879, 17/12/1879,

24/3/1880, 15/6/1881,

Battye Library Photo Collection.

Western Pioneers, by J.E. Hammond. 1936.

Early Days Journal, Vol 3/4/38, R.W.A.H.S.

Western Mail, Xmas 1898, page 54.

The Herald Almanac, 1867 to 1877.

Government Gazettes.

W.A. Yachting and Motor Boats Annuals, 1902/13.

Perth City Council, rate books.

Register of British Ships, Australian Archives.

Builders Registration Certificates.

Fremantle Herald, 30/9/1871.

Colonial Secretaries Records, Vol 312/219,

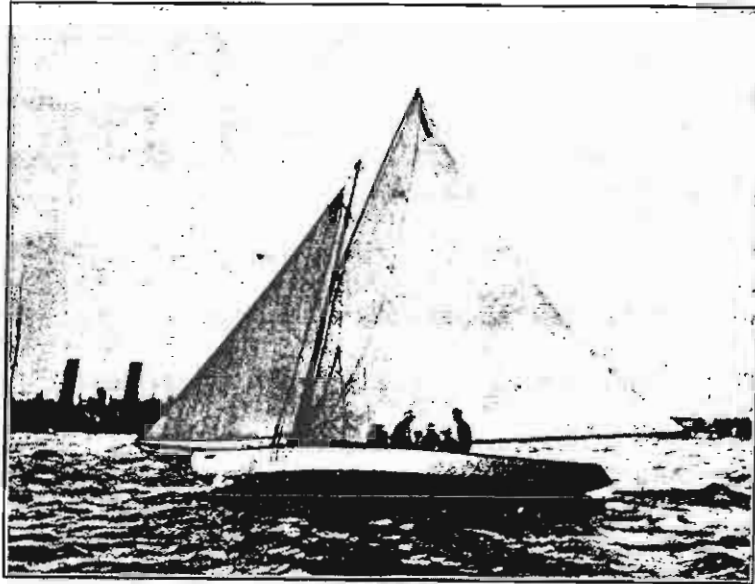
444/387, 545/33, 637/374, 707/88, 769/125,

769/127, 769/205, 769/208, 770/137, 823/160.

The Morning Herald, 20/1/1882, 13/2/1882.

City of South Perth, rate books.

LAWRENCE & ASQUITH, of Perth.



CIRCE.

Designed by W. Fife, jun. Built by W. & S. Lawrence. Winner Opening Race, W.A.Y.C.

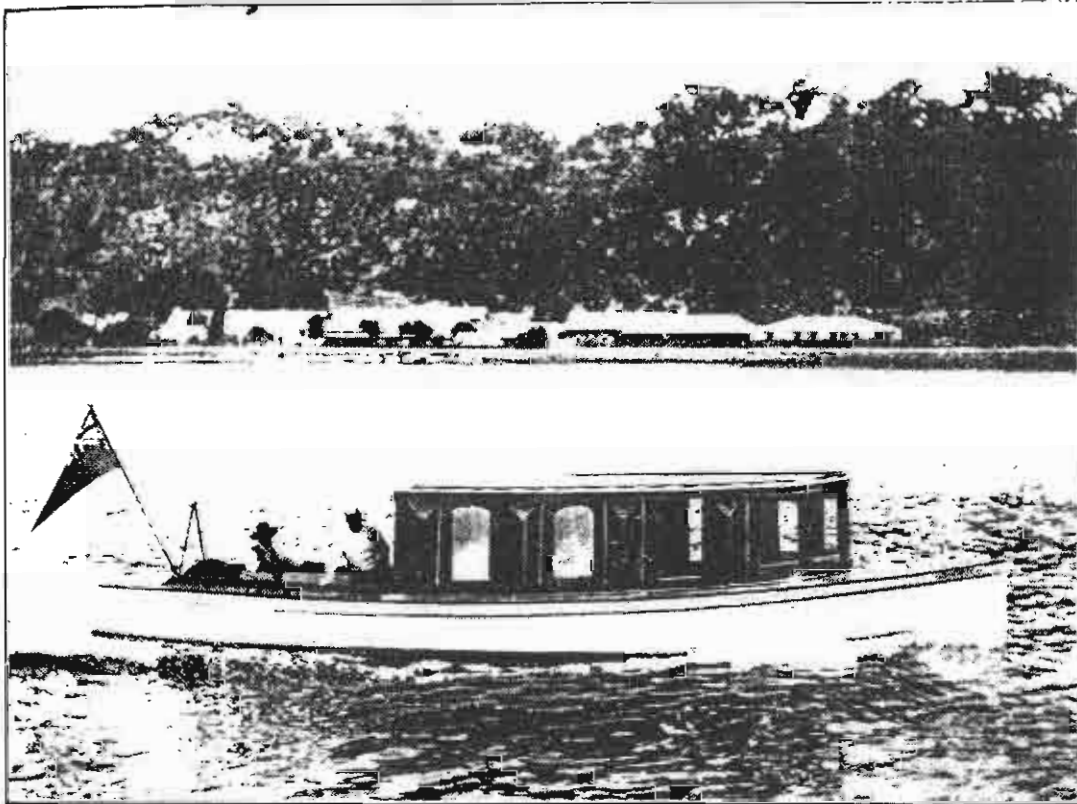


Photo by P. W. Armstrong,

WAROO.

[Perth

Built by W. & S. Lawrence. Equipped with 10 h.p. Union engine

MERCHANT SHIPPING ACT, 1894.

Certificate of Survey.

REGISTRY
FORM No. 1,
AND
Surveys 59.
PRESCRIBED BY
THE
COMMISSIONERS OF CUSTOMS
AND EXCISE.



WITH THE
CONSENT OF THE
BOARD OF TRADE.
(Revised
1st January,
1937.)

Name of Ship. "PYTHON"		Port of intended registry. Fremantle, W.A.		Official number, if there has been any former registry. 120030. Re-measured.	
Whether British or foreign built. Colonial.	Whether a sailing, steam or motor ship; if steam or motor ship, how propelled. Barge to be towed.	Where built. Perth, W.A.	When built. November, 1907.	Name and address of builders. W. & S. Lawrence, Bazaar Terrace, Perth.	
Number of decks	One.	Length from fore part of stem to the aft side of the head of the stern post	105	Feet.	5
Number of masts	Nil.	Main breadth to outside of plank	26	Tenths.	25
Rigged	Nil.	Depth in hold from tonnage deck to ceiling amidships	8		18
Stem		Depth in hold from upper deck to ceiling amidships, in the case of three decks and upwards			
Stern	Elliptical	Depth from top of deck at side amidships to bottom of keel	9		51
Build	Carvel.	Round of beam			33
Framework and description of vessel	Wood.	Length of engine room (if any)			
Number of bulkheads	One.				

PARTICULARS OF TONNAGE.

GROSS TONNAGE.	No. of tons.	DEDUCTIONS ALLOWED.	No. of tons.
Under tonnage deck	152.16	On account of space required for propelling power	
Space or spaces between decks	32.94	On account of spaces occupied by seamen or apprentices and appropriated to their use, and kept free from goods or stores of every kind, not being the personal property of the crew	5.77
Turret or trunk		These spaces are the following, viz.—Deck house of L 11' x 7.8' x 7.0'.	
Forecastle		(Number of seamen or apprentices for whom accommodation is certified TWO)	
Bridge space		Deductions under sec. 79 of the Merchant Shipping Act, 1894, and sec. 54 of the Merchant Shipping Act, 1906, as follows—	
Poop or Break		Crew accommodation of	
Side houses	5.77	5.77 tons.	
Deck houses		Boatswain's store 3 tons	3.00
Chart house		(Under deck).	
Spaces for machinery and light and air, under sec. 78 (2) of the Merchant Shipping Act, 1894		Cubic metres.	
Excess of hatchways		540.13	
Gross tonnage	190.86	8.77	24.82
Deductions, as per contra		182.09	515.31
Register tonnage		8.77	Total .. 8.77

NOTE 1.—The tonnage of the engine room spaces below the upper deck is **Nil** tons, and the tonnage of the total spaces framed in above the upper deck for propelling machinery and for light and air is **Nil** tons.

NOTE 2.—The undermentioned spaces above the upper deck are not included in the cubical contents forming the ship's register tonnage—
Wheel-house - L = 4.3'. B = 5.8'. H = 6.9' = 1.72 tons.

I, the undersigned Surveyor appointed by the Board of Trade having surveyed the above-named ship, hereby certify that the above particulars are true, and that her name is marked on each of her bows, and her name and the port of registry are properly marked on a conspicuous part of her stern, a scale of feet marked on each side of her stem and of her stern post, and ~~by one permanently and conspicuously marked on each side of her stem indicating the position of each deck which is above water~~, in manner directed by the Merchant Shipping Act, 1894.

Dated at **Fremantle**
this **15th** day of **June**, 19**14**.

Surveyor.

CERTIFIED EXTRACT OF PARTICULARS SUPPLIED BY BUILDERS, OWNERS OR ENGINE MAKERS.

PARTICULARS OF PROPELLING ENGINES, &c. (if any).

No. of sets of engines.	Description of engines.	Whether British or foreign made.	When made.	Name and address of makers.	Reciprocating engines.		Rotary engines.	N.H.P. B.H.P. I.H.P. Estimated Speed of ship.
					No. and diameter of cylinders in each set.	Length of stroke.		
		Engines.	Engines.	Engines.				
		Boilers.	Boilers.	Boilers.				
No. of shafts.	Particulars of boilers. Description .. Number .. Tension or pressure .. Load ..							
Number of water ballast tanks and their capacity in tons								
193								

Surveyor.

Port of Fremantle 1909

We the undersigned Shipbuilder
at Perth do hereby certify that
the Sailing Vessel Yule ^{about} of 134 tons
or thereabouts having

one decks and fitted with one Masts
Cutter rigged, was built by me at our yard
in the year 1909, and launched on the 30 day of April 1909
on account of Mr. Mr. Kay

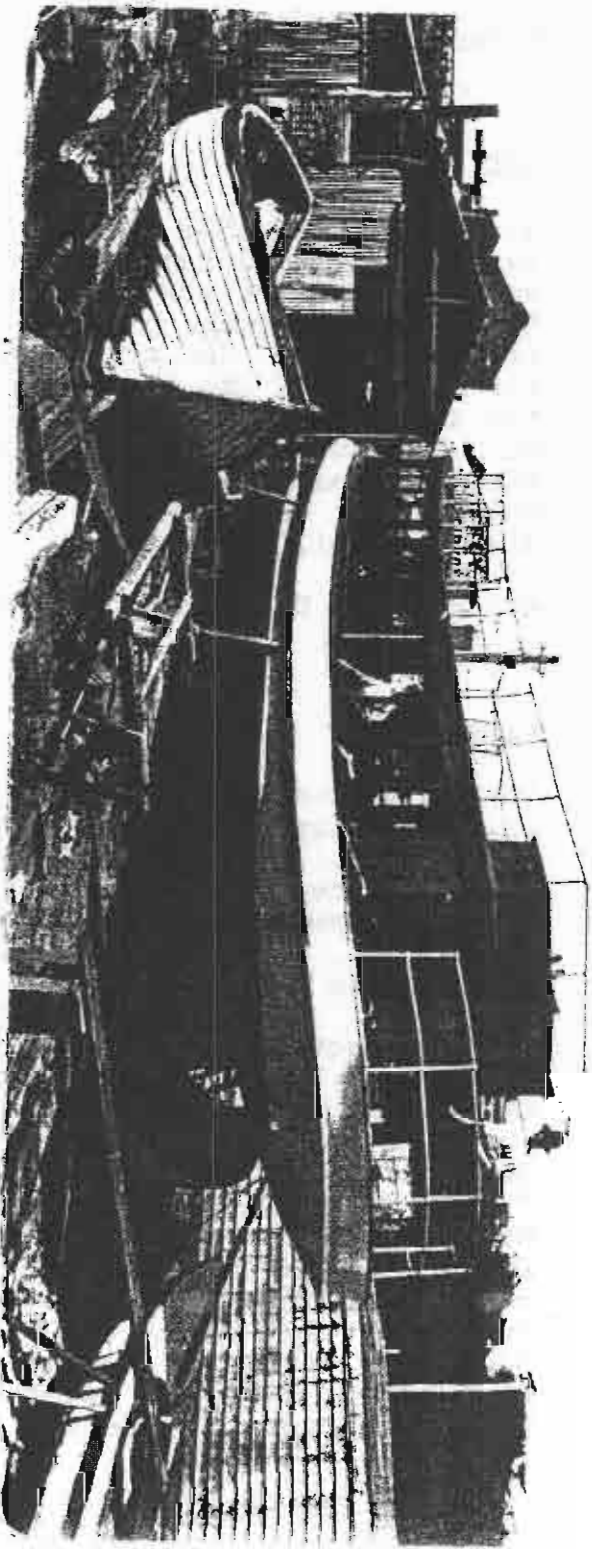
And there is nothing owing on same vessel

J. Lawrence J. Ogilvie Shipbuilder

May 6th 1909

State the names of the Owners in full, with their places of residence, occupations and number of shares held by each; and "I have no further claim on the vessel," or state the claim.

J. Ogilvie for
the Builder



LAWRENCE & ASSOCIATES
YARD IN
PEARL
J ASQUITH ON
STEAM OF
"VAL" FERRY

These two boat builders formed a partnership in the early 1900's and built at least one pearling lugger and some of the early "VAL" ferries. See also J Asquith and S Lawrence. The boat building certificate for the lugger is in existence and it reads thus,

We the undermentioned, shipbuilders of Perth, do hereby certify that the sailing vessel "YULE" of 14 tons having one deck and fitted with one mast, cutter rigged, was built at our yard in the year 1909 and launched on the 30/4/1909 on account of Mr McKay and there is nothing owing on same vessel
signed S Lawrence, J Asquith, shipbuilders.

References..Boat Builders Certificate. Australian Archives.

.....

LEE, Henry, of Fremantle.

He was born in 1832 and by 1860 was an unmarried engineer who was considered literate. However, he fell foul of the law and was convicted at the Bedford Assizes for a felony.

As he had previous convictions he was sentenced to six years transportation. He arrived at Fremantle on the "NORWOOD" on the 9/6/1862, (No.6357) and received his ticket-of-leave on the 20/5/1863 and his conditional pardon, 26/10/1863.

He is recorded as having worked at both Champion Bay and Fremantle as a boat builder and may have worked for William Garrard at Geraldton. There is no record of any craft directly built by him.

References..Dictionary of West Australians, Erikson.

.....

LETHARBY, T. of Fremantle.

The three references we have of this man all place him in this industry within a two year period, that of 1868/1869.

On the 11/7/1868 Thomas placed an advertisement in the Fremantle newspaper, the "Herald" and it states that,

"Having been employed as a shipwright with Mess'rs Mare & Co of Milwall, London I am prepared to undertake any contract or job work in the above line, signed Thomas Letharby

No.2 William St Fremantle.

In the second advertisement, which was placed in the same newspaper, but on the 15/8/1868, Thomas adds a paragraph that reads, "This is to certify that Thomas Letharby executed a job for me on my vessel, "WATER LILY", to my complete satisfaction, signed, John Lewis."

The company that he refers to in his ads, Mare & Co. of Milwall is tied up with the famous shipbuilding firm of Pitchers of Northfleet, Kent. This firm had a long and stormy career building mainly large wooden warships and East Indiamen culminating in the construction of 54 Crimean War gunboats. When the company went bankrupt in 1860, C J Mare was called in to be receiver/manager, gradually taking over the enterprise. He eventually moved the operation to Milwall

to be closer to the Naval and other dockyards where the bulk of the Naval contracts were being carried out. The "WATER LILY" referred to above was built during 1867 but unfortunately it is not certain just who the builder was, I feel sure that it was Mr Jackson and that Thomas was employed on the project as she was launched on the 9/9/1867. The only other reference we have is an entry in the 1869 almanac, which simply states that he is a boatbuilder. There are no known vessels built directly by him so it is logical to assume that he only worked for others.

References..the "Herald", 11/7/1868, 15/8/1868.
W.A. Almanac, 1869.

.....

LEWIS, Bros, E.A. & G. of Fremantle.

In 1906 a report states, "Messr's E.A. & G. Lewis, who will be remembered as having built "CRESTA" some years ago, are now engaged upon the construction of a 30ft overall boat. This boat is for cruising purposes and will have 12 feet of beam. Her planking is Kauri on Blackwood timbers and it is intended to half-deck her. She will be cutter rigged and carry about 600ft of canvas. The design was by F. Carnaby." Nothing is known of these men apart from this one reference.

References..W.A. Yachting and Motor Boat Annuals, 1902/13.

.....

LINDON, Thomas, of Fremantle.

Born in 1837 he was a semi-literate, unmarried shipwright when he was convicted at Liverpool, England in 1864, for murder. He received a life sentence and was transported to the Swan River Colony per the "BELGRAVIA" on the 4/7/1866, (No.8915).

His ticket-of-leave was granted on the 30/12/1876 and his conditional release on the 14/5/1883.

He was employed variously at Perth, Bunbury and Fremantle as a boatman and caulker. he was employed by others and no boats are attributed to him.

References..Dictionary of West Australians, Erikson.

.....

LYONS, John, of Guildford.

Nothing is known of this person except that he was the registered builder of two vessels at Guildford in 1899. There are two possibilities as to the location of his building site. One is that it was in Daylesford Road at the foot of Anstey Road and near Jeremiah Asquith's site on the west bank of the river but the one that the author favours is on the east bank of the river approximately 100 yards

downstream from the Guildford Bridge. There is a photograph, taken in 1905 showing this site, complete with slipway and a roughly made covered work area.

The two vessels that he built were, firstly, "JUPITER", O/No.117808, a two masted schooner of 13 tons. She was built for the Broome pearling industry and was owned by Walter Croft of Perth. Her last owner was Harry Tallboys, of Broome, a pearler and the vessel foundered at sea off Broome and was totally lost on the 19/11/1910 during a cyclone.

The other lugger was the "VENUS", O/No.117818, also two masted of 13 tons and built for the same owner.

The last owner of this vessel was Sydney John Pryor, also a pearler from Broome and the fate of this vessel is similar to that of the "JUPITER". On the night of 19/11/1910, D Hatfield, Master, a cyclone struck the Broome area and the vessel was lost with the loss of one life.

References..Register of British Ships, Australian Archives.
W.A. Almanac, 1899.

.....

LYONS, J. & W. of Fremantle.

The only intimation of these men's activities comes in a letter to the Collector of Customs, Fremantle, dated 31/7/1919, which reads :-

Dear Sir, I have to inform you that the information required regarding the "GENEVIEVE" is as follows,

- 1, the yacht was built at Fremantle, (Beaconsfield)
- 2, the date of building was 1905/1906.
- 3, The name and address of the builders was,
Messr's J & W Lyons, c/o South and Edmund Street,
Beaconsfield.
- 4, the designer was Mr Fred Cooper.

As there are no registration papers for the "GENEVIEVE" it is assumed that she was a private yacht built in their garden. There are no records showing any other craft that they may have built.

References..Custom's Files, Australian Archives.
Boat Builders Certificate.

.....

MACKLE, Thomas, of Broome,

This man is listed as a shipwright during 1918 working at Broome. There is no biographical information on him nor is there any record of him building any registered vessels, from that it can be assumed that he worked for a large fleet owner engaged in the repair and maintenance of the fleet.

Reference..Western Australia Towns Directory, 1918.

.....

McCARTER, George, of Perth.

Sole Agent in W.A. for

NAPIER Marine Motors.

MORWICK'S Sails.

AYLING & SONS, Oars & Sculls.

BUILDER TO THE
West Australian Government,
the Principal Rowing Clubs,
Public Schools, etc.

Estimates given for
Complete Outfits
of every descrip-
tion of Craft.

Reasonable
Terms.

Speedy
Delivery.



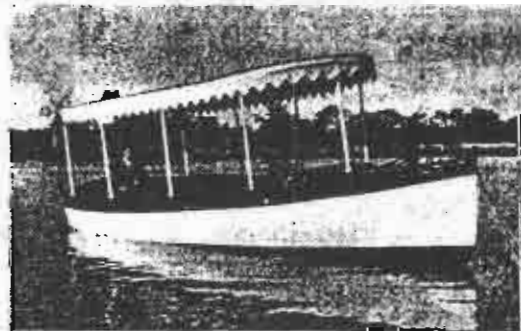
GEO. MCCARTER,
DESIGNER AND BUILDER OF High-grade Motor Launches, Yachts, and Rowing Boats.
FOOT OF BARRACK STREET, PERTH. (Tel. 808.)

Sailing
and Rowing
Boats for Hire by
hour, day, or week.

Motor Launches for
Hire—
Ophir I., and Ophir II.

Competent Men in
Charge.

Terms Reasonable.



Motor Launch, E.J.A., fitted with 6 H.P.
Smalley Motor.

GEO. McCARTER &

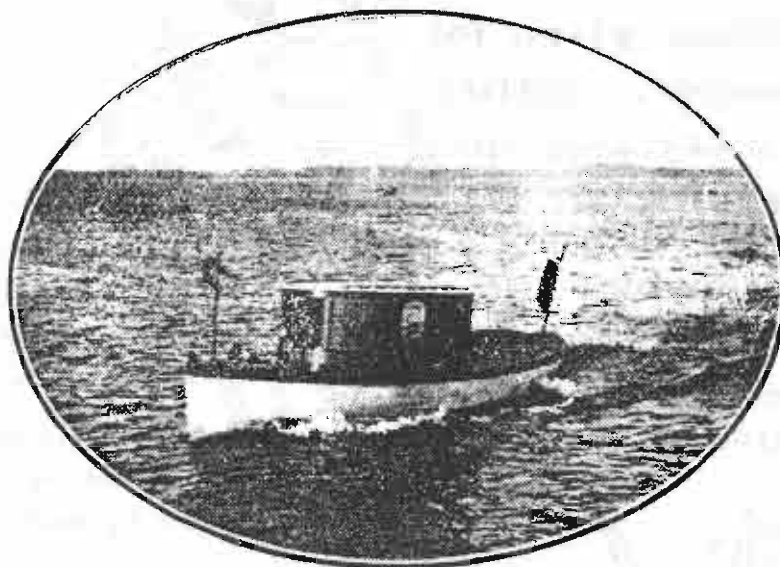
P. M. ANDERSON

DESIGNERS AND BUILDERS OF HIGH GRADE

Motor Launches, Yachts & Rowing Boats

Barrack Street Square (Nearest Esplanade), Perth.

TELEPHONE 808.



IRFNE, winner of Brooke Trophy, 1906, etc., built at this Establishment.

SOLE AGENTS IN W.A. FOR MORWICK'S SAILS AND
AYLING & SONS OARS AND SCULLS.

Builders to the West Australian Government, the Principal Rowing
Clubs, Public Schools, etc.

Estimates given for Complete Outfits of every
description of Craft.

TERMS REASONABLE. SPEEDY DELIVERY.

SAILING and ROWING BOATS for HIRE by HOUR, DAY, or
WEEK.

MOTOR LAUNCHES FOR HIRE—OPHIR I., OPHIR II., and
the NEW LAUNCH OPHIR III,

COMPETENT MEN IN CHARGE.

TERMS MODERATE.

Royal Ophir Pleasure Boat Co.

BARRACK ST. JETTY, PERTH.



Ophir I.

MOTOR LAUNCHES FOR HIRE—DAY OR EVENING.

Ophir I. Licensed to carry 25.

Ophir II. " " " 50.

A trip in one of these Launches is the cheapest and most enjoyable way of spending a holiday.

A Large Assortment of Dainty Rowing Boats and Safe Sailing Yachts for Hire.

TELEPHONE 808.

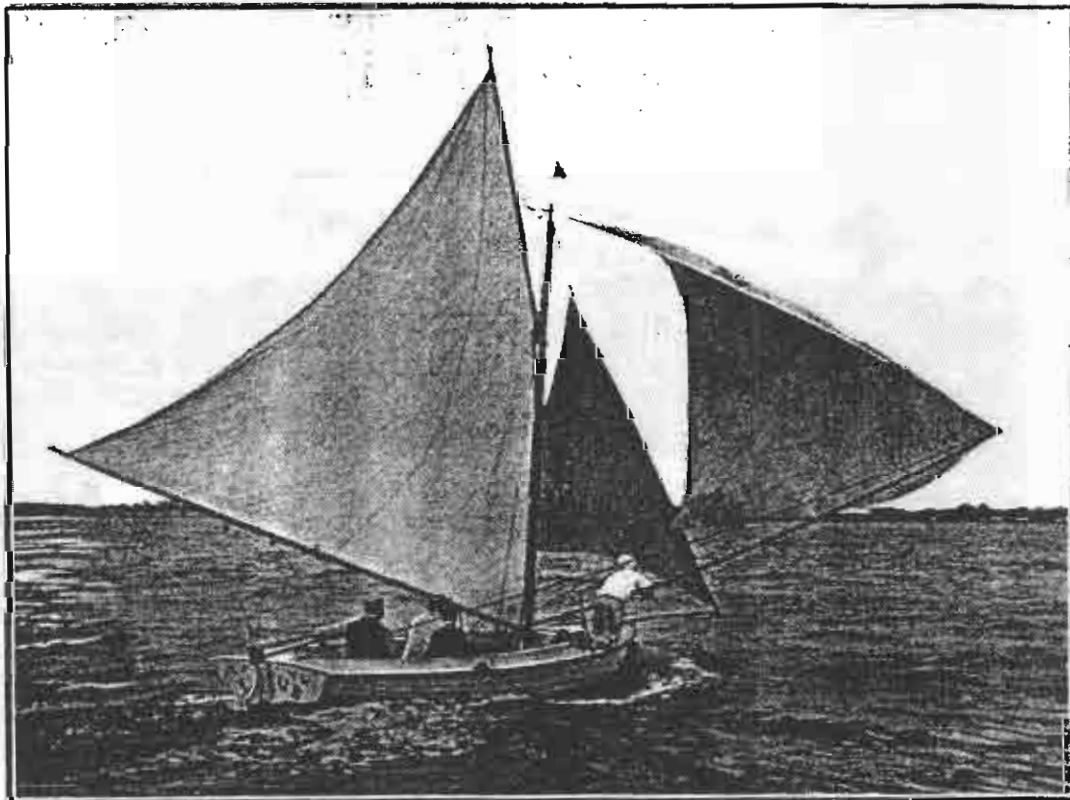


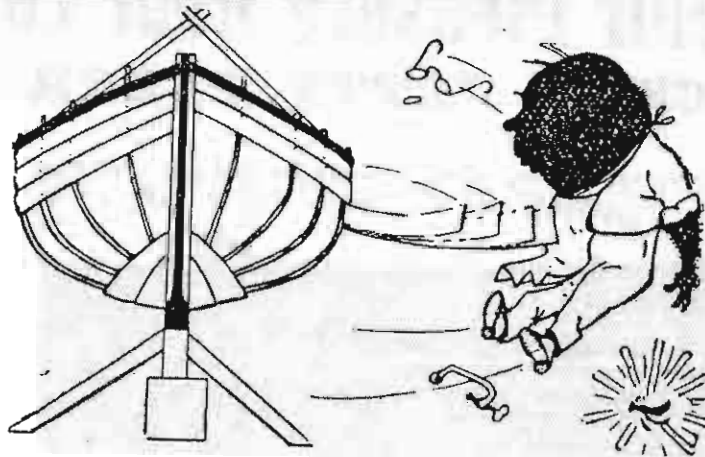
Photo by Greenham & Evans]

LOTUS (late Mona).

(Bunbury.

Designed and built by G. McCarter. Winner of Clyde Points Trophy, B.Y.C.

PICNICKERS LOOK!



DID
IT
EVER
STRIKE
YOU

That the Best Place
to Hire

Comfortable Sailing and Rowing Boats,

IS AT THE

ROYAL OPHIR DOCKS

Foot of Barrack Street, Perth.

The well-known pleasure launch OPHIR (see illustration), the most reliable on the river, may be hired by day or week at cheap rates. Licensed to carry 25 passengers.

ROYAL OPHIR PLEASURE BOATS.

Tel. 808.

No connection with any other business.

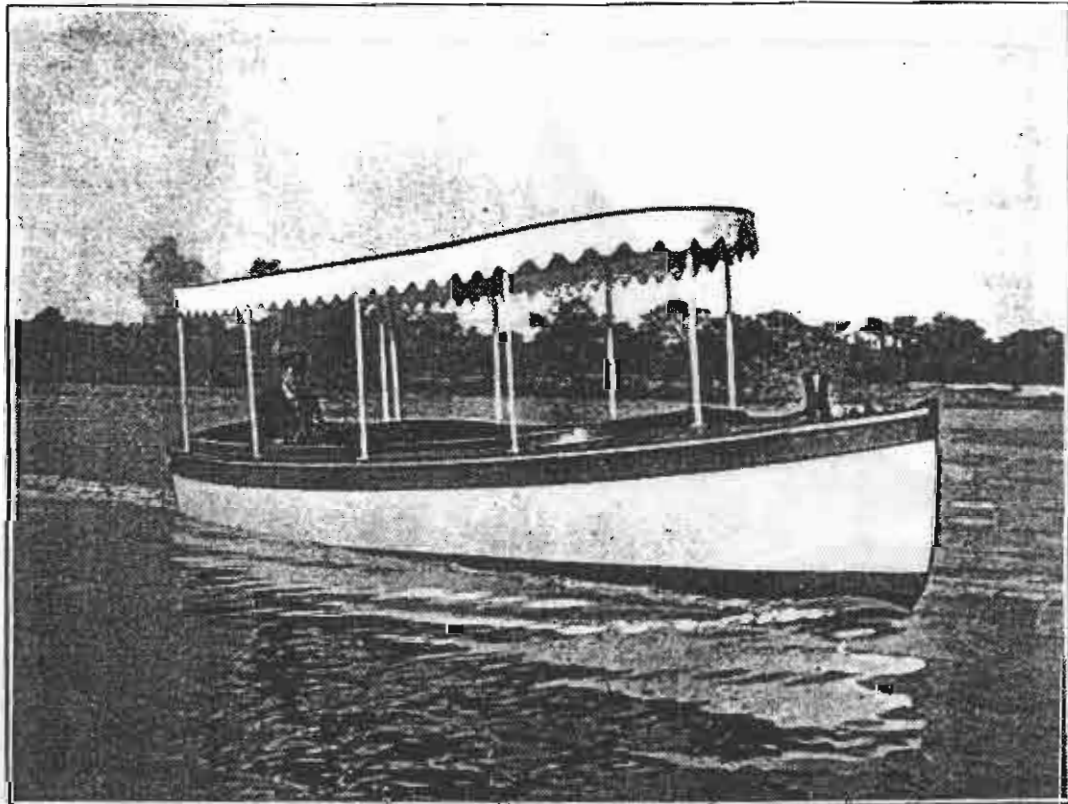


Photo by W. A. Smythe]

E.J.A.

[Perth.

Designed and built by G. McCarter. Equipped with 6 h.p. Smalley engine.

Once again little is known of this prolific boat builder. As well as the boat building business the family also owned at one time the tea rooms at Coffee Point in Applecross where picknickers and travellers could assuage their thirst.

George's boat shed was at the foot of Barrack street and was known as the Royal Ophir Boat Shed. The name came from H.M.S. Ophir which carried the Royal party to Western Australia. It is believed that George had something to do with some repairs that were carried out on H.M.S. Ophir, hence the name.

His business was growing by 1899 when he first appears in directories and by 1902 his business was named the Royal Ophir Pleasure Boat Company. This hiring of boats was originally the mainstay, but as his talents as a builder became more widely known, it became more of an adjunct.

By 1903 George's foreman was Arthur Pritchard who left to start up his own business in South Perth.

As to activity in this year, an article states, "early last season, three 18 footers were launched from this shed. The "MANDYLEE", the property of Messrs Myers & Co participated in races while the other two were used for cruising pursuits. The Fisheries Department placed an order here for a 16ft boat and during the last 4 or 5 months motor launches have received much of his attention, no less than four having been launched, while one is at present on the stocks."

1905 saw the beginning of "OPHIR 2", a 33 foot launch for public use. Then "MAR GYNE", a 26 footer, "JOYCE", another 26 footer. The "E.J.A." was designed and built by Mr McCarter and her dimensions were 28 x 6.6 feet. Her stern was of the torpedo type and she had a light fixed awning. The power was derived from a 6 H.P. single cylinder Smalley engine.

In 1906 George was busy turning out the "AKARANA", the "LINNET", a 16 foot S & S boat for the use of the lighthouse keeper on Jarman Island, off Cossack, an 18ft skiff, a 16 footer named "EVA" and two 14 footers.

Peter Anderson, see earlier entry, became George's foreman and together they turned out some fine vessels.

To recap, following is a list of known vessels built in various years :-

1903, pearling lugger, "DORIS GOOD", O/No.118988; Motor Launches, "OPHIR", "SICAMOUS", "ISIS" and "NGALATA"; steam launch "VENMORE"; yachts, "ATHOL", "GLADYS" and "SYBIL"; cruisers, "CORONA", "THISBE", "SAYONARA", "TYPHON" and "MANDYLEE".

1906, motor launches, "CLIO", "THALIA", "CRAWLEY BELLE", "YANDA", "OPHIR 2", "MAR GYNE", "IRENE", "JOYCE", "SYLVIA", and "E.J.A."

1907, motor launches, "VIKING", "PHOENIX", "ETTA" and yacht "LOTUS".

1908, ferry "MAYFLOWER".

Others were the yachts, "AKARANA", "LINNET", "EVA", "VIBERTA", "IDOTHEA".

Of registered vessels built there was the "CLIO", "WAITANGI", "CRAWLEY BELLE", "THALIA", "VENMORE", "DORIS GOOD", "BERRINGERRA" and "WUNGARA".

There would of course be many more than is listed here but these are the ones that have been identified as being definitely built by him.

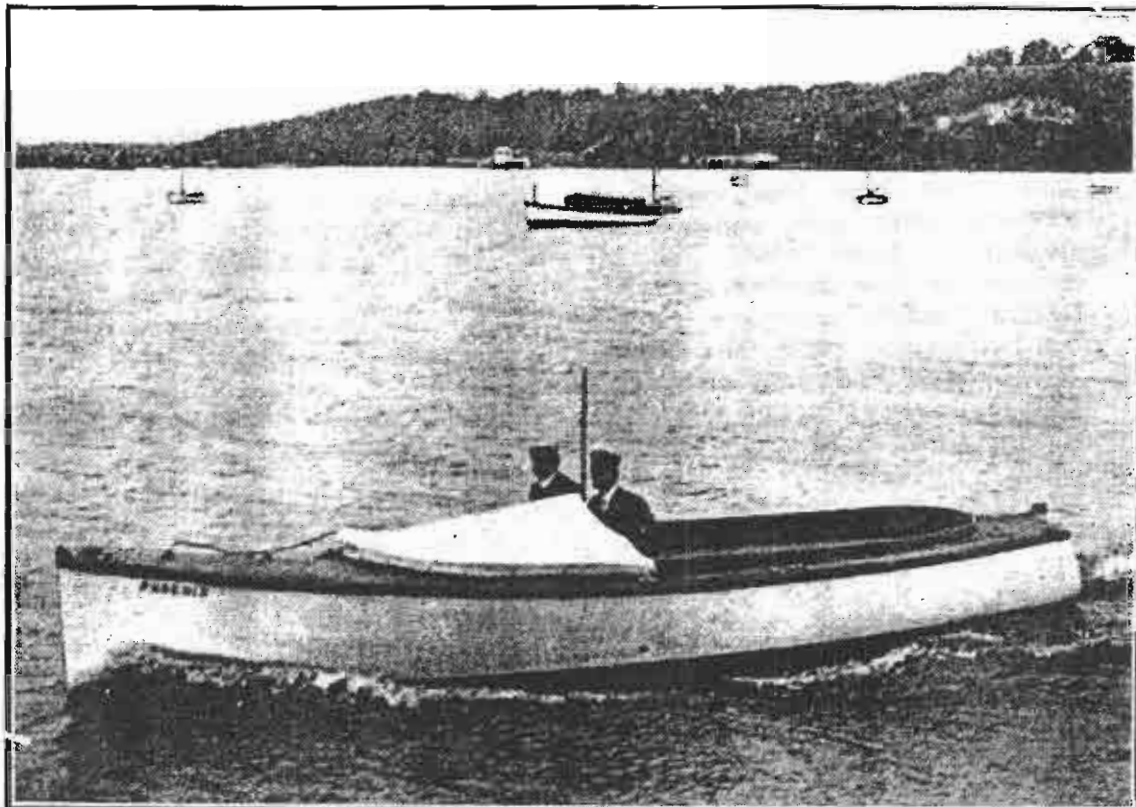


Photo by P. C. Booty]

PHOENIX.

[Perth

Designed and built by G. McCarter. Equipped with 3 h.p. Racine engine. Winner of race held on January 28th (Inter-State Regatta.)



Photo by F. H. Vine]

ETTA.

[Bunbury

Designed and built by G. McCarter. Equipped with 4 h.p. Union engine.

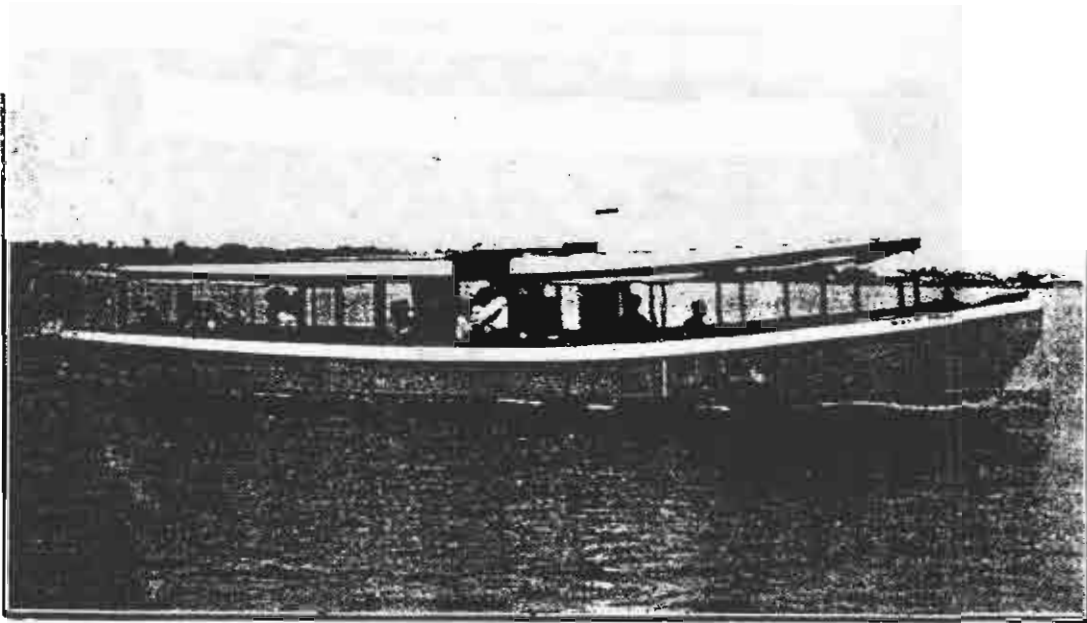


Photo by H. F. Miller]

Mayflower.

[Cottesloe.

Designed and built by Messrs. McCarter & Anderson.

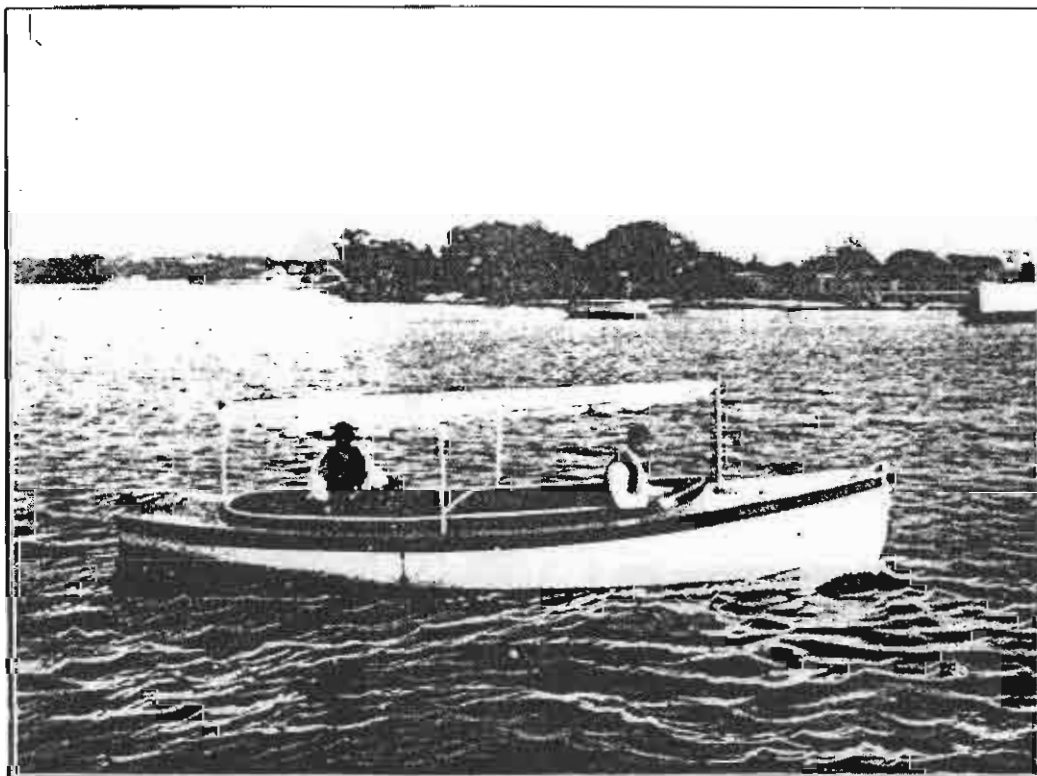


Photo by J. W. Dawson]

NGALATA

[Perth

"King" design. Built by G. McCarter. Equipped with 3 h.p. King engine.

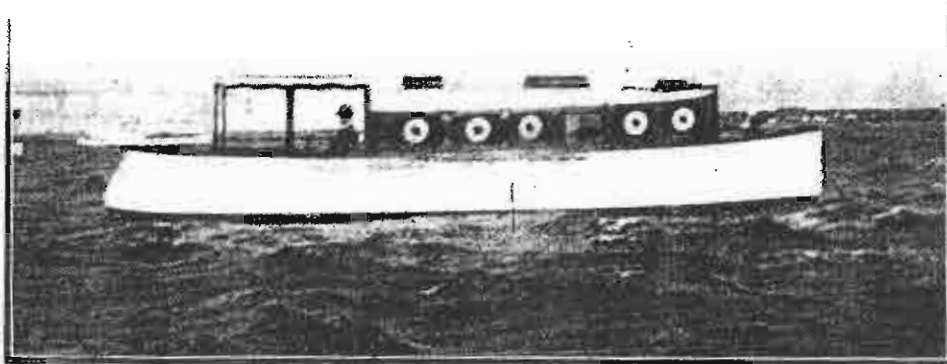


Photo by H. F. Miller] **Avis.** [Cottesloe.
Designed by J. Easton. Built by Messrs. McCarter & Anderson.
Equipped with 8 h.p. Fay & Bowen engine.

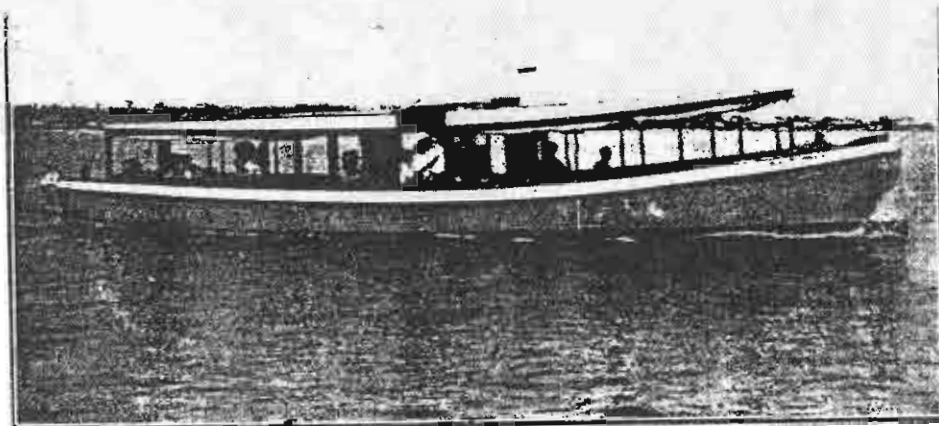


Photo by H. F. Miller] **Mayflower.** [Cottesloe.
Designed and built by Messrs. McCarter & Anderson.

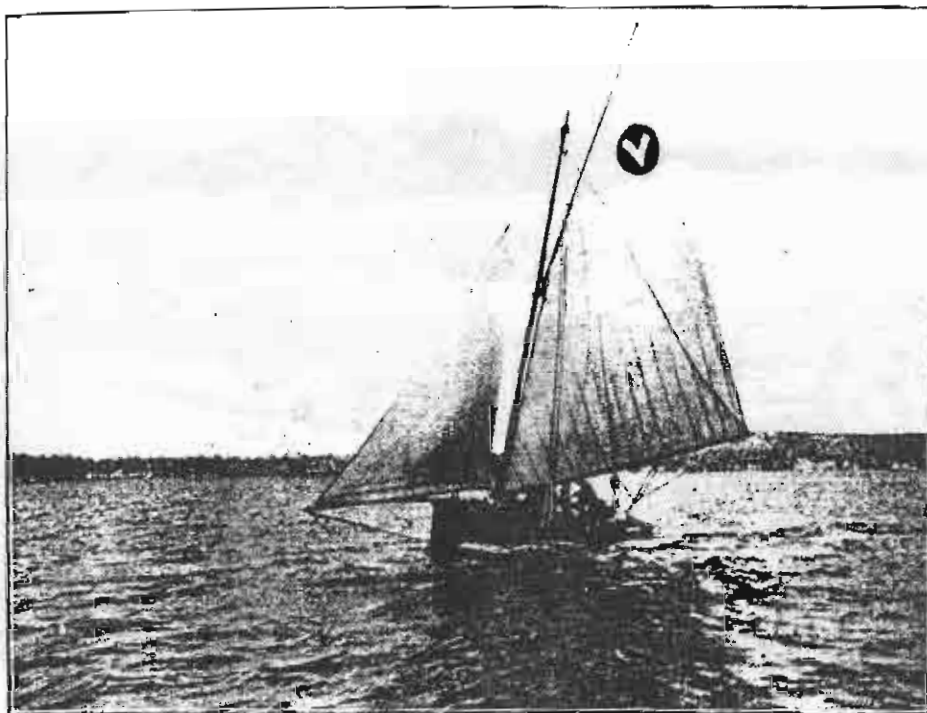


Photo by H. F. Miller] **Viberta.** [Cottesloe.
Designed and built by Messrs. McCarter and Anderson.

Another craft built by George and which deserves a place in history is the "GLADYS", she was a 35ft motor launch built for the River Ferry Co. She has the distinction of being the first power driven ferry plying between Perth and South Perth and was fitted with a 5 H.P. Capitaine motor which worked fine except that the pump used to choke up with sand. The vessel was only the third motorised vessel in Western Australian waters. The first was a 35 footer owned by the Lee Steere family and the engine was a 5 H.P. Priestman. the second in 1896 was the "ROSE" powered by a 5 H.P. Otto motor and she was owned by Strelitz Bros of Fremantle.

Lastly we come to what should be his finest achievement. A boat that he built was the first small boat to sail around Cape Horn. She was patterned after the "SPRAY", Captain Joshua Slocum's vessel that was the first to circumnavigate the world. The vessel that McCarter built for Mr F B Blythe was originally named the "THE DISTANT SHORE" when she was carrying out her trials on the coast. Her first trip was to Bunbury and she sailed from there on the 3/5/1910 for Melbourne arriving there in 26 days. After some weeks there she sailed for Sydney, Auckland, Pitcairn, Easter Islands, Cape Horn which she rounded on the 16/1/1911, Falkland Islands, St Helena, Ascension Islands and finally berthed in New York on 23/6/1911. The owner and skipper of the renamed vessel was Captain Blythe, he renamed her just before departing calling her "PANDORA". His voyage had covered more than 22,000 miles and had taken 13 months and 20 days. The vessel disappears completely from this point and nobody has ever been able to trace her.

George retired through ill-health around 1919 and passed away during 1937.

References..Register of British Ships, Australian Archives.
P.W.D. plans of the Royal Ophir Boat Shed, plan
No. 9940, Battye Library.
W.A. Almanac, 1899.
W.A. Yachting and Motor Boat Annuals, 1902/13.
Swan and Canning River Wrecks, C. Scrimshaw.
Boat Builders Certificates.
Advertisements and photographs.
In the wake of the Spray, Kenneth Slack.

.....

McDONALD, A, of Perth.

There is only one reference to this persons activities and nothing is known biographically. Probably employed by one of the shipyards.

References..W.A. Almanac, 1899.

.....

McKENZIE, John, of Champion Bay.

Once again there is only the one reference and it is likely that he was an employee shipwright.

References..Dictionary of West Australians, Erikson.

.....

McKERNON, C, of Bunbury.

Mr McKernon, a shipwright, had his premises on Stirling Street, Bunbury in 1918 where it is assumed he built dinghies and fishing craft as there are no registered vessels to his credit.

Reference..Wise's Post Office Directory, 1918.
Yachting and Motor boat magazines, 1902 - 1913.

.....

McKIE, Thomas, of Broome.

Thomas was a resident shipwright at Broome from at least 1906 until 1921. He is not recorded as having built any registered vessels and so was probably employed by the fleet owners to maintain their vessels in the layup periods.

References..Post Office Directory, 1907.
Wise's Post Office Directory, 1914 - 1921.

.....

McLEARY, Joseph, of Fremantle.

Nothing is known of this person. In 1883 he lived at Lot 445 Nairn Street in a three roomed cottage and by 1887 he had moved to a two roomed cottage at Lot 565 Point Lane, also in Fremantle.

He was probably employed by the established shipyards

References..Fremantle City Council, rate books.

.....

MASON, Benjamin, of Cannington.

He was born in England on the 24/10/1828 and arrived with his parents on the 6/5/1830 per the "BRITTANIA". He married at Perth a Miss Eliza Hamblin and they were to have eleven children. His wife was a teacher at the Perth Girl's School. After finishing his schooling Benjamin was apprenticed as a carpenter and on the death of his father he inherited land and set himself up as a dealer. Later he went into partnership with Mr Bird and they set up a timber station in the hills with a tramway running down to the mill at Cannington. He employed many ticket-of-leave men.

To transport his timber to Fremantle he used barges and in 1885 he is recorded as having built the two masted ketch, "DERBY", O/No.75320 of 45.67 tons. Her dimensions were, 77.25 x 19 x 6 feet and was built on the Canning River, supposedly near to where Leach Highway crosses the river.

This vessel after having a number of owners over the years was lost on Cossack Beach during a storm in 1894.

References..Dictionary of west Australians, Erikson.
Register of British Ships, Australian Archives.
Inquirer, 11/4/1869.

.....

MASSEY, W. of Fremantle.

There were a number of boat builders in Fremantle in the early 1900's who, during the boom in building schooners for the pearling industry, seem to have just come and gone. W. Massey is one of those of whom we know nothing except that he built one schooner, the "PHYLLIS", O/No.118572, built during 1903 of 12.67 tons.

Her dimensions were 36 x 12 x 5 feet and she was built for Frank Biddles of Broome, pearler.

In 1908, the vessel, R. Bardwell, Master was wrecked off Broome in a cyclone on the 27th of April with the loss of three lives.

References..Register of British Ships, Australian Archives.

.....

MATHER, C. of Fremantle.

As above, another one-off builder. He is registered as having built the pearling schooner "ALBATROSS", O/No.114467, of 14 tons and her dimensions were 41 x 12.2 x 5 feet. She was built in 1902 for William Munro, a pearler of Broome and after passing through various owners was broken up at Point Pearce during March 1929.

References..Register of British Ships, Australian archives.

.....

MEWS FAMILY, of Perth & Fremantle.

The Mews family has the distinction of having the longest association with boat building in Western Australia's history carrying on for five successive generations. The family only built a few large ocean going craft and this was in the period around 1860 to 1870. From the time that they established themselves at Fremantle they seem to have made a conscious decision to confine themselves to building river craft, barges, fishing boats and yachts. Another feature of their industriousness was the fact that all through their 130 years of boat building they confined themselves to wooden built craft.

The patriarch of this dynasty was Thomas William Mews who arrived at Fremantle on the "ROCKINGHAM" on the 20/5/1830 with his wife Mary Elizabeth, (nee Bogg). He was born in 1775



Thomas William Mews, the second,
23/10/1816 - 2/5/1906.



Thomas William Mews, senior, 1795 - 1870.

Jan^y 21st 1835

Hon^{ble} - P Brown Esq.

J^r H Mew^r & Co^s

To 1 Pair of Cars for the use
of the Preston Point Ferry

22nd 29th - - - 16-6

Sir, Mr Mewell having refused to sign the Duplicate Receipt for the Cars - after using of them should feel obliged if you would settle the Account, or otherwise inform ~~me~~ which way we can obtain the above sum so as to extricate us from so troublesome a Character.

We remain

Your Obed^t Servants

Mew^r & Co^s

Instead Mew^r & Co^s to
draw out per Cent in
No 2 - from which I will
debit

Reth. 18th Jan 9. 1858

Sir

Recd
E. L. H.
Reflect of Works authorities
Show the former to the Museum
then terms 7. 1. 58
20. 1. 58

Mr. Sewell having accom-
-panied me to inspect the piece of
ground I am desirous of using as
a yard for building boats, and
proposed to me that I should pay
rent for the same at the rate of £2
Two Pounds per annum, giving up
possession at any time I may be
required to do so by the Government
also to make good any damage I
may do to the property to the dis-
-franchisement of the Black of Woods.
I beg leave to say that I should
be glad to be allowed the use of
the ground on such terms and
hereby bind myself to perform
the conditions if I am permitted
the use of the same.

I have the honor to be
Sir

Your most obedient servant

The Hon^{ble}
The Colonial Secretary

J. Wm. Moore Lamb

and so was 55 years of age when the family, which included their five children were wrecked at Rockingham. For more information on the wreck of the "ROCKINGHAM" see "Unfinished Voyages" Volume 1 by G Henderson, U W A Press.

Suffering the same trials and tribulations of that voyage was Samuel Cox, already mentioned. It is not known whether Mews and Cox formed their friendship and partnership before or during the voyage out from England but within a year of their arrival at Fremantle they were in partnership in a boat building enterprise in Perth.

This boat yard was located on Lot L.34 on what is now known as Mounts Bay Road.

After arriving in the Colony two more children were born to the couple. Their three sons, Thomas William, John Charles and James Robert were also involved in the business as builders and owners of vessels.

With three successive Thomas Williams, all boat builders, it becomes difficult to identify which of them built what and where, but it is certain that Thomas William, Senior employed his son Thomas William at Perth at least until 1862. The son, T W Junior then moved to Fremantle where he established his business in a stone two storied building at the seaward end of the Whaler's Tunnel under the Roundhouse. His son, also Thomas William worked for his father at the Fremantle yard before setting up in his own business on Fitzgerald Terrace, now the Esplanade. The other sons, John and James remained in Perth. The complications that arise from this is that we have a T W senior and junior at Perth and then after the move to Fremantle we again have a T W senior and junior, the Perth junior becoming the Fremantle senior.

As most of the early history of the Mews and Cox partnership has already been documented in the entry for Samuel Cox the first part of this history will be fairly brief.

The first contract the partnership carried out was the erection of a fence around the Fremantle Gaol, the Round house and the first instance of their boat building comes in a C S R document where the partners are in dispute with a Mr Weavell over the Preston Point Ferry.

The next indication of their enterprise was the building of the Ferry for Fremantle, which the Perth Gazette described thus, "the large substantial Ferry Boat, built by Messrs Mews and Cox for the Ferry at Fremantle is now finished, and we believe has been sent down, to be brought into immediate use. The tender for building this boat was taken at 75 pounds, but some other work has been required which will render the cost about 100 pounds. The workmanship, we are told, is highly creditable to the contractors. We understand that all the necessary gear will be supplied of the best materials to give the new site to which the Ferry is removed a fair trial during the winter. If it succeeds Jetties will be constructed on both sides of the river to render the ingress and egress as safe and commodious as possible".

On the 27/7/1834 T W Mews wrote to the Colonial Secretary saying, "having the Lake Thompson granted me, the purchase money of which by agreement, was to be liquidated by the performance of certain labour done, not then specified, I beg to lay before His Honour the Lieut. Governor the necessity of clearing the different parts of trees and stumps which

obstruct the passage for the navigation of boats from the upper parts of Guildford to the extent of the upper Swan or Mr Bull's residence. Should the suggestion meet with the Lieut. Governor's approbation I should be willing to engage, for the purchase money of Lake Thompson, to make a channel navigable for boats, the draft of water not exceeding two feet."

Lake Thompson, or Mew's Swamp lay between Beaufort and Lake Streets and ran North from Ellen Street.

This was another instance of Mews and Cox carrying out Public Works as they also built bridges and jetties. Three of the bridges that they built were the first Causeway bridge and the bridges over the Abba and Sabina rivers near Busselton. In 1834 they were also engaged in supplying stone for building a residence for the Governor for which they were paid 53 pounds and 10 shillings.

On the 23/9/1835, for the sum of 6 pounds Mews and Cox were given the contract to repair the dinghy used at Fremantle in conjunction with the Ferry. The job entailed replacing 26 feet of upper strake, 4 rowing cleats, 8 thowls, 12 feet of new gunwhales, 4 knees to thwarts, 2 stem knees, 1 shifting thwart, tarring under bottom boards and caulking and painting throughout.

In 1837 it is recorded that T W Mews was the owner of a number of blocks of land in Perth, Fremantle and Guildford. These were, in Fremantle, Lot 452 in Collie Street, in Guildford, Lots 101 and 103 and in Perth Lots 30 and 34 fronting onto what is now Mounts Bay Road, west of Spring Street and Lot 53 between Mount Street and Malcolm Street.

Thomas William, junior had by 1839 completed his apprenticeship with his father and wished to branch out on his own. On the 6/4/1839 an advertisement was placed in the Perth Gazette saying, "Boat Building, Thomas Mews, Junior, having taken the house belonging to Mr Charles Brown, next to Mr Trigg's near the waterside, begs to inform the public that he has commenced in the above line, and trusts that by strict attention to detail, he will merit a share of their support. Boats built and repaired. N.B. Boats to let."

then on the 13/6/1840 in another ad he says,

"Removal, Thomas Mews, boat builder, begs leave to inform the public that he has removed from the premises recently occupied by him, to his residence next to the Albion Brewery, and that he has now for sale the following boats :-

- 1 copper fastened flat.
- 1 iron fastened flat.
- 1 whaleboat.
- 1 sailing boat.

signed, Thomas Mews, Junior.

On the 4/3/1837 the partnership won a contract to carry out some repair work on the Ferry at Point Belches and then on the 1/5/1837 Mews and Cox tendered to carry out the repairs to the Government Schooner "CHAMPION".

Mews and Cox were instrumental in providing the whaling companies with some of their whale boats and oars and also repaired them and in mid June 1837 after an accident to the boats in Cockburn Sound they were asked to reconstruct them.

The first advertisement to appear in the local papers concerning boat building was printed on the 8/9/1841 when,

Form No. 190.

TENDER.

In conformity with the advertisement inserted in the *Government Gazette* of the
18 , the undersigned hereby tender to perform the following
service for Her Majesty's Colonial Government,

*In accordance with specifications
I agree to perform the necessary
repairs to the Pilot Boat the Boat to
be delivered and re-cased at my work
shop*

receiving for such service *The Sum of Thirty five pounds
(£ 35 0 0)*

Witness my hand this *21st* day of *March* 18*77*

The Mewster Signature of Tenderer.

Witness,

[Turn over.]

Boat-Building.

THE undersigned begs to inform the Public that he has resumed the above business, in all its branches, and hopes to obtain the same degree of patronage with which he was formerly favoured.

Large and small Boats built and repaired at the shortest notice and on the most reasonable terms.

T. MEWS, SEN.

128

37911

Fremantle
18th Jan: 1843

I hereby tender to supply
one eighteen (18) foot keel per
fastened Boat similar to the
Hector Master Dingy now
laying in my boat shed and
ready for inspection at once
with Mast, sail, Boom and
iron Iron-sprit with stem bands
and stern bands. in fact the
complete with four iron crutches
and ready for use at short
notice for the sum of
Forty three pounds nine shillings
and sevenpence (£43-9-7)
Should this tender be accepted
I will fill it in on a proper
form with securities there being
no specification to be obtained
in Fremantle.

T. Mews Sen

"Thomas Mews and Samuel Cox, shipwrights and boat builders, return thanks to the public for the encouragement they have met with, and beg to give notice that their business is still carried on at such prices as will give satisfaction. Large boats built by the ton, small boats by the foot."

In April 1857 Mr Mews was called as a witness to the trial of Samuel Brakes, see his entry for details.

On December the 28th 1857 T W Mews senior wrote to the Colonial Secretary, "Sir, I have received an order to build a large cargo boat and have no premises of my own suitable, I have to request that I may be allowed the use of that portion of the waterside frontage opposite the Government school for boys, for that purpose."

This request set up a whole series of correspondence between Government Departments lasting until January 15th 1858 to determine who actually owned or controlled the land in question. The outcome was that permission was granted but rent was to be paid to the local Government as can be seen from the following, "Perth, 18/1/1858, Sir, Mr Sewell, having accompanied me to inspect the piece of ground I am desirous of using as a yard for building boats and proposes to me that I should pay rent for the same at the rate of 2 pounds per annum, giving up possession at any time I may be required to do so by the Government, also to make good any damage I may do to the property to the satisfaction of the Clerk of Works. I beg leave to say that I shall be glad to be allowed the use of the ground on such terms and hereby bind myself to perform the conditions if I am permitted the use of the same."

The piece of ground referred to later became the site where William Lawrence established his boat building enterprise.

Not long after this Thomas senior went into semi-retirement to his property north of Perth and his son then took over the business. This son, also Thomas William, had finished his apprenticeship with his father and was preparing to move to Fremantle. At this point in the story things become a little confusing as we have a senior and two juniors and it becomes difficult to determine which of the two juniors are writing the letters. I might add that when father and son were living at Fremantle we have a senior in Perth and a senior and junior in Fremantle, even more confusing.

The first letter of T W junior we have is one that was written in July 1857 in which he states, "I hereby certify that the old pilot boat I examined on the 22nd inst at Fremantle is so far gone that I would recommend her being condemned, Thos Mews, Jun. and then again in another letter this time written by the Harbour Master, Mr James Harding, he says, "Sir, I have the honour to report that I have received from Mr Thomas Mews, junior, the boat for my department for which he contracted and that she is finished according to contract."

On the 25th of March 1859, T W Mews, junior wrote to the Colonial Secretary, "Sir, being desirous of leasing that piece of land projecting to the right of my boat shed into the river from the Government for the purpose of hauling up boats for repairs it being a suitable place for my business and out of the way of that part of the road. I also desire permission from the Government to run out a temporary jetty

Boat-Building.

THE undersigned begs to inform the Public that he has resumed the above business, in all its branches, and hopes to obtain the same degree of patronage with which he was formerly favoured.

Large and small Boats built and repaired at the shortest notice and on the most reasonable terms.

T. MEWS, SEN.

117
128

Framantle
15th Jan: 1843

I hereby tender to supply
one eighteen (18) foot keel per
fastened Boat similar to the
Honor Masters Dingy now
laying in my boat shed and
ready for inspection at once
with Mast sails Boom and
iron bowsprit with stem bands
and stern bands. in fact the
complete with four iron crutches
and ready for use at short
notice for the sum of
Forty three pounds nine shillings
and sevenpence (£43-9-7)
Should this tender be accepted
I will fill it in on a proper
form with securities there being
no specification to be obtained
in Framantle.

T. Mews Sen

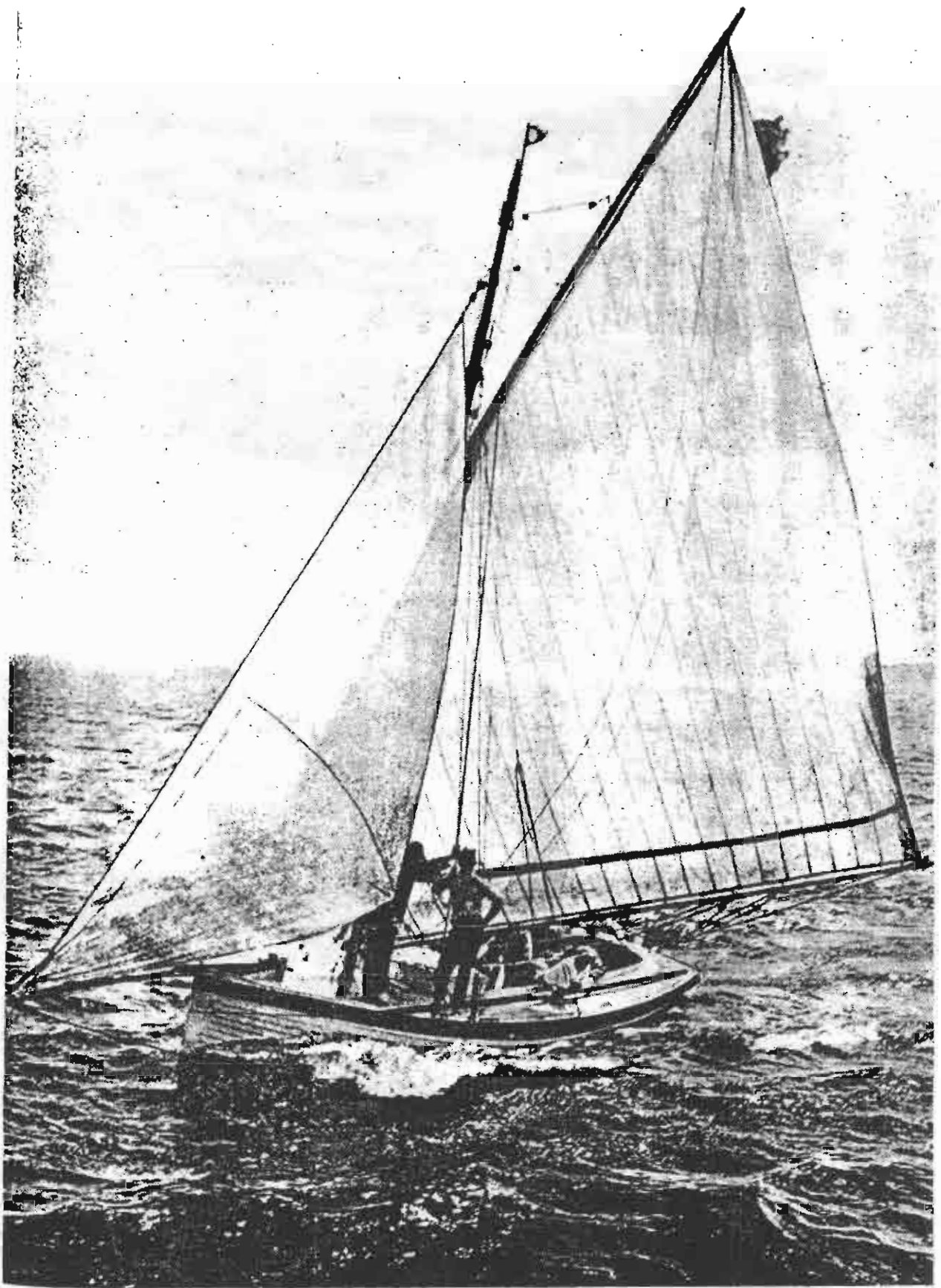
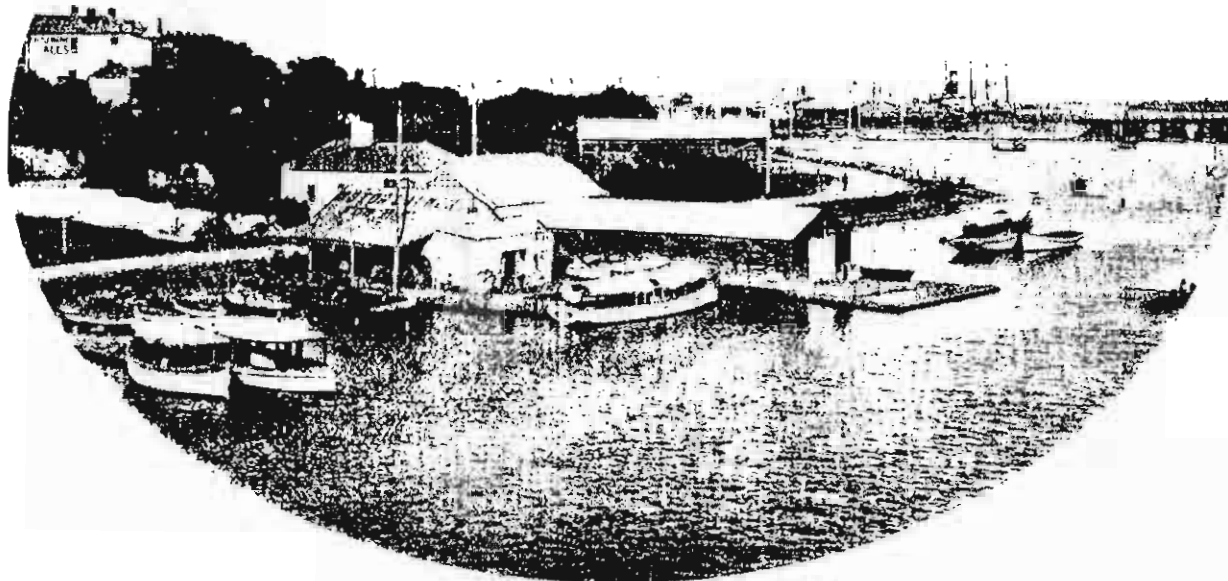


Photo by J. W. Dawson]

VALENTINE.

Winner of Bedford Cup, W.A.Y.C.

[Perth



SCENE AT EAST FREMANTLE: TILLEY'S, A FAVOURITE RENDEZVOUS OF ANGLERS.

J. W. Dawson

c1870's Lighthouse on Arthur Head and T.W. Mews
shipyard.

2034A



for the use of small pleasure boats moored in front of my premises."

In reply the Surveyor General stated on the 25/3/1859, "I see no objection to the land described by Thomas Mews junior being let or leased to him from year to year, as it was in 1832 and 1833 to his father. The following description would be sufficient for enabling the Crown Solicitor to prepare a short lease. One rood more or less of land in the townsite of Perth in the Colony, etc. etc. Bounded on the north by Mounts Bay Road, on the south by the shore of Perth Water and on the east and west by a prolongation of the east and west boundaries of Perth building lot L.34. I see no objection to the erection of the jetty and include it in the lease."

T W Mews senior still took up the occasional Government works contracts such as repairing jetties and building bridges. In March 1860 he was engaged in repairing the Perth jetty at the foot of William Street and was complaining that with the amount of traffic passing on the jetty he was having great difficulty in getting the work done. On the 8/3/1860 he tendered to build the Abba and Sabina river bridges near Busselton for 770 pounds. At this stage of his life he was 85 years old.

Thomas William Mews was also involved in the construction of Western Australia's first steam vessel, along with Solomon Cook, and was later instrumental in the fitting out of others that Cook built. (for the story of this see Cook's entry.)

In the Perth Gazette of the 2/9/1859, T W Mews, junior, placed an advertisement for the sale of boats, viz, "For Sale, 2 pleasure boats, 16 feet long, copper fastened, for one pair of oars or sails.

A whaleboat, 16 feet long, suitable for any of the coasting vessels and a full size lifeboat complete,

T W Mews, Bazaar Terrace, Mount Eliza, Perth.

Again in the Perth Gazette, 9/11/1860 there was an advertisement placed announcing the leaving of Perth for Fremantle and stating that his successor to the Perth business would be his ex-apprentice, Charles Watson.

He either didn't leave at this time or he was alternating between the two sites as the local paper ran a story saying that a new boat had been launched in Perth by T W Mews, jun, for the pupils at Bishop Hale's school on the 25/10/1861. The boat was designed for racing on Perth Water.

In March 1862 the Harbour Master's Department at Fremantle required a new five oared boat and issued a specification sheet and then invited tenders. Following are the particulars

The boat to be clencher built, length 29 feet, breadth 6 ft, from outside to outside of gunwhales, depth amidships from bung to gunwhales 2 ft 2 inches.

Keel, stem, sternpost and gunwhales to be mahogany, sternpost to be straight, stem to rake as other boats, with fore gripes as usual.

Keel to be 3 inches in depth, clear of garboard strake with a false keel in one length and 3 inches deep.

Planking, thwarts, rising and lining to be pine. Outside planking to be clear of knots and rents and not wider than 4 inches clear of overlap.

The boat to be moulded according to the one now in use by the Harbour Master. Thwarts and other fittings to be placed in

the same manner and to pull a sixth oar when necessary. Mast thwarts to be dovetailed into rising and double knees. Timber and floors, with strong crutch, floors under headsheets as per the present boat. Rudder, tiller, 6 iron crutches with shoulders for lanyards and backboard with tack and sheet hooks to be provided and fitted into gunwhales with iron plates.

The rising to be carried from end to end of the boat and united by breasthooks fore and aft.

The boat to be copper fastened throughout and covered with two coats of lead coloured paint.

Loggerheads and sheet chocks to be fitted to gunwhales with outside lining strake as in the present boat. The boat to be delivered to the Harbour Master at Fremantle, properly finished and fit for immediate use.

signed, James Harding, Harbour Master.

The contract was won by T W Mews, jun, for the sum of 35 pounds.

Also in 1862 he was employed to repair the Government barges. Although his son was definitely at Fremantle by this time it seems that T W Mews jun, came back to Perth and his old yard on Lot L.34 as can be seen from the following :-

By February 1863 the Government was well into road construction using the convict population as their work force. One of the main projects was the raising, forming and blocking of Mounts Bay Road which though a boon to the travellers didn't do much for Mews business as he built, hauled up and launched boats from the north side of the new road. Consequently he wrote to the Colonial Secretary explaining the situation, stating that he was obliged to hire a large gang to haul his boats up and over the roadway and requesting that the Government, as part of the road scheme build a slipway 40 feet wide with stone facings leading up from the low water mark to the top of the roadway. the Government response was that since the stone was coming from Mews property and that a landing was required in the vicinity of the boatshed to offload the barges it would be a good idea to build the slipway for Mr Mews.

On the 19/10/1863 Mr Mews was called on by the Harbour Master to inspect the boats belonging to his department, which were a buoy boat, 4 pulling boats and a dinghy.

By the middle of 1864 there was a slump in boat building and Mews wrote to the Colonial Secretary asking for a job in the Government Service as he was almost destitute and had no work for his employees.

Fortunately for the family he won a contract to build a two ton boat complete with oars, mast, sails, etc. and a surfboat in December 1864 for the Harbour Master's Department. The specifications for the two ton boat state that she was to be a four oared, square sterned, clencher built pinnacle to carry sprit mainsail and foresail. The 11 foot dinghy was to carry a sprit mainsail. The tenders were issued on the 8/12/1864 along with the specifications and on the 13th it was announced that Mews had won the contract.

Nine days later, on the 22/12/1864, James Harding, Harbour Master wrote to the Colonial Secretary stating that he had had both vessels delivered and that he was well pleased with them !!!

Although Mews boatshed was on Lot L.34 his dwelling was on Lot L.33. Other members of this family owned lots in various parts of Perth, such as John Charles, who owned Lots 111 & 112 in Charles Street and Lots V.110, Y.55, Y.56, Y.57 and Y.58 in Francis and Lamb streets.

James Robert owned Lots Y.64, N.28, Y.65 and N.29 which were in Beaufort Street.

On the 12/10/1867 Thomas junior wrote to the Government regarding a boat he was building for the Harbour Master's Department. He was unable to purchase oak timbers anywhere in the colony and requested that he be allowed to use instead a local timber known as stinkwood. The second page of this letter is a jumble of writings from various Government officials debating the merits of various local timbers and they finally settled on Tuart as a substitute.

During construction of this boat Thomas was laid low with a bout of influenza and he requested that he be given an extension of two weeks on his contract. The Harbour Master, Mr Butcher, was instructed to call on Mr Mews and check his condition. He did so on the 18th of November and ascertained that he was indeed running a fever. Thomas went back to work and finished the craft except for a couple of sheets of copper sheathing which he later procured from the convict department.

During March 1868 the Bunbury Harbour Master wrote to the Colonial secretary requesting a replacement boat for the one that he was using as it was old and worn out. In reply the Fremantle Harbour Master agreed to swap one of his which Mews had repaired the previous winter. It was a light fast rowing boat that had previously been used at the Rottnest Pilot Station. The boats were duly exchanged and the one from Bunbury on arrival at Fremantle was found to be so badly worn as to require immediate repairs and Mews was recommended to carry these out in December 1868.

In 1870 Mr Croke became the Harbour Master and in a letter he wrote to the Government states, "I have the honour to inform you that Mr Mews of Fremantle has built a whaleboat of Sydney cedar and copper fastened throughout on the principle and mould of the whaleboats on this coast used by Mr Bateman and others. I have constantly supervised the building of her, also I have Mr Bateman's opinion on the build of the boat and we are both of opinion that at the price, viz, 50 pounds, she is a cheap boat.

Under the above circumstances and from not having a pulling boat that will float I would beg to recommend that the Governor will grant permission for her purchase. This was granted on the 7/3/1870.

A year later, in February 1871, Mr Croke wrote that the sailing boat, built by Mr T W Mews junior, has been so imperfectly put together in the garboard strakes that they will be required to be taken out and the timbers renewed. The old ones being made out of old deal packing cases. I would beg to recommend that she be overhauled by Mr Mews senior, also that she be decked over. She would then be a suitable boat for carrying stores to and from Rottnest.

This was the boat that Thomas built in 1867 in which he was unable to procure oak and it would appear he substituted deal for Tuart. In a heavy sea, returning from Rottnest with

produce, the boat burst asunder due to the weakness of the deal.

George Forsyth became Harbour Master in 1873 and on 19/1/1874 he wrote, "I have the honour to inform you that I have inspected the boat built by Mr Mews, senior, and find her to be a stout serviceable boat. Composed of Jarrah frame and planking below the waterline and cedar topsides, copper fastened throughout, she is quite new and fitted with a mast, iron bowsprit, gaff, boom and new mainsail and jib of superior quality.

Mr Mews, senior, also offers to build the smaller boat as per specification, with the exception of iron work instead of brass, for the sum of 32 pounds which with the price asked for the larger one, 43 pounds would make for the two boats a total of 75 pounds."

These two boats, according to the tender documents, were destined for the police service at Shark's Bay.

Mr Forsyth sent in a request on 17/12/1874 to have the lifeboat on the river jetty at Fremantle repaired as, in its present state, it was quite unseaworthy.

Mr Mews, senior, offered to make a thorough repair of her for 16 pounds as compared to 30 pounds to build a new boat and the offer was the lowest he could obtain in Fremantle.

The 24/7/1875 saw a memo to the Colonial Secretary from Mr Forsyth saying, "no tenders were invited as it has not been usual to do so for these small jobs which are usually required in a hurry. Mr Mews has always done this sort of work and is very obliging if called upon to repair any accident."

Thomas, in 1875 built the two masted topsail schooner "MYRA", O/No.72475, of 31.74 tons. Her dimensions were 64 x 17 x 7.35 feet and she was built for Mr Bateman a Merchant of Fremantle. The vessel was in the coastal trade for many years and was finally wrecked whilst on a voyage from Balla Balla to Cossack on the 23/1/1895.

On the 21/9/1875 T W Mews and the Fremantle Municipal Council reached agreement on some roadworks being carried out in front of his premises on Fitzgerald Terrace, (now Marine Terrace), This is the third T W Mews.

The agreement reads in part,

Thomas William Mews, of Fremantle, Shipbuilder, on the one part and the Municipal Council of Fremantle the other part.

Whereas the said Municipal Council are building a stockade along the South Beach of Fremantle for the purpose of forming a street and whereas the piles of the said stockade are being driven at a height of six feet or thereabouts and whereas the said Thomas William Mews is possessed of a shipbuilding yard fronting a portion of the said stockade, being town Lot 160 and has requested the said Municipal Council to lower the height of the said piles for a space of thirty feet fronting the said shipbuilding yard for the purposes of facilitating the launching of any vessel or vessels which may at any time or times hereafter be built in the said yard, which the said Municipal Council have agreed to do under the conditions hereinafter mentioned."

The last piece in the C S R files is dated 21/3/1877 and is a tender from T W Mews, senior, which states, "in accordance with specifications I agree to perform the necessary repairs

to the pilot boat. The boat to be delivered and received at my workshop. Receiving for such services, 35 pounds. T Mews." It is strange that for all the years this family was involved in boat building very few of their vessels were ever registered.

In January 1878 Robert Wrightson launched a schooner named "ARIEL" and after she was fitted out she was chartered by Thomas William Mews, Junior to carry a cargo of "knees" and other boat building timbers to Adelaide, South Australia. T W accompanied the vessel to conduct the sale on his own behalf and returned to Fremantle in March 1878, whereupon he placed an advertisement in the Inquirer which states in part, "tenders his sincere thanks to the inhabitants of Fremantle and the public generally for the liberal support accorded to him since his return to the colony from South Australia.

Attention will in future be given chiefly to yachts, gigs, canoes, ship's boats, dinghies and all small craft, although special arrangements can be made for vessels of any size or tonnage. Orders from Perth, Geraldton, North-West Coast and the Southern Ports shall be attended to with despatch"

Because in the period from 1856 through to about 1890 the builder's name was not required on the registration certificate it is difficult to discover who built the boats during these times, however, some that have been identified as having been built by the Mew's family are :-

"PILOT", O/No.36537, she was a cutter of 7.55 tons and was built in 1858. Next was "SISTERS", O/No.36538, a dandy of 8.67 tons, she was broken up at Cossack during 1875.

Then came "FITZGERALD", O/No.36543, also known as "LADY FITZGERALD", she was a 2 masted schooner of 23.7 tons and was wrecked on Fish Rock in the Port of Fremantle on the 15/7/1862 when returning from Garden Island. "MEDORA", O/No. 36552 was next, she was launched in October 1864 as a cutter of 18.2 tons. Next was "ALERT", O/No.52239, also a cutter, of 19.04 tons. She was wrecked on the Murray Bar on the 28/7/1875.

Another was the "EDWARD JAMES", O/No.52240, a cutter of 14.7 tons launched in 1867 and ending her days in the pearling industry at Cossack. Next to be identified after a gap of 9 years is the "STAR", O/No.72482. She was a two masted schooner of 69.75 tons and launched from the building site at Arthur's Head in Fremantle on the 8/3/1876. She was wrecked on Sister's Reef on the 20/10/1880.

Then came "ALPHA", O/No.75300, a two masted schooner of 11.9 tons. This and the next vessel were built by John Charles Mews whereas the others were built by Thomas William Mews, sen and jun.

T.W. Mews, Senior, placed an advertisement in The Morning Herald on the 18/11/1882 giving his address as Henry Street, Fremantle, next door to the Cleopatra Hotel. His workshop was at the same location and on site he had one 20 foot boat suitable for pearling and was building canoes and light pulling craft for regattas.

About this time his son T.W.Mews, Junior received a setback and was declared bankrupt. However, he was doing his best to become viable once more.

"COMET", O/No.75318, a two masted schooner of 28.17 tons was launched in January 1884 and was wrecked on the 13/9/1893 whilst on passage to Bunbury with the loss of all hands.

The last of these early vessels to be positively identified was the "DOVE", O/No.95365, a two masted lugger of 15.47 tons and launched in December 1888. After a long career in the pearling industry she was taken over by the Royal Australian Navy in March 1942, and was later, in 1946, bought by the Australian Government.

No doubt further research will, in the future, identify more vessels that this family have built, but to date this is a fair representation.

As most of the boats they built were designed for river work, fishing and pleasure they were unregistered as such although some are on yacht club registers, for example, T W Mews built and raced a yacht named "WAVE" in the 1872 Fremantle regatta finishing second.

James Robert Mews was also a boat builder in the 1860's and 70's and in 1872 was contracted by the Government to build a boat for 34 pounds.

To recapitulate on the family,

Mews, Thomas William, born 1775, died 1/1/1870, arrived per "ROCKINGHAM", 20/5/1830. Boatbuilder and owner.

Mews, Thomas William, born 23/10/1816, died 2/5/1906 arrived per "ROCKINGHAM" 20/5/1830, Boatbuilder.

Mews, John Charles, born 28/5/1823, died 11/1/1905, arrived per "ROCKINGHAM", 20/5/1830, Boatbuilder and owner.

Mews, James Robert, born 11/12/1833, died 5/11/1918.
Boatbuilder and owner.

Mews, Thomas William, born 23/11/1842, died 20/6/1926.
Boatbuilder.

Mews, James John, born 9/10/1853, died 4/11/1930
Boatbuilder

Mews, John Charles, born 3/11/1859, died 13/9/1945.
Shipsmith at Albany.

Mews, Robert, born 2/5/1860, died 10/10/1941.

References..W A Almanacs, 1864 to 1871.

R W A H S, Early Days Journal, part 3 Pp69.

Battye Library photo collection.

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21/4/1841.

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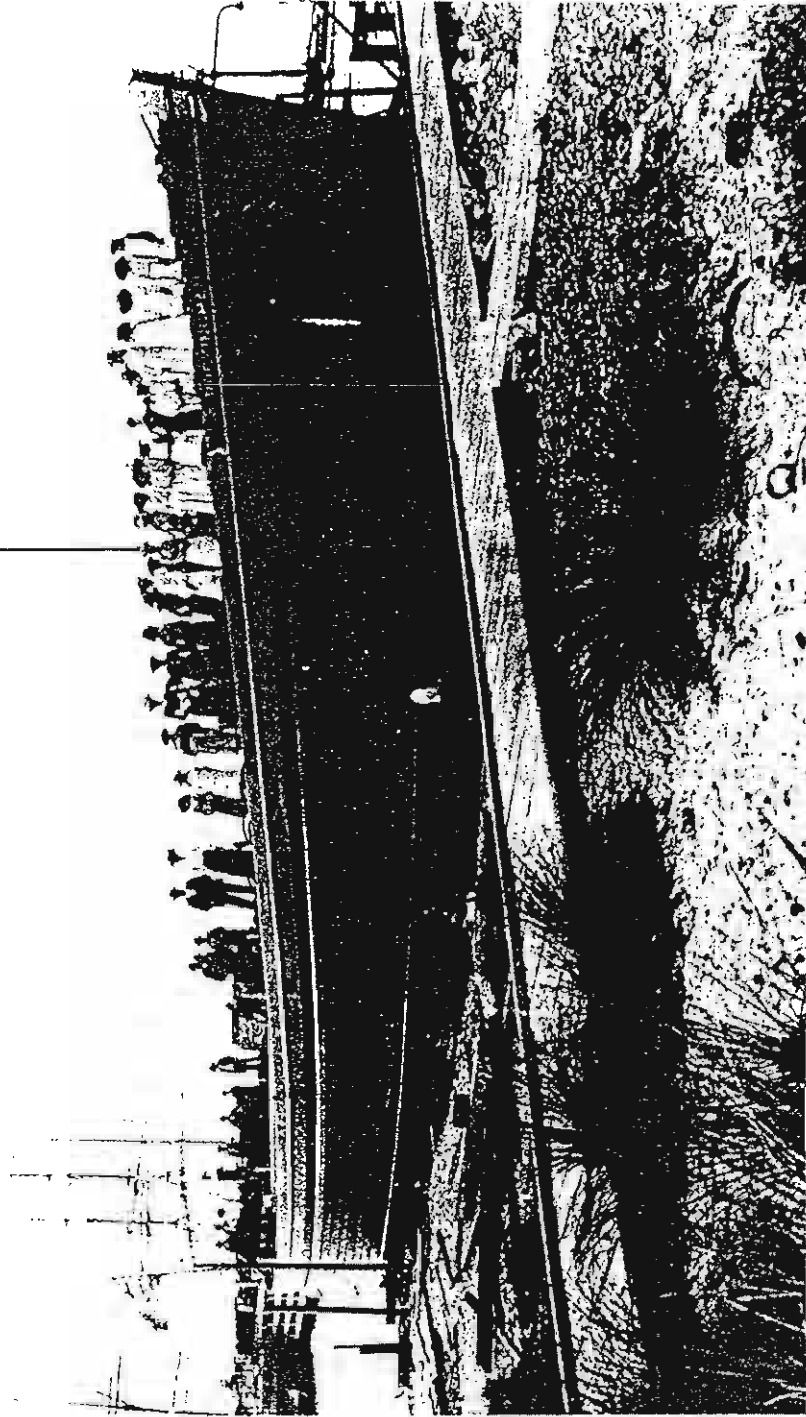
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38/157, 42/155, 42/157, 51/20, 337/126, 340/12,
372/261, 382/81, 382/117, 393/31, 417/100, 443/93
465/77, 497/166, 514/109, 521/107, 534/274, 540/80
540/95, 567/202, 559/87, 559/90, 577/94, 577/114,
589/309, 589/338, 589/344, 593/309, 614/139,

1909 - View of Shipyard - [under construction at
- ROCKINGHAM
Rockingham]

5043P



614/231, 617/15, 617/16, 617/109, 637/256,
661/181, 689/7, 769/123, 769/124, 769/128,
769/130, 770/57, 770/58, 770/143, 800/129,
865/123

The Colony of Western Australia, Nathaniel Ogle,
London, 1837.

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MILLER, Henry

of Broome.

The only thing we know of this man is that according to the registration certificate of the two masted schooner "TRIXON", O/No.131605 he is the registered builder.

The vessel was built during 1904 but was not registered until 1911. She was of 13.73 tons and her dimensions were 37.8 x 12.6 x 5.53 feet. She remained a sailing vessel until 1942 when she was altered by having an engine fitted. When first registered it was in the name of his wife Eliza.

References..Register of British Ships, Australian Archives.

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MILLERS KARRI & JARRAH Co.

of Rockingham.

This Company built 4 vessels at Rockingham and Hamelin Bay to transport their timber products. They were the "JARRAHDAL", "ROCKINGHAM", "ROUZELLE" and "COORIE".

The first of these was the "COORIE", O/No.131635, a two masted ketch of 82 tons built at Rockingham during 1897. Her dimensions were 97 x 20 x 8.2 feet. Nothing is known of her fate.

Next came "ROUZELLE", O/No.124993, a two masted auxiliary ketch of 24.5 tons. She was built at Hamelin Bay during 1900, (possibly Charles Watson was the shipwright). She was powered by a Stirling gasolene engine of 24 H.P. giving her a speed of 5 knots. Her dimensions were 56 x 17 x 6.6 feet. She was built for the Tomlinson Brothers, engineers of Perth. After many changes of ownership she ended up as a lighter working out of Onslow and Cossack.

The "JARRAHDAL", O/No.120039 and the "ROCKINGHAM", O/No.120040 were virtually identical and were built at Rockingham during 1903. Respectfully their tonnages were 172 and 166 and the dimensions were almost the same, viz 138 x 27 x 8.25 feet. They were both built as barges to be towed and after Millers sold them they passed to the Swan River Shipping Co. for trading on the river. Both had their registrations cancelled in 1948 when they were towed to sea and scuttled.

References..Register of British Ships, Australian Archives.
Accident and incident reports, Maritime Museum
report No. 51.

MISLOIN, C.

of Broome.

Nothing is known of this person except that he built a two masted schooner named the "CLEOPATRA" at Broome during 1904. her official number was 119039 and was of 13.2 tons. Her

dimensions were 36.6 x 13.8 x 5 feet and she was built for John Travers and Anton Ulbrich, pearlers of Broome. She was wrecked on the Lacepede Islands in a cyclone on the 27/3/1935. See also Charles Nielson in regard to this vessel..

References..Register of British Ships, Australian Archives.

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MOLLOY, Captain John, of Busselton.

He was born on the 5/9/1780 in England and as a lad joined the army, fighting with the 95th Rifle Brigade in the Napoleonic wars. He married Georgiana Kennedy and shortly after they sailed for the Swan River Colony aboard the "WARRIOR" which arrived at Fremantle on the 12/3/1830. With most of the available land about Perth taken up by the previous arrivals Captain Molloy agreed to go to Augusta as the Government Resident and establish the South West area.

In the event this was to prove unsuitable for a number of reasons and so they moved to the site of Busselton and established the township.

On the 5/8/1844 the American whaler "HALCYON" was driven on shore near Toby's Inlet west of Busselton and became a total loss. An auction was held and Captain Molloy, (army title) bought the hull for 60 pounds. The masts and rigging were sold to Mr Morris who used them in the vessel he was building at Mandurah. See Morris entry.

In a partnership with Alfred Bussell they decided to pull the hull apart and build a schooner and name her the "CONSERVATIVE". The idea was to transport their own produce from Busselton and do away with the middlemen as had James Turner with his "ALPHA".

The idea was sound but unfortunately they were beset with problems with distance and labour and in the end Alfred sold his shares back to Molloy who then attempted to complete the construction on his own behalf. With the vessel almost complete and ready for launching a very strong gale lashed the area. The wind and rain washed the sand from under the props and the ship crashed onto her side.

With this final calamity Molloy gave up the struggle and the vessel was again dismantled. This time the main timbers were used in the construction of his two storied house at Busselton called Fairlawn where they can still be seen today. Another story has it that the vessel was imported in frame to be built at Busselton but I can find no verification to support this local story.

References..Fanny Bussell's letters, 20/1/1845.
 Inquirer, 4/8/1847, 29/3/1845, 5/7/1848.
 Perth Gazette, 22/7/1848.
 Dictionary of West Australians, Erikson.
 Talk by Mrs King to the R W A H S, undated.
 Portrait with a background, Lady Hasluck.

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Harbor Masters Office
Freemantle 18 January 1850

Sir

I beg to enclose for the
inspection of His Excellency the
Governor the following tender for
the repairs of the Pilot Boat the
estimate made according to Chow
Moon Carpenter

I have the honor to be

Sir

Your obedient servant

James Smith

Harbor Master

The Honourable
The Acting Colonial Secretary
Raffles

MOON, CHOW,

of Fremantle.

Chow Moon was a boat builder born in China and he arrived in the Colony with Captain McDermott in the brig "EMILY TAYLOR" on the 12/10/1829 from India.

He married Mary Thorpe at Fremantle in December 1847 and was listed as a carpenter. In the 1837 census he is referred to as a boat builder and it would appear that he alternated between building boats and houses.

On the 18/1/1850 Mr Moon tendered to repair the pilot boat for the Harbour Master, Daniel Scott.

In a letter from Mr Butcher, Harbour Master, on the 10/9/1867 to the Colonial Secretary, he states,

"Sir, I have the honour to enclose a specification for timber required to build a boat in compliance with your letter of the 4th inst. Except stem, sternpost and knees which can be made of colonial timber, stem and stern posts to be of mahogany and knees to be of white gum.

In reference to the whaleboat, I cannot obtain one in Fremantle but can get one built of Sydney Cedar. I have examined one belonging to Mr Bateman built by a chinaman named Moon. This boat is only a five oared boat, has been in the whale fishery at the north this season and is highly approved of by the owners and preferable to his American boats. Mr Bateman, who has had many years experience in whaleboats highly recommends five oared instead of six. He has offered to supply the materials for planking and to lend all the moulds required which he has laid by."

Chow Moon died on the 13/6/1877 at Fremantle when he was run over by a mail van driven by a Mr George Parker. Being of old age and nearly deaf Mr Moon was slowly making his way across the street when the mail cart came hurtling around the corner and ran over him, killing him instantly. As a direct result of this accident laws were enacted in Fremantle reducing the speed of vehicles in the town and during the night, lights on the vehicles became compulsory.

References..1837 Census.

Dictionary of West Australians, Erikson.
Colonial Secretary's Records, Vol 202/192,
593/235.
Western Australian Times, 15/6/1877.

.....

MOONEY, W.

of Fremantle.

Another man of whom we know nothing except that which appears on the registration certificate of the two masted schooner "ROSEF".

According to the certificate he built this vessel in 1903 at Fremantle. Her official number was 117795 and she was of 12.24 tons with dimensions of 37.4 x 12.5 x 3 feet.

She was built for Frank Biddles, a pearler from Broome and after many changes of ownership eventually served in the Royal Australian Navy during the second world war, being purchased by them in 1946.

This is the only known vessel to have been built by him.

25/

BUILDERS' CERTIFICATE.

Name of Vessel DANA MAREA Estimated Gross Tonnage 34

Number of Decks <u>one</u>	Build <u>Carrack</u>
Number of Masts <u>Two</u>	Stem <u>Spoon</u>
Rigged <u>Ketch</u>	How Propelled <u>Diesel</u>
Stern <u>Counter</u>	

	Feet.	Tenths.
Length from forepart of stem, under the bowsprit, to the aft side of the head of the stern post	<u>54</u>	<u>3</u>
Main breadth to outside of plank	<u>14</u>	<u>1</u>
Depth in hold from tonnage deck to ceiling at midships	<u>4</u>	<u>8</u>

I Alfred C. Morgan of Broomie

in the State of West Australia do hereby certify that the

Dana Maria described above was built by me at

Broomie in the year 1953 for A. C. Morgan

J. Bradshaw
Customs Officer. Witness to Signature.
300-24.11.16.-C.13447.

A. C. Morgan
Builder.

References..Register of British Ships, Australian Archives.

.....

MORRIS, Joseph,

of Mandurah.

Born in 1811 he arrived at Fremantle on the 12/3/1830 aboard the "WARRIOR". On arrival he was indentured as a mechanic and worked around Fremantle.

It is not known how he made his money but in 1843 he decided to construct a brig of about 250 tons burthen and chose a site on the Murray River at Mandurah to build her.

The first intimation we have of this vessel is in an article in the Perth Gazette of 21/9/1844 which relates the sale of the wrecked American whaler "HALCYON". The article states, "the rigging was sold to Mr Morris and he proposes employing it in fitting out his vessel, now nearly completed and built of our colonial timber at the Murray."

The next article which appears in connection with this ship comes on 23/11/1844 and reads, "the "JOSEPH MORRIS", another colonial craft on the stocks, building at the Murray, and rated at about 250 tons it is expected will be launched in the course of a few weeks. It will be perceived by a notice in our journal that her first trip will be to England, touching at the Cape of Good Hope. This spirited undertaking merits success and it is generally the wish of the colonists that a prosperous result may attend this enterprise, more particularly as this will be the first vessel constructed entirely of our West Australian colonial timber which has entered the Port of London. The specimen this craft will exhibit of the adaptation of our woods for shipbuilding, it is anticipated will have the effect of directing the attentions of the trade at home to the valuable qualities of our almost inexhaustible source of supply of this commodity." The Perth Gazette of 17/6/1845 states that the "JOSEPH MORRIS" now building at the Murray is in a state of great forwardness and it was expected that she would soon be launched.

However this didn't occur until the 2/12/1845 and the Inquirer reported the event thus,

"on Tuesday the 2nd inst, was launched in Peel's Inlet, on the Murray, the "RIVER CHIEF", 220 tons burden. The novel mode of launching "broadside on" was effected on this occasion with the most perfect success, to the great credit of the builders and others employed and high delight of the multitude of spectators.

It is intended immediately to warp the vessel over the bar of the Murray and run her up under jury masts, with the first southerly breeze, to Peel's Harbour, in Warnbro Sound, where she is to be rigged and got ready for sea as expeditiously as possible in order that she may take on board at Augusta, 220 tons of that valuable timber, the Tuart wherewith she is to proceed direct to London via the Cape."

Unfortunately at this stage Joseph Morris went bankrupt and on the 16/3/1846 Messr's Samson, Government Auctioneers offered the hull of the "RIVER CHIEF" with all rigging, boats and fittings for auction. Her building costs were

approximately 1500 pounds and she was sold for 500 pounds to an Adelaide Company who then had her fitted out for sea for another 280 pounds.

When ready for sea Captain Starling decided to dispense with Pilot Back's services. He sailed on the Saturday, 5th of December 1846 and chose to pass through the passage between Garden Island and Carnac Island. She struck a rock whilst transiting the passage and carried away her forefoot and cutwater and began taking water.

She returned to Fremantle and an enquiry was held into the conduct of the Master and repairs were effected.

This though wasn't the last of the troubles of this ill-fated vessel as when she finally sailed for Adelaide in early February 1847 with cargo and 20 passengers she encountered a severe gale off the Leeuwin and lost her topmasts. For some time she was feared lost but a report arrived stating that an "ugly brig, painted black, without any strake and with her foretopmast gone was seen to be entering King Georges Sound.

The ship was registered at Port Adelaide in 1847 and was described as a wooden two masted brig of 158 tons. Dimensions, 71.9 x 27.5 x 11.7 feet. After changes in ownership and more dramas she was finally wrecked at the Richmond River heads in New South Wales in November 1865.

Although the newspaper accounts say that Joseph Morris was the builder of the vessel, her registration papers state that William Hugh Edwards was the builder. From this it can be assumed that Joseph Morris was the financier and Edwards the actual designer and constructor.

References..Early Days Journal, Vol 1, Part 5. R.W.A.H.S.

Dictionary of West Australians, Erikson.

Inquirer, 13/11/1844, 30/4/1845, 10/12/1845
26/12/1846, 3/2/1847, 3/3/1847.

Perth Gazette, 21/9/1844, 23/11/1844, 14/12/1844,
17/6/1845, 29/11/1845, 7/3/1846, 11/7/1846
19/9/1846, 31/10/1846, 9/1/1847, 27/2/1847.

Ships of Australia and New Zealand before 1850,
by Ronald Parsons, private printing.

.....

MORRISON, HUGO,

of Bunbury.

He was born in 1819 but how and when he arrived in the Colony is a mystery. In 1841 he married Susan Louisa Rice and they lived at Bunbury where he practised the trade of carpenter and boat builder.

In the Inquirer of 3/2/1847 appeared this article,

"the launch of Mr Morrison's new schooner took place at Bunbury on Wednesday last, the 27th inst, in the presence of nearly all the inhabitants of the district.

She was named by Mrs Morrison the "EMU" and though but 30 tons register, is we understand, a most creditable little craft to the colony, as far as model and workmanship are concerned. Everything went off well, and the festival was not disturbed by a single instance of intoxication, there having been, as we are informed, no grog in the district at the time. We have not been able to ascertain what was the fluid

contained in the christening bottle, but we must hope it was not water, a liquor utterly repugnant to the feelings of every tar on such an occasion. The "EMU" will be ready for sea in a month or two, when her first voyage will be to Singapore."

The "EMU" was a wooden two masted schooner of 21.5 tons. Her dimensions were 39 x 11.5 x 5.9 feet with one deck and a square stern. She was sold at Singapore and registered there as No.4 of 1849. She was resold and the registry was transferred to the Port of Adelaide in 1851. She joined the mosquito fleet of small schooners trading to the outports of South Australia and was eventually wrecked at Port Elliot, South Australia on the 1/5/1853 with the loss of all on board.

References..Dictionary of West Australians, Erikson.
Inquirer, 3/2/1847.
Ships of Australia and New Zealand before 1850,
Ronald Parsons, 1983, private printing.

.....

MURRAY, John, of Fremantle.

All we know of this man is that he was a shipwright at Fremantle during 1886 and that he was a signatory to a petition for a steamship service to Wyndham in August 1886.

References..Dictionary of West Australians, Erikson

.....

MURRAY, William, of Fremantle.

Also see the Howson's entry.

His history as told by his grandson, Walter Murray of Dianella, W.A.

"The life and times of William Murray, 1867 - 1941,
Master Shipwright of Fremantle."

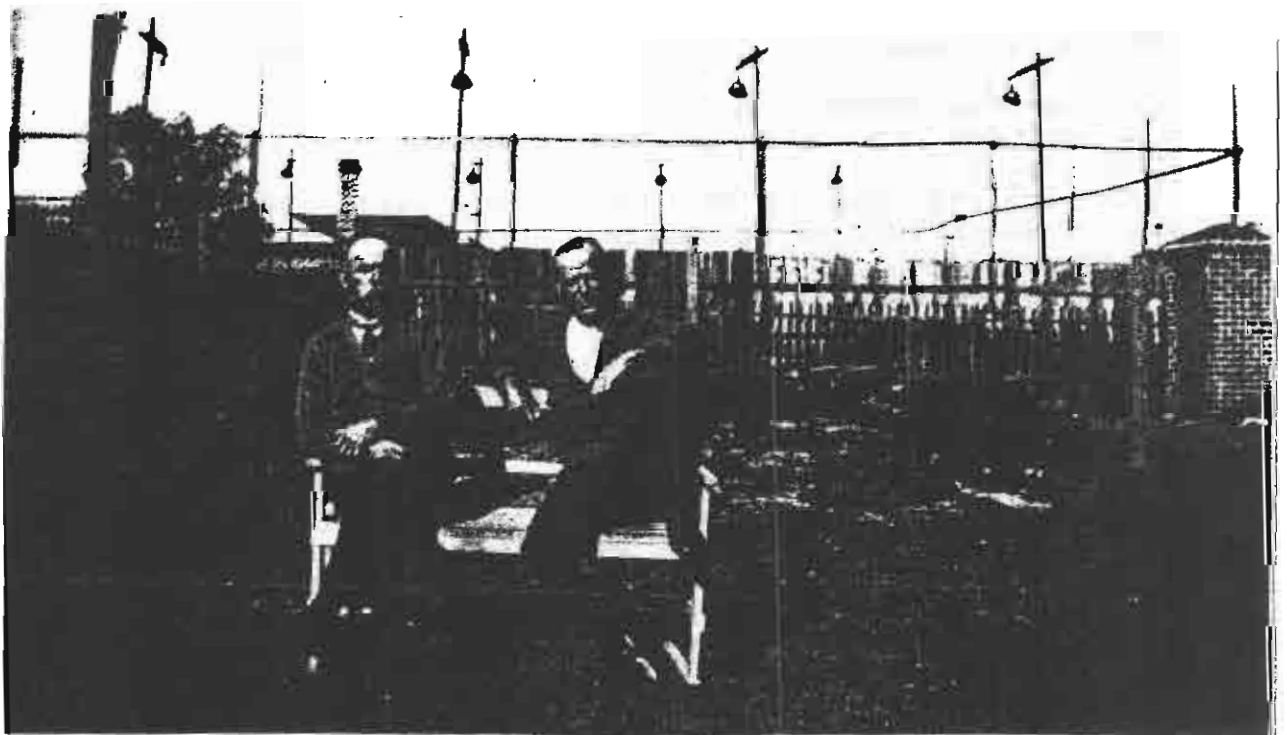
My grandfather, William Murray was born in one of the old warder's cottages in Henderson Street, Fremantle on April the 10th 1867. His father, William Murray, 1831 - 1905, and his wife Isabella, nee Elder, had arrived in the brig "ESCORT" on Boxing day 1860. He was employed as an assistant warder in the convict establishment from 1865 to 1873. His father-in-law, Andrew Elder, who arrived in the "RAMILLIES" in 1854 as an enroled pensioner guard had nominated them as immigrants.

William Murray, the younger, was raised by the Wardle family in a stone cottage on the Bather's Beach side of Arthur's Head. Thomas Wardle was the Coxswain of the Water Police boat until his death in 1872. Around this time, in the late 1860's William was also raised by the Fry family on Garden Island.

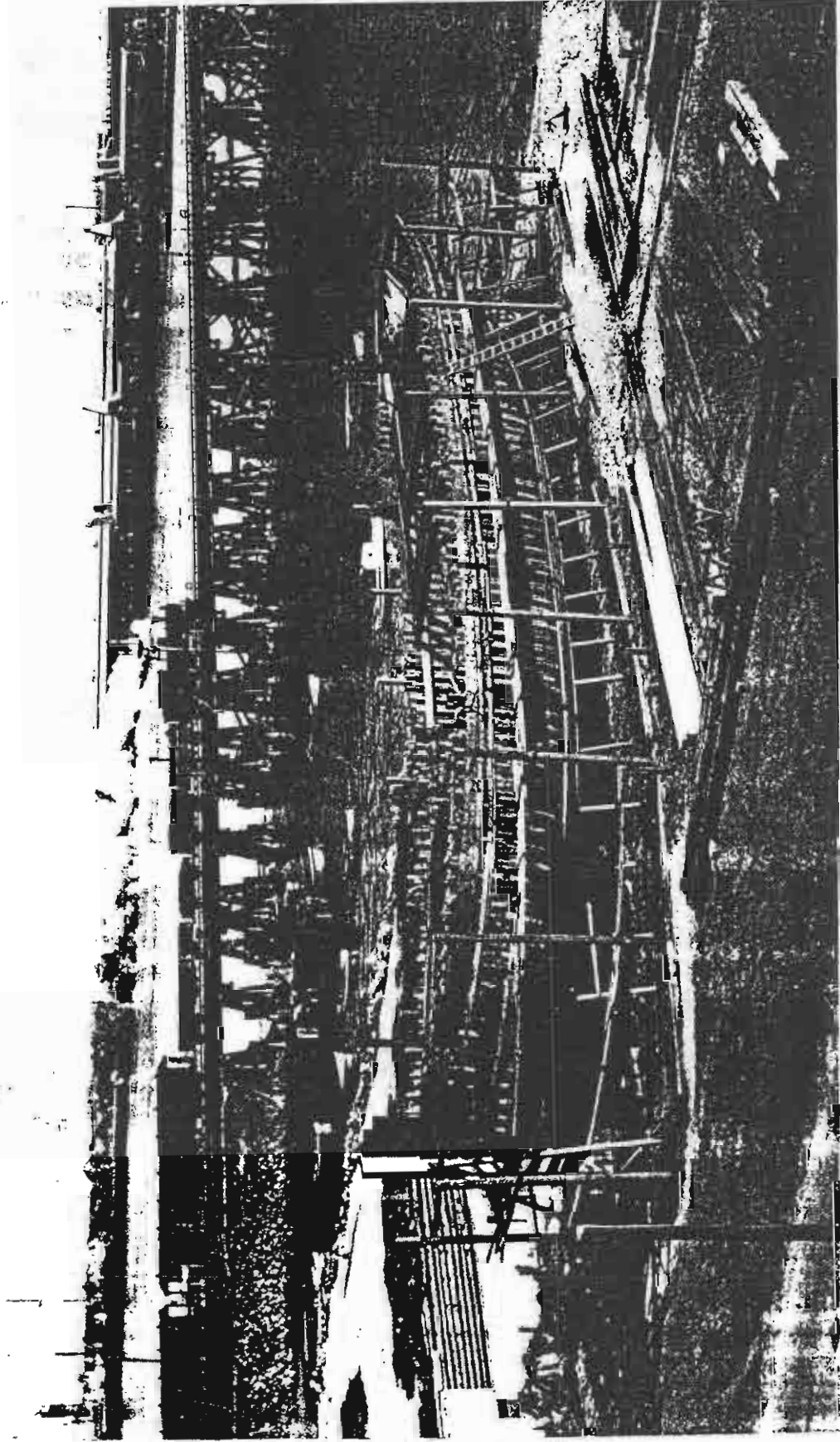
They had a farm between Sulpher Town and Careening Bay and used to use a hill called Fry's Lookout for when the schnapper schooled. When a school was sighted they would sail out and hook and land as many as possible. These were then sun dried and sold to the ships that used Careening Bay. My



William Murray, senior.



William Murray, sen, left. William Murray, jun, right.



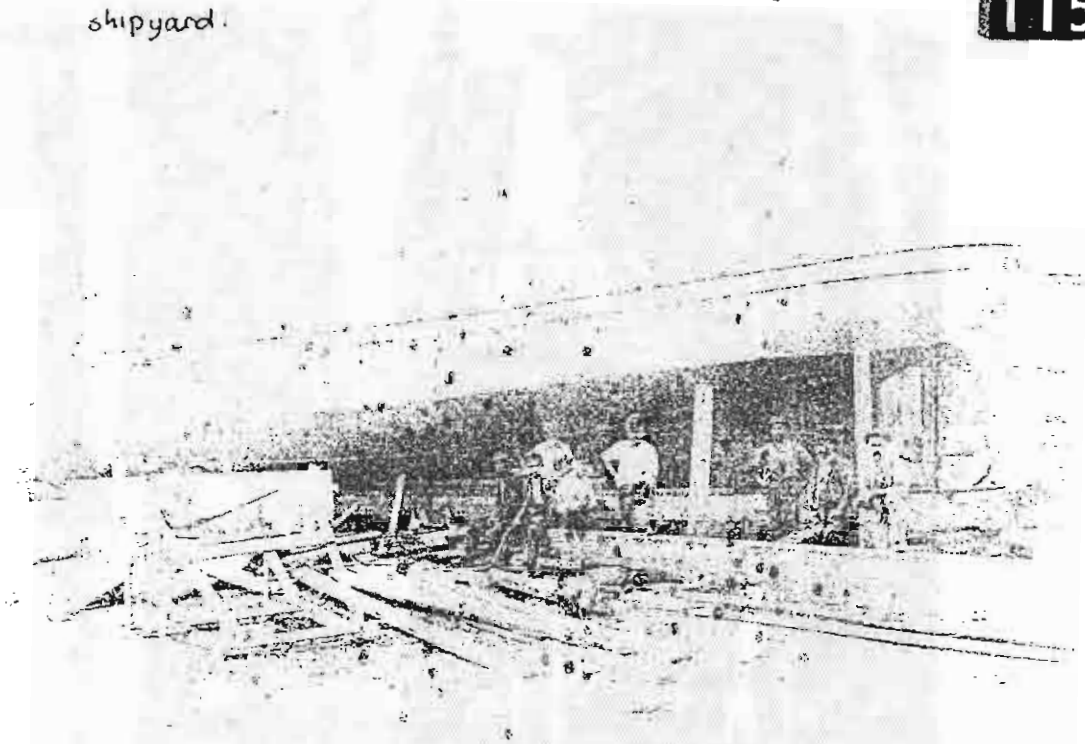
J. K. DAVIDSON

Building a lighter at Fremantle for the North-West trade. Trains pass to and fro over the Swan River. Beyond is the north wharf where wheat and wool are loaded for overseas marketing.

WHILE TRAINS GO BY

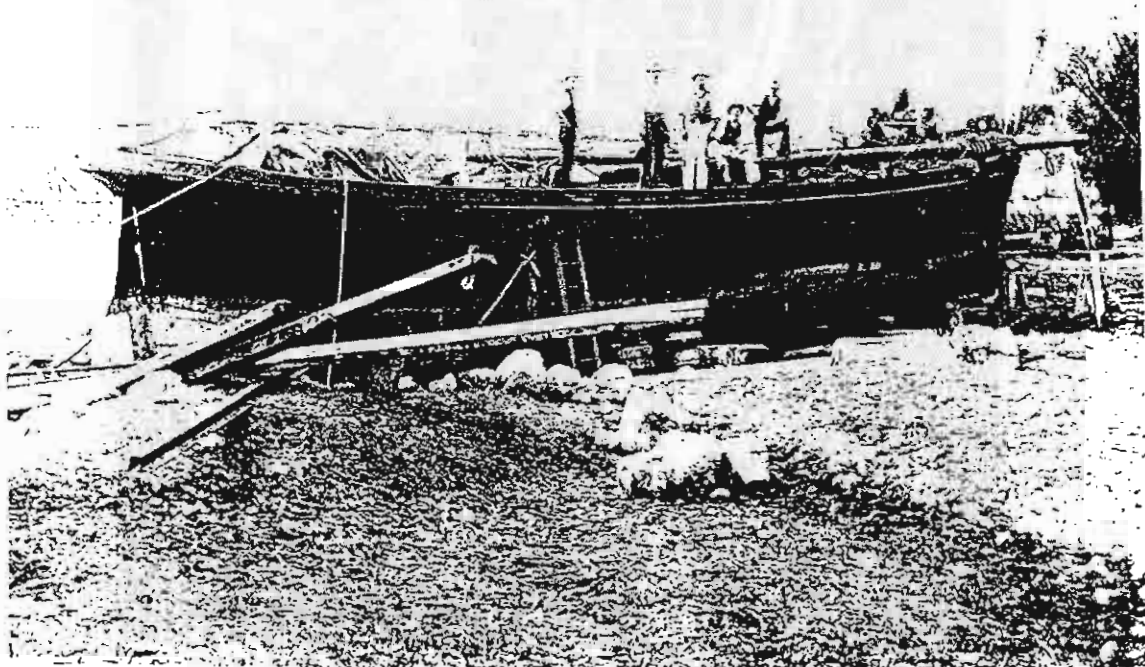
The 'Venus' built at E. Howson + W. Murray's
shipyard.

1151



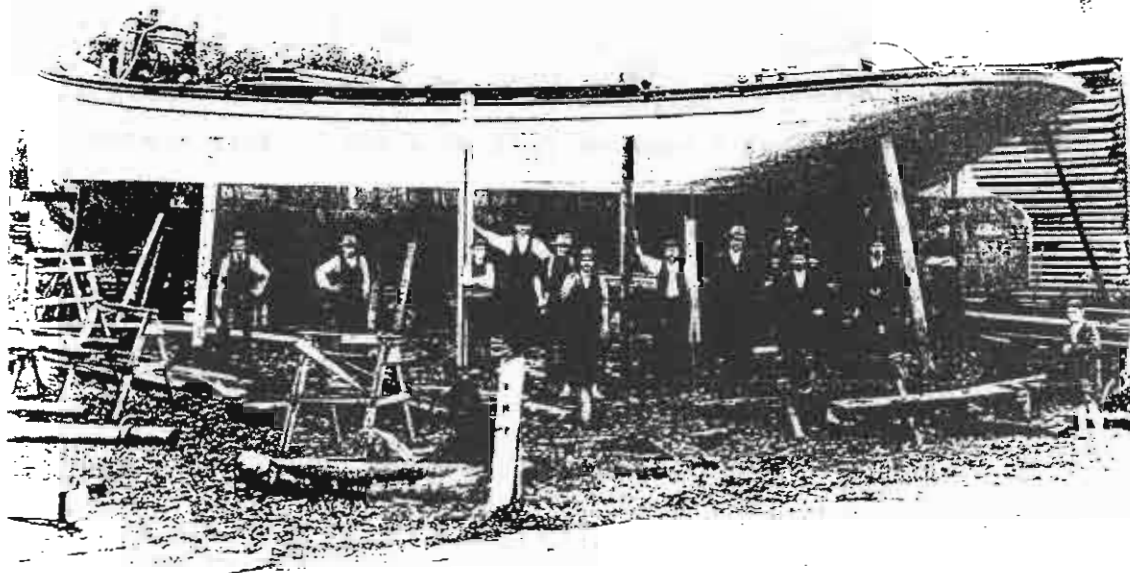
Lugger being repaired at Edward Howson +
William Murray's shipyards

1148



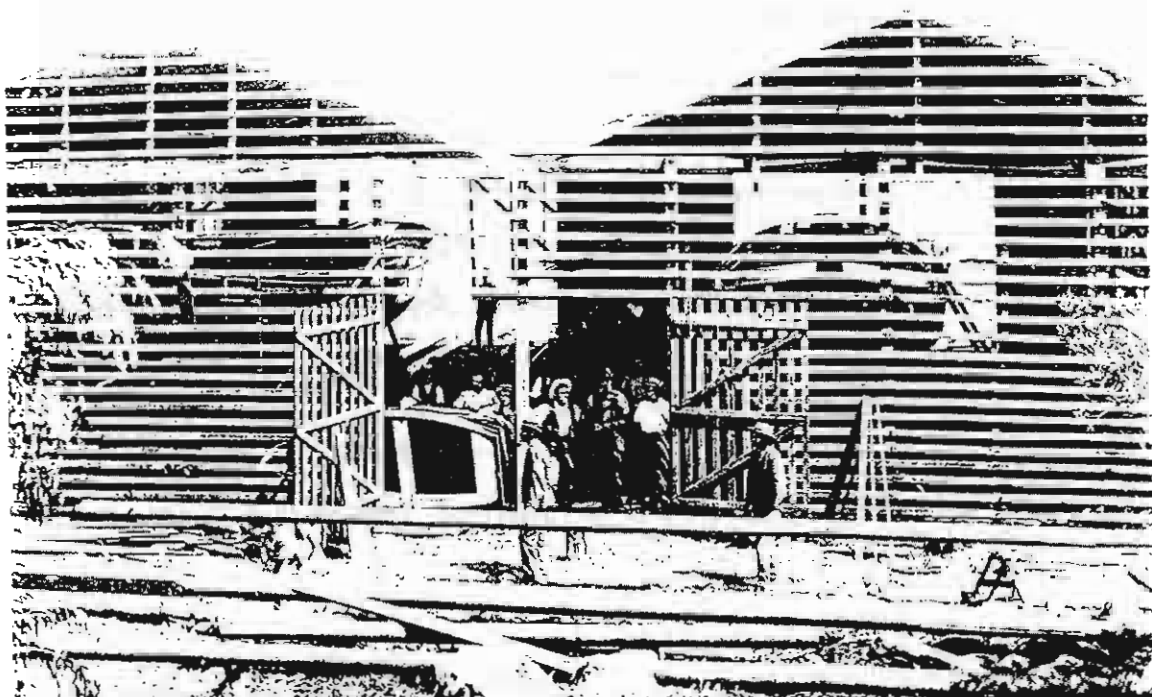
Edward Howson + William Murray's shipyards

1152



Edward Howson's + William Murray's boat building yards

1150



PORT of FREMANTLE,

DATE ¹⁴ Oct-14 1903

I William Murray at Fremantle

do hereby certify, that the Sailing Vessel Frank
_____ 12 tons or thereabouts, having one
deck, and fitted with two Masts Schooner rigged, was --
built by me at my yard in the year 1903, and launched on
the _____ day of _____ 1903 on
account of G. Biddle
and that I have no further claim in this vessel.

.....SHIPBUILDER.

Port of Fremantle 1903

I George Mc Carter Shipbuilder
at Perth do hereby certify that
the Sailing Vessel Oris Good of 12 tons
or thereabouts having _____

one decks and fitted with two Masts

Schooner rigged, was built by me at my yard

in the year 1903, and launched on the 24 day of September 1903

on account of H. J. Good & Co

Fredrick Daniel Good Gentleman Perth 16 where

Edwin Henry Good Parlar Brome do

Michael Matthew White " " "

Thomas Grimmitz Hawley Clerk Perth "

And I have no further claim on the vessel

Geo Mc Carter Shipbuilder

grandfather was involved in these ventures and began his love of ships that later developed into shipbuilding.

He only had two years ordinary schooling as it involved uncle George Fry rowing and sailing him to school in Fremantle on Monday morning and picking him up on Saturday morning. He probably stayed with the Wardles during the week.

After his father finished with the convict service in 1873 he did some schooling at the old Perth Boys School in St Georges Terrace. His father worked as an engineer at Green's Flour Mill in Hay street, opposite the Wesley Church.

In 1882 young William was indentured to Thomas Haley, a cabinet maker at Fremantle and part of his work there involved making coffins with A E Davies, another apprentice who later on became an undertaker.

After completing his indentures he worked in Wardles Joinery in High Street, Fremantle and then was married to Susan Rickey at York on the 12/6/1889 and they lived at Lot 395 in High Street. Later he built a cottage on Lot 725 in what is now Wray Avenue.

He was a carpenter in these years and his uncle Edward Howson, shipbuilder, lived opposite. He went to work for Howsons, rising to foreman and by 1903 was in partnership.

In 1901 to at least 1903 Murray & Howson's shipyard was situated on lot 284 Beach Street, Fremantle, which block they shared with Charles Dixon, also a boat builder.

In 1913 he moved to the corner of East Street and Canning Road, East Fremantle which was close to the Howson & Murray shipyard in Beach Street. His last move was to 24 Fortescue Street, East Fremantle. There was a large shed on the property in which was stored the hull models of the craft they built and the frame markings for the steel bucket dredger "PARMELIA" which they also built.

He came out of retirement in 1938 to oversee the construction of the "KING BAY", a large wooden built lighter. The knees were cut in the bush surrounding Fremantle.

Of vessels that William Murray built in his own right we have the "BLANCHE", O/No.114496, a two masted schooner of 12.5 tons with dimensions of 36.66 x 11.75 x 3.75 feet. She was built for Frank Biddles and John Simpson, pearlers of Broome. then came the "LILLIAN", O/No.117805, "CHIEFTAN", O/No.118526 and "FRANK", O/No.118984. These were very similar to "BLANCHE" and were built for the same owners.

In the Murray And Howson partnership the craft built were, "NEW MOON", "PATIENCE", "OPAL", "HAWK", "COLLIER", "KIM", "THEO", "NORTHAM", "CLARE", "TEDDY", "THISTLE", "BARBARA", "BOSSUT", "MITCHELL", "BAY", "TANAMI", "WYNDHAM", "TEDDY VOLNEY", "JOAN OF ARC", "CHAFFINCH", "BROOME", "FOXWORTHY", "RAFF", "BULLETIN", "LOTOLOP", "GLADYS OLIVE", "ESQUIMAUX", "WALLAL", "GLORIA VIOLET", "KARALEE", "MUNDARING", "CUPRUM", "CONCHIE", "SPINAFEX", "CRABRO" and "SYDNEY HENRY".

They also built fishing and pleasure craft but as they were not registered they are very hard to trace.

The majority of the aforementioned vessels were two masted schooners or pearling luggers but some like "CONCHIE" was a two masted ketch and was designed for transporting ore from the Whim Well mine to ships waiting offshore. The "KARALEE" was built as a lighter to be towed and the "CRABRO" was built as an auxiliary cutter.

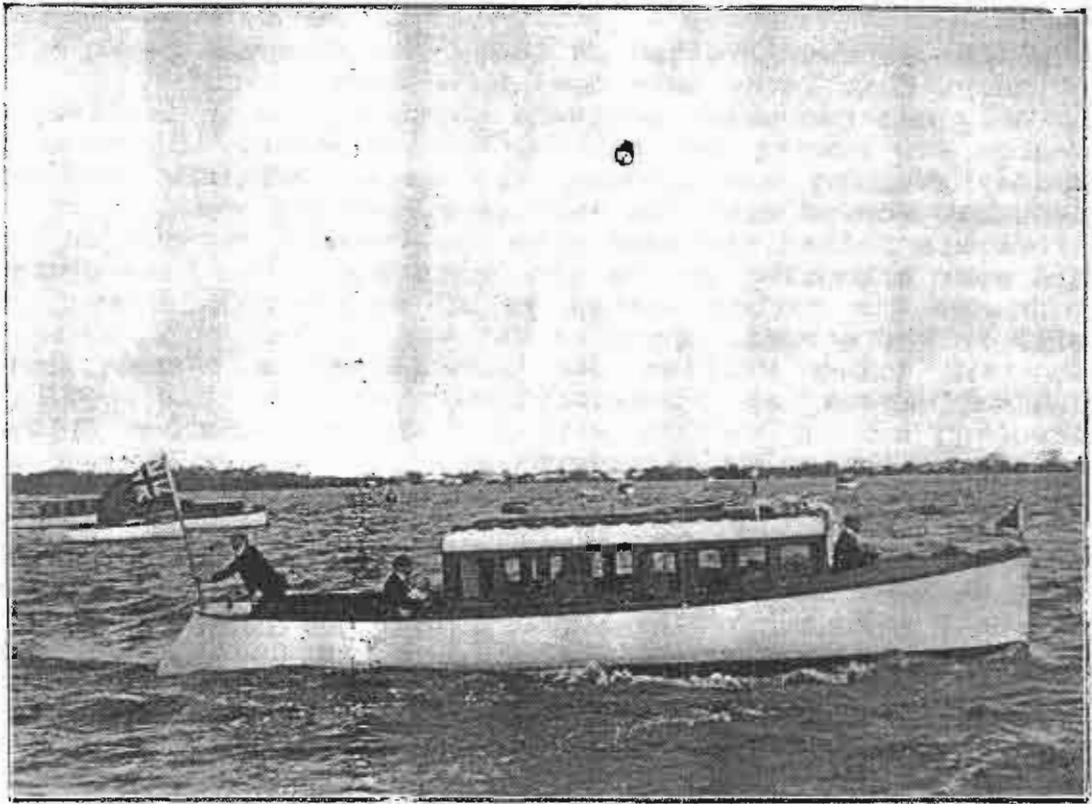


Photo by H. F. Miller]

Ulyssis.

[Cottesloe.

Designed by S. Myslis. Built by Messrs. Myslis & Lawrence.
Equipped with a 12 h.p. Stirling engine.

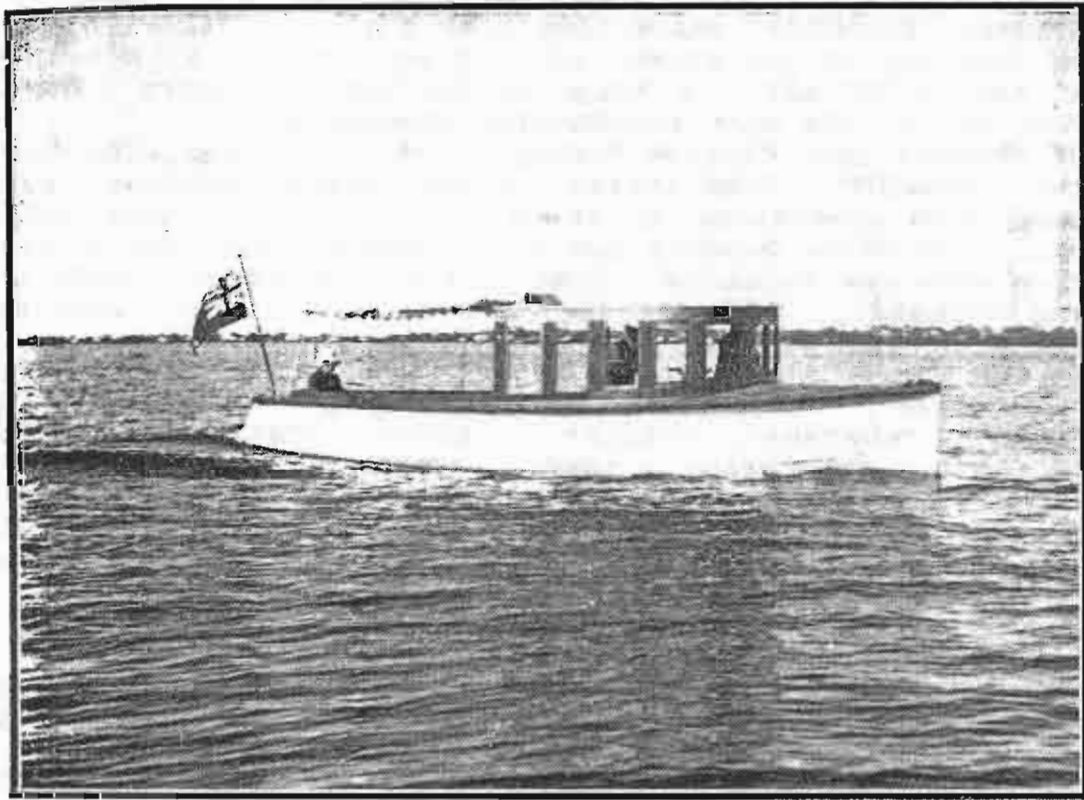


Photo by A. W. B. Gleadell]

PEARL VIEW.

[Perth.

"Rudder" design. Built by S. Myslis. Equipped with 9 h.p. Hubbard engine.

MURPHY - BOSTON
SHRAGER - BOSTON
SHRAGER - BOSTON

Broom, N.A.

101

Port of Broom
Oct 15 1903

We Murphy Shrag & Co Shipbuilders
at Broom do hereby certify that
the sailing vessel Sea Gull of 126
or thereabouts having on deck two
masts and schooner rigged was built by
us at our yard in the year 1903
and launched on the 27th July 1903
on account of Dennis Follett + Sons
of Broom, Builders and we have
no further claim on the vessel.

Murphy Shrag & Co
Shipbuilders

References..Register of British Ships, Australian Archives.
 Personal interviews and details from Mr W Murray.
 Fremantle Library photo collection.
 West Australian, 11/5/1905
 Fremantle City Council rate books.

.....

MURPHY, C W, of Broome.

Cecil Murphy was one of the large fleet owners of Broome and at one time or another owned over two dozen vessels. As far as his boat building activities go he is the registered builder of five pearling luggers which were constructed during 1902 and 1903. They were the "FANNY", "GRACIE", "ERA", "MENA" and "MEAN". They were all two masted schooners of 12 tons and of similar dimensions, viz, 38 x 11.2 x 3.2 feet. As Cecil Murphy was a businessman of some standing in the community of Broome it is hard to imagine him as the builder, so more probably it was his Asian workers that actually did the construction for him, but, as registration requirements obliged him to have an Australian citizen as signatory he signed the documents himself.

References..Register of British Ships, Australian Archives.
 History of the North West, Cassell, 1909.

.....

MURPHY-SCHRAGER & Co. of Broome.

In 1903 Cecil Murphy, above, went into partnership with Shragers and they are the registered builders of the two masted schooner "SEAGULL", O/No.119015 of 12.46 tons The dimensions were 36.6 x 12 x 5 feet. As above it is likely that the Asian labour actually constructed the vessel.

References..Register of British Ships, Australian Archives.

.....

MYSLIS, S, of Fremantle.

Another builder of which we know little but we have two photographs of motor launches that he built. As these launches are built for public use as ferries and not just for private use it is right that he be included. The boats that he built were the "PEARL VIEW" and the "ULYSSIS".

References..W.A. Yachting and Motorboat Annuals, 1902/03.

.....

NAIRN-CLARKE, W M, of Albany.

Builder's Certificate

Port of Broome, W. A.
February 9th 1904



I, Charles Nielsen shipbuilder
of Broome, Western Australia
do hereby certify that the
sailing vessel "Cleopatra" of
13 tons or thereabouts, having
one deck, and fitted with
two masts

Schooner rigged was built by
me at my yard in the year 1904
and launched on the 27th day
of January 1904.

in account of
John Travers.

Partner of Broome, and
Anton Elbricht

Partner of Broome.

each owners of $3\frac{1}{2}/64$, thirty-two
sixty-fourths

I have no further claim on the
vessel

Shipbuilder
Broome.

Western Australia

Charles Nielsen.

"on the 19th, started from Oyster Harbour, at 3 o'clock A.M. on our voyage. Pulled out with great difficulty to Michaelmas Island and then made sail, rounding Bald Head at about 8 o'clock, the sea was running very high and finding the boat leaking a good deal, we put in for Torbay, and landed first on an Island in the bay quite close to the main where we obtained some mutton birds in holes. From the top of this Island I had a fine view of Mt Lindsay bearing by compass NW by W said to be situated at the head of the inlet known as Wilson's Inlet.

We then made for the place where Mr Sherratt's vessel of 200 tons is in the course of being built and on hauling the boat up it was deemed necessary to give her a false keel and a rudder instead of the heavy steering oar.

20th, engaged all day in repairing the boat and making her fit for sea."

Although William was an explorer rather than a shipwright I have included this deliberately to illustrate the ingenuity of our pioneers when faced with difficulties.

References..Inquirer, 24/8/1841, Journal of an expedition to Nornalup or the Deep River, 1841.

.....

NAYLOR, George,

of Fremantle.

born in 1862 in England and arrived at the Swan River Colony as an infant with his parents per the "NORWOOD" on the 9th of June 1862. His father was an enroled pensioner guard employed by the Convict Establishment.

He was married on 20/1/1889 to Mary Ann Wilkins at Fremantle. His early career was as a bootmaker but he became a shipwright in 1886 and is recorded as working in this trade until 1889 when he gained employment with the Fremantle Harbour Trust working as a shipwright. In 1900 George and his family lived at 55 King William Street, Fremantle and then in 1902 they had shifted to lot 55 Mandurah Road, still in Fremantle. Mr Naylor died on the 27/7/1941.

There are no known vessels directly attributed to him.

References..Dictionary of West Australians, Erikson.
The Herald Almanac, 1886 - 1889.

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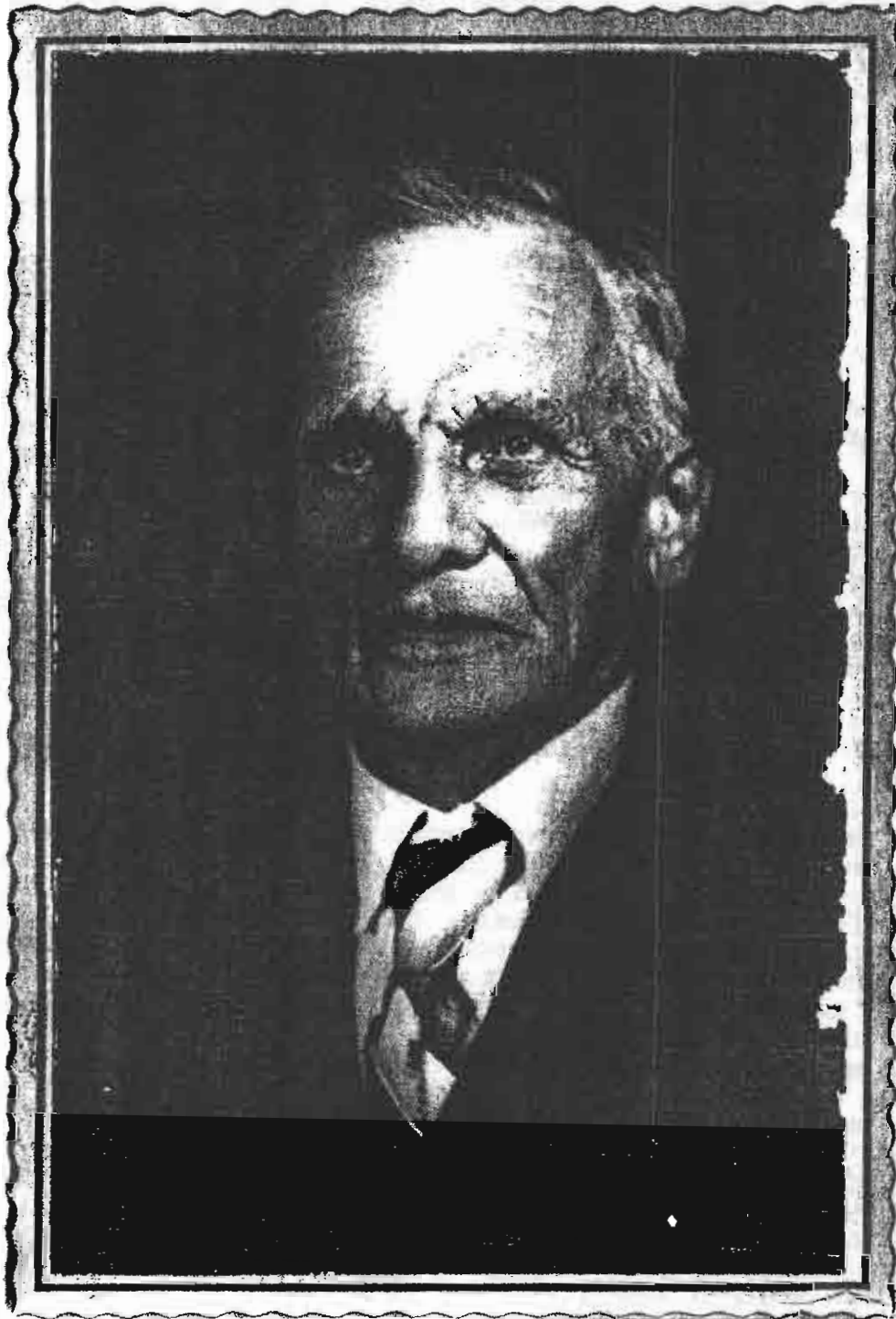
NIELSON, CHARLES,

of Broome.

Nothing personally is known of Mr Nielson and all we have to show of him as a boat builder is his builders certificate for the two masted schooner "CLEOPATRA".

This opens up another question, as on the ship's registration papers, the builder is named as C. Misloin of Broome.

The builders certificate reads :-



Karl (Charlie) Olson, Shipwright.

I, Charles Nielson, shipbuilder of Broome, Western Australia, do hereby certify that the sailing vessel "CLEOPATRA" of 13 tons or thereabouts having one deck and fitted with two masts, schooner rigged, was built by me at my yard in the year 1904 and launched on the 27th day of January 1904.

On account of John Travers, pearler, of Broome and Anton Ullbricht, pearler of Broome. Each owners of 32/64 shares.

I have no further claim on the vessel,

signed, Charles Nielson, Shipbuilder, Broome.

Possibly the explanation is that the owners when registering the vessel in Fremantle used the shipwrights name as the builder as they probably had more contact with him.

References..Register of British Ships, Australian Archives.
Boat Builders Certificate for "CLEOPATRA"

.....

OLSEN, Jack,

of Perth.

Jack was the partner in Sutton and Olsen's, a well known boat hiring business from about 1900 to 1906 when he passed away. Apart from their hiring business they built some of the famous "VAL" ferries which mainly ran on the Perth to Coode Street run, such as "VALHALLA" and "VALKYRIE".

In 1905 they built the 40 foot launch "VALDHANA" which was fitted with a 15 H.P. Union engine.

They also built dinghies and yachts for their hire business.

References..Yachting and Motor Annuals, 1902 to 1913.

.....

OLSON, Karl, (Charlie)

of Fremantle.

he was born at Stockholm, Sweden on the 19/6/1874 and went to sea on square-riggers. He jumped ship at Fremantle just after the turn of the century and worked as a shipwright at Guildford where, with others, they built a pearling schooner. Unfortunately it is not known which vessel it was although I am almost certain that the boat building yard was on the south bank of the Swan River and about 100 yards downstream from the Guildford Bridge.

This would possibly make his employer a Mr J Lyons.

After assisting in the building of this boat he went north to Broome and worked on the schooners as a pearler and in the layup season worked in the ship repair industry.

Around 1920 he returned south and gained employment at Tilley's boatshed at East Fremantle where he remained until his retirement in the late 1930's. Even in retirement he still built dinghies in his backyard which he sold from home through word of mouth.

References..Photos and information supplied by his grand-daughter, Mrs G Olson.

.....

OLSSON, Johan Ludwig, of Fremantle.

There is only a single entry to indicate this man's occupation.

It is assumed that he was a ship's carpenter who either paid off the vessel he was working on or he jumped ship both of which were quite common in the 1860's and 1870's. In fact it was not unknown for the Master to have the crew arrested by the water police on arrival through a trumped up charge and then to have them released prior to sailing just to prevent them from jumping ship.

He was married at Fremantle on the 7/5/1868 to Emma Matilda Simmons and they had but one child who died in infancy.

At that period in his life he was recorded as a shipwright at Fremantle, but as there are no known vessels that can be attributed to him it is assumed that he was employed by the established shipyards.

References..Dictionary of West Australians, Erikson.

.....

O'NEIL, James, of Cossack.

Again nothing of a personal nature is known and only the two entries place him in the shipwrighting trade.

Apparently he first went to Cossack as a pearler around 1880 but then in 1884 and 1885 he is registered as a shipwright.

There are no known boats built by him and it is probable that he carried out maintenance on the pearling fleets.

References..Dictionary of West Australians, Erikson.
The Herald Almanac, 1884 and 1885.

.....

OSBORNE, James, of Vasse.

Born in 1820, he was married with seven children and his trade was that of a mill sawyer when he was convicted of uttering forged notes. He was sentenced to 15 years transportation and arrived at Fremantle on the "PALMERSTON" on the 11/2/1861, (No.5756). His ticket-of-leave was granted on the 14/9/1863 and his conditional pardon on 19/8/1869.

He was variously employed at the Vasse, Fremantle and Champion Bay as a shipwright and labourer.

From 1865 on he was self employed until he departed to Adelaide on Christmas Day 1878.

There are no vessels that can be identified as having been built by this man in his own right.

References.. Dictionary of West Australians, Erikson.

.....

OSWALD, John, of Fremantle & Vasse.

In early 1858 John Oswald was embroiled in a court case concerning payments for work done for Messrs Yelverton and Chapman at Busselton. From the documents involved it appears to be a rather nasty case with accusations of collusion between his lawyer, Mr Leake and the defendants etc. and to reach some kind of settlement and redress he wrote to the Governor.

Without going into the sordid details I hereby transcribe a portion of a document which explains some of his history.

"I belong to Adelaide and was belonging to a brig named the "LOCHINVAR", never had my discharge from him the Captain of her. Wishing to oblige, Yelverton prevails upon me to stay at the Vasse to finish a vessel for them in the course of erection until the brig came back. I stopped behind, but being detained by them here since the 23rd of February 1857 until the present time. The detention longer than my time caused my family to follow round here in September last which caused me a want of expense.

After the vessel was launched and nearly finished they stopped my supplies, both victuals and money and left me destitute in a strange place. I could not stay there, I had to go and look both for employment and vessels. The vessel was built 12 miles from the Vasse. We had to nail up our house or hut and leave it. I had to proceed here, my wife had to go to service and live with a stranger to gain a living, we had not the means to move our effects to a place of safety.

The result was soon known, my house was broken open and all my effects were taken or robbed. I lost my tools and clothes, my wife's and child's was left near to nakedness. I begged my way up here and I am now partly obliged to the stranger for a home and covering. What money I earn had to go to supply the case in hand at law. I am obliged to borrow tools to go and earn a few pounds to keep us living and pay a little to clear our debts, contracts for supplies from the farmers at the Vasse while building the schooner.

Part of my effects was found with a conditional pardon man or ticket-of-leave holder named Powell. He stood his trial at the late quarter sessions but got off, my wife never being called to give evidence although she got some of her bedding and other effects back again that he had in his possession and I may add that if anyone came to Yelverton with a fair story he could get anything in my name although I know nothing of the affair and it was put down in my bill against me.

At the present moment nothing stands before me but bankruptcy disgrace, loss of character and reputation, misery and poverty and but few or no friends to back me up or to give me advice after being nearly 17 months in the colony labouring hard all the time.

Trusting you will give this petition your consideration and if I may ask to lay it before His Excellency the Governor for his advice you will much oblige me and alleviate the sufferings and privations of a poor family and I hope you may excuse any uncouth term I may have expressed. I myself am only a working man.

and I remain etc, John Oswald, shipwright.

P.S. if you are disposed to write or send for me I am working on the "MYSTERY", cutter, belonging to Mr W Butcher, Fremantle. I may add that even my working tools left in Yelverton's store or house at the beach station was taken or robbed from me and they also charged me for materials for the erection of Chapman's vessel contrary to the agreement."

By August Leake, Yelverton and Chapman were still delaying paying Oswald what he had won in court and he again wrote to the Governor for advice. The letter, although a private one, went into the hands of Fred Barlee, Colonial Secretary who promptly referred it to his friend Leake for his comments !!! It would be nice to find out whether justice was finally done and that Oswald and his family were redressed and were able to return happily to Adelaide.

However, the two known craft that he was employed upon were the "AMELIA", O/No.40486, a two masted schooner of 24.7 tons with dimensions of 48 x 15.1 x 6.7 feet. The shipwright that John Oswald took over the building from was John Turner. The vessel was eventually sold to Bowman Bros of Adelaide and the registration was transferred to that port.

The other vessel was the "MYSTERY", a cutter, O/No.40480, of 16.82 tons and dimensions of 43.5 x 14.7 x 16.82 feet. She was last heard of when she was put into the pearling industry at Cossack during 1870.

References..Register of British Ships, Australian Archives.
Colonial Secretaries Records, Vols 394/85,
394/111.

.....

OWSTON, William, of Preston Point.

William, son of James, a shipwright, was born in Kent, England in 1825 and after leaving school was apprenticed as a shipwright, following in his fathers footsteps. They were employed at the Chatham Naval Dockyard.

Shortly after securing his trade he went to sea and at the age of 24 he was second mate and carpenter on board the barque "MARY" from London which arrived at Fremantle in 1849. The vessel returned to England but William realizing the potential for a better life decided to return and settle in Western Australia.

When the "MARY" returned to Fremantle in 1851 William was one of the first to land and immediately began to investigate his prospects.

Shortly after arriving he shipped on the coastal schooner "PELSART" to investigate other portions of the colony, however it appeared that the Fremantle district offered more to him and so he settled at Preston Point.

Two years after landing, in 1853, he began constructing a large lighter for transshipping cargo from the anchored ships to the wharves at Fremantle and Perth. She was named the "HOPE" and was of 10 tons. Her Harbour registry number was 50 and she was licensed to carry 70 persons and 1 1/4 tons of ballast. By 1858 he had 3 boats working on the river and they were the "HOPE", "BILLY" and "STAG".



◆ Captain William Owston

1895
No. 11.4.76

Peninsula 10 March 1876

To the Hon^{ble}
the Colonial Secretary
Es

Having heard that the Government
intend procuring a vessel as a cruiser
for the N. W. Coast I beg to offer you the
Schooner "Minnie" which I have just
completed, the vessel is 38½ tons Reg^d
and will carry about 50 tons at sea
and by all appearances would be a very
suitable ship for that purpose and by
all appearances will suit well

The terms if the vessel is fitted out with
sails & rigging and necessary gear
anchors & chains &c. £ 1150-00
but if you take her the bare hulls
with spars & the Anchor & Chain £900
an answer to this will oblige

Yours faithfully
Wm. Owston

Letter concerning the schooner "MINNIE" built by
William Owston at Preston Point.

Within a couple of years he had sold "BILLY" and "STAG" but retained "HOPE" as his bread and butter boat until 1867. The cutter "BILLY", O/No.36540, of 10.95 tons had dimensions of 34.7 x 11.7 x 4.3 feet.

The "HOPE" was built at Preston Point where William established his shipyard. The timbers for his vessels were cut about 5 miles further up river, somewhere near Point Heathcote. As well as boat building William engaged in the ship repair business and he had an agreement with the American Consul, Mr Pope, to effect all the repairs to the American whalers that used the port.

In 1857 he decided to go back to sea and to attain this he built at Preston Point the two masted schooner "NEW PERSEVERANCE" of 105 tons, O/No.40478. Her dimensions were 84.8 x 20.7 x 10.2 feet. After changes in ownership and numerous adventures she was wrecked in Cossack Creek and the hull being above the High Water Mark was used variously as a store and later a public house.

Other vessels with which he was associated were the "HAMPTON", "ELIZA BLANCHE", (built in England and used in the Fremantle to China trade), "MARY ANN", "MACQUARIE", both built in Tasmania, "LILLY OF THE LAKE", "UNA", "CINGALEE", "MARY SMITH", "RIBSTON", "BONNIE LASSIE" and "FLORENCE".

He also became Lloyds assessor in Fremantle and held that post for many years.

When he gave up the sea he went into partnership with a Mr Pearce as shipowners and importers.

References..W.A. Almanac, 1869.

Dictionary of West Australians, Erikson.

Fremantle Times, 9/5/1919, 16/5/1919.

Daily News, 26/11/1969.

West Australia, by Kimberly, Pp 68 & 69.

Unfinished Voyages, Vol 2, Henderson, U W A Press

Register of British Ships, Australian Archives.

Fremantle City Library, Family history section.

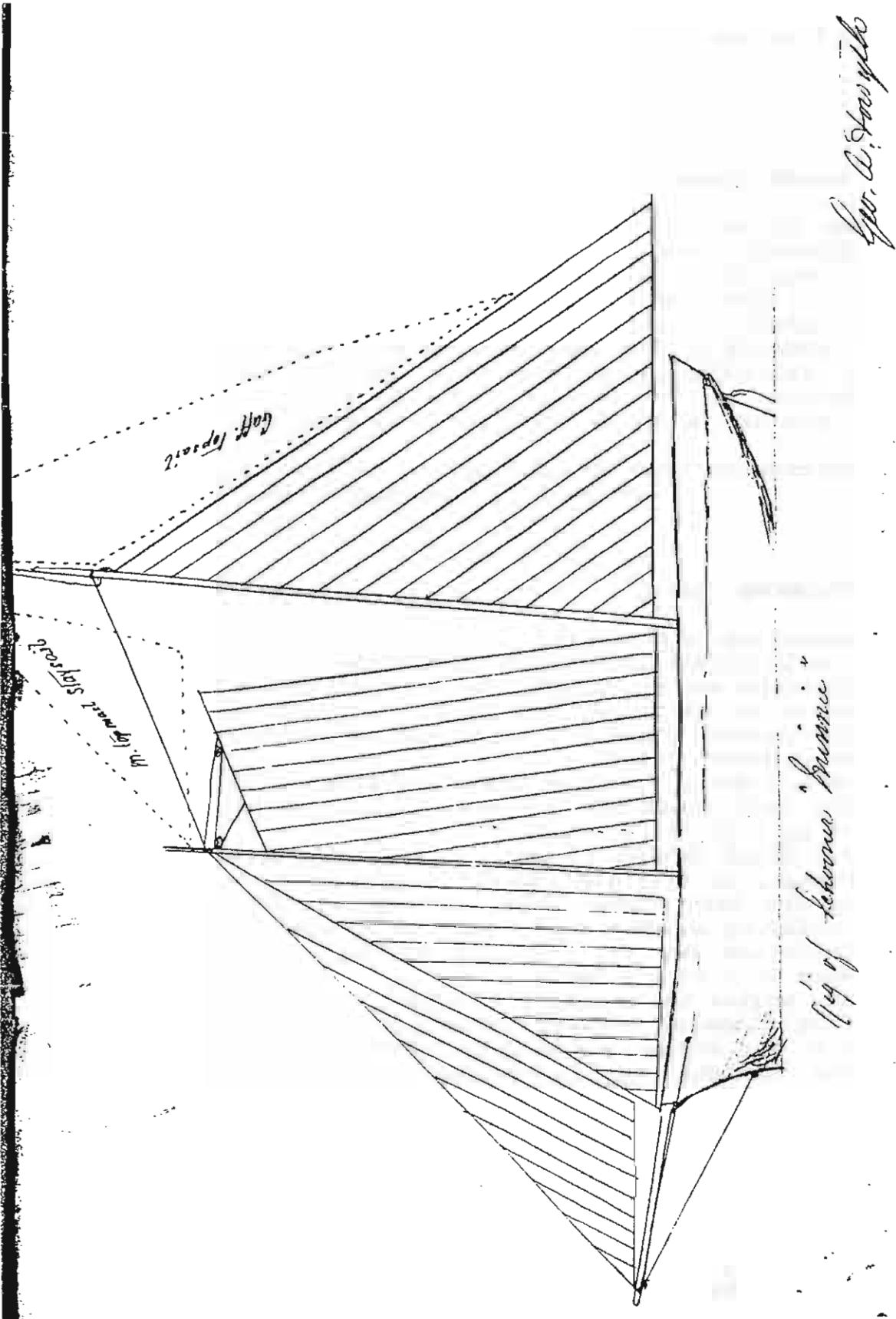
.....

OWSTON, William, Junior,

of Preston Point.

Son of the above, he was born on 1/7/1855 and after schooling he went into an apprenticeship as a shipwright and in 1876 he supervised the construction of the fore and aft schooner "MINNIE".

The "MINNIE", O/No.75291, was built at Preston Point by day labour instead of by contract which was unusual for that time. The foreman shipwright was Frederick Jones. The vessel's tonnage was 38.36 tons and her dimensions were 57.58 x 17 x 7.1 feet. When almost completed William, junior, offered her to the Government for use as a revenue schooner in the North West. As described she was mahogany, or Jarrah, built trenailed and iron bolted at the butts, cowrie (sic) pine decks of very superior quality and altogether a strong and likely vessel for the purpose required by the Government. Fortunately a drawing of the vessel survives today and is reproduced. the drawing was made by the Harbour Master, Mr George Forsyth and shows the fore and aft schooner rig.



Schooner "MINNIE" built by William Owston and drawn by the Harbour Master, George Forsyth at the time of her inspection.

References..The Herald Almanac, 1874.
 Dictionary of West Australians, Erikson.
 Colonial Secretaries Records.

.....

OWSTON, Thomas, of Cossack.

He arrived at Fremantle on the 3/2/1871 aboard the "ELIZA BLANCHE" from the Eastern States and shipped from Fremantle to Mauritius on several occasions and then went to Cossack in 1883 where he worked as a shipwright during 1884 and 1885. Strangely enough he was also registered as residing at Fremantle during the same years. It is not known if there is a relationship between him and the previously mentioned Owstons but the likelihood is there. There are no known boats built by this man.

References..The Herald Almanac, 1880 to 1889
 Dictionary of West Australians, Erikson.

.....

PASSMORE, Henry, of Perth & Fremantle.

Henry was born on the 29/2/1840 and arrived at Fremantle on the 15/8/1865 aboard the "RACEHORSE" as a warder in charge of convicts and he brought his wife and children with him. As a boy he joined the Royal Navy and served in the Baltic and Crimea. After his discharge he joined the Convict service at Dartmoor Prison.

In his early years in Western Australia he mainly worked with the road gangs and was eventually appointed to be in charge of Convict Public Works.

The first dredge to work in W.A. was imported in parts from England in 1867 and was put together on the site now occupied by the East Street Jetty at East Fremantle by local labour, including Solomon Cook, under the supervision of a man named Christian who was sent out with the dredge. Her dimensions were 90 x 24 x 4 feet.

Her engine was a single cylinder steam engine fitted with a 9 foot diameter flywheel which allowed her to work up to 30 H.P. The engine was made by Maudsley, Son & Field of London. The buckets worked through the centre which made her impractical for shallow water work and for many years she was laid up in Perth Water.

After having arrived in parts in 1867 the Government procrastinated for the first couple of years over not only what to do with the dredge but when and how to put the thing together. By August 1868 the businessmen and boatmen of Perth and Fremantle were becoming rather fed up and were demanding something be done.

In the "Herald" of 29/8/1868 there appeared this article :-
 " The shed is being erected at the North Fremantle bridge for putting together the new steam dredge, if dependant on convict labour the completion will be a matter of conjecture, it possibly may be useful above the bridge and if the

inhabitants of Perth wish for a dose of sulphuretted hydrogen they will be supplied with any quantity of it by stirring up the bottom crust of the bay in front of the town. Whatever our contemporary the Perth Gazette may say to the contrary we know that it is the opinion of the Fremantle boatmen that so far from the works at the mouth of the Swan ever having been an improvement, they were originally commenced in the wrong channel, and that new banks are forming both within and without the bar, any person at all acquainted with the nature of sandy banks to a tidal river must know that any attempt to deepen the river involves the necessity of piling the sides, so as to prevent the vacuum caused by the dredge being filled up as soon as created by the noncohesive sand on the side of it. We are satisfied that when in working order, with barges and buckets and other indispensable accessories, it will prove a costly caprice."

In 1871 Henry was overseeing a convict gang working on what is now Albany Highway near Gosnells when he was recalled to inspect and report on the dredge, as the Government, after much lobbying from the boatowners and businessmen of Perth, had at last decided to dredge channels from the deep water to William Street jetty and other small channels in Perth Water. During 1878 the dredge was working off the William Street Jetty. On the 16/8/1878 Mr Passmore noticed some tools missing and suspected a convict worker named John Smith of illegally removing them. Smith's service on the dredge was terminated and he was to be returned to the depot when the tools were found and it was proven that he was the culprit. Smith was then ordered to be searched and while Mr Passmore was attempting this Smith attacked him with an iron bar. Fortunately another convict named Samuel Fenton saw Smith's actions and diverted the blow, thus saving Passmore's life. Smith was sent to trial on the 7/9/1878 and because of his violent nature was sentenced to two years hard labour. Fenton received a remission of sentence.

In 1880 the dredge was laid up again until Mr Wright, the Director of Public Works, once again under pressure, was forced to redredge parts of the river and part of the scheme was to remove the bar across the mouth of the river. Henry was recalled again, this time from Albany, and when he inspected the dredge he discovered that the bottom was rusting through. She was towed to Fremantle and beached where Henry decided that rather than cut the rusted plates away it would be quicker to sheath the hull. To this end he had the complete hull covered in a layer of two inch thick planks of Jarrah, seamed and caulked. This saved an immense amount of time and expense and as can be seen from the results it would probably have been a better course to have built her here out of Jarrah in the first place. At the same time he had the buckets taken from the midships and repositioned over the bows.

The work was finished in 1888 and she was christened "BLACK SWAN". She was then used, with her convict labour force, at the bar at the mouth of the Swan River until 1892 when C.Y. O'Connor took over. O'Connor wouldn't allow convict labour on the Fremantle Harbour project so the "BLACK SWAN" was sent to Muddy Reach, on the Canning River. (see also the entry on Chinese John).

At the completion of this project the convict labour was returned to Fremantle Gaol and replaced with free labour. She spent the rest of her working life in and about Perth Water dredging channels and reclaiming land along the Perth Foreshore.

Her end came in 1923 when she was sunk off North Mole.

A painting of the "BLACK SWAN" done by one of her convict workmen hangs at the Royal West Australian Historical Society's headquarters in Nedlands.

References..Dictionary of West Australians, Erikson.
R.W.A.H.S. Shipping file, (L) 23/1829.B.
Herald, 29/8/1868.
Inquirer, 18/9/1878.

.....

PAYNE, George, of Busselton.

He was born in 1841, the son of George and Julia and they arrived at Fremantle on the 18/3/1841 per the "PARKFIELD". He married twice and had a total of thirteen children.

He lived at Busselton and is recorded as a shipbuilder although it is not known where he did his apprenticeship or with whom.

In 1877 he began building a two masted schooner of 53.15 tons. When launched she was named "CITIZEN OF LONDON", O/No.75303 and her dimensions were 59 x 15.68 x 8.5 feet.

The name probably came from his father who was forever boasting of his standing as a draper and citizen of London.

In August 1880 whilst loading sandalwood alongside Bunbury jetty a fierce gale arose and the heavy swells rolling in from seaward threw her against the jetty timbers and her side was partly stove in. With water gushing in through her shattered timbers the Master let go and beached her two miles north of the jetty. When the tide had receded an inspection was made with a view to repairing her but the amount of damage done and the cost involved to get her afloat proved to be too prohibitive and so she was stripped and the hull destroyed by explosives.

References..Dictionary of West Australians, Erikson.
Unfinished Voyages, Vol 2 Henderson, U.W.A. Press

.....

PAYNE BROTHERS, of Bunbury.

These three young men are more than likely some of the sons of the aforementioned George Payne. The first intimation we have of their enterprise is from an article in the Fremantle Herald of 5/10/1872, which states, Bunbury, 4th October 1872.

"MAZEPPA" sailed for the Vasse on Wednesday morning. Great fears entertained as to the safety of the young Paynes who left here in a small boat of their own construction, carrying too much sail, totally unfit for sea. Strong easterly winds with steady rain since Wednesday last, barometer low and still falling."

A week later in the same newspaper this piece appeared, "A small boat, about 3 tons burden, built by and belonging to the three young Messr's Payne of the Capel River arrived at Fremantle on Monday evening. As the boat is undecked and she left Bunbury on the preceding Tuesday between which day and the date of her arrival there were several squalls from the land, some fears were entertained for her safety.

Mr De Courcy LeFroy of Bunbury kindly undertook to pay the expenses of the coaster "MAZEPPA" in searching for her along the coast.

The little boat in question is built of river banksia, a wood as well adapted for boat building and as light as Indian pine. She is destined with her present crew for the pearling grounds of Shark's Bay.

References..Fremantle Herald, 5/10/1872, 12/10/1872.

.....

PEAD, William, of Perth.

On the 4/4/1857 William was contracted by the Government to construct a Ferry Boat for Mandurah for the sum of 145 pounds and after approval the boat was to be delivered to the caretaker of the Ferry at Mandurah.

He was born in 1810 and arrived at Fremantle on the 10/4/1842 aboard the "DIADEM" with his wife and two children. She died in 1847 and he remarried in 1851. He was a cabinetmaker by trade and moved around the state from Bunbury to Geraldton where he died in 1879. His residence at Geraldton was at Lot 543 between Augustus and Francis Streets for which he paid six pounds.

References..Dictionary of West Australians, Erikson.
Colonial Secretaries Records.

.....

PEAD, Alexander William, of Cossack.

son of the above, he was born at Bunbury in 1844 and married Catherine Healey on the 9/5/1871 at Geraldton. At that time he was a seaman and resided at Geraldton.

In June 1868 whilst working on the "ALBATROSS", (see William Garrard), the vessel was sent to Dongara to assist in the salvage of two vessels that had been blown ashore in a strong winters gale. After successfully completing her mission she set off to head back to Geraldton but strong winds forced her to return to the Irwin. She capsized in the heavy swells and eight persons were drowned. Alexander, also known as Alec, was one of only three survivors.

In June 1872 he made his way to Cossack where he took up the trade of shipwright. This also included being a carpenter on shore and acting as undertaker and coffinmaker.

In 1879 he began a business as a merchant and shipping agent and his wife began running her boarding house, which became famous throughout the North West because of her culinary

attainments and it was the favoured resting place for the pearling masters in the layup periods.

In 1884 a measles epidemic ravaged Cossack and some of the leading businessmen, including Farquar McRae and Alec Pead succumbed to the disease and died.

As he is not credited with building any boats he probably confined himself to the ship repair business.

References..Dictionary of West Australians, Erikson.
R.W.A.H.S., Early Days Journal, Vol 2/20/54.
W.A. Almanac, 1871.
The Herald Almanac, 1872 to 1876.

.....

PELOSIA, C,

of Fremantle.

Nothing is known of this man except that he is the registered builder of a pearling lugger named "CENTURIAN".

She was registered as No.37 in 1903 and was rigged, as usual, as a two masted schooner. She was of 13.9 tons, O/No.117816 and the dimensions were 39 x 11.9 x 4.8 feet.

The vessel was built for Alexander Birnie, pearler, of Broome and she was one of the vessels destroyed by the Royal Australian Navy in March 1942.

References..Register of British Ships, Australian Archives.

.....

PELOSIA, E,

of Broome.

Once again nothing is known of this man's history and possibly the former C.Pelosia is one and the same with the registrar confusing the initials.

However this man was working at Broome during 1900 as it was there that he built a two masted schooner named "FROSTY", O/No.119023 of 10 tons. Her dimensions were 33.5 x 12 x 4.3 feet and was built for a pearler named Bramar Moidin.

The vessel was broken up during 1932.

References..Register of British Ships, Australian Archives.

.....

PETHER, H,

of South Perth.

Mr Pether was a builder of yachts and small craft for the river and the only one of his craft to be registered was the single masted cutter "ROTOHINE", O/No.125004, of 3.69 tons.

She was built for a Mr Richard D Jones, a manager of Perth for pleasure sailing on the river and just offshore and was completed in 1908.

The yacht was raced from the South of Perth Yacht Club who advised the registrar in 1971 that the yacht had sunk in the river years before and had been abandoned.

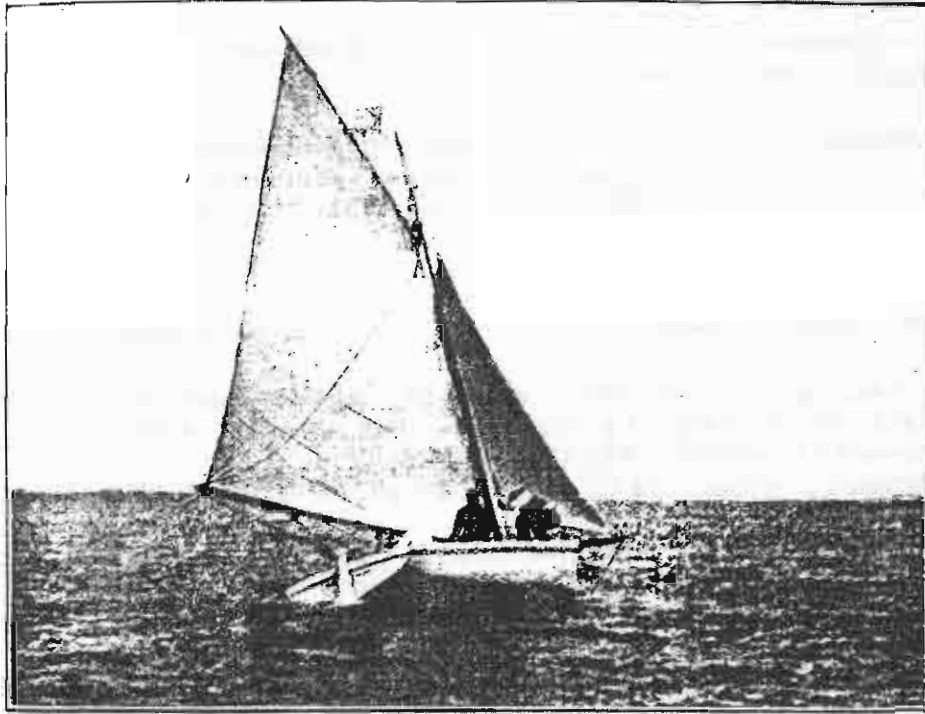
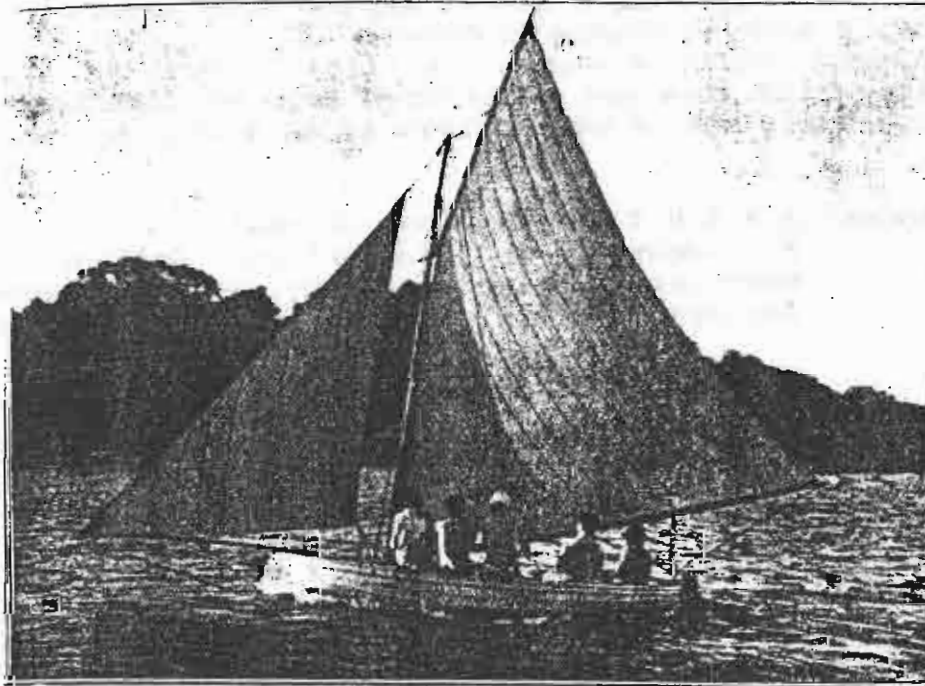


Photo by F. Christie]

Esmeralda.

[Perth.

Wrecked at Fremantle on 19th May, 1909.



Dora.

Winner of Open Race, F.B.Y.C., 15th Nov. 1909.

Designed and built by H. Pether. Photo. by H. F. Miller, Cottesloe.

Two other craft which he built were the 21.6 x 7.9 foot cruising yacht "LA RITA" and the 16 footer "DORA" both in 1905.

His residence and boat building shed were on lot 55 on the Esplanade, South Perth.

References..Register of British Ships, Australian Archives.
Yachting and Motorboat Annuals, 1902-1913.
City of South Perth, rate books.

.....

PETERS, John Odgers, of Albany.

John was a shipwright who in 1866 contracted to Thomas Sherratt of Albany to build a two masted schooner which was subsequently named "WALTER AND MARY".

The vessel, O/No.72477, was of 30.65 tons and her dimensions were 46.9 x 14.8 x 6.9 feet.

The agreement for her building, dated April 1866 cites the contracting parties as John Odgers Peters, shipwright, of King River, Oyster Harbour on the one part and Thomas Sherratt, Merchant of Albany as the other.

The agreement also provided the consent of J.O.Peters to the inspection by any English shipwright and stated the price of his work as the sum of one hundred and sixty pounds sterling. He was to confine himself to the work of building the schooner unless through the order, or consent to act otherwise, from T Sherratt.

In January 1886 the cutter "ADA" was launched at Albany. The vessels official number was 75321 and her tonnage was given as 26.4. The dimensions of this little ship were 54 x 14.3 x 5.23 feet. According to the official registration documents she was built by John O Peters on the King River. The vessel eventually sank in Oyster Harbour.

He probably built a number of other craft in the Albany district which were not registered such as fishing boats and pleasure craft but of which there is no surviving record.

References..R.W.A.H.S., Early Days Journal, Vol 6 Part 2
Dictionary of West Australians, Erikson.
Memories of Maritime Albany, G De L Marshall.
Register of British Ships, Australian Archives.

.....

PETERSEN, Charles, of Broome.

This man is listed as a shipwright during 1918 working at Broome, however we have no biographical information concerning him nor is there any record of any vessels that he might have built. It is assumed that he either built dinghies and small craft for the pearling industry or that he was employed by one of the fleet owners in the repair and maintenance of the fleet.

Reference..Western Australia Towns Directory, 1918.

166 HAMPTON ROAD,

Fremantle, August 31st 1903

M. Captain H. Telboys

Fremantle

Dr. to C. A. PETERSON,

SHIPWRIGHT AND BOATBUILDER

REPAIRS EXECUTED ON SHORTEST NOTICE

MASTS & SPARS SUPPLIED.

"Lugger Douglas"

Built by me as per order

Three Hundred & Seventy Pounds 370 0

Received fifty Pounds as deposit 50 "

leaving a balance due to me £ 320 0

Extra Work

Two new brass Couplings
on Tanks

Extra work on lugger

1 1
5 0
£ 326 0

Settled by

C. A. Petterson



PORT of FREMANTLE 29th, August 1903.

Charles August Peterson

I ~~CHARLES PETERSON~~ Shipbuilder at FREMANTLE DO hereby

certify, that the Sailing Vessel "DOUGLASS" 12 tons

or thereabouts, having one deck, and fitted with two Masts

Schooner rigged, was built by me at my yard in the year 1903,

and launched on the 29th. day of August 1903, on account of

Capt. H. Telboys, and that I have no further claim on this

vessel.

Charles August Peterson

SHIPBUILDER.

C. A. PETTERSON,

SHIPWRIGHT, BOATBUILDER AND RIGGER

**YARD: BEACH STREET,
SLIP: EAST END OF VICTORIA QUAY,
PRIVATE ADDRESS: 168 HAMPTON ROAD, } FREMANTLE.**

Splendid Slip Accommodation, where the Largest Yachts and Launches can be Slipped, Repaired, and Launched again in one day.

**Yacht Rigging a Specialty.
Masts and Spars Supplied.**

**Repairs on Shortest Notice.
Boat Painting Undertaken.**

A. S. PRITCHARD,

**COODE STREET JETTY,
SOUTH PERTH**

*** THE BOAT SHED**

SAILING and ROWING BOATS for HIRE by the Hour, Day, or Week at Reasonable Rates.

Camping and Picnic Parties specially catered for.

Prices given for Repairs, Alterations, and every Description of Boatbuilding.

Special Facilities for Storing Yachts during Winter Months.

TERMS MODERATE.

.....
PETERSON, Charles, of Fremantle.

Charlie was a Swedish born seaman but unfortunately I have not been able to trace where he was from or when he first arrived at Fremantle. The earliest information we have of him occurs on the 13/9/1887 when he was mate of the steamship "PERTH" when it was wrecked on a reef at Point Cloates, north of Carnarvon.

Charlie dived from the vessel with a rope and swam to the shore and then stayed in the water for 15 hours assisting the passengers and crew to gain the shore safely. For this magnificent effort he was awarded the Royal Humane Society's silver medal and a certificate.

In the 1800's the ship's carpenter was quite often also one of the junior watchkeeping officers holding a dual role so it is possible that this is how he became a shipwright when he came ashore.

After retiring from the sea he went to work for Robert Howson in his shipyard at Fremantle but after a couple of years left and went into business for himself specialising in the ship repair business.

Some of the more notable jobs in this regard were the construction and fitting of a new mast, 90 feet long and weighing 11 tons to the barque "KILMENY". Another job was the ship "NORWOOD" which had lost her rudder. Charlie and his workers constructed a new one 42 feet long and weighing 5 tons and fitted it to the ship.

During the first world war he carried out contracts for the War Department, such as erecting temporary accommodation units on Merchant Troop ships. He was also in the business of dismantling old and worn out vessels such as the "IVY", "ALEXANDER McNEIL" and others.

In 1903 with the boom in pearling lugger construction, Charlie was persuaded to build two vessels. the first of these was the "DOUGLAS", O/No.118523 of 12.85 tons. She was built for Harry Talboys of Broome during 1903 for the sum of 326 pounds and after a couple of ownership changes was destroyed at Broome by the Royal Australian Navy in February 1942.

The second vessel was the "LAURA", O/No.118985, also a two masted schooner of 12.63 tons. She was built for Joseph Knowles of Kalgoorlie as a speculation. She foundered on the 26/4/1908 in 20 fathoms of water, west of Cape Bossut during a cyclone whilst under tow and four lives were lost.

Charlie also apparently built some fishing boats for the local professional fishing community but unfortunately we have no records of them.

References..Daily News, (Fremantle Edition) 15/3/1962.
Daily News, 17/1/1938.
Boat Builders Certificate for "DOUGLAS".
Register of British Ships, Australian Archives.

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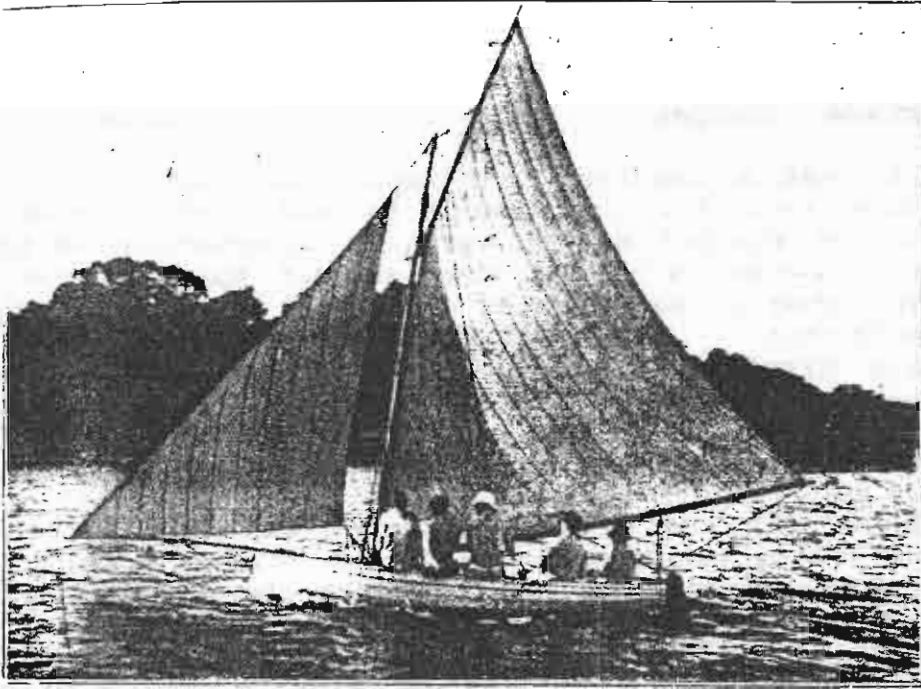


Photo by H. F. Miller]

Dora.

[Cottesloe.

Designed and built by H. Pether.

Winner Commodore's Cup Freshwater Bay Yacht Club, 13th February, 1908.

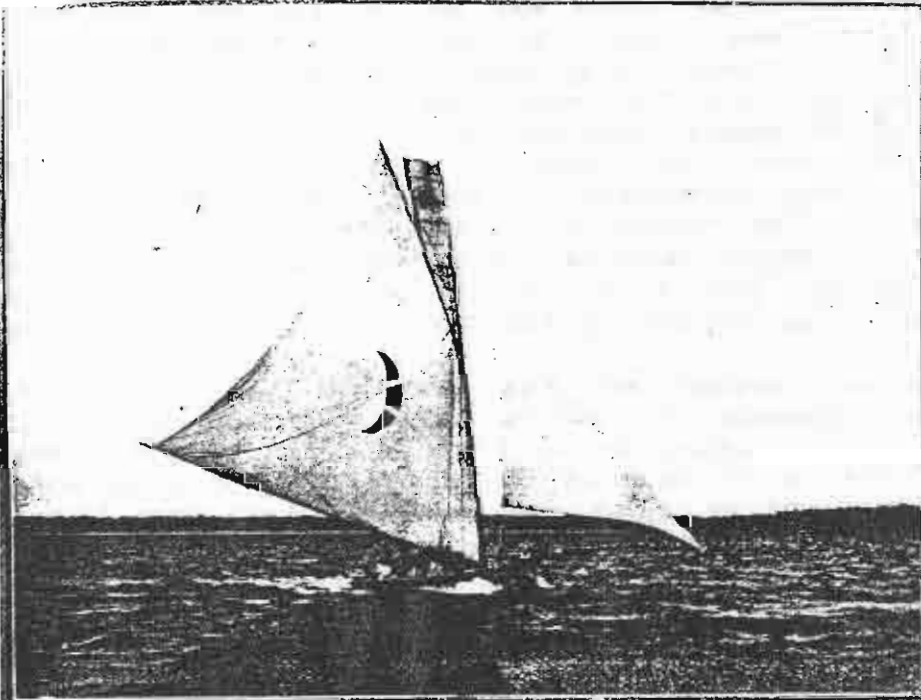


Photo by H. F. Miller]

Elma.

[Cottesloe.

Designed by C. Dunn. Built by A. Pritchard.

Perth Dinghy Club Champion, 1908-9.

PORT of BREWSTER Oct 30th 1907.

I James C Port SHIPBUILDER at Brewster

do hereby certify, that the sailing vessel Mawar

of 12 tons, or thereabouts, having, one

Decks, and fitted with two Masts Schooner

rigged, was built by me at my

yard in the year 1904, and launched on the 23rd day of

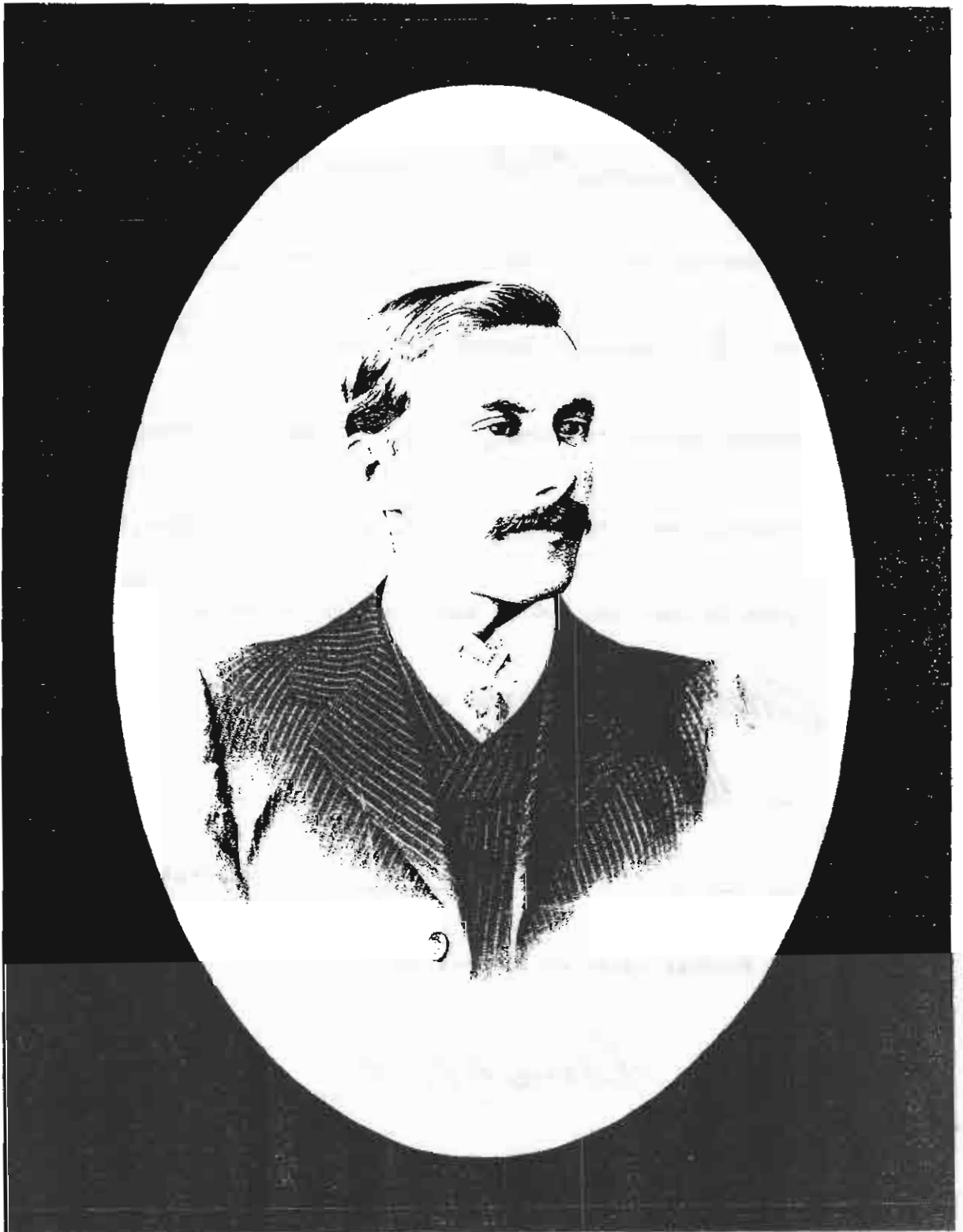
January 1904, on account of

Mr. Max R. Henry

and that I have

no further claim on the vessel.

James C Port.....SHIPBUILDER.



Tommy R. 1870

PORT, James C,

of Bunbury.

This man came from Adelaide with his partner Richard Honey to set up a timber mill in Western Australia to supply their timber retail and construction businesses. They first set up in Bunbury calling themselves the Lion Jarrah Mills and as more contracts ensued they opened a branch in Perth. They also became large exporters of Jarrah, mainly to the Eastern States for construction projects. In 1904 the company built a two masted schooner named the "DELAWARE", O/No.120027, of 12.3 tons at Bunbury and the registered builder was James C Port. Eventually the vessel ended up in the Broome pearling fleet and was finally broken up during 1928.

References..Register of British Ships, Australian Archives.
Boat Builders certificate for "DELAWARE".
Interview with descendant.

.....

PRITCHARD, A.S.

of South Perth.

This man had his business at the Coode Street jetty in South Perth and although he is another of whom we know nothing, his advertisement states that prices are given for repairs, alterations and every description of boat building. This was in 1907. He also hired out sailing and rowing boats so presumably he built those for his business. The only boats I can find that he definitely built were two yachts one named "ELMA" which was used for racing on the river and the other was the "SEAGULL" built in 1906. No registered craft are attributed to him. Arthur's residence and boat building shed were situated on section 7 of lot 96 in Swan Terrace, South Perth.

References..Yachting and Motor Boat Annuals, 1902-1913.
City of South Perth, rate books.

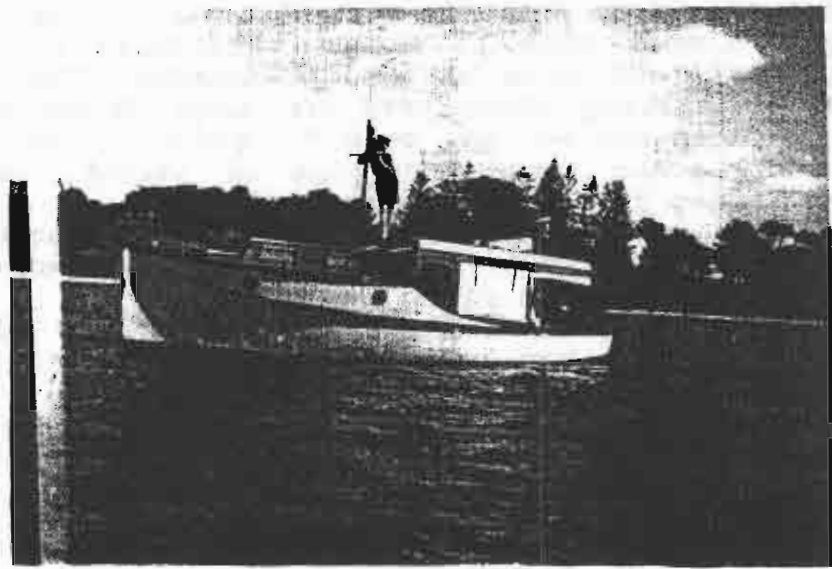
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RANN, Thomas Richard,

of Perth.

Tom was born at Brighton, Sussex in 1884 the son of George and Rosina who were married in July 1875. they decided to emigrate to Western Australia with their six children in 1886 and boarded the "HAMPSHIRE". On the way out another daughter was born and as was the custom in those days the infant was given the Middle name Hampshire after the ship she was born on. After arriving in Perth they were to have another five children.

George was a machinist in the Government Printing Office in Perth and the family lived at No.7 Gordon Street West Perth. After his schooling Tom did an apprenticeship as a shipwright and eventually began his own business. His apprenticeship was carried out under the supervision of the Master Shipwright, George McCarter at the works near William Street.



T. RANN MILL ST., PERTH.
- - - 'Phone B 3808.
LAUNCH, YACHT & BOAT BUILDER.

**Estimates and
Designs
Supplied**

**Workmanship
Guaranteed**



**Slipways and
Conveniences**

**Prompt Repair
Work**

Tom carried out his boat building in Mill Street and concentrated on yachts and small river craft. His yachts were well built and fast and won many races for their owners and he became a very popular builder amongst the yachting fraternity.

Tom's residence was in Gordon Street, South Perth.

References..Dictionary of West Australians, Erikson.
Yachting and MotorBoat Annuals, 1902-1913.
Personal interview with descendants.
City of South Perth, rate books.

.....

RAPSON, Joseph, of Fremantle.

This man is the registered builder of a pearling schooner named "IDAHO", O/No.131628.

She was of 10.65 tons and her dimensions were 33.25 x 11.3 x 4.2 feet, The vessel was registered as No.8 of 1912 but her date of building is unknown. The ship was built for Emile W LePoigneur, a pearler from Broome.

By 1934 the vessel was owned by the Sunday Island Mission and on the 26/2/1934 she went aground on a reef off Swan Point. She was then broken up and abandoned.

References..Register of British Ships, Australian Archives.

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RENOUF, Francis, of Fremantle.

There is only one reference to this man and it comes in the Fremantle City Council rate books where he is listed as a shipwright from 1887 to 1889.

He lived at Lot 577 Arundel Street in a two room cottage and probably worked in an established shipyard as there are no vessels recorded as having been built by him.

References..Fremantle City Council rate books.

.....

RENNIE, Richard, of Rockingham.

This man had a boat building business at Pine Beach, Rockingham and in their local history, the writer assumes that he was the builder of the lighters "JARRAHDAL" and "ROCKINGHAM" during 1902/03. It is quite possible that he was the foreman shipwright in charge of these projects but the registered builders were Millars Karri and Jarrah Co. (see Millars)

It is not known if he built any other craft as this is the only reference we have of this man.

References..Rockingham Looks Back by the Shire Council.

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REWELL, William, of Perth.

he was born in 1825, the son of George and Jane who arrived from England in the ship "CAROLINE" on the 12/10/1829 as servants to Mr Henty.

William did his schooling at the Perth School beginning in 1834. Presumably after finishing his education he went to work on the river boats, freighting cargo and passengers from Perth to Fremantle and return as in 1857 he became the owner of the cargo boat "JANNETTE", license No.24. She was of 8 tons and licensed to carry 54 passengers or cargo with 1 ton of ballast.

In the same year he was examined and received his River Master's Certificate of Competency to work in cargo boats or gigs. His certificate, as issued was No. 2.

In the same year he purchased another cargo boat. This one was named "ELIZABETH" and was 10 tons. Her dimensions were 33 x 12 feet and licensed to carry 70 persons or cargo.

In the meantime he married Sarah Tapper, the daughter of another well known boat owner and they produced ten children.

In 1860, he upgraded yet again, this time to a 15 ton cargo boat named "LITTLE EASTERN" which was able to carry 100 passengers or cargo. She was 40 x 11.6 feet.

The family lived at Lot H46 in Perth until 1867 when they went to Rockingham for a couple of years. returning to Perth he became a fisherman in 1883 and after two years of being engaged in that industry he turned to boat building.

He is listed in this trade for four years but as there are no recorded vessels to his name it is assumed that he built fishing craft or worked as an employee for an established builder.

References..the Herald Almanac, 1885 to 1889.
Dictionary of West Australians, Erikson.
Government Gazettes.
Perth City Council rate books.

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REYNOLDS, R.H., Senior, of Busselton.

He is only listed the once in a directory as a shipwright and that was in 1898. As there is no record of a registered vessel being built at Busselton about this period it is not certain what craft he built, if any.

It is possible that he was employed by the timber company at Quindalup as when vessels arrived there to load a cargo of timber it was the normal practice for a shipwright to be employed to fix the dunnage and make a safe stow of the cargo especially if it was to be carried on deck. Also as the company owned some lighters he may have been employed in their maintenance.

References..W.A. Almanac, 1898.

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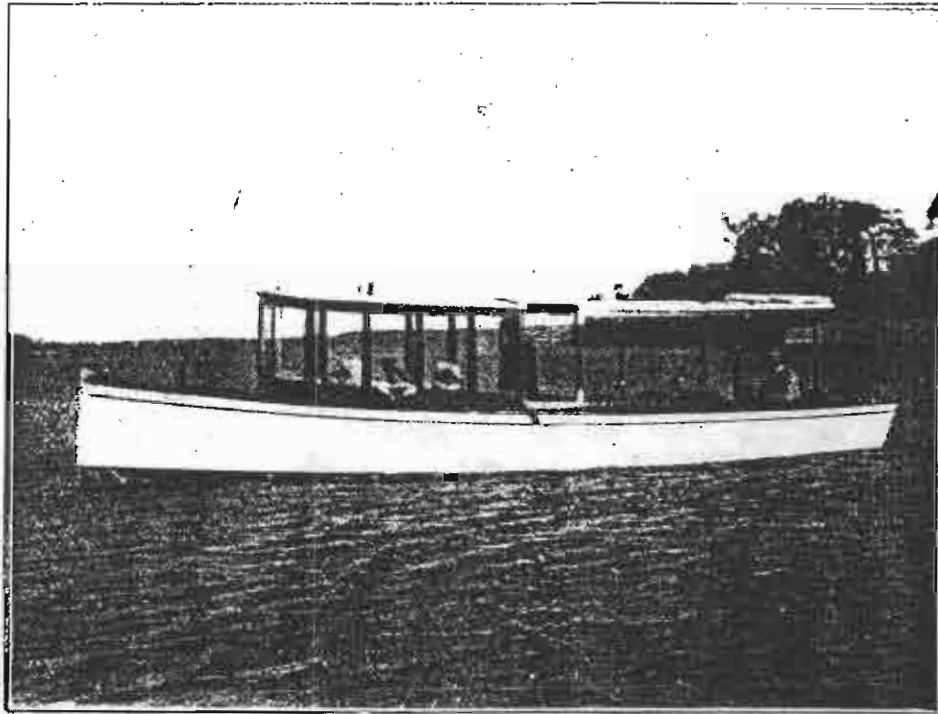


Photo by H. F. Miller]

Spray.

[Cottesloe.

"Rudder" design. Built by H. Rhodes. Equipped with
a 5 h.p. Strelinger engine.



Photo by H. F. Miller.]

Zior.

[Cottesloe,

"Rudder" design. Built by H. Rhodes. Equipped with a Niagara engine.

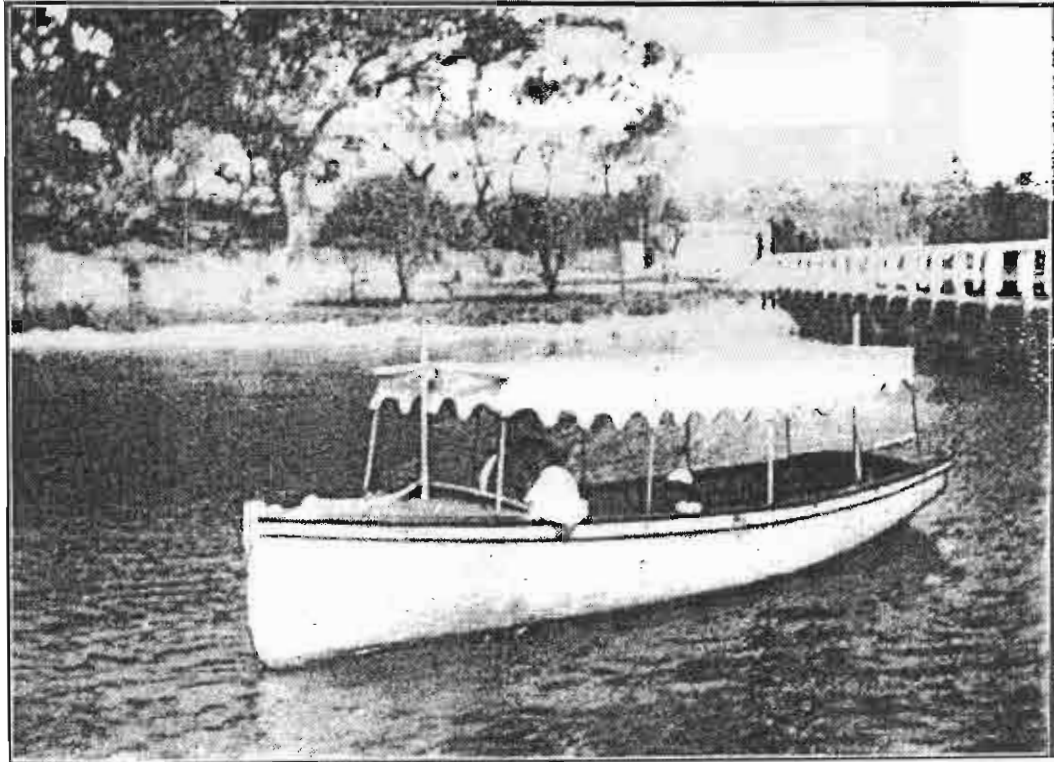


Photo by H. Rhodes]

[Claremont.

UNCLE SAM.

Built by H. Rhodes. Equipped with 4 h.p. Uncle Sam engine.



RHODES, H,

of Claremont.

Another of the mystery men, we know where he worked and the type of craft that he built but cannot find out anything about him. His business premises were listed as being at Victoria Avenue, Claremont.

He built yachts and small craft for use on the river and was successful enough to be mentioned in a number of magazine articles. There are no registered vessels to his credit.

Two craft that we do know that he built are the "UNCLE SAM" and the "SPRAY", both motor launches of about 25 feet in length and he was also reported in 1909 to be building a fine new ferry for public use.

References..Yachting and Motorboat Annuals, 1902 to 1913.

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ROBINSON & NORMAN,

of Broome.

This partnership became one of the largest pearling fleet owners in Broome, owning at one time or another more than 20 registered vessels and a host of smaller craft.

It is highly unlikely that the principals of the firm would have been actually involved in the boat building but they had their own shipyard at Broome where they were able to slip their vessels for cleaning and painting.

It is more than likely that their Asian labour force built the two masted schooner "ISOBEL" in 1904. She was of 12.63 tons and had dimensions of 37 x 11.8 x 5.5 feet. Her fate was that of a lot of others after they had become redundant during a depression in the pearling industry. She ended up as a fishing boat working out of Geraldton.

To be eligible for registration the owners had to be British Subjects as did the builders so Robinson & Norman as owners signed the builders form as it was built in their yard.

References..Register of British Ships, Australian Archives.
Builders Certificate for "ISOBEL".

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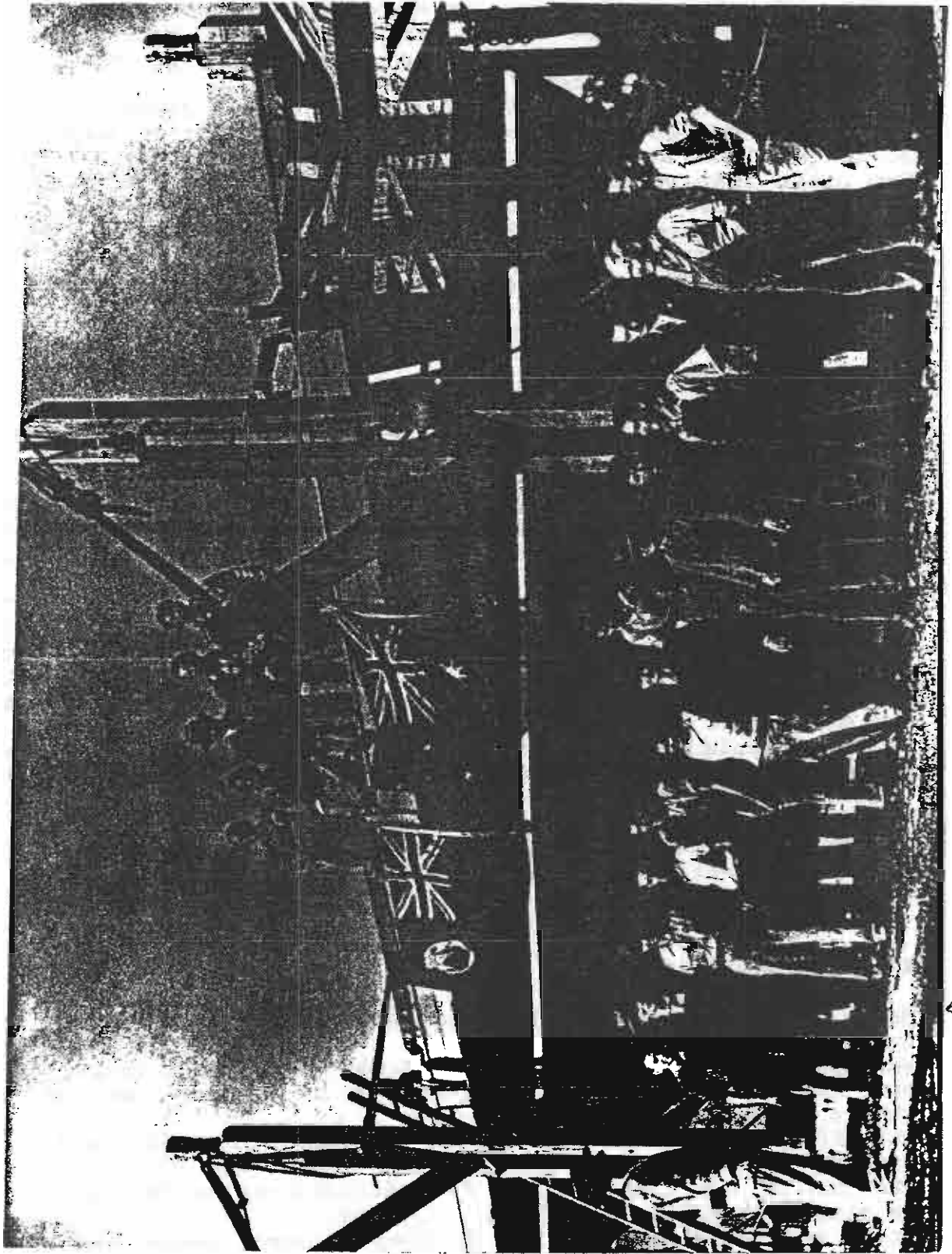
ROSBERG, Hans, (Harry),

of Fremantle.

Harry was born in the village of Ahlstad, near Malmo in Sweden on the 24/6/1879. When his schooling was finished he was apprenticed to a shipyard in Malmo to become a shipwright and on completion of his indentures he went to sea as a ship's carpenter.

His first ship was the barque "PAULUS" of Malmo and he "signed on" on the 25/4/1900, (the Master was Nils Olson). She was in the timber trade from Scandinavia to Britain and he stayed with this ship until 3/12/1901.

It is not certain why but he decided to leave Sweden and live in England and ship out of there. Maybe there was more scope for adventure. However he made the move and in 1911 he applied for British naturalization. At the time of



↑
HANS ROSSBERG.

application he resided at 29 Gill Street, West Hartlepool and was classed as an Able Bodied seaman and carpenter.

His application was approved, (No.20257) by Winston Leonard Spencer Churchill, who at that time was one of the Principal Secretaries of State. The certificate was signed on 6/6/1911. He had been sailing on British flag vessels since his discharge from the "PAULUS" and his first ship under the British flag was the "VOLANT". The next was the "LADY CONSTANCE", followed by "REMEMBRANCE", "SIDRA", "EVELYN", "BEN CRUACHAN", "AMERICAN TRANSPORT", "MINAMICHI" and "KILLELLAN".

Then came the first world war, in which he continued his sea service, firstly with the "CORINTHIC", then "SAGAMA RIVER", "BIRCHGROVE", "OCEANO", which was abandoned after striking a coral reef in the Maldive Islands in which he lost all his personal possessions. His last ship during this conflict was the "WAR CROESIS" which was sunk by the enemy on the 8/7/1918.

After this he went ashore for four years and worked for F.O.Kindberg as a shipwright, at West Hartlepool and belonged to the Amalgamated Society of Woodworkers, who when he left gave him an excellent reference.

In 1922 he again went to sea, this time on the "CYNTHIANA", "HOOSAC" and the "DOONHOLM" from which he jumped ship when it arrived at Fremantle.

Hans obtained work readily at the Fremantle shipyards, including Tilley's, where they built a two masted schooner named "MANDIS".

Because of his war service Hans was entitled to wear the British War Medal and Clasp and the Mercantile Marine Medal and Clasp.

In 1939 he was induced to return to the sea and he joined the "CAPE OTWAY" a lighthouse tender. His last job at sea was as ship's carpenter aboard the Australian ship "KURUMBA" on which he served from 1940 until 30/8/1942. Once again he turned to shipwrighting ashore and worked for Bunnings at their shipbuilding yard on Heirisson Island and at the State Dockyard in North Fremantle building wooden warships for the Navy.

References..Documentry and oral history from his daughters.

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ROY, Frank,

of Broome.

The little we know of Frank is that in 1880 he was a pearler at Cossack and in 1881 he went into partnership with Robert Wrightson in the ownership of the two masted schooner "HARRIET" which Robert had built. As Frank was a shipwright himself it is logical to suppose that he worked with Wrightson on the construction of the vessel.

Obviously their venture into the pearling industry was not a profitable one as the partnership was dissolved the next year and Frank went ashore to Cossack and became a merchant.

Sometime around the turn of the century Frank moved to Broome where his expertise as a shipwright was called upon.

In 1903 he built a two masted schooner of 12 tons named "REX"

O/No.118537. Her dimensions were 34.75 x 12.25 x 5.5 feet. She was built for George Littlejohn and Henry Porter, of Broome, Pearlers. After many changes of ownership she was sold to Dutch owners in Java on the 29/3/1930.

References..Dictionary of West Australians, Erikson.
Register of British Ships, Australian Archives.

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RUSSELL, Henry, of Perth and Albany.

Henry was born at York, W.A. on the 13/3/1850 and after his schooldays were completed served his apprenticeship as a boat builder.

He is first listed in this role in 1871 and continued through until 1874 when he moved to Albany. He came back to Perth in 1876 to get married and then went back to Albany some time in the early 1880's.

On the 30/3/1881 Henry placed an advertisement in the Inquirer saying, "Henry Russell, Boatbuilder, undertakes the building of sailing boats, cargo boats, racing gigs, yachts and every description of craft, built in first rate style of the best workmanship and with despatch.

Boats repaired and painted with neatness and punctuality.

Perth, December 6th 1880.

Obviously this was a slack period in boat building and with no orders coming in Henry altered his ad to read, Henry Russell, Bazaar Terrace, Perth. Builder, House Decorator, Painter, Glazier and Paper Hanger. Every description of house cleaning undertaken promptly.

Perth, April 12th, 1881.

This is a man who was truly adaptable and who was able to cover every situation in order to make money for his family, however it appears that the situation didn't improve in Perth and so he took his family back to Albany

Up until 1899 he was listed as a boat builder at Albany, however, he built no registered vessels and he concentrated on the many fishing craft in the district and also the pleasure boat market.

On the 7/3/1883 he placed an advertisement in the Albany Mail stating, "Light boat building in all its branches.

Boats neatly and securely repaired.

Best copper fastenings.

On the beach at the bottom of York Street, Albany.

He was still listed as a boat builder at Albany right up until 1918.

References..Dictionary of West Australians, Erikson.

The W.A. Almanacs.

The Herald Almanacs.

The Albany Mail, 7/3/1883.

Wise's Post Office Directory, 1900 - 1918.

The Inquirer, 20/3/1881, 27/4/1881.

.....

SAITO, S, of Broome.

This man is obviously one of the Japanese workers brought to Broome under contract to be employed in the pearling industry.

All we know of this man is that he is the registered builder of the two masted schooner "HELEN", O/No.119038, of 12.17 tons. She was built for Thomas B Ellies, of Broome a fleet owner of some renown with his own camp on the foreshore.

Mr Saito must have obtained Australian naturalization as foreigners were not permitted to build or own Australian vessels.

References..Register of British Ships, Australian Archives.
Builders certificate for "HELEN".

.....

SADLER, H, of West Perth.

All we know of this person is that he built a gaff rigged sailing yacht named "GABRAJ" in 1919. Her name was changed twice, becoming in turn, "AILSA" and lastly "ALISON MAY". She was built at West Perth for David Davies, a Dentist, of Perth for his private use. Nothing is known of her fate.

References..Register of British Ships, Australian Archives.

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SARGENT, Rip, of East Fremantle.

Mr Sargent took over Tom Carroll's boat building business in 1926 after Tom's death. He concentrated his efforts in the fishing and pleasure boat market.

His residence was the two storey stone building now known as the Left Bank Cafe and the boatyard was directly in front across the road.

References..Fremantle Herald, 18/1/1990.

.....

SASAKI, Sakutarō of Cossack.

He was born in November 1872 at the little village of Iyo on the Western side of Shikoku Island, Japan and arrived in Western Australia in January 1896 as an indentured worker.

As far as is known he went straight to Cossack where he worked as a carpenter and shipwright until at least 1941.

He was probably employed to maintain the pearling craft and other vessels that used the port of Cossack. He possibly also built some of the small unregistered craft in the pearling industry.

Reference..Wise's Post Office Directory, 1917 - 1925.

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SAWLE, J.S. of Broome.

This man was a shipwright who was engaged in 1903 to build a two masted schooner. After launching she was named "WILLIAM", O/No.119022 and was of 12.44 tons.

She was built for Bramar Moidin, of Broome, a pearler, who at various times owned a number of luggers. The "WILLIAM" was broken up during 1924.

References..Register of British Ships, Australian Archives.

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SHATTELL, Albert W, of Perth.

This man was born in England during 1840 and served his apprenticeship as a shipwright and boat builder. In 1866 he was charged and convicted in the Central Criminal Court in London with the crime of Arson with Intent.

He was sentenced to ten years transportation and arrived at Fremantle on the transport "NORWOOD" on the 14/7/1867, (No.9563). He received his ticket-of-leave on the 20/1/1871.

During his working life in Western Australia he worked as a shipwright, carpenter, boat builder and waterman at both Perth and Fremantle. He most probably was employed in the established yards as there are no known vessels directly attributable to him.

Albert died of a fever at Perth on the 31/7/1875.

Reference..Dictionary of West Australians, Bond, Erikson.

.....

SHERRATT, Thomas Brooker, of Albany.

He was born on the 20/5/1789 at Guildford, Surrey and came to King Georges's Sound on the 19/6/1834 aboard the "JAMES PATTISON". Being one of the early pioneers of Albany he held a number of Government Posts as well as being involved in the whaling industry.

The first vessel that he built was a 30 ton schooner named "CHANCE". She was built during 1841/2 on the Kalgan River. As soon as she was completed he commenced constructing a 200 ton vessel named the "EMMA SHERRATT". The shipwright employed on this project was J.O.Peters. (see entry for Peters).

The third vessel built by this enterprising gentleman was the "WALTER AND MARY", which was built on the King River.

It is doubtful whether Thomas had any personal involvement in the actual construction of his vessels as they, in fact are credited to John Peters, however some sources say that he was the builder so he deserves an entry.

References..Dictionary of West Australians, Erikson.

R.W.A.H.S. Early Days Journal, Vol 6, part 2.

Inquirer, 24/8/1841, 29/9/1841, 20/10/1841,

13/11/1844.

.....

SHIELDS, Henry, of Champion Bay.

He was born in England during 1836 and was an unmarried semi literate seaman/carpenter serving in the Royal Navy.

In 1860 his ship was at Singapore when he was charged with disobedience of orders and insubordination. At the Court Martial he was sentenced to fourteen years transportation and arrived at Fremantle per the "CLYDE" on the 29/5/1863, (No.7269). He received his ticket-of-leave on 12/5/1865 and his conditional pardon on 25/7/1870 and his conditional freedom on the 24/11/1874.

He worked at Champion Bay as a boat builder and carpenter and during his early days at Geraldton he was more than likely employed by William Garrard building the "MARY ANN" and the "LASS OF GERALDTON".

By 1866 he was working for himself probably building small fishing craft as there are no registered vessels known to have been built by him.

Reference..Dictionary of West Australians, Erikson. Bond.

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SINPURO, Yamatsu, of Broome.

He is the registered builder of the two masted schooner, "JIMMY", O/No.120038, of 24.15 tons. Her dimensions were 47.6 x 14 x 5.33 feet and she was built for Thomas Clarke, a pearler from Broome.

The vessel survived until 1918, when under Captain A Anderson she ran aground on False Cape reef and became a total wreck.

This occurred on the 3/5/1918.

Nothing else is known of the man.

References..Register of British Ships, Australian Archives.

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SLOAN, Alexander W, of Bunbury.

Nothing is known of this man except that he is listed as a boatbuilder with premises on White Road, Bunbury in 1915.

He probably built yachts and fishing craft and no registered vessels are attributable to him.

Reference..Wise's Post Office Directory, 1915.

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SMITH, Alfred, of Cossack.

This man is listed as a shipwright at Cossack between 1871 and 1876. As no vessels can be found that have been built by him it is probable that he constructed the dinghies and small craft that were first used in the pearl shell industry in the North-West.

By 1886 he had moved south to Fremantle and lived at Lot 189 in Norfolk Street where he had a four room cottage. Again it is probable that he gained employment in the Fremantle shipyards during his life there.

References..W.A. Almanac, 1871
The Herald Almanac, 1872 to 1876.
Fremantle City Council rate books.

.....

SMITH, Charles, of Fremantle.

he was born in 1805 and arrived at the Swan River Colony on the 12/10/1829 on board the "ORELIA" with his uncle. He was to act as his uncles agent in his dealings in Perth.

In a letter that he wrote to the Colonial Secretary on January 22nd 1831 he explains the difficulties he is having over the sale of his boat "FANNY" to the Lukin Brothers and a Mr Lamb.

In the terminology of the day it would appear that he built the craft, however it is ambiguous and the other possibility is that he brought the vessel with him as cargo.

Charles left the Colony for the Eastern States on the 24/1/1835 and this is the only record we have of him.

References..Colonial Secretaries Records.
Dictionary of West Australians, Erikson.

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SMITH, James Lawson, of Perth.

We come now to the man who was the first boat builder in the Swan River Colony.

By first I mean from the time of the first settlement at the Swan River. There were other instances of boat building, the most notable being that of the Dutch, but as they are so well documented elsewhere I feel that they fall outside the scope of this work. At Albany also between 1826 and 1829 there were at least three cases of shipwrights work being carried out but in the history no names are mentioned and the persons concerned are referred to as convicts or soldiers.

James was recruited by Captain Stirling from the Royal Naval Dockyard at Deptford, near London and arrived at the Swan River Colony aboard the "PARMELIA" on the 1/6/1829 as the official Government Boat Builder. As part of the ship's cargo there was a schooner-in-frame. In-frame means that the vessel is in pieces and is then rebuilt, rather like a giant jig-saw puzzle. Captain Stirling, in fact ordered two to be brought out to the Colony to be used as transports and for exploration duties, however with space on the "PARMELIA" at an absolute premium one had to be left behind.

On arrival the settlers were landed on Garden Island along with all the stores for the new settlement and placed under the care of Mr Morgan, Colonial Storekeeper.

Ans.
Sincerely
R.B.

Boat Building Place
near Mount Edgecumbe 2 Dec 1871

Sir,

I have sent with this my Cash
and Salary Abstract Accounts, in duplicate
I hope they are correct, and to your
satisfaction, the seven pounds received
last was not by warrant although
I intended as such, as I thought that a
warrant could be procured if you please
and its number then inserted, such
was my idea on it, as I had drawn
the amount, and knew of no other way
to acknowledge it

Yours
Sincerely

Your very humble
Obedient Servant
J. Brown
Boat Building Place

To The Colonial Secretary
S. B. C.

The "PARMELIA" touched bottom on the reefs coming into Cockburn Sound and as a result James was instructed to inspect the vessel for damage. In his report he states, "I visited the "PARMELIA" with a view to ascertain the injury she sustained and to determine the practicality of repairing such damage and as far as judgement guided by experience will direct, have to report to you the result of my inspection." After inspecting the vessel thoroughly he found minimal damage and that could be rectified by heaving her down, which is what was subsequently occurred.

When Captain Stirling set out his various departments he initially placed James Smith under the control of the Harbour Master and in his report for the month of July 1829 he states, "a report of the mechanics employed in the Harbour Master's Department during the month of July 1829.

James Smith, Boat Builder, from 27th to 30th.

Stephan Knight, Carpenter, from 27th to 30th.

At work on the boat sent out in frame."

In the Colonial Surgeon's report of the same month, Charles Simmons, M.D. states that on the 14th of July, Stephan Knight, aged 23 cut his right ankle with an axe, this cut healed favourably owing to the good state of the man's health.

In the August report both men were still employed on the schooner, with James working on it for the full month and Stephan only spending the first week on the project.

Similarly for the month of September James was fully employed on the building of the schooner.

On October the 4th 1829 Mr Morgan submitted his account to the Colonial Secretary for purchases made on behalf of the Harbour Master's Department. This account was for spars, planks, rope, blocks, etc in fact all the items necessary for boat building. He also purchased a stove, a long boat and a gig, (from the "GEORGIANA") and two barrels of tar, and he hired a barge for the purpose of unloading the ship "THOMPSON" for twelve days.

On the back of this document is a notation, (in terrible handwriting) which appears to say that the man proposed to work the pilot boat is unacceptable because he is a boat builder. It goes on to say that the man is to be employed diligently in repairing the whaleboats and in completing the flat, (barge), after which he is to go to Garden Island to work under the Boat builder. Unfortunately no names were mentioned but as there were only two other persons, besides Smith, who were qualified boat builders it has to have been either Joseph Key or William Hugh Edwards. It was probably Joseph Key as he went straight into Government Service on arrival.

On the 26th of April 1830 James and his wife were still living at Garden Island and on this day he requested that his wages for the past quarter be paid to Mr Morgan. James, as did many others, swapped their wages for food and other necessities at the Government stores. Even though most of the settlers had moved to Perth, Fremantle and inland the stores department was still being run from Garden Island and continued to be until 1832.

On the 28/6/1830 Henry Revelly wrote that Mr Trigg agrees to furnish the planks required for the schooner and the lining

of the church at the rate of 4 pence per foot for a 7 inch wide plank, the price increasing with the width in proportion.

On the 28th of November 1829 H.M.S. SUCCESS ran onto a rock near Carnac Island and was badly damaged. She was taken down to Careening Cove at the South end of Garden Island for repairs, which took almost a year. The report concerning this quite amazing feat of ingenuity and workmanship is hereby transcribed, in part,

"that we have carefully and minutely examined the whole of the new work at present in a finished state, which we find in quantity as follows.

The whole of the main keel.

Great part of the stem and stern post

Portions of the fore and after dead wood and consisting of 85 feet in length and 5 feet in depth and about 733 feet of planking on the larboard side.

And that we are unanimous in our opinion, that every care and attention has been paid by the director of the work, Mr James Lawson Smith, ably and diligently assisted by Mr Lewis, carpenter of the "SUCCESS", in the fitting and fastening of the timbers and the planks and that the work itself appears to have been executed in a durable and workmanlike manner, etc."

The letter was signed by two Naval Captains and others and is a tribute to these men's prowess considering the primitive conditions they laboured under.

In the estimates of the sums required to defray the charges of the settlement in 1831, James Smith received the sum of 6 shillings and 3 pence per day for his labour.

By the 30/4/1831 James and his wife had removed from Garden Island to Perth where he established the Government Shipyard under Mt. Eliza. The schooner that had been brought out in-frame was abandoned and left lying on the stocks on the Island and another commenced at the new shipyards, (which later became the "LADY STIRLING", see W.H. Edwards)

In an interesting letter dated 30/4/1831 Richard Wells writes, "I beg leave to submit for His Excellency's consideration, whether the work of the schooner he is having built, might not be expedited and to advantage by having the timber hauled to the top at the edge, over above where they are building and there cut up, which would be under the eye of the shipwright superintendent. With His Excellency's approbation I would undertake the supply of the timber in the round and also find sawyers, subject to the directions of the Government Boat Builder. I shall be happy to receive any communication on the subject at your convenience, etc."

June 1831 saw James hard at work on the schooner and on the 15th he wrote to the Colonial Secretary thus,

"Sir, enclosed are my salary abstracts, which I beg to transmit to you, where the error of one farthing, I hope, is credited."

On the 6th of September 1831, James writes, "Sir, in returning the accompanying letter sent for my perusal I avail myself of the communication to acquaint you for the information of His Excellency that if anything has been done to merit the views which Rear Admiral Owen have been pleased to take of the repairs of the "SUCCESS" its entirely owing to

the support and encouragement given by the Governor and Captain Jervoise, in conjunction with such support nothing can be too difficult and the approbation of such personages as the Lieutenant Governor and Rear Admiral, Sir Edward Irwin is the greatest satisfaction an individual may expect, whose only object was to do his duty, signed J.L. Smith."

The next letter written by Smith is dated 2/11/1831 and the significance of the letter is this, it was addressed from, "Boat Building Place, near Mt Eliza". The letter itself refers to his accounts and in that respect is relatively unimportant. The importance of this document lies in the heading. It is I believe, an indication that the Government Shipyard is the same location as that which was occupied by Mews and Cox at a later date, namely Lots L.33 and L.34 which today are situated on Mounts Bay Road on the site of the old Brewery on the corner of Spring street.

The next document we have concerning James Lawson Smith's boat building is one dated 11/2/1832 and is possibly the most important of all, as it is headed, "COLONIAL BOAT BUILDERS".

The left hand page is headed :-

Of the value of the remaining stores to be placed against the expenses on the opposite side :-

5 lbs of Green paint.	17/6
10 lbs of Black paint	1/05/0
2 lbs of whiting	2/0
small piece of leather.	2/0
96 feet of inch board	16/0
37 feet of 1 1/4 inch board	1/07/9
24 feet of 4 inch quartering	9/0
56 feet of 3 by 5	1/10/0
28 feet of 2 1/2 by 4	7/0
7 feet of 3 by 4	3/6
8 feet of 4 by 8	5/6
19 feet of 6 by 9	10/0
14 feet of 5 by 5	8/0
168 feet of 1 3/4 by 1 3/4	4/04/0
No.2 x 3 inch crooks for floors, or hooks or knees.	
several strips of boards, some inferior.	
planks, as used for staging/	
4 paint brushes.	

The right hand page is headed :-

Of works completed, and in progress from 7th of February 1831 to 11th of February 1832.

Completed,	
Boat Builder's Residence,	120/00/0
Carpenter's Residence,	50/00/0
Blacksmith's Residence,	60/00/0
Boat House,	60/00/0
Smith's Shop,	50/00/0
Clearing away and laying blocks for vessel,	13/00/0
Repairs to Governor's Gig,	6/00/0
Trusses for scaffolding,	10/00/0
Stools for carpenters,	2/10/0
Repairs of Moor's boat,	1/07/0
"HELEN", colonial vessel, false keel, etc.,	15/07/6
Temporary accommodation ladder for vessel,	3/00/0
Ladder for house building,	2/10/0
Repairs of Governor's Gig,	38/00/0

In progress :-

A vessel of 25 tons in Hutchuck state, 1/2, 221/08/0
signed, James L Smith, Boat Builder.

From the foregoing accounts it can be seen that most of the year was spent in establishing the shipyard and in providing accomodation for himself and his workers and yet there was still time to half complete the vessel.

In the last line is the term Hutchuck. After a lot of searching through old dictionaries it turned out to be obscure American shipbuilding terminology and means a vessel framed but not planked. As well as his Government work James also undertook private contracts, probably with the sanction of the Government, as apart from Moor's boat that he repaired as listed in the above accounts he also repaired a vessel for a Mr Willis, for which he received 10 pounds in March 1832.

From the time James arrived at Fremantle his health had been slowly declining and by March 1832 it had got to the stage where he earnestly desired to return to England as he feared that his death would be imminent if he had to endure the heat of another summer in the Colony.

On the 6th of March 1832 James wrote to the Colonial Secretary saying that instead of a daily stipend the Governor had agreed to pay him at the rate of a pound per ton for the building of the schooner and that he would also grant him an extra allowance. I find this a strange letter as being a Government employee and head of his own department he was working on a fixed salary and yet it seems as though he was able to negotiate the terms of his agreement. What is even more strange about the foregoing is that on the very same day he again wrote to the Colonial Secretary saying, "I received yesterday, your letter dated 1st inst and will accept with thankfullness a passage to England in Her Majesty's Ship, "SULPHUR".

As the climate will not permit me to remain in the Colony will the Governor be pleased to allow me the favour of a grant of land to give to some of my family to cultivate for me and with respect to an allotment I hold at Perth will Government be pleased to reserve it for me or allow me to sell it."

James came out to the Colony with his wife, Sarah, of whom we know nothing and in this letter is an indication that other relatives came here as well. There were other Smiths in Perth and Fremantle at this time but whether they were his relatives, who knows!

By the 30th of May 1832 James was preparing to depart for England and part of his preparations was to give an account of stock in hand. As mentioned, part of his establishment involved a blacksmith shop and on this day he sent in an inventory, part of which reads, 2 iron hooks for forge, 1 anvil, 4 sledge hammers, 1 head hammer, 6 cold chisels, 7 nail tools, 14 rubbers and files, 6 pairs of tongs and various pieces of iron.

Because of his alleged condition the Governor required medical evidence before he would grant James leave to return to England. As time was getting short and the H.M.S. SULPHUR was preparing to sail James wrote to the Governor on the

13/6/1832 requesting a clearance to depart and also asking for a certificate of conduct and discharge. He also enclosed his medical certificate as follows, "We hereby certify that James Lawson Smith, Colonial Boat Builder, has been suffering for some time from chronic dysentery, accompanied by general debility which renders him incapable of attending to the duties of his situation. We recommend that he may be permitted to return to England as the most certain means of re-establishing his health, signed, J. Lyttleton, Surgeon.

W. Milligan, M.D. Ass Surgeon, 63rd Regiment.

On the next day Smith wrote again, this time requesting an order to be received on board His Majesty's Ship SULPHUR. As he says, "I should then be under the eye of medical attention and the change may be productive of change in my complaint". The following day, 15/6/1832, James wrote that having applied for his discharge he would like to hand over the stores and equipment at the Government Shipyard. He also says that he has incurred expenses in doing up the Government premises in which he resided and asks to be reimbursed to the sum of 10 pounds.

Apparently a misunderstanding arose over the terms of his discharge from service in Western Australia. When James was first selected to join the pioneering party on the "PARMELIA" he had transferred from the Naval Dockyard to the Colonial Service and as he was returning to England he wished to transfer back, as he put it in his letter of 3/7/1832, "I beg to be understood that I never intended for a moment to separate myself from His Majesty's Service. A service in which I have spent the best part of my life, but wished to be sent or transferred from one branch of the service to another. I most humbly ask then to be furnished with such documents as may be necessary to ensure my service in England."

James was duly given his documentation and permission to return to England on the H.M.S. "SULPHUR" and the final information we have of him is a letter written from Capetown on the 15/10/1832 whilst on his way to England, in which he says that the house with some things belonging to him was left in the care of a man named Ellis and that as he was now out of the Colony and had no further interest in it he consigns the lot to the Government to do with as they wished. I hope he made it back and had a long life!!!

As a footnote, the two vessels begun but not completed by Smith both lay on the stocks in the half finished state until sold by auction in September 1835 to Captain Daniel Scott, Harbour Master at Fremantle for the sum of 40 pounds. Rather strange as the Government had been rejecting higher offers in the previous year, as can be seen from the letter of Anthony Curtis, who wrote on the 6/8/1834, "I applied to the Government for the sum of thirty pounds, salvage for recovering the Challenger Buoy, in lieu of which claim I beg leave to request the Government will give to me the ribs of a small vessel lying now on Garden Island". The offer was rejected.

On 8/10/1834 David Dring writes a very interesting letter as follows, "having made enquiry of the shipwrights and other parties experienced in these matters they state that the vessel in question is not worth more than 40 pounds. I should

JAMES STOREY,

Shipbuilder, &c.,

SOUTH BEACH, FREMANTLE.

VESSELS REPAIRED AND FITTED WITH DESPATCH

ON

REASONABLE TERMS.

not like to give more than her value and I calculated it in this way. Boatbuilding and all shipwrights work here has been done at 50 per cent on the London prices. The London shipwrights prices for building such a vessel, merely the hull and roughtree rail is 2 pounds 10 shillings per ton, putting 50 per cent on that price will bring it up to the Colonial value, viz, 3 pounds 15 shillings per ton. The vessel referred to is not above 25 tons, therefore when her hull is finished should not exceed ninety four pounds at the Colonial rate. The vessel will at least require 30 pounds worth more timber to finish her besides labour."

David's offer was rejected as the Government was insisting that it wanted 100 pounds for just that hull alone, yet less than a year later both hulls were sold for 40 pounds.

Governments work in mysterious ways!!!

References..Dictionary of West Australians, Erikson.

The first five hundred, R.W.A.H.S.

Colonial Secretaries Records as follows :-

Vol, 1/125, 2/10, 2/63, 4/92, 6/110, 6/157, 7/73,
7/94, 12/33, 13/169, 14/18, 14/29, 14/101,
14/154, 15/83, 15/195, 16/44, 20/7, 20/82,
20/113, 21/7, 22/132, 22/140, 22/142, 22/167
23/61, 24/146, 33/74, 35/76.

.....
SOBEY, Samuel,

.....
of Perth.

Samuel was born in 1842 and at the age of 21 was an unmarried carpenter when he was charged and convicted with the crime of extortion.

He was sentenced to eight years transportation and arrived in Western Australia on the 10/8/1865 aboard the transport "RACEHORSE", (No.8429). He received his ticket-of-leave on the 7/12/1869 and his conditional freedom, 28/8/1872.

He is known to have worked in various places, including Perth, Fremantle and the Vasse as a general servant and a boat builder. Presumably he worked for established yards or on contract as there are no records of any craft built by him in his own right.

References..Dictionary of West Australians, Erikson.

.....
SPRINGMAN, E,

.....
of Bunbury.

This man's premises were on Austral Parade, Bunbury in 1924 and he possibly built small fishing craft and boats for the pleasure market. There are no records of any craft built in his own name.

Reference..Wise's Post Office Directory, 1924.

.....

STOREY, David James,

of Fremantle.

David was born on the 31/7/1845, the son of William and Eliza and after he had finished his schooling went into an apprenticeship as a shipwright. He sometimes called himself Smith because there were convicts in the colony with the name Storey and he was embarrassed by them. He was married in 1867 to an Elizabeth Curran and they were to have seven children.

In 1868 he built the two masted schooner "MARY", O/No.61087 of 48.5 tons. Her dimensions were 65.6 x 17 x 7.6 feet and she was built for W & G Pearse, traders of Fremantle. she ended her days at Lockville on the 5/6/1879 when she dragged her anchors during a severe gale and went ashore.

The next vessel was the "GYPSY", a cutter, O/No.61095 of 37.25 tons. Built in 1870 for W.D. Moore of Fremantle she had a long life and many years later she was in the pearling industry but nothing is known of her fate.

In the Inquirer of 3/1/1873 an article reads thus :-

"we continue to add to the number of the fleet of pearling craft at our North-West Coast fisheries, a number which it is feared however, will not increase, but decrease, on the recent enactment which has been passed exacting a tonnage fee on these craft, coming into effect at the beginning of next year.

A new and handsome schooner of about 26 tons burthen belonging to the enterprising pearl shell speculator, Godfrey C Knight, was launched from the building yard of Mr Storey, last week. The "PEARL", for such is the name of the new craft, is now fitting out for sea and will sail for Shark's Bay about the end of the present month, taking passengers and cargo. The building of this vessel is also credited to Charles Watson, who worked in the same yard and put his name to the for sale advertisements.

Next came "LILLY OF THE LAKE", O/No.61108, a two masted schooner of 26 tons. Her dimensions were 58 x 15.9 x 7 feet and she was built for John Lewis, a Fremantle Storekeeper. She sank in Exmouth Gulf during a cyclone in December 1875.

In his capacity as a master shipwright David, who called himself James, was called upon by George Forsyth, Fremantle Harbour Master, to inspect the cutter "GEM" which had been built at Cowes, Isle of Wight in 1835. It was proposed that the Government purchase the vessel for use as a revenue cutter. The survey was very thorough and James received two guineas for his efforts.

Another vessel that David built was the "BROTHERS", O/No. 72481, a topsail schooner of 49 tons. She was built for Edward and Mary Higham, Storekeepers of Fremantle. she disappeared without trace after sailing from Esperance bound for Fremantle on the 12/7/1878.

He ventured into powered vessels in 1876 when he built the screw steamer "START", O/No.75289 of 52.46 tons. Her dimensions were 77.58 x 17.6 x 7.17 feet. Hers was an ambitious project for Western Australia and her tragic end came in August 1878 when bound for Fremantle from Melbourne she disappeared without trace and with the loss of all on board off the South Coast.

Next came "JANET", O/No.75302, built in 1877/78 of 211.32 tons. She was a three masted schooner of 120 x 23.9 x 10.8 feet. He retained ownership of this vessel but later took in two partners. She was wrecked on Transit Reef off Rottneest Island on the 11/12/1887. At the time of her launch she was proclaimed to be the largest vessel ever built in the colony and was intended to be placed in the intercolonial trade. She was launched on the 25/2/1878

Then there was "WILLIE", O/No.75306, a two masted schooner of 29.94 tons built in 1879. Once again he was the owner until taking in partners. After many changes of ownership she was wrecked at Cygnet Bay on the 7/2/1900.

Lastly there was the "PIONEER", O/No.75314, of 21 tons built in 1883. She was a two masted schooner built for Charles Crowther, a Merchant from Carnarvon. Nothing is known of the vessels fate.

From The Morning Herald of 16/4/1883 we read of the launching of this vessel, Mr Storey, boat builder, of Fremantle launched from his yard a handsome little schooner of 24 tons to the order of Mr Crowther of Carnarvon.

She is chiefly intended for lighterage duty at the Gascoigne and is admirably suited to her object, being of considerable carrying capacity at the same time she has light draught. Her length is 55ft, her beam 14ft and she has a carrying capacity of 40 tons with a draught of 4 feet.

The christening ceremony was performed by Miss Fothergill, her name being the "PIONEER". This is a very well chosen name as she is the first vessel of the kind constructed for such work as she is intended to perform at the Gascoigne district. Undoubtedly there were others as well as there are so many vessels built in those days of which research has yet to discover the builder.

David's premises were located at Lot 161 Fitzgerald Terrace, now Marine Terrace, where he had his house and shipyard, next door on Lot 160 he had the Smithy and shipwright's shop.

References..W.A. Almanac, 1871.

Fremantle Times, 2/5/1919, 16/5/1919.

Unfinished Voyages, Vol 2 Henderson, U W A Press.
Ad in the Herald Almanac, 1878.

The Herald Almanac, 1873 to 1889.

Dictionary of West Australians, Erikson.

Fremantle City Council rate books.

Colonial Secretaries Records, Vol 800/31.

The Morning Herald, 16/4/1883.

.....

SPRATT, Deverick,

of Mandurah.

This man emigrated from Cork, Ireland with his parents and arrived at Fremantle aboard the "VICTORY" on the 24/3/1854 when he was 12 years old. The family settled for a while at Mandurah and it was there that Deverick tendered to repair the Mandurah Ferry in 1863. His tender was successful and was announced in the Government Gazette on the 10/11/1863.

This appears to have been his only venture into the shipwrights trade, as shortly afterwards he became a police constable, like his father, until he retired to Wagin.

References..Dictionary of West Australians, Erikson.
Government Gazette, 10/11/1863.

.....

STREETER & MALE, Ltd, of Broome.

This firm was one of the largest of the pearling concerns operating out of Broome and consequently established a boat repair and refitting yard on the banks of Dampier Creek. The firm built a number of pearling schooners at their yard, however these were at a later date than 1929 and therefore fall outside the scope of this book, but, as the yard was fully occupied in repairing their fleet of vessels during the layup periods it is not outside the realms of reason to suppose that the shipwrights weren't building dinghies and other small craft in the slack periods. Most of the shipwright staff were Asiatics brought to Broome under contract, as were the pearling crews.

References..History of the North-West of W.A.
Register of British ships, Australian Archives.

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SUTTON, Henry, of Mandurah.

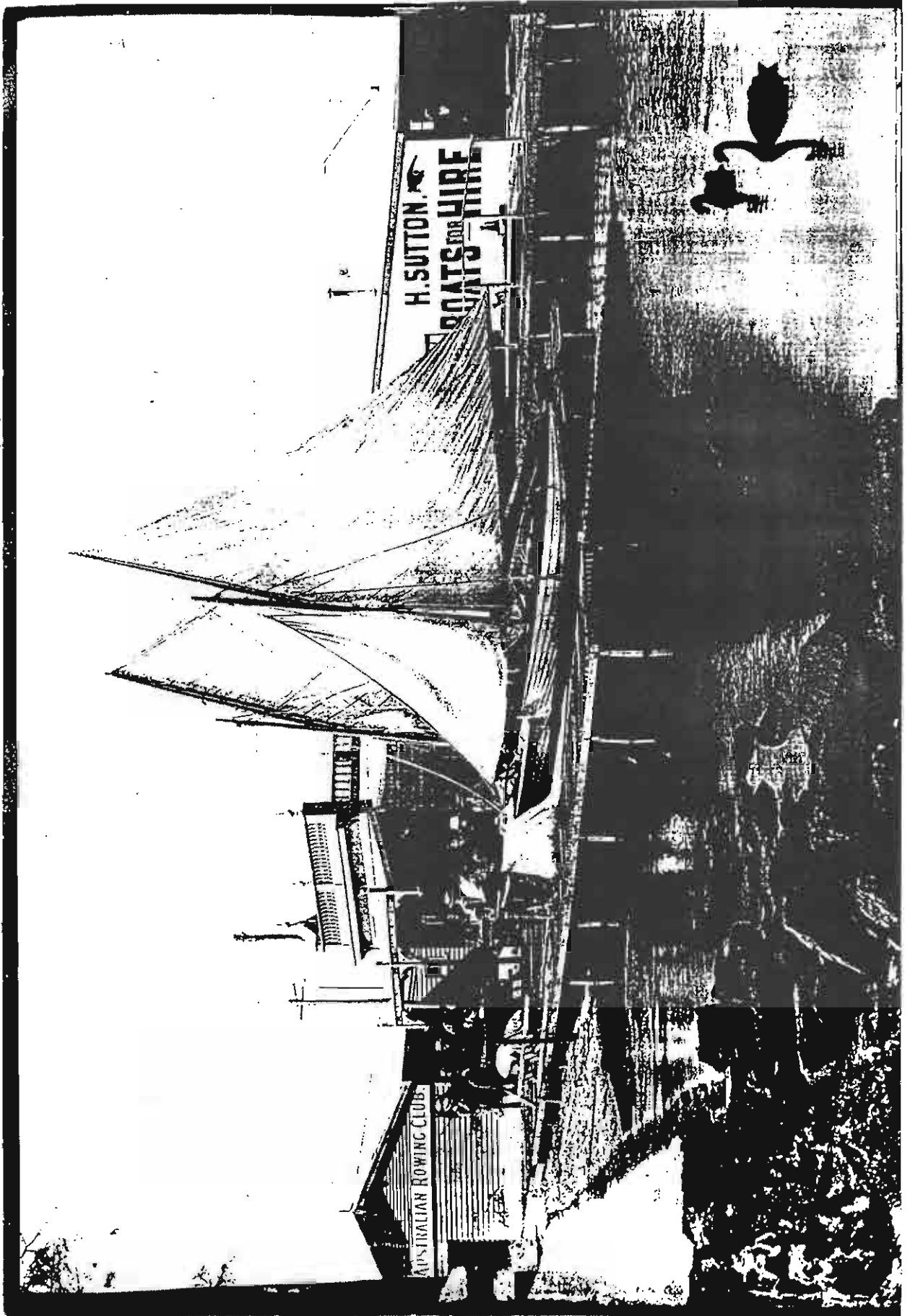
All that is known of this man is that he was contracted to repair the Mandurah Ferry boat for three pounds and also to repair the jetty on the Peel Town side of the Murray River for seven pounds. Presumably he was a carpenter by trade.

Reference..Government Gazette, 18/2/1856.

.....

SUTTON, Herman, (Harry) of Perth.

Claes Herman Sutton was born on the 22/4/1867 and arrived at Perth during 1908. He had served as a pilot in Scandinavian waters and during this period he married Klara Soderberg in Sweden in 1897. They decided to emigrate and first went to Sydney where they stayed a number of years before heading to Kalgoorlie and the goldfields. Leaving there for Perth he teamed up with John Olsen and founded the firm of Sutton & Olsen, Boatbuilders and Ferry Owners. They were the owners of the famous "VAL" fleet of ferries, some of which were, "VALFREDA", "VALTHERA", "VALDEMAR", "VALDAVIA", "VALDURA", "VALHALB", "VALDANA" and "VALTHORA". Two of these ferries ended up in Egypt during the second world war running on the River Nile. Whilst most were built by the company a couple of them were built by the contractors Asquith and Lawrence. After his death on the 27/9/1922 the fleet of vessels were sold, some to Swan River Ferries, now Transperth, and others to private buyers such as Tilleys.



BOATS FOR HIRE AT BARRACK ST. JETTY

9647P

Swan River Ferries Ltd.

O. M. OLSON, Managing Director.

BARRACK STREET SQUARE.

MOTOR BOATS FOR CHARTER:

Valdavia to carry	'76	Valmeda, to carry	84
Valdura	" 76	Valfrida	" 100
Valthora	" 78	Valkyrie	" 228
Valhalla	" 84	Valdana	" 254

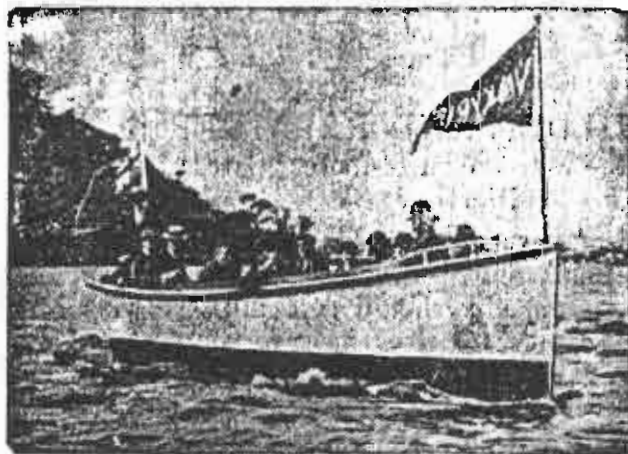
BOATS FOR HIRE.

SUTTON & OLSON,

BOAT PROPRIETORS.

Barrack Street Square, Perth.

Tel. 512.



MOTOR LAUNCHES

Valkyrie, to carry	45
Valdemar	" 65
Valdavia	" 76
Valhalla	" 78
Valthora	" 78

YACHTS

Including VIKING,
Champion 16-footer

OUR JACK,
Champion 22-footer

SAILING BOATS.

ROWING BOATS.

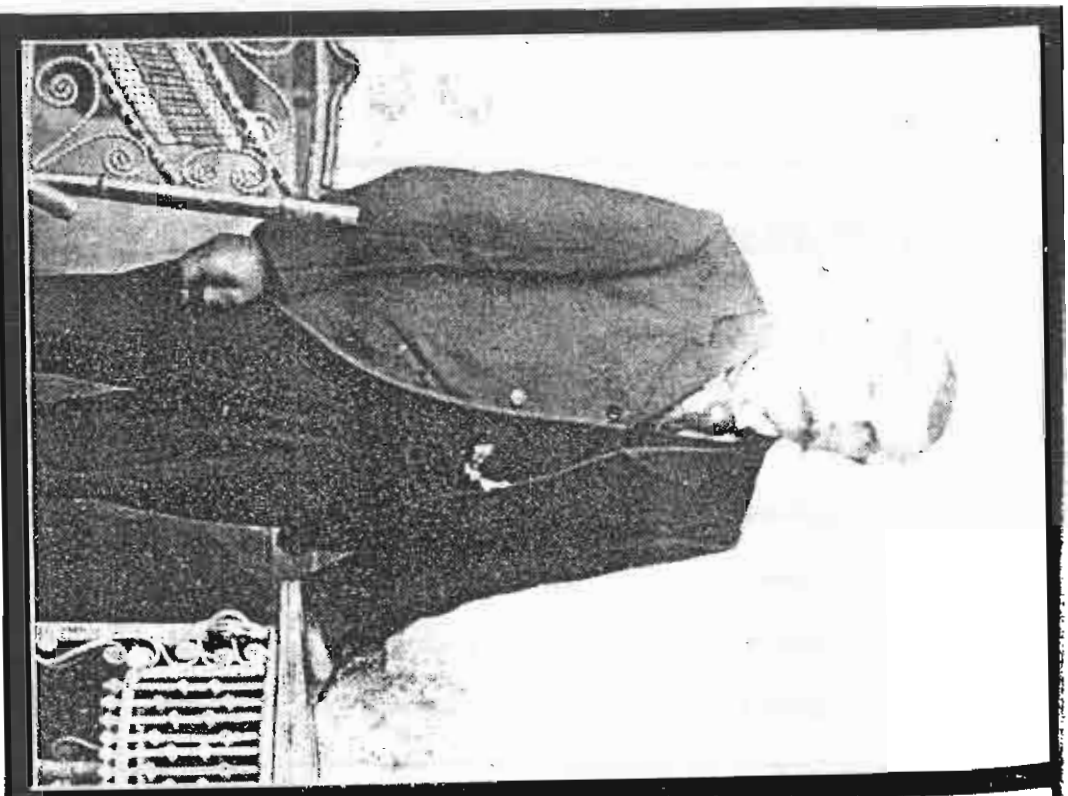


Photo by Tesla Studio!

THE LATE J. OLSON.

[Perth.

Sutton & Olson's,

BOAT SHEDS.

Barrack Street Square.

FOR HIRE

The "VAL" Line of Motor Launches.

Motor Launch	Licensed to	Carry	Passengers.
Valkyrie	"	65	"
Valdemar	"	75	"
Valdura	"	76	"
Valdavia	"	78	"
Valthora	"	78	"
Valhalla	"	100	"
Valfrida	"	100	"

Also a Fine Lot of Sailing and Rowing Boats For Hire.

Telephone A4512.

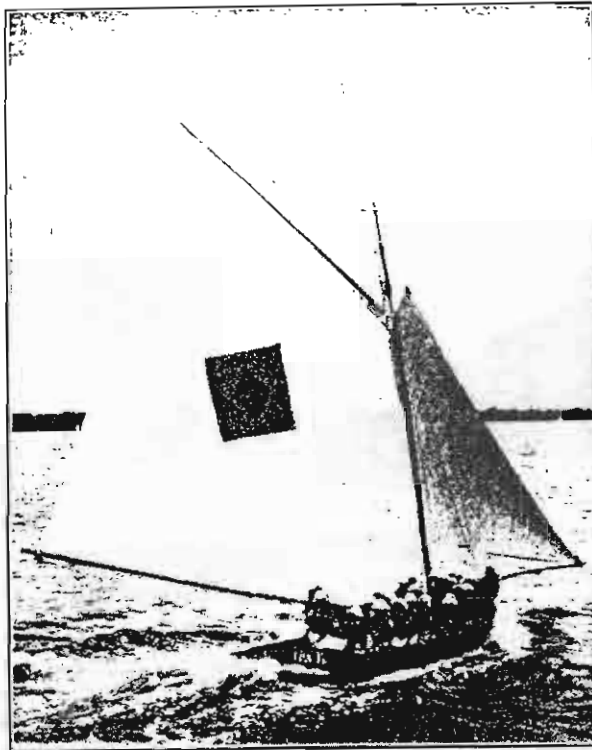


Photo by A. J. Moulton]

OUR JACK.

[Perth

J. Olsen. Built by H. Sutton & J. Olsen. Winner of 22ft. Championship of W. A.

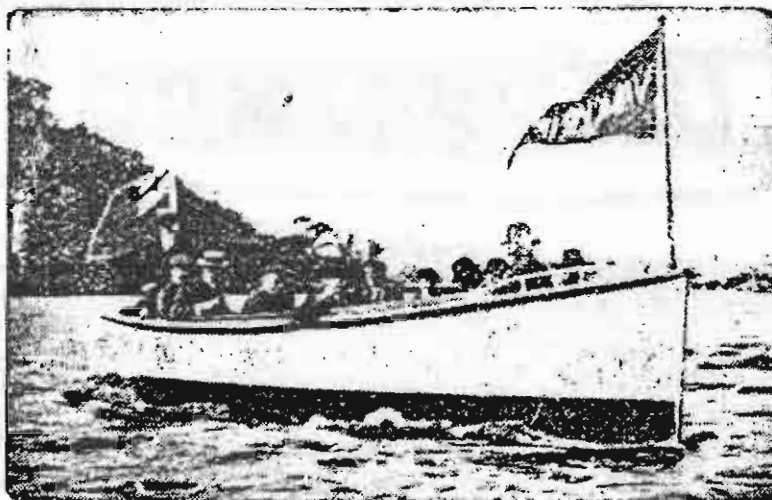
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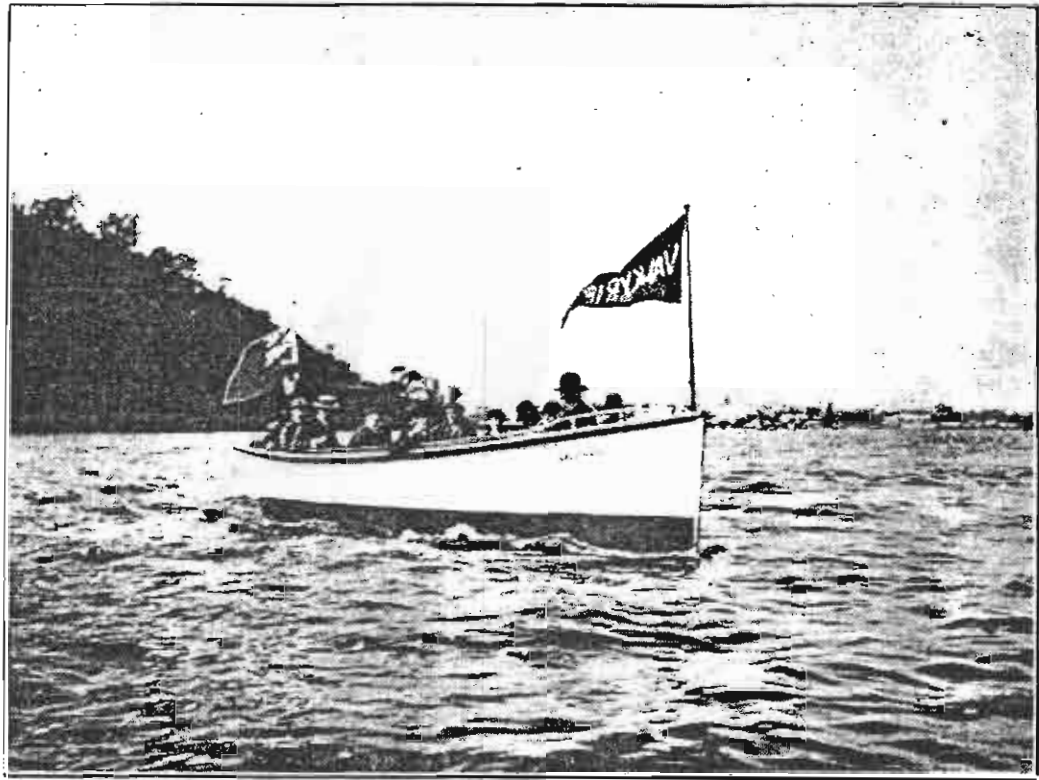
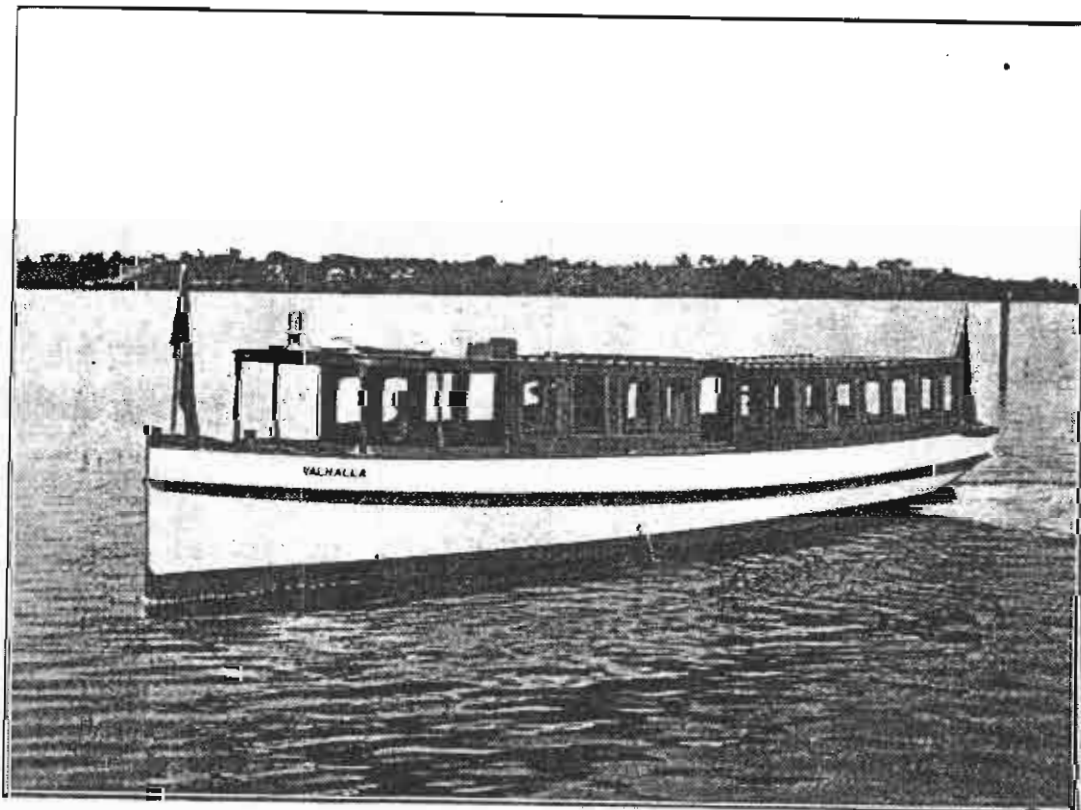


Photo by Mr F. Dawe] VALKYRIE [Perth
Designed and built by owners, H. Sutton & Co. Equipped with 6 h.p. Union engine.



Photo]by Webb & Webb] VALHALLA. [Perth.
Designed by J. Olsen; built by Messrs. Sutton and Olsen. Equipped with
15 h.p. Union engine.

Harry's place of abode was lot 97 Suburban Road, now Mill Point Road, South Perth.

References..W A Yachting and Motor Boat Annuals, 1902 - 1913.
City of South Perth, rate books.

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SWAN RIVER SHIPPING Co. of Perth.

During the mid 1850's steam came to the Swan River in the shape of vessels such as the "SPECULATOR", "LES TROIS AMIS", "LADY STIRLING" and "FRIENDS". At about the same time a company was formed by the enterprising gentlemen named George Randell and Stephan Knight.

Randell-Knight & Co. went into ship owning with the purchase of the little steamer "PIONEER" in 1857 thus laying the foundation for the most successful of our early shipping companies. Other vessels owned and operated by the company were :- "LADY STIRLING", "FRIENDS", "VENUS", "TRIBUNE", "CITY OF PERTH", "ADVANCE", "TRANSIT", "ENCHANTRESS" and "FLORENCE". The company then changed its name to the Swan River Shipping Co and under this guise owned :- "CLYO", "WARRANEEN", "AWHINA", "PELSART", "MOLLY", "ENTERPRISE", "EMU", "GAREENUP", "AMY", "GUILDFORD", "LENNETT", "NORIMBA", "EAGLE", "ADVENTURE", "DRAGON", "PYTHON", "JARRAHDAL", "ROCKINGHAM", "ALBATROSS" and "WYOLA".

This company maintained its longevity by only doing what it knew best and that was lightering cargo from ships at anchor to and from Fremantle and Perth and maintaining a regular passenger service between the two towns along with their regular weekend excursion trips.

All of the above vessels are passenger steamers, tugs and barges and with one exception were built by builders such as the Lawrences, Mews and Asquith.

The exception is the "WARRANEEN", a twin screw steam vessel of 34.35 tons. Her dimensions were 105 x 21.5 x 6.17 feet and was built at Perth during 1897 by the company for themselves. She only operated on the river for three years as she was sold to the Newcastle and Hunter River Steamship Co on the 20/8/1900 and her registry was transferred to Sydney.

The offices of the company were on Lot 19, St George's T'ce and their shipyard was on Bazaar Terrace just to the West of William Street.

It is more than probable that the company used contract labour to construct the vessel and that W & S Lawrence had a major part in the work.

References..Register of British Ships, Australian Archives.

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SWEENEY, James, of Perth.

James was born in June 1792 and was a married ship's carpenter when he was convicted at Carnarvon, Wales, in 1847 of uttering counterfeit coins. Having a previous conviction he was sentenced to fifteen years transportation.

He arrived on the first of the convict ships the "SCINDIAN" on the 1/6/1850, (No.15), and received his ticket-of-leave on the 10/12/1850.

James went to Perth where he was self employed, hiring himself out to the Perth shipyards. On the 23/10/1853 he died of a perforated ulcer.

References..Dictionary of West Australians, Erikson.

.....

SWEETMAN, Bros,

of Fremantle.

These three brothers, Benjamin Tolfrey, Henry John and Walter James were the sons of Thomas and Emma, (nee Mould). Benjamin was born 8/7/1857, Henry 1835 and Walter 25/5/1855. Their father was a schoolmaster at Guildford, Chief Clerk in the Convict Department, a Publican, a Trader and Watchmaker, a varied career. For some reason he became disenchanted with the colony and he and his wife departed for South Australia on board the "LOCHINVAR" in 1857, never to return.

However, the sons remained here in the West. Firstly, Benjamin married Mary Ann Haynes and they had seven children. He is listed as a boat builder in Fremantle from 1886 to 1889 and later became a storeman at Shenton & Co.

Henry John married Elizabeth Adams and they were to have twelve children. He also is recorded as having been a boat builder from 1886 to 1889. However, there is a reference that came to light that puts him in the shipwrighting industry a lot earlier than that as follows.

On the 28/10/1873 the French Barque "EMILIENNE" went aground at Fremantle during a severe gale. She went on to the rocks at Arthur's Head and was at the time considered to be a wreck. She lay on the rocks until the cargo was removed and a pump was installed. The vessel was then cleared of the rocks and towed to the South Jetty where she was berthed for inspection. Unfortunately this part of the operation was left too late and she promptly filled with water and sank alongside.

Posing a problem to other vessels trying to berth to unload and load cargo, pumps were again brought on board and Henry John was given the contract to pump her out and remove her from the jetty.

He states in his contract, "I the undersigned hereby agree to pump out the French Barque "EMILIENNE" and place her in the position specified in notice of today, viz, 200 yards south west of the watering jetty, (Fremantle) for the sum of three hundred pounds sterling - amount to be paid in full on completion of contract.

signed, H Sweetman, shipwright. 12/1/1874."

He carried out his contract and with the help of two of Randell & Knights steamboats the Barque was towed to Garden Island where she was careened and repaired.

Walter James married Emily Keegan and they had five children, he is only recorded as a boat builder in 1886 and then he became a boat owner.

There are no known craft attributable to these men so it is assumed that they were all employees of the larger shipyards in Fremantle.

It is not known where Benjamin lived but Henry John owned three lots in Fremantle, namely, Lot 473 in High Street, Lot 582 in Fitzgerald Terrace and Lot 827 in Hampton Road.

Walter James lived at Lot 827, Hampton Road in 1883 having bought the block from his brother.

References..Dictionary of West Australians, Erikson.
The Herald Almanacs, 1886 - 1889.
Fremantle City Council Rate Books.
Colonial Secretaries Records, Vol. 736/105.

.....

SWEETMAN, Matthew, of Perth.

This man is apparently unrelated to the above as I can find no family connections.

There is just the one reference to his activities and no boats are known to have been built by him.

Reference..Dictionary of West Australians, Erikson.

.....

SYMERS, Captain Thomas, of Albany.

Thomas was born at Brechin, County Angus, Scotland in 1797 and at the age of 14 joined the East India Company as an apprentice ship's Officer and rose to become the second officer on the "BLENDON HALL" when she was wrecked on a reef off Tristan De Cunha during 1821. The survivors suffered six months of extreme hardships before being rescued and taken back to India.

He was to build his own vessel the "CALEDONIA" at Coringa, India in 1824. She was a Barque of 189 tons and during the next 10 years he traded all over Asia and the Australian Colonies.

In 1830 he married Mary Johnson at Madras and in 1834 they sailed for Hobart to look for land to purchase. While they were there a cousin, Will Symers took command of the vessel and during a voyage from Mauritius stopped at King Georges Sound for wood and water. When he met up with Thomas at Hobart he gave a glowing account of the land surrounding Albany and induced Thomas to return there and take up land.

Having established himself and his family at Albany Thomas began to explore the south coast and was to survey five safe anchorages.

With whales abounding in the southern waters just off the coast Thomas decided to compete with the Americans who were dominating the industry and began building a 50 ton schooner on the banks of the Kalgan River. At this time it is not known what the name of this vessel was or her fate.

In 1839 his ship "CALEDONIA" was blown ashore at Fremantle in a September gale and badly damaged. To add to his woes his

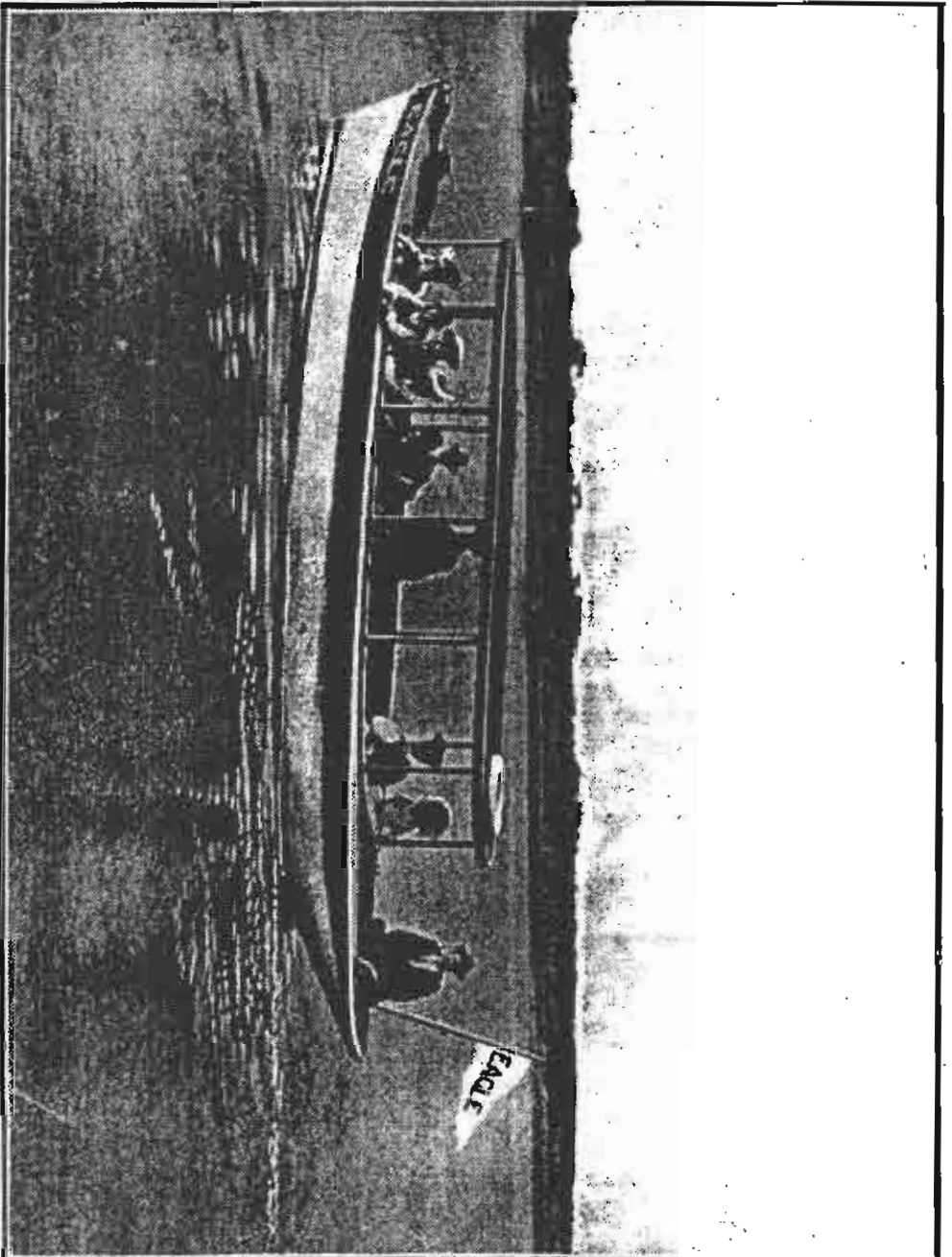


Photo by Greenham & Evans]

EAGLE.

[Bunbury.

A BUNBURY PUBLIC SERVICE LAUNCH.

Designed and built by Taylor Bros., Bunbury. Equipped with 8 h.p. Eagle engine.

investments in the ill-fated "VILLE DE BORDEAUX" was to prove extremely costly and litigation was carried on for years. Thomas Symers returned to Albany in 1843 and began building another vessel. She was to be a schooner of 70 tons. Being in financial difficulties the building was a stop start affair and in 1849, still not fully completed, he took in two financial partners to finish the building. Almost immediately though the partners began quarrelling with each other and the vessel was towed to Oyster Harbour where she lay at anchor until she just rotted away and disintegrated.

It is not certain that Captain Symers actually did any of the construction work himself or left it all to his contractors, however he, in various reports is credited as the builder.

References..Dictionary of West Australians, Erikson.
Unfinished Voyages, Vol 1, Pp 231, Henderson.
Early Days Journal, Vol 4, Part 5, Captain Symers
at Albany, by Rhoda Glover.

.....

TAYLOR, Bros, of Bunbury.

The only two vessels known to have been built by these brothers were the Public Hire Launch "OLIVE" which they built during 1907 to ply in the waters around Bunbury and up the Collie River. Her dimensions were 21.6 x 4.10 feet.

The other vessel was also a Public service launch and named the "EAGLE". She was designed and built at Bunbury during 1906/7 and was powered by an 8 H.P. Eagle engine. From the photograph of her the dimensions appear to be similar to the "OLIVE".

As they had quite an extensive hire boat business operating for the benefit of the holidaymakers it is assumed that they also built their own dinghies and yachts.

References..W.A. Yachting and Motorboat annuals, 1902 - 1913.

.....

TAYLOR, William Alfred, of Broome.

Nothing of a personal nature is known of this man except that he was a pearler, resident in Broome. In 1903 he decided to build his own vessel and to that end he constructed the two masted schooner "AWK", O/No.118997. She was of 14.44 tons and her dimensions were 41.3 x 12.8 x 4.83 feet.

After passing through a number of owners she was finally broken up during 1927.

This is the only known vessel attributed to him although it is possible that the vessel was actually built by Asian labour with his finance.

References..Register of British Ships, Australian Archives.

.....

TERRY, Henry, of Perth.

All we know of this man is that he arrived in the Colony on the 20/1/1830 aboard the "MINSTREL".

He only came to light because of a court case in which an Indian native named Habib was accused of stealing a pair of compasses from Terry the boat builder.

Habib was brought before the court on the 4/6/1834 and the magistrate was Mr H. McKie. Habib was sentenced to three months imprisonment with hard labour and three dozen lashes in front of the gaol during that period of incarceration.

In 1837 Mr Terry is recorded as being the owner of Lot W 10 in the township of Perth.

It is assumed that Terry was employed by William Edwards as at that time Edwards was engaged in building a schooner.

There are no known craft built by this man.

References..Dictionary of West Australians, Erikson.
Perth Gazette, 5/7/1834.
Colonial Secretaries Records, Vol 33/118.

.....

THOMAS, Alfred, of Fremantle.

Youngest son of the next subject, he was born in 1864 and in 1886 was listed as a shipwright at Fremantle.

He resided at 17 Cliff Street in a six room dwelling and it is assumed that he was employed in one of the shipyards on South Beach.

No known craft can be found that were built by him.

Reference..Fremantle City Council rate books, 1886-.

.....

THOMAS, Captain John of Fremantle.

In researching this man who rose from being a woodcutter and fisherman to Chairman of the Fremantle Town Trust for five terms I read what he himself had written about his early days in Fremantle, having arrived in the ship "GILMOUR" in November 1829.

Understandably he glossed over the tragic events which tore the family apart in 1835. As these events form an important part in John's early life it is necessary that they be related albeit briefly.

John was born in Wales in 1814 and with his father, John, mother, Jennifer and brothers and sisters arrived at Fremantle as part of Peel's grandiose plan. With the failure of this scheme John, senior, acquired a boat named "JANE" in 1832 and took up fishing as a profession with his son James.

John, junior, went woodcutting down near Woodman's Point to begin with before taking up land with a William Gaze in the Kelmscott district. On one occasion when they were clearing land the local aborigines attacked the pair and William was left with five spears sticking out of his back. John after gaining their hut and getting his gun, returned to William,

No. 40. }

WEDNESDAY, MAY 5, 1841

OPEN FOR CHARTER,



FOR Leschenault, or the Vasse
the cutter "VENUS."

For freight or passage, apply to
the Master,

JOHN THOMAS.

N. B.—Cargo will be landed at Fremantle,
during the winter season, from either of the
anchorages—Owen's Anchorage, or Cockburn
Sound.

Fremantle, April 21.



Photo by

JOHN THOMAS.

Greenham & Coans.

sawed off the spears and rode for help. The doctor, arriving next day duly extracted the five spear heads but managed to cut fourteen blood vessels as well and William died of mortification.

After this episode John lost his ambitions for a life on the land and joined his father in their fishing venture. His father bought another boat named "GYPSEY" which young John skippered.

I should make mention here of one of the methods used in the early days of fishing as it was an important source of food for the colony.

In general the craft was built like a small catamaran with deals laid across and a barrel mounted in the centre. The fisherman stood in the barrel and drifted off shore and then was blown back ashore in the afternoon!!! Rather a chancy occupation!!

On the 28th of August 1834 the cutter "CUMBERLAND" sailed from Fremantle bound for Port Augusta and disappeared. She had about 20 tons of cargo on board, most of it for the Bussell family.

In December 1834 six men including John Thomas, senior and his son James left to go fishing at Carnac Island and Penguin Island. On arrival at the latter one of the party **went** to the mainland to do some shooting. When he was **picked up** in the evening he informed the others that he had **discovered** a wreck. All of the party then went across to the beach and plundered the cargo that they found strewn about. Knowing that the wreck was the "CUMBERLAND" and that the cargo was private property they still failed to inform the authorities and secreted their booty about Fremantle. When apprehended they appeared in Court on the 12/1/1835 and all admitted their complicity.

Five of them were sentenced to transportation, three received fourteen years and the other two, including John Thomas senior, seven years. In due course they were sent to the penal settlements at Tasmania. Young James Thomas received a sentence of six months hard labour to be served in Fremantle. John Thomas, senior died in Tasmania whilst still a convict and James later went to Albany where he became a successful whaling entrepreneur.

The Thomas family family in 1837 were recorded as being the owners of lots 143 and 570 in the township of Fremantle. Lot 143 is on the corner of Market and Short Streets and 570 is on the corner of Parry and Edward Streets.

Returning to John, junior, the main subject of this article, he and his siblings were left destitute after their father's conviction as the Government seized all their possessions including their boats and even articles owned by others.

John petitioned the Colonial Secretary for the return of his boat "JANE" which had been given to him by his father so that he could provide for the family. This was duly granted and so began the long seafaring association with western Australia.

By 1841 John had built the cutter "VENUS" with which he began trading to the Leschenault and the Vasse and had purchased half of lot No.30 in the Fremantle township. This is the third lot in Short street on the east side.

In September 1842 the "VENUS" was blown ashore in a gale but was got off uninjured, however rumours were put about that

she was unseaworthy so Captain Thomas had her surveyed and passed and duly placed an Ad to that effect on the 1/10/1842. In 1843 John and his brother James entered the river trade with the acquisition of two cutter rigged vessels named "NAPOLEON" and "ELIZABETH". The vessels license numbers were 9 and 10 respectively.

Captain Thomas, as well as trading on the Coast, also traded in this tiny craft, (the "VENUS") to the Eastern Colonies and overseas to Mauritius and Asia.

During 1846 with the increasing volume of trade to Asia, particularly through Singapore, Captain Thomas established firm trading links with that colony and became the leading shipper of sandalwood from this colony. In February 1847 his new ship, the brigantine "EMPRESS" had been built by David Jones and was ready for trading.

Captain Thomas traded with this vessel on the Asia run until 1858 when he sold her at Singapore to purchase his last vessel, the three masted barque "RORY O'MORE". After a number of voyages from Fremantle to Singapore and return she sailed into a severe tropical cyclone near Christmas Island on the 7/4/1860 and was dismasted. With all hands working frantically they got up a jury rig and managed to sail the ship back to Fremantle.

On arrival Captain Thomas found that his wife had purchased a property near Pinjarra and he then retired from the sea. His farmhouse was to become the Ravenswood Hotel. He also held property in Fremantle and became a popular publican in that town serving it well until his death in June 1907.

References..Dictionary of west Australians, Erikson.
20th Century Impressions of W.A., P W Thiele & Co
Thomas papers, R W A H S.
History of Fremantle, Hitchcock. 1929.
Inquirer, 5/5/1841, 21/4/1841.
Perth Gazette, 12/1/1835, 7/3/1835, 1/10/1842,
2/1/1847.
Government Gazette, 1/9/1843.
C.S.R. Vol 38/151, 595/195.

.....

THOMAS, John, of Nth Fremantle.

Possibly the oldest son of the previous entry, he is listed as a shipwright from 1881 to 1885.

The first address we have for him was Lot P 27, Perth Road, Nth Fremantle, then in 1884 he moved to Lot 27 Swan Street, also in North Fremantle and lastly in 1886 to lot 144 Beach Street, Fremantle.

It is almost certain that he was an employee in one of the building yards and there are no known craft built directly by him.

References..Fremantle City Council rate books.
Herald Almanacs, 1881 - 1885.

.....

THOMAS & MURRAY,

of Fremantle.

Presumably the Thomas in this partnership is either Alfred or John and the Murray is William Murray, (see his entry). Their only known creation is the two masted schooner "NORMA", O/No.118518, of 12.71 tons. Her dimensions were 36.5 x 11.6 x 4.8 feet. She was built during 1903 for Robinson & Norman Ltd pearlers of Broome and was lost at sea in 1923.

References..Register of British Ships, Australian Archives.

.....

THOMPSON, Andrew,

of Cossack.

He was born on the 24/6/1848 in England and arrived at Fremantle on the 16/8/1876 per the "DAYLIGHT" from London as a widower. He had served his apprenticeship as a shipwright at Newcastle-on-tyne and then at 21 he went to the United States but soon returned to England and decided to emigrate to Western Australia.

He must have gone almost immediately to Cossack as he married Annie Cave there on the 16/3/1881. they had eight children all born at Cossack where he practised his trade as a shipwright and his wife ran a boarding house. He also had a share in the schooner "AMY" pearling out of Cossack.

The family left Cossack in 1891 for Fremantle where they began a furniture business.

It is quite likely that he built some of the small unregistered craft that abounded in the pearling industry.

References..Dictionary of west Australians, Erikson.

The Herald Almanac, 1886 - 1887.

.....

TILLEY, Alfred Ernest,

of Fremantle.

Alfred was born at Hobart, Tasmania on the 5/1/1869 and served his apprenticeship with the Hobart shipbuilding firm of Tilley and Williams.

He then went to Melbourne and carried out some carpentry work before emigrating to Fremantle in 1896, arriving on the "BOTHWELL CASTLE".

He began his boat building career at about the turn of the century and in 1903 built the two masted schooner "FRANCES", O/No. 117814 of 13.1 tons. Her dimensions were 37.2 x 11.7 x 4.8 feet and she was built for McKay and Richards, pearlers of Broome. After a change of ownership, the vessel (B.137) was badly damaged in the cyclone of 27/3/1935. She was then repaired and was used by the Royal Australian Navy during the war.

He is also credited with building the schooners "LEON" and "ALEXANDER" but as these were not registered we have no details of them.

Other vessels that he built were :-

fishing boats, "STELLA", "COLUMBIA" and "SILVER WAVE".

schooners, "MOYANA", "INVINCIBLE", "THOR" and "RIPPLE".

ALFRED E. TILLEY,

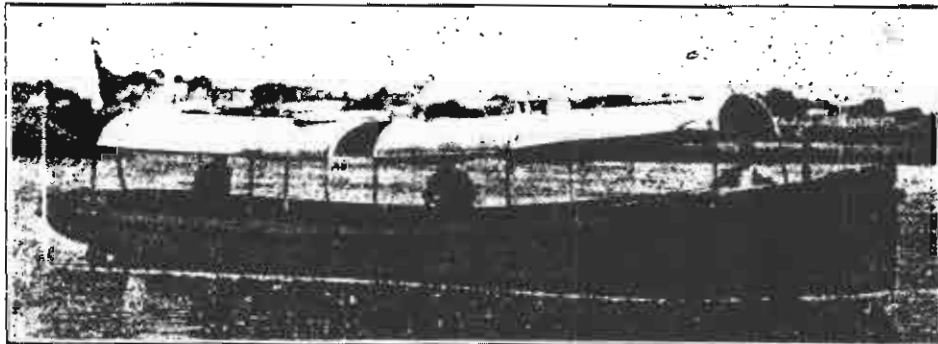


Between Bridges, Fremantle.

BOAT SHED

Motor Launches & Boats For Hire.

The best place to Hire Boats for Fishing in Harbour or Gage Roads. The Motor Launch "Invincible" licensed to carry 56 Passengers, the Fastest Launch on the River for her power, Fitted with an Australian Made Engine.



Also the Motor Launch "Rocket 1" (25 passengers) the best Pleasure Boat on Hire for the River and Outside Fishing. The Magnificent New Launch "Union" (58 Passengers) And the "Dauntless" (150 Passengers) the Largest and Most Comfortable Boat on the River

LIVE BAIT and CRAYFISH ALWAYS KEPT.

Yachts and Boats Towed Through Bridges.

Light Drinks and Refreshments kept in Summer.

'Phones 86 & 360 East Fremantle.

ALF. E. TILLEY'S Foot of East St., East Fremantle

BOAT SHED

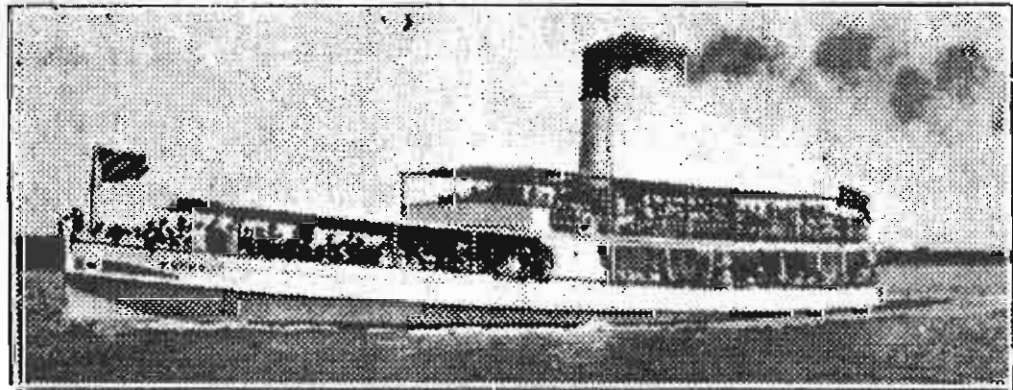
Also along side the bridge. Motor Launch and Boats for Hire
The best place to hire boats for fishing in Harbour or Gage Road.
Live Bait and Live Crayfish always kept

Yachts and Boats Towed through the Bridges.

Light Refreshments and Soft Drinks kept in Summer Months.
TELEPHONE 86.

**TWIN - SCREW
STEAMER**

EMERALD



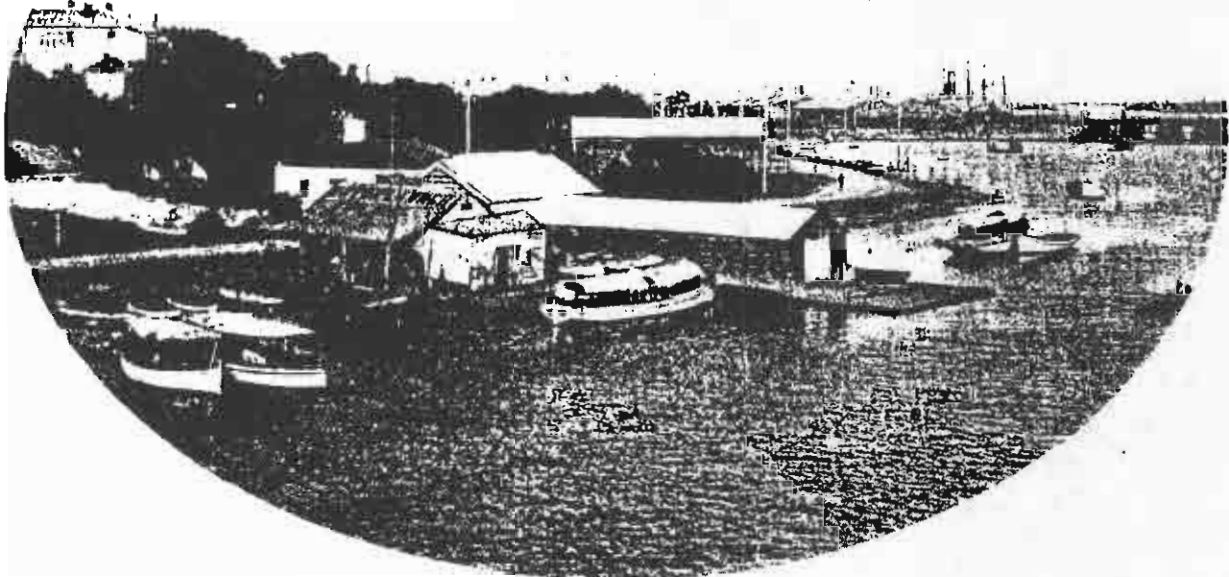
ROUND SEA TRIP,
including Garden Island and Rockingham, leaving Barrack
Street Jetty 10 a.m. every Sunday, and arriving back in
Perth 6 p.m. Fares 5/- Return.

Special Concession to Parties up to 200 Passengers.
The well-known Launches
"DAUNTLESS," "HENLEY" & **A. E. TILLEY & CO.**
"SUNBEAM" for Charter. Telephone FM 2086.

ALF. TILLY,
LUGGER AND BOAT BUILDER.

Builder of the luggers Leon and Frances, etc.

BOAT SHEDS:
NEXT TO OLD BRIDGE, EAST FREMANTLE.
BOATS FOR HIRE.

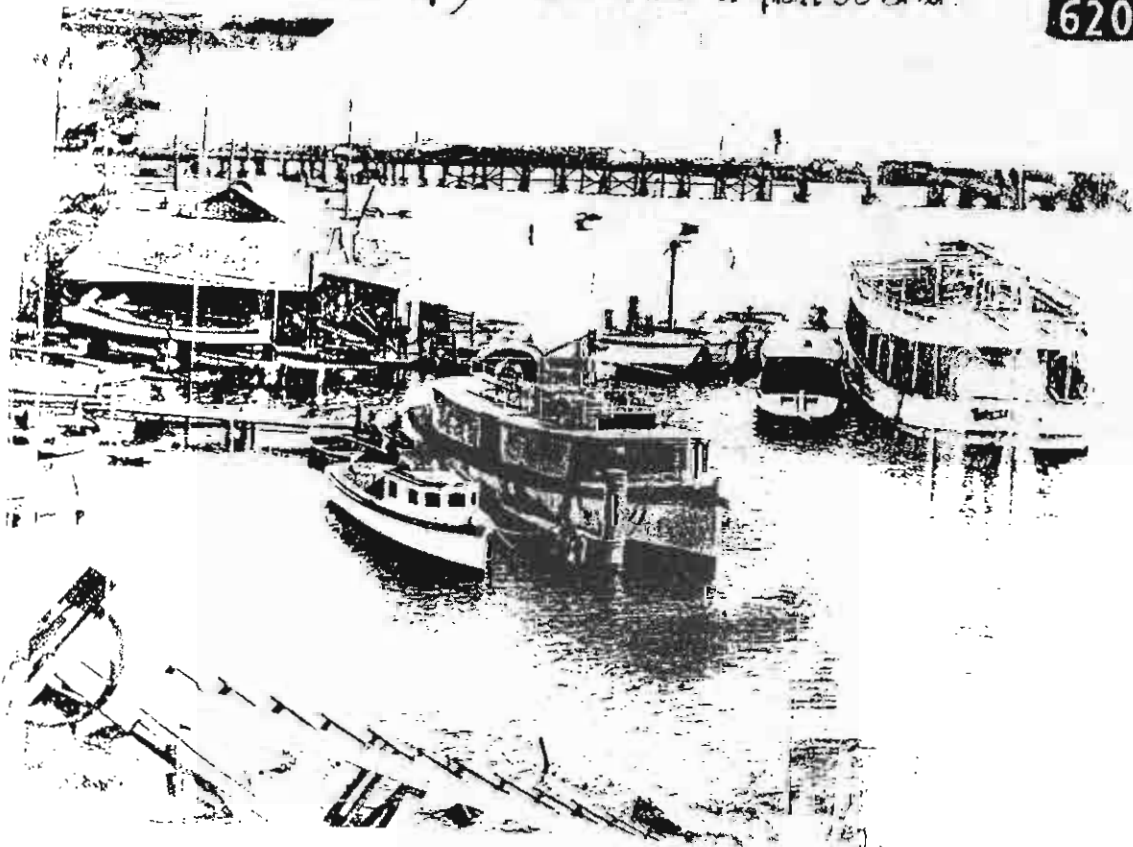


SCENE AT EAST FREMANTLE: TILLEY'S, A FAVOURITE RENDEZVOUS OF ANGLERS. J. W. Dawson

C1925

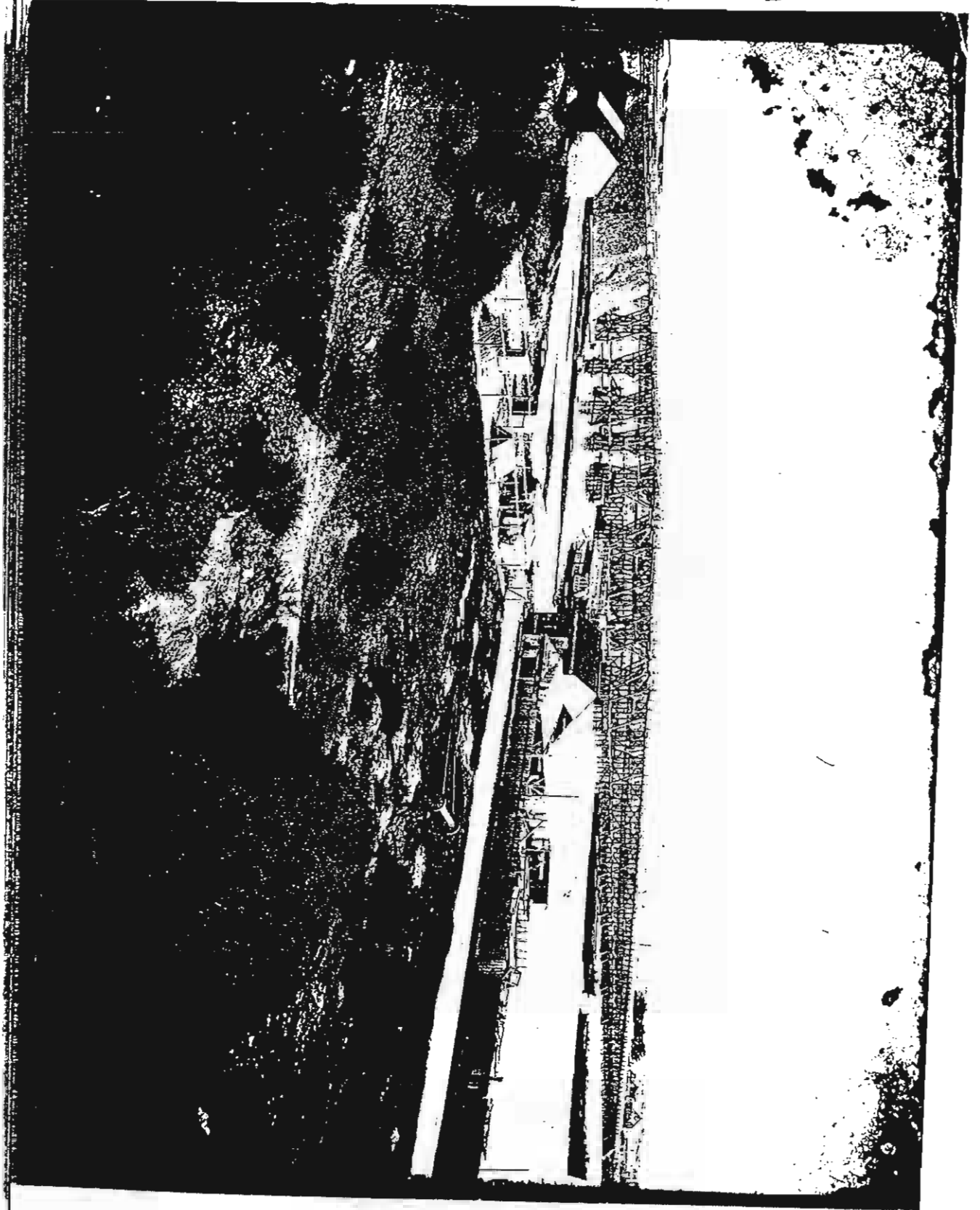
Tilley's boatshed (at left) The 'Emerald' a pleasure boat.

620



Dec 1905

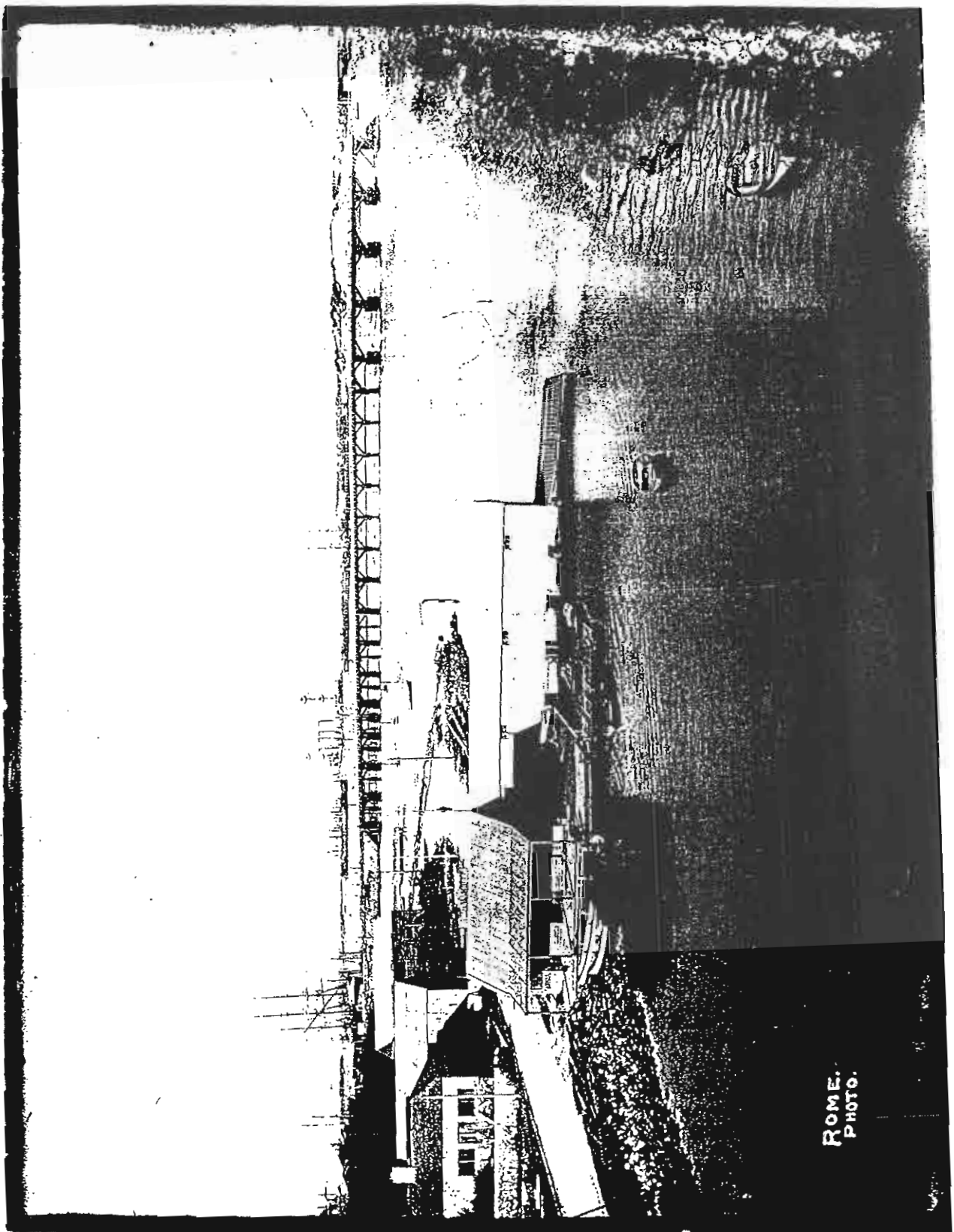
Fremont Bridge



TILLEY'S BOAT SHED IN
FOREGROUND

5323B/1208

5323B/2030



ROME.
PHOTO.

A.E. Tilley Boats for Hire
Victoria Road.
North Fremantle Bridge c.1900s

17551P

Builder's Certificate

I Alfred Lilley, Shipbuilder
at Fremantle do certify that
the Sailing Vessel "Stanzas" of
thirteen tons or thereabouts, having
one deck and two masts,

Schooner rigged, was built by
me at my yard, in the year 1903
and launched on the 30th day
of May 1903 on account of
Messrs. Richards & McKay of Broome
And that I have no further
claim on the vessel

W. E. ...
ASSISTANT REGISTRAR OF SHIPPING.

Alfred Lilley
Shipbuilder
June 5th 1903

THOMAS & MURRAY,

of Fremantle.

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He began his boat building career at about the turn of the century and in 1903 built the two masted schooner "FRANCES", O/No. 117814 of 13.1 tons. Her dimensions were 37.2 x 11.7 x 4.8 feet and she was built for McKay and Richards, pearlers of Broome. After a change of ownership, the vessel (B.137) was badly damaged in the cyclone of 27/3/1935. She was then repaired and was used by the Royal Australian Navy during the war.

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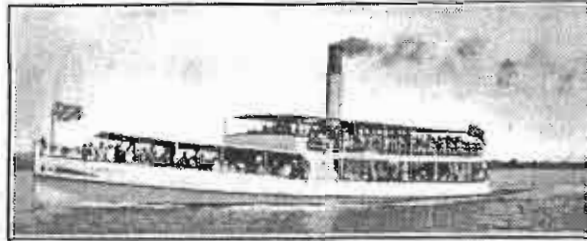
fishing boats, "STELLA", "COLUMBIA" and "SILVER WAVE".

schooners, "MOYANA", "INVINCIBLE", "THOR" and "RIPPLE".

Subject:

b 171/34

WA }
C & E }



T.S.S. "EMERALD," 765 Passengers

Phones { HEAD OFFICE - FM 2088
VICTORIA QUAY FM 1048

BEACH STREET,
FREMANTLE, March 4th 1935

The Customs & Excise Office,
FREMANTLE.

Agents from

ALF. E. TILLEY & CO. LTD.

E. & O.E.

Steamer and Launch Proprietors, :: Ship and Boat Builders

Mr. H. St.G. Bird,

Collector of Customs W.A.

Dear Sir,

We herewith enclose cheque for 17/6 being payment
of fee for the transfer of ownership of the vessel "Duchess",
kindly forward receipt at your earliest convenience,
& thanking you, we are,

Yours Faithfully,

ALF. E. TILLEY & CO. LTD.

per. J. Peterson.

cc'd 5/3/35

Shipping Registry transfer fee

H.P. (handing)

5 - MAR 1935



J. Gunn

378

WESTERN AUSTRALIA.

SPECIAL LEASE

(Under Section 152 of the Land Act, 1898).

Kimberley DIVISION.

Lease No. 517/152

Broome Lot No. 447

Edward the Seventh, by the Grace of God, of the United Kingdom of Great Britain and Ireland King, Defender of the Faith, etc., etc., etc. To all to whom these presents shall come, GREETING: Know Ye, that, whereas by the Land Act, 1898, power is given to the Governor in Council of our State of Western Australia to grant leases of any portion of land to any person for any special purpose upon the terms and conditions set forth in Section 152 of the said Act; And whereas James William Tilly, of Broome, in the said State, has made application for a lease of the land hereinafter described for the special purpose of

Boat Repairing

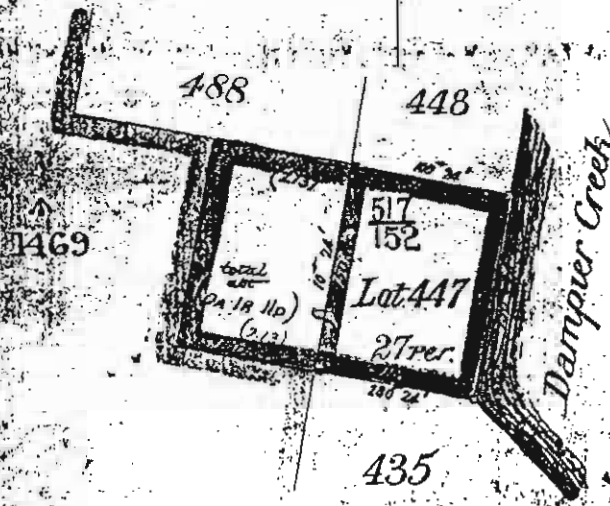
And whereas the said Governor in Council has approved the granting of the said lease; We, of our especial Grace, and in consideration of the premises, and also in consideration of the rents hereinafter reserved and on the part of the said James William Tilly, his Executors, Administrators,

and Assigns (hereinafter called "the Lessee"), to be paid, and in exercise of the powers in that behalf to us given by the said Act, do by these Presents demise and lease to the said Lessee, the natural surface and so much of the land as is below the natural surface to a depth of 2000 feet of ALL THAT piece or parcel of land delineated on the plan hereon, with the appurtenances: To HAVE AND TO HOLD the Premises hereby demised subject to the powers, reservations, and conditions herein and in the said Act contained, and with all the rights, powers, and privileges conferred by such of the said Act as are applicable hereto, unto the said

Lessee for the term of one year, to be computed from the first day of January, 1903, for the special purposes aforesaid: YIELDING AND PAYING therefor during the said term unto Us, Our Heirs and Successors the yearly rent of Three pounds without deduction, by equal payments half-yearly, in advance, on or before the first day of March and the first day of September in every year, such

PLAN HEREBY REFERRED TO.

Subject to Survey.



Further Amended as in Red

J. Howland

By Order of the Minister for Lands 28. 5. 13

AB

Scale One Chain to an inch

The bearings on the above plan are true or thereabouts, and the area and measurements more or less.

In Witness whereof we have caused our said Minister for Lands to affix hereto his seal and set his hand this *26th* day of *July*, 190

Amended as in red

Henry J. ...
By order of the Minister for Lands.

William ...

By order of the Minister for lands. 7. 7. 10

launches, "INVINCIBLE", "UNION", "DAUNTLESS", "ROCKET 1" and "SUNBEAM".

His boat building and boat hire business was on the site of the present East Street jetty in East Fremantle of which we have a number of photos.

The boat builders certificate for the "FRANCES" states, "I Alfred Tilley, shipbuilder at Fremantle do certify that the sailing vessel "FRANCES" of thirteen tons or thereabouts, having one deck and two masts, schooner rigged, was built by me at my yard in the year 1903 on account of Messrs Richards and McKay of Broome and that I have no further claim on the vessel.

signed, Alfred E Tilley, shipbuilder, 5/6/1903.

At this time Alfred and his family resided at Lot 833 on Cantonment Road, Fremantle.

References..Dictionary of West Australians, Erikson.
Fremantle City Council, rate books.
Fremantle City Library, photo collection.
Western Mail, July 1914, page 24.
Daily News, 17/1/1938.
W A Almanac, 1899.
W A Yachting and motorboat annuals, 1902 - 1913.
Fremantle City Library, local history section.
Battye Library photo collection.
Boat Builders Certificate, Australian Archives.

.....

TILLEY, James William, of Broome.

Presumably a relative of the aforementioned Alfred Ernest, he was a pearler at Broome and at various times owned a number of schooners, some of which were, "EMPIRE", "NERIAND", "ENDEAVOUR", "RELIANCE", "FLEETWING" and "BOSSUT".

In 1913 when James took out licenses on the vessels he owned that year they were "ENDEAVOUR", (B,167), "RELIANCE", (B.168) and "BOSSUT", (B.169).

To service his vessels and others he established a ship repair business on lot 447 on the banks of Dampier Creek and received a special lease in January 1903. It was leased for the sum of three pounds per annum. It is not known whether any craft were built at this yard but the possibility exists. Upon James death the ship repair business was sold to Herbert Kennedy for the maintenance of his fleet.

References..Broome Museum, special lease agreement.

.....

TURNER, James Augustus, of Busselton/ Cossack.

This family of pioneers arrived at the Swan River Colony on the 12/3/1830 aboard the "WARRIOR" and as all the good farming land had already been taken up in the Perth district they were induced to go to the new district of Augusta.



James Woodward Turner, 30/1/1780 - 14/6/1862 (Taken in England, 1847).

His first venture into shipbuilding was with his father when they built the schooners "ALPHA" and "BEE", (see next entry) He is listed as a boatbuilder from 1867 through to 1877 in Almanacs

He is credited with building coastal vessels such as "FLYING FOAM" which is incorrect as she was in fact built by William Jackson. He appears to have had a number of interests as he was an explorer and surveyor and later was involved in the pearling industry.

At one stage he resided at Geraldton (1873-1876) and as there was a James Turner listed there as a carpenter/shipbuilder in 1873 I think it is probable that it is the same person.

James went to Cossack in 1876 and established a shipwrights business and apparently died the following year. As there was another James Turner operating as a shipwright in Cossack from 1880 through to 1885 it is presumed that this one is a relative of the former.

There are no known craft attributed to him as a builder although in the years that he was in business there were many vessels built that we don't know who the builders were.

References..Dictionary of West Australians, Erikson.
W A Almanac, 1869 - 1871.
Herald Almanac, 1867 - 1878.
Herald Almanac, 1880 - 1885.

.....

TURNER, James Woodward, of Augusta.

James was born in 1780 in England and arrived per the "WARRIOR" on the 12/3/1830. With no suitable land available in the Perth area the family was induced to go further afield Augusta was chosen and they sailed on the "EMILY TAYLOR" to found the new settlement in May 1830.

With problems with transportation Turner decided to build his own ship and in the Inquirer of 18/9/1844 there appeared this article,

"we rejoice to hear that considerable activity prevails in a part of the colony which has hitherto attracted but too little notice, viz, Augusta. That enterprising colonist Mr Turner has induced several artisans and labourers to settle down in his neighbourhood, who have formed an association for building one or two small craft, in which to carry on a trade in timber and farm produce with the Eastern Colonies and the Isle of France. The plan is something similar to that followed by the whalers, each man having a share in the vessels and profits for his labours, Mr Turner finding them in provisions until the profits come in.

One vessel of 42 tons called the "ALPHA" is already nearly completed and will take the first trip to South Australia with timber. So soon as the "ALPHA" is off the stocks another vessel of 80 tons will be laid down.

We wish Mr Turner and his employees every possible success and shall be glad to record instances of similar activity and enterprise in every part of the colony."

The "ALPHA" when registered in 1844 was 36 tons with dimensions of 46 x 12.7 x 7.5 feet. She was a carvel built two masted schooner.

Tom Turner, in a letter which slightly contradicts the account above, states, "Mr Turner with the assistance of his sons (5) and his only remaining labourer, T Salkild, designed and built out of timber locally cut and prepared, a schooner for their own use."

A description of the launching at Augusta is from a letter written by Mr Turner and is as follows,

"we commenced launching our vessel on James birthday. She did not get very far on the way as they had insufficient descent on them and we were obliged to push her by degrees with our seven jacks to get her into the water, which occupied three days.

We had our colours flying, our piece of ordinance loaded and fired and all the village folk in attendance.

She was named the "ALPHA" with a bottle of wine of your making and success was drunk to her by all the white population, men, women and children, also two or three natives and dined on roast beef and Augusta plum pudding and spent the evening in good harmony".

The other vessel that Turner is known to have built was the "BEE".

In the Inquirer of 3/1/1849 an article reads thus,

"a small schooner arrived at Fremantle from Augusta on the 30/12/1848. She is built by Mr Turner, of that place, is of about 17 tons burthen and is called the "BEE".

This vessel was wrecked in 1849 and the "ALPHA" was wrecked at Encounter Bay, South Australia in July 1847.

References..Dictionary of West Australians, Erikson.

Unfinished Voyages, Vol 2, Henderson.

Inquirer, 18/9/1844, 13/11/1844, 3/1/1849.

R W A H S, Early Days Journal, Vol 7, Part 5.

The schooner "ALPHA", E Watson, P.R.6132 B.L.

.....

URQUART, William,

of Fremantle.

In 1900 this shipwright resided in a rented cottage at lot 42 Wardie Street, South Fremantle and in 1902 had moved to lot 6 Edward street. As no craft are directly attributed to him it is supposed that he was an employee of one of the larger shipyards.

Reference..Fremantle City Council rate books.

.....

Van ZUILECOM, Charles Louis,

of Albany.

Charles was an employee of the great shipping company P & O which ran their fleet of coal burning steam ships from England to Australia. Requiring coal for the boilers coaling

stations were set up along the route and one of these was at Albany. As well as coal, which was transported to Albany in company vessels and discharged into hulks, the vessels required water.

The coal hulks were moored off the town jetty and so were handy for their purposes but water was a different matter.

The method originally used was to lower a number of wooden barrels over the side, tie them together in a long line, man the whaleboat and tow them ashore for filling and when filled row the barely afloat string of barrels back to the vessel to be hoisted aboard. As can be imagined a time consuming and laborious process.

There was a good spring of fresh water in Frenchman's Bay but there was the problem of transporting it across to the anchorage off the townsite.

P & O decided to bring in their own lighters and two were brought in 1859. Mr Van Zuilecom was sent by the company to assemble the four that were brought out from England in 1863. They were of iron construction and were pre-fabricated before being shipped out.

His other notable feature as far as shipbuilding at Albany was concerned was the construction of a Jarrah built floating drydock. This was the first such facility in Western Australia and was launched in April 1866 and was still in use at least until 1906. An unusual feature of the dock was the installation of a windmill operated pump which removed any water that leaked in through the doors.

On the 11th of March 1867 Charles was granted lot 338 in the Albany township on Frederick Street.

In a letter Charles wrote to the Harbour Master at Fremantle obviously in response to a private query, Charles says, "Albany, King George's Sound, 2/11/1867.

From what I have seen of the professional abilities of Mr Morgan in taking vessels in and out of Princess Royal Harbour I consider him quite competent to fulfil the duties of Chief Pilot at this port,

signed, Charles Van Zuilecom.

The letter gives an indication of his prestige and power in the port.

After leaving the service of P & O Charles went inland, took up land and spent the rest of his days farming.

References..Dictionary of West Australians, Erikson.
Memories of Maritime Albany, G DeL Marshall.
Colonial Secretaries Records, Vol 593/330.

.....

WAGNER, Charles,

of Fremantle.

Nothing is known of Charles career or life in Western Australia and we only have the one reference in which he appears as a shipwright.

He lived during 1887 (at least) at lot 623 Russell Street, Fremantle in a three roomed cottage and by 1900 he had moved to a cottage, which he had bought, at lot B 12 in McLeery Street Fremantle

He obviously worked at one of the shipyards as an employee and there are no vessels identified that have been built by him.

References..Fremantle City Council, rate books.

.....

WALKER, Charles, of Fremantle.

All we know of Charles is that he came to W.A. from Sydney where he had been a shipbuilder and had already constructed a number of smaller craft plus a 135 ton steam vessel named "ROSE OF SHERON" at that port.

On arrival at Fremantle he set up his yard just to the East of the mouth of the tunnel under the round house on Bather's Beach and his residence was at lot 18 Tuckfield Street.

The first indication we have of his boat building skills comes in an article from the Inquirer dated 7/9/1888 and it reads in part,

"Charles Walker, has launched one of the prettiest models ever seen here. It was built for Mr Joshua Davies at his timber yard, for the pearling industry. The dimensions are as follows, 38ft, keel; 42ft overall; 12ft beam and 5.4ft depth of hold and will be rigged fore and aft. She is built of Jarrah, with Karri pine decks, copper fastened and is 14 tons register.

The finish is equal to that of a yacht and is a credit to both builder and owner. Those who take an interest in pearling should visit the boat, which is well worth an inspection. Judging from the style of build she will be a fast sailing craft and no doubt when put to work will make a good account of herself."

Unfortunately, at about this time a number of similar sized vessels were built and on their registration certificates it gives no indication of the builder. Also there are no registered vessels of that era built for a Mr Davies so her name and fate remain a mystery.

The next reference we have is from the West Australian newspaper dated 10/7/1889,

"a new lugger, built by Mr C Walker, at Fremantle, has been finished for Captain Riddell and the craft has been greatly admired by the numerous pearlery in the town, her dimensions are 41 x 11 x 4.25 feet. She has been built of Jarrah, Red Gum and Karri Pine topsides and decks, copper fastened throughout."

The third newspaper item identifies that he built two schooners named "ISABELLA" and "QUEEN" however they don't tally in size or ownership details with the ones written about. The article states,

"a new lugger has been launched by Mr C walker from his yard at Fremantle for Messrs Streeter & Co, and, judging by her appearance it is the best boat this builder has yet constructed. Her dimensions are 41 x 11 x 5.5 feet. She has been built of Jarrah, White Gum and Karri Pine and is copper fastened. the cabin has been fitted for two, with a handsome companion, extra finished and varnished and with a set of small windows on hinges, thus giving ample means of

ventilation. This is a new introduction in boats of this description built at Fremantle.

There are also several minor improvements in the lugger that will be of the utmost utility to those in charge of her.

As the lugger lay alongside the North Jetty getting her deck fittings she was greatly admired for her beautiful model and general workmanship and it is asserted that this new addition to the fleet would prove equally as smart as the other boats sent from this builder.

Mr Walker has received two new orders from the pearling grounds for luggers fore and aft rigged, a style of rig originated by him in building the "ISABELLA" and "QUEEN", the first two boats with this rig built at this port and who have proved to be such fast boats. This new style of rigging was at first condemned by several in the trade, but since then it has been generally adopted and it has been found to be superior in every respect to the lugsail rig."

The importance of this article is that it shows that Charles changed the whole nature of the industry by changing the hull shape and designing a simpler and easier to handle rig. This rig became the industry standard for more than seventy years. Other vessels that we have evidence of him building are, "POST BOY", "MINNIE", "IDA", "ZOE", "ROSE", "GEORGE", "ETHEL", "MARY", "AGATHA", "MOA", "MARJORIE", "DAMPIER", "ULLIE", "ETTICA", "MAVIE", "HEATHER FLOWER", "McLHENNAN" and "PENDA".

Apart from these pearling craft he also built racing and cruising yachts for the pleasure boat market, three of which were the "WINETTA", "DAWN" and the yawl "SEA QUEEN". The only motor launch known to have been built by Charles was the "ALICE" which was built for Inspector Connell of the Water Police.

Undoubtedly there were many others, the names and types of which are yet to be discovered, however this is a fair representation of the work of this meticulous and innovative man.

References..West Australian, 10/7/1889; 6/1/1890.
 Inquirer, 7/9/1888.
 Wise's P O Directory, 1893 - 1896.
 Register of British Ships, Australian Archives.
 W A Yachting and Motorboat Annuals, 1902/1913.

.....

WALKER, John,

of Fremantle & Broome.

Nothing of a personal nature is known of this man however it would appear that he began his career working in the shipyards at Fremantle as he is listed as residing at Lot 11 Wardie Street during 1902/1903. During this period at Fremantle there were no boats built by him that we know of and it would seem that after the building boom of the early 1900's he moved to Broome where he would be assured of at least maintenance work. Whilst at Broome, he built two vessels as well as carrying out the maintenance work.

**CHARLES WALKER,
LUGGER AND BOAT BUILDER.**

Pearling Luggers, Sailing Boats, and Cruisers.

**ESTIMATES and DESIGNS OF EVERY
DESCRIPTION OF CRAFT.**

BUILDER of the well-known yawl SEA QUEEN, and also of ALICE,
Inspector Connell's Motor Launch.

ESTIMATES GIVEN for MOTOR LAUNCHES of Latest
Design and Built on Fast-Running Lines.

The Best Workmanship Guaranteed at Moderate Co

BEACH-ST., EAST FREMANTLE.^{ct.}

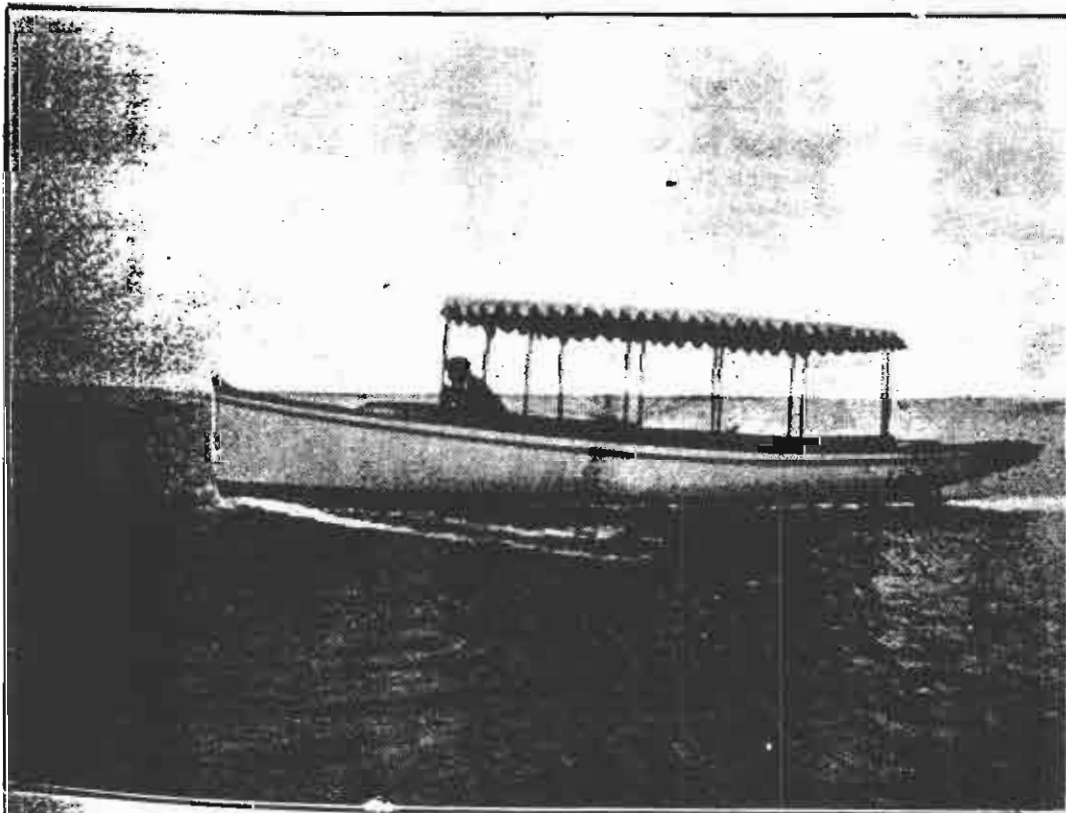


Photo by W. A. Smythe]

[Perth

ALICE.

Designed and built by C. Walker. Equipped with 9 h.p. Smalley engine.

The first was the "BUNBURY", O/No.125026, of 12.9 tons. She was a two masted schooner with dimensions of 36.5 x 12.4 x 5.8 feet and she was built during 1909 for Streeter & Male Ltd of Broome. Her ending came in 1934 when she was beached on the Broome foreshore and left to rot away.

The second was the "MAVIS", O/No.131629 of 13.24 tons. She also was a two masted schooner with dimensions of 36 x 12.2 x 5.4 feet. The vessel was built during 1912 for Harry Talboys and after a number of ownership changes appears to have disappeared, probably to suffer the same fate as the "BUNBURY".

It would seem that he built craft under contract and in between times built dinghies and/or carried out repairs to the pearling fleets.

References..Register of British Ships, Australian Archives.

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WATSON, Charles,

With this name we come across a slight problem in that we have three Charles Watsons all operating as boat builders, apparently unrelated and all working at their trade at around the same time. Beginning with the first to be identified satisfactorily we have,

WATSON, Charles,

of Perth.

Charles was born at Redcliffe on the 6/12/1836 the son of William and Ann, (nee Farmer). He was to marry twice and had eight children. It is not known just where he lived but his addresses given in his advertisements and letters are a little confusing.

He served his apprenticeship with Thomas William Mews, junior and took over the business, which at that time was on Lots L33 and L34 in Mounts Bay Road, but later he gives the address of his boat building yard as Murray Street. This would be alright for building dinghies etc. but when constructing large craft would definitely be a handicap when launching.

When he was 18 he placed an advertisement in the Inquirer on the 17/11/1858 challenging all lovers of Aquatic Sports to race their yachts against the one that he was then building. the race was to be held outside the bar for a purse of twenty pounds.

At this time he was still an apprentice working with or for T W Mews, junior at Perth so he must, even at that age, have been quite competent in his trade. On the 19/1/1859 another ad was placed in the Inquirer under the heading, Sport!!!, "the well known new built dinghy prize boat, with sculls, crutches etc, complete, being the winner of the dinghy race at the recent regatta, will be offered as a prize to the winner of such pleasure boats as are willing to make up a race on Saturday, 29th inst.

The course to be from the beacon opposite Mill Street jetty, round a flag boat moored five miles down the river and back,

WESTERN AUSTRALIA

Application for full Title to a certain Portion of Crown Land herein described, purchased at Public Auction, at Perth
 on 5th October 1859 by Charles Watson

NAME AND ADDRESS FOR APPLICANT, FOR INSERTION IN TITLE DEED.	No. OF LOT.	ACRES.	TOWN OR COUNTY.	AMOUNT OF FEE-CHARGE MONEY.			REMARKS.
				£	s.	d.	
Charles Watson Perth Street Perth	93	5.2.3	Suburban Street Perth	2	4	159	This application does not involve any legal objection to the various grants being made. Perth Dec 22 1859

The full amount of Fees and Charges Money have been duly paid

DESCRIPTION FOR TITLE DEED.

Survey Office, Perth, 6th July 1860

W. G. Bennett
 COLLECTOR OF REVENUE

Date 4 June 1859

Both subdivisions lot R: 93 (3. 0. 87)

These are now being reserved for the use of the Government and are bounded on the East by 4 chains and 35 links of Bulman-Dunes, - On the South by Bulman-Dunes lot R: 93 measuring 4 1/2 chains in length, - On the North by Bulman-Dunes lot R: 91 measuring 4 chains and 40 links, - and 4 chains on the West by a straight line 4 chains and 7 1/2 links in length.

Approved

GOVERNOR

W. G. Bennett
 Collector of Revenue

Perth 19th March 1874

Sir,

The time allowed me for building a residence for
Her Majesty's Local Government ^{having} ~~being~~ expired,
I would respectfully solicit an extension of five Weeks -

To my inability to obtain Copper in the markets
of this Colony and Melbourne, I entirely attribute the
delay - such a difficulty was never provided for in my
calculations when tendering for the Work -

Had it not been for the kindness of the Senior Control
Officer in permitting me to purchase a limited quantity
from the Magazines under his charge, the residence
would not have been so far advanced in its structure -

I take the liberty of enclosing a memorandum from
Officers No of Melbourne of 31st Dec last, stating their
inability to obtain Copper in the markets at that place,
of the description required to carry on the Work of the Craft,
to assist in the conviction that I used every endeavour
to fulfil the requirements of my Contract -

Humbly trusting that the favor solicited will
be conceded to me -

I beg to remain,

Sir,

Your most obedient humble servant

Charles Watson

Boat Builders

To be returned

The Honorable
The Colonial Secretary

Perth



Boatbuilder's Shed at foot of Spring Street, 1862

Form No. 190.

TENDER.

In conformity with the advertisement inserted in the Government Gazette of the

July 15 18 *74* the undersigned hereby tender to perform the following
service for Her Majesty's Colonial Government,

*The Building of a Boze Boat
for the Harbour Masters Department
according to plan & specifications
for the sum of of £4 hundred &
sixty eight pounds £698.0.0.*

receiving for such service

Witness my hand this *15th* day of *July* 18 *74*

C. Watson Signature of Tenderer.

rounding the prize boat, which will be moored off the town jetty. To start at 3 o'clock P.M.

signed Charles Watson.

From just these two entries it can be seen that Charles was an avid sailor and further reading, especially of regatta results in the succeeding years, shows that he was in every one with quite often more than one boat racing in different classes. Also what better way to advertise your expertise!

In a letter from the Harbour Master, James Harding of the 25/3/1859 written to the Colonial Secretary, James says,

"Sir, on returning the enclosed tenders I beg to remark that I am unacquainted with Watson and would rather recommend the acceptance of Mew's tender, he having given satisfaction in boatbuilding on former occasions. At the same time prefer leaving the matter for your decision, I am etc."

We find though, notwithstanding the above letter, that Charles, on the 31/3/1859, was awarded the contract to build a whaleboat for the Harbour Master's Department for the sum of 38 pounds.

In another letter dated 8/7/1859 it is stated that Charles won a contract to supply two boats for the Water Police department and that one of them was completed. Mr Watson requested that it be inspected by a party of Government Officers and that a party of convicts be provided to carry the boat to the water. The Colonial Secretary agreed to these proposals and the boat was duly inspected, passed and then carried to the water by the convicts whilst they were on their way to dinner.

The 9/11/1860 saw an interesting entry in the Perth Gazette which reads,

"Thomas Mews, late of Perth, boatbuilder, while returning his sincere thanks to the inhabitants of the Colony for the kind manner in which they have supported him, begs respectfully to bring before their notice his successor, Charles Watson, who served his apprenticeship under him, and who is perfectly qualified in every way to carry out orders of all descriptions, both rapidly and skilfully."

Below this is another ad as follows,

"Charles Watson, in taking to the business of Mr Mews respectfully intimates that he will use his utmost endeavour to merit the above warm testimonial, and hopes by strict attention to receive the same amount of patronage bestowed upon his late master.

Boats of all descriptions, ships furnished with jolly boats and gigs at fifteen days notice."

Also in 1860 he was responsible for building two further craft for the Government. One was a dinghy for the Harbour Master and the other a small boat for the Water Police.

From the Perth Gazette dated 5/2/1861,

"we regret to state that Mr Charles Watson, boatbuilder of Perth, on Wednesday afternoon met with a most serious loss. A barge, which when finished would have been capable of carrying 38 tons and drawing 26 inches of water only and a 12 foot new boat were entirely destroyed by fire. Some sparks from a fire which was burning to windward of them fell in among the rushes which were lying on the barge to protect it from the sun. They ignited and although prompt and energetic assistance was rendered, the fire spread so rapidly that in a

few minutes nothing but a few charred planks remained. The presence of mind displayed by Watson in knocking away the shores which supported the barge thus canting her to leeward, alone saved the house and premises from destruction."

Being a young and innovative man Charles hit upon a novel way to dispose of the boat he had just built on speculation. On the 28/6/1861 he advertised in the Perth Gazette thus, "RAFFLE, to be raffled for by fifty members at 2 guineas each the fine new five ton copper fastened pleasure yacht "SUCCESS".

The above yacht has been recently fitted up in sailing trim and surpasses in size, model and design all other crafts of her descriptions in the Colony. The cost of building and fitting out a yacht of her description in her style is not less than 22 pounds per ton.

N.B. the above yacht is the same which the public may remember challenged through the press some time back any boat of her description to race outside the bar or in the river for a sum not less than 20 pounds. The challenge was never taken up which perhaps may tend to show her superiority.

P.S. the raffler to spend five pounds in refreshments, the winner more or less at his discretion.

signed, Charles Watson, South Perth.

The next intimation we have of his activities comes from the Government Gazette of 16/9/1862 in which he was awarded the contract to build a ten ton flat, (barge) for the Government for the sum of 79 pounds.

From what we read in a letter from Watson dated 21/12/1862 he was having problems with this vessel and stated that it would not be completed until the 31st of December. The Colonial Secretary replied, "contractor verbally informed that she must be complete by the 31st inst or leave the flat there in his hands."

Late in 1863 the Pilot at Albany required a new boat for the Pilot Service and after writing to Fremantle a proposal was put to Charles that he should travel to Albany, build the new boat and return. To this end he submitted an official tender as follows,

" 22/12/1863, Sir, I the undersigned do hereby tender to build a pilot boat for the Albany service according to specifications at thirty shillings per foot. Government to find all materials, also to convey me to and from Albany and to find a suitable place to build said boat in. C Watson."

This was refused on the grounds of expense and fresh tenders were called in Fremantle and Perth. The contract to build the 29 foot boat was let on the 20/2/1864 and was awarded to none other than Charles Watson.

By the 23/3/1864 Charles was obviously popular with the new Harbour Master, James Harding as he wrote to the Colonial Secretary explaining that his dinghy was no longer fit for use. The dinghy was built in 1860 and had seen hard use. Harding recommends that Watson be given an order to build another on the same lines and for the same price. By the 29/3/1864 Charles had submitted his tender which was approved and "Watson personally informed."

The next recorded boats that he built were 2 boats for the Government Service and a barge for same. These were tendered for in December 1865 and the contract was awarded on the

19/12/1865. In July 1867 the Superintendent of the Water Police at Fremantle submitted a list of boats under his control and the list shows that Pinnaces No.1 and No.2 were built at Perth by Watson in 1859 and that they were 33 x 7 x 2.7 feet and constructed of Singapore Pine and Mahogany and their rig was lug and spritsailed.

In 1868 H.R.H. Prince Alfred visited Western Australia on a royal visit and Charles was contracted to build a boat to be presented to the Prince. For whatever reason this was not done and on the 1/8/1868 this advertisement appeared in the Herald,

"FOR SALE; by private contract, that splendid copper fastened six oared mahogany gig, built expressly to be presented to H.R.H. Prince Alfred on his expected visit to this Colony.

This handsome boat is built entirely of Colonial timber the durability of which is allowed cannot be surpassed; is most beautifully fitted with sandalwood mouldings and brass mountings and with regard to workmanship, will be found equal, if not superior, to most of the first class work performed in any part of the world. Price, sixty guineas.

N.B. An early inspection is solicited by the owner.

signed, Charles Watson, boatbuilder, Murray St Perth."

The next letter we have concerning Watson was written on the 27/5/1869 and concerns a boat he was building under contract for the Government, which was awarded on the 9/3/1869. By then Mr Croke was Harbour Master and he wrote,

"Sir, I have the honour to inform you that the boat built in Perth at Mr C Watson's yard, will be ready for launching early on Saturday morning the 29 inst, and to request you will be pleased to inform His Excellency The Governor to permit that a horse truck and party of men from the prison, be in attendance, to convey her to the water."

The Prison Commandant, Henry Wakefield wrote,

"I have given the necessary instructions for detailing a party of convicts."

The Foreman of Public Works, Mr Bell, himself a former boat builder states, "that the men when coming from the prison after dinner, can on their way, take down the boat."

On the 4/1/1870 Charles received yet another Government contract, this time for a boat for the Police Department, to cost 26 pounds and 10 shillings.

Naturally, as well as his Government contracts Charles was building for private owners also. Unfortunately, even with the number of river and coastal craft built in those times, there are many of which the builder is unknown. The first vessel we know of that Charles built for the private market was a cutter, built as a speculation, named the "PEARL" which was finished in June 1870. She was sold by auction on July 2 for the pearling trade along with several gigs and dinghies. The "PEARL" was inspected by two Master Boat Builders, W. Jackson and Samuel Cox who thoroughly approved of her construction.

In 1871 Charles built a 66 foot cutter of 31.3 tons, identified as the "ELIZA JANE", O/No.61106. Her dimensions were 66 x 17 x 5 feet and she was built for a Mr Rackley, (or Wrightly). Nothing is known of her fate.

Having earlier mentioned Charles love of yacht racing I should mention that in the 1872 Easter regatta he entered the

4 oared gig race with his boat "ANNIE", the crew were, John White, stroke; Charles Tuckey; Frank Lawrence; Frank Tuckey and Charles Watson, Cox. They came first and won 8 pounds.

He also came first in the amateur 4 oared gig race. In the dinghy pulling race he entered "HENRIETTA" but came last out of 8 boats and then in the sailing boat, not over 16 feet in length race he entered his yacht "IDA" and came 6th.

The next entry is dated 20/5/1874 and is a letter from George Forsyth, the new Harbour Master. It concerns the schooner "IONE" which Charles has just completed. Forsyth examined the vessel with a view to the Government purchasing her to be used as a buoy boat. After the examination it was found that she was too small for the operational requirements and that she would have had to be cutter rigged instead of schooner.

During the building of this vessel Charles ran into supply problems as he was unable to procure copper in the market, however, eventually he was able to arrange a regular supply. He had to apply for an extension of time because of the supply difficulties and managed to gain an extra five weeks to complete the vessel.

This ship, the "IONE" was passed over by the Government and was purchased by John Bateman, a Merchant from Fremantle. She was later sold on to Florance Broadhurst of the Abrolhus Islands, a Guano Merchant. The vessel was lost off Port Gregory on the 4/8/1907.

In July 1874 Charles tendered to build a buoy boat for the Harbour Master's Department according to plans and specifications for the sum of 698 pounds. In a letter to Mr Barlee on the 16/7/1874 Charles says, "I have tendered for the building of a buoy boat prior to the delivery of the vessel now on the stocks for the Government, but in doing so beg to assure you that if my tender is accepted there will be no such delay as was occasioned by my being short of material etc. signed, Charles Watson.

On the 10/10/1875 it was reported in the Inquirer that the "LAUGHING WAVE" en route to Singapore had come across a cutter some four days from Shark's Bay. Hailing the vessel they discovered that she was crewed by about a dozen Malays from Sumbawa and that they had stolen the boat. They were anxious to know their position and whether they had cleared North-West Cape. The cutter was the "CLEMENTINA", O/No. 72479 of 5.93 tons. Her dimensions were 27.67 x 10.23 x 6 feet.

She had been built at Perth by Charles Watson for W D Moore of Fremantle earlier in 1875.

On the 25/4/1877 this article appeared in the Inquirer, "THE STEAMER, "MOSS ROSE".

This compact little steamer recently made her trial trip and has answered in every respect the expectations of her spirited and plucky owner, Mr George Moss, a working man, who has been enabled by sheer effort and unaided to place this pretty little paddle boat upon the river.

She is a perfect model, and has been designed and built with much care by Mr Charles Watson, of Mount Eliza. Her length is 50 feet, beam 10 feet, 15 tons register and 8 Horse Power. We congratulate Mr Moss on the realization of his hopes and we are glad to be able to add his name to the number of those who, amid difficulties almost insurmountable have been

enabled to lay the foundation of an honourable and independent future.

Full of his object, Mr Moss, with a few pounds he had saved while many years in charge of a river steamer, worked his passage to England, purchased a steam engine, labouring in the old country to make up the requisite sum, and again worked his passage back to this colony.

Much of the timber of which the vessel is built was cut by him in the bush and he now boasts of a smart little craft which is likely to prove useful on the river either as a pleasure boat or for the transport of merchandise.

The engines and boiler were constructed in England to Mr Moss's order and have been fitted up in the boat by Mr Thomas Green, engineer, in a most efficient manner."

This vessel was sold only a week later to Mr Randell of Randell, Knight & Co, steamship proprietors of Perth, who at this time held a virtual monopoly on the river trade. The "MOSS ROSE" was never registered under the British Shipping Act and was locally registered through the Harbour Master's Department. Nothing is known of her fate.

On the 19/12/1877 Charles placed an advertisement in the Inquirer stating, "to pearlers, A seven ton copper fastened boat. Inspection is invited to any one desirous to engage in the pearling trade who may require such a vessel.

signed Charles Watson, Mount Eliza, 7/12/1877.

Notice that he is still at the old shipyard on Mount's Bay Road and in fact in one of his ads he states that his establishment is the oldest in the colony.

As another example of the sporting nature of this man, in 1878 before the annual regatta, Charles learnt that his rival the Lawrences were building a new gig for the forthcoming races. Most of the boat builders went in for the racing as it was a perfect way to advertise their expertise, as can be seen from the following,

23/10/1878, "ANOTHER NEW GIG, determined that his boathouse should make a respectable show as usual at the annual regatta Mr Charles Watson, a most enthusiastic sportsman, has set about building a really handsome gig for the forthcoming contest on the 12th of next month.

She has many admirers and among them not a few of the "VENUS" men, who look upon her lines with a good deal of suspicion.

There will be a better opportunity to judge of her capabilities after she is launched".

5/3/1879, NEW BOAT, A very handsome cutter of about 40 tons is now on the stocks ready for launching at Mr Charles Watson's building yard, Mount Eliza. She belongs to Mr Henry Seeligson, who has spared no expense in securing in her construction both strength and finish.

This vessel is probably the largest of her kind that has been built on this part of the river and her well known builder may certainly take the credit of having turned out the finest looking craft yet launched at Perth."

When she was launched in January 1880 she was towed down river to Fremantle for fitting out and she was named the "THERESA". Her O/No. was 75307 and her dimensions were 52.25 x 17.75 x 6.54 feet. She was rigged as a two masted schooner and after a successful coasting career she went into the pearling industry. Nothing is known of her eventual fate.

This is the last of the information we have on this builder who was to pass away on the 24/5/1905.

It is probable that in time to come more information on this man and the ships and boats that he built will come to light.

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 W A Almanac, 1864 - 1869.
 The Herald Almanac, 1864 - 1874.
 Herald, 11/8/1868; 25/6/1870; 5/4/1872; 25/5/1872
 Government Gazettes, various.
 Perth Gazette, 9/11/1860.
 Inquirer, 17/11/1858; 19/1/1859; 15/2/1871;
 16/4/1873, 7/12/1877, 23/10/1878.
 5/3/1879, 28/1/1880,
 Colonial Secretaries Records, Vol 430/230; 433/77
 494/320; 521/115; 540/17; 540/18; 593/246; 634/61
 769/197; 769/198; 760/105; 760/106; 761/201;
 761/203; 761/202.

.....

WATSON, Charles Henry, of Perth.

Charles was born 3/8/1844 the son of John and Mary Ann (nee Adams). Just as an aside Charles father has one of the longest names I have read of as follows, John James Frederick Augustus Hamilton Middleton Warburton Courtney Watson. John first came to the Colony as a Petty Officer R.N. with Captain Stirling and then returned to England. He then emigrated, arriving on the "STIRLING" on the 14/3/1841. He married in 1843 Mary Adams and they were to have ten children. John bought a cutter and began a regular service between Fremantle and Perth. He eventually gave this business to his sons while he became the Captain of the cutter "ALBION" on the Fremantle to Bunbury run. When the states first steamboat was built, (the "SPECULATOR") John Watson was her Master.

His son Charles Henry was to marry twice, having four children.

On the 5/11/1859 Charles received his title deeds to the first of two blocks that he owned in Perth. The first is in suburban South Perth and is designated Lot 72, of three acres and 27 perches, bounded on the East by 4 chains and 25 links of Bulwer Terrace for which he paid four pounds fifteen shillings and ninepence.

The second was Lot 71 abutting on the above lot with the western boundary being on the East shore of Melville Water, this was purchased on the 8/10/1860 for three pounds seven shillings and one penny.

On both these documents Charles has listed his occupation as a boat builder. This would make him only 15 or 16. It is known that, along with his brother and father, he was a boatman operating on the Swan River and possibly did build the boats that they operated but at this stage there is no proof.

In 1866 Charles and his father John and youngest brother, (probably Edwin, b 1855) were at Garden Island when he

discovered a skeleton. In his statement made on the 6/7/1866 he states in part, "that last Friday morning i was walking with my little brother on the beach on the NorthEast side of the Island. That part of the island is very unfrequented, the approach by sea being rocky. I saw a piece of bone sticking out of the sand.

It proved to be part of the shoulder bone of a man, on scraping away the sand and shingle I discovered many other bones of the body. I saw small pieces of flannel shirt and moleskin trowsers sticking to the bones-

My father and I collected the bones and buried them decently above the high water mark. There was nothing to identify the body. We placed a cross at the head of the grave.

signed, Charles Watson.

In January 1870 Charles Henry suffered the indignity of being declared a bankrupt and whatever assets he still had were put up for auction. Part of the goods sold were a quantity of crooks, or knees from his boat yard. He was able to pay off his creditors within a short space of time as he was absolved from his debts in August 1870.

Charles obtained his Masters Certificate and as well as coastal trading he commanded a number of pearling schooners in the NorthWest.

There are no identified craft that this man built but it is presumed that along with his father they built their own river craft.

During world war 1 Charles Henry commanded a patrol boat off Fremantle. He died in 1932.

References..Dictionary of West Australians, Erikson.
West Australian, 5/6/1936
Colonial Secretaries Records, Vol 581/13.

.....

WATSON, Charles Joseph, of Fremantle and the Vasse.

All we know of Charles Joseph is that he married during 1879 a Louisa Jervis and that they had two daughters. It is believed that he began his career in Fremantle and then moved to the Vasse district.

On the 22/5/1882 Charles launched a cutter of 14.57 tons at the Vasse, she was named the "PARAGON", O/No.75311 and her dimensions were 41 x 12 x 4.8 feet. She was built for Arthur Rosseloty, a storekeeper of Busselton.

The vessel was used in the coasting trade and was a regular trader from Fremantle to Bunbury and Busselton. Her fate is unknown.

Whilst at the Vasse Charles employed a number of ticket-of-leave men including boat builders, a boat rigger and carpenters.

He appears to have travelled between the Vasse and Hamelin Bay because he is next recorded as working for the M C Davies Timber company at Hamelin Bay and it is certain that he constructed some of the timber lighters used by that company and built at the bay.

The only other vessel of which we are certain that Charles built was the two masted Auxiliary ketch "ROUZELLE", O/No.

Broome WA
20th May 1904

Builders Certificate

I, the undersigned Syasiro Saito
hereby certify that the schooner
"Helen"

was built by me at my yard
in Broome for Thomas Barton Elliot
and launched on the 16th May 1904.
I have no further claim on
the vessel

S. Saito

----- BUILDERS CERTIFICATE -----

3

We W. WESTERGAARD & SON, SHIPBUILDERS
of FREMANTLE--Do hereby certify that the sailing vessel--' K E A '
of Twelve Tons or thereabouts, having one deck and two masts---
Schooner rigged was built by us at our yard, in Fremantle in --
the year 1903--and launched on the 17th day of October 1903. ON
account of Frank Biddles of BROOME, and that we have no further
claim on the said vessel.

W. Westergaard & Son
Shipbuilders.
Fremantle

124993 of 24.5 tons. Her dimensions were 56 x 16.8 x 6.6 feet and she was built for Millar's Karri & Jarrah Company during 1903.

The vessel had a number of owners and incidents during her career including being swept ashore at Onslow during a cyclone in 1911. She went missing in the Northern Territory when reduced to a lighter to be towed.

References..Dictionary of West Australians, Erikson.
Register of British Ships, Australian Archives.

.....

WATSON, Robert George, of Fremantle.

This shipwright resided at lot 673 Attfield Street, Fremantle during 1900 and this is the only reference to him that can be found. He probably worked for the larger shipyards.

Reference..Fremantle City Council rate books.

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WEBB, Thomas, of Fremantle.

Nothing is known of this man's history but he was listed as a boat builder from at least 1900 through to 1905. his residence in 1900 was lot 33 Mandurah Road but between then and 1902 he moved to lot 33 Scott Street in Fremantle where he rented a cottage. It is assumed that he was an employee of one of the building yards.

Reference..Fremantle City Council rate books.

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WEIR, John, of Fremantle.

This shipwright appears during 1902 as living at lot 11 Holland Street, Fremantle. There are no known craft that can be attributed directly to him so it is assumed that he was an employee of one of the shipyards.

Reference..Fremantle City Council rate books.

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WESTERGAARD & Son, of Fremantle.

This man first appears as a boat builder in South Australia in partnership with a man named Air. They built in 1876 at Moama on the Murray River a barge named "GEM". One year later she was fitted with engines and became a river steamer. She is still afloat today as the centrepiece of the Swan Hill, (Vic) tourist industry.

Between 1876 and 1880 Mr Westergaard left the partnership and branched out on his own. He built during 1880 the "LADY OF THE LAKE" at Moama and then in 1881 the "FAIRY". In 1884 he



J. Latimer

HAY ST.
PERTH, WA.

ROBT WRIGHT
 ROBT WRIGHT

(28)

Nos. 419.917. District *Plumpton*

Name *W. G. Riepton*

Size $\frac{1}{2}$ Skull Kind *as it is*

Frame *out* Mount *Plain*

Alterations *the hair & whiskers*

~~Find the coat & vest~~ *Light Trousers*

2 studs Clean Lockett *Plain Agent*

Fanned Good Healthy colour

DIMOND
 H.R.
 ST.

J. J. J.
700

R. WRIGHTSON,

LATE SHIPWRIGHT FROM H.M. DOCK YARDS,

PORTSMOUTH, &c.

FREMANTLE, W.A.

SHIP BUILDING

AND

REPAIRING IN ALL ITS BRANCHES.

CONTRACTS UNDERTAKEN

FOR

SHIPPING, DOCKS, JETTIES,

AND

Public Works Generally.

All Contracts and Works under the Superintendence of a

COMPETENT MAN.

This man, possibly John George and son of the next entry is listed as a shipwright in 1900, living at lot 672 South Street Fremantle. There are no known boats credited to him.

Reference..Fremantle City Council rate books.

.....

WRIGHTSON, Robert, of Fremantle.

Robert was born in Sunderland, England and after his schooling was behind him he was apprenticed as a shipwright. From his brief biography Robert married twice, the first time in England and the second at Fremantle to Ann Caulwell on the 3/12/1864.

It is not known just where he worked or for whom when he first arrived in W.A. and the earliest intimation we have of his boat building comes in a letter he wrote to the Colonial Secretary on the 6/4/1867 as follows,

"Sir, I have now made preparations to start building a small vessel of something under 100 tons. I have examined the beach within the neighbourhood of the Fremantle Jetty and elsewhere and I find the most suitable spot for the purpose of building and launching to be between Fremantle South Jetty and the Mouth of the Tunnel and opposite to the Commissariat Buildings.

I wish to submit for the favourable consideration of His Excellency the Governor that I might be allowed to use for this purpose a small portion of this beach, and I may mention that the traffic to and from the Jetty will not be interfered with in the slightest degree by my operations. I have consulted with the Harbour Master who has expressed himself of the same opinion.

signed R. Wrightson, shipwright.

This vessel when built and launched on the 29/4/1868 was named the "EMILY", O/No.61083, a two masted schooner. Her dimensions were, 60.35 x 17.17 x 6.89 feet with a tonnage of 40.13. She was built for Mr Richard Harford of Fremantle and his partners, Messrs Newman and Barham. Unfortunately she only had a short career as when sailing from Geraldton to Fremantle in June 1868 she encountered a severe gale and the vessel was dashed on to the rocks near Eglinton Rocks just North of Fremantle. When the wreckage was discovered on the beach Mr Wrightson went to the spot and identified it positively as being from the "EMILY" which he had recently built. The full report of the loss of the vessel, Mr Harford and his crew, Mr Bailey, Mate; Thomas Howard, Cook; Johua Hunt and Thomas Stevenson, Seamen appears in the Herald of the 4/7/1868.

The need for a decent lifeboat was something that had been advocated for by the local businessmen, boatmen and travelling public to be stationed at Fremantle, to be used, not just at sea but in the river as well and on the 27/7/1867 Robert presented a model of just such a craft which he proposed to build if funding could be found. On the same day in the Herald an article describes how a Government barge carrying limestone was swamped near the Fremantle Bridge and a probationary prisoner was drowned!

Port of Fremantle 27th July 1867

We the undersigned having been called upon by Mr. G. B. Butcher to examine and report a Boat drawn in this service belonging to the Pilot Service Boat.

We found both gunwales broken in two places also the Lap Shaker, most of the knees broken, both fore and aft shaker split and leak making a great quantity of water.

Thos. H. Myers Boat Builder
Robert Wrightson

310

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Robert Wrightson

Form No. 45

WESTERN AUSTRALIA

APPLICATION for Full Title to a certain Portion of Crown Land herein described, purchased at

Perth by Public Auction

on 2nd June 1870 - by Robert Wrightson

NAMES AND ADDRESS OF APPLICANT, FOR ENTRY IN TITLE DEED.	No of Lots	ACRES.	NAME OF TOWN OR DISTRICT.	AMOUNT OF PURCHASE MONEY.
Thos Wrightson	610		Fremantle	£ 12
Wrightson	611			10
Fremantle	612			11 10

A legal objection is not disclosed

George G. G. G.
ATTORNEY GENERAL

The Full amount of Fees and Purchase Money have been duly paid

DESCRIPTION FOR TITLE DEED.

Surrey Office, Perth,

July 28th 1870

COLLECTOR OF REVENUE.

Fremantle Town Lot No. 610 - contents 10-1-7 1/2 One road 9 Seven furlongs more or less. Bounded on the South by Fremantle town lot 609 measuring 2 chains 20 links, on the East by 1 chain 50 links of South Terrace, on the North by town lot 611, measuring 2 chains 20 links, and on the West by part of town lot 616, measuring 1 chain 50 links.

Dated 27th June 1870

Approved,

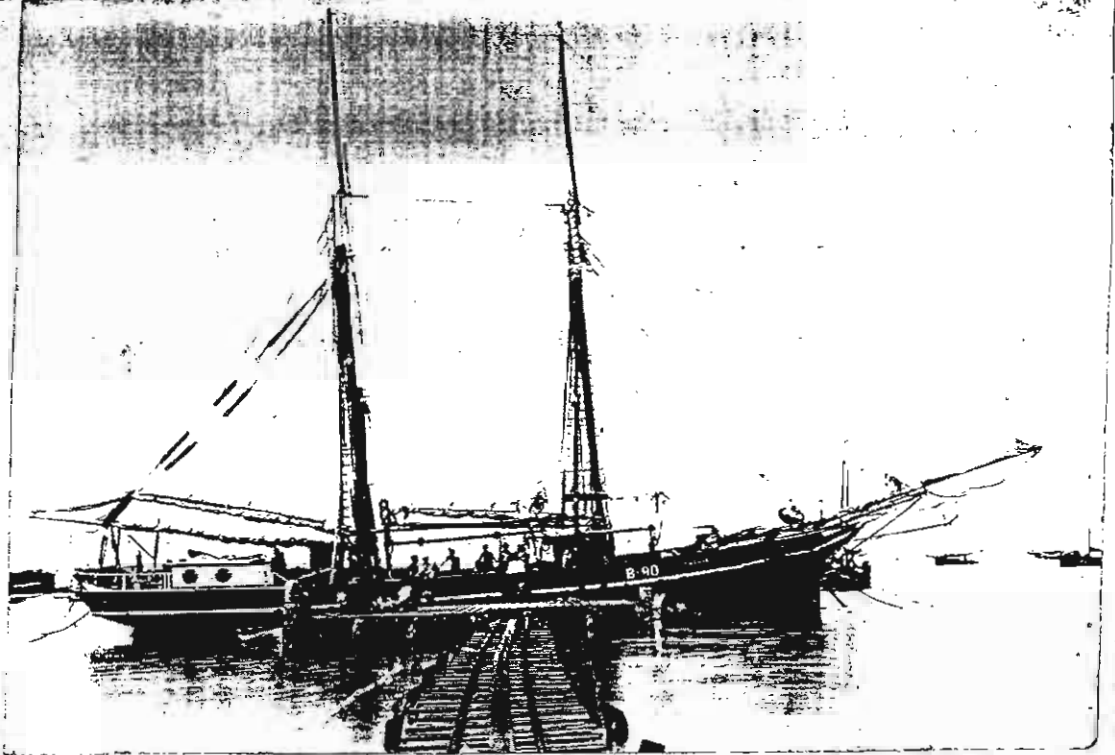
Thos. H. Myers

Fremantle Town Lot No. 611 - contents 10-1-7 1/2 One road 9 Seven furlongs more or less. Bounded on the East by 1 chain 50 links of South Terrace, on the South by Fremantle town lot 610, on the North by town lot 612, each measuring 2 chains 20 links, and on the West by part of town lot 615, measuring 1 chain 50 links.

GOVERNOR.

SURVEYOR GENERAL.

Fremantle Town Lot No. 612 - contents 10-1-16 1/2 One road 4 Fifteen



H. Maeda.

Broome.

A. Reference in the Daily
News" of November 17th 1884.

Mr. Wrightson's fine schooner Kellie
was launched at Fremantle yesterday
"She ^{is} good ship" entered the briny deep
amid cheers of numerous bystanders.

The act of christening the Kellie was
performed by Miss. Watson. Her register
tonnage is 18 tons

Re. Printed in "The Daily News" of Saturday November 17th 1884.

In the afternoon of the same day Robert and Thomas Mews were instructed to examine and report upon a boat belonging to the Rottneest Pilot service by Mr Butcher of the Pilot service. After the inspection they reported that the vessel was totally unfit for service and signed the document jointly. The next vessel that Robert built was the "ROSE" built for W D Moore a merchant of Fremantle, and his partners in this venture were, Robert himself and two Master Mariners named John Ferguson and Andrew Reid.

This ship, O/No.61086, was a two masted topsail schooner of 93.53 tons. She was launched in December 1868 and her dimensions were 86.5 x 21 x 8.17 feet. She was placed in the sandalwood trade to China and at one time held the record for the fastest passage to and from China. Her untimely end came on the 4/9/1876 when she was wrecked on North Danger Reef in the China Sea.

His next vessel was the "TWO SONS", O/No.61090, a cutter of 16.46 tons. She was built for John Tapper of Fremantle during 1869 and in her early years plied the river carrying cargo, however when she was sold she went into the pearling industry at Shark's Bay. In her latter days she became once again a sailing barge and her end came when she was wrecked whilst on a voyage from Flint Cliffs to Denham on the 7/1/1902. She was carrying sandalwood and the Master was George Cross.

Then came the two masted schooner "DAWN", O/No.61094, of 63.14 tons and launched during 1870 for Robert and his partners Edward Monger and William Bartram. After a series of ownership changes she was wrecked on the 20/3/1902 during a voyage from Broome to Fremantle.

On the 2/6/1870 Robert purchased 3 blocks of land in Fremantle, these were lots 610, 611 and 612 fronting onto South Terrace. He purchased these blocks at public auction for the sum of 33 pounds, 10 shillings. The reserve price was 6 pounds per lot.

His next vessel to be launched was the "GOVERNOR WELD", O/No. 61097, a cutter of 18.22 tons. the vessels dimensions were 47 x 14.5 x 6 feet. In the Fremantle Herald of 30/7/1870 it was reported that, "on Saturday last, we witnessed the launch of a new cutter named the "GOVERNOR WELD" intended by it's owners Messr's Smith and Abbott for the pearling trade. The vessel was built by Mr Wrightson, is of 18 tons burthen and is admitted by all who are capable of judging on such matters to be admirably adapted for the pearling trade. the vessel will shortly proceed to the Nicoll Bay Settlement for the coming season."

The vessel suffered an accident on the 20/7/1872 when Mr Abbott was attempting to bring her over the bar into the Swan River in heavy weather. The current caught her and carried her towards the rocks but luckily she avoided them and in so doing came into violent collision with the cutter "MAUD". the "MAUD" was only lightly damaged and the "GOVERNOR WELD" suffered severe damage.

Her end came when she was wrecked on Casuarina Reef near La Grange Bay on the 9/2/1894.

Roberts next vessel was the "BANINGARA", O/No.61101 another cutter of 16.49 tons built during 1870. Her dimensions were 44.75 x 13.5 x 6.5 feet. Robert retained the ownership of the

vessel but took in two financial partners, namely McRae and Clarkson who were farmers and pearlery at Cossack.

It was with these partners that Robert entered the pearling industry. With the launch of the "BANINGARA" on the 2/2/1871 she was fitted out for pearling and sailed for Cossack. Over the next few years he persevered in the trade but unfortunately without much luck and he finally gave up the struggle in early 1876 and returned to Fremantle where he resumed his shipbuilding.

In the W.A. Times of 21/3/1876 a column states that, "Mr Wrightson, it is reported, owing to the losses likely to arise from the fall in the price of pearl shell, sold all his interests in the fishery at the North West and has settled down again boat building here where he formerly did carry on the most flourishing trade of any builder at the Port."

On the 1/9/1876 Robert was called upon by the Harbour Master, George Forsyth to examine and report upon the cutter "WATER LILY" which the Government was proposing to purchase as a revenue cutter for the North West. After duly being examined and defects noted the Colonial Secretary ordered Forsyth to purchase the vessel for 425 pounds and to have her repaired "as soon as possible". On the 9/9/1876 Mr Wrightson submitted his tender to carry out the repairs for 80 pounds and he "undertook to do the above work in a proper and workmanlike manner within 14 days of receipt of tender, weather permitting".

The "WATER LILY" was still at Fremantle on the 24/10/1876 and another delay occurred when the cutter "CHARON" owned by Edward Watson and being towed by a steamer collided with her and caused damage to the value of 12 pounds.

The "WATER LILY" was moored fore and aft out of the channel in the river near the North or Steamer Jetty with all her crew on board but they were helpless to prevent the collision which was due to the carelessness of those on board the steamer and "CHARON". Mr Wrightson was immediately engaged to effect the repairs and get her ready for sea.

At the same time he had another vessel on the stocks at his yard in Fremantle. She was launched in January 1877 and was a departure from his sailing ship construction as this was a single masted paddle steamer named "ENDEAVOUR", O/No.75295.

Her tonnage was 24.78 and her dimensions were 72.5 x 14.25 x 4.38 feet. Her steam engine was built by Anderson's of Melbourne and was rated to 20 H.P. Her first owner was John Henry Monger of York. She eventually found her way into the fleet of the Swan River Shipping Co.

On the 3/6/1880 strong gales lashed Fremantle and a casualty was the "ENDEAVOUR" as reported in the Inquirer as follows, "During the very strong gales on Thursday last the river steamboat "ENDEAVOUR", which was loaded with cargo for transhipment to the "CLARENCE PACKET" for the North-West Coast, was driven from her berth, opposite the North Jetty, down the river and ultimately came into contact with the railway bridge. The steamer was then thrust broadside on to the cross pieces projecting from the structure and shortly afterwards sank. The "ENDEAVOUR" is one of the smartest steam boats plying on the river. It is feared the railway bridge will impede the river traffic to a very great extent. The steamer whilst lying wrecked was plundered by the locals, who

got away with cases of sardines, etc. The police have under their eye two or three very suspicious characters supposed to be connected with the affair."

While building the "ENDEAVOUR" he also was building the two masted topsail schooner "PET", O/No.75293, of 89.92 tons, her dimensions were 85.58 x 19.5 x 8.17 feet. To begin with Robert retained the ownership of the vessel as she traded on the coast but eventually sold her to Batemans. After a number of ownership changes the vessel was wrecked and sank about 50 miles off Port Hamelin, near Cape Leeuwin, when struck by a whale. The crew, except for the Master who went below for his instruments and papers and was trapped, escaped with their lives. the accident occurred on the 1/3/1882.

From the crew's report of the incident, "when about fifty miles to the southwest of Cape Leeuwin a large sperm whale was sighted in the distance off the starboard quarter. At first the monster did not attract any great amount of attention, but something must have occurred to enrage the animal as it suddenly charged the ship in the most determined and furious manner. So suddenly was the onslaught made that there was no time to take any steps to evade or repel the attack. The whale struck on the starboard bow, knocking a large hole in her through which the water poured with frightful rapidity. Captain Littlejohn was drowned and the crew, W. Henrietta, Mate; W. Bull; G. Moore; H. Green; W. Waldon and B. Nelson made it to safety.

In June 1877 Robert was asked to comment on the repairs and costs of the Pilot Boat which he duly did and found them to be fair.

His next vessel was the "ARIEL", O/No.75299, a two masted schooner, launched in December 1877. She was of 74.86 tons with dimensions of 75.25 x 19.5 x 7.8 feet. She was built for W.D. Moore, of Fremantle and after some changes in ownership she foundered with the loss of all hands during February 1883 in a strong gale while bound from Port Walcott to Condon.

It is worth quoting the Inquirer in respect of her beginnings,

"9/1/1878, The "ARIEL", a smart schooner, was launched from Mr Wrightson's yard amid a large crowd of spectators last week. The inevitable bottle was thrown by Mrs Caesar, landlady of the "Emerald Isle", and exploded simultaneously as the vessel moved. It was one of the most successful launches ever witnessed at Fremantle.

Everything in connection with this smart little vessel reflects credit upon her builder. She is now being rigged and is to be commanded by Captain Liedicke, late of Messr's Boyd and Curries schooner "AGNES".

Her first voyage, in February 1878 was to Adelaide. She was chartered by T W Mews junior to carry a cargo of "knees" and other boat building timbers for sale in that colony.

27/1/1882. Just prior to this date the "ARIEL" ran aground on Turtle Island and lost a good deal of her copper sheathing but was got off without further damage. She then made her way to Cossack for survey. On the 6/2/1883 she left Cossack for Condon and ran into a cyclone and was lost with all hands, no trace of the vessel has ever been found.

Then came "HARRIET", O/No.75305, another two masted schooner of 40 tons and launched in August 1879 on his own account.

From her beginnings she was destined for the pearling industry and initially Robert commanded her as a report on the 17/2/1882 states that Mr Wrightson in his schooner "HARRIET" had succeeded in taking over thirteen tons of pearl shell during this last season. This was the second highest take of the season, only beaten by Clarkson's "DAWN" which Robert had also built. After numerous ownership changes she was wrecked in Cossack Creek during a cyclone on the 2/4/1898. She was then raised and repaired and transferred to the Broome pearling fleet of Charles Murphy. Nothing is known of her eventual fate.

Staying with the "HARRIET" we find that on the 1/2/1882 a severe cyclone struck Cossack and Roebourne and fears were held for the pearlery who were operating to the eastwards. These fears were put to rest when the "AMUR" arrived from Beagle Bay with the news that five schooners had struck what appeared to be an inexhaustible reef of shells.

Robert and his partner Mr Roe in the "HARRIET" along with the "DAWN", "WATER LILY", "AMY" and "PEARL" were the boats working Roebuck Bay and so could be given the honour of founding Broome.

When news of this rich find was transmitted to the local fleet there was a mad rush to get up to Roebuck Bay and get amongst the shell.

On the 11/5/1882 the "HARRIET's" take was given as 17 tons of shell. From just one of those shells was found a magnificent pearl of 118 grains. The partners must have been smiling when they arrived back at port.

The end of that cruise appears to be the end of Roberts involvement in the pearling industry as McRae then became sole owner of the "HARRIET". Robert then began working as a shipbuilder again at Fremantle, teaming up with young Lawrence Fay. They were drinking a nobbler of gin and syrup at Caesar's Hotel in Fremantle on Friday night the 27th of April 1883 when a crime was committed and they were called as witnesses to the event.

The next vessel known to have been built by Mr Wrightson was the "NELLIE", O/No.75319, built in 1884, a fore and aft schooner of 67.4 tons. Her dimensions were 73.5 x 17.29 x 7.92 feet and again built on his own account. The first part of her career was spent as a coaster carrying cargo and passengers up and down the coast. As was quite common, after a few years she was put into the pearling industry at Broome where she acted as a mother ship. She was then sold to Shark's Bay interests and she became a lighter owned by the North Coast Shipping Co. Her fate is unknown.

In 1878 Robert placed a full page advertisement in the Herald Almanac which states that he had worked at the H.M. Dockyards at Portsmouth and elsewhere. He also took contracts for the construction of shipping, docks and jetties.

Unfortunately there were many vessels built in the colony in the 1870's and 1880's of which at this stage we have no idea who the builders were and only further research will hopefully identify them.

An item in the Inquirer on the 3/5/1884 states, "Mr Wrightson has, I hear, finished repairing Mr Yelverton's lighters and returned to Fremantle. He, however, expects to return again shortly to build a boat for Mr M Seymour of Dunsborough."

The article was written by the Vasse correspondent of the Inquirer and refers to Yelverton's timber station at Quindalup, west of Busselton.

During 1887 Robert purchased lot 58 in Henry Street, Fremantle, which had a cottage on it but it is not certain that he actually lived there or rented it out to his employees.

We have a gap from 1884 to 1896 during which he was obviously carrying on his shipbuilding business and only time will tell which craft he built during those years.

However the last registered vessel of which we know of was the Screw Steamer "ECLIPSE", O/No.117786, of 25.31 tons. Her dimensions were 74.4 x 13.6 x 4 feet and she was built during 1896. She was powered by two engines of 21 H.P. each made by Simpsons of England in 1890 and the boilers were made by the North Dock Co of Sydney, N S W.

The vessel was built for Frank Cadd of Fremantle and she was used in the river trade. Her last owner was James Ball of Fremantle who broke her up during 1925.

In his later years Robert worked for others as we find from Edward Howson's job book. He is recorded in the book as having been employed on the building of a number of pearling schooners, lighters and flats from 1897 through to 1902. At this time a tradesman shipwright's pay was one pound two shillings per week.

Just prior to this in late 1896 he assisted Jeremiah Asquith to build a lighter named "GUILDFORD" at Guildford, the actual site was at the foot of Anstey Road in Bassendean. This was the largest vessel to be built in the upper reaches of the Swan.

Robert Wrightson died of the effects of sunstroke whilst working on the wharf at Derby in the North West.

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 593/310, 626/86, 670/189, 670/190, 823/140,
 823/143, 823/161, 865/119.
 Accident and Incident reports, R. Dickson.
 Register of British Shipping, Australian Archives
 The Morning Herald, 27/1/1882, 17/2/1882,
 8/3/1882, 6/12/1883
 E. Howson's Job Book. Fremantle Public Library.
 Interview with family descendants.

WRIGHTSON, T,

.....

of Onslow & Broome.

Probably a son of Robert listed above. There is only one reference which refers to him as a shipwright and that is between the years 1922 and 1929.

No registered vessels are attributed to him and it is assumed that he carried out maintenance work on the pearling fleets during the layup periods.

References..Wise's Post Office Directory, 1922 - 1929.

.....

YAMASHITA, Hatchinosuke, of Broome,

This man was born in Kobe on the island of Honshu in Japan during 1860 and arrived at Broome as a contracted worker in 1897. According to his brief biography he was brought out as a carpenter to work for James Clarke & Co. He was employed by them until at least 1916 and he died at Broome in June 1941. The part of Japan that he came from was a traditional boat building area and it is quite possible that he had received training in this field of carpentry before his arrival in Western Australia. That he built boats here is certain as we have the details of three of them.

The first was the "WHYNOT", O/No.118538, a two masted schooner of 12 tons. She was built during 1903 at Broome for Joseph John Eacott, a pearler of Broome. As was quite normal in this industry the vessel underwent a number of ownership changes and under her last owners, Robinson & Norman Ltd she was wrecked off Cape Tregier on the 15/4/1920.

His next vessel was the "ROEBUCK", O/No.118995, of 12.47 tons. She also was rigged as a two masted schooner for the pearling industry and Mr Yamashita built her for Joseph M Johnson later in 1903. Her last owner was the W.A. Government who appear to have mislaid her as nothing is known of her fate.

The only other craft we know of was the "DEPUCH", a two masted schooner of 13 tons built for Joseph Richards. Her dimensions were 37.3 x 12 x 5.1 feet and she was built during 1904. Once again there is no indication as to her fate.

Apart from his boat building activities Mr Yamashita would most likely have been involved in the maintenance of the pearling vessels in their layup periods on the Broome foreshore.

References..Register of British Ships, Australian Archives.
Asian Immigrants to Western Australia.

.....

YAMATSU, Sinpuro, of Broome.

All we know of this man is that he is the registered builder of a two masted schooner named "JIMMY", O/No.120038. She was built during 1904 at Broome and was of 24.15 tons. Her dimensions were 47.6 x 14 x 5.33 feet.

She was built for Thomas Clarke, a pearler from Broome and her career ended on the 3/5/1918 when she ran aground on

False Cape Reef and became a total wreck. Her Master was A. Anderson.

As in the previous entry Mr Yamatsu was probably originally employed in the pearling industry as a contract worker and most likely did a lot of the fleet maintenance.

References..Register of British Ships, Australian Archives.

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NOTE...

A considerable number of Japanese came into Western Australia from about 1880 onwards and in a reference book entitled, Asian Immigrants to Western Australia, by Anne Atkinson, there appear quite a few carpenters who mainly come from the Wakayama and Kobe districts of Honshu Island. This was a noted boat building area, building mainly fishing type vessels.

As some of these men have been positively identified as being boat builders here in Western Australia it is hard to differentiate just who were boat builders and who were shore bound carpenters, or did they work at the different aspects of the trade as the seasons and amount of work dictated. I have decided to include those men who are listed as carpenters, but who, as yet, have not been proven to be shipwrights in this addenda to the main work.

These men operated at both Broome and Cossack, some were to die here and others went home. Whatever they did they all left their mark in the North West.

.....

ARATA, Samuno,

of Broome.

He was born in 1863 and arrived at Broome in 1893. He is listed as a carpenter at Broome until his departure in March 1918.

.....

ARATA, Torataro,

of Broome.

Born at Wakayama in 1890 he arrived at Broome in 1916. He is listed as a carpenter from 1916 until 1941. It is not clear whether the three Arata's are related.

.....

EGAWA, Takeji,

of Broome.

He was born in July 1854 at Kumamoto Ken, near Wakayama, Honshu, Japan. He came to Western Australia during September 1897 and worked as a carpenter until his death at Broome in March 1922.

.....

HORI, Sanzo, of Broome.

Born in 1875 he arrived at Broome in 1897. He is recorded as a carpenter until 1911 when he went overseas.

.....

KEMOTO, Kintaro, of Broome.

He was born in 1869 at Teho, possibly now Toyo, on the Island of Shikoku. He arrived at Broome in 1901 and worked as a carpenter until leaving Broome in 1912.

.....

KARIYA, Toraichi, of Broome.

was born in 1874 and arrived in Western Australia in 1894. He is registered as a carpenter at Broome until his departure in 1916.

.....

KITANO, Fukumatsu, of Broome.

He was born in June 1869 at Kushimoto, the southernmost village on Honshu Island and travelled to Broome in June 1896. He was listed as a carpenter until 1916 and then bettered himself to become a clerk.

.....

MASUMOTO, Yoshimatsu, of Cossack.

was born in 1874 in the village of Kii on the Island of Honshu and arrived at Cossack in July 1893. He alternated between Cossack and Roebourne in his places of abode and occupation and from at least 1910 was a carpenter.

.....

MATSUMARA, Hezo, of Broome.

was born in 1887 and arrived at Broome during 1905. He is listed as a carpenter working at Broome until 1941.

.....

MINAMI, Turajiro, of Broome.

He was born in 1871 at Kobe on the Island of Honshu and arrived in western Australia in 1894. He was employed as a carpenter at Broome until at least 1916.

.....

NATSUMOTO, Shintaro, of Broome.

He was born in May 1868 at Kumamoto, near Wakayama on the Island of Honshu. He was a carpenter at Broome until at least 1916.

.....

ONO, Kaichi, of Broome.

He was born at Wakayama in April 1875 on the Island of Honshu and was a carpenter at Broome until 1928.

.....

OSHIGE, Charles, of Broome.

was born in 1864 and arrived in Western Australia during 1887, he was listed as a carpenter until 1917.

.....

SAKAMOTO, Gengi, of Broome.

was born in June 1876 at Taijiken, Japan and arrived at Broome in February 1896. He worked as a carpenter until 1907 and then became a boarding house keeper.

.....

SETO, Yasuzo, of Broome.

He was born in December 1863 at Kii on the Island of Honshu and arrived at Broome during August 1889. He brought his wife with him and four children were born at Broome. He worked as a carpenter until at least 1921.

.....

SHIGASAKU, Imamura, of Broome.

He was born at Kumamoto Ken on the Island of Honshu in 1871 and came to Broome in 1895. He was employed as a carpenter at Broome until 1925 when he travelled overseas.

.....

SHIMOMURA, Yaichi, of Broome.

He was born in November 1876 at Wakayama on the Island of Honshu and came to Broome in July 1897. He was employed as a carpenter by Moss, Richardson, pearlers until at least 1916.

.....

SHIOJI, Genwyemon, of Broome.

He was born in April 1867 at Wakayama and arrived at Broome in July 1897. He is listed as a carpenter until 1916.

.....

TACHIBANA, Shojiru, of Broome.

was born in 1876 and arrived at Broome in 1890. He was a carpenter until at least 1922.

.....

WADA, Jiro, of Broome.

He was born in 1863 and came to Broome in 1894. He is listed as a carpenter until 1902 when he left for overseas.

.....

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Esperance Public Library;
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South Perth Museum;
State Archives of Western Australia. Battye Library.
Western Australian Maritime Museum, Departments of History
and Maritime Archaeology.

INDEX OF NAMES.

NAME.	LOCATION.	Page No.
ADAMS, Gabriel,	of Perth.	12.
ADAMS, Henry Melville,	of Bunbury.	12.
ADAMS, J,	of Fremantle.	13.
ALLISON, R,	of Cossack.	13.
ANDERSON, Adolf,	of Broome.	13.
ANDERSON, Peter,	of Perth.	14.
ANDO, Heizo,	of Cossack.	14.
ARBUCKLE, Robert Henry,	of Perth.	14.
ARATA, Otojiro	of Broome.	15.
ARNOLD, Henry,	of South Perth.	15.
ASQUITH, Jeremiah,	of Guildford & Perth.	16.
ASQUITH & LYNN,	of Coffee Point.	17.
AUDSLEY, Harry,	of South Perth.	18.
BAIN, William,	of Champion Bay.	18.
BALDWIN, F,	of Fremantle.	18.
BARMAN, J.C,	of Geraldton.	19.
BAUDITZ, Paul,	of Albany & Perth.	19.
BELL, George,	of Perth.	19.
BELL, James,	of Fremantle.	20.
BELL, James,	of Mandurah.	21.
BENSON, Michael James,	of Fremantle.	21.
BEST, Henry Thomas,	of Cossack.	22.
BIRNIE, Alexander,	of Broome.	22.
BISHOP, W,	of Fremantle.	22.
BLOOM, Charles,	of Fremantle.	22.

BLYTH, Alexander,	of Fremantle.	23.
BOARDMAN, James,	of Fremantle.	23.
BOBIN, Joseph,	of Fremantle.	23.
BRAKES, Samuel,	of Freshwater Bay.	24.
BRIGATTI, Frank,	of South Perth.	26.
BROCKLESBY, Henry,	of Geraldton.	27.
BROOKS, John,	of Perth.	27.
BROWN, Alfred Edmund,	of Fremantle.	27.
BROWN, Edmund,	of Fremantle.	30.
BROWN, E.W.	of Onslow.	31.
BROWN, William, Senior,	of Fremantle.	31.
BROWN, William, Junior,	of Fremantle.	31.
BRYAN, Michael,	of Perth.	32.
BUDD, George,	of Perth.	32.
BURR, J.W.	of Claremont.	33.
BUSSELL, Alfred,	of Busselton.	33.
BUTSON, Joseph Charles,	of Nth. Fremantle.	34.
BUTT, Henry,	of Cossack.	34.
CARNABY, Frederick,	of Nedlands.	35.
CARROLL, Thomas Henry,	of Fremantle.	36.
CARROLL & WILLIS,	of Fremantle.	37.
CARTER, G.W,	of Fremantle.	37.
CHAMBERLAIN, Alfred,	of Fremantle.	38.
CHAMBERLAIN, William A,	of Fremantle.	38.
CHAPMAN, Daniel,	of Geraldton.	42.
CHAPPLE, J.C,	of Fremantle.	43.
CHINESE JOHN,	of Canning River.	43.
CLARKE, Joseph,	of Perth.	44.
COLLINS, Thomas R,	of Fremantle.	45.

COOK, Solomon,	of Perth.	45.
COOPER, Messr's,	of Mandurah.	49.
COOPER, Frederick,	of East Fremantle.	49.
COOPER, George,	of Claremont.	50.
COURT & WILKES,	of Fremantle.	51.
COX, Samuel,	of Perth.	51.
CRITCH, Charles,	of Fremantle.	54.
DAVIS, John,	of Perth.	55.
De LONGVILLE, J,	of Fremantle.	55.
DENNY Bros,	of Fremantle.	55.
DENTON, Cincintus,	of Fremantle.	56.
DIXON, Charles,	of Fremantle.	56.
DOUGLAS, William,	of Albany.	56.
DOUST, Isaac,	of Augusta.	57.
DUNKLEY, R,	of Cossack.	58.
DUNN, Edward,	of Albany & Cossack.	58.
DUNN, James Richard,	of Albany.	58.
EDWARDS, James,	of Fremantle.	59.
EDWARDS, William Hugh,	of Perth & Fremantle.	60.
ERENSHUISON, Henrichus,	of Fremantle.	63.
EVANS, Clarence.	of East Fremantle.	64.
FARMER, Charles,	of Perth.	64.
FARMER, J,	of Quindalup.	65.
FAY, Lawrance	of Fremantle.	65.
FERRIS, David,	of Broome.	66.
FISHWICK, George Alfred,	of Perth.	67.
FORSYTH, William Lawrance,	of Fremantle & Albany.	67.

GARRARD, William,	of Geraldton.	68.
GEARY, William,	of Albany.	69.
GEORGE, Frederick,	of Fremantle.	70.
GIBBS, James Dagley,	of Bunbury.	70.
GIBSON, David,	of Geraldton.	71.
GIORGETTI, Samuel,	of Fremantle.	71.
GONZALES, Rose,	of Broome.	71.
GORDON, Alexander,	of Fremantle.	72.
GOURLEY, H & R,	of East Fremantle.	72.
GREEN, William,	of Perth.	73.
GREGORY, Charles,	of Perth.	74.
GREGORY, Ancell Clement,	of Broome.	74.
GREIVES, James,	of Fremantle.	75.
GREY, A.R,	of Coffee Point.	76.
GRIFFIN, Thomas,	of Fremantle.	76.
GWYNN, Henry,	of Perth.	77.
HALL, J.C,	of Claremont.	77.
HAMILTON, Thomas Wilson,	of Perth.	77.
HAMILTON, Walter John,	of Geraldton.	79.
HARDEY, Joseph,	of Maylands.	79.
HARPER, Archibald,	of Fremantle.	80.
HARPER, Charles,	of Cossack.	80.
HARRISON, Thomas,	of Fremantle.	81.
HARROD, G.C,	of Fremantle.	81.
HARVEY, W,	of Fremantle.	81.
HAWKINS, Charles,	of Perth.	81.
HAYMAN, George,	of Perth.	82.
HENCK, Fred,	of South Perth.	83.

HIA, T.H,	of Perth.	83.
HIGHAM, George,	of Beagle Bay.	83.
HILL, Thomas Rowland,	of Perth,	84.
HINES, Mr,	of Coffee Point.	85.
HOKIN, John,	of Fremantle.	85.
HOSKINS & Co,	of Perth.	87.
HOSSACK, Joseph,	of Fremantle.	87.
HOUGH, James,	of Bunbury.	87.
HOUSTON, R,	of Fremantle.	88.
HOWE, Thomas William,	of Fremantle.	88.
HOWSON, Edward,	of Fremantle.	90.
HOWSON, James,	of Fremantle.	91.
HOWSON, Robert,	of Fremantle.	91.
HOWSON, Thomas,	of Fremantle.	95.
HUDSON, Bros,	of Perth.	95.
HUGHAN, William,	of Fremantle.	95.
HUNTER, Edmund Harold,	of Swan Point.	96.
ISBESTER, S,	of Cossack.	96.
ISBESTER, William Bruce,	of Broome.	96.
JACKSON, Alfred,	of Augusta.	97.
JACKSON, Benjamin,	of Bunbury.	97.
JACKSON, Samuel,	of Perth.	97.
JACKSON, William,	of Fremantle.	98.
JACKSON, William Junior,	of Fremantle.	100.
JACKSON, William Dockray,	of Fremantle.	100.
JOHNS, F,	of Fremantle.	100.
JOHNS, Joseph Bolitho,	of Fremantle.	101.
JOHNSON, Andrew W,	of Claremont.	101.

JOHNSON, C,	of Fremantle.	101.
JOHNSON, John,	of Cossack.	102.
JONES, David,	of Fremantle.	102.
JONES, Frederick,	of Fremantle.	103.
JORGENSON, N.T,	of Fremantle.	104.
KELTY, H.W,	of Albany.	104.
KEMDO, J.E,	of Broome.	104.
KEMOTO, Kintaro,	of Broome.	104.
KEMP, John & James,	of Bunbury.	105.
KENNEDY, John,	of Nth Fremantle.	105.
KEY, Joseph,	of Fremantle.	106.
KROSS, August,	of Perth.	106.
LARSON, Hurbert & Lans,	of Albany.	106.
LAWRENCE, Samuel,	of Perth.	107.
LAWRENCE, William,	of Perth.	107.
LAWRENCE, William, junior,	of Perth.	107.
LAWRENCE & ASQUITH,	of Perth.	112.
LEE, Henry,	of Fremantle.	112.
LETHARBY, T,	of Fremantle.	113.
LEWIS, Bros, E A & G,	of Fremantle.	113.
LINDON, Thomas,	of Fremantle.	114.
LYONS, John,	of Guildford.	114.
LYONS, J & W,	of Fremantle.	114.
MACKLE, Thomas,	of Broome.	115.
McCARTER, George,	of Perth.	115.
MCDONALD, A,	of Perth.	117.
McKENZIE, John,	of Champion Bay.	117.
McKERNON, G,	of Bunbury.	117.

McKIE, Thomas,	of Broome.	117.
McLEARY, Joseph,	of Fremantle.	118.
MASON, Benjamin,	of Cannington.	118.
MASSEY, W,	of Fremantle.	118.
MATHER, C,	of Fremantle.	119.
MEWS, James John,	of Perth.	119.
MEWS, James Robert,	of Perth.	119.
MEWS, John Charles,	of Fremantle.	119.
MEWS, John Charles,	of Albany.	119.
MEWS, Robert,	of Perth.	119.
MEWS, Thomas William,	of Perth.	119.
Mews, Thomas William,	of Perth & Fremantle.	119.
MEWS, Thomas William,	of Fremantle.	119.
MILLER, Henry,	of Broome.	128.
MILLERS KARRI & JARRAH Co.	of Rockingham.	129.
MISLOIN, C,	of Broome.	129.
MOLLOY, Capt John,	of Busselton.	129.
MOON, Chow,	of Fremantle.	130.
MOONEY, W,	of Fremantle.	131.
MORRIS, Joseph,	of Mandurah.	131.
MORRISON, Hugo,	of Bunbury.	133.
MURRAY, John,	of Fremantle.	134.
MURRAY, William,	of Fremantle.	134.
MURPHY, C W,	of Broome.	135.
MURPHY-SCHRAEGER & Co,	of Broome.	136.
MYSLIS, S,	of Fremantle.	136.
NAIRN-CLARKE, W M,	of Albany.	136.
NAYLOR, George,	of Fremantle.	137.

NIELSON, Charles,	of Broome.	137.
OLSEN, Jack,	of Perth.	138.
OLSON, Karl, (Charlie),	of Fremantle.	138.
OLSSON, Johan Ludwig,	of Fremantle.	138.
O'NEIL, James,	of Cossack.	139.
OSBORNE, James,	of Busselton.	139.
OSWALD, John,	of Fremantle.	139.
OWSTON, Thomas,	of Cossack.	141.
OWSTON, William,	of Preston Point.	142.
OWSTON, William, Junior,	of Preston Point.	142.
PASSMORE, Henry,	of Perth & Fremantle.	143.
PAYNE, George,	of Busselton.	145.
PAYNE, Bros,	of Bunbury.	145.
PEAD, William,	of Perth.	146.
PEAD, Alexander William,	of Cossack.	146.
PELOSIA, C,	of Fremantle.	147.
PELOSIA, E,	of Broome.	147.
PETHER, H,	of South Perth.	147.
PETERS, John Odgers,	of Albany.	148.
PETERSON, Charles,	of Broome.	148.
PETTERSON, Charles,	of Fremantle.	148.
PRITCHARD, A S,	of Fremantle.	150.
RANN, Thomas Richard,	of Perth.	150.
RAPSON, Joseph,	of Fremantle.	151.
RENOUF, Francis,	of Fremantle.	151.
RENNIE, Richard,	of Rockingham.	151.
REWELL, William,	of Perth.	151.
REYNOLDS, R H, Senior,	of Busselton.	152.

RHODES, H,	of Claremont.	152.
ROBINSON & NORMAN,	of Broome.	153.
ROSBERG, Hans,	of Fremantle.	153.
ROY, Frank,	of Broome.	154.
RUSSELL, Henry,	of Perth & Albany.	155.
SAITO, S,	of Broome.	155.
SADLER, H,	of West Perth.	156.
SARGENT, Rip,	of East Fremantle.	156.
SASAKI, Sakutarō,	of Cossack.	156.
SAWLE, J S,	of Broome.	156.
SHATTELL, Albert, W,	of Perth.	157.
SHERRATT, Thomas Brooker,	of Albany.	157.
SHIELDS, Henry,	of Champion Bay.	157.
SINPURO, Yamatsu,	of Broome.	158.
SLOAN, Alexander,	of Bunbury.	158.
SMITH, Alfred,	of Cossack.	158.
SMITH, Charles,	of Fremantle.	159.
SMITH, James Lawson,	of Perth.	159.
SOBEY, Samuel,	of Perth.	165.
SPRATT, Deverick,	of Mandurah.	167.
SPRINGMAN, E,	of Bunbury.	165.
STOREY, David James,	of Fremantle.	165.
STREETER & MALE Ltd,	of Broome.	168.
SUTTON, Henry,	of Mandurah.	168.
SUTTON, Herman,	of Perth.	168.
SWAN RIVER SHIPPING Co,	of Perth.	169.
SWEENEY, James,	of Perth.	169.
SWEETMAN, Bros,	of Fremantle.	170.

SWEETMAN, Matthew,	of Perth.	171.
SYMERS, Capt Thomas,	of Albany.	171.
TAYLOR Bros,	of Bunbury.	172.
TAYLOR, William Alfred,	of Broome.	172.
TERRY, Henry,	of Perth.	172.
THOMAS, Alfred,	of Fremantle.	173.
THOMAS, Capt John,	of Fremantle.	173.
THOMAS, John,	of Nth Fremantle.	175.
THOMAS & MURRAY,	of Fremantle.	175.
THOMPSON, Andrew,	of Cossack.	176.
TILLEY, Alfred Ernest,	of Fremantle.	176.
TILLEY, James William,	of Broome.	177.
TURNER, James Augustas,	of Busselton.	177.
TURNER, James Woodward,	of Augusta.	178.
URQUART, William,	of Fremantle.	179.
VAN ZUILECOM, Charles,	of Albany.	179.
WAGNER, Charles,	of Fremantle.	180.
WALKER, Charles,	of Fremantle.	181.
WALKER, John,	of Fremantle.	182.
WATSON, Charles,	of Perth.	183.
WATSON, Charles Henry,	of Perth.	189.
WATSON, Charles Joseph,	of Busselton.	190.
WATSON, Robert George,	of Fremantle.	191.
WEBB, Thomas,	of Fremantle.	191.
WEIR, John,	of Fremantle.	191.
WESTERGAARD & Son,	of Fremantle.	191.
WONG, Siam,	of Cossack.	192.

WOODHEAD & FLOWER,	of Perth.	192.
WRIGHTSON, George,	of Fremantle.	192.
WRIGHTSON, Robert,	of Fremantle.	193.
WRIGHTSON, T,	of Onslow.	198.
YAMASHITA, Hatchinosuke,	of Broome.	199.
YAMATSU, Singpuro,	of Broome.	199.

.....

INDEX TO SUPPLIMENTARY LISTING.

ARATA, Samuno,	of Broome.	200.
ARATA, Torataro,	of Broome.	200.
ELAWA, Takeji,	of Broome.	200.
HORI, Sanzo,	of Broome.	201.
KEMOTO, Kintaro,	of Broome.	201.
KARIYA, Toraichi,	of Broome.	201.
KITANO, Fukumatsu,	of Broome.	201.
MASUMOTO, Yoshimatsu,	of Cossack.	201.
MATSUMARA, Hezo,	of Broome.	201.
MINAMI, Torajiro,	of Broome.	201.
NATSUMOTO, Shintaro,	of Broome.	202.
ONO, Kaichi,	of Broome.	202.
OSHIGE, Charles,	of Broome.	202.
SAKAMOTO, Gengi,	of Broome.	202.
SETO, Yasuzo,	of Broome.	202.
SHIGASAKU, Imamura,	of Broome.	202.
SHIMOMURA, Yaichi,	of Broome.	202.

SHIOJI, Genwyemon,	of Broome.	203.
TACHIBANA, Shojiru,	of Broome.	203.
WADA, Jiro,	of Broome.	203.

.....

INDEX TO VESSELS.

VESSEL'S NAME.	PAGE No's.
A.M. TREMLETT,	35.
ADA,	87, 91, 102, 147.
ADA WILLIAMS,	29.
ADELAIDE,	77.
ADELINE,	16.
ADUR,	12.
ADVANCE,	110, 111, 168.
ADVENTURE,	111, 168.
AENONE,	84.
AFRIC,	111.
AFRICAN,	68.
AGNES,	195.
AILSA,	84, 155.
AKARANA,	115.
ALBANY,	111.
ALBATROSS,	68, 110, 111, 118, 145, 168.
ALBERTA,	29.
ALBION,	188.
ALERT,	39, 126.
ALEXANDER,	176.
ALEXANDER McNEIL,	148.
ALICE,	111, 181.
ALINORA,	41.
ALISON MAY,	155.
ALLUA,	84.
ALOYSIUS,	71.
ALPHA,	33, 90, 99, 104, 126, 129, 177, 178, 191.
ALTO,	75.
AMATEUR,	80.
AMELIA,	140.
AMERICAN TRANSPORT,	153.
AMITY,	60.
AMUR,	196.
AMY,	6, 39, 95, 168, 175, 196.
ANNIE,	16, 29, 186.
ANNIE AGNES,	103.
ANTELOPE,	73.
AQUINALDO,	71.
ARABIA,	102.
ARAFURA,	50.
ARAWA,	55.
ARGO,	29, 35, 99.
ARIEL,	126, 195.
ARK,	82.
ASTRAE,	36.
AUMERIC,	29.
AURORA,	30.
AUSTRALIND,	40.

AVOCA,	55.
AWHINA,	168.
AWK,	171.
AZELIA,	65.
BALLIE,	111.
BANDALUS,	111.
BANINGARRA,	194.
BARBARA,	134.
BAY,	134.
BEDOUT,	29.
BEE,	177, 178.
BELGRAVIA,	34, 44, 113.
BELLA,	91, 93.
BELLANA,	36.
BELLE OF BUNBURY,	70.
BEN CRUACHEN,	153.
BERRINGERRA,	115.
BESSIE,	92.
BETTY,	29.
BETTY MARGARET,	50.
BILLY,	141.
BIRCHGROVE,	153.
BLACK SWAN,	7, 43, 107, 108, 111, 144.
BLANCHE,	40, 134.
BLENDON HALL,	170.
BLUE BELL,	39.
BLUE BIRD,	84.
BONNIE LASSIE,	141.
BONITA,	36.
BONZA,	29.
BOSSUT,	134, 176.
BOTHWELL CASTLE,	175.
BOUNCE,	104.
BOYD,	29.
BRISBANE, H.M.A.S.,	41.
BRITTANNIA,	117.
BRONLAN,	29.
BRONLON,	29.
BROOME,	91, 134.
BROTHERS,	165.
BROWNIE,	111.
BRYNMOR,	74.
BUBBLES,	111.
BULLETIN,	134.
BUNBURY,	182.
CALISTA,	105.
CALEDONIA,	170, 171.
CAPE OTWAY,	153.
CARESS,	26.
CAROLINE,	151.
CASILDA,	84.
CATALPA,	21.
CELTIC,	111.
CENTURION,	146.

CERES,	36.
CHAFFINCH,	134.
CHALLENGER,	84.
CHAMPION,	53, 61, 120.
CHANCE,	45, 156.
CHANTRESS,	29.
CHARLES,	111.
CHARLES CROWTHER,	67.
CHARON,	74, 194.
CHIEFTAN,	134.
CHIP,	96.
CHIRRITTA,	84.
CINGALEE,	92, 141.
CIRCE,	111.
CITIZEN OF LONDON,	144.
CITY OF PERTH,	108, 111, 168.
CLARA,	77.
CLARE,	134.
CLARENCE PACKET,	99, 194.
CLARICE,	12, 32.
CLAUDIUS,	29.
CLEAVE,	33.
CLEMENTINA,	186.
CLEOPATRA,	39, 129, 137.
CLIFTON,	36.
CLIO,	115.
CLONEN,	29.
CLYDE,	157.
CLYO,	93, 168.
COLLIAR,	134.
COLUMBIA,	176.
COMET,	127.
COMMONWEALTH,	29.
CONCHIE,	134.
CONSERVATIVE,	33, 129.
CONSTANCE,	39, 94.
COOEE,	36.
COOLGARDIE,	39.
COORIE,	128.
CORINTHIC,	153.
CORONA,	27, 71, 115.
COSSACK,	41.
COUNTESS,	111.
CRABRO,	134.
CRAIGIE LEA,	92.
CRESTA,	113.
CRAWLEY BELLE,	115.
CRITERION,	111.
CULVULLA,	22.
CUMBERLAND,	173.
CUPRUM,	134.
CURLEW,	84, 91.
CYGNUS,	35.
CYNTHIANA,	153.
DAISY,	91.
DAMPIER,	181.

DAUNTLESS,	176.
DAWN,	6, 78, 181, 192, 196.
DAYLIGHT,	175.
DELAWARE,	149.
DEPUCH,	198.
DERBY,	118.
DIADEM,	145.
DIANA,	93, 99.
DIANGEN,	29.
DOLPHIN,	84.
DOMINION,	39.
DOONHOLM,	153.
DON CLARENCE,	29.
DON GERALD,	29.
DON JOSEPH,	29.
DON PERCIVAL,	29.
DON VERONA,	29.
DONA ELSIE,	29, 71.
DONA FRANCIS,	29.
DONA MATILDA,	29.
DORA,	22, 36, 147, 191.
DORIC,	111.
DORIS,	111.
DORIS GOOD,	37, 115.
DOROTHY,	26, 39, 67.
DOUGLAS,	148.
DOVE,	127.
DRAGON,	110, 111, 168.
DRIVER, H.M.S.,	21.
DUCHESS,	111.
DUGONG,	43, 44.
DULCY,	14.
DUNSKY,	56.
E. J. A.,	115.
E. M. D.,	69.
E. ENJIBALA,	27.
EAGLE,	12, 23, 74, 110, 111, 168, 171
EASTERN STAR,	99.
ECHO,	36.
ECLIPSE,	197.
EDGAR NORMAN,	29.
EDITH,	35, 36, 39.
EDITHA,	91, 94.
EDWARD JAMES,	126.
EIDA,	38.
EILEEN,	39.
ELEANOR,	40.
ELIZA,	62, 64, 97.
ELIZABETH,	151, 174.
ELIZA BLANCHE,	141, 142.
ELIZA JANE,	185.
ELLA,	40.
ELMA,	149.
ELOISE,	65.
ELSIE,	29, 111.
ELVIRA,	89.

EMILLIENNE,	99, 169.
EMILY,	40, 99, 192.
EMILY TAYLOR,	130, 177.
EMLYN CASTLE;	111.
EMMA,	45.
EMMA SHERRATT,	45, 156.
EMPIRE,	39, 176.
EMPRESS,	38, 102, 174.
EMU,	133.
ENCHANTRESS,	4, 108, 111, 168.
ENDEAVOUR,	4, 60, 111, 176, 194, 195.
ENTERPRISE,	111, 168.
EONE,	95.
EOS,	39.
ERA,	111, 135.
ERENA,	36.
ERIC,	111.
ESCORT,	133.
ESQUIMAUX,	134.
ESTHER,	111.
ETHEL,	36, 181.
ETTA,	115.
ETTICA,	181.
EVA,	28, 29, 111, 115.
EVELYN,	39, 153.
EVERGREEN,	73.
EXCHANGE,	29.
EXPERIENCE,	29.
FAIRY,	45, 58, 191.
FALCON,	40.
FANNY,	74, 135, 153.
FAVOURITE,	3, 97.
FERRO,	36.
FITZGERALD,	126.
FLEETWING,	29, 176.
FLORA,	36, 81.
FLORENCE,	111, 141, 168.
FLORES,	39.
FLORRIE,	15.
FLY,	40.
FLYING FOAM,	78, 98, 177.
FLYING SCOTCHMAN,	94.
FORRESTIER,	93.
FORTUNA,	84.
FOXWORTHY,	134.
FRAM,	29, 30.
FRANCES,	175, 176.
FRANCISCA,	84.
FREDA,	84.
FREDERICK,	111.
FREMANTLE,	66.
FRIENDS,	4, 47, 108, 168.
FROLIC,	97.
FROSTY,	35, 146.

GABRAJ,	155.
GALAH,	84.
GAREENUP,	111, 168.
GAZELLE,	104.
GEM,	38, 69, 165, 190, 191.
GEORGE,	181.
GEORGETTE,	73.
GEORGIANA,	159.
GEORGIC,	69.
GENEVIEVE,	114.
GERALDTON,	29.
GHIO BATTO REPETTO,	93.
GILMOUR,	172.
GITANA,	91.
GLADYS,	8, 115, 116.
GLADYS OLIVE,	134.
GLORIA,	93.
GLORIA VIOLET,	134.
GLORIANA,	103.
GOULD,	36, 37, 51.
GOVERNOR WELD,	193.
GRACE,	111.
GRACIE,	135.
GREY GHOST,	36.
GUILDFORD,	16, 197.
GUYON,	100.
GYPSEY,	165, 173.

HALCYON,	33, 129, 131.
HAMPSHIRE,	149
HAMPTON,	39, 99, 141.
HARLEY,	18, 76, 85.
HAROLD,	111.
HARRIET,	6, 153, 196.
HAWK,	81, 134.
HEATH,	17.
HEATHER FLOWER,	181.
HEBE,	36.
HECKLA,	101.
HELEN,	155, 162.
HELENA,	18, 76, 85.
HELENA MENA,	40.
HENLEY,	84.
HENRIETTA,	186.
HERO,	62.
HIAWATHA,	30.
HILDA,	82.
HINEMOA,	28, 30.
HOOGHLEY,	80.
HOOSAC,	153.
HOPE,	47, 141.
HOUGOUMONT,	72.
HUGHIE,	29.
HUGH NORMAN,	29.
HUIA,	35, 36, 84.

IBIS,	41.
IDA,	181, 186.
IDA LLOYD,	50.
IDAHO,	150.
IDALIA,	74, 111.
IDELIA,	37, 51.
IDLER,	84.
IDOTHEA,	115.
IMOGENE,	86.
INITRA,	35.
INTOMBI,	41.
INVINCIBLE,	176.
IONE,	186.
IRENE,	115.
IRIS,	36, 93, 94, 108.
ISABELLA,	180, 181.
ISIS,	115.
ISOBEL,	152.
ITCHEN,	74.
IVERNA 2,	72.
IVY,	93, 148.
IVYDALE,	29.
JACK TAR,	62.
JAMES,	23, 59.
JANDRA,	191.
JANE,	172, 173.
JANET,	29, 166.
JANETTE,	151.
JARRAHDALÉ,	56, 128, 150, 168.
JESSIE,	39, 56.
JIMMY,	157, 198.
JOAN,	17.
JOAN OF ARC,	71, 134.
JOE CHAMBERLAIN,	39.
JOHN DE BAUN,	29.
JOHN & MICHAEL,	40.
JOSEPH MORRIS,	62, 131.
JOYCE,	115.
JUBILEE,	90.
JUPITER,	36, 114.
KALAROO,	111.
KARALEE,	135.
KARRAKATTA,	29, 30.
KATE FLORENCE,	41.
KATHLEEN,	41.
KATHLEEN F,	84.
KEA,	191.
KENMORE,	111.
KENTISH LASS,	48.
KIEWA,	111.
KILANDER BUX,	74.
KILLELLAN,	153.
KILMENY,	148.
KIM,	134.

KING BAY,	134.
KINGFISH,	111.
KOOKI,	111.
KURUMBA,	153.
KYLIE,	111.
L.C. ,	35.
La GRANGE,	29.
La PEROUSE,	29.
La RITA,	147.
LADY CONSTANCE,	153.
LADY FITZGERALD,	126.
LADY OF THE LAKE,	191.
LADY ORD,	5, 109, 111.
LADY STIRLING,	4, 7, 55, 60, 61, 73, 102, 108 160, 168.
LADY WALPOLE,	17.
LALLA,	41.
LANGDON,	75.
LAPWING,	90.
LASS OF GERALDTON,	68.
LATINA,	84.
LAUGHING WAVE,	78, 98, 186.
LAURA,	148.
LAWRENCE,	111.
LEANDER,	74.
LEIGHTON,	16.
LENNETT,	168.
LEON,	176.
LES TROIS AMIS,	26, 73, 109, 168.
LETA,	40.
LETICIA,	36.
LEVERETT,	42.
LEXY,	29.
LILLEE,	29.
LILLIAN,	134.
LILLY BLANCHE,	38.
LILLY OF THE LAKE,	141, 165.
LINCELLES,	27.
LINNET,	84, 115.
LITTLE EASTERN,	151.
LOCHINVAR,	139, 169.
LORD,	93.
LORNA DOONE,	29, 30.
LOTOLOP,	134.
LOTUS,	111, 115.
LUCKY BOY,	95.
LYNX,	72.
M.S.W. ,	22.
McLHENNAN,	181.
MacQUARRIE,	141.
MADELINE,	26.
MADGE,	29.
MAGGIE,	39.
MAISIE,	84, 93.

MAITAI,	84.
MALENA,	101.
MANDIS,	153.
MANDURAH,	36.
MANDYLEE,	115.
MANX FAIRY,	87.
MANXMAN,	8.
MARGARET,	106.
MARGUERITE,	84.
MARGUERITE ETHEL,	29.
MAR GYNE,	115.
MARIA,	29.
MARION,	22, 39.
MARITANA,	7, 9, 39, 91.
MARJORIE,	181.
MARMONT,	29.
MARS,	17.
MARY,	67, 140, 165, 181.
MARY ANN,	42, 68, 141.
MARY HARRISON,	89.
MARY HERBERT,	78, 98, 99.
MARY JANE,	73.
MARY SMITH,	92, 141.
MAUD,	193.
MAVIE,	181.
MAVIS,	181.
MAY,	84, 111.
MAYFLOWER,	14, 45, 72, 115.
MAZEPPA,	145.
MEAN,	135.
MEDA, H.M.S.,	40.
MEDORA,	126.
MENA,	135.
MERCHANTMAN,	18, 70.
MERMAID,	36.
METIS,	36.
MINAMICHI,	153.
MINILYA,	40.
MINNEHAHA,	84.
MINSTREL,	172.
MITCHELL,	134.
MOA,	181.
MOANA,	93.
MOLLY,	29, 168.
MOMO,	84.
MOPOKE,	29.
MOSQUE,	15.
MOSS ROSE,	186, 187.
MOSSIE,	29.
MOZEL,	29, 71.
MOZEL TOV,	30.
MUNDARING,	134.
MURIEL,	39.
MY LADY DAINTY,	95.
MYRA,	99, 125.
MYRTLE,	39.
MYRTLE ULGA,	29.
MYSTERY,	26, 140.

NADINA,	84.
NANCY,	39.
NAPOLEON,	19, 174.
NATICIA,	36.
NAUTILUS,	40, 99.
NELLIE,	71, 196.
NEPTUNE,	29, 36.
NERIAND,	93, 176.
NETA,	29.
NEW MOON,	134.
NEW PERSEVERANCE,	26, 102, 141.
NILE,	32.
NIOBE,	93.
NOLLIE,	29.
NORIMBA,	111, 168.
NORMA,	175.
NORTHAM,	134.
NORWOOD,	54, 63, 68, 112, 136, 148, 156
NUTIARA,	39.
NYROCA,	111.
OBERON,	39.
OCEANO,	153.
OLIVE,	29, 93, 171.
OPAL,	134.
OPHIR,	115.
OPHIR 2,	115.
OPHIR, H.M.S.,	115.
ORCHID,	30.
ORELIA,	158.
ORONTES,	29.
OSBOURNE,	111.
OSPREY,	84.
OTWAY,	40.
OUIDA,	111.
PALMERSTON,	20, 138.
PANDORA,	116.
PARAGON,	189.
PARKFIELD,	87, 144.
PARMELIA,	2, 85, 134, 158, 159, 163.
PATIENCE,	134.
PATON,	29.
PAULUS,	152, 153.
PEARL,	6, 165, 185, 196.
PEARL VIEW,	136.
PEGGY,	22.
PELSART,	111, 140.
PENDA,	181.
PENELOPE,	72.
PENGUIN,	91.
PERSEVERANCE,	25, 56.
PERTH,	55, 91, 148.
PET,	29, 195.
PETER PAN,	81.
PETINA,	29.

PHIL,	29.
PHOENIX,	115.
PHRYNE,	84.
PHYLLIS,	118.
PILOT,	95, 126.
PIONEER,	4, 47, 72, 166, 168.
PLANET,	92, 99.
POMONA,	35, 36.
POSTBOY,	74, 181.
PRINCESS MARY,	29, 30.
PSYCHE,	36.
PYAP,	191.
PYRENEES,	100.
PYTHON,	111, 168.
QUEEN,	39, 180, 181.
QUEENIE,	36.
QUEENIE ALICE,	17.
RACEHORSE,	142, 164.
RAFF,	134.
RAMILLIES,	133.
RANGATIRA,	30.
RARA AVIS,	74.
RAY,	29.
RAYMOND,	91.
REDBILL,	41.
REDWING,	36.
RELIANCE,	41, 90, 176.
REMEMBRANCE,	153.
RETREAT,	29.
REX,	154.
RIBSTON,	141.
RIP,	57.
RIPPLE,	176.
RIVER CHIEF,	62, 131, 132.
ROBERT MORRISON,	91.
ROB ROY,	92.
ROBERT SMALL,	65.
ROBINOR 1,	29.
ROBINSON,	29.
ROCKET 1,	176.
ROCKINGHAM,	56, 119, 127, 128, 150, 168.
ROEBOURNE,	92, 93.
ROEBUCK,	198.
ROMA,	191.
RORY O'MORE,	174.
ROSANNA,	62.
ROSE,	16, 78, 108, 116, 181, 193.
ROSEBUD,	39.
ROSEF,	130.
ROSELLA,	104.
ROSE OF SHERON,	180.
ROSE PETAL,	29.
ROTOHINE,	146.
ROUZELLE,	128, 190.

RUBY,	93.
RUTH,	29.
S. P. S.,	93.
St ELMO,	36.
SABINA,	24.
SABRINA,	56.
SAGAMA RIVER,	153.
SALITUAD,	84.
SAMUEL PLIMSOLL,	64.
SARA,	102.
SARAH WILIAMS,	29.
SATURN,	36.
SAYONARA,	39, 115.
SCINDIAN,	24, 169.
SCUD,	111.
SEA BIRD,	68.
SEA GULL,	36, 90, 135, 149.
SEAL,	36.
SEALARK,	36.
SEA QUEEN,	181.
SEASPRAY,	39, 98.
SETTLER,	55.
SICAMOUS,	115.
SIDRA,	153.
SILVERSTAR,	76, 85.
SILVER WAVE,	176.
SIMON TAYLOR,	101, 106.
SIPUT,	39.
SISTERS,	126.
SLOEPIE,	1.
SNIPE,	89.
SOCOTRA,	90.
SOUTHERN CROSS,	29.
SOUTH NEW MOON,	93.
SOVEREIGN OF THE SEAS,	28.
SPECULATOR,	4, 26, 47, 168, 188.
SPINAFEX,	134.
SPINAWAY,	91, 92.
SPIDER,	40.
SPRAY,	116, 152.
STAG,	141.
STAR,	36, 126.
STAR OF THE SOUTH,	70.
STAR OF THE WEST,	101.
START,	78, 166.
STELLA,	176.
STIRLING,	188.
STRAGGLER,	29.
STRUGGLER,	74.
SUCCESS,	19.
SUCCESS, H.M.S.,	160, 161.
SULPHUR, H.M.S.,	162, 163.
SUNBEAM,	176.
SURPRISE,	81.
SWALLOW,	17.
SWAN,	57.

SWEET NELL,	84.
SYBIL,	115.
SYDNEY HENRY,	134.
SYLVIA,	115.
TANAMI,	134.
TEDDY,	134.
TEDDY VOLNEY,	134.
TESS,	93.
THALIA,	115.
THE DISTANT SHORE,	116.
THELMA,	111.
THEO,	134.
THERESA,	187.
THETIS,	36.
THISBEE,	115.
THISTLE,	63, 64, 93, 134.
THOMPSON,	159.
THOR,	176.
THORNLIBANK,	44.
TIFERA,	29.
TITANIA,	39.
TI-TU,	29, 30.
TRANBY,	79.
TRANSIT,	111, 168.
TRIBUNE,	107, 111, 168.
TRIUMPH,	26.
TRUSTY,	70.
TRIXIE,	36.
TRIXON,	128.
TRY AGAIN,	73, 111.
TUDOR,	111.
TWINKLING STAR,	68.
TWO SONS,	78, 97, 193.
TYPHON,	115.
UILIE,	181.
ULYSSES,	136.
UNA,	141.
UNCLE SAM,	152.
UNION,	176.
UNKNOWN,	13, 97.
URANUS,	36.
VALDAVIA,	167.
VALDEMAR,	167.
VALDHANA,	137, 167.
VALDURA,	167.
VALFREDA,	167.
VALHALB,	167.
VALHALLA,	137.
VALKYRIE,	137.
VALMEDA,	36.
VALTHERA,	167.
VALTHORA,	84, 167.

VANDUARRA,	74.
VANESSA,	95.
VENMORE,	115.
VENUS,	36, 90, 107, 108, 111, 114, 168, 174, 187.
VERA,	29.
VIBERTA,	115.
VICTORY,	29, 40, 56, 166.
VIKING,	84, 115.
VILLE DE BORDEAUX,	171.
VISION,	41.
VIVIEN,	29.
VOLADORA,	29, 30.
VOLANT,	153.
VULCAN,	45.
WAITANGI,	29.
WALLAL,	134.
WALTER & MARY,	147, 156.
WANDERER 2,	29.
WAROO,	111.
WAR CROESIS,	153.
WARRANEEN,	168.
WARRAWING,	84.
WARRIOR,	33, 129, 131, 177.
WATER LILY,	6, 112, 113, 194.
WAVE,	127.
WELCOME,	29.
WESTRALIAN,	8, 87.
WHILEAWAY,	111.
WHITE FEATHER,	91.
WHITE WINGS,	84.
WHYNOT,	198.
WILD WAVE,	98.
WILLIAM,	156.
WILLIE,	166.
WILL WATCH,	99.
WINETTA,	181.
WINNIE,	91, 94.
WOLVERINE,	67.
WUNGARA,	115.
WYNDHAM,	134.
WYOLA,	168.
YANDA,	115.
YELKIE,	111.
YULE,	111, 112.
ZEBRA,	98.
ZEENIE,	36.
ZEEWIJK,	1.
ZEPHYR,	8, 99.
ZOE.	181.

DEMOGRAPHIC INDEX.

PLACENAME,	PAGE NO' s.
ABERYSTWYTH, WALES,	101.
ABROLHUS ISLANDS,	1, 186.
ADELAIDE, S.A.,	6, 98, 105, 126, 132, 138, 139, 140, 149, 195.
AHLSTAD, SWEDEN,	152.
ALBANY,	8, 9, 19, 40, 45, 46, 56, 58, 59, 60, 67, 69 73, 76, 78, 98, 103, 105, 106, 127, 136, 143, 147, 154, 156, 158, 170, 171, 173, 179, 184.
AMERICA,	46.
APPLECROSS,	8, 115.
ASCENCION ISLANDS,	116.
AUCKLAND, N.Z.,	116.
AUGUSTA,	3, 12, 57, 87, 96, 98, 129, 131, 177, 178.
AUSTRALIND,	70, 104.
AYLESBURY, U.K.,	70.
BALTIC SEA,	142.
BARRENGARRA CREEK,	16.
BARROW ISLAND,	4.
BASSENDAN,	17, 197.
BATAVIA,	1, 46.
BATH, U.K.,	22.
BEACONSFIELD,	114.
BEADON CREEK,	94.
BEAGLE BAY,	9, 83, 92, 93, 196.
BEDFORD, U.K.,	112.
BELMONT,	77.
BRECHIN, SCOTLAND,	170.
BRIGHTON, SUSSEX, U.K.,	149.
BROOME,	6, 7, 9, 13, 15, 16, 17, 22, 30, 33, 35, 39, 40, 41, 50, 51, 54, 57, 66, 71, 73, 75, 81, 83, 92, 93, 95, 101, 104, 114, 117, 118, 128, 129, 131, 134, 135, 137, 146, 147, 148, 149, 150, 152, 154, 155, 156, 157, 167, 171, 175, 176, 181, 182, 191, 193, 198, 199, 200, 201, 202.
BULL'S CREEK,	29, 44.
BUNBURY,	3, 9, 12, 13, 28, 33, 57, 68, 70, 73, 78, 87 97, 104, 113, 116, 117, 124, 127, 132, 144, 145, 149, 157, 164, 171, 188, 189.
BURSWOOD,	77.
BUSSELTON,	9, 13, 23, 33, 65, 78, 121, 129, 139, 144, 151, 177, 189, 197.

CAMDEN HARBOUR,	107.
CANNING,	2, 9, 29, 43, 47, 52, 60, 75, 117, 118, 144
CANTONMENT HILL,	2, 52.
CAPE BOSSUT,	82, 148.
CAPE HORN,	116.
CAPE LEEUWIN,	17, 57, 132, 195.
CAPE OF GOOD HOPE,	131, 132.
CAPE TREGIER,	198.
CAPETOWN, STH AFRICA,	163.
CAREENING BAY,	134, 160.
CARNAC ISLAND,	55, 132, 160, 173.
CARNARVON,	9, 148, 166.
CARNARVON, WALES, U.K.,	169.
CASUARINA REEF,	193.
CASWELL BAY, U.K.,	74.
CHAMPION BAY,	18, 25, 42, 68, 88, 112, 117, 138, 157.
CHICHESTER, U.K.,	85.
CHINA,	130, 141, 193.
CHRISTMAS ISLAND,	174.
CLAREMONT,	8, 9, 33, 41, 50, 77, 152.
COCKBURN SOUND,	70, 85, 121, 159.
COFFEE POINT,	18, 75, 85, 115.
COLLIE RIVER,	87, 171.
CONDON,	195, 196.
CORINGA, INDIA,	170.
CORK, IRELAND,	166.
COSSACK,	4, 9, 13, 14, 21, 22, 33, 34, 39, 58, 76, 79 94, 96, 101, 103, 115, 118, 125, 126, 128 138, 140, 141, 142, 146, 153, 154, 155, 158, 175, 177, 191, 194, 195, 196, 200.
COTTESLOE,	84.
COWES, ISLE OF WIGHT,	165.
CRIMEA,	142.
CYGNET BAY,	166.
DAMPIER CREEK,	6, 96, 167, 176.
DARDANUP,	88.
DARTMOOR, U.K.,	142.
DARWIN,	17.
DE GREY RIVER,	80.
DENHAM,	193.
DENMARK, W.A.,	9, 17.
DEPTFORD, KENT, U.K.,	23, 103, 158.
DERBY,	197.
DEVONPORT, U.K.,	76.
DONGARA,	87, 92, 103.
DUNSBOROUGH,	12, 33, 197.
EASTER ISLAND,	116.
EAST FREMANTLE,	49, 63, 64, 72, 134, 137, 142, 155.
EAST PERTH,	66.
EGLINGTON ROCKS,	192.
EGYPT,	168.
ENGLAND,	2, 3, 7, 12, 22, 34, 44, 54, 56, 64, 68, 73, 75, 76, 77, 91, 92, 109, 113, 117, 119, 129, 136, 140, 141, 151, 153, 156, 162, 163, 175, 179, 188, 192.

ESPERANCE,	67,165.
EXMOUTH GULF,	98,165.
FALKLAND ISLANDS,	116.
FALSE CAPE REEF,	157.
FISH ROCK,	126.
FLINT CLIFFS,	193.
FORESTIER ISLANDS,	96.
FREMANTLE,	1-7, 9, 13, 18, 20-31, 36-40, 42, 43, 44, 48, 50-53, 55, 56, 57, 60-68, 70-73, 76, 77, 78, 80-85, 87-94, 97-103, 105, 106, 108, 112, 113, 116-127, 129-138, 140, 141-146, 148, 150, 151, 152, 153, 156, 157, 158, 160, 162-166, 168-170, 172, 173-176, 178, 179, 180, 181, 184, 185, 186-190, 192-197.
FRENCHMAN'S BAY,	57, 106, 179.
FRESHWATER BAY,	5, 24, 85.
GAGE'S ROADS,	4, 16, 90, 110.
GAINSBOROUGH, U.K.,	73.
GARDEN ISLAND,	1, 8, 16, 61, 99, 126, 132, 134, 159, 160, 164, 170, 189.
GASCOIGNE,	110, 166.
GERALDTON,	9, 17, 18, 19, 27, 34, 42, 67, 68, 69, 70, 71, 73, 79, 112, 126, 145, 152, 157, 177.
GIBB'S LANDING,	47.
GLASGOW, SCOTLAND,	72.
GLOUCESTER, U.K.,	34.
GOSNELLS	143.
GUILDFORD,	2, 9, 16, 17, 34, 36, 47, 48, 52, 53, 59, 60 77, 113, 114, 120, 137, 169, 197.
GUILDFORD, SURREY, U.K.,	156.
HALL'S CREEK,	28.
HAMELIN BAY,	9, 70, 96, 100, 128, 189.
HAMILTON HILL,	41.
HEIRRISON ISLAND,	47, 153.
HERTFORDSHIRE, U.K.,	70.
HOBART TOWN, TAS.,	59, 98, 170, 175.
HONSHU, JAPAN,	14, 198, 200, 201, 202.
HULL, U.K.,	79.
INDIA,	3, 130, 170.
INDONESIA,	191.
IPSWITCH, U.K.,	68.
IRWIN RIVER,	69, 145.
JAMAICA,	77.
JAPAN,	14, 198, 200, 201, 202.
JARMAN ISLAND,	115.
JAVA,	154.
JIM-JAM, W.A.,	21.

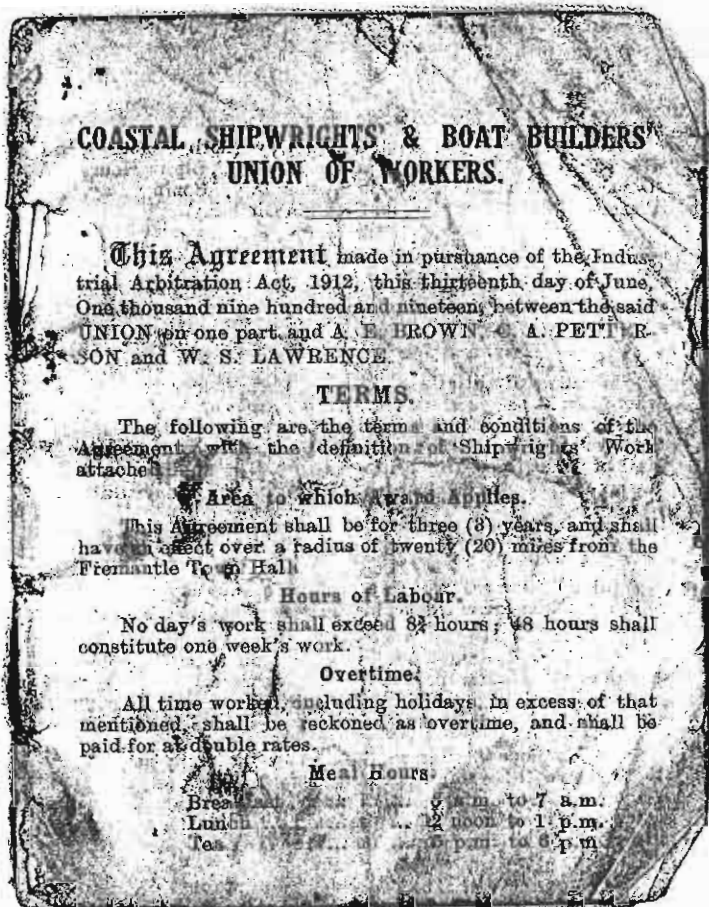
KALGAN RIVER,	3, 45, 67, 69, 156, 171.
KALGOORLIE,	148.
KARRIDALE,	96.
KELMSCOTT,	173.
KENT, ENGLAND,	140.
KIMBERLEYS,	1, 28, 107.
KING GEORGE'S SOUND,	1, 45, 53, 132, 170.
KING'S PARK,	7.
KING RIVER,	3, 147, 156.
KOBE, JAPAN,	198, 201, 202.
KUMAMOTO, JAPAN,	200, 201, 202.
LACEPEDE ISLANDS,	9, 37, 92, 108, 129.
LA GRANGE BAY,	193.
LAKE THOMPSON,	119, 120.
LAMACK ISLANDS,	65.
LEEDERVILLE,	78.
LESCHENAULT,	174.
LIVERPOOL, U.K.,	18, 113.
LOCKVILLE, W.A.,	165.
LONDON, U.K.,	27, 44, 51, 131, 142, 144, 156, 158, 164.
MT BARKER,	82.
MADRAS, INDIA,	170.
MALDIVE ISLANDS,	153.
MALMO, SWEDEN,	152.
MANCHESTER, U.K.,	77.
MANDURAH,	21, 35, 49, 54, 62, 105, 129, 131, 145, 167.
MANNUM, S.A.,	191.
MASSACHUSETTS, U.S.A.,	106.
MAURITIUS,	3, 101, 142, 170, 174.
MAYLANDS,	2, 79.
MELBOURNE, VIC,	6, 43, 82, 95, 108, 116, 166, 175.
MELVILLE,	8.
MELVILLE WATERS,	3, 60, 61, 75, 85.
MEW'S LAKE,	53.
MICHAELMAS ISLAND,	136.
MICHAELMAS REEF,	93.
MILL POINT,	5.
MILLWALL, U.K.,	112.
MOAMA, S.A.,	190, 191.
MONMOUTH, U.K.,	71.
MONTE BELLO ISLANDS,	4.
MOORE RIVER,	103.
MOSMAN'S BAY,	9, 52.
MOUNT ELIZA,	2, 55, 61, 102, 122, 160, 161, 186, 187.
MURRAY RIVER, W.A.,	3, 49, 68, 82, 126, 131, 167.
NEDLANDS,	9, 35, 36, 144.
NEWCASTLE, N.S.W.,	16.
NEW YORK, U.S.A.,	116.
NEW ZEALAND,	27, 28.
NICKOLL BAY,	4, 193.
NORTHAM,	67.

NORTHAMPTON,	34.
NORTHFLEET, U.K.,	112.
NTH FREMANTLE,	9, 29, 30, 34, 52, 67, 105, 153, 174.
NORTH WEST CAPE,	186.
NORWICH, U.K.,	63.
ONSLOW,	9, 31, 54, 90, 94, 128, 190, 198.
ORD RIVER,	28.
OYSTER HARBOUR,	58, 136, 147, 171.
PAS, ITALY,	93.
PEEL'S HARBOUR,	131.
PENGUIN ISLAND,	173.
PEPPERMINT GROVE,	35, 39, 101.
PERTH,	2-5, 8, 12, 14, 17, 19, 21, 32, 35, 39, 43, 48, 49, 53, 55, 60, 61, 63-66, 73, 74, 75, 81-87, 91, 95, 103, 106-122, 128, 141, 142, 143, 144, 147, 149, 151, 154, 155, 156, 160, 164, 167-170, 172, 177, 182, 183, 184, 185, 187, 188, 191.
PETERBOROUGH, U.K.,	24.
PICTON,	70.
PINJARRAH,	174.
PITCAIRN ISLAND,	116.
POINT BELCHES,	2, 5, 52, 120.
POINT CLOATES,	148.
POINT HEATHCOTE,	60, 141.
PORT ADELAIDE,	132, 133.
PORT ARTHUR,	13.
PORT AUGUSTA,	173.
PORT DENISON,	103.
PORT ELLIOT,	132.
PORT ESSINGTON,	60.
PORT GREGORY,	3, 25, 73, 87, 186.
PORT HAMELIN,	195.
PORT HEDLAND,	16.
PORT IRWIN,	68, 69.
PORT MELBOURNE,	62.
PORT ROYAL,	77.
PORTSMOUTH, U.K.,	147.
PORT WALCOTT,	20, 42, 195.
PRESTON POINT,	2, 52, 80, 140, 141.
QUEENSLAND,	12.
QUINDALUP,	13, 65, 197.
READING, U.K.,	100.
REDCLIFFE,	182.
RICHMOND,	9, 63, 72.
RICHMOND RIVER, N.S.W.,	63, 132.
RIVER THAMES, U.K.,	83.
ROCKINGHAM,	7, 21, 39, 119, 128, 150, 151.
ROCKY BAY,	43, 56.
ROEBOURNE,	32, 42, 80.

ROEBUCK BAY,	6, 81, 196.
ROTTNEST ISLAND,	5, 8, 69, 100, 166.
ROUNDHOUSE,	119.
SANDY ISLAND,	80.
SCOTLAND,	55, 78.
SHARK'S BAY,	6, 20, 38, 40, 54, 57, 87, 97, 125, 145, 165, 186, 193, 196.
SHIKOKU, JAPAN,	104, 155, 200, 201, 202.
SINGAPORE,	74, 78, 92, 98, 133, 157, 174, 186.
SISTER'S REEF,	126.
SOURABAYA, INDONESIA,	92.
SOUTH AUSTRALIA,	12, 62, 71, 133, 169, 190.
SOUTH PERTH,	8, 9, 15, 18, 26, 61, 65, 82, 83, 109, 110, 111, 115, 116, 146, 147, 149, 150, 168, 184, 188.
STAFFORD, U.K.,	76.
STOCKHOLM, SWEDEN,	137, 153, 167.
SUMBAWA, INDONESIA,	186.
SUNDAY ISLAND,	150.
SUNDERLAND, U.K.,	91, 192.
SUSSEX, U.K.,	85.
SWAN POINT,	9, 57, 95.
SWAN RIVER COLONY,	1, 19, 21, 23, 24, 32, 33, 51, 59, 60, 63, 70, 71, 72, 79, 85, 87, 91, 97, 129, 136, 158, 177.
SYDNEY,	6, 13, 26, 35, 60, 116, 168.
TASMANIA,	173, 175.
THURSDAY ISLAND,	7.
TIMOR,	39.
TOBY'S INLET,	33, 129.
TONGA,	27.
TORBAY,	45, 46, 136.
TRISTAN DE CUNHA,	170.
TURTLE ISLAND,	195.
VASSE,	70, 73, 104, 138, 139, 145, 164, 174, 189, 197.
WAKAYAMA, JAPAN,	14, 200, 201, 202.
WALES, U.K.,	172.
WARNBRO SOUND,	131.
WEST HARTLEPOOL, U.K.,	153.
WHALER'S TUNNEL,	119.
WOODMAN'S POINT,	7, 173.
WYNDHAM,	28.
YALLINGUP,	13.
YILGARN,	107.
YORK,	45, 134, 154.

APPENDIX 1.

Just prior to the completion of the research for this book I was fortunate enough indeed to obtain a copy of this old Union book. The Union was a local Western Australian organisation which later amalgamated with the Federal Union to become the Federated Shipwrights and Ship Constructors Association of Australia. This award was ratified in the industrial court on the 13/6/1919.



Holidays.

New Year's Day, Foundation Day (26th January), Good Friday, Easter Eve, Easter Monday, Eight Hours Day, Annual Picnic Day, Christmas Day, Boxing Day, Prince of Wales Birthday, and King's Birthday.

Rates of Pay.

Seventeen shillings (17/-) per day of eight hours for a foreman, 1/6 per day extra.

Payment for Travelling Time.

Members of this Union leaving their homes to work where it will be necessary for them to camp or lodge shall be paid at the rate of 17/- per day of eight hours; fare paid both ways. Time to start from time of leaving to the time of returning. In addition thereto they shall be paid the sum of 4/- per day for sustenance for every day while absent.

(b) All time spent in travelling shall be paid at schedule rates.

(c) All time occupied in travelling on Sunday shall be paid for at the same rates and the same conditions as on week days.

(d) All time occupied in carrying tools to or from job before or after hours shall be paid as overtime.

(e) Suitable conveyance to be provided by employer or all fares paid.

(f) Employees, when sent away to work in any port on the coast shall be paid their saloon fare if the journey is made by coastal boat; but, if such journey is made by interstate boat, they shall be paid second-saloon fare, except when such second-saloon fare represents steerage.

DEFINITION OF SHIPWRIGHT WORK

General Work.

1. Lay off all vessels in loft and scribe same, and attend boards. Make moulds in moulding loft.
2. Make and dress scribe boards, fixed and portable.
3. Lay all keel and bilge blocks.
4. Lay all keels, put up stems, stern posts and sterns plumb, shore and fair the same.
5. Make and put up all uprights, staves and gangways.
6. Put up and fix all frames, beams and carlins, and level the same to shear.
7. Make, run, and take off all ribbands.
8. Do all shoring, shear, and line for plating, and put on all water lines.
9. Make, build up, and prepare all launch ways, launch, dock and slip the vessels, and stage the same.
10. Make moulds for, and put up, all hold and 'tween deck stanchions and ladders.
11. Place, chock and secure all water tanks, and case in those in cargo spaces.
12. Fit all shifting boards.
13. Prepare, fit and fasten all ceiling, sparring, lining in cargo spaces, whether fastened to wood ground bolted to frames, and case all stanchions.
14. Prepare and fit up all trunks, if of wood, for coal hatches.
15. Prepare and fit up trunks leading to water tanks.
16. Prepare and fit up all trunks leading to chain

17. Lay and bolt all solid wood foundations for auxiliary machinery.

18. Build and fix up skids for frames.

19. Make all moulds which may be required by any workman employed in the shipyard.

20. Make, fit, and secure all air boxes for cattle ventilation.

21. Attend plumbers throughout the ship.

22. Fit up and finish stuffing boxes and sockets for anchor (or fish) davits.

23. Fit ganger eyes for suspending cables, and ganger eyes throughout the ship.

24. Make moulds for and fit and fasten stays for break-water.

25. Cut decks for and fit all deck lights, and finish the cutting and making water-tight of the deck in way of the light.

26. Fit and fasten training, and scouring sheet blocks.

27. Fit all sheaves in bidders, bits, catheads, pin rails, and fair leads.

28. Fit and fasten all capstans.

29. Make and mount all masts, spars, bowsprits, yards, booms, derricks, gaffs, flag and compass poles.

30. Make and mount tops (sparred or grated), trussel trees, cross trees, and outriggers.

31. Fit soles and fasten stand for steering gear.

32. Fit and secure rudder chains, keys and stoppers and fill in rudders.

33. Fit wood packing inside rolling keels.

34. Arrange for, fit and fasten all jack stays to sky-lights, deck houses, covering boards, companions, casing and wash boards.

35. Make, fit and fasten all finishing chocks at break of fore-castle, bridge and poop.

36. Make and fit all capstan bars when of wood. When material for these racks is prepared by hand, the shipwrights are to do this work.

37. Fit all anehor chocks, beds and all fastenings for same; make all awning spars, ridge-poles and spreaders.

38. Fit all boats chocks, fasten all bollards, put up all bulk-heads if of wood, do all work in coal bunkers.

39. Ceiling in lower holds, also spar ceiling in 'tween decks, store-rooms and refrigerators; all insulation to be classed as ceiling; also tunnel-casing caulk decks; make, fit and fasten all coamings; make all cattle and horse boxes, sheep, horse and cattle races and fittings, casing for steering gear, and all work in connection with coaling plant and the fitting out of all sandalwood ships.

40. Dry docking of all vessels, including breast and bilge shoring; to lay and fasten all decks of wood; make all derricks, and fit and fasten all iron-work for same.

41. Lay blocks for docking and shipping and secure the same, cut blocks and cap pieces, remove keel and bilge blocks and shores, shore ships when being docked, with the assistance of labourers to carry material and assist with lifts.

42. When old or decayed work requires to be removed in preparation for repairs, labourers may be employed to assist shipwrights so far only as the removal of material is concerned after such material has been detached by shipwrights.

Removal of Cattle, Sheep and Horse Fittings.

43. Shipwrights to be employed with the assistance of labourers.
44. Fittings on deck, including fair leads, ventilators, dead lights, eye-bolts, ring-bolts, and all weather deck fittings; all fore and afters, if of wood; framing of all ship's wood or iron, beam, moulds and drawing boards
45. Making and fitting of hatches; cut holes through decks for down-pipes, sluice valve, water-tight door, valves, ventilators, and for companion-ways and skylights; making of all gratings.
46. All insulation in meat and fruit ships, including hatches, doors and trunk ways; ice boxes in fishing boats.
47. Make and fix all lamp boards for side lights and stern lights, accommodation ladders and weather deck ladders; make all moulds for ironwork.
48. Make all masts; fit and fasten all ironwork; make all wedges for same.
49. Make and fasten all moorings on deck ends, and round houses.
50. All ship ways to be in charge of a foreman shipwright, who shall give all orders.
51. All pipe-casting in lower holds and 'tween decks, including sound pipes and sluice valve rods.
52. Make and fasten all rails of wood ribbons for frames and beams, shoring and fairing of same, also shearing and lining off for plating.
53. Make all moulds and templates for stanchions, including lower hold 'tween deck awning, bulwark and main

rail and hold ladder stanchions; steering gear to be fastened and leads for same; shifting boards in lower holds and 'tween decks; all work in ship's tunnel and trunk ways.

54. Make and fasten all wash boards; fasten all windlasses and winches, and make all beds for same.
55. Fit up all weather screens on bridge decks and promenade decks.
56. Fit up all lamp rooms, electric wire casing, bell wire casing, all store rooms, compass stand and wheel.
57. Make all bucket racks and life-belt boxes.
58. Case in all scupper pipes, drain pipes, throughout ship.
59. Fit out all ships for bulk wheat; fit out all transports and troopships.
60. Fit up all steering gear and stern bushing for shafting.
61. Fit and fasten all bumpkins, and cut all sheave holes for fore, main and mizzen braces.
62. Fit, fasten and finish all scaling pieces on forecandle heads.
63. Prepare, fit and fasten all covering boards, and false covering boards across poop, bridge and forecandle; also all washboards.
64. Make, fit and fasten all weather screens.
65. Fit and fasten all cleats for working ship, and make the same when of wood.
66. Make and mount all fenders, and mount the same when made by machinery.
67. Fit and fasten clamps and sockets for flag-pole.
68. Make and mount all trawling beams, and fit and fasten all gear connected with the same.

69. Make moulds for all trawling ports, and fit and fasten the same.
70. Make snatch brake in rail, hinge the same.
71. Fit all log lines, reels and patent sounding apparatus; also make and finish platform for same.
72. Make, fit and fasten battens on spare shafts.
73. Prepare, build and put up all magazines in merchant ships, and finish the same.
74. Fit and fasten mast partners and coamings, and wedge masts.
75. Ceil all coal bunkers, also fore and after peaks.
76. Case in all pumps, discharge and other pipes throughout all decks, holds, tunnels, bunkers, boiler and engine rooms, etc., excepting passenger and crew accommodation.
77. Clead all tunnels.
78. Prepare, fit and fasten all wood work for cargo and ballast ports.
79. Make, fit and fasten all frames for cargo ports, gangways, coal, and ventilating ports; also make and fit the wood port lids for these ports, or clead port lids if of iron, re-rubber all ports.
80. Fasten all hooks, fair leads, and chains for square ports in ship's side and at stern.
81. Make moulds for, and fit and fasten chain conductors, and make the same when of wood.
82. Make, fit and fasten hatch coamings and false coamings.
83. Make, fit and fasten solid platforms for ladders in hatchways.
84. Do all wood work in connection with hydraulic or other hoists.

85. Make, fit and fasten protective chocks for ash shoots.
86. Fit and fasten all ventilators throughout vessel, cut all holes through decks.
87. Make moulds for, fit and fasten cast steel bits abaft the masts.
88. Make moulds for and fit all rollers in way of hatches where wanted.
89. Fit up all eye plates over hatches.
90. Make and fit up all sweat boards.
91. Fit and fasten all door cheeks in iron bulkheads and ship-side, and steps for same.
92. Prepare, fit and fasten all chocks for fastenings going through ship's side or deck.
93. Fit and fasten all eye bolts and ring bolts through deck.
94. Make, fit and fasten all chocks for spare machinery; secure and cover the same when required.
95. Shipwrights to make all their own moulds.
96. Clead all iron bulkheads in cargo spaces.
97. Fit and fasten all ventilators, and make the same if of wood.
98. Fit and fasten all brackets, and ease all steam and hydraulic pipes, and all steering rods and chains requiring to be covered.
99. Cover all valve rods throughout ship with wood.
100. Fit up and fasten after, main, bilge, fresh water, downtown, and all other pumps, all gear, and provide stowage for the same; also secure portable pumps.

101. Lay sole for pumps, and stow all gear for same in pump room.
102. Fit and fasten all pump stands with stays attached, also moulds for stowage of same.
103. Fit and fasten steering engine.
104. Fasten cooking range.
105. Make moulds, fit and fasten all stowage for ventilation pipes throughout the ship, and for ventilation coamings.
106. Secure all boilers, machinery, yachts, launches, and barges for transportation.
107. Prepare all deck planks for laying (if not done by machinery).
108. Lay and finish all fixed or portable decks, any thickness, in cabins, saloons, store, or any room or deck in the ship.
109. Prepare, fit and fasten all margin planks, water-ways, covering boards and jamming pieces, and all sheathing and sparring on top of wood or iron decks.
110. Prepare, fit and fasten ventilator coamings on all decks.
111. Do all caulking.
112. Fit and fasten all refrigerating machines, and case in the same with wood bulkheads.
113. All work in connection with insulated holds and tween decks, which are intended for carrying refrigerated cargo.
114. Case all pipes leading through tunnel.
115. Fit and fasten all extra temporary wood work necessary for making vessels of light construction seaworthy.

116. Make, fit and secure all spar beds, harness cask, water cask, and anchor beds.
117. Fit and fasten all hatch, deck house, water closet, front of forecaskle and poop coamings (if of wood), and all false coamings, covering iron coamings.
118. Make, fit and finish all carlin, sparred and solid hatches.
119. Make, fit and fasten all hatch and scuttle coamings and hatch covers.
120. Fit and fasten all skylights, companions and deck houses.
121. Make, fit and fasten all cants bolted through decks.
122. Fit and fasten all cranes, winches and windlasses; also make, fit and fasten all wood windlasses.
123. Cut hawse holes in wood.
124. Fit and fasten with chocks, hawse and mooring pipes.
125. Fit and fasten all steering gear, and all rollers, rods, chains, stanchions, and all gear connected with the same.
126. Make, fit and fasten flying and pilot bridges, fore and aft, and planked gangways, stanchions, and all other gear connected with the same.
127. Fit and fasten all belfries, log horns, and all fair leads.
128. Make, fit and fasten sheave chocks for braces; also fit and fasten stands for brace blocks.
129. Make and fit all moulds for boats.
130. Prepare, fit, fasten and finish boat skieds, boat chocks, crutches and all boats mountings.

131. Fit and fasten all patent life preservers.
132. Fit and fasten anchor and boats davits, davit sockets, plates and stuffing boxes.
133. Make, mount, fit and fasten catheads; fit and fasten anchor cranes.
134. Fit and fasten eye plates for guy ropes, topping lifts, boats davits, ridge chains, boats guys, shroud chains and port pennants.
135. Fit crutches for anchors, booms and davits.
136. Fit and secure waist anchors.
137. Make, fit and fasten all wind harbour davits, and place all eye bolts on side of ship for working same.
138. Make, fit and stow gangway and platform for patent sounding apparatus.
139. Fit, fasten and finish all gear in connection with accommodation ladder on ship's side and deck, and stow the same.
140. Fit and fasten leadman's platform and all gear in connection with same.
141. Make moulds for chain plates, bulwarks stanchions, and place the same.
142. Make, fit and fasten solid top gallant bulwarks bolted to main rail.
143. Put all copper or other metal on rails, and deck ends, either sheet or tube; fit and fasten brass work for gangway rails, and make same.
144. Fit and fasten all iron and brass work connected with decks.
145. Arrange, fit and fasten all guard stanchions.

146. Prepare, fit and fasten all ridge poles; fit and fasten stanchions, crutches, sockets and all gear connected with awnings.
147. Fit and fasten sockets for capstan rollers.
148. Fit and fasten all crutches and plates for booms and derricks.
149. Fit and finish for carver, figure-head, trail board, head board, bow and stern carving, and fasten the same to ship; fit and fasten quarter pieces, quarter galleries, and all mouldings outside.
150. Make and fit cargo deck covers and cargo rail covers, and make all fenders; make coal tram skids and trestles, and all other cargo skids and staging required for the loading or discharge of cargo; make cargo and baggage chutes and hatch standards.
151. Train in hawse, mooring, and stern pipes, and fit in the pipes; make moulds for buckling bars, and make; fit and finish the plugs, and stow all gear connected with same.
152. Fit with chocks and soles windlass, riding bits, compressors, stoppers, anchor and chain slips, and cable controllers.
153. Chock and secure capstan engines; make, fit and finish capstan bars and handspikes.
154. Make anchor moulds, anchor and cable beds, bill boards, and secure all anchors.
155. Fit and fasten samson posts and eye plates.
156. Fit and fix iron cranes.
157. Fit and fasten timber heads, half rounds and coal scuttles, and finish the same.
158. Cut scupper holes through decks, water-ways or covering boards, and fit grating for same; and all other holes cut through wood work.

159. Prepare, fit and fasten main, top-gallant and tarpin rails, life rails and stanchions, and all rails on metal or wood stanchions, also gunwale or stern mouldings; when material is prepared by hand, the shipwrights are to do the preparing.

160. Prepare, fit and fasten moulding on outside of covering boards on ship's side, and on fore and aft gangways.

161. Prepare, fit and fasten all fore and afters; also fit and fix all mounting on hatch coamings.

162. Fit and fasten all eye bolts, ring bolts, and other fastenings through decks.

163. Make, fit and fasten manger and breakwater.

164. Make, fit and fasten knight-heads, hawse timbers, bowsprit, windlass, pall, gallas, riding and other bitts, hawse pipes, compressors, anchor stoppers, anchor chocks, mooring pipes, capstan, gallas head, figure head, head knees, trail boards, head boards, head rails, carving and all work connected therewith.

165. Fit and fasten all false rails or mouldings on ship's sides; also make, fit, fasten and finish bill boards, guard boards, belting, and bilge keels.

166. Fit all stands for side lights.

167. Fit with chocks and soles, when required, all transporting chocks, bollards, rollers and fair leads; also deck flanges, and bolt the same, if required.

168. Make, fit and fasten all belaying cleats and pins.

169. Fit all lightning conductors as required; prepare, fit and fasten all woodwork in connection with water-tight doors.

170. Make all rung ladders for ship's use.

171. Make all funnel boards.

172. Put up all bulkheads in holds and 'tween decks (both structural and divisional), and those dividing cargo spaces from passenger, crew and store-room accommodation; also chafing pieces, stiffeners and cants to the same; do all wood work in connection with iron bulkheads in cargo spaces.

173. Fit and fasten paddle-box beams rims, whether of wood or iron, wingwales, sponson chocks, eccentric chocks, hatch on top of paddle box when solid, all belting and sponsons, wing plated, stanchions, stays, and all work connected therewith; make, fit and fasten paddle wheel floats.

174. Make and put up chain lockers, pump scales, pump wells and casing.

175. Case all stanchions and keelsons, and line all cargo spaces where required.

176. Prepare, fit and fasten all spar ceiling throughout ship.

177. Make, fit and fasten all coamings for live stock fittings.

178. Make moulds for, and fit and fasten all hose reels and racks.

179. Build and repair ship's boats and life rafts; finish and equip same. All punts, flats or other vessels requiring to be rendered watertight, and all floating targets and rafts.

180. Make, fit and fasten all wood stanchions in socket or sunk in deck; fit and fasten all iron or other metal stanchions; fit and fasten all other stanchions, turned or otherwise.

181. Dress all wood work for shipwrights' use when not done by machinery. Any spar requiring to be made if sent to the sawmills or elsewhere and sawn to the tapered dimensions recognised in spar-making, no member of the Society shall work on it or finish it.

Work in Wood, Composite and War Ships.

182. Make, fit and fasten transoms or stern frames, all frames or cants.

183. Fit and fasten clamps, breast hooks, beams, half beams, carlins (fore and afters), pointers, crutches, diagonals, iron knees (in holds or 'tween decks), hold and 'tween deck stanchions, air ports or pipes for ventilating purposes, bow, side and stern ports.

184. Make moulds for iron knees.

185. Dress, fit and fasten stem and stern posts, dead wood, apron, cheek pieces and cut water.

186. Prepare, fit and fasten all outside planking from keel to gunwale, the same to be dubbed fair, planed and caulked.

187. Do all dowelling, sheathing and coppering.

188. Cut all side lights and ports through ship's side.

189. Fit and fasten keel plates.

190. Make moulds for port doors.

191. Dress, fit, fasten and finish moukey bitts, mast bitts, and mast partners.

192. Fit and fasten channel pieces and channel plates, and make the same when of wood.

193. Fit and fasten bulwarks when to be caulked.

194. Make moulds for, make, fit and finish all hatches.

195. Fit and fasten coamings for cooking range.

196. Fit all coamings for drip pans.

197. Make, fit and fasten water tank coamings.

198. Make all moulds for armour plates.

199. Fit and fasten all armour plates, also backing connected with the same.

200. Fit and fasten port cheeks, and all work connected with gun ports.

201. Make, fit and fasten all torpedo and boats' rooms.

202. Make, mount and sling rudders.

203. Fit and fasten navy steps.

204. Fit and fasten gun races and all chocks connected with the same, and gun fittings.

205. Build and fit up completely all magazines and shell rooms, with their light boxes.

206. Make moulds for ramming stay plates.

207. Make and fit all moulds for gun casemates, and for sighting ports in same.

208. Fit all gun and casemates door races.

209. Make all moulds for stowing gear for guns inside casemates.

210. Make all moulds for seamen's bag racks if of iron, and put the racks in place and fasten them.

211. Make moulds for and fit and fasten all racks for rifles, bayonets, pistols, cutlasses, boarding pikes and boarding axes when these racks are made of iron or other metal.

212. Make moulds and fit in place all armour for ready use magazines.

213. Lay and finish all fixed or portable platforms, decks, flats or coverings, in store, torpedo, capstan-engine, sail, steering-engine, or any other room or deck in the ship.
214. Clead with wood all stiffeners, angles or beams outside of cabins, if required.
215. Make and fit covers for all watertight cofferdams, except in officers' quarters.
216. Case in all steam pipes, except in cabins or store rooms.
217. Line up all shot hoists, fit and fasten guides in same where fastened through wood lining.
218. Make moulds and fit all overhead railways throughout the ship.
219. Make moulds for fitters in shell-rooms.
220. Make moulds for all gear in submerged torpedo room, secure trollies, torpedo-hangers, etc.
221. Make moulds for, and fit all lamp stands in light boxes ready for electrical connections to be made.
222. Build and fit up provision rooms, submarine-mining rooms, spirit rooms, bread rooms, torpedo rooms, torpedo head rooms; fit and fasten all tanks in same.
223. Give centres for placing all guns.
224. Do all training, levelling and fastening of gun crabs.
225. Make and fit all moulds for pedestals, depression bars and training to clear all positions for firing of guns.
226. Make moulds for and fit all housing pockets.
227. Fix all index plates and stoppers at different degrees of training.
228. Make moulds and fit securing chains for all guns.

229. Make moulds and mock up all gun ports and shutters to all gun ports.
230. Put in place and fasten all hand winches for hoisting shell.
231. Make all moulds for and fit and fasten all lumber rods and irons throughout the ship.
232. Fit and fasten all coamings round fore and after bridges, also on boat's deck.
233. Make moulds for and put in place all guards round hatches.
234. Stow all battle doors and bars.
235. Make moulds for sentry walk.
236. Prepare, fit and fasten all wood and ironwork in connection with sentry walk.
237. Make mould for stern walk balusters.
238. Make moulds for boats' chocks from Admiralty Sections, fit and fasten wood inside of same, and put on leather.
239. Stow all boats' outrigging, barracoos, and all mining gear in connection therewith.
240. Make, fit and finish gripping poles to davits, boats' platform, and all gear connected with the same.
241. Fit up derricks for boats' davits, submarine, coaling and mining purposes; also stow the same.
242. Fit up and fasten all davit bushes and sockets; also fit up and stow harbour, baggage, accommodation, coaling, dismounting, ammunition and anchor davits.
243. Fit and fasten all patent life preservers.
244. Fit and secure all patent life boats and rafts.
245. Fit and fasten chocks for life-saving apparatus.

246. Make moulds for stand of slide of life-buoys.
247. Make moulds, fit and complete all work in connection with life-buoys throughout the ship.
248. Put on all index plates below main deck for coal-carrying capacity.
249. Put on numbers of all compartments.
250. Put on the letter distinguishing each iron bulk-head.
251. Put on all locks and padlocks on wood doors in all magazines and shell rooms, and on all iron doors throughout the ship.
252. Make and fit in place mould for gun sponsons.
253. Mock up ship side and give sizes of gun ports.
254. Mock up pedestals, or gun seats, and mark in heights and level lines for same; make all moulds connected therewith.
255. Make (when required) and put in place mock gun moulds for testing gun seats and ports; and do all work of this description in connection with guns in casemates, military tops, and throughout ship.
256. Prepare, make, fit and stow blocks and shores for keeping guns in place when in stowing position; also gun bed and trollies and gun carriages.
257. Make (when required) gun trollies and beds, and stow the same; also platforms for working guns, fasten and stow the same; prepare, fit and fasten all cleats, eye plates, and shackles for working and securing guns and gun ports doors, and give length of chains or wire ropes; fit and fasten all leads for same.
258. Secure all field and Gatling guns, trams and carriages; stow all angular and vertical jacks, ammunition barrows, rammers, sponges, ejectors and brushes.

259. Make moulds and fit bars for gun ports and battery doors; made and fit bucklers for gun ports.
260. Make moulds, fit up, and stow all gun depression rails, chock solid for gun platforms.
261. Line in torpedo ports, and make all moulds connected therewith.
262. Prepare, fit and fasten racer beds and racers for torpedo tubes, and stow all gear for same.
263. Fit and stow rails for working torpedo outside of ship; also inside overhead railways for same, and stow all gear connected therewith.
264. Make mould for, fit and fasten to decks all torpedo railways.
265. Make moulds for and fit torpedo embrasure and safety guards for torpedo shutters.
266. Make moulds for torpedo bodies.
267. Make moulds for and secure pistol tanks; line inside of same for stowing boxes.
268. Make moulds for, fit and fasten hangers, stow all trollies, trestles, tongs, steel-bands (or slings), rammers, exercising pistol heads and tool boxes, and hand bearers; also lifting chains and podgers.
269. Make, fit and stow landing trays.
270. Make moulds for stowage of torpedo netting, fit and complete stowage for same.
271. Put on tallies for torpedo trollies and torpedo netting.
272. Line in from plans centre of barbettes, set off frame stations, ground angles, wood backing and armour plating.

273. Set fair and adjust all iron work in connection with barbettes and turrets.
274. Erect and adjust trammels.
275. Line and mark in all heights and level lines for turing tables and armour plating.
276. Line in armour backing and platings, and mark fastenings for the same.
277. Make and fit backing for pinion plate or turing tables.
278. Do whatever wood work Ordnance Contractors may require in connection with barbettes.
279. Do all wood work in connection with hydraulic machinery and pipes.
280. Make and fit all moulds for stowage of search lights; lay, fit and fasten racers for same, and finish all in connection therewith.
281. Line in search light ports, make moulds, and fit in place supports for doors on ship's side.
282. Fit and stow all gear for working doors in connection with search light and for gangway doors.
283. Fit wood covers for rails for search lights.
284. Line in conning towers, level seats, and make all moulds, put in place and adjust conning towers.
285. Fit and fasten chocks for platform in conning towers.
286. Make moulds for, and put in place all stanchions inside of hammock berthing.
287. Mark position, fit and fasten all torpedo boom plates.
288. Mark and place all collision matting plates on side of ship.

289. Fit and fasten all solid flats for carrying binnacles and compasses.
290. Fit and fasten all brass stanchions on flying bridges; also stands for quick-firing guns on same.
291. Make, fit and fasten boxes inside of ready-use magazines for securing chains and buckling bar stowage.
292. Lay and fasten all flats for stowage of seamen's chests, and all stowage in connection therewith.
293. Fit up all jack stays for ammunition hoist screens.
294. Make moulds for iron navy steps.
295. Make moulds for, fit and fasten all shot racks.
296. Fit up all racks and garlands for tackles.
297. Make moulds, fit and fasten all reels for cordage, insulated wires, submarine mining, etc.
298. Arrange for hammock hooks and hangers; make moulds for rods or hooks, and put in place throughout ship.
299. Make mould for, fit and fasten chain plates, flash plates, ring plates, lead plates, deck plates, plates to bits, plates to gangways, and cross-pieces.
300. Make moulds, fit and stow incline planes and metal gratings; put on tallies for incline planes.
301. Fit up semaphores, and stow if required.
302. Fit jack stays, eye bolts and hooks for coaling, and fear-naught fire screens.
303. Make and stow rudder moulds.
304. Stow shear legs, and make if of wood.
305. Prepare, fit and fasten main, top-gallant tackspin, fife, raffrail, and hammock netting rails on wood or metal stanchions, and quarter galleries or admiral's promenade; fit and fasten battens for facing hammock cloths.

306. Prepare, fit and finish all submarine mining appliances.
307. Make moulds, and fit up racks for blacksmiths' iron.
308. Make all stowage for metal covers, circular skylights, deck pipes, ventilator cowls, heads and funnels; put on tallies where fastened to wood or iron for ventilator cowls.
309. Attend caulkers making cofferdams for testing purposes throughout the ship.
310. Stow carpenters', divers' and seamen's chests, etc.
311. Stow blacksmiths' forges.
312. Make moulds, and fit in place all hand holds in ladderways.
313. Prepare and fit submarine mushrooms.
314. Make, fit and fasten stowage for unserviceable shot except when stowed in store or other rooms.
315. Stow portable air fans and hoses, and all portable gear in connection with fire and rising main.
316. Stow "Y" pieces for raising main and shields for same.
317. Fit and fasten all hand holes (or grips).
318. Fit and fasten all screen bulkhead racers.
319. Stow all spare tubes for compressed air.
320. Prepare, fit and finish harterus for shoring belt.
321. Make, fit and fasten ammunition hoists and trunks.
322. Fit and fasten all ammunition boxes, speed sight boxes, spare parts, boxes and tool boxes.
323. Make moulds for splinter grating, and pillars in engine room.

324. Fit, fasten and stow all rollers and brackets for same for messengers, capstans, sails, ropes and chains throughout the ship.
325. Make moulds, and fit in place all strong backs and eye plates over hatches, gun seats and ammunition hoists.
326. Stow all reindeer, hair or other mark buoys.
327. Make all moulds for stowage of tackle blocks, and fit in place all racks for same.
328. Make, fit and stow coaling stages, and label the same; also stow portable coal shoots, and label the same.
329. Put on tallies where fastened to wood or iron for portable coaling tubes.
330. Line in load line, put on tallies, put tallies on bulkheads below and on deck.
331. Do all wood work in connection with iron ladders, and make moulds for and fasten all tread plates for the same, whether on ladders or decks.
332. Make moulds for levers to ports and doors, and stow the same.
333. Fit, fasten and stow all coaling scuttles, tubes, plugs and gratings; also stow all scuttles.
334. Fit and finish racks for ship's plugs.
335. Fit plugs for scuppers and discharge pipes for testing purposes, if required.
336. Stow all spare electric cables.
337. Put up all content plates when secured to wood and iron.

Work on Dredgers.

338. Cover all main and side hoppers; also cover dredge shoots in connection with the same job, whether plane seamed or T & G.

339. Make, fit and fasten all splash boards or screens on bucket ladder, whether plane or T & G.

340. Make, fit and fasten all stern, winch and other platforms.

341. Make all boat hooks, sounding poles, slices, cant bars, shod bars, anchor buoys, and all work in connection with the same.

342. Make all bucket ladder logs and slide board; also all gangways in connection with bucket well.

343. Make all bucket well fenders, hopper doors, riders, chafing pieces and hopper mountings.

344. Mount all bucket ladders with fenders.

345. Bed all roller castings on bucket ladders.

346. Fit and fasten all cavils throughout the vessel.

347. Fit and fasten all diagonal fenders.

348. Fit and fasten all bucket well breakwaters: make, fit, lang and finish all hopper doors, fit all iron doors to wood and lang complete; also remove and replace same, and give size of pins, washers and bushings for same.

Yard Work.

349. Put up all cranes.

350. Make and finish pickle tanks, fit all furnace blocks and plate racks for stowing plates.

351. Put up erection for donkey boiler and boring gear, and platforms for the same.

352. Do all yard piling, put up all fencing in way of launching berths, and bow platforms for launching purposes.

353. Put up spare sheds and temporary sheds covering ship under construction.

354. Pack and make all packing boxes for shipwrights' and ironworkers' material belonging to vessels which are to be taken to pieces for shipment.

355. Make all barrows, bogies, yard boxes, trestles and rough ladders made expressly for shipwrights for their own exclusive use.

A duplicate original of this Industrial Agreement was filed in this office on the 11th August, 1919, and numbered No. 14/1919 in the Industrial Agreements Register kept by me.

FRANK WALSH,

Clerk of the Arbitration Court.

