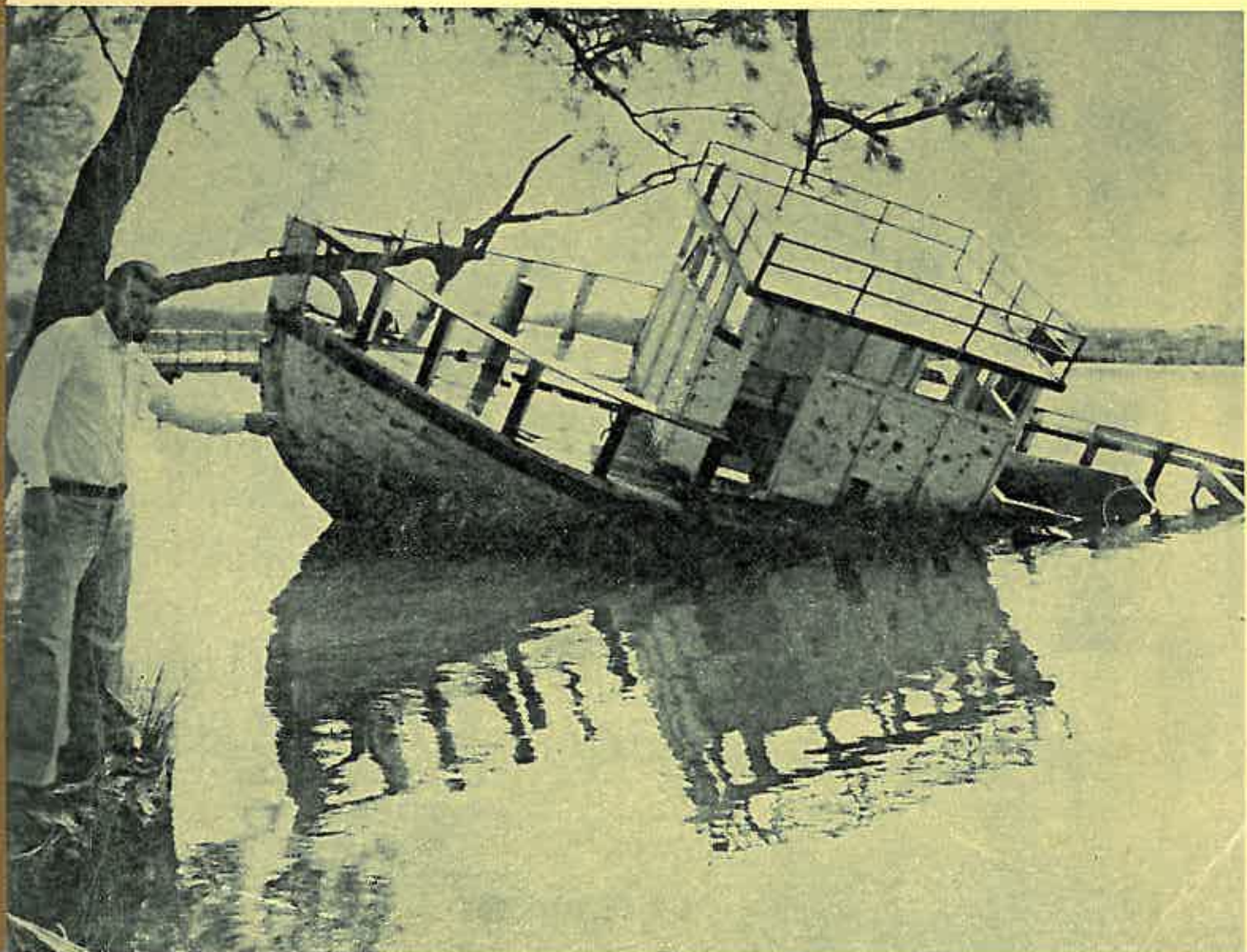


Mack

SWAN & CANNING RIVER WRECKS

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by **Colin Scrimshaw maawa**



SWAN & CANNING RIVER WRECKS

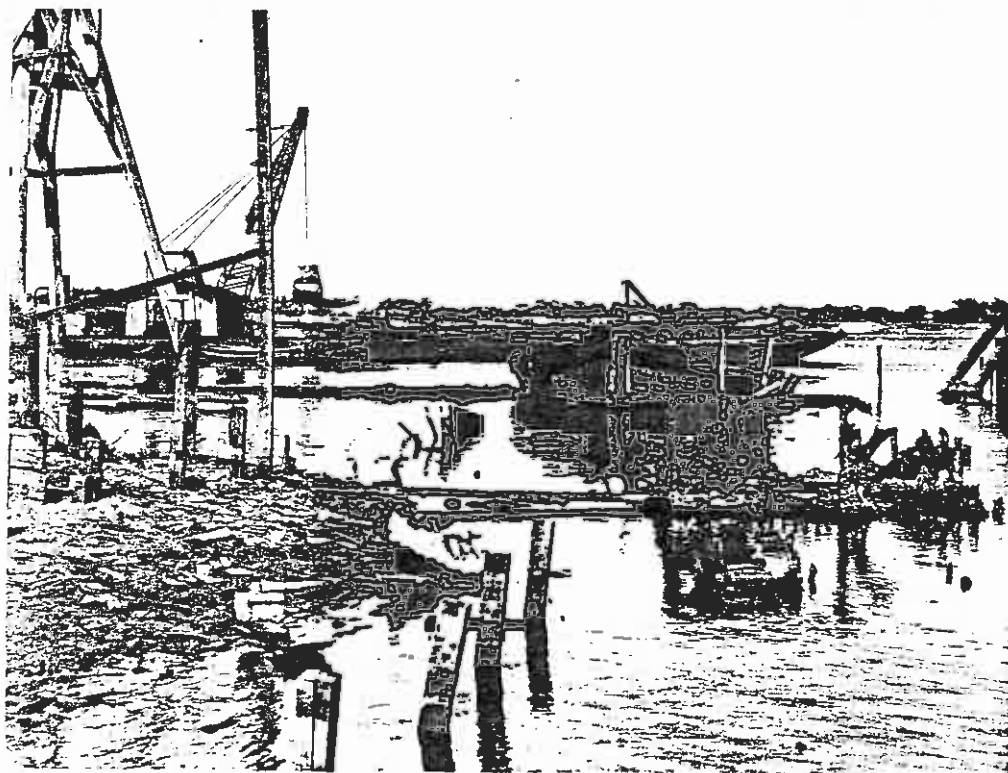
by:

Colin Scrimshaw
Maritime Archaeology Association
of Western Australia.

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West Australian 6/8/1937



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Location Map of the Swan and Canning River Wrecks:

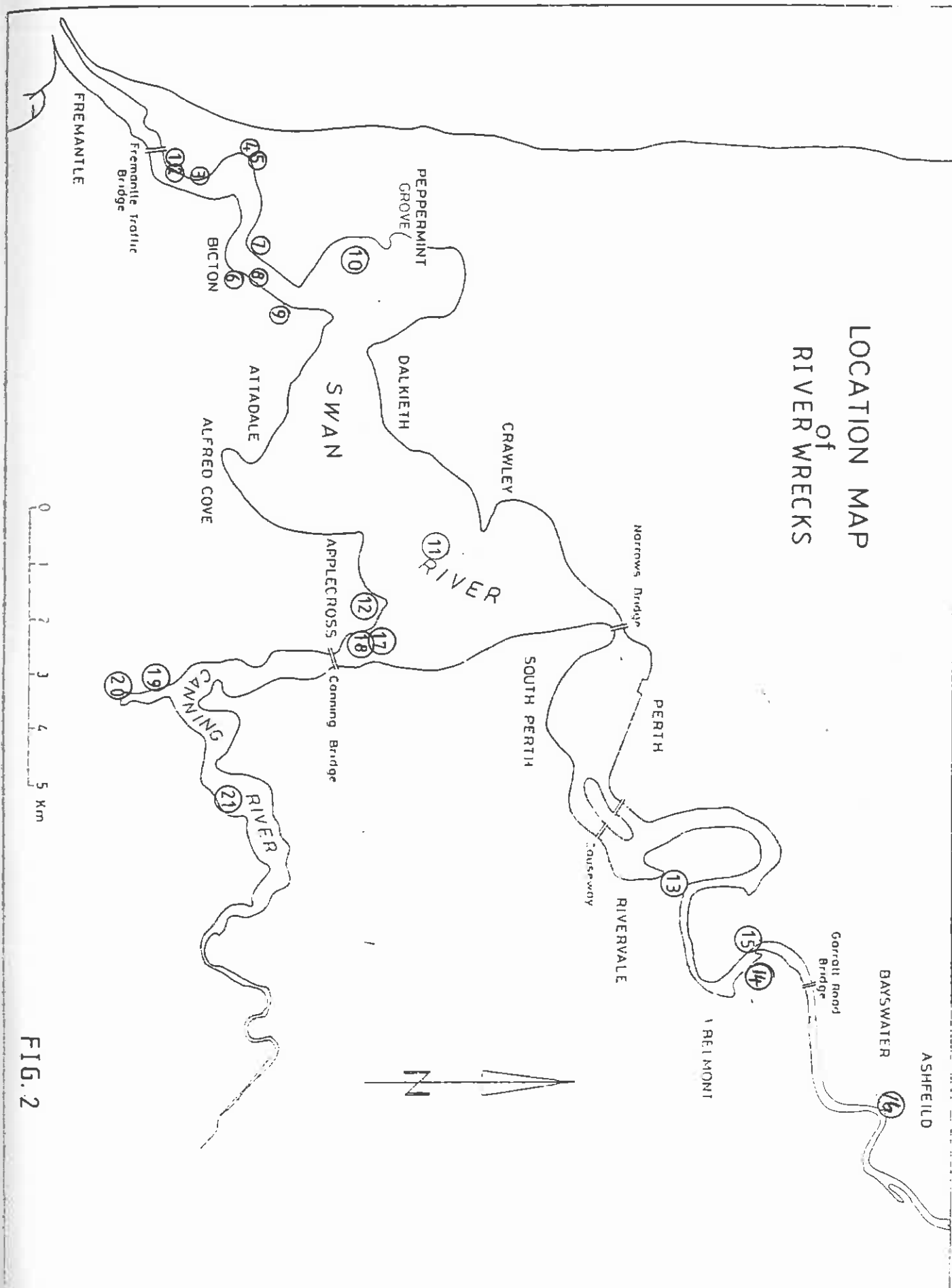


FIG. 2

Forward:

The value of site registers as a means to heightening general public awareness of the National Estate, has been recognised by the Australian Heritage Commission, which has prepared a list of the country's most important natural and man-made features. Places that have already been nominated include the Opera House and the Sydney Harbour Bridge, but such things as old houses, mines, factories, harbour works and shipwrecks, also deserve inclusion. Site registers at the local level are just as necessary as the national listing.

Such lists let people know of the existence of interesting and significant places and often lead to further investigation of the background of a particular site or area. This recognition is necessary for protection of the site if it is deemed to be significant - and cultural significance is not restricted to the biggest, best or oldest example in the country. Historic sites can bring pleasure and wonder to people just by being there - whether the site is a cathedral, or a shipwreck half buried in mud at the bottom of a murky river.

Recording such a shipwreck site is a different proposition to recording a cathedral. A church is a convenient repository for documentary records and its inhabitants are generally disposed towards writing. River craft on the other hand, are small exposed work platforms, crewed by men of a more practical disposition. Few records of the river boats survive, because of the practical interests of the crews and the types of activities they were involved in. These boats were often not registered (there was no need), so port registers cannot always be relied upon to provide details. If their whereabouts were restricted to the various sections of the river then they would not appear in registers of port arrivals and departures - another useful source of information about ocean going vessels. Even if such a vessel sank it was unlikely to attract the attention of a newspaper.

The work of recording wrecks in the Swan River, is made more difficult because there is no substantial body of previous research to rely on. This publication is no mere copy of earlier listings; it is an original work. There has been a need for a grass-roots approach - talking to people who have lived for years beside the river, who have been involved in the different industries utilising river boats, or have waded, swum, dived or boated in the backwaters of the Swan.

Who better a person to do this job, than Colin Scrimshaw who, as an inspector with the Swan River Management Authority is daily involved in observing the river in all its reaches. Colin has done a comprehensive job of bringing together all the snippets of information held by old timers and younger observers of the river, but he has gone further than that, getting wet

himself to find previously unknown or forgotten sites to round off the list.

In the future, this information will become more valuable as the use of the river is increased. Some of the sites would soon have become impossible to identify if he had not put his mind to the job now.

Graeme Henderson
Curator,
Dept. Maritime Archaeology

THE WEST AUSTRALIAN FRIDAY AUGUST 29 1980

Search for old river wrecks

The WA Maritime Archaeology Association is stepping up its efforts to survey and map old wrecks in the Swan and Canning rivers.

It has found 20 vessels since the search began about 18 months ago.

The project leader, Mr Colin Scrimshaw, of Forrestfield, said yesterday that the work was being carried out at the request of the WA Museum to list the vessels and identify those of historical interest.

The search was confined to vessels more than 13 metres long built before 1945.

Two wrecks were found in Rocky Bay at North Fremantle, where both had settled parallel to the shore near an old engineering works.

One which was resting in a metre of water was about 29 metres long, but all equipment had been removed.

The other, possibly the remains of the barge Mayfield, lay in about five metres of water.

It originally had two engines, one to operate the steering and the other for lifting cargo into the hold. It could have been used to carry cement.

Mr Scrimshaw said the association was trying to find out more about the Carnac, just upstream of the Fremantle traffic bridge on the southern side of the river.

Mr Scrimshaw said that two vessels had been found in the Canning River.

The first was in Bull Creek, but nothing was known about it except that it was built of timber and appeared to be pointed at both ends.

The other was in the Shelley basin at Ross-moyne.

This was thought to be an old barge called the Python.

Introduction:

At the November 1978 meeting of the Maritime Archaeology Association of Western Australia, I received a file begun by one of the members, on the Bullcreek wreck, Heathcote wreck, and the wreck on the convict fence. I had volunteered to continue and expand it to a booklet on the Swan and Canning River Wrecks.

My initial aim was to locate and list as many of the sites as possible and then measure each one individually. This was impossible however, because I found that as I enquired where each wreck was, it became also necessary to find out how long it had been there, what it was used for, and why it was abandoned. Along with the simple list of sites given, grew a pile of notes.

The Swan River Management Authority supplied information on some of the sites and became interested in having the records obtained for their own files.

The list of vessels grew rapidly to nineteen existing sites and about seven unlocated sites. A lot of vessels which had been broken-up by the owners or Government Authorities came to my attention and this will be the subject of another study.

This, therefore, is a record of the wrecks in the Swan and Canning Rivers. The wrecks are entered if they are over 12 metres (40') long and were built before 1945. Each entry states the vessel's location at the time of writing, and is made when evidence points to a wreck site and there is no record of it having been removed.

The Maritime Archaeological Association of Western Australia (M.A.A.W.A.) was involved with all the diving and researching for this report.

Although these sites have no scrap value, each has a little piece of Perth's history surrounding it. If this booklet promotes further study into any of these sites, then it will not have failed in its purpose.

Although all care has been taken, if any important facts have been left out, the author would be grateful to be contacted through the Maritime Archaeological Association of Western Australia, c/o the W.A. Maritime Museum.

. COLIN SCRIMSHAW
M.A.A.W.A.

December 1980

1. CARNAC

I was first informed of a vessel about 50m upstream of the Fremantle Traffic Bridge on the south side of the river. The reporter stated that as a child around 1950, he used to dive from the bridge and he was able to see the outline of a boat in about 5m of water.

The next report came from Mike Pollard, (M.A.A.W.A.) who, whilst diving in the area, came across the remains of a wooden wreck which he measured, despite the fast moving tide. The remains indicate a vessel about 12.5 metres long, around 4 metres wide and at least 2 metres tall. What appeared to be a metal luggage rack about 2.3 metres square, was toward the bow of the vessel which is facing upriver.

Inquiries indicate that a vessel sank in this vicinity in about 1940. She was owned by Bunning Bros. and her name was *Carnac*. She was used as a ferry between Fremantle and Garden Island, taking holiday makers to and from their shacks on the Island.

Built in 1929 for the Bunning Bros., she was powered by a 2 stroke diesel engine. She was sold to Solomons who used her as a hopper barge until she was considered too small for the job. She was moored next to the bridge and sank due to lack of maintenance.

Compass bearings:

East Fremantle water tower	62°
Signal station	180°
Third pier of rail bridge from South Bank	295°

115° 45-31052
32° 02-5014

2. PRIESTMAN GRAB CRANE : Reported by Jim Kleast

Just 100 metres up stream of the old Fremantle traffic bridge between the north and centre spans, is the remains of *Pontoon 'A'*, a Priestman Grab Crane purchased by the Public Works Department from the Swan River Reclamation on the 1st May, 1952 to work as a dredge. It was 70 feet long, 24 feet wide and weighed 194 tons and was of steel construction.

In November 1954, she was working with another dredge the *Parmelia*, at number 10 berth North Quay, when she sank and settled on the bottom. She was raised at a cost of \$2,400 and she sank again in June 1961 beside the jetty at Ellam Street, Victoria Park, but was raised once more by the P.W.D.

In December 1963, she was used to help salvage the yacht *Panamina*, and in 1964 the authorised working pressure for her boiler was reduced from 110lbs per sq. in. to 70 pounds per sq.in. by the Harbour and Light Department.

At 2.30 p.m. on the 6th August, 1968, flood water conditions produced a fast current and having just taken on 6 tons of coal, the vessel, being towed by the *Avon*, capsized and sank to the bottom where her remains now lie.

She was stripped of her jib and machinery and blasted to allow river traffic to pass without difficulty.

The information above, was obtained from the P.W.D. file and Jim Kleast was then diver in charge. He said he was uncertain of the age, but believes it to have been built before 1945.

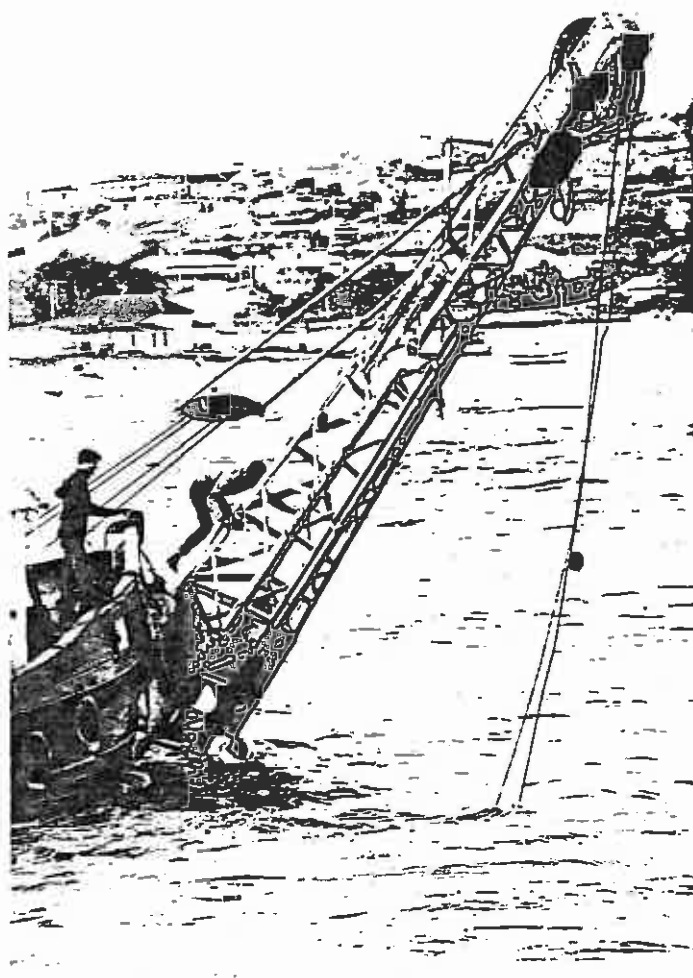
A dive on the site was made on the 30th November, 1979, and the wreckage found to be in about 20 feet of water. No measurements were taken since our presence in the area was causing concern to river users.

Compass bearings:

Signal Station	175°
East Fremantle Water Tower	70°
Light North end of Fremantle Bridge	357°
West end of Grain Silo	270°

115° 45.32658
32° 02.46948

Fig. 3. Priestman Crane Boom (West Australian 7/8/1968)



3. EVA

The remains of this barge can be found in amongst the jetty at Point Direction, North Fremantle. It is 20.4 metres long and 4.5 metres wide, and built of timber.

When the jetty was being built by F. Coleman and Sons, this barge was found to be buried in the sand in the way of the piles. Attempts to move her failed, so the piles were driven straight through her hull. If these are the remains of the *Eva*, then she was built by W. & S. Lawrence in 1897 as a barge to be towed. She was 72.66ft long, 19.2ft wide and 6.1ft deep. Registered at Fremantle 12/6/1907 to McIllwraith and McEacharn Co.Ltd., Melbourne, Vic. The registration closed 31/7/1944 when the new owner Mr. A.E. Manolois bought the vessel to be used as a slipway landing where she now lies.

One end of this vessel is at the waters edge and the other end in about 2 metres of water.

The manager of the Marlin Marina, Mr. Don Weiringa has assisted greatly in preventing this site from destruction.

In 1981, a restaurant is being built on shore and although dredging was carried out, it was kept as far away from the wreck as possible. The site was also inspected by a team led by Kevin Cargeeg of M.A.A.W.A., June 1980 and a comprehensive report filed.

Compass Bearings:

Mosman Monument	6.5°
Mosman Water Tower	39.5°
East Fremantle Water Tower	96°
Starboard Marker Rocky Bay	348°

115° 45 62856
32 01.98798

closer to pier side

4.

6-7 feet
sifting up
Coleman's
medging in
mowat
reel

pier 2
pulled out
burnt it

Dennis
Coleman

lots of barge
junk
lots of

4. MAYFIELD

Mike Pollard of M.A.A.W.A. found the remains of a vessel in Rocky Bay after a search of the area in August 1979.

The vessel was surveyed by M.A.A.W.A. members on 6/7/1980 and measured 22m x 5m. Two engines were noted which later helped to identify the wreck. One engine being at the stern which was used to power the propellor, the other at the bow was 90° to the stern engine and was used to operate a jib.

Contact was later made with Mr. Joe Hill who remembers the *Mayfield* when she was bought by Tilly in about 1934 from Swan Brewery Co. She was registered in 1899 to be towed, but Tilly had a 15 h.p. Union Engine fitted to help steer her and a 10 h.p. to operate the machinery. She had a mast which stood about 4m out of the water when she sank in 1945 and this had a spar attached to it. Neither spar nor mast is now visible.

During the second world war, she was used to take the shields for the 6" guns over to Rottneest. The time taken while under tow was 4 hours and under her own power up to 6 hours.

She now lies upright on the river floor with her bow pointing 300°N. She is about 15m from shore in 5 metres of water. This is an interesting dive and visibility is very good during an incoming summer tide.

Compass bearings:

Mosman Monument	20°
Mosman Water Tower	52.5°
East Fremantle Water Tower	111°
CST Stack	70°

115° 45.38538
32 01.6956

5. ROCKY BAY - Unidentified (possibly City of Perth)

An unknown wreck about 70ft long was found when I went to investigate the *Mayfield* site in September 1979. She is a wooden hull lined with muntz metal sheeting. Her rudder is still intact and is on the down stream end of the *Mayfield* wreck which lies parallel to the shore. The wreck is covered with rocks from the surrounding area (which she could have been carting) and is in about 1 metre of water.

In 1872, a large wooden-side paddle steamer, the *City of Perth* built by Lawrence and Randell made her appearance on the river, carrying cargo and passengers on pleasure cruises at weekends.

The Swan River Shipping Company on 1st January, 1895, acquired her from Randell Knight and Co. and by 1898 she was registered with Harbour and Light Department to be towed, carrying no passengers and 67 tons.

A reference to this vessel was made in the papers : *From Oar to Diesel on the Swan*, by K.O. Murray, 1949 - and it states "her remains can still be seen underwater in Rocky Bay", although the length was given at 87ft. it could be that when she was converted to a lighter, she was also shortened.

A search of Rocky Bay found only one other wreck, the *Mayfield*, and it is unlikely that another vessel will be found.

Compass bearings:

Mosman Monument	20°
Mosman Watertower	52.5°
CSR stack	79°
East Fremantle Water Tower	111°

32° 01.6956
115° 45.38538

6. A.L.C.40

This steel barge lies just upstream of the Perth Water Transport Unit of the Australian Army Depot, about 50 metres from the shore in 10 metres of water. The wreck measures 18.6 metres long, 5.4 metres wide and 0.8 metres deep. She was powered by four, one hundred h.p. inboard petrol engines and was used to carry vehicles and troops. Although no records could be found, Captain Vardenega, at the Water Transport Unit told me that the A.L.C. 40 was in difficulties drifting off the coast of Western Australia in 1942-43 and the Australian Navy sent a vessel to sink her. Instead, she was towed back and moored to the torpedo jetty, she came adrift during a storm and sank where she now lies.

The vessel is stripped of all machinery and can be found by sighting the Point Row spit in line with the land point and the Water Transport flagpole in line with the first high tension power pylon on the southern side of the river. This is an interesting dive with good visibility during an incoming tide.

Compass bearings:

Point Roe Port Beacon	52°
Braunton Road Bicton (N.Edge)	92°
Mosman Water Tower	23°
E.Fremantle Water Tower	185°
High Tension power pylon southern bank of river	285°

32° 01.63848
115 46.2357

Fig.4 : The ALC 40 afloat

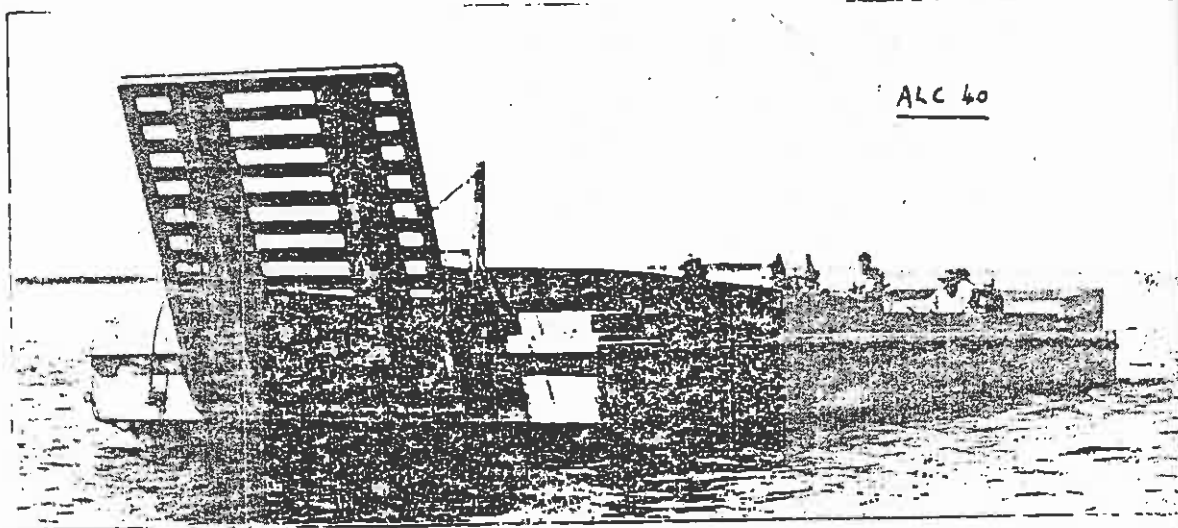
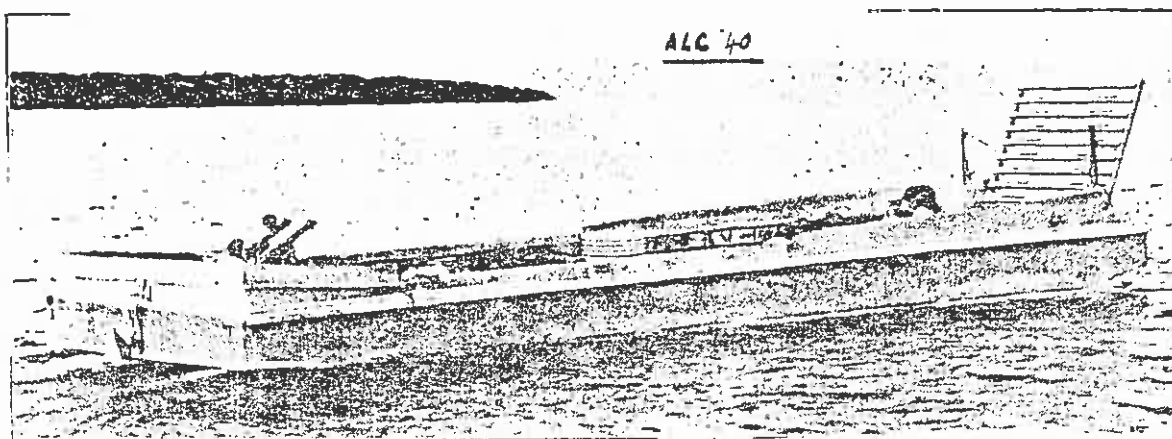


Fig.5 : Photo, courtesy Perth Water Transport Unit



7. POINT ROE BOX BARGES

On the 20th January 1980, I was flying over the Swan River looking for remains of any wreck which might have been visible from the air. This flight was organised by the Radio Station 6PM and their advertising agent Brian Collingridge.

When flying at 1500 feet over Roe Point, it was possible to see the outline of two box shape vessels between the spit post and the land point. Photos were taken and these helped to relocate the remains while on the ground later.

Both these vessels are around 40ft long and 20ft wide. No survey has yet been carried out on either wreck, therefore, any historic value had yet to be determined.

Compass bearings:

	1st Site	2nd Site
E.Fremantle Water Tower	199°	200°
Point Roe Port Marker	226°	227°
CSR stack	37°	39.5°
NE Cnr Bicton Jetty	126°	122°

Fig.6 : The remains of the Point Roe Barges
Photo: Vaughn Smith, 1980.

32° 01.547 / 32° 01.5286
115° 46.3806 / 115° 46.3990



8. SHELL BARGE

In January 1979, I was told by Jim Kleast, a diver for the Public Works Department, that he had dived on a barge upstream of Point Roe. This dive was back in the 1950's and although we spent several days in the area, we were unable to relocate any remains.

In about 15ft of water and unlikely to have been removed, her remains should still be there somewhere. When sighted in the 50's, it stood about 0.6metres from the bottom and was covered with shell.

If the shell, reported to cover this site, was in fact the vessels cargo, then she could have been taking a load up river to be used in the manufacture of cement.

This could be an interesting project for divers to try and locate a wreck. The visibility is normally around 2 metres and winter temperature can drop below 15 degrees celcius.

9. BLACKWALL REACH BARGE

In July 1967, the Swan River Conservation Board gave permission to the Goldfields Metals Company to strip and sink a sixty ton steel barge in Blackwall Reach. The board reluctantly agreed, fearing it would create a precedent and others might seek a similar concession. However, this particular vessel had about one foot of concrete in the bottom making it extremely difficult to get ashore in order to cut up. Also, it had been explained to members of the Board that permission to tow the vessel through the Fremantle Harbour had been denied by the Port Authority because they were fearful of it accidentally sinking enroute.

The sinking was accomplished on Friday 5th May, 1967. I located the remains in September 1979 and she lies about 50 metres from shore, 30 metres down stream from the tallest rock along the Reach, nicknamed 'the Angle', and in about 12 metres of water.

She is 60 ft long, 25ft wide and stands 5ft from the bottom. Further investigation to find the year she was built and the type of work she was employed in will have to be made before any of her history and importance as a wreck can be determined.

Good visibility is normal for the summer months and as with all river wrecks, can be dived on in most weather conditions.

Compass bearings:

Mosman Water Tower	300°
E.Fremantle water tower	222°
Chidley Point Port Pile	326°
CSR Chimney	249°
Point Walter West Starboard Beacon	342°
Point Roe Port Beacon	240°

10. MOSMAN BAY BARGE

In a hole 70ft deep at Mosman Bay, there is a wooden vessel whose identity remains unknown. She was brought to my attention by Denis Robinson and Drew Bathgate (M.A.A.W.A.) who, while testing an echo sounder, noticed the shape of a large object on the bottom. They anchored over the top and dived into the dark surrounding. The visibility was so poor they were unable to even determine the material of which it was constructed.

On the 27th July 1979, a group of M.A.A.W.A. divers investigated the site with the aid of torches and were able to verify that the vessel was built of timber, is lying upright and stands about 5 to 6 ft from the bottom.

To find the site, it is best to head up river about 50 metres from shore with an echo sounder switched on. The sounder should read around 50ft, dropping off to around 70ft. It is in this hole that the vessel can be seen on the sounder.

A torch is required for this dive and the muddy bottom, when stirred, reduces the visibility to zero very quickly.

Mike Pollard, M.A.A.W.A. measured and sketched the wreck.

Compass bearings:

Chidley Pt. Port Pile	136°
Point Resolution Port	
Beacon	74°
Point Walter West " "	41°
Mosman water tower	168°

11. MELVILLE WATER UNIDENTIFIED

In the middle of Melville water between Dundas and Pelican Points where the water depths went from 8ft to 20ft, there was a wreck which appeared on an admiralty chart surveyed in 1896.

Several attempts have been made by M.A.A.W.A. divers to locate the remains. In September 1979 a boat, from the Swan Yacht Club fitted with echo sounding gear was made available but this attempt to locate the remains also failed.

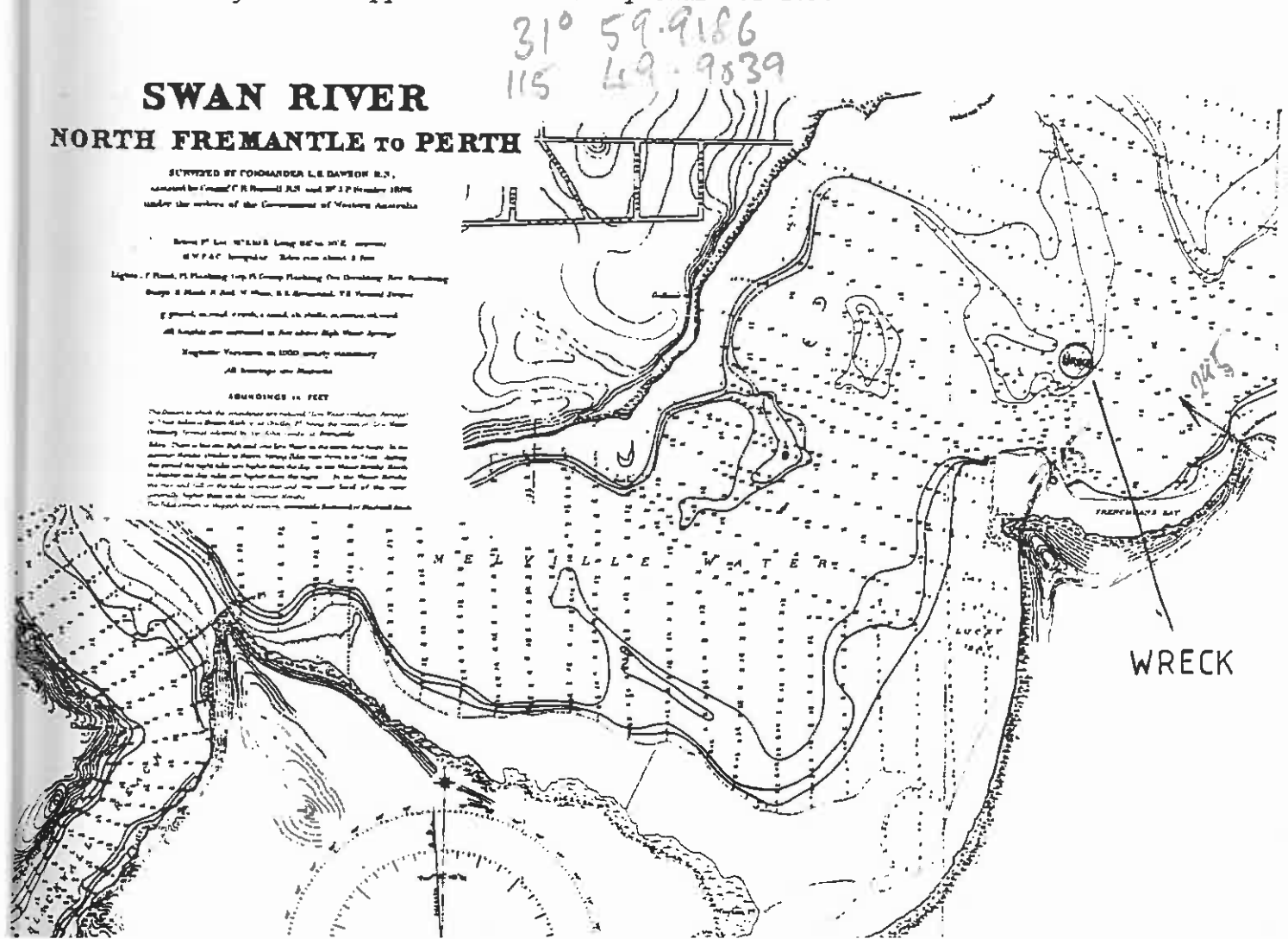
The map showing the wreck is an admiralty chart 1896, (Swan River, North Fremantle to Perth) and was published 30th July 1904. The wreck is shown by a symbol which classified her as a hazard to navigation.

For this to be recorded on such a chart, it is my opinion she was considered permanent and larger than a pleasure craft.

This site should be investigated further since it is possible that the remains still lie, perhaps buried, on the bottom.

A 11
B 85 Aq12
40
63
64

Fig.7 : A copy of the Admiralty Chart of 1896



12. HEATHCOTE UNIDENTIFIED

At the foot of the cliffs at Heathcote hospital, buried in the sand and covered by water except at very low tide, are the timber ribs of a vessel 17.3 metres long and 4.3 metres wide.

The age or origin is still unknown however, and it has been suggested she was a barge belonging to Swan Portland Cement Company.

I believe that the excavation of this site should be possible using a water dredge at high tide. Clues to its use and age would come from any material such as bricks, tiles, timber or any other type of cargo which might be buried under the sand. Mr. R.T. Calver of Alfred Cove sent a drawing of the wrecksite to the Museum in 1970 and this is housed in the River Wrecks file.

Compass bearings:

AMP Building	18°
Magestic Hotel	249°
W.A. Uni Tower	326.5°
Kings Park Flats	341.5°

Fig.8 : A photograph of the Heathcote Unidentified wreck
Photo by Vaughan Smith, 1980

115° 58.29752
32° 00.2601



13. SWAN PORTLAND DREDGE

50 metres upstream of the Goodwood Parade Boat ramp, against the bank, is the remains of a dredge which was used to load barges with shell from the river bottom.

The dredge measures 19 metres by 7.2 metres and is 1 metre deep and she has been stripped of her boiler and machinery. Although the remains look to hold little of any interest, I believe that the cement industry in which she was involved in, deserves the attention of an interested person to research and document the importance it played in developing this State.

Contact was made with Mr. Charlie Klegg who worked for the Swan Portland Cement Co. He said that this vessel was known as No. 1 dredge. It was built of timber and the drag line was powered by a coal burning steam engine.

The method of holding these dredges in position was by using two 1½ ton anchors off the bow with a 600' line, two 1½ ton anchors off either side and the fifth anchor weighing 2 ton, straight off the stern.

After working an area, the crew would loosen off the side and stern anchors, while tightening the ones on the bow, thus, moving forward. These anchors came off the *Lygnem* when she sank off Fremantle Harbour in April 1936.

Compass bearings:

12 Knot Staboard marker	85°
Gas tank east Perth	284°
SEC Big stack	301°
Starboard marker ski-limit	347°

31° 57.220
115° 53.788

Fig 9 : A photo of the Swan Portland Dredge
Photo : Colin Scrimshaw 1980



14. DAISY

John Mills owned a Pottery Company on the Maylands peninsular in the early part of this century. The clay used for his work was imported from N.S.W. along with the coal and this was transported up the river from Fremantle on a barge called *Daisy*, towed by the *Swan*.

When the pipes were manufactured they had to be transported by the two vessels to the Public Works Department where they were tested. Around 1920, local coal and clay was being used and the pipe testing being done on site, the *Daisy* was no longer required and sank due to neglect and now lies on the bank opposite the Maylands slipyards. She is 19.5 metres long and 4.2 metres wide. A rudder was found on the shoreward end of this double ended vessel and may be used as a display item.

The *Swan* was purchased by H. Tilley and was used as a barge until about 1977 when she was towed out to sea and sunk.

Compass bearings:

Radio mast beside Garret Rd. Bridge	20°
North stack Brisbane and Wunderlich	69.5°
Courtlands Pottery Stack	113°
N.E. corner of Tranby Jetty	269.5°

Fig 10 : A photograph of the remains of the *Daisy* and her rudder.

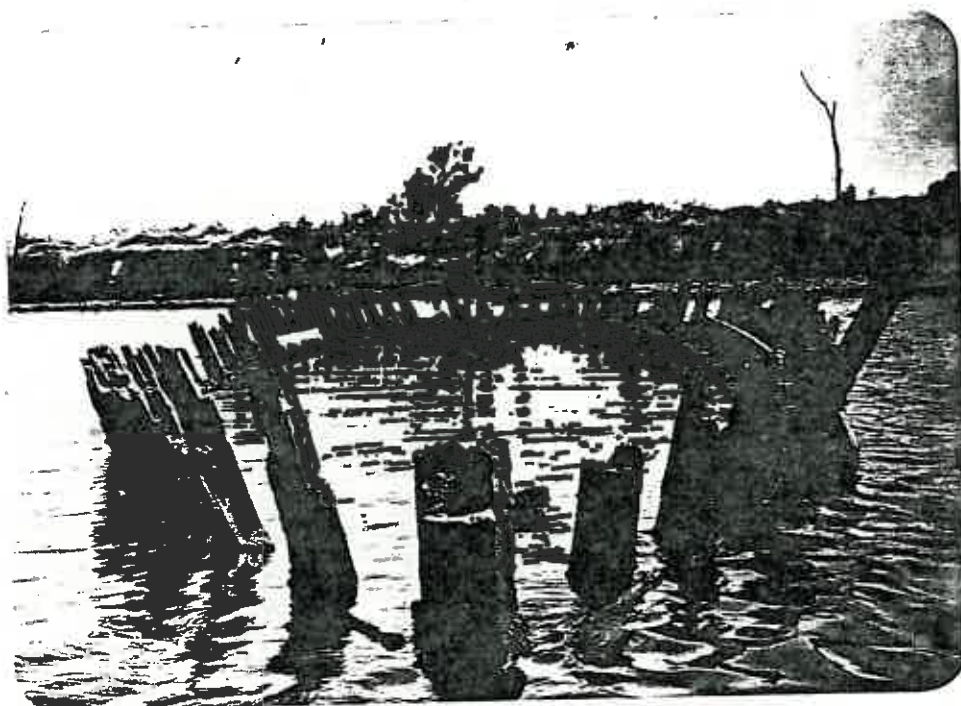
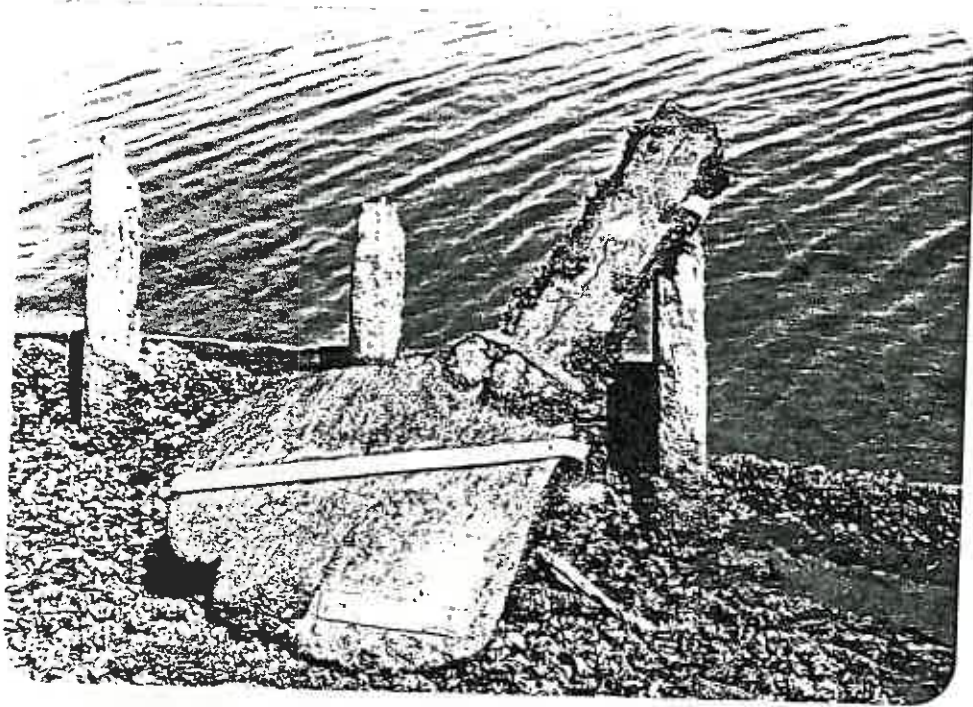


Fig 11 : Photo by Colin Scrimshaw



Remember The River Wrecks

The Maritime Archaeology Association of Western Australia is at present involved in researching and surveying old wrecks which are located in the Swan and Canning Rivers.

This research is largely dependent upon information provided by people who may remember the vessels or have had information passed on to them by others. Very little documentation exists on river wrecks.

It is hoped eventually to compile a booklet with stories and information relating to about 25 of the known wrecks. Only those which are 13 metres or more in length and were built prior to 1945 are being considered for inclusion.

Two of the wrecks are in Rocky Bay in North

Fremantle. Both of these have settled parallel to the shore near the old engineering works.

One of the wrecks is in only 1 metre of water. It is built of timber with muntz metal sheathing and all equipment has been removed. This vessel is 23.5 metres long.

The other wreck in Rocky Bay is resting in 5 metres of water. This vessel is also wooden with one engine in the stern - believed to have been used for propulsion and another engine in the bow which could have been used for

powering a winch. It is possible that this vessel is the "Florence", a wooden paddle steamship which was registered in May, 1883.

Other vessels which are under investigation are scattered throughout Fremantle waters.

One is situated just upstream of the Old Traffic Bridge, underneath the Sailfish Jetty at Marlin Marina; two barges in about 1 metre of water on Point Row and a wooden barge or pontoon in a 23 metre hole at Mosman Bay.

If Gazette readers can help with these investigations, contact Colin Scrimshaw at 43 Calluna Way, Forrestfield or phone 453 1475.

Fremantle
Gazette 16/7/80

15. THE SALVAGE OF THE EX LUGGER *TRIXEN*

Thirty metres down stream from the Tranby Jetty on the bank of the Swan River in Maylands is an old pearling lugger, the *Trixen*. Records show she was built in Broome 1904. The builder was Henry Miller and the owner was Elisa Miller.

Originally, the vessel was 37.83 ft long by 12.58 ft wide and 5.75ft deep. She was carvel built, wooden hull, one deck, two masts, rigged, schooner with elliptical stern. She was 12.735 tons net and 15.73 tons gross.

Her registration was closed on the 19th December 1949, however, and she was re-registered in September that year after extensive alterations. Her length 50.7ft, width 14.2ft and depth 9.0ft. She weighed 26.57 ton net and 30.24 ton gross. She was fitted with an internal 30 bhp diesel engine built by Southern Cross Engine Co., Queensland, and was capable of 6-7 knots. There were no masts and her stern was counter-type.

She was still engaged in the pearling industry around Darwin, Broome and Thursday Island until the mid fifties and sixties, when she was used as a cray boat around Lancelin. At one stage, she was used as a salvage boat and later as a ferry between Palm Beach and Garden Island. She was then brought upriver to Maylands where she sank, causing concern to Government Authorities. Her owner was believed to be residing in a commune but all attempts to contact him failed.

After a number of years, the matter was taken to court and a supreme court decision was that the vessel should be disposed of to the highest tenderer who would raise her within 7 days.

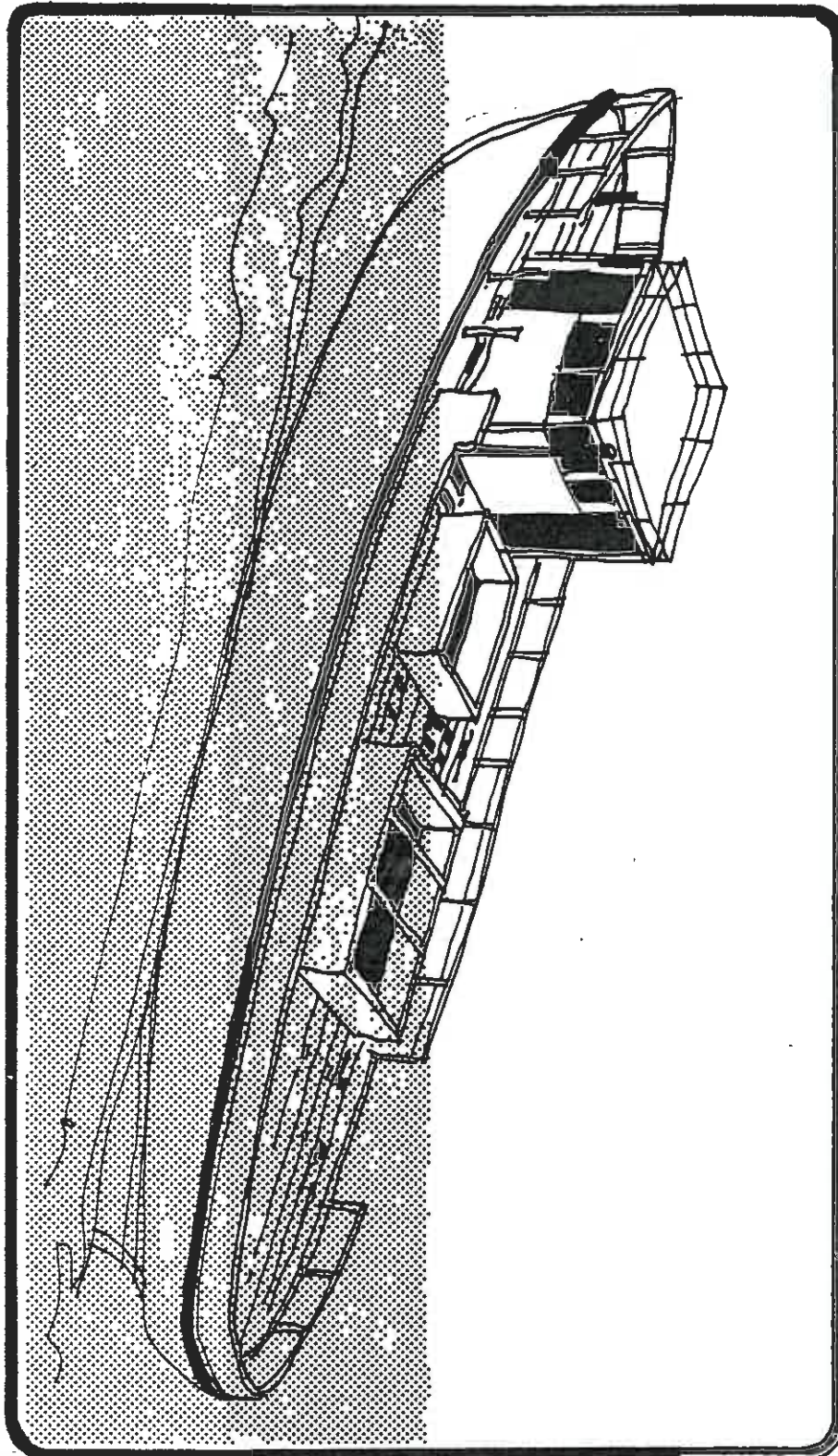
Les Penny, shipwright, was the successful tenderer with an amount of \$310 and the Museum, concerned for the safety of the hull, offered to assist with the raising and suggested contact be made with the M.A.A.W.A. since the Museum staff were engaged at the time with the wreck at Ningaloo.

Lyndsay Hill agreed to accept the challenge on behalf of the Association and Les Panny promised to donate \$250 to M.A.A.W.A. and the presentation of the hull to the Museum when it was no longer of use to him. The vessel was then successfully raised, though she still remains at Maylands.

Compass Bearings:

Radio mast beside Garret Rd. Bridge	26°
North stack Brisbane and Wunderlich	68°
Courtlands Pottery stack	107.5°
Light pole Maylands South Jetty	322°

Fig 12 : A drawing of the *Trixen* by Ian Warne



STOP PRESS

The *Trixen* was towed out of the river by the new owner Les Penny on the 25th March, 1981.

16. ASHFIELD PONTOONS

Coleman and Sons built 3 pontoons around 1942. These were used to tie up to ships moored in Gage Roads during the war. Later, a yacht club obtained one and it was eventually sold to the Sandringham Hotel who intended to use it as a jetty for patrons to tie their boats to while in the hotel. After it sank, it was allowed to deteriorate and when the hotel changed hands it was decided to have the foreshore cleaned up and the pontoon was removed in 1980.

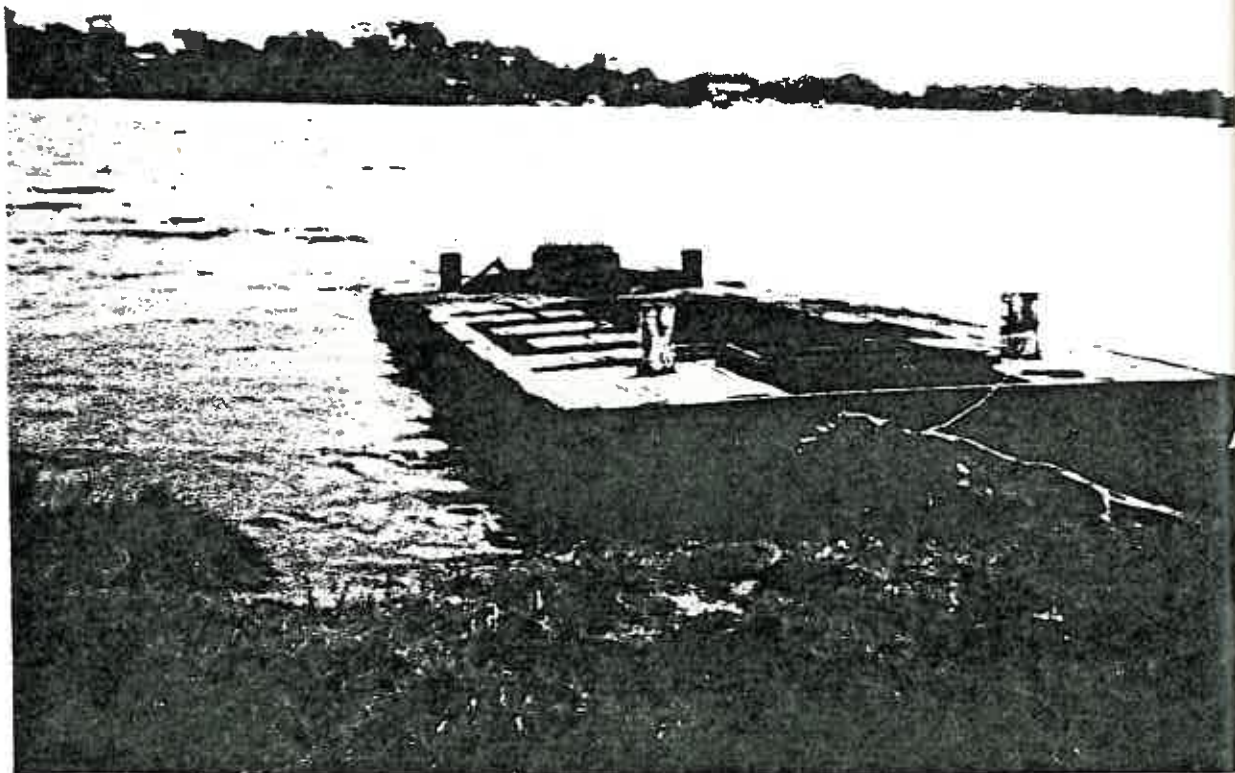
Another similar pontoon, is on the bank of the river at Ashfield, two houses upstream of the Katanning St. Reserve. The measurements of both these vessels are 12.3 metres in length, 4.5 metres wide and 1 metre deep. I have not yet been able to locate the third, however, evidence points to it being the Mosman Bay Wreck.

Compass bearings:

D/S Point of Cortney Isl.	28°
Port marker	189°
S/W corner of house, 84 Katanning St.	282°

115° 56.2995
31° 55.5805

Fig 13 : A photo of the Sandringham Pontoon
by: Colin Scrimshaw, 1980



17. LADY ORD

WOODEN SINGLE SCREW STEAMSHIP ON102214

8.3 tons gross 47.0' x 7.75' x 3.0' ONE DECK

Built October 1878 by W. & S. Lawrence of Perth, the *Lady Ord* was one of the first steam launches on the river. She was capable of speeds up to 10 knots, was used to carry passengers and towing coal barges from Fremantle to Coffee Point for the owners Randell, Knight and Company. Thomas Burkett was the one man crew.

By 1897, the registered owners were the Melville Water Park Estate Ltd. By 1900, the London and West Australian Investment Company Ltd. had a report that she was sold in 1904 to Bill Kennedy, a firewood contractor who used her for towing flats from Canning to Perth.

The *Lady Ord* was abandoned along with several other vessels at Coffee Point in 1905. In October 1918, the Swan River Ferries Ltd. complained that they could not call at the Coffee Point Jetty because the abandoned hulls were in the approach line. This letter to the Harbour and Light Department started a long list of correspondence to and from the lease holders of the jetty with the result that in 1921, the contractors, Ball and Son had been working on removing the boats for about 1 week without success. However, the bow of one had been turned back to leave plenty of room for the ferry boats.

The Harbour and Light Department were not satisfied and insisted that the vessels should be removed. In June 1922, the London and Australian Investment Company Ltd. sent a letter advising the P.W.D. that the hulls had been removed in sections and that a Harbour and Light Inspector had been satisfied with the situation.

On 15th October, 1980 I visited the site and while in about 1 metre of water I found the ribs of a wooden boat. I also found some muntz metal and a quantity of coal. Although not conclusive, I am under the opinion that these remains are of the *Lady Ord* and although the records show she was removed in sections, it is reasonable to assume that the buried timber have been left.

The visibility on this site improves as the summer continues, however, during winter the colour and sediment reduces visibility to zero.

Compass bearings:

AMP building Perth	16°
Light on Como Jetty	26°
Middle of Cale Street Footbridge over Freeway	82°
North side of Canning Bridge and Embankment	142°
Kings Park High Rise Flats	338°

*Mark do not
make sense*

32

05.2734

115

50.8259

18. HELENA/HARLEY

HELENA : Composite paddle wheel steamship ON102215

32.2 tons gross, 27/7 tons net. 65.25'x12.0'x5.25'

Double ended with a rudder at both ends.

The *Helena* was built at Coffee Point with parts sent from Scotland in 1897, by Mr. Hines, an engineer sent from England to assemble the *Helena* and her sister ship *Harley*. The two boats ran weekend excursions to the gardens at Attadale where a horse-drawn tram conveyed patrons to the beauty spots. In 1902, these vessels were replaced by the *Silver Star* and it is reported that they were abandoned and rusted away at Coffee Point.

As with the *Lady Ord*, the *Helena* was described as a hulk in the way of navigation and reportedly removed in sections from the river around 1922. I believe that the tangled iron plates and sections remaining on the river bed at Coffee Point are her remains and that the evidence obtained regarding the removal in section only supports this assumption.

The *Harley* rusted away on the land at Coffee Point and this was described to me as being the area reclaimed just north of the old slipway.

The compass bearings are the same as for the *Lady Ord* since the site resembles a junk pile it is not even possible to determine which way this vessel lies.

Fig 14.: The *Harley* at Coffee Point. West Australian 3/8/1935

32 00.2862
115 50.8410

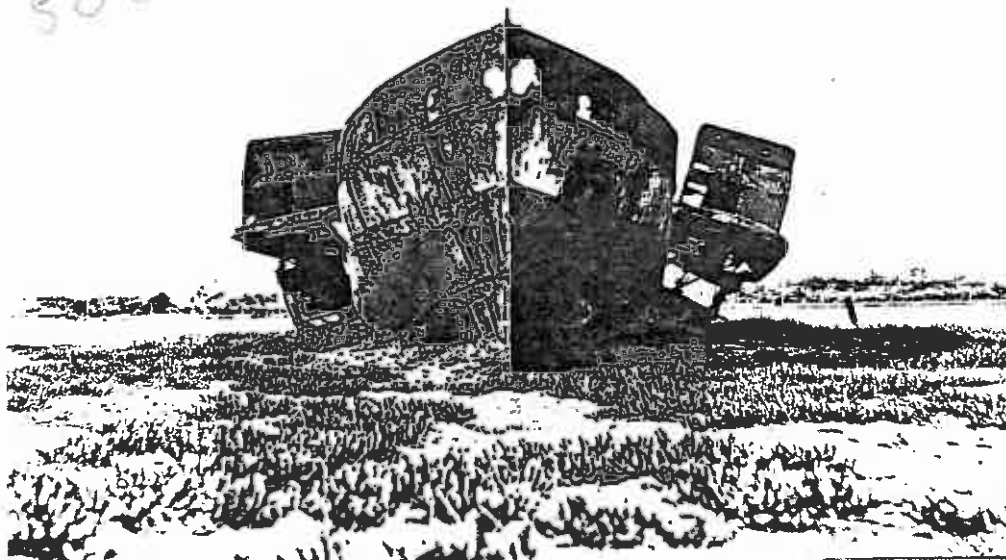
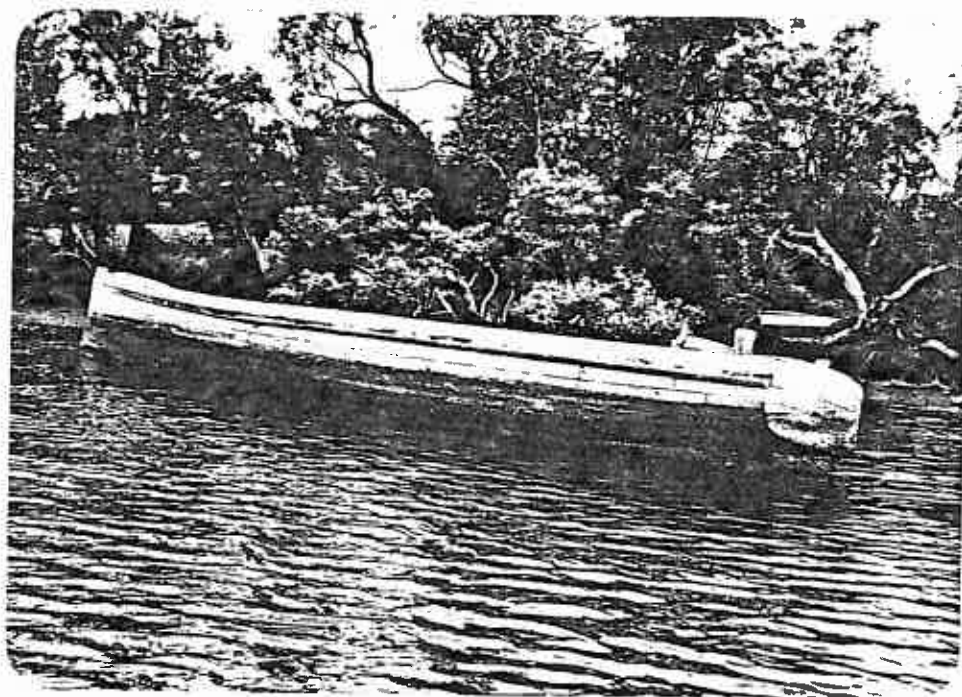
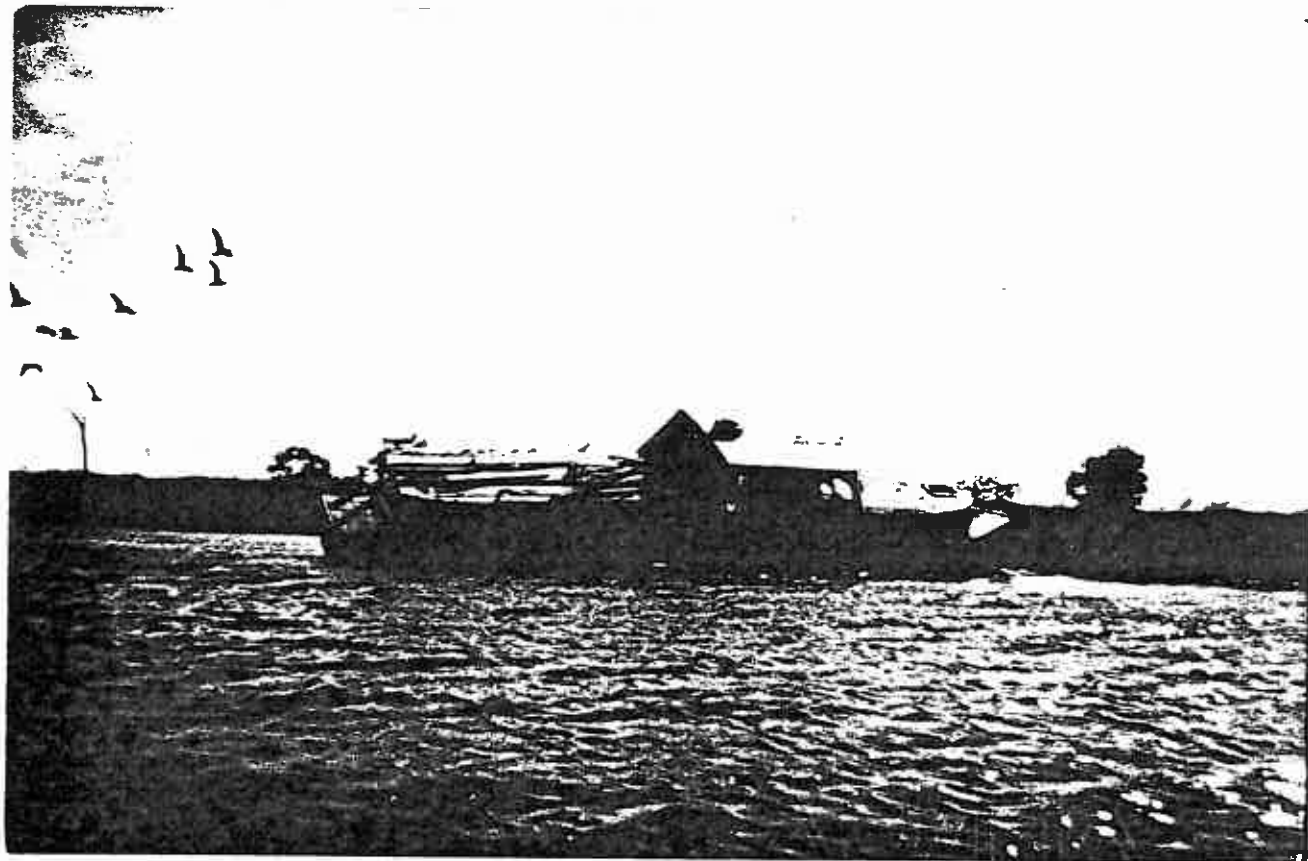


Fig 16 & 17. The *Mayflower* at Belmont and Bullcreek

Fig 16 : photo by Colin Scrimshaw

Fig 17 : photo by Vaughn Smith



19. MAYFLOWER

George McCarter and Peter Anderson built the *Mayflower* at the Royal Ophir Boat Sheds in 1908 and she was put to work on the South Perth Service.

In 1979, this boat drifted onto the shallow bank of the Swan River at Belmont just upstream of Belmont Creek. She stayed there for several months until the new owner refloated her, put a motor in and was taking her down river. It became evident she would not make the trip without substantial repairs so she was moored in Wreck Bay, Applecross.

While waiting for repairs, she sank at her mooring and during a heavy storm began to breakup. The remains were taken to Fremantle where she was inspected and it was decided to return her to the river in the same condition. She was then taken to Bullcreek and moored where her hull still remains.

I am not certain what the owner intends to do with her now, however, I feel that a record should be kept on her whereabouts because of her history as a ferry in the early days with the Melville Ferry Co.

In 1912, the State Government used the *Mayflower* on the Mends Street run and in 1938, the service also called at Queen Street. By 1949, she was still with the State Ferries and during the summer months did private charter cruises with 77 passengers.

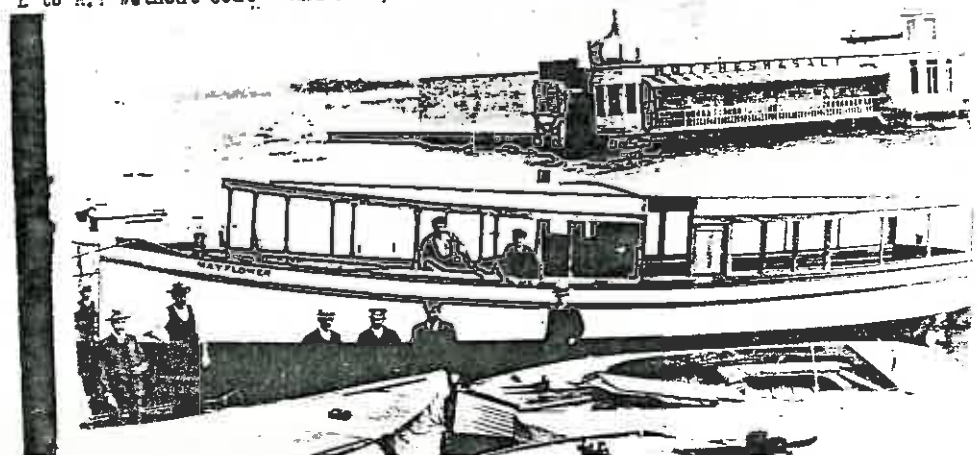
She was 49ft long, 11 ft wide with a draft of 4ft. Her first engine was a petrol driven union which was later changed to a Lister diesel. The last engine I believe, was a holden, however, this has been removed.

Compass bearings:

AMP building in City 360°
Neil Street sign post 86°
Deep mud sign post Bullcreek 164°

Fig 15.: The *Mayflower* at her Launching. West Australian Newspaper

Launching of *Mayflower* on 11 Aug 1908 from McCarter's boatsheds (later burnt) at foot of Barrack-st. It was built to take over Applecross run from Silver Star, later sent to Albany. Old baths in background. L to R: Without coat - Anderson, straw hat McCarter (builder of *Mayflower*), W. Rule, skipper of police launch *Cygnets*, Gus Jansen (launch proprietor for many years), with cap in *Mayflower* Ted Howells skipper on first 12 mths run A'cross to Canning. Extreme right Engr Bob Dudgeon. Ted Howells 37 Beach-rd Canning Bridge.



20. BULLCREEK UNIDENTIFIED

This double ended vessel is built of timber and located at the extreme end of Bullcreek. She is 20 metres long and 3.9 metres wide and her presence has been known for many years but we have been unable to find any reference to her past.

She could have been used last century carrying timber down the Canning River. This industry started in the early 1860's which led to special attention being given to the navigability of the river. The section between Salter's Point and Masons Landing in the river was very shallow and barges carrying timber for export frequently got stuck on the sand banks and failed to connect with steam tugs which were waiting to take them in tow at Mt. Henry.

In 1866, the Government used convict labour to erect a fence in the river, this was repaired several times and in 1892, the P.W.D. carried out major dredging and structural work in the river. The entire old channel was re-dredged and extended, and piles with spearwood wattling in between, were erected to hold back the spoil (from Report on Research into the Origins of the Barrier in the Canning River: by Deanne Sholl, May 1977).

If in fact this is one of the old barges, then she would be of historical interest due to her age and the role she would have played in establishing the Canning River district. Further research is required to determine her age and origin.

The wreck was inspected in 1971 by Mike Pollard and a report filed. It was suggested by Mr. J.P. White of Dalkeith in 1977, that the barge would make a good display and monument to the early traders and river traffic. A conservation report shows that the site should be in good condition below the mud. A survey of the site was also conducted by Mike McCarthy Bill Marshall of M.A.A.W.A. and students interested in maritime archaeology from Tuart Hill Senior High School.

32° 02.73699
115 51.62827

EXCERPTS FROM TIMBER BARGE IN BULL GREEK -INSPECTION

by: D. Tilbrooke of the W.A. Museum Conservation
Laboratory, 21/11/1977

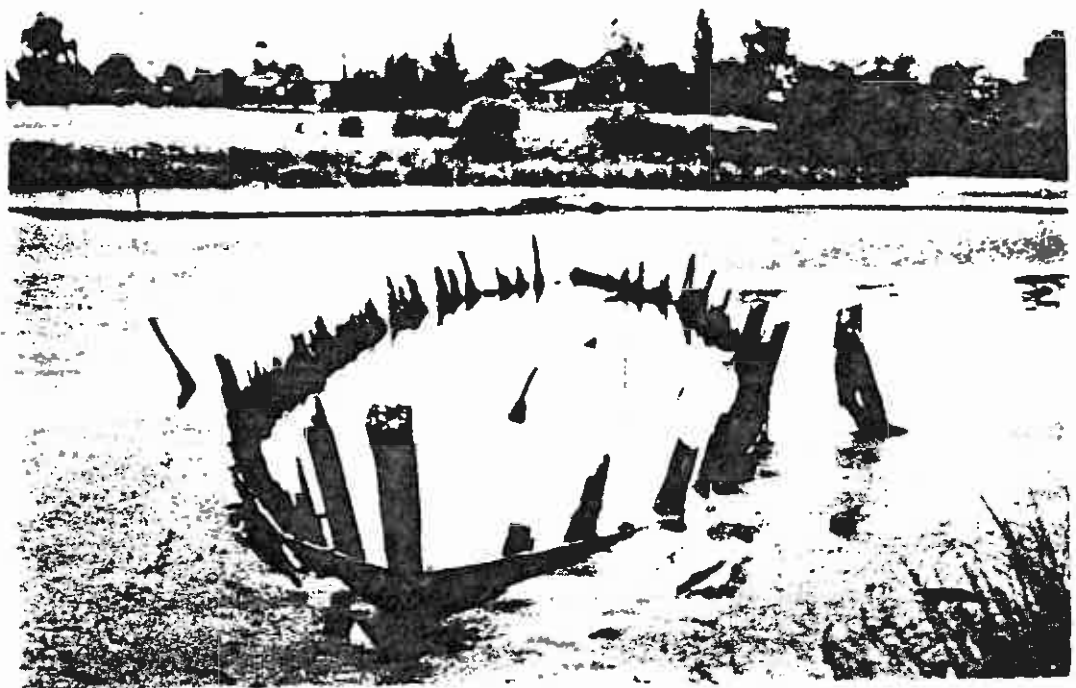
"Some planking is visible at the mud surface level and does not appear to be in too bad a condition. The tops of the ribs, prow and stern posts have suffered some deterioration but the wood below mud level should be in reasonable to good condition.

Close inspection was impossible due to the swampy conditions but timber cores will be taken during the archaeological survey and the timber condition can be better determined at that time.

If the wood is in good condition, slow drying surface treatment with P.E.G. 6000 may be all the treatment required. If not, then total immersion in P.E.G. 1500 may be necessary."

Fig 18 : The Bullcreek Barge.

Photo by Colin Scrimshaw, 1981



21. PYTHON

At the foot of Violet Street, Shelley, on the "Convict Fence" is the hull of a barge called the *Python*, (105ft. x 26.25ft x 8.92ft) built of wood. She was towed up the Canning River by Joe Hill for H. Tilly who was taking her to the Clontarf School so that the students could play on her beside the jetty. It was in the later 1940's the tow boat was not able to proceed past Salters Point due to shallow water so the school was notified and students tried to pole it up to their jetty. The barge became stuck in the mud and was never moved.

The tow boat headed back to Fremantle but when it got to Canning Bridge, they had to wait until the next day before being able to go under since the tide had risen and there was not enough clearance.

The *Python* (official no. 120030) was built by W.&S. Lawrence of Bazaar Terrace, Perth in November, 1907 for the Swan River Shipping Co. Ltd. She was built to be towed, had one deck, elliptical stern, straight head, one bulk head and was carvel planked. Her tonnage was 152.15 gross and 145.4 tons net.

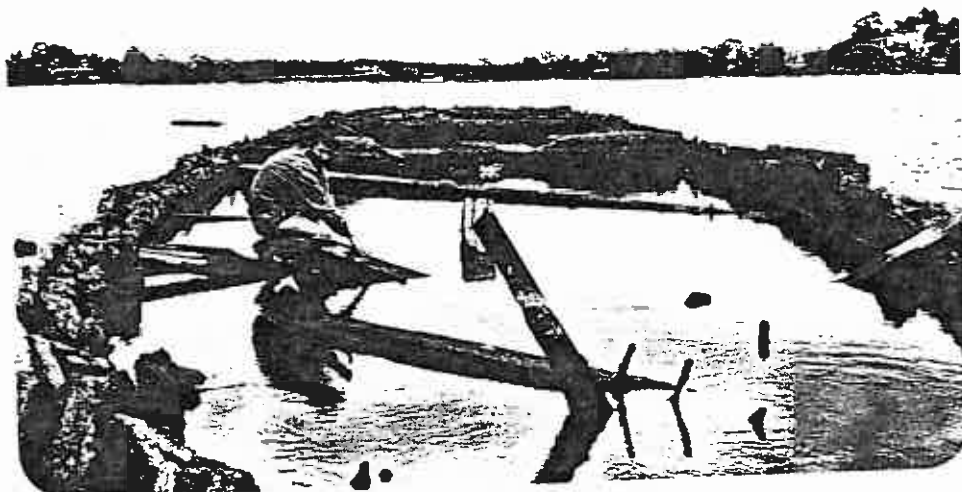
She was sold in June 1939 and the register closed. In 1945 the Shell Oil Co. bought her and re-opened her registration until 23/12/1946 when she was sold to C.A. Burgess Loyd who had recorded that the vessel was to be used as a jetty extension.

Compass bearings:

Port Marker Salters Point	256°
Next Port Marker upstream	204.5°
AMP Building in City	356°
Clontaf School Tower	50°

32° 01.777
115° 52.61099

Fig 19.: A Photo of the *Python* by Vaughn Smith, 1980



Acknowledgements:

I would like to express my sincere appreciation to all those who have given assistance and advice for the preparation of this book.

Information was obtained from the following written material:

From Oar to Diesel on the Swan, by Mr. K.O. Murray, 1949
Ships Registered at Fremantle before 1900 by Ronald
Parsons July, 1971

Material was also obtained from the Battye Library, whose staff was most helpful.

The following people have also assisted:

Mike Pollard, M.A.A.W.A. : *Carnac, Mayfield*, Rocky Bay Wreck, Mosman Bay and Unidentified Wreck Melville Water.

Mike McCarthy, M.A.A.W.A. : File on the Convict Fence, Bullcreek and Heathcote Wrecks.

Richard McKenna, M.A.A.W.A. : *Eva, Mayfield, Trixon, Python*

Mike Staines, M.A.A.W.A. : *ALC 40*

Jim Kleast, P.W.D. : Priestman Grab Crane and Shell Barge Blackwall Reach

Radio Station 6PM : For providing a plane to
Brian Collingridge : search the river enabling me to locate the Box Barges at Roe Point

Drew Bathgate : Photographic work and diving

Denis Robinson M.A.A.W.A. : Mosman Bay Wreck

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Wrecks

Report on Research into the Origins of the Barrier in the
Canning River, May 1971 by: D. Sholl

Verbal Information From:

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Jim Kleast	P.W.D.
Don Warrington	Marlin Marina
Norm Coleman	ex Coleman & Son
Captain Vardenega	ex Water Transport
Bill Smith	ex Diver Universal Salvage Co.
Harold Roberts	ex S. Inspector, Swan River Conservation Board
Roy Mills	Son of John Mills of Mills Pottery
Richard McKenna	Historian, M.A.A.W.A.
Charlie Klegg	ex Swan Portland Cement Co.