

**An Historical Analysis  
of wrecks in the vicinity of the  
Deadwater, Wonnerup, Western Australia**



Chaloupe de frégate  
portant du 18

by  
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Report - Department of Maritime Archaeology, Western Australian Maritime  
Museum, No. 97

Cover Illustration: A contemporary illustration, showing views of a both a French Frigate and its Chaloupe

The Chaloupe is shown under both sail and oars<sup>1</sup>



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<sup>1</sup>Boudriot, J., 1977, *Le Vaisseau De 74 Cannons: Traité Pratique D'Art Naval, Volume iv, L' Equipage La Conduite Du Vaisseau*, Jean Boudriot, Grenoble : 359.

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Rupert Gerritsen  
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## ABBREVIATIONS

*The following abbreviations occur throughout the text :*

ft = foot (30.5cm)

m = metre

km = kilometre

CSO/CSR = Colonial Secretary's Office/Records

SAWA = State Archives of Western Australia (Battye Library)

Acc. = Accession No. - SAWA

PR = Printed Record - SAWA

WAMM = Western Australian Maritime Museum

DMA = Department of Maritime Archaeology, WAMM

DOLA = Department of Land Administration

# **AN HISTORICAL ANALYSIS OF WRECKS** **IN THE VICINITY OF** **THE DEADWATER, WONNERUP** **WESTERN AUSTRALIA.**

## **INTRODUCTION**

From time to time the remains of a number of wrecks have been reported in the vicinity of the Deadwater at Wonnerup, a body of water lying 8.5 to 10.5 kms east north east of Busselton, WA.<sup>1</sup>

Amongst those reports have been accounts of a substantial vessel, a “ship” of unknown origin, encountered in this area.

The “ship”, usually known as the *Deadwater Wreck* or *Wonnerup Wreck*, is reputed to be of great age.

Considerable debate and conjecture has arisen over the years in regard to the nature, location and identity of this vessel. It has been claimed in particular that the “ship” has been mistaken for a French longboat lost hereabouts in 1801.

Given that this is matter of considerable historical interest and possibly some archaeological importance this paper will endeavour to resolve such issues as well as guide in the relocation and recovery of the wreck in question.

It is proposed, therefore, to firstly locate and identify, as specifically as possible, all wrecks reported in the vicinity. This will be done with a view to eliminating or minimising much of the confusion that has arisen over the years.

It is further proposed to ascertain the validity of the claims for the existence of the *Deadwater Wreck* as well as determine, as far as is possible, its nature and identity.

Finally a number of hypotheses pertaining to this larger vessel will be considered so as to guide any search for it and resolve some of the issues arising from its supposed presence.

## **BACKGROUND TO THE DEADWATER WRECK**

There can be little doubt that the remains of a substantial vessel of some age did lay in the Deadwater at Wonnerup and possibly still do. This is indicated by a considerable body of evidence.

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<sup>1</sup> National Topographic Map 1930 (Busselton).

According to local tradition this wreck was present when British colonists first settled in the district in 1834<sup>2</sup> although the earliest known reference to a wreck comes from George Layman II who, it is claimed, recalled playing on and fishing from one in the 1840s.<sup>3</sup>

It was not referred to publicly until April 1856, however, when the *Inquirer*<sup>4</sup> published a short report noting the presence of the wreck, supposed to be Dutch, and detailing an unsuccessful search for it.

In 1861 surveyor and explorer F T Gregory published a further brief account of the stricken vessel, having visited the wrecksite in about 1846 or 1847. In this he alluded to a "vessel of considerable tonnage...in a shallow estuary near the Vasse Inlet" which he "judged to have been wrecked more than two hundred years ago"<sup>5</sup>.

Gregory's report was followed by a number of other eyewitness accounts and references to the vessel during the course of the 19<sup>th</sup> and early 20<sup>th</sup> Centuries. One of the most substantial of these was provided by the Receiver of Wrecks, Worsley Clifton, in 1876, describing an encounter he and George Eliot, Resident Magistrate of Bunbury at that time, had with the wreck in about 1846.<sup>6</sup> In his communication Clifton described a wreck "covered with Water, Sand and Seaweed to the depth of about

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<sup>2</sup> See for example the report in *Inquirer* 2 April 1856 "Vasse" p3 stating that:

"For years past it has been reported that the remains of a Dutch vessel were to be seen in...the Dead Water..."

and

W Clifton to Colonial Secretary - 29 April 1876 CSR 891/8 [WASA : Acc.36 (Micro)]

where it is stated :

"The 'Wreck'...has been a subject of the greatest interest and speculation to the settlers of the Vasse from the earliest days of the colony"

<sup>3</sup> See : Halls,C : The Wonnerup Wreck - Remains of an unidentified vessel on the Western Australian Coast (MS,1962?) p2

in :

"Wonnerup Wreck"  
File No.453/71(1)  
Department of Maritime Archaeology  
WA Maritime Museum

[Referred to henceforth as WAMM 453/71]

Halls has not sourced this information though it is possibly from a diary held with the Layman family papers at Wonnerup House. Wonnerup

<sup>4</sup> *Inquirer* 2 April 1856 : op cit

<sup>5</sup> Gregory,F T : "On the Geology of a Part of Western Australia" in Quarterly Journal of Geological Society of London Vol 17 (1861) p482

<sup>6</sup> W Clifton to Colonial Secretary - 25 April 1876  
CSR 891/7 [WASA : Acc.36 (Micro)]

CSR 891/8 : op cit

fourteen feet (14 ft)...situated in...the Dead Water...to the North of its present mouth...2 ¼ miles from the Jetty of the West Australian Timber Company”<sup>7</sup>.

Precipitating Clifton’s 1876 report had been a salvage claim made on the *Deadwater Wreck* at that time by a Thomas Bindloss.<sup>8</sup> Although the claim was disputed by J G Reynolds, the farmer who owned the surrounding land and claimed the wreck as a consequence of this, Bindloss was granted the salvage rights.<sup>9</sup>

At about this time (April 1876) surveyor Alfred Burt (later to become Registrar of Titles and Deeds) also visited the wrecksite, although his observations do not appear to have been reported until 1910. In an article in the *Western Mail* in that year, written by Dirksey Cowan, reference was made to “the hulk of an old ship” which Burt had been led to “in the middle of a deep water about half a mile from shore”<sup>10</sup>.

The wreck attracted little subsequent attention until 1902 when J G Reynolds applied for and was granted salvage rights, Bindloss’ rights presumably lapsing or being forgotten by the authorities.<sup>11</sup>

The last direct eyewitness account of the *Deadwater Wreck* was provided by E L Grant Watson who was allegedly shown the wreck in 1910, although not recounting his experience until 1968.<sup>12</sup>

Cowan visited the area herself in 1914 but was not able to locate the wreck<sup>13</sup> and all attempts to relocate it since that time have been unsuccessful.

In 1962 Chris Halls claimed to have relocated the wrecksite<sup>14</sup> although subsequent investigations in 1970 by Graeme Henderson on behalf of the WA Maritime Museum (Dept. of Maritime Archaeology) revealed “no evidence of a wreck”<sup>15</sup>.

<sup>7</sup> CSR 891/7 : op cit

<sup>8</sup> CS0 51/4 Bindloss-Received 25/4/1876 No.8905 "Wreck at Lockeville"

See also : CSR 891/7 : op cit

<sup>9</sup> CSR 891/7 : op cit

Letter Book No.57 Letter 1163 "Colonial Secretary to Resident Magistrate - Vasse" 9/5/1876

<sup>10</sup> *Western Mail* 8 January 1910 p50 "Old Discoveries at the Vasse - Dutch Relics Or No ?"  
DCC [D C Cowan]

This is the earliest documented account deriving from Burt. No original account could be traced despite exhaustive inquiries.

<sup>11</sup> J G Reynolds to Colonial Secretary - 28 October 1902  
WASA : Acc.527 File No.3100/02

Under Secretary Ord to J G Reynolds - 14 November 1902  
WASA : Acc.1627A/47

<sup>12</sup> See : Watson, E L G : *Journey Under the Southern Stars* (Abelard-Schuman, London. 1968) pp74-5

<sup>13</sup> *West Australian* 28 September 1936 p16 "Mysteries of the Seashore : Some Coastal Discoveries"

<sup>14</sup> Halls, C : "The Wonnerup Wreck" : op cit p4

<sup>15</sup> Memo to : Dr Crawford

From: Graduate Assistant, Wrecks

Re : Wonnerup Estuary Investigations

7 December 1970

WAMM 453/71(1)



However disturbance of the site as a result of ilmenite mining operations was noted at that time<sup>16</sup> and it is quite probable significant parts of the area have suffered such disturbance, compounding the existing uncertainty in regard to the fate of the *Deadwater Wreck*.

Following Halls claim a number of competing claims arose in regard to the nature, identity and location of the wreck.

However in 1980 an authoritative argument was put forward by maritime archaeologist Graeme Henderson<sup>17</sup> that the so-called *Deadwater Wreck* was in actual fact the French longboat (*chaloupe*) lost by the Baudin Expedition near the outlet of the Vasse-Wonnerup Estuarine System in 1801. Henderson's case was based on the proximity of the two wrecks and the similarities between the material abandoned by the French and that reportedly found in association with the *Deadwater Wreck*.

In the absence of any clear sign of a wreck of the nature indicated, confusion and conflict over the evidence, and uncertainty caused by ilmenite mining, efforts to locate the wreck have, thus far, not been successful.

It was not until 1990 that finally material purportedly from the *Deadwater Wreck* was presented to the WA Maritime Museum by Mr Brian McRae. The material in question, a cannon, a ship's "knee"<sup>18</sup> and a chest, was analysed by the Department of Maritime Archaeology which concluded that it all was of 19<sup>th</sup> Century provenance (the chest perhaps being a little older). The cannon and the chest also showed little evidence of immersion in a saline environment or exposure to the elements. This, along with the incongruency between the age of the artifacts and the reputed age of the vessel, ruled out the suggestion by Mr McRae that it derived from a 15<sup>th</sup> or 16<sup>th</sup> Century Portuguese vessel.<sup>19</sup>

A magnetometer survey carried out at the location where the "knee" was found also revealed nothing of significance.<sup>20</sup>

More recently another magnetometer search was conducted by a team of local investigators, the objective being to recover the French longboat lost in 1801.

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<sup>16</sup> *ibid*

<sup>17</sup> See : Henderson, G : Unfinished Voyages : Western Australian Shipwrecks 1622 - 1850 (UWA Press, Nedlands, 1980) pp57-63

<sup>18</sup> Mr McRae, a boatbuilder, describes it as "a pillar or stanchion" .

He also disagrees with the Department of Maritime Archaeology's assessment of the type of the iron attached to the knee and its significance.

Personal Communication - "Notes by Brian McRae May 1995" pp1.5

<sup>19</sup> Coroneos, T; Smith, T; Vosmer, T : Report on the Deadwater Wreck [In partial fulfilment of the 502 component for the Graduate Diploma in Maritime Archaeology 1990 WAMM 453/71(1)]

<sup>20</sup> *ibid*

Investigations in this instance centred on the southern part of the Wonnerup Estuary though some random readings were taken in the middle portion of the Deadwater.<sup>21</sup>

Nothing of consequence was found although most recently it was claimed by another investigator (de Vries) that he had located the longboat with a magnetometer. However excavations at the site have so far failed to recover anything of substance.<sup>22</sup>

Finally in March and April 1995 a pistol suspected to be from one of the wrecks<sup>23</sup> and the remains of a large rudder, previously reported, were relocated.<sup>24</sup> Both finds generated considerable interest but after analysis were deemed to date from the early Colonial Period or later.<sup>25</sup>

With the *Deadwater Wreck* thus remaining as elusive as ever a comprehensive re-examination of the relevant evidence is warranted. By utilising a "back to basics" approach it is hoped to shed some light on the problem and provide guidance in terms of future investigations.

## THE STRUCTURE OF THE EVIDENCE

An extensive body of evidence pertaining to wrecks and related artifacts in the vicinity of the Deadwater has accumulated over time and almost all the relevant information that has been collected has been collated in the **Appendix** attached to this document.

Whilst this evidence is quite comprehensive it should not, however, be considered exhaustive.

In order to make the information easier to assimilate it has been categorised into 4 areas :

<sup>21</sup> Report : Land Search at Wonnerup for The Longboat from the Geographe Stranded June 1801  
Search January 1994  
 Surveyed by T N O'Brien  
                   G Harewood  
                   B Rooney  
 WAMM 453/71(2)

O'Brien, T : Sketch Map of the Wonnerup Area : Findings During Research by Thomas O'Brien  
 WAMM 453/71(2)

<sup>22</sup> *West Australian* 24 November 1994 p44 "WA sand dunes conceal French longboat"

<sup>23</sup> Personal Communication - Dena Garratt  
                   Maritime Archaeologist  
                   Dept. of Maritime Archaeology, WAMM  
                   2 March 1995

NOTE : All Personal Communications are either letters held by the author or conversations documented in the author's notebooks.

<sup>24</sup> Info : Percy Reynolds communication to T B Cullity 10/12/92  
 WAMM 453/71(1)

O'Brien, T : Diary 24.4.95

<sup>25</sup> Personal Communication - Dena Garratt 16 May 1995

**Part 1 : Wreck and Artifact Reports in the Vicinity of the Deadwater,  
Wonnerup**

**Part 2 : Record of Possible Wreck Disturbance Activities**

**Part 3 : Searches Conducted to Discover Wrecks in the Vicinity of the Deadwater**

**Part 4 : Known Wrecks and Other Maritime Activities Possibly Contributing to  
Material Evidence**

The material has been arranged chronologically according to the year in which the events took place, if known, or when first reported, if the original date is not known.

Each specific report has been assigned a code which may be referred to in the text. This analysis should, therefore, be read in conjunction with the Appendix.

Wherever possible primary source material has been utilised. However in a number of significant instances the primary source has not been locatable and secondary sources must therefore be relied upon<sup>26</sup>.

## **MEANING AND DEFINITION OF TERMS**

For the purposes of this document the term "*in the vicinity of the Deadwater, Wonnerup*" means an area encompassed by a circle of 4 kms radius centred on Lockeville House, Wonnerup.

This includes the Deadwater, adjacent parts of Geographe Bay and the lower Wonnerup and Vasse Estuaries.

## **IDENTIFICATION OF WRECKS**

Two vessels are known to have been wrecked in this locality - a French longboat (*chaloupe*) from the Baudin Expedition in 1801 (**Appendix : Part 4 Report W1**) and the *Mary*, a timber carrying ship in 1879 (**Appendix : Part 4 Report W2**).

Whilst the circumstances of the sinking of the *Mary* are well known, as is its location<sup>27</sup>, this is not the case with the *chaloupe*. Whereas the relevant events leading to its loss

<sup>26</sup> Much of the evidence presented by Chris Halls has not been referenced. Articles originating with D C Cowan have also not been referenced as they are all newspaper reports.

Cowan also wrote a paper entitled "Interesting Maritime Discoveries on the West Australian Coast" which was read before the September Meeting of the Royal WA Historical Society in 1936. Although reported in the *West Australian* on 28 September 1936 ("Mysteries of the Seashore: Some Coastal Discoveries" p16) the original paper does not appear to be extant, again frustrating attempts to locate primary sources.

<sup>27</sup> See: Henderson, G & K-J : Unfinished Voyages: Western Australian Shipwrecks 1850 - 1880 (UWA Press, Nedlands, 1988) p264

were well documented at the time, the exact location has not been identified. Furthermore the wreck has not been located with any certainty.<sup>28</sup>

However, from an examination of the reports listed in **Part 1** of the **Appendix** it would seem that the wrecks of at least 4 vessels can be identified - 2 boats and 2 ships (See **Map 1**) - within the study area.

Of the boats, one can be placed in the sand dunes between Geographe Bay and the Middle Pond of the Deadwater (*Boat 1*). The other (*Boat 2*), recovered in 1959, was located in "a quiet backwater of the Vasse Estuary at Wonnerup".

In respect to the ships, one is obviously the *Mary* (**Appendix : Part 1 Report GG**) [1/GG].

The other, the remains of the unknown vessel, can be located "about 40 yards from the beach and 2 ¼ miles from the Jetty of the Western Australian Timber Company".

### SPECIFIC EVIDENCE

The initial basis of these identifications is the characterisation of reports by assignment to particular locations and vessels.

As stated the *Mary's* identification and approximate location can be found in 1/GG. It would appear it is also the subject of report 1/R and its rudder 1/EE. As there is no uncertainty or controversy surrounding the *Mary* it will not be discussed further except where it is relevant.

Information on *Boat 1* has been recorded in 1/OO

Evidence confirming the existence *Boat 2* is contained in 1/Y.

Further eyewitness reports of a boat presumed to be *Boat 2* are noted in 1/Hb,U,NN.

Finally eyewitness accounts of the wreck of the unidentified ship in the Deadwater have been compiled, being included in 1/B,C,N,O.

For the sake of clarity this vessel will be known in any subsequent reference as the *Deadwater Wreck*.

### DISCUSSION OF SPECIFIC EVIDENCE :

#### THE BOATS

In order to justify the preceding assignments in respect of the boats some discussion of the value and validity of specific items is necessary, especially where it relates to contentious areas of evidence.

<sup>28</sup> ibid pp57-63

For example, in regard to *Boat 2* there is a clear report of its discovery and “recovery” [1/Y] in the *South Western Times* of 19 February 1959.<sup>29</sup>

However no specific location is given other than a “quiet backwater of the Vasse River at Wonnerup”<sup>30</sup>.

Mrs H Maguire in 1936 apparently recalled seeing a similar boat in the 1870s though the report is somewhat ambiguous<sup>31</sup> [1/Hb]. Whilst its description bears a strong resemblance to the remains of the craft recovered in 1959 again no specific location was given. However the context in which the report appears points to the Vasse Estuary.

A map compiled by WA Museum Maritime Archaeology Department staff, based on information provided by a local informant (Overton) [1/VV], actually indicates a wreck in the Vasse Estuary consistent with the limited locational details in the *South Western Times* report though not, it would appear, with its description. The position of this wreck is 2.4 kms [1.5 miles] south west of Lockeville House (See **Map 1**).

Halls [1/E] refers to a boat as well, “about a mile [1.6 kms] south of Lockeville”<sup>32</sup>, in his account of the Hurford Murder. However the account is not a credible one, being at odds with what is known of the Hurford Murder<sup>33</sup> and must therefore be considered suspect. The given location, about where the Abba River enters the Vasse Estuary, is also approximately 2 kms due east of the site nominated by Overton.

Another encounter with a boat in the lower Vasse Estuary [1/U] has only come to light recently through Mr Frank Ryall who recalls fishing off the wreck of a boat in the “Vasse River” in 1928. He relates that “the part that was visible was about 15 feet [4.6m] at low tide”<sup>34</sup> and locates it on a map drawn for the Maritime Archaeology staff of the WA Maritime Museum at the confluence of the Vasse-Wonnerup Estuarine Systems, about 250m before it enters the sea (See **Map 1**).<sup>35</sup>

<sup>29</sup> *South Western Times* 19 February 1959 p3 “Search for Buried Treasure Gains Momentum” JR

<sup>30</sup> *ibid*

<sup>31</sup> The ambiguity arises because Halls appears to confuse reports of this boat with the *Deadwater Wreck*, particularly in this instance where Mrs Maguire seemed to recall both. Unfortunately Halls did not source Mrs Maguire’s information either, making it difficult to obtain clarification. See :

Halls, C : “Mystery Wreck of The South West” in *Port of Fremantle Magazine* Summer 1981 p19

<sup>32</sup> *ibid*

<sup>33</sup> See : *Inquirer* 17 October 1855 p2

Purdue, B : *Legal Executions in Western Australia* (Foundation Press, Victoria Park, 1993) pp5-6

Hurford was murdered by his wife Bridget and William Dodd. Bridget made out that he was sick and reported the death the following day. Examination of the body revealed Hurford had been strangled. There is no suggestion in any of the sources that his body was dumped in the estuary.

<sup>34</sup> Personal Communication - Frank Ryall 21 February 1995

<sup>35</sup> Map - “From Memory 1928 - Frank Ryall” WAMM 453/71(3)

Personal Communication - Frank Ryall 21 February 1995

Ryall's report is consistent with *Boat 2* in terms of its description and location, and it is noteworthy in this context that the vessel had disappeared by time he returned to the spot in 1972<sup>36</sup>, which is also consistent with the fate of *Boat 2*.

Yet another recent report of the wreck of a "long-boat" [1/NN], originating with fisherman John Bax, quite independently identifies the same location as the one provided by Ryall,<sup>37</sup> thus corroborating Ryall's evidence.<sup>38</sup>

Given four of the preceding sources (*South West Times*, Mrs Maguire, Frank Ryall and John Bax) provide credible and consistent descriptions of the remains of a boat and each nominates, directly or indirectly, the general locality of the lower Vasse Estuary, it is reasonable to conclude that the partial remains of a boat were found in this vicinity even if the specific location cannot be identified with complete confidence.

Identification and interviewing of the participants in the 1959 recovery expedition may assist in revealing the exact location where this craft was found as well as its current whereabouts.

*Boat 1* [1/OO] is a recently reported discovery. Whilst it can be located very specifically nothing is known of its age or significance.

Presumably an on-site examination should clarify these issues.

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Personal Communication - Mike McCarthy  
Curator of Wrecks,  
WA Maritime Museum  
21 February 1995

<sup>36</sup> Personal Communication - Frank Ryall 21 February 1995

<sup>37</sup> See : Info : J Bax communication to T B Cullity 10/12/92  
WAMM 453/71(1)

: O'Brien,T : Sketch Map op cit

: O'Brien,T : Mudmap No.2 (1995)

<sup>38</sup> The Layman account [1/A] could also be interpreted as further corroboration.

Although the wreck in this is described as a ship this may well Halls interpretation - Layman seems to have simply said it was an "old vessel" [Halls : "Mystery Wreck" p20]. Further when Layman "used to fish from the wreck and...jumped about on it,it moved up and down,showing it was not deeply embedded". This is more consistent with a boat such as *Boat 2* than with the wreck described by Clifton and others. Furthermore the confluence of the Vasse and Wonnerup Estuaries, where it has been argued *Boat 2* lies,is undoubtedly a productive fishing spot and lies directly on the route from the Layman family home to Wonnerup Inlet. It is not unlikely an inquisitive youngster would use this route in their recreational pursuits.

## DISCUSSION OF SPECIFIC EVIDENCE :

### THE DEADWATER WRECK

Such evidence as exists in respect to the *Deadwater Wreck* can be placed into three categories according to the nature and primacy of the source. These are :

#### **Eyewitness Accounts**

Eyewitness accounts of the wreck of varying degrees of detail have come down to us from Clifton (c1846) [1/B], F T Gregory (c1846) [1/C], J G Reynolds (1902) [1/N] and Watson (c1910) [1/O].

#### **Eyewitness Sources**

Accounts referring to the wreck or describing it in some manner are given by Layman (1840s) [1/A], J G Reynolds (1869) [1/G], Alfred Burt (1876) [1/K] and Mrs H Maguire and Mr T Moriarty (1870s) [1/Ha]. In all these instances direct quotes from eyewitnesses or reports of the gist of their comments have been recorded.

#### **Indirect Reports**

Finally a number of indirect reports can be found in McGibbon (c1853) [1/D], the *Inquirer* (1855) [1/F], Bindloss (1876) [1/I], J G Reynolds (1876) [1/J], A C Gregory (1885) [1/L], Brockman (1912) [1/P], Waterhouse (1930s) [1/W], Halls (1962) [1/CC], Taylor (1973) [1/HH], Busselton Historical Society [1/II]<sup>39</sup> and Map.....Useful Information (No Date) [1/XX].<sup>40</sup>

What characterises the information in this third category is that the report is non-specific or inferred (eg Bindloss), or is second- or third-hand information. For example the McGibbon report only reaches us through Burt and then Cowan and Halls. The Waterhouse report derives from Waterhouse's informant (Fred Titchbon) coming via Brian McRae and Thomas O'Brien.

However, in respect to the two other categories there is no reason to doubt the veracity of either the **Eyewitness Accounts** or the **Eyewitness Sources** - with one exception.

Clifton's account, for example, is a credible one, being consistent with all known historical data.<sup>41</sup>

<sup>39</sup> The frequency with which gross factual errors appear in the article from which this report derives means the information must be treated with the greatest caution.

<sup>40</sup> Report 1/FF has not been included owing to its lack of locational specificity, the report simply stating that a wreck had been found in "the vicinity of the Ilmenite works" (which Ilmenite works? - what is meant by "vicinity" ?).

<sup>41</sup> Clifton, who was aged about 16 when he saw the wreck lived in or near Australind (50 km away) at the time.

Eliot was 30 at the time and the Resident Magistrate in Bunbury (45 km distant). He was Clifton's brother-in-law. See :

Erickson,R [Ed] : The Bicentennial Dictionary of Western Australians

Indirect confirmation can be provided for F T Gregory's account, records showing he was surveying in the area from January to June 1847<sup>42</sup>.

J G Reynolds' involvement with the "wreck that is on my land" is well attested, being corroborated, directly or indirectly, in numerous accounts.

The exception is the Watson account which is suspect and could possibly be a plagiarism.

Watson provides a lengthy narrative of a visit to Busselton around 1910 in which he visited the caves in the district and reputedly was shown the *Deadwater Wreck*.

Whilst Watson's story of a special excursion to the Vasse district to see the caves is consistent with those organised by the Caves Board at the time<sup>43</sup>, at many other points his factual information and the account of his visit to the caves and the Deadwater is either inaccurate or contains major discrepancies.

For example his claim that a Dutch ship was "lost with all hands somewhere between Cape Mantelle [sic] and Cape Naturaliste"<sup>44</sup> prior to British colonisation is not supportable.<sup>45</sup>

He further mentions that when visiting a cave [probably Mammoth Cave] that they "carried small lanterns" and their guide would "ignite a tray of magnesium"<sup>46</sup>. Yet it would seem that electric lighting had been installed in all the caves in this area 4 or 5 years prior to his visit.<sup>47</sup>

His "guide" was a Warden of one of the "caves in the limestone hills not far distant"<sup>48</sup> from where he stayed at "Cattle Chosen". This points to the Yallingup Cave and its discoverer Edward Dawson, Warden there from 1900 to 1937.<sup>49</sup> However his

(4 vols,UWA Press,Nedlands,1987)  
Vol 1 p571 : Clifton,Leonard Worsley  
Vol 2 p966 : Eliot,George

Clifton,J : "A Record of the Descendants of Marshall Waller and Elinor Clifton"  
(Bound TS,1978)

Cohen,L D : Gathered Fragments : The Biography of Robert Cecil Clifton  
(Chata Duplication,Bunbury,1979) esp pp15,77

<sup>42</sup> See : WAS 32 Survey Field Books - F T Gregory : CONS 3401 F T Gregory 3 - 2/4,3/4,4/4

<sup>43</sup> See :

Rolsh Photographics : Cave Wonderland of Western Australia (Rolsh Photographics,1994?)  
Inside Cover

for a comparison.

<sup>44</sup> Watson,E L G : op cit p75

<sup>45</sup> See : Henderson,G : op cit

<sup>46</sup> ibid p73

<sup>47</sup> Rolsh Photographics : op cit p 25

<sup>48</sup> Watson,E L G : op cit p73

<sup>49</sup> Rolsh Photographics : op cit p23



description of the man as “a naturalist...devoted to the exploration of caves...free to explore to his heart’s content...and make accessible those caves he had already found”<sup>50</sup> is more apt for Tim Connelly, discoverer of Lake, Museum, Bride and Golgotha Caves and Warden of Mammoth Cave at the time.<sup>51</sup>

Watson’s discussion of a salvage operation, in collaboration with his informant (either Dawson or Connelly), is also inconsistent as the salvage rights were held at that time by J G Reynolds.

Consequently Watson’s account must be viewed circumspectly.

The questionable accuracy of his account and its lack of specificity, taken in conjunction with the fact that the Burt account was published earlier in the year<sup>52</sup>, gives rise to the subsequent suspicion of plagiarism, the story simply being embellished by Watson’s observations and imagination. This suspicion is increased by coincident elements in the stories such as lack of finance frustrating efforts to salvage the wreck.

Of the **Eyewitness Reports** the Burt account is by far the most descriptive.

Unfortunately it has not been possible up to this point to source the account. The earliest mention is in Cowan’s article in 1910. She provided a more detailed account in 1929<sup>53</sup> and this is quite possibly Halls’ source.

Whether Cowan derived her information directly from Burt, who was Registrar of Titles and Deeds until 1918 and lived until 1945<sup>54</sup>, or documentation which originated with him is not certain.

Indirect confirmation of Burt’s account can, however, be found in the *Inquirer* which reported on 26 April 1876 that the Admiralty survey team which Burt had been seconded to was, at that time, based “at Geographe Bay”<sup>55</sup>

As stated earlier, the **Indirect Reports** convey second- or third-hand information.

The origins of the information in some cases (eg Bindloss) is well documented despite its lack of specificity.

In other cases, such as A C Gregory’s report, the origins are obscure. While it would be reasonable to assume he acquired the information from his brother, F T Gregory, he too conducted survey work within the proximity of the Deadwater, in 1854.<sup>56</sup>

Some form of corroborative evidence can be found in several cases - McGibbon, J G Reynolds and Bindloss.

<sup>50</sup> Watson, E L G : op cit p74

<sup>51</sup> Rolsh Photographics : op cit p18

<sup>52</sup> See : *Western Mail* 8 January 1910 p50 : op cit

<sup>53</sup> See : *Western Mail* 19 December 1929 p7 "Mystery Ship of the South West" D C Cowan

<sup>54</sup> Erickson, R [Ed.] : op cit Vol 1 : Burt, Alfred Earl p408

<sup>55</sup> *Inquirer* 26 April 1876 p3 "Marine Survey"

<sup>56</sup> See : WAS 32 Survey Field Books - A C Gregory :CONS 3401 A C Gregory 27 - 3/3

McGibbon, for example, was engaged in some way or another in the nascent timber industry in the district from about 1853 to 1873.<sup>57</sup>

The Reynolds evidence is supported at a number of points whilst it would appear Bindloss was working in the area as a foreman with the WA Timber Company.<sup>58,59</sup>

Before concluding this discussion a number of pertinent observations need to be made.

The first is that, in general terms, the older reports (ie pre-1913) are more detailed as well as more direct, in terms of the source, than the modern reports.

The second is that there is no **Eyewitness Account/Report** later than 1910.

Thirdly, in all instances where the type of vessel is specified [1/A<sup>60</sup>,B,C,D,G,K,O,W,XX], a ship is indicated.

### **THE DEADWATER WRECK**

It is by no means well accepted that the wreck of a ship was, or still is, situated in the Deadwater.

Issues such as the identification of the vessel, how it came to be there and what has happened to it subsequently will be dealt with in due course. But before doing so it is necessary to summarise what is known of the vessel in question.

#### **Description**

As stated above where the type of vessel was specified by informants a ship was indicated in all cases.

<sup>57</sup> Erickson,R : op cit Vol 3 p1972 : McGibbon,John b1819

Hastie,C L : A History of the Rise of the Export of Timber from Western Australia From Its Earliest Stages (Bound TS,190?) p1

Kinsella,J : Southern Enterprise : The Story of Henry John Yelverton and His Sawmills (J Kinsella,Margarct River,1990) p4

<sup>58</sup> Erickson,R : op cit Vol 1 p217 : Bindlo(a)ss,Thomas

CSO 51/4 Bindloss - Received 25/4/1876 No.8905 "Wreck at Lockeville"

Although indicating that the wreck was in the vicinity of Lockeville unfortunately the letter seems to be untraceable and is probably no longer extant.

The WA Timber Company operated a timber concession in the district and shipped the timber from the Wonnerup/Ballarot Jetty a few kms from the Deadwater.

<sup>59</sup> Similarly the historical informants Layman, Moriarty and Brockman can be located in the district at the appropriate times.

<sup>60</sup> I/A's assignment is qualified by the observation,discussed earlier (See Footnote 38). that it may in fact refer to *Boat 2* and not a ship,this being an interpretation placed on it by Halls.

F T Gregory refers to it as "the remains of a vessel of considerable tonnage"<sup>61</sup>.

Clifton describes it as "covered in Water, Sand and Seaweed to the depth of about fourteen feet (14 ft)"<sup>62</sup> while Watson talks of "a dismantled hull" whose deck "appeared to be intact though all the hatches were filled full of mud"<sup>63</sup>.

In the account attributed to Alfred Burt he commented that "it stood two or three feet above the water" having "a high stern", and "built in the olden style"<sup>64</sup>.

Similarly A C Gregory indicated that its construction "indicated a very early date in naval architecture"<sup>65</sup>.

Clearly the informants refer to a vessel of a significant size, though completely derelict, sunk into the mud and sediment of some part of the Deadwater. It is not possible to determine the type of ship though the reference to the high stern and A C Gregory's comments point to a form of construction common in the 16<sup>th</sup> to 18<sup>th</sup> Centuries.<sup>66</sup> Although mention is made of the fact the ship was dismantled there is no indication of how many masts it had. However it does seem to have had at least 2 hatches leading beneath the main deck.

### Size

Apart from Clifton indicating the ship was "covered in Water, Sand, and Seaweed to the depth of about fourteen feet [4.3m]" none of the eyewitness gave any specific indication of how large the ship was.

A very late unsourced reference [1/XX] has claimed that the wreck was "70 foot"<sup>67</sup> [21.3m] though the basis for this claim is very uncertain.

Halls, basing his calculations on Clifton's observation and Burt's comment that the wreck was "two or three feet above the water", conjectured that "the wreck is that of a three masted vessel of approximately 97 to 100 feet [29.6-30.5m] length, with a breadth of 27 feet [8.2m] and a draught of about 15 feet [4.6m]"<sup>68</sup>.

<sup>61</sup> Gregory, F T : "On the Geology..." : op cit

<sup>62</sup> CSR 891/7 : op cit

<sup>63</sup> Watson, E L G : op cit p75

<sup>64</sup> *Western Mail* 19 December 1929 p7 : op cit

<sup>65</sup> Gregory, A C : "Inaugural Address" in Royal Geographic Society of Australasia (Queensland Branch) Vol. 1 (1885) p24

<sup>66</sup> See : Landstrom, B : The Ship : A Survey of the History of the Ship (Allen & Unwin, 1961) pp72-171

Anderson, R & RC : The Sailing Ship : Six Thousand Years of History (Bonanza Books, New York, 1963) Chapt. 8

<sup>67</sup> Map : Useful Information Gained From Various Sources WAMM 453/71(2)

<sup>68</sup> Halls, C : "The Wonneurup Wreck" : op cit p3

Clearly, such limited evidence lacks sufficient validity to provide a definitive answer in this instance. And unless some physical remains are discovered this will remain the case.

Consequently we must rely upon the imprecise description of credible original sources. Given these and F T Gregory's pronouncement that it was "a vessel of considerable tonnage"<sup>69</sup> it is difficult to avoid the conclusion that the derelict remains of a ship of at least some size were to be found in the Deadwater.

### Age

The terms "old" and "ancient" were frequently employed by eyewitnesses and others acquainted with the *Deadwater Wreck* (See 1/A,B,C,D,G,I,K,L).

Typical of such comments were Clifton's. When referring to the wreck he stated that "it is evidently ancient"<sup>70</sup>. He further reported that J G Bussell had previously found "two ancient coins.....on the sand beach" nearby.<sup>71</sup>

Similarly Burt reportedly referred to it as "the old ship"<sup>72</sup> whilst A C Gregory's opinion that its construction "indicated a very early date in naval architecture"<sup>73</sup> is particularly relevant in this context.

Unfortunately specific assessments of the vessel's age are limited and only two examples can be found.

The first, by Chris Halls, ascribes an early 18<sup>th</sup> Century date to the craft.<sup>74</sup>

However the method employed to derive this date, based on the rate at which the shoreline of Geographe Bay has reputedly been advancing, is probably flawed and the date is, therefore, not valid. This issue will be discussed in more detail below.

The second assessment, by F T Gregory, was based on direct observation of the hulk which he "judged to have been wrecked more than two hundred years ago"<sup>75</sup>. This would give a date of circa 1650.

Without direct access to wreck material it is of course almost impossible to specifically date the *Deadwater Wreck*. Nevertheless it is apparent that all those who had direct

<sup>69</sup> Gregory.F T : "On the Geology..." op cit

<sup>70</sup> CSR 891/8 : op cit

<sup>71</sup> Presumably the coins were associated with the wreck.If they could be relocated they would provide invaluable evidence in dating and identifying the vessel.

It has been reported that Bussell refused to show them to anyone.

See : Fall,V G : *Giants In the South* (Bound TS.1974) p461

<sup>72</sup> *Western Mail* 19 December 1929 p7 : op cit

<sup>73</sup> Gregory.A C : op cit

<sup>74</sup> Halls.C : "The Wonnerup Wreck" : op cit p2

<sup>75</sup> Gregory.F T : op cit

knowledge of the vessel believed it to be of considerable age. It almost certainly is not of late 18<sup>th</sup> or 19<sup>th</sup> Century provenance, predating that period.

### Location

Over time considerable effort has been expended by the WA Maritime Museum and local enthusiasts in gathering information, identifying locations and carrying out searches for the *Deadwater Wreck*. A number of contemporary informants have even pinpointed the location of the remains of the *Deadwater Wreck*, being in the South Pond or southern part of the Middle Pond of the Deadwater (See **Map 2**). These include Waterhouse [1/W], Halls [1/CC], Taylor [1/HH], an unknown individual writing in the Busselton Historical Society Newsletter [1/II] and an unnamed informant claiming there was “a 70 foot wreck in No. 1 Pond [South Pond]”<sup>76</sup> [1/XX].

In two of these accounts a location “about half a mile up the Deadwater from the road bridge at Lockville House” is mentioned.

Given that such a clear indication has been provided why then has the wreck not been physically located ?

Assuming there was a wreck, a reasonable assumption considering the body of evidence that has been presented, three possible reasons can be advanced to explain this - the location is wrong, the wreck has disappeared or searchers have simply missed it.

An argument will be presented in due course indicating that the remains of the vessel known as the *Deadwater Wreck* have, by and large, disappeared.

But an alternative view as to the location of the wreck would of course explain, at least in part, why there have been difficulties in locating it. Taken together it is not unexpected that the few focussed searches for the wreck that have materialised [**Appendix : Part 3 - S1,S2,S4,S6**] have not succeeded.

Consideration of the alternative view in regard to the location of the *Deadwater Wreck* begins with the observation that all reports of it being situated in the southern part of the Deadwater are of modern provenance, the earliest based on information collected in 1937. All are, furthermore, **Indirect Reports** reliant upon information of suspect quality.

This suggests that some form of misconception may have arisen in regard to the wreck’s position and that a re-examination of the original evidence is warranted.<sup>77</sup>

<sup>76</sup> Map : Useful Information : op cit

<sup>77</sup> One possible source of confusion in this context relates to the bridge being referred to. Where informants state that the wreck was “half a mile up the Deadwater from the road bridge at Lockville House” are they referring to the road bridge adjacent to Lockeville House [Layman Rd. Bridge], the road bridge which crosses the Wonnerup Estuary along Forrest Beach Rd [Forrest Beach Rd. Bridge] or the “Old Bridge” which crossed at the site of the present Vasse Sluice [Flood] Gates (See **Map 1**). If they are referring to the first bridge a location near the entrance to the Deadwater is identified. If they are referring to the Forrest Beach Rd. Bridge a site in the vicinity of the juncture of the South and Middle Ponds, the area nominated by Halls, is identified.

The most informative eyewitness account in this regard is Clifton's [1/B]. He stated that the wreck was in the "Deadwater.....to the North of its present mouth about 40 yards [36.6m] from the beach and 2 ¼ miles [3.6 kms] from the Jetty of the West Australian Timber Company"<sup>78</sup>, also noting that "there is a sand hill of low height between her and the sea"<sup>79</sup>.

Further to that we have McGibbon saying that it stood "in the middle of deep water about half a mile from shore"<sup>80</sup>, a description supported by Watson who added that "a thick tangle of vegetation had grown in the region"<sup>81</sup>.

The distance given by Clifton places the wreck in the vicinity of the North Pond of the Deadwater. There is some uncertainty, however, in accurately specifying the location because it is unclear whether Clifton's distance is a direct line (along the beach) or a "road" (up the eastern side of the Deadwater) distance. The direct line distance places the wreck about 150m north east of the present shoreline of the North Pond.<sup>82</sup> Road measurement, however, produces a location which is 100m south west of this shoreline.<sup>83</sup> Nevertheless this does narrow the location down.

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If they are referring to the Old Bridge (1/HH for example), a site at the confluence of the Vasse and Wonnerup Estuaries is designated. This is the area in which Ryall and Bax indicate the wreck of a boat, identified as *Boat 2*, Ryall specifying a distance of "half a mile" [Personal Communication - Frank Ryall 21 February 1995.]

It is also worth noting that the term "Deadwater" has been used quite loosely in the past. Prinsep [1/G] and Cowan (*Western Mail* 19 December 1929), for example, refer to the "dead water" or "deadwater", using the term in a generic sense and not as a specific geographic term. It also appears from reading early documents that the term sometimes seems to have been applied not only to the Deadwater but the marshy area at the confluence of the Vasse and Wonnerup Estuaries and the Deadwater proper.

In view of the above, and Ryall's and Bax's evidence, one could argue that *Boat 2* is the wreck referred to as being "[less than/about] half a mile up the Deadwater from the road bridge at Lockville House".

<sup>78</sup> CSR 891/7 : op cit

The WA Timber Co. Jetty, otherwise known as the Ballarat or Wonnerup Jetty used to lie at a point on the shore directly adjacent to the Vasse Estuary sluice (flood) gates at Wonnerup.

See : Garratt,D : Wonnerup Jetty : Maritime Heritage Site Inspection Report 1993  
(Dept. of Maritime Archaeology, WA Maritime Museum Report No. 73)

<sup>79</sup> CSR 891/8 : op cit

<sup>80</sup> *Western Mail* 8 January 1910 : op cit

<sup>81</sup> Watson,E L G : op cit p75

<sup>82</sup> Measurements based on Map Series R812 Busselton 1930 - I NE (1:50,000)

This is quite possibly the more accurate measurement as it runs close to the beaches along Geographe Bay. As there would appear to have been no bridges across the Wonnerup Estuary or a road running along it at the time Clifton and Eliot visited (See Maps 3 & 5) it is likely they reached the wreck by walking along the beach.

<sup>83</sup> Personal Measurement : 20 August 1994

Another researcher, Mr R F Dedman also posits the North Pond as the wrecksite. See :

R F Dedman to Mike McCarthy - 12 July 1994 pp1-2  
WAMM 453/71(2)

His reference to the remains being “40 yards from the beach” would, superficially, seem to be at odds with his description of “a sand hill of low height between her and the sea” and other references to it being “about half a mile from shore”.

However this discrepancy is easily resolved when it is realised that around the northern and north western perimeter of the North Pond there is a sandy beach (See **Map 2**).

This interpretation is confirmed to some extent by his allusion to J G Bussell having found “two ancient coins.....*on the sand beach*”<sup>84</sup> [My Emphasis]. Such a reference would be redundant (all local beaches being sandy) unless he was trying to make a clear distinction in respect to this particular piece of the Deadwater’s shoreline.

In essence Clifton (and others) was saying, therefore, that the wreck was in the middle of the North Pond of the Deadwater, 40 yards [36.6m] from its sandy northern shoreline.

More problematic is the distance of “about half a mile [800m] from the shore”. At present the middle of the North Pond is only 185 metres from the shoreline of Geographe Bay. In fact it is the western portion of the Wonnerup Estuary that currently lies 800m from the seashore.<sup>85</sup> This inconsistency could possibly be explained either by a considerable retreat in the shoreline since the original observations or by the given distance being wrong.

As for the first possibility, Burt noted in 1876 that there had been an advance in the shoreline with Sussex Location No.2 being, for example, “after 60 years..... nine chains [181.0m] further inland”<sup>86</sup>. However, studies of the Bay show that the coastline is actually in dynamic equilibrium and that cyclical advances and retreats in the shoreline of the order of up to 200 metres, with varying periods (from days to 60 years or more), do indeed occur.<sup>87</sup> Examples can be cited of advances of over 200 metres, such as at Wonnerup Beach<sup>88</sup>, and of dramatic retreats as a result of storm surges, as occurred at Quindalup in 1937<sup>89</sup>.

<sup>84</sup> CSR 891/8 : op cit

<sup>85</sup> Personal Observation and Measurement : 20 August 1994

<sup>86</sup> *Western Mail* 19 December 1929 : op cit

There is an inconsistency here in that no accurate survey had been carried out until about 38 years previously. The observation may in fact be Cowan's and not Burt's.

<sup>87</sup> See : Public Works Department (Coastal Investigation Section) Geographe Bay Coastal Investigations Report No. CIS 76/2 November 1976 p2

Searle, J D & Logan, B W : A Report on Sedimentation in Geographe Bay to the Public Works Department of Western Australia (UWA Press, Nedlands, 1978) pp1.32

<sup>88</sup> Peter Bell communication to T B Cullity 10/12/92 in WAMM 453/71(1)

Hitching posts erected on the beach in the 1920s are now reputedly 2-300 metres inland.

<sup>89</sup> See : PWD : Geographe Bay Coastal Investigations : op cit p2

Guinness, C : All and About Dunsborough (Private, Dunsborough, 1983) p34

Resource Assessment Commission : Coastal Zone Inquiry Western Australian Case Study Report Study Area: Geographe Bay (Canberra, 1993)

If an episode of progradation of this extent had taken place at the time that Burt, McGibbon and Watson visited the wrecksite it would have lain approximately 385 metres from the shoreline, a bit less than a quarter of a mile. But this is still well short of the required distance, by a factor of two, and does not appear to satisfactorily account for the discrepancy.

The explanation that the original observation was incorrect, or at least incorrectly reported, would, conversely, seem to have greater merit.

The claim that the wreck lay "half-mile inland" seems to have originated with Mr McGibbon and comes to us initially through Cowan's article in the *Western Mail* in 1910. A careful reading of that shows that the statement was not attributed to Burt<sup>90</sup>, but is what McGibbon allegedly told Burt. In her subsequent article in 1929 Cowan modified this to "not far from the sea"<sup>91</sup>.

Grant Watson is the only other "eyewitness" to have reported the vessel to be "half-mile inland" but again the report is suspect in view of the argument put forward earlier that he may have plagiarised Cowan's 1910 article.

An examination of other site descriptors would also seem to rule out this distance.

Clifton refers to "a sand hill of low height between her and the Sea"<sup>92</sup> whilst F T Gregory thought "the land appears to have risen two or three feet"<sup>93</sup>.

A low dune of no more than 1.3m [4 feet] in height does in fact separate the sea from the Deadwater.<sup>94</sup> Beyond that is the eastern bank of the Deadwater, which is chiefly comprised of a loamy soil and rises steeply, attaining a height of 2 to 3 metres in the upper part of the Deadwater.

The "half-mile" would have to include both features implying that Clifton and Gregory both gave highly erroneous descriptions. Unless this possibility is admitted one is then forced to accept that the "half-mile" figure, as given, is wrong.<sup>95</sup>

The shoreline at Quindalup receded 150 metres following a cyclone in 1937 and has as yet only partially "recovered".

It is argued in the Coastal Zone Inquiry Report (2-17) that storm surges are the dominant factor in shoreline movements and not lower energy cycles though the effect of either in this context is much the same.

<sup>90</sup> As Halls has done in his 1981 article "Mystery Wreck of the South West" p16

<sup>91</sup> *Western Mail* 19 December 1929 : op cit

This modification may in fact be Cowan's as she is known to have visited the area in 1914, quite possibly realising there was a problem with the "half mile" attribution.

<sup>92</sup> CSR 891/8 : op cit

<sup>93</sup> Gregory, F T : op cit

<sup>94</sup> Personal Observation : 20 August 1994

<sup>95</sup> It may be possible that this information has also contributed to the current confusion. The more recent identification of a wreck-site "about half a mile up the Deadwater" may have arisen in part because of misinterpretation of this information or as an attempt to resolve the contradiction it presents.



But a third explanation is possible. The “half-mile” [800m] may in fact refer to a distance up the Deadwater Channel from the “northern outlet”, a feature to be discussed in a later section. Such a measurement would place the wrecksite in the vicinity of the position derived from Clifton’s direct line distance, which is 1150m from Geographe Bay when measured from the “northern outlet”.

There is some slight supporting evidence for this contention in that “Gibbon’s House” is recorded about 3.6 kms north of the Deadwater (apparently Hurford’s former home - See **Map 3**) on the map drawn up in 1876 by the same Admiralty Survey team which Burt was seconded to.<sup>96</sup> McGibbon was sometimes referred to as “Gibbon”<sup>97</sup> and intriguingly the house is virtually the only private residence recorded on the map.

It can be inferred from this that as McGibbon seemingly lived north of the Deadwater he would naturally have given a distance measurement from this frame of reference, that is, from the “northern outlet”. Whether this constitutes a justifiable inference is a matter of judgement. However if this evidence is considered in conjunction with that preceding, it is possible to conclude that the *Deadwater Wreck*, or its remnants, are to be found in the vicinity of the North Pond of the Deadwater in the area delineated on **Map 2**.

This identification of the location of the wreck may be further refined when the observation that the Deadwater is gradually silting up is taken into account.<sup>98</sup>

An examination of the earliest survey plans<sup>99</sup> and maps (See **Map 3**) does indicate the most northerly extent of the Deadwater to be well beyond its current limit. This

If considered alongside Ryall and Bax’s identification of a boat (*Boat 2*) about 800m north of the Old Bridge and uncertainty about which bridge informants were referring to (See Footnote 77), much of the recent confusion is explicable. With 2 wrecks in the area, both north of the “Lockeville Bridge”, both of which have “disappeared”, and the imprecision of McGibbon’s “half mile from shore”, repeated by Watson, it is little wonder some misapprehension may have arisen.

<sup>96</sup> Admiralty Chart : Koombanah Bay to Cowaramup Point 1876

WASA : CONS 3847 Map 1129C/19

<sup>97</sup> See : Hastie, C L : op cit p1

There is some confusion in regard to McGibbon as there was another John McGibbon (b.1818) in WA at the time. This McGibbon was a Bunbury cattle dealer who was bankrupted in 1874 and convicted of fraud and conspiracy in 1875, being sentenced to 12 months imprisonment (2/11/1875). The bankruptcy in The Dictionary of Western Australians seems to be attributed to the Vasse McGibbon.

There is also a possibility that he has also become confused with Peter Gibbon as an accountant working in Fremantle 1880-9. The information is listed as uncertain but McGibbon was an accountant (Kinsella p4) whilst Peter Gibbon was originally a dairy farmer.

It is feasible McGibbon also altered his name, at least unofficially, late in 1875 or 1876 because of the bad publicity arising from the activities of the other John McGibbon.

<sup>98</sup> See Coroncos, T et al : op cit p27

<sup>99</sup> See : WAS Survey Field Books - H M Ommanney CONS 3401 H M Ommanney 9 - 2/5

It would appear that the advance in the northern shoreline has ceased and the beach is now a stable feature at its present location. This observation is based on a comparison between current maps and aerial photographs taken in 1941. See :

presents a problem in that the northern shoreline of the "North Pond" is, at present 1.2kms south of that recorded by the surveyor Ommanney in 1838. The observation that the wreck was "40 yards from the beach" is, as a consequence, largely negated as a site identifier.

Admittedly the differential is probably exaggerated because there are indications that Ommanney surveyed the Deadwater at a time when the water level in the Vasse-Wonnerup Estuarine System was very high.<sup>100</sup> In the present day the Deadwater extends up to 300m beyond the North Pond shoreline when water levels are higher with the "Little North Pond" (See **Maps 2 and 4**) becoming connected to the main body of water.<sup>101</sup>

Ommanney's plan does, however, show a sand spit projecting 67m into the Deadwater 914m from where he recorded the northern shoreline.<sup>102</sup> This lies in the vicinity of the northern shore of the Little North Pond. Quite possibly this was the northern shoreline of the Deadwater in the first half of the 19<sup>th</sup> Century when water levels were more typical.

If this is the case this "beach" would have lain only 150m north east of the exact direct line measurement of the site nominated as "2 ¼ miles" by Clifton, within range of the "40 yards from the beach" if a 114m error is allowed for.

Clearly there is a strong element of speculation in this line of reasoning with many uncertainties compounding the difficulties engendered in attempting to specify the location of the *Deadwater Wreck* on the basis of limited information.

Nevertheless, in deciding upon the exact location of the vessel in question it is necessary, in the final analysis, to weigh up the contending lines of evidence and make

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Dept. of Land Administration : Map 440 UD 41/6 Run 6E (1941) - Photos 7121-2

<sup>100</sup> This is based on evidence that the survey of the Deadwater was probably carried out near the end of winter [Ommanney 9 - 5/5 Letters pp218,225], that Ommanney commented on the Survey Plan that the Deadwater had "very deep water" [Ommanney 9 - 2/5 p75], that the map (**Map 3**) drawn up from his plan shows broader expanses of water in the Wonnerup Estuary than shown on modern maps and that Malbup Creek is shown [Wellington Map 43] when it is only present "when water levels are high" [McAlpine et al]. It may be one explanation why Ommanney never reported the wreck, it was submerged at that particular time. If this was the case then it could be inferred the water level was 1.0-1.3m higher than normal at that time. There are certainly clear signs in the undercutting of the banks of the Deadwater at the Forrest Beach Rd Bridge that rises of that magnitude have occurred in the past [Personal Observation : 20 August 1994].

It has also been noted that (prior to the diversion of a number of creeks and rivers through various flood control measures) "When Wonnerup was first settled a great deal of land was flooded during the winter months" [Personal Communication - A J Reynolds 8 May 1995 p2]

In this context it is worth noting how frequently reports of the *Deadwater Wreck* emanate from later summer and autumn - **1/D,F,I,K** (April). **1/G** (1 May) for example.

<sup>101</sup> This is based on Personal Observation [20/8/1994] which indicated that the Deadwater had extended up to 300m beyond the beach just prior to visiting, when water levels were 60cm higher.

<sup>102</sup> This figure is suspiciously close to the "about half mile inland" [800m] location nominated by McGibbon, Watson et al. On this basis the wreck would be exactly 1072m from the shores of Geographe Bay at the "northern outlet".

a judgement as to its quality and validity. It would seem, on balance, that the North Pond hypothesis is more soundly based than others and it is therefore recommended that it be investigated further, providing due regard is given to the siltation issue and allowances made for errors in the distance estimate given by Clifton.

Consequently an area has been identified as the location of the *Deadwater Wreck* on **Map 2**, employing the direct line and road measurements, applying the correction derived from Ommanney's survey and incorporating a 100m lateral and 50m horizontal error zone.<sup>103</sup>

## **THE IDENTITY OF THE DEADWATER WRECK**

None of the reports listed in **Part 1** of the **Appendix** provide unequivocal proof of the identity of the vessel known as the *Deadwater Wreck*. There are suggestions at various points that it was a Dutch vessel [1/D,F,O] as well as a single claim that it was a Portuguese ship lost in 1526.<sup>104</sup>

A number of other possibilities that could account for the *Deadwater Wreck* also suggest themselves and these include :

- an abandoned or wrecked whaling or sealing vessel [**Part 4 - A1**]
- an abandoned shipbuilding project [**4/A2**]
- an abandoned or wrecked timber-carrying vessel [**4/A3**]
- an abandoned or wrecked recreational or communicational craft [**4/A4**]

All of these, as shall be seen, are unlikely to satisfactorily account for what is known of the *Deadwater Wreck*.

Alternatively it has been forcefully argued that the *Deadwater Wreck* is in fact the *chaloupe* (longboat) lost on 6 June 1801 by the French Expedition examining Geographe Bay at that time.<sup>105</sup>

In essence this argument contends firstly that advancement of the shoreline brought the *chaloupe* into the Deadwater. It is further argued that the artifacts mentioned by Clifton ("Crutch of her Boom, rings of the masts and large grappling Iron" as well as

<sup>103</sup> The only qualification to this is the observation [Personal Observation : 9 October 1994] that there is another spit and apparent remnant shoreline approximately 200m further north of the Ommanney Spit. There appears to be evidence of possible excavation within 40m of this shoreline in what was evidently a pond in former times. This site could only be considered, however, if greater errors are assumed in the distance given by Clifton, though it is very close (872m) to McGibbon's "half mile".

<sup>104</sup> See : "Note Attached To Block Of Wood - Signed : Brian McRae"  
Maritime Room, Busselton Museum

See also : Coroneos, T et al : op cit especially pp4,7,22

<sup>105</sup> See : Henderson, G : Unfinished Voyage 1622-1850 : op cit pp60-62

“a large Hemp Hawser”) found “near the wreck”<sup>106</sup> correspond to the material brought ashore by the French in a futile attempt to recover their boat and that this association establishes that the *Deadwater Wreck* is in fact the French *chaloupe*. The coins reportedly found by J G Bussell are dismissed as probably being one of a number of small gifts given to the Aboriginal inhabitants and later discarded. Finally the reports of the *Deadwater Wreck* that have arisen and been documented in the **Appendix** are also dismissed as being “vague” and, in the case of the stories associated with the Lockeville Chest, highly fanciful.

Undoubtedly Henderson, the main proponent of this view, is quite correct in dismissing the Lockeville Chest and the myths that it has given rise to. The Chest itself shows no evidence of exposure to the elements and appears to be of early colonial origin.<sup>107</sup> The associated accounts involving pirates and so forth are completely ludicrous and utterly without any foundation.

However this is only a peripheral aspect of the evidence and the remainder cannot be dismissed so easily.

The contention that the *chaloupe* ended up in the Deadwater as a result of an advancement in the coastline is questionable in light of current scientific understandings.

As stated earlier in the medium-term the shoreline of Geographe Bay is essentially stable although oscillations of up to 200m do occur.

Opinions differ as to whether the shoreline is advancing or retreating on longer timescales (100s to 1,000s of years)<sup>108</sup> but even the most optimistic estimate gives a nett coastal progradation rate of 36cm per year.<sup>109</sup>

<sup>106</sup> CSR 891/8 : op cit

<sup>107</sup> For a more detailed examination of the Chest and claims as to its origin see:

Coroneos, T et al : op cit esp. p25

Brian McRae, the individual who drew the Maritime Museum's attention to the Chest, believes that its significance is still an open question, pointing out that “A similar chest was recovered from a wreck in the 1960s in the Mediterranean and dated at around 1580” [Personal Communication - Brian McRae “Notes by Brian McRae May 1995”]

<sup>108</sup> See : Welch, B K : “The Ilmenite Deposits of Geographe Bay” in Proceedings of the Australasian Institute of Mining and Metallurgy Vol 211 (1964) p32

which argues for shoreline recession.

and

Searle, J D & Logan, B W : op cit pl

which argues for slow advancement over the last 4,600 years.

Comparing the earliest maps (See **Maps 3 & 5**) with the most recent (**Map 4**) does seem to show a “thickening” of the coastline, especially at the mouth of Wonnerup Inlet, over time. This is probably due in part to the settling of sedimentary material brought down by the rivers and estuaries.

<sup>109</sup> Searle & Logan p32

Even if allowance is made for this and a progradation episode of 200m the coast could only have advanced a maximum of 216m between 1801, when the boat was lost, and 1846 when observed by Gregory and Clifton.

Assuming the *chaloupe* was lost 30m from the shore<sup>110</sup> it is just possible, given the present shoreline is 185m from the centre of the Deadwater, for there to be sufficient advancement in the shoreline for the *chaloupe* to end up in the position described.

However it is believed that this longboat was lost near the mouth of the Wonnerup Estuary.<sup>111</sup> When abandoned it was reported by the ship's carpenter that it "had sunk completely and is covered by more than 2 feet [61cm] of water.....full of sand and is so embedded that it makes a shallow of more than 5 feet [1.5m] in circumference"<sup>112</sup>.

If the North Pond site of the *Deadwater Wreck* is accepted then a chain of remarkable coincidences stretching the bounds of credibility is required to place the *chaloupe* in this location. An episode of coastal advancement coinciding with the loss of the vessel and its siting by Gregory and Clifton needs to have taken place at the same time as it drifted at least 2 kms north east from a situation where it was 2 feet [61cm] under water and full of sand to one where it "stood two or three feet above the water". As this seems highly improbable, especially as the *Deadwater* itself appears to be a static formation<sup>113</sup>, then the simpler explanation that the *Deadwater Wreck* is a separate and distinct entity from the *chaloupe* must be seriously considered.

In addition the reports recently provided by Frank Ryall and John Bax of a "15 feet" [4.6m] boat [1/U,NN] located approximately 2-300m east of the location where the *chaloupe* was lost raises the possibility that *Boat 2* may in fact be the *chaloupe*.<sup>114</sup>

<sup>110</sup> An assumption based on the fact it was covered by 61cm of water and the carpenter's comment that : "unless there should be a spring-tide when the sea would go out far enough to leave the boat uncovered...."

Journal of Post Captain Nicolas Baudin [C Cornell - Trans] (Library Board of SA, Adelaide,1974)  
8 June 1801 p184

<sup>111</sup> Henderson,G : op cit p57

<sup>112</sup> Baudin : op cit p184

Also quoted in Henderson,G : op cit p59

<sup>113</sup> Personal Observation : 20 August 1994

Although the Deadwater may be gradually filling up with sediment essentially it has not "advanced" even if the Geographe Bay shoreline undergoes advances and retreats. This can be seen in the eastern bank of the Deadwater, which rise sharply to a height of 2m and more adjacent to the North Pond. These banks are of a limestone composition in the southern part of the Deadwater and a sandy/loamy character in the northern part and were probably deposited in the late Pleistocene or earlier Holocene. In the short-term (200 years) there is no apparent depositional or accretive process that could allow this eastern bank to advance the required distance for the Deadwater to become established 200m further into Geographe Bay.

<sup>114</sup> It could be hypothesised, assuming the *chaloupe* sank close to the mouth of the Wonnerup Inlet, that it did not shift once sunk and the coast has accreted at the rate specified (36cm p.a.), that it would now lie about 30-40m inland, under the dunes on the north side of Wonnerup Inlet.

However if the north eastward shift of 300-500m of the Inlet mouth (compare **Maps 4 & 5**) is taken into account then it would lie approximately 300-500m south west of the present mouth and

This proposition is further strengthened if the *South West Times* description of *Boat 2* is also taken into consideration [1/Y]. Here the remains were described as a “14-foot [4.3m] section of what appears to have been a ship’s boat”<sup>115</sup>. This is consistent with the dimensions of the *chaloupe* which was believed to be between 7.0 and 10.4m [23-34 ft] long.<sup>116</sup>

The argument that there was a resemblance in the artifacts reported by Clifton, in apparent association with the *Deadwater Wreck*, and those left by the French Expedition following the loss of their longboat, undoubtedly has some merit. Closer examination of the evidence, however, casts doubt upon this thesis as well.

The French brought ashore, and subsequently abandoned, thirty muskets<sup>117</sup>, several sabres, pistols, a barrel of gunpowder, a number of cartridges, a small quantity of provisions, a hunting dog, the rigging and equipment of the *chaloupe*, tackle, hawsers, grapnels, pulleys, masts, pliers, jacks and the naturalist’s specimens.<sup>118</sup>

Clifton reported the discovery of “the Crutch of her Boom, rings of the masts, and large grappling Iron .....near the wreck” along with “two ancient coins”, “a large Hemp Hawser” as well as “70 lbs [31.8kg] of quicksilver”<sup>119</sup>.

The indication of the presence of a boom, masts, the large grappling iron and the hawser certainly gives credence to the proposition that the wreck seen by Clifton and the *chaloupe* were one and the same.

However Clifton concluded that these artifacts were from a ship that “must have been a very large vessel”<sup>120</sup>. Whilst much of the material clearly was, having been brought ashore from the *Geographe* and *Naturaliste*, the mast rings are difficult to explain.

2-300m due west of *Boat 2*.

<sup>115</sup> *South West Times* 19 February 1959 : op cit

<sup>116</sup> Halls, C : “Mystery Wreck” : op cit p20

Tom O’Brien has a plan of the *chaloupe* which indicates it was 9.75m [32 ft] long. [Personal Communication - 17 May 1995 p3]

<sup>117</sup> These could possibly be the muskets reportedly found during ploughing near Lockeville House in the 1940s. See 1/X.

However Alf Reynolds disputes this “find”, pointing out he had been working on the relevant farms during the period in question and had not heard of any such discovery. Furthermore he points out no ploughing was carried out at ‘Lockeville’ in that period.

[Personal Communication - A J Reynolds op cit p3]

<sup>118</sup> Henderson, G : op cit p59

<sup>119</sup> CSR 891/8 : op cit

<sup>120</sup> *ibid*

It is also possible that the artifacts were found separately and at some distance from the *Deadwater Wreck* and Clifton wrongly assumed they were associated.

The possibility that Clifton mistook a “boom ring” or some other fitting of this nature for the mast ring must also be allowed for.

They imply the French brought a full size ship's mast ashore which seems unlikely even if they had a spare mast of such dimensions.<sup>121</sup>

Alternatively one would expect to find indications of booms, masts and hawsers at any wrecksite (that hasn't been completely destroyed) as well as grapnels which were standard equipment on trans-oceanic sailing ships, being multi-purpose devices used to recover anchors, ropes and so forth. Clifton's artifacts could equally have come from a wrecked ship.

The association between the French equipment and the artifacts noted by Clifton may be, therefore, completely misleading. Moreover the "ancient coins" suggest that the *Deadwater Wreck* predates the *chaloupe* and the quicksilver can not be accounted for either.<sup>122</sup>

The amount involved is quite large, beyond any everyday or scientific use such as in a mercury barometer, and sufficient to be a tradeable quantity, a cargo item.<sup>123</sup> As such it is highly anomalous and represents a strong evidentiary reason to discount the identification of the *Deadwater Wreck* with the French longboat.

Furthermore when the description of the *chaloupe*, being a longboat 7 to 10m long [23-34 ft] and possibly partially decked<sup>124</sup>, is compared with what is known of the *Deadwater Wreck* it is different in every particular including its description, size and apparent age.

On these and the preceding grounds the identification of the *Deadwater Wreck* with the French *chaloupe* from the *Geographe* must therefore be considered not sustainable.

Consequently other alternatives need to be considered.

Those mentioned earlier included a whaling or sealing vessel, shipbuilding, a ship engaged in the timber trade or a recreational craft..

<sup>121</sup> Both Peron and Baudin expressed grave concerns about the ships' masts when extremely bad weather struck the French expedition on 8-18 June 1801. This would seem to indicate that it was unlikely they (or any ship for that matter) carried spare masts.

<sup>122</sup> An unsubstantiated claim that a jar of quicksilver intended for the Cape Leeuwin Lighthouse was lost while being transferred between ships could not account for the 70lbs of mercury as this reputedly occurred in Geographe Bay and the Lighthouse was not built until 1895-6 anyway.

See : Guinness, C : op cit p36

O'Brien, T : Sketch Map : op cit

also talks of "A Wreck Near Forrest Beach - Contained Mercury In Bilge". The information derives from one of John Bax's associates (named Smith ?) [Personal Communication - Tom O'Brien 17 May 1995 p3] but without greater elaboration and substantiation must be treated circumspectly.

<sup>123</sup> Mercury was extensively used in gold refining up until the end of the 19th Century and is still an integral part of the refining process.

<sup>124</sup> Halls, C : "Mystery Wreck" : op cit p20

In this context a rudder [1/BB], first sited in the early 1960s by Mr Alf Reynolds<sup>125</sup> and recently relocated, constitutes the most intriguing evidence as it is unexplained and is possibly from a larger vessel (than the *chaloupe*).

When Reynolds first came across the rudder he initially informed ilmenite miner Len Brennan of the find and he in turn advised Ted Sommerville, Headmaster of the Busselton Primary School. Subsequently Brennan and Sommerville attempted to extricate the rudder, which was buried in a bank, using a bull-dozer. The rudder, reportedly "8-10 feet high [2.4-3.0m]"<sup>126</sup>, unfortunately "fell to pieces"<sup>127</sup> (perhaps indicating some age) during the excavation and the pieces were left *in situ*.

It could be inferred from this that, if the dimension given excludes the stern post, the rudder derived from a vessel 20 to 60m [66-200 ft] long.<sup>128</sup>

Only one ship approaching these dimensions is known to have sunk in the area, this being the *Mary* in 1879. However a rudder presumed to belong to the *Mary* has already been recovered, in Geographe Bay in 1965 [1/EE].<sup>129</sup>

In April 1995 the remains of Reynold's rudder were relocated, at the southern end of Rabbit Island in the lower Vasse Estuary (See **Map 1**). As a result "Some planks and Iron-work"<sup>130</sup> were salvaged and sent to the WA Maritime Museum. Analysis showed the rudder to be from a vessel larger than the *chaloupe* but that it was made of some variety of eucalypt, indicating it derives from the Colonial Period or later.<sup>131</sup>

As such the rudder raises more questions than it resolves.

<sup>125</sup> Personal Communication - A J Reynolds "Further Notes" 11 May 1995 pp4-5

<sup>126</sup> Percy Reynolds communication to T B Cullity  
10/12/1992  
WAMM 453/71(1)

Although many variables would affect the rudder, making it impossible to estimate an age for it, it is worth noting that surveyors pegs, dug up at Lockeville in the 1940s after being in the ground approximately 100 years, were still in "good condition". [*South Western News* 15 June 1961 "Lockeville"]

<sup>127</sup> Personal Communication - A J Reynolds 11 May 1995 "Further Notes" pp4-5

<sup>128</sup> Personal Communication - Mike McCarthy 4 May 1994

<sup>129</sup> *The Countryman* 25 February 1965 p21 "Ship's Rudder Recalls Old Wreck"

"*Mary*"  
File No 5/86  
Department of Maritime Archaeology  
WA Maritime Museum

Henderson, G & K-J : op cit

By way of comparison the *Mary* was 20m long and the blade of the rudder 2.13m [7ft]. It is 3.00m [9.8ft] long if the stern post is included [Personal Observation : 20 August 1994].

<sup>130</sup> O'Brien, T : *Diary* op cit

<sup>131</sup> Personal Communication - Dena Garratt 26 April 1995



Logically it must derive from either another unknown wreck in the vicinity<sup>132</sup>, a known wreck or maritime accident outside the study area (being washed there), or the *Deadwater Wreck*.

Should the last option be correct then one must conclude that the *Deadwater Wreck* is of early Colonial vintage.

Although this would appear to be quite inconsistent with estimates of the ship's age and observations on its style of construction, it could, nevertheless, theoretically account for the presence of the vessel. The four "theories" of a Colonial origin are, therefore, pertinent to this issue.

For example, as very little is known of sealing activities, the possibility that the *Wreck* is a sealer from the late 18<sup>th</sup> or early 19<sup>th</sup> Centuries and misidentified, cannot entirely be eliminated.

In regard to the whalers it would appear that they did not begin to frequent Western Australian waters until 1828<sup>133</sup> and there is no indication of any being wrecked in the area prior to 1840<sup>134</sup>, although an unsubstantiated claim has been made that there is evidence of pre-colonial habitation near Busselton reputedly connected with whalers.<sup>135</sup>

<sup>132</sup> Overton's report of a wreck [1/VV] in close proximity to the rudder (Map1) along with the report of a 6 foot [1.8m] anchor being "found in the Vasse Estuary" [1/RR] certainly makes this a possibility.

<sup>133</sup> See :

Atkinson, K : "The Rowley Shoals Wreck and South Sea Whaling" in Bulletin of the Australian Institute for Maritime Archaeology Vol 11 No.2 (1987)

Collinge, A : "Provisional List of Whalers in Western Australian Waters 1790 - 1890" (TS, WASA : PR8712)

"Report By Major Lockyer" in Tilbrook, L : The First South Westerners - Aborigines of SouthWest Australia (WACAE, Perth, 1983)

Hepplingstone, I D : "American Whalers in Western Australian Waters" in Early Days : Journal and Proceedings of the Royal WA Historical Society Vol 7 Pt 1 (1969) pp35-53

Hepplingstone, I D : "Bay Whaling In Western Australia" in Early Days : Journal and Proceedings of the Royal WA Historical Society Vol 6 Pt 5 (1966) pp29-41 esp. pp34-8

<sup>134</sup> See Henderson, G : op cit

<sup>135</sup> Kinsella, J : op cit p5

Another 2 informants (Phil Overton and Alf Reynolds) have reported evidence of pre-colonial habitation in the district.

Personal Communication - Dena Garratt 19 October 1994

It is possible this evidence actually derives from the 20 crewmembers of the stricken ship *Cumberland* who put ashore near Cape Naturaliste in March 1830. They must have spent some time in the area as the 17 survivors were not picked up until 10 months later 60 kms or so up the coast. (at the present site of Bunbury)

The possibility that a whaler was wrecked following colonisation in the vicinity of the Deadwater and found its way to the identified location cannot be completely dismissed either, but it would be very surprising if such a chain of events had transpired and not been noted at the time. Issues such as the apparent age of the *Deadwater Wreck* also run counter to this argument.

The proposition that whalers repaired boats in the vicinity of the Deadwater, although not well documented<sup>136</sup>, is also not without merit in explaining how a craft could find its way into the Deadwater. However, again this suffers from the same defect as the argument identifying the *Deadwater Wreck* with the *chaloupe* in that there would appear to be a serious mismatch between it and the age, size and description of the *Deadwater Wreck*.

Theories invoking whalers are further diminished by evidence that whaling activity tended to be concentrated in the western part of Geographe Bay - Castle Bay, Toby's Inlet and Busselton Jetty.<sup>137</sup> The only whalers known to have sunk in Geographe Bay (*Governor Endicott* and *Halcyon*)<sup>138</sup> came to grief in that area in fact. Thus it seems highly improbable the *Deadwater Wreck* was an American or indigenous whaler or whale boat.

An abandoned shipbuilding project is an exceedingly remote possibility if only because shipbuilding was, during the 19<sup>th</sup> Century, a marginal activity in the Vasse district. Whilst attempts at shipbuilding began at early stage with the unsuccessful endeavours of Capt. Molloy at Marybrook<sup>139</sup> (west of Busselton) only two vessels, *Success*<sup>140</sup> and *Paragon*<sup>141</sup>, are known with complete certainty to have been built in Geographe Bay though two other craft (both lighters), *Phoenix*<sup>142</sup> and *Ballarat*<sup>143</sup> may have been constructed in the region.

See : Henderson,G : op cit p93

<sup>136</sup> See : Map : Useful Information : op cit

Personal Communication - Dena Garratt  
23 May 1994

<sup>137</sup> There is ample evidence to support this. See for example :

Jennings,R : Busselton : Outstation on the Vasse 1830 - 1850  
(Busselton Shire Council,Busselton,1983) pp235,287

Shann,E O G : Cattle Chosen (UWA Press, Nedlands,1978, Facs 1926) p119

Personal Communication - Dena Garratt 22 June 1994

Hasluck,A : Portrait With Background (Fremantle Art Centre Press,Fremantle, 1990) pp238-9

<sup>138</sup> See Henderson,G : op cit pp175-6,211-12

<sup>139</sup> Jennings,R : op cit p288

<sup>140</sup> Parsons,R : Ships Registered In Fremantle Before 1900 (Bound TS,1960)

Garratt,D : Wonnerup Jetty : op cit

<sup>141</sup> Parson,R : op cit

Fall,V G : op cit p73

<sup>142</sup> *ibid*

The source given in Fall cannot be located.

*Paragon* and *Phoenix* were both apparently built at Quindalup, in the western part of Geographe Bay. The cutter *Success* was constructed by the WA Timber Company at Wonnerup in 1884 and along with the *Ballarat*, which may have been built at Wonnerup, represents the only evidence of shipbuilding anywhere in the vicinity of the Deadwater. With such minimal evidence of shipbuilding activity in the locality and at such a late stage relative to the earliest reports of the *Deadwater Wreck* it is difficult to make a case of any sort in support of it being an abandoned shipbuilding project.

The timber trade could, conceivably, be identified as a source for the *Deadwater Wreck* but once more there are considerable difficulties with such a proposition.

The establishment of the WA Timber Co. in 1869 and subsequently its shipping operations at the Wonnerup/ Ballarat Jetty at Wonnerup<sup>144</sup> did in fact lead to the *Mary* being wrecked in the adjacent part of Geographe Bay in 1879. However this is well past the period when the *Wreck* was first reported.

Smaller scale timber-getting was conducted, principally by Henry Yelverton's company<sup>145</sup> at Quindalup prior to the establishment of the WA Timber Co. and it has been reported that the estuaries were utilised in the past by "boats" for the carriage of timber.<sup>146</sup>

However the timber trade did not really commence until the 1850s<sup>147</sup>, after the *Deadwater Wreck* had been first reported, vessels of the *Wreck's* dimensions were not employed in the estuarine trade as far as is known and no wreck arising from the maritime component of this activity, apart from the *Mary*, was ever reported in the Wonnerup area.<sup>148</sup> Therefore this theory must be largely discounted.

For similar reasons the possibility of the vessel in question being a recreational/communicational craft cannot be reasonably considered as the source though small boats and dinghies can be seen on the Deadwater from time to time, even to this day.<sup>149</sup>

<sup>143</sup> *Phoenix* was apparently built at Quindalup in 1855 but there is no record of it in Parsons.  
Fall, V G : op cit p73

Fall's source is again untraceable and there is no record of the vessel in Parsons.

<sup>144</sup> Garratt, D : op cit

<sup>145</sup> See : Kinsella, J : op cit

<sup>146</sup> Unknown Informant in Document : "Info:Edith Giles and T B Cullity" p2  
WAMM 453/71(1)

<sup>147</sup> See : Jennings, R : op cit p289

Kinsella, J : op cit

Hastie, C L : op cit p1

<sup>148</sup> Significantly 2 other ships engaged in the timber trade beside the *Mary* were wrecked in Geographe Bay, both at Quindalup, the *Geffrard* (1874) [Henderson & Henderson : op cit pp162-3] and the *Ella Gladstone* (1878) [ibid pp240-1]. This would seem to indicate that again maritime activity was focussed on the western part of Geographe Bay.

<sup>149</sup> Personal Observation : 7 May 1994  
(Aluminium Dinghy - North Pond)

Claims of a Portuguese provenance for the *Deadwater Wreck* have been advanced solely by Brian McRae. Although the only evidence he has brought forward has been convincingly disproven<sup>150</sup> McRae continues to believe the wreck may be a Portuguese caravel.<sup>151</sup> Without supporting evidence, however, his claim cannot be sustained.

There are persistent claims that the vessel is of Dutch origin though, with one exception, all are essentially based on hearsay evidence.

The wreck was nominated as being Dutch in the report in the *Inquirer* of 2 April 1856 [I/F] as it was by McGibbon<sup>152</sup>. Dutch origins were also directly implied by Cowan in her article in the *Western Mail* on 8 January 1910 and by E L Grant Watson at that time as well<sup>153</sup>. It would seem from the comments of McGibbon, the *Inquirer* and a local resident, Freda Carmody<sup>154</sup>, that a local tradition that the wreck is Dutch developed at an early stage and still persists.

Whether this identification has arisen because of some evidence we are not aware of or is merely supposition based on the frequency with which Dutch ships came to grief on the coast of Western Australia in the 17<sup>th</sup> and early 18<sup>th</sup> Centuries is a moot point.

The only substantive evidence offered in support of the identification of the *Deadwater Wreck* as a Dutch vessel can be found in the book *And Their Ghosts May Be Heard*.<sup>155</sup>

In this it is argued that there was a linguistic anomaly in the Aboriginal languages of the region at the time of colonisation and that words of Dutch derivation appear in local Aboriginal vocabularies, particularly around Bunbury. Additional evidence of a European genetic intrusion around Geographe Bay and Capel, a local tradition in regard to the presence of an individual European well before Vasse was parted from the French expedition in 1801, local legends reputedly indicating a shipwreck(s)<sup>156</sup>,

The earliest record of the Vasse-Wonnerup Estuarine System possibly being used as a communication route is provided by Lt. Bunbury in December 1836. In this Bunbury refers to the practice of crossing the bar of the now non-existent Vasse Inlet as a suitable alternative landing place in good weather to "The Tub" at Busselton. He also refers to this route as a means of travelling up the Vasse Estuary. See :

Bunbury, Lt. H W : Early Days in Western Australia : Being the Letters and Journals of Lieut. H W Bunbury (OUP, London, 1930) [W St P Bunbury & W P Morrell - Eds.] pp99-100, 121

<sup>150</sup> See : Coroneos, T et al : op cit

<sup>151</sup> See : O'Brien, T : Sketch Map : op cit

Mr McRae does not categorically hold to this position, simply suggesting it is a possibility.

[Personal Communication - Brian McRae "Notes" op cit]

<sup>152</sup> *Western Mail* 19 December 1929 : op cit

<sup>153</sup> Watson, E L G : op cit p75

<sup>154</sup> See : Letter from Freda Carmody to Mike McCarthy - 20 September 1991  
WAMM 453/71(1)

<sup>155</sup> See : Gerritsen, R : And Their Ghosts May Be Heard (Fremantle Art Centre Press, South Fremantle, 1994) pp260-1

<sup>156</sup> Daisy Bates recorded the words of a traditional song from the "Leeuwin coast" which she claims originates from "a long ago wreck" in the area.

and European mythological influence (an elaborate version of the Kooranup Myth) form the basis of a case, relying principally on the coincidence of all these elements with the wreck reported in the *Deadwater*, that the ship was of Dutch origin.

Such a case, whilst highly suggestive, is far from conclusive.

In the final analysis it is not possible to unequivocally establish the identity of the *Deadwater Wreck*, whatever the claims of each particular theory.

Given the inability of the historical evidence to give a clear indication of the identity of the *Deadwater Wreck* an alternative approach, relying on comparison with vessels known to have been lost, could be employed.

In this instance two Dutch ships, the *Aagtekerke* (1726) and the *Fortuyn* (1724), neither of which has ever been satisfactorily accounted for, would appear to be likely candidates.

However it would appear the *Fortuyn* may have "gone down" in a cyclone near the Cocos Islands in about March 1724.<sup>157</sup>

Whilst a similar fate could have befallen the *Aagtekerke* there is no direct evidence to support this hypothesis. The *Aagtekerke* simply "disappeared" after leaving Cape Town on 23 January 1726.

The *Aagtekerke*'s length of 47.5m [145 ft]<sup>158</sup> approximates one of the parameters of the *Deadwater Wreck* discussed earlier<sup>159</sup> and its general age and description correspond to that of the *Wreck*. Despite these similarities this is not sufficient to legitimately identify the *Deadwater Wreck* as the *Aagtekerke*. Many similar vessels have sailed along the West Australian coast and it is quite possible that the *Deadwater Wreck* is a vessel whose loss we are unaware of. One need only cite the examples of the *Rapid* (American, North West Cape, 1811) and *Correo d'Azia* (Portuguese, North West Cape, 1816) to establish this.<sup>160</sup>

Therefore it must be concluded that it is not possible to identify the *Deadwater Wreck* at this point in time. The only means by which it may possibly be identified with any certainty is to locate and examine what wreckage remains.

See : *The Australasian* 2 January 1926 p2 "Poems of Paleolithic Man" D M Bates  
[WASA:PR2573/122]

She also asserts that "legends and songs seem to indicate many wreckages along the [south west] coast" though there is little documentation of this in her notebooks.

See : "Origin of the Australian Race" (Draft MS. 1899-1911) p37 in Bates Archives  
[WASA:Acc.1212A]

<sup>157</sup> Halls, C : "The Loss of the Dutch East Indiaman *Aagtekerke*" in Annual Dog Watch  
Vol 23 (1966) p8

<sup>158</sup> Henderson, G : "The Mysterious Fate of the Dutch East Indiaman *Aagtekerke*" in Westerly  
Vol 23 No2 (1978) p71

<sup>159</sup> Halls "97-100 feet" [29.6-30.5m]. See page 14.

<sup>160</sup> See : Henderson, G : op cit pp69, 180

## THE REMAINS OF THE DEADWATER WRECK

A sailing ship from the 19<sup>th</sup> Century and earlier was made up of a number of major structural elements. These included the hull, the masts, sails and rigging, rudder, cannons and anchors. In addition to this non-structural elements such as the crew, the cargo and all the accoutrements associated with life on a ship were an integral part of the whole. In any shipwreck all these components are involved and many survive for long periods after the fateful event. Consideration of this dimension of the evidence would, therefore, not only assist in the determination of the identity and location of the *Deadwater Wreck* but would also provide some guidance in terms of what remains of the wreck today.

As has been seen, Clifton reported a variety of artifacts including remnants of a mast, "the rings", and an item from the sails and rigging ("the crutch of the boom"). It is from this source we also learn of the hawser encrusted "many inches thick" with sand, the "large grappling Iron", the "quicksilver" and Bussell's "ancient coins".

There are 3 reports of anchors being found in the vicinity of the Deadwater itself [1/Z,QQ,UU], 2 of which can be identified as distinct finds. One, found near the "Old Wells Homestead" [1/Z] was uncovered during ilmenite mining operation but "disintegrated after being left out"<sup>161</sup>. This could be the same "Large Anchor on South Side of No. 1 Pond [South Pond]" [1/UU] also alluded to in WA Museum Files.<sup>162</sup>

The position of this anchor may explain, at least in part, why the wrecksite has been identified as being in the South Pond area.

The other anchor [1/QQ] was found in the portion of the Deadwater between the Middle and North Ponds "years ago" by Gary Dillon. When Mr Dillon removed it a fluke broke off the "rusty" anchor and is possibly "still in the mud"<sup>163</sup>. A magnetometer search close to this spot in 1990 revealed nothing however<sup>164</sup> and an attempt by Mr Dillon to retrieve the fluke in the earlier part of 1995 was unsuccessful, although he unearthed a small metal sheet of "obviously old metal"<sup>165</sup> which is currently being prepared for testing.<sup>166</sup>

Further to that there have been 2 reports of cannons. Halls reports that "in 1962 an old cannon was found in the area"<sup>167</sup> though nothing more is known of this discovery.

<sup>161</sup> "Note : I Wells to Dr Crawford" WAMM 453/71(1)

<sup>162</sup> Map : Useful Information : op cit

This source associates the anchor with the whalers who reputedly repaired boats there.

<sup>163</sup> O'Brien, T : Sketch Map : op cit

Dillon gave the anchor to a relative named Goodlad who is now deceased.

[Personal Communication - Tom O'Brien 17 May 1995 p3]

<sup>164</sup> See : Coroneos, T et al : op cit

<sup>165</sup> Personal Communication - Tom O'Brien 17 May 1995 p4

<sup>166</sup> Personal Communication - Dena Garratt 16 May 1995

<sup>167</sup> Halls, C : "The Wonneurup Wreck" : op cit fn8 (p10)

The second cannon, cited by McCrae (along with a ship's "knee" found to date from the 19<sup>th</sup> Century) as evidence of the Portuguese origins of the *Deadwater Wreck* was examined in Bunbury where it is presently located. Upon examination it was established that it dates from the late 18<sup>th</sup> Century at the earliest and "has not been in a saline environment for long, if at all"<sup>168</sup>. McCrae now believes it comes from the American ship *Grace Darling* which apparently jettisoned 2 cannons when it became stranded in Geographe Bay in 1876.<sup>169</sup>

The only other structural elements reported have been the rudder "8-10 high" discussed previously, modern steel rigging and a pulley block located near the site of the old Ballarat Jetty<sup>170</sup>, and a figurehead rumoured to have been found at Wonnerup.<sup>171</sup> Personal examination of the latter item shows little weathering<sup>172</sup> however, from which it is concluded that it probably derives from the *Mary* or one the 19<sup>th</sup> Century wrecks mentioned previously.

Non-structural artifacts other than those mentioned by Clifton include flintlock pistols and muskets found buried near Lockeville House in the 1940s<sup>173</sup> and various reports of skeletons uncovered during mining operations.<sup>174</sup> Whilst the muskets and pistols are

<sup>168</sup> Coroneos, T et al : op cit p7

<sup>169</sup> Personal Communication - Brian McCrae op cit p2

It is worth noting here another report that a cannon was found near Quindalup, west of Busselton (possibly from the *Governor Endicott, Halcyon, Geffrard* or *Ella Gladstone*) and later taken to Bunbury

See : Guinness, C : op cit p36

<sup>170</sup> Personal Communication - Dena Garratt 22 June 1994

This material is obviously "from the late 19th - early 20th Centuries" and possibly comes from the *Mary*.

<sup>171</sup> Letter from T O'Brien to Royal WA Historical Society - 1 June 1994

Mr Bart de Vries has recently made an unsubstantiated claim that another 300 year-old figurehead (supposedly Dutch) was found on a local beach 60 years ago. As yet this item has not been made available for examination or public display. See :

*South West Times* 1 September 1994 "Sailing ship relics kept under wraps"

<sup>172</sup> Personal Observation : 20 August 1994

The figurehead can be found in the Maritime Room of the Busselton Museum.

<sup>173</sup> Halls, C : "The Wonnerup Wreck" : op cit fn8 p10

See Footnote 117 for Alf Reynolds refutation of this find.

Another pistol was also allegedly found "near the wrecksite", seemingly the South Pond site identified by Halls. This could be the same pistol found down a well 300m east of the North Pond and donated to the WA Museum by J G Reynolds around the turn of the century [UM]. The pistol was recently traced and examined and found to be an American "Boot" or "Bootleg" pistol manufactured between 1830 and 1860. [Personal Communication - Dena Garratt 16 May 1995]

This would seem to indicate it stems from the Colonial Period, presumably originating from one of the many American whalers which called in at Busselton in the 1840s.

<sup>174</sup> See : Henderson, G : op cit p62

"Info: E Giles & T B Cullity" : op cit p3

possibly of French origin, the location and their burial corresponding with the events surrounding the loss of the *chaloupe*<sup>175</sup>, the skeletons do not appear to be connected any shipwreck. They are of “a dark woman and a boy” who are reported to have died in the latter part of the 19<sup>th</sup> Century and been buried in “a fenced area” near “the Separation Shed at Ballarat [Sawmill]”<sup>176</sup>.

In considering this accumulation of physical evidence *in toto* one overarching conclusion can be drawn. With one exception all the artifacts mentioned have either disappeared, been destroyed, have disintegrated, or cannot genuinely or unequivocally be associated with the *Deadwater Wreck*. Consequently they are of no value in terms of the issues this paper seeks to address.

The one exception to this is fluke of the anchor encountered by Gary Dillon. Its significance is indeterminate but relocating this artifact, which is quite possibly still *in situ*, would provide a rare opportunity for proper examination of an article that could have a legitimate claim to having originated from the wreck.

But what of the wreck itself?

The largest remnant, the hulk of the ship, remains to this day undetected. Relocating what remains of this would, inevitably, provide the answers to the questions that have been raised thus far. In order to determine why the *Deadwater Wreck* has remained so elusive and what remains of it we will now turn to other matters.

### **J G Reynolds and the *Deadwater Wreck***

There are, as shall be seen, strong reasons to suspect that Joseph Gardiner Reynolds conducted extensive salvage operations on the *Deadwater Wreck*, resulting in the almost complete disappearance of the remains that had been noted by Clifton, F T Gregory, Burt and others up to 1876.

In order to establish this it is necessary to look at the history of the *Deadwater*, Reynolds’ activities and the competing salvage claims that arose during the course of the 19<sup>th</sup> Century.

The first owner of the *Deadwater* legally recognised by the British Colonial Establishment was George Layman I. Layman sold the portion of his holdings we now know as the *Deadwater* to John Hurford in about 1838<sup>177</sup>, it then becoming known as Sussex Location 11 (See **Map 3**).

Further mention of the land arose 5 years later when Hurford wrote to the Colonial Secretary’s Office on 25 July 1843 seeking a land swap because the land was :

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Busselton Historical Society Newsletter February 1981 p3

<sup>175</sup> Although not stated in French accounts, burial of the abandoned weapons would have been a logical course to follow.

<sup>176</sup> Personal Communication - A J Reynolds “Further Notes” op cit p4

Reynolds further notes that these graves were “quite well known about by the older generation”  
<sup>177</sup> Ommanney 9 - 5/5 : Note “Busselton 18 February 1839”



“under water during winter and in summer it produces nothing but samphire. I cannot turn it to any purpose whatsoever.”<sup>178</sup>

After a year the Colonial Secretary’s Office replied, rejecting Hurford’s request :

“only a very small proportion of the land you allude to is ever covered with water and that the remainder comprises marshy lands.”<sup>179</sup>

There the matter rested until Hurford was murdered in 1855. As Hurford’s wife Bridget was hanged for her part in the murder no legal heirs remained in WA.

Joseph Gardiner Reynolds purchased the land, which had become known as “Fishleigh” or more commonly “The Island”, from Hurford’s legal heirs whilst on a visit to England in 1860.<sup>180</sup>

Reynolds, born in 1820<sup>181</sup>, had been, prior to his purchase of Hurford’s land, engaged in pastoral activities in the Nannup district. In 1851 he had jointly leased with Charles Bussell 16,000 acres [6,400ha] in the vicinity of Dudinalup. This arrangement continued until 1858 and in 1859 Reynolds purchased 20 acres [8.1ha] in the area [Nelson Loc. 7]. By this time he had also built a house (now part of Dudinalup Homestead).<sup>182</sup>

In 1860 Reynolds seems to have sold his interests in Nannup and travelled to England where his father was dying. It was then that he bought Sussex Loc. 11.

In view of Reynolds’ established interest in the Nannup district his purchase of “The Island” is a little curious, especially in light of the uneconomic nature of this land, as attested by Hurford. Even today it is difficult to see what economic benefit could have been derived from this land in 1860.

This raises the suspicion that Reynolds may have been made aware, through the Bussells,<sup>183</sup> of the *Deadwater Wreck* and purchased the land with the intention of

<sup>178</sup> J Hurford to Resident Magistrate - July 25, 1843 : CSR 121/76

<sup>179</sup> Colonial Secretary to J Hurford - July 24, 1844 : CSR/CSF 18

<sup>180</sup> "Family Tree Notes" p2 : WASA:Acc.1627A/54 in MN 258  
Material Relating to Bussell and Reynolds Families

*South West Times* 6 December 1912 p1; 8 April 1932 p8

<sup>181</sup> *South West Times* 6 December 1912 p1

"The Reynolds Family of 'Membenu', Busselton" in Busselton Historical Society Newsletter  
[No Author] May 1992 p1

The Bicentennial Dictionary of Western Australians gives Reynolds birth date as 15/6/1814 but this is probably not correct.

<sup>182</sup> Gilbert, C : History of Nannup (Nannup Shire Council, Nannup, 1973) pp11, 13

<sup>183</sup> Given that J G Bussell had found his "ancient coins" prior to 1847.

It has also been reported that there may be references to the wreck in the Bussell Letters.

Personal Communication - W J Lines 20 October 1994

getting a return from salvage of the vessel. However there is no direct evidence to support this contention.

Moreover in the following year (1861) Reynolds bought an adjacent property, part of Sussex Location 41 belonging to Governor Stirling<sup>184</sup>, which made the property a viable concern.

Nevertheless there is very strong evidence that Reynolds did locate and begin to strip the *Deadwater Wreck* in the 1860s.

H C Prinsep recorded in his diary on 1 May 1869 that "Reynolds ... told me he had found the old ship in the dead water at Wonnerup."<sup>185</sup>

Furthermore Reynolds himself stated in a letter to the Colonial Secretary's Office on 28 October 1902 that "In '1860' I sent up all the iron work belonging to the wreck."<sup>186</sup>

In addition Julius Brockman stated that "When I was a boy, I remember Mr Reynolds got relics from the wreck, knives, forks and other things"<sup>187</sup>. Brockman's claim is corroborated to the extent that he worked in the Busselton district from ages 16 to 19 (1866-69) and appears to have been one of Prinsep's associates, being appointed by him to a position in Bunbury late in 1869.<sup>188</sup>

The salvage of the *Deadwater Wreck* became a point of contention in April 1876 when Thomas Bindloss applied for and was granted salvage rights to the remains of the ship.

Although nothing is known of the background to the application it is interesting to note that Bindloss made it at just the time the Admiralty Survey team, of which Burt was part, was in the area. This coincidence is heightened further when it is realised Bindloss was associated with the timber industry, as was McGibbon, the man who led Burt to the site.

<sup>184</sup> "The Reynolds Family of 'Membenup'" : op cit

<sup>185</sup> H C Prinsep Diary : Entry - 1 May 1869

WASA:Acc.499A (Micro)

<sup>186</sup> J G Reynolds to Colonial Secretary - 28 October 1902

WASA:Acc.527 File No. 3100/02

It is presumed that by "1860" Reynolds meant the 1860s as he was in England in 1860.

It would also appear that Reynolds could not have been referring to *Boat 2* if Ryall and Bax's information is correct. Reynolds claimed both in 1876 and 1902 that the wreck was on his land whereas *Boat 2*, as located by Ryall and Bax, would have been situated in an area originally designated for the Wonnerup townsite (See **Map 3**).

<sup>187</sup> Quoted in Halls, C : "Mystery Wreck" : op cit p18

Alf Reynolds ascribes to the view that the bulk of the material was removed "by the first settlers for their comfort" and not by his grandfather. In support of this he points out "my brothers and sisters have never seen such articles"

Personal Communication - A J Reynolds 8 May 1995 pp2-3

<sup>188</sup> Brockman, J : He Rode Alone (Artlook Books, Perth, 1987) pp23,26

Reynolds, upon being made aware of Bindloss' application, appears to have contested the claim, informing Worsley Clifton as Receiver of Wrecks that he "claims that portion of the Estuary and the Wreck [Original Emphasis] as he says he has leased each side of it."<sup>189</sup>

How Reynolds communicated this to Clifton is uncertain as there is no record of any correspondence between the two. Nevertheless, in spite of Reynolds protestations, Bindloss was granted the salvage rights. Whether Bindloss was ever able to effectively exercise his rights is unknown however, but presumably it would have been difficult given Reynolds' opposition.

In 1902 Reynolds applied to the Colonial Secretary for permission to "get up the wreck that is on my land"<sup>190</sup>.

Permission was given subject to the condition that "if any curios be found a selection will be made and sent to the Perth Museum."<sup>191</sup>

It is not known whether Reynolds proceeded with any salvage work though he claimed in his letter that "visitors from the Goldfields wanted to form a syndicate". However his donation of a pistol to museum authorities at about this time may be an indication that he did (See 1/M).

The next that is heard of the wreck is in 1910 when Cowan wrote her article for the *Western Mail*. She in actual fact visited the wrecksite in 1914<sup>192</sup> and later noted :

"the timbers have vanished completely into the 'deadwater' and nothing was visible in 1914, when Mrs Reynolds young son acted as a guide to the supposed spot"<sup>193</sup>

Her comments as to "the supposed spot" indicates that either the wreck had disappeared<sup>194</sup> or perhaps Cowan believed she had been deliberately misled, though this is mere speculation.

<sup>189</sup> CSR 891/7 : op cit

In spite of this controversy the Vasse Correspondent for the *Inquirer* (3 May 1876 p3 "Vasse - April 25") wrote at the time "we are so dull here that I really have nothing to write about"

<sup>190</sup> J G Reynolds to Colonial Secretary - 28 October 1902 : op cit

It seems that Reynolds' grandchildren, Mr Alf Reynolds and Mrs Edith Giles, were completely unaware, until recently, that he had applied for and been granted these salvage rights.

[Personal Communication - Tom O'Brien 17 May 1995 p1]  
<sup>191</sup> Under Secretary W B Ord to J G Reynolds - 14 November 1902 : op cit

Presumably Bindloss' rights had lapsed or the Colonial Secretary's Office were unaware that they had previously granted salvage rights to Bindloss.

<sup>192</sup> *West Australian* 28 September 1936 p16 : op cit

<sup>193</sup> *Western Mail* 19 December 1929 : op cit

J G Reynolds had died by this stage, in 1912.

<sup>194</sup> Alf Reynolds comments that :

"as a small boy along with my brothers and sisters, we pestered our mother, father, aunts and uncles as to where the wreck might be.....No one I knew could give any clear indication of its

Be that as it may, by about this time all **Eyewitness Accounts** and **Reports** cease. From this it can be concluded that, presuming the *Deadwater Wreck* had not simply been covered by sediment, a significant portion of it must have been removed as a result the salvage efforts of J G Reynolds and others.<sup>195</sup>

### **Ilmenite Mining**

Beginning in the late 1950s<sup>196</sup> a new source of possible disturbance to the *Deadwater Wreck* began to come into effect. This was ilmenite mining.

Although the scale of these ilmenite mining operations was small in comparison to the mineral sands industry that has since evolved in the region, their proximity to the wreck meant they represent a significant source of possible disturbance.

Unfortunately the activities of the miners involved in the embryonic stages of this industry are poorly documented and it is therefore difficult to determine whether any disturbance took place. Existing information is unfortunately lacking in detail and often contradictory. For example one informant states that “possibly less than 1%”<sup>197</sup> of the *Deadwater* was dredged in mining operations whilst another source asserts that it “had been dredged its entire length”<sup>198</sup>.

However, information derived from the miners’ Machine Operator, Peter Bell, and mapped by Tom O’Brien, indicates that only the area on the northern and western sides of the North Pond and the entire South Pond were mined.<sup>199</sup>

Given this lack of certainty it is cannot be determined with any degree of confidence whether mining did or did not disturb the remains of the wreck. On balance the evidence indicates it did not.<sup>200</sup>

whereabouts as they said all traces of the wreck had long disappeared”  
[Personal Communication - A J Reynolds “Further Notes” op cit p4]

gives strong support to the contention that a wreck had indeed existed but that it had “disappeared” by the beginning of this century.

<sup>195</sup> Only one other salvage scheme has arisen since 1914 (**Part2/8-Locke & Avery**) but this did not eventuate.

<sup>196</sup> B S Benney & Co. : The Heavy Mineral Sands Industry In Australia (B S Benney & Co.,1976) p26

<sup>197</sup> Peter Bell communication to T B Cullity 10/12/92 : op cit

<sup>198</sup> Memo From : Graduate Assistant, Wrecks  
To : Dr Crawford  
WAMM 453/71(1)

<sup>199</sup> O’Brien, T : Sketch Map : op cit

Personal Communication - Tom O’Brien 17 May 1995 p4

An excavation of some sort has been carried out in the marshy area just beyond the beach on the north eastern side of the North Pond. It is not possible to determine whether this excavation (3.5m x 35m x 70cm) is the result of ilmenite mining or some other activity.

<sup>200</sup> According to an informant involved with the mining operations (Alf Self) no wreckage was found during dredging of the *Deadwater*.

See : Memo to Dr Crawford from Graduate Assistant, Wrecks - 7 December 1970  
WAMM 453/71(1)

Reports of artifacts uncovered during mining operations, which could indicate whether a wreck had been encountered, are similarly unhelpful.

Whilst a rudder [1/BB], an anchor [1/Z], a boat, human bones and a number of old pistols and muskets [1/AA] are alleged to have been found by ilmenite miners during the 1960s all such reports have since been shown to be either incorrect (the rudder), lacking clear corroboration (boat, pistols and muskets) or are unrelated any wreck (the human bones).

The fact that there are no reports of a wreck being found<sup>201</sup> does, however, hold out the hope that what remained of the *Deadwater Wreck* was not affected by the mining.

### **Dredging and Drainage**

The Vasse-Wonnerup Estuarine System has undergone extensive modification in the last 70-80 years as a consequence of schemes to improve drainage and control flooding.<sup>202</sup>

Dredging work associated with these endeavours could potentially have severely compromised the integrity of the remains of the wreck in question.

There is, however, no indication that any of this work took place in the Deadwater owing to its marginal character, both in agricultural and hydrological terms.

The only effect, if any, would have been secondary in that the siltation rate of the Deadwater may have been affected.<sup>203</sup>

Furthermore Alf Reynolds who was "in almost daily contact with Len Brennan throughout the ilmenite dredging at Wonnerup" states "It was revealed to me if and when any unusual find was made". According to Mr Reynolds "The only discoveries made were two skeletons dug up near the Separation Shed at Ballarat"

See : Personal Communication - A J Reynolds "Further Notes " op cit p4

Similar remarks are made by another acquaintance of the Brennans, R F Dedman.

See : R F Dedman to Mike McCarthy - 17 August 1994  
WAMM 453/71(2)

<sup>201</sup> Apart from the unsubstantiated report in the Busselton Historical Society Newsletter ("History of Locke Family" E Dunkley : September 1970) claiming "A skeleton of quite a large ship was found recently in the vicinity of the Ilmenite works".

<sup>202</sup> See : Crimp, B S : "The Busselton District Drainage Scheme" in Journal of the Institution of Engineers in Australia Vol 2 (1930) pp470-2

Phelan, T A D : "A Survey of the Busselton District Drainage Scheme and Its Future"  
(TS, 1968)

McAlpine, K W, Spicer, J F, Humphries, R : The Environmental Condition of the Vasse Wonnerup Wetland System and a Discussion of Management Options - Technical Series No. 31  
(EPA, Perth, 1989)

Resource Assessment Commission : op cit Section 2

Therefore it can be concluded that dredging did not directly affect the remains of the *Deadwater Wreck*.

## HOW DID THE WRECK GET THERE ?

A vexing question associated with the debate as to the existence of the *Deadwater Wreck* centres on how it came to be there. This debate has been sparked by the apparent improbability of a ship of the size suggested finding its way to a location that is nowadays a shallow backwater some distance from the sea. The issue has consequently engaged the attention of a variety of researchers and writers.<sup>204</sup>

Three theories could be postulated as to how the wreck found its way into the Deadwater.

The first, already discussed in relation to the *chaloupe*, posits that the vessel was wrecked on the coast and subsequently became entrapped in the Deadwater following an advance in the coastline.

As pointed out previously this proposition is flawed because although the coastline undergoes cyclical advances and retreats the nett rate of progradation is only 36cm per year. Even if the wreck had been there 300 years (giving a nett advance of 108m) this would not be sufficient for it to be found as far inland as observed or reported (between 116m<sup>205</sup> and 800m).

Furthermore the evidence points to the Deadwater being a static formation in relation to such timescales. Whilst the adjacent coastline of Geographe Bay is subject to advances and retreats as result of the hydrostatic forces operating there, the banks and shorelines of the Deadwater are not. There is no evidence to indicate that there are any strong hydrostatic forces operating in the Deadwater and apart from the southward advance in the northern shoreline due to siltation it has remained essentially unchanged in form and position since first mapped in the late 1830s (See **Map 3**). Consequently unless the vessel had beached during the early 1500s, an exceedingly unlikely proposition, it is virtually impossible for it to have become trapped in the Deadwater by this means.

The second theory is that the vessel reached its final destination by sailing up the Deadwater. Although no-one has formally stated this proposition it is a possibility that must be considered, especially when considering the claims that the *Deadwater Wreck* was located in the vicinity of the South Pond of the Deadwater.

It has been pointed out that during the cyclone of 1937 the Wonnerup Inlet ran at a depth of 18 ft [5.5m] for several days.<sup>206</sup> Storm surges also bring about significant

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<sup>203</sup> See : McAlpine, K W et al : op cit pp3-5,21

<sup>204</sup> Such as Cowan, Halls, Henderson, O'Brien and Coroncos et al.

<sup>205</sup> Closest distance between the shoreline of the Bay and the middle of the Deadwater recorded by Ommanney. See : Ommanney 9 - 2/5 pp74-5

<sup>206</sup> O'Brien, T : Sketch Map : op cit

rises in the sea level, the one associated with Cyclone Alby in 1978 raising it by 1.94m.<sup>207</sup> A combination of these conditions would be sufficient to carry a vessel with a draught of 14 ft [4.3m]<sup>208</sup> through the Wonnerup Inlet and into the estuarine system.

Although it is a possibility that a ship of this size could have subsequently sailed or been carried up the Deadwater this is difficult to conceive. The journey to the South Pond site would be a very difficult one entailing the negotiation of a relatively shallow (in the present day), winding and at times narrow arm of the Wonnerup Estuary for a distance of 1.3 kms. To reach the North Pond site an additional distance of at least 2kms must be covered.

This would not be feasible in the present day though the southern part of the Deadwater may have been deeper in the past.<sup>209</sup>

But without additional evidence clearly establishing that the southern part of the Deadwater was at least occasionally navigable in former times it is not possible to support the contention that the *Deadwater Wreck* reached its final destination by sailing through the Wonnerup Inlet and up the Deadwater.

The third conjecture as to how the *Deadwater Wreck* came to be in the Deadwater centres on the theory that there was a northern opening to the Deadwater through which the ship sailed, perhaps driven by a storm or cyclone, when the water level was high.

Essentially this theory argues that the northern opening was at one time the main outlet for the Wonnerup Estuary and that the present outlet did not exist at the time the ship was wrecked.

Three informants<sup>210</sup> have alluded to this northern outlet and there is some evidence to support this contention.

Before proceeding, however, it needs to be pointed out that there were, in the first half of the 19<sup>th</sup> Century, 2 outlets to the Vasse-Wonnerup Estuarine Systems, one of which (the Vasse Inlet) has since disappeared. This can clearly be seen on **Map 5** where an island, Inlet Island, was formed as a result of the dual outlets.<sup>211</sup>

These dual outlets were recorded by Collie and Preston when exploring in 1829<sup>212</sup>, by Lt. H W Bunbury in 1836<sup>213</sup> and in Ommanney's survey in 1838<sup>214</sup> but by 1871 the

<sup>207</sup> Resource Assessment Commission : op cit 2-17

<sup>208</sup> According to Clifton the depth to which the *Deadwater Wreck* was covered by "Water, Sand and Seaweed".

<sup>209</sup> See Footnote 100

<sup>210</sup> See : Letter from Freda Carmody : op cit

Percy Reynolds communication to T B Cullity : op cit

R F Dedman to Mike McCarthy - 20 February 1991, 12 July 1994 pl  
WAMM 453/71(1),(2)

<sup>211</sup> Inlet Island and the dual outlets are also shown on Wellington Map 25 (1850).

<sup>212</sup> "Observations on the coast etc. from Cockburn Sound to Geographic Bay 17th and 30th Nov. 1829

Vasse Inlet had disappeared.<sup>215</sup> Evidence of the Vasse Inlet can still be seen in aerial photographs<sup>216</sup> and the maps show that the outlet formerly entered the sea 400m or so south west of the old Wonnerup Jetty and the present day sluice gates on the Vasse Estuary.

Some informants<sup>217</sup> have confused the evidence of the existence of the Vasse and Wonnerup Inlets with the putative existence of the northern outlet. However there is no evidence whatsoever to indicate that the northern outlet has ever been open since the arrival of the British colonists in 1829. The case for the northern outlet therefore rests upon the geomorphology of the area and not upon any direct accounts of its existence.

It has already been noted that in earlier times the Deadwater extended considerably further northward than it does at present (See **Map 3**). When Ommanney surveyed the Deadwater in 1838 its northern perimeter was between 112.7m (direct line to the shore of Geographe Bay) and 121.9m (line north east following the trend of the Deadwater) from the shore.<sup>218</sup>

Examination of the area north of the present Deadwater shows that there is still a distinct channel with a clay bank (often covered with sand) gradually rising in height to 3m forming the eastern embankment and the low sand dune on the sea side forming the western bank.<sup>219</sup> This channel, which is marshy in the area immediately to the north of the North Pond, is partially filled in by sand drifts and partly overgrown at the northern end. Nevertheless the channel is still observable both on the ground and in older aerial photographs.<sup>220</sup>

The structure at the northern end of this channel is also remarkable in that it is identical in form to the present Wonnerup Inlet and even the old Vasse Inlet as surveyed by Ommanney. In all 3 cases the outlet to the sea forms an arc, centred on the southern bank, of up to 200m in length with the outer (northern) bank being 3-4m in height. In each case the southern bank is lower (1-2m) forming a wide, raised sand spit which gradually transposes into the coastal dunes. A broad sandy mouth forms, becoming barred in summer, with a deeper channel on the outer arc of the outlet. This broad sandy mouth, lower than the adjacent dunes to the south is still apparent at the northern end of the Deadwater Channel, despite a covering of marron grass and a dune line across the entrance. The distinct arc of the higher outer bank is also quite apparent

---

by Mr Collie and Lieutenant Preston" 25 November 1829 in Exploration Diaries Vol 1 pp102-3  
[WASA:PR 5441]

<sup>213</sup> Bunbury, Lt. H W : op cit pp99-100

<sup>214</sup> Ommanney 9 - 2/5 pp76-7

<sup>215</sup> See : "Plan by surveyor Campbell Carey, Railway, Wonnerup to Yoganup, Sept. 1871"  
[WASA:PR4/R/83]

<sup>216</sup> Dept of Land Administration : Map 440 UD 41/6 Run 7E (1941)

<sup>217</sup> Particularly Percy Reynolds (communication to T B Cullity : op cit)

<sup>218</sup> Ommanney 9 - 2/5 p74

<sup>219</sup> Personal Observation : 20 August 1994

<sup>220</sup> See : DOLA Map 440 UD 41/6 Run 6E Photos 7121-2 (1941)



on the ground<sup>221</sup> and even appears to have been drawn in as a boundary on older maps (See **Maps 3 and 5**).

In terms of how this relates to the means by which the *Deadwater Wreck* came to find its way to the nominated wreck site it is argued that at the time the ship was wrecked the Deadwater was in fact the main, if not the only outlet for the Wonnerup Estuary.

According to this scenario the ship, perhaps in a crippled condition and seeking refuge, or perhaps seeking shelter from a winter gale or a summer cyclone<sup>222</sup> made its way up the Deadwater through the northern outlet. Similar conditions to those in 1937 when the Wonnerup Inlet was 5.5m deep or the 1.94m storm surge of 1978 may have facilitated such an entrance.

The ship then made its way about 1 km up the Deadwater which was much deeper in former times (See comment on **Map 5** for example) until it was unable to proceed any further.<sup>223</sup> The crew then abandoned their vessel.

Subsequently the Wonnerup Estuary broke through at its present outlet, perhaps as a consequence of high water levels and heavy erosion of the beach during a stormy

<sup>221</sup> Personal Observation : 20 August 1994

The line of the outer arc is further pronounced by the pronounced 90 deg. turn in the embankment, from north west to north east, just at the point it reaches the sea. From there it forms the shoreline of Geographe Bay for some distance to the north east as a 2-3m high clay "cliff".

<sup>222</sup> There are a range of scenarios that could explain how the ship came to find itself in this situation :

1. Seeking refuge after being damaged by a storm in the Southern Ocean.
2. Seeking refuge after running aground on the Australian coast.
3. Seeking shelter from a winter gale while passing by Geographe Bay.
4. Seeking shelter from a summer cyclone while passing Geographe Bay.

It is noteworthy in this context the southerly position of this wreck in comparison to Dutch wrecks elsewhere in WA. The summer passage of the *Aagtekerke* would have taken it further south with the southerly shift in the Westerlies at that time of year. This factor would fit well with the first 2 scenarios.

The *Aagtekerke's* summer passage is also consistent with the 4th scenario, especially as the area experiences a cyclone every 7.2 years (Resource Assessment Commission) with the peak frequency in March

See : Hanstrum, B : "A History of Tropical Cyclones in the Southwest of Western Australia 1830-1992" in Journal and Proceedings of the Royal Western Australian Historical Society Vol 19 Pt 4 (1992) pp396-407

If the *Deadwater Wreck* is of Colonial vintage a storm surge could explain the discovery of the rudder in the Vasse Estuary. In this unlikely scenario the rudder became detached during the passage into or up the Deadwater and was carried by the storm surge to the position in which it was found.

<sup>223</sup> R Dedman : op cit

concur with this view and expresses the opinion that "a small ship (60-90 tons)" could have made its way into the Deadwater through the northern outlet.

period.<sup>224</sup> The reduced flow of water through the Deadwater, possibly compounded by the obstruction of the wreck, then allowed the sea to eventually close off the northern outlet permanently.<sup>225</sup> The disappearance of the Vasse Inlet is of course the obvious parallel for this situation but direct evidence of this contention is understandably slim.

French maps indicate that the Wonnerup Inlet was present in 1801 but do not record a northern outlet<sup>226</sup>, though it could have easily been missed.

However unsourced Aboriginal evidence indicates that "in the 18<sup>th</sup> century, the Deadwater was a series of islands"<sup>227</sup>. If correct this would tentatively place the ship's entrance into the Deadwater and the subsequent closure of the northern outlet in the 17<sup>th</sup> or 18<sup>th</sup> Centuries.

In concluding this section it will be recalled there are 3 theories as to how the *Deadwater Wreck* found its way into the Deadwater. All these explanations are based on a range of assumptions and certainly no definitive answer can be provided to the question. However on the balance of probabilities the third explanation is favoured because it is supported by a variety of forms of evidence and is consistent with other lines of enquiry. The same cannot be said of the two other theories which are either based on erroneous notions at variance with the existing evidence or simply lacking evidentiary support.<sup>228</sup>

Therefore it is concluded, giving due regard to the uncertainties inherent in the arguments that have been developed, that the ship known as the *Deadwater Wreck* found its way to its reported location in the Deadwater via a northern outlet of the Wonnerup Estuary which has since closed up.

<sup>224</sup> As experienced at Wonnerup when "several acres" of Wonnerup Island were washed away in the winter of 1861. It was noted at the time "the Sea makes a breach frequently during the winter through the narrow neck of land..."

Resident Magistrate to Colonial Secretary - 13 August 1861 : CSR 488/68

<sup>225</sup> A ridge running down the centre of the Deadwater Channel near the northern outlet, which appears to be the remnant of a small bank, suggests that the northern outlet remained open for some time in a reduced form.

Once closed sediment began to fill the Deadwater leading to shrinkage as the northern shoreline receded. Although the Busselton District Drainage Scheme may have affected the rate of sedimentation this is probably not the case as the 1941 aerial photos show the northern shoreline of the Deadwater to be in the same position as today.

<sup>226</sup> See : "Carte D'Une Partie Des Terres De Leuwin et D'Edels : Mars 1803" [WASA:CN12/404C/4]

<sup>227</sup> Percy Reynolds : op cit

Source : "His uncle Percy had an aboriginal friend"

Interestingly the Hurford property was referred to in the early part of colonial settlement as "The Island"

<sup>228</sup> It would be valuable, in view of the debates that have arisen, if expert opinions were sought on the geomorphological origins and dynamics of the Deadwater and the adjacent coastline.

## FINAL CONCLUSIONS

In summation a number of qualified conclusions can be made in regard to the material contained in this report.

Firstly the wrecks of at least 4 vessels, 2 ships and 2 boats, can be identified in the vicinity of the Deadwater, although the exact location cannot be specified in all cases.

One of these wrecks, the *Deadwater Wreck*, has aroused great interest over the years because of its anomalous character. There can be little doubt that this vessel, or at least it remains, did and probably still do exist.

Whilst the documentation of a variety of aspects of it by eyewitnesses and other informants is necessarily incomplete enough information has been provided to establish with limited confidence certain parameters.

In terms of its type of construction and apparent age the ship was quite old. There are consistent references to its age by those who had first-hand knowledge of the wreck, the most specific estimate giving its age, in the mid-19<sup>th</sup> Century, as 200 years old.

Although it is not possible to specify the size of the ship with any great precision or confidence different lines of evidence indicate it was perhaps 30m long.

The precise location of the wreck has been a matter of great confusion and conjecture. Through examination of original sources and by taking account of the geomorphological changes that have taken place in the Deadwater it has been concluded that the wreck may lay anywhere between 200m south west of the northern shore of the North Pond and 360m north east of that shoreline.

The most likely location however is 260m north east of the northern shore of the Deadwater in the Little North Pond (See **Map 2**).

At this point in time the wreck cannot be identified although it is possibly of Dutch origin.

Very little of the *Deadwater Wreck* remains in the present day. Historical evidence points strongly to the possibility that a considerable amount of material was removed in the 19<sup>th</sup> Century by J G Reynolds and others. This unfortunate state of affairs may have been compounded in more recent times by ilmenite mining activities.

Consequently it is conjectured that all that is likely to remain of the wreck is the bottom, some cannons and an amount of non-structural debris all deeply buried, perhaps up to 3m, in the sediment that has accumulated in the Deadwater. Should they be found the remains would probably bear a strong resemblance to those of an American whaler uncovered by ilmenite miners on the shores of Koombanah Bay, Bunbury in 1962-3 (See **Fig.1**).<sup>229</sup>

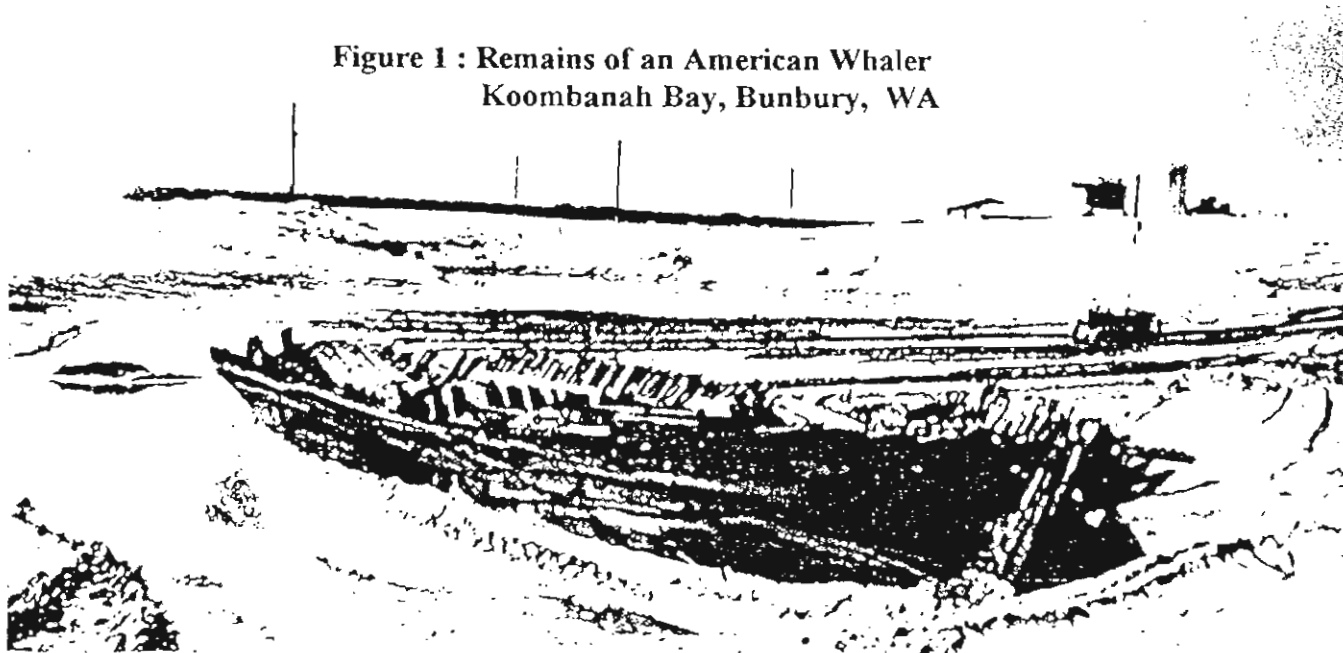
<sup>229</sup> See : McCarthy, M : Wreck Inspection : Koombanah Bay Wrecks (WA Museum, 1982) esp. Fig. 8

## RECOMMENDATIONS

In light of the evidence and arguments put forward in this report the following recommendation are made :

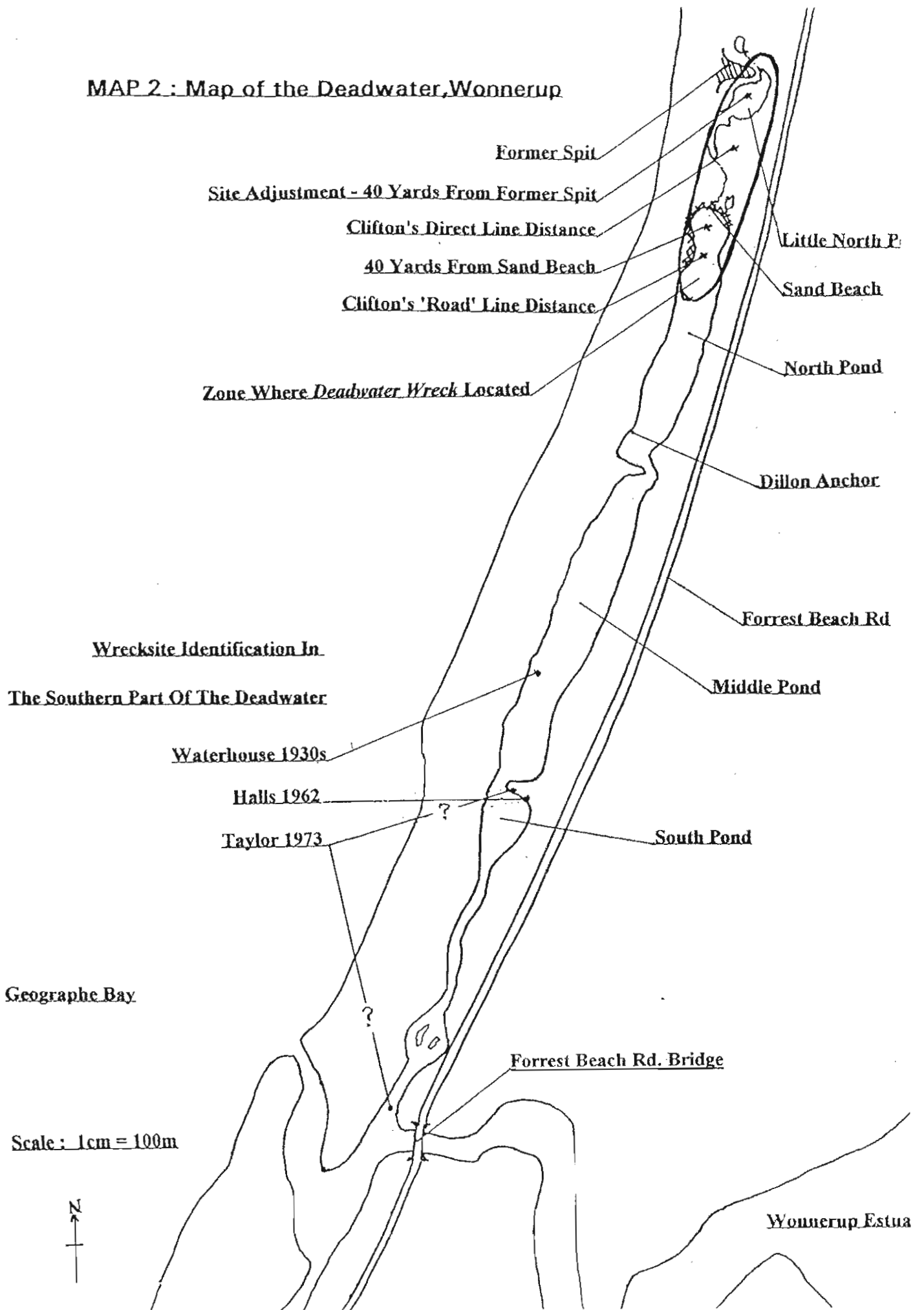
- Recommendation 1 :** That steps be taken to examine the vessel designated as *Boat 1* with a view to establishing its historical and archaeological significance, if any.
- Recommendation 2 :** That steps be taken to seek more information in respect *Boat 2* from local sources, especially those involved in raising it, in order to determine its identity and, if possible, relocate the remains.
- Recommendation 3 :** That a search, employing appropriate remote sensing if necessary, be made for the remains of the *Deadwater Wreck*.<sup>230</sup>

**Figure 1 : Remains of an American Whaler  
Koombanah Bay, Bunbury, WA**

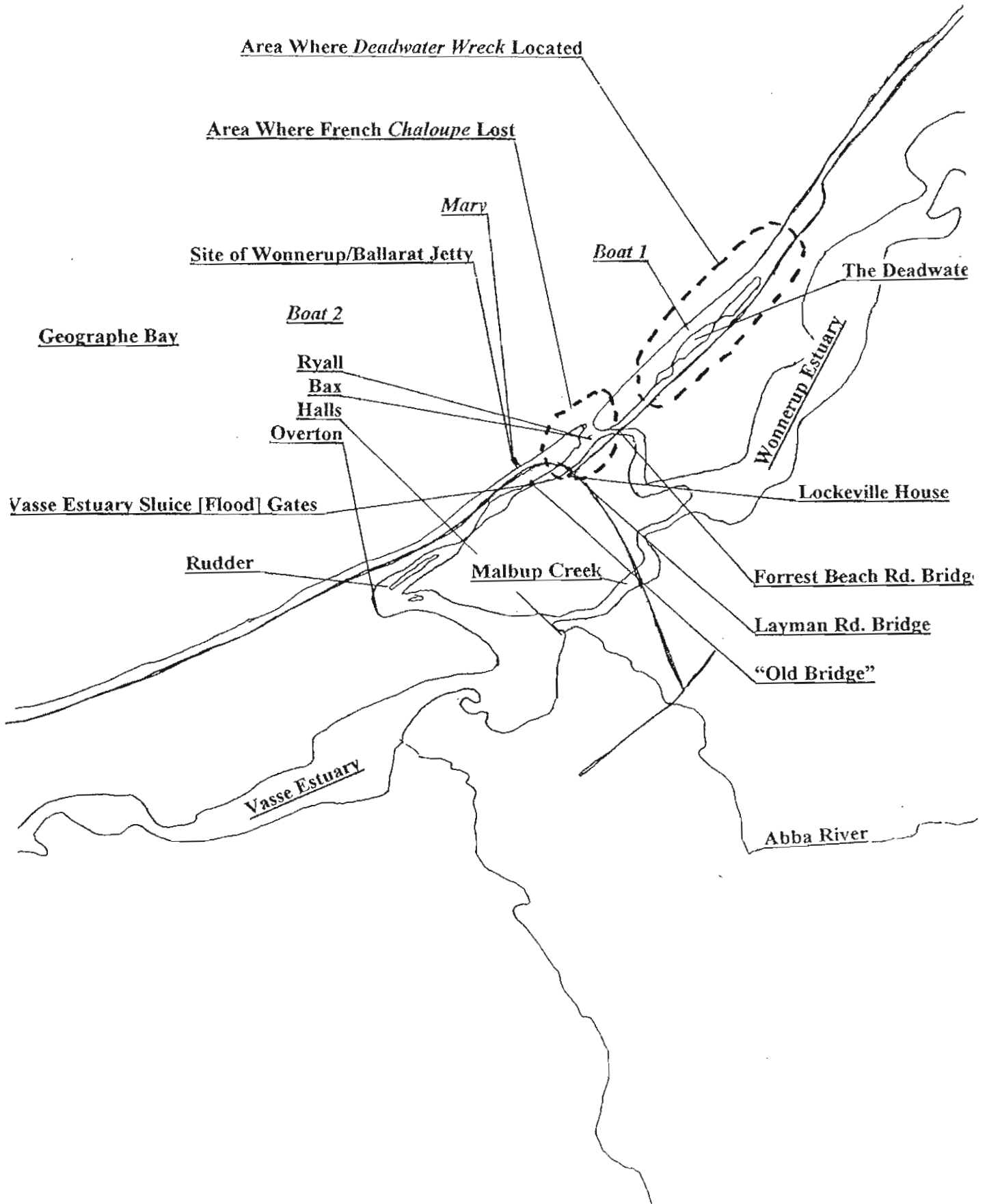


<sup>230</sup> It would seem that the employment of a magnetometer in these circumstances would be of limited value owing to the mineral sands deposits in this area and the possibility that all the iron work has been removed. See :

MAP 2 : Map of the Deadwater, Wonnerup

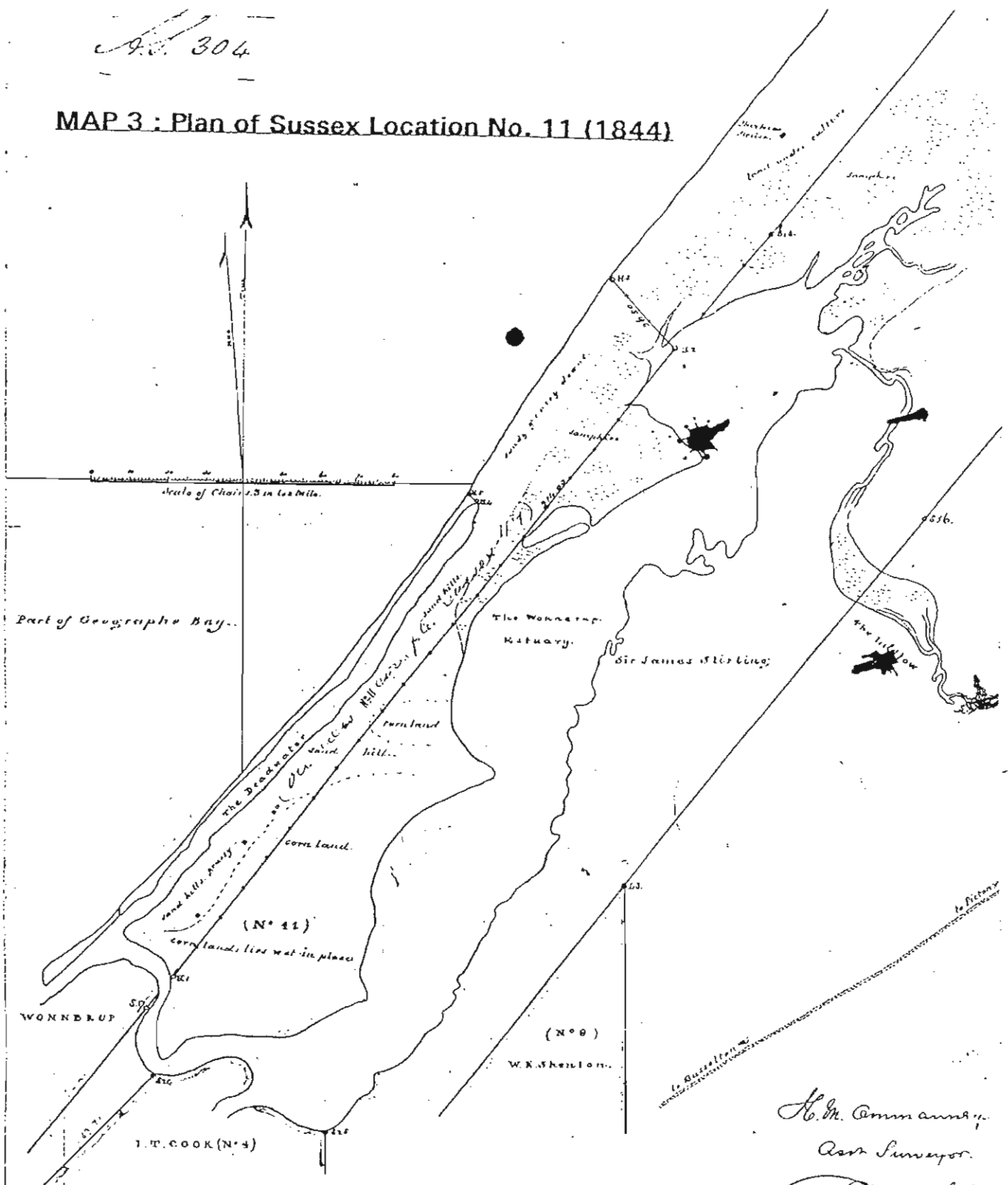


MAP 1 : Busselton 1930 - 1:50,000



A. 304

MAP 3 : Plan of Sussex Location No. 11 (1844)



H. M. Ammann  
Asst Surveyor

Plan of Sussex location N° 11

Victor. 9 July 44

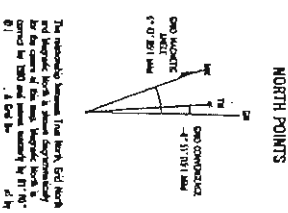
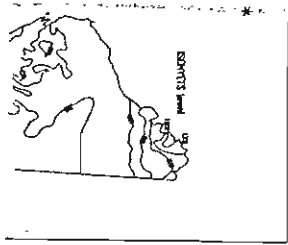
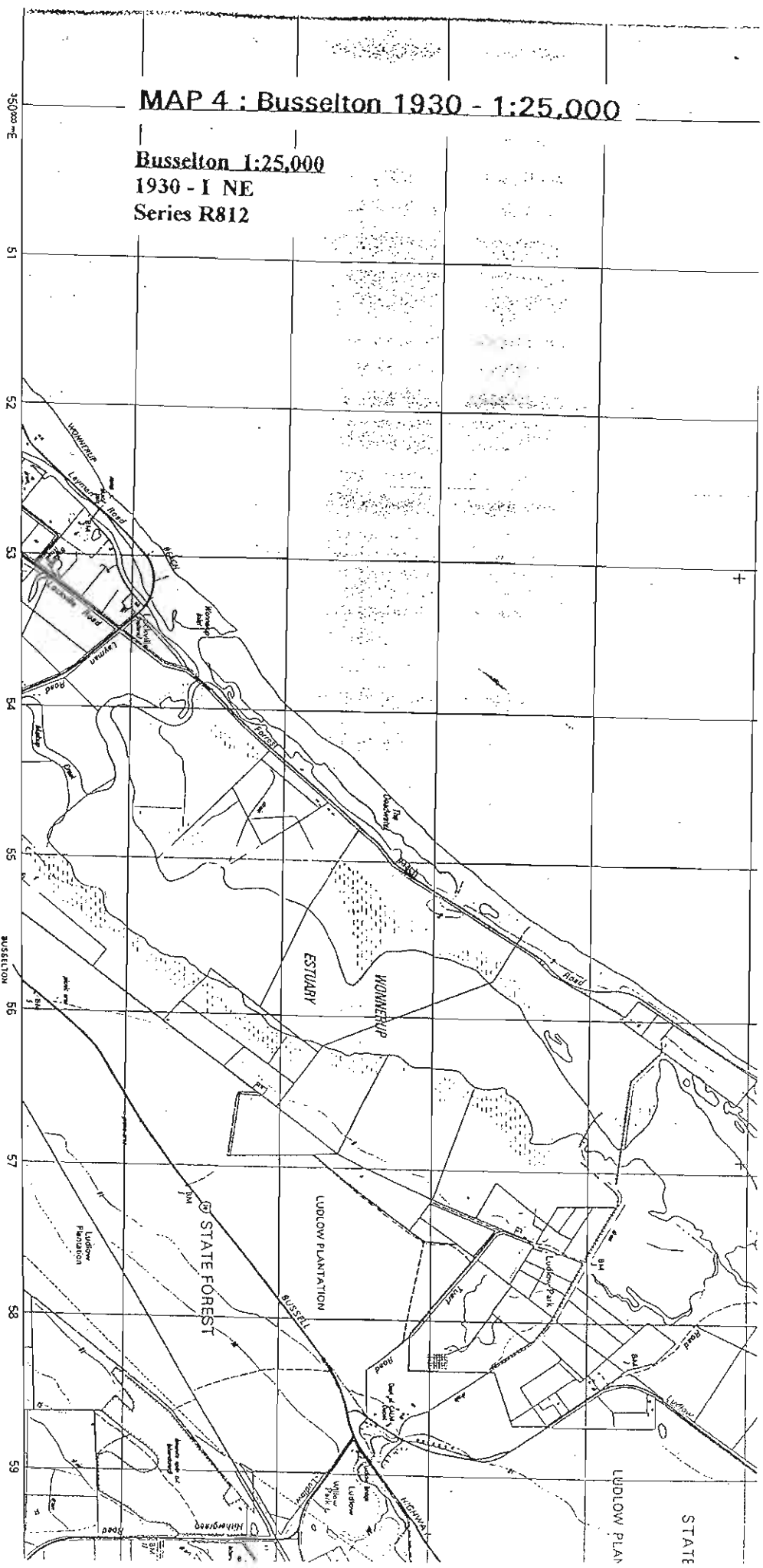
John Hurford 270 acres

55

- 11.1. Is shown by a stout peppermint post 2 feet 9 inches high; has 2 iron rings 1/2 inch apart; N. 45. 26. 6. 10 chains S. 1/2 W. from ○ 11.7 and 21. links from the shore of Wonnarup Estuary.
- 11.2. Is shown by a small peppermint post 2 feet 6 inches high; driven in. Is situated in the Wonnarup Estuary; N. 45. 26. 6. 214 chains from ○ 11.1 and S. 45. 26. 6. 10 ch. 10 links from ○ 11.3; and also S. 72. 00. 00. from the shore.
- 11.3. Is shown by a peppermint post 2 feet 6 inches high; has 2 iron rings 1/2 inch apart; N. 110. 46. 25. or 70. links from ○ 11.2; and 80. links SW from line of Geographe Bay.
- 11.4. Is shown by a peppermint post 2. 11. high; situated at the northern end of the Deadwater.

# MAP 4 : Busselton 1930 - 1:25,000

**Busselton 1:25,000**  
 1930 - I NE  
 Series R812



**SCALE 1:25,000**

**PRODUCED**..... By the Department of Land Administration, T.M.A.  
**DESIGNED**..... From existing maps, updated from aerial photography and  
 supplemented by data from various other sources. Completed December 1958  
**MAP ACCURACY**..... Notwithstanding to the extent that the map is a true  
 representation of the ground as shown on the original maps and  
 other sources from which the map was derived.

**CONTROL**..... from existing primary surveys

**PROJECTION**..... By the method of Lambert Conformal Conic Projection (1911).  
 M.P. 111. C. 1951. Dept. of Land Administration.

**REFERENCES**..... Department of Land Administration, T.M.A.  
**HOLOGRAPHIC DATA**..... American Geologic Survey 1958  
**VERTICAL DATA**..... American Height Datum 1911  
**GRID DATA**..... The 1930 maps of the Department of Land Administration  
 and the American Geologic Survey 1958  
**GRID VALUES**..... are shown in the grid north-south-south  
 direction of the map.

**REMARKS**..... Land and height data are shown in black, other  
 data in red. The map is a true representation of the ground as shown  
 on the original maps and other sources from which the map was derived.

**UNIVERSAL GRID REFERENCE**  
 BY THE STATE OF SOUTH AUSTRALIA  
 SOUTH STATE THE MAPS AND MAPS OF THE  
 BUSSELTON 1930 - I NE

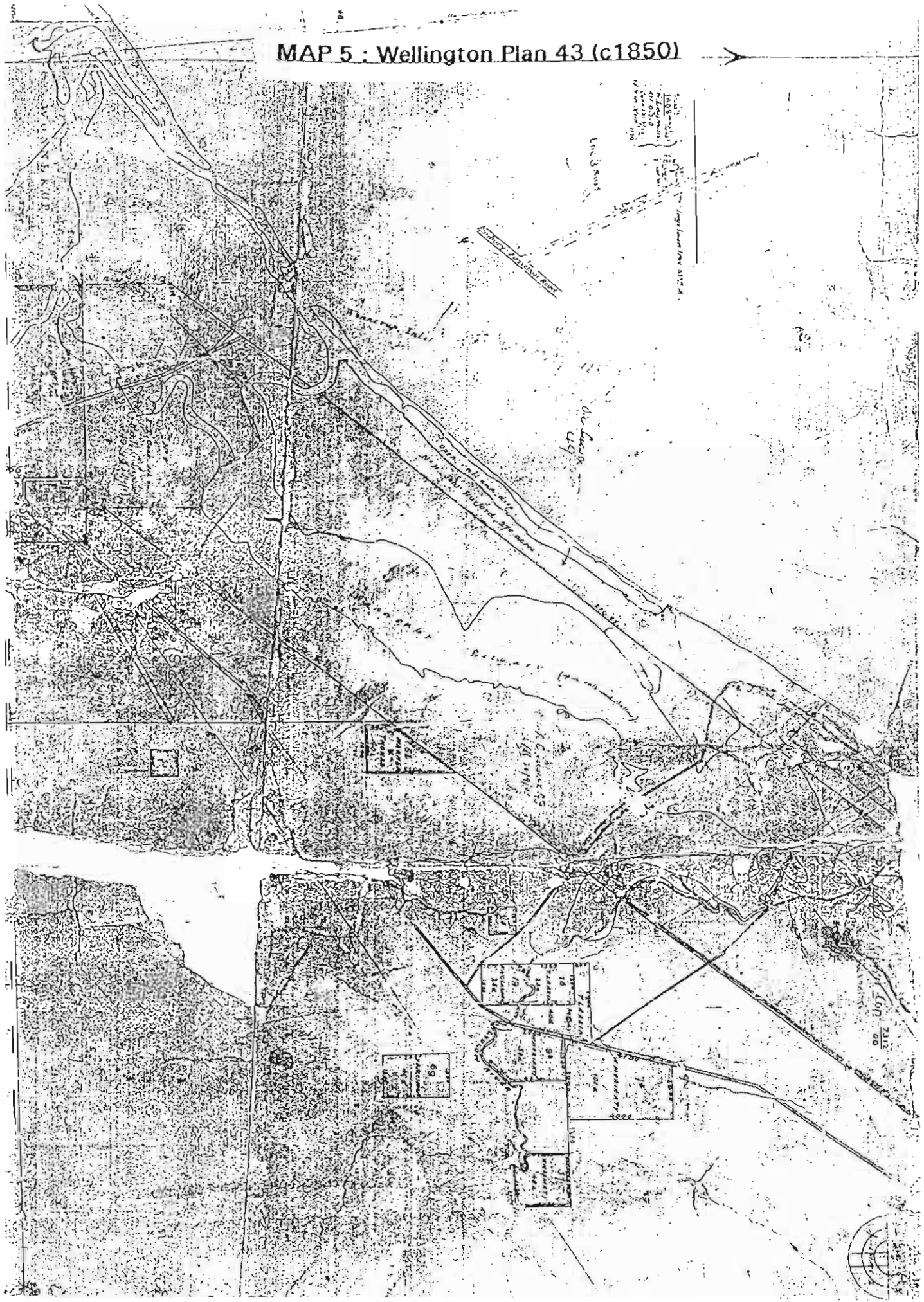
**GRID REFERENCE**  
 TO THE LINDSAY REGION ON  
 THE STATE

**GRID REFERENCE**  
 TO THE LINDSAY REGION ON  
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**GRID REFERENCE**  
 TO THE LINDSAY REGION ON  
 THE STATE



MAP 5 : Wellington Plan 43 (c1850)



# **APPENDIX**

## **Documentation of Aspects Relating to Wrecks in the Vicinity of the Deadwater, Wonnerup**

<b>Part 1 - Wreck and Artifact Reports in the Vicinity of the Deadwater, Wonnerup.....</b>	<b>48</b>
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**DOCUMENTATION OF ASPECTS RELATING TO WRECKS IN  
THE VICINITY OF THE DEADWATER, WONNERUP**

*Part 1*

**WRECK AND ARTIFACT REPORTS IN THE  
VICINITY OF THE DEADWATER,  
WONNERUP**

**KEY:**      Date = Original date of occurrence  
                  (Date) = Date of report(s)

---

**A**

DATE :    c1840s (1962?/1981)

INFORMANT : George Layman

NATURE OF REPORT : Fished off wreck

LOCATION : Deadwater

SOURCE : Halls,C : "Mystery Wreck of the South West" in Port of Fremantle Magazine Summer, 1981 p20

EXTRACTS :    "old vessel' .... the shell of a ship,the remains of a derelict"

"blown into... Deadwater by an exceptionally strong storm"

"as a boy he used to fish from the wreck and when he jumped about on it,it moved up and down,showing it was not deeply embedded"

---

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**B**

DATE : c1846 (1876)

INFORMANT : Worsley Clifton

NATURE OF REPORT : Inspected wreck, reported artifacts

LOCATION : Deadwater

SOURCES : W Clifton to Colonial Secretary - 25 April 1876  
CSR 891/7 [WASA : Acc.36 (Micro)]

: W Clifton to Colonial Secretary - 29 April 1876  
CSR 891/8 [WASA : Acc.36 (Micro)]

EXTRACTS : "covered with Water,Sand and Seaweed to the depth of about  
fourteen feet (14 ft)"

"situated in...the Dead Water...to the North of its present mouth about  
40 yards from the beach and 2 ¼ miles from the Jetty of the West  
Australian Timber Company"

"The 'Wreck' ...has been a subject of the greatest interest and  
speculation to the settlers of the Vasse from the earliest days of the  
colony"

"George Eliot...and I...examined...spot some thirty years ago and  
interest is that there is a sand hill of low height between her and the  
Sea"

"it is evidently ancient"

"from the Crutch of her Boom,rings of the masts,and large grappling  
Iron found many years ago,near the wreck which I have seen she  
must have been a very large ship"

"a large hemp hawser was dug out of the sand which had an  
incrustation of many inches thick round it - the rope was so good  
that the finder used it to tie the thatch on his house"

"Two ancient coins,I was informed by the late J G Bussell JP were  
found on the sand beach a few years ago... - also about 70 lbs of  
quicksilver was found in the sand,loose,but I do not know if near this  
particular spot..."

"I have been informed that evidence exists of other ancient wrecks in  
other parts of the district"

---

---

C

DATE : c1846-7 (1861)

INFORMANT : F T Gregory

NATURE OF REPORT : Saw the wreck

LOCATION : Deadwater ?

SOURCE : Gregory, F T : "On the Geology of a Part of Western Australia" in  
Quarterly Journal of the Geological Society of London  
Vol 17 (1861) p482

EXTRACT : "remains of a vessel of considerable tonnage have been discovered in a shallow estuary near the Vasse Inlet, and now quite shut out from the sea, which, from its appearance I should judge to have been wrecked more than two hundred years ago, during which period the land appears to have risen two or three feet"

---

D

DATE : c1853 (1876?/1910/1929)

INFORMANT : John McGibbon

NATURE OF REPORT : Guided Burt to wreck (See 1/K)

LOCATION : Deadwater

SOURCES : *Western Mail* 8 January 1910 p50 "Old Discoveries at the Vasse-Dutch Relics Or No ?" DCC [D C Cowan]: *Western Mail* 19 December 1929 p7 "Mystery Ship of the South West" D C Cowan

: Halls, C : "Mystery Wreck" op cit p16

EXTRACTS : "one the early settlers who told him [Burt] that some old timbers still standing in the middle of deep water about half a mile from shore had, when the settler first arrived in the Vasse, formed part of the hulk of an old ship"

*(Western Mail* 8/1/1910 p50)"Captain Archdeacon and Mr Burt were guided to this mysterious old ship by Mr McGibbon, an early settler at the Vasse who stated that, according to rumour, it was the remains of an old Dutch man o' war"  
*(Western Mail* 19/12/1929 p7)

"[Burt] was guided there by Mr McGibbon...who said the wreck was

more intact when he first saw it forty-two years earlier (1834)”  
(Halls p16)

COMMENT : John McGibbon (b 1819) did not arrive in WA till 1852 and the earliest record of him being in the Vasse district is c1853.

---

E

DATE : 1855 (1981)

INFORMANT : ?

NATURE OF REPORT : Sunken longboat reported

LOCATION : 1 mile [1.6 kms] south of Lockeville

SOURCE : Halls,C : op cit p19

EXTRACT : “the police..dragged the Deadwater for the murdered man’s body [John Hurford]; it was recovered about a mile south of Lockeville, snagged on a sunken boat...[which]...was raised partially to allow removal of the corpse then it sank back into the ooze”

COMMENT : This does not seem to accord with the little that is known of the Hurford murder.

See : *Inquirer* 17 October 1855 p2 and

: Purdue,B : Legal Executions in Western Australia (Foundation Press, Victoria Park, 1993) pp5-6

---

F

DATE : 1856

INFORMANT : ?

NATURE OF REPORT : Wreck reported

LOCATION : Deadwater

SOURCE : *Inquirer* 2 April 1856 p3

EXTRACTS : “For years past it had been reported that the remains of a Dutch vessel were to be seen in that portion of the Wonnerup Inlet termed the Dead Water, and some persons stated they saw the wreck”

“A search was made...the party returned unsuccessful...”

“Some pieces of timber, much eaten by the *teredo navalis* were found, but nothing to indicate that they belonged to this...vessel”

---

**G**

DATE : 1869

INFORMANT : H C Prinsep

NATURE OF REPORT : Wreck reported

LOCATION : Deadwater

SOURCE : H C Prinsep Diary - 1 May 1869  
[WASA : Acc.499A (Micro)]EXTRACT : "saw Reynolds who told me he had found the old ship in the dead water  
at Wonnerup"

---

**Ha**

DATE : 1871 (1936/1937/1981)

INFORMANTS : Mrs H M Maguire, Mr T Moriarty

NATURE OF REPORT : Saw wreck when younger

LOCATION : Deadwater

SOURCE : Halls,C : "Mystery Wreck" op cit p17

EXTRACTS : "according to the reminiscences of Mrs H M Maguire,recorded in  
1936, the wreck had sunk almost out of sight,only the deal planking  
being visible by 1871""Her description was corroborated (in 1937) by Mr T Moriarty who  
recalled fishing off the hulk when a boy"

---

**Hb**

DATE : 1870s (1836?/1981)

INFORMANT : Mrs H Maguire

NATURE OF REPORT : Saw submerged boat

LOCATION : Vasse Estuary ?

SOURCE : Halls,C : "Mystery Wreck" op cit p19

EXTRACTS : "The boat had not been noticed before,it was covered by water,but  
after its discovery it could easily be seen beneath the surface,if you  
knew where to look."

“She thought it was very old with a length of perhaps fifteen feet  
[4.6m]”

---

I

DATE : 1876

INFORMANT : Thomas Bindloss

NATURE OF REPORT : Application for salvage rights to wreck

LOCATION : Vasse District, near Lockeville ?

SOURCES : CSO 51/4 Letter 8905

Bindloss : Received - 25 April 1876 “Wreck at Lockeville”

: CSR 891/7 op cit

: Colonial Secretary to RM, Vasse - 9 May 1876

CSO Letter Book No.57

Letter 1163

EXTRACT : “Mr Thomas Bindloss of Lockeville stating it is contemplated to form a party to explore an old wreck on the Southern coast”

---

J

DATE : 1876

INFORMANT : J G Reynolds

NATURE OF REPORT : Claim of salvage rights to wreck

LOCATION : Deadwater/Wonnerup Estuary

SOURCE : CSR 891/7 op cit

EXTRACT : “Mr Reynolds claims that portion of the Estuary and the Wreck as he says he has leased each side of it.”

---

K

DATE : 1876 (1910/1929/1936/1962?/1981)

INFORMANT : Alfred Burt

NATURE OF REPORT : Wreck reported

LOCATION : Deadwater

SOURCES : *Western Mail* 8 January 1910 p50



- : *Western Mail* 19 December 1929 p7
- : *Western Australian* 28 September 1936 p16  
 “Mysteries of the Seashore : Some Coastal Discoveries”
- : Halls,C : The Wonnerup Wreck Remains of an unidentified vessel on the  
 Western Australian Coast (MS,1962?) p1  
 WAMM 453/71(1)
- : Halls,C : “Mystery Wreck” op cit p16

EXTRACTS : “...in a ‘dead water’ not far from Wonnerup...The ship’s hull was then  
 in fair preservation and was embedded in sand and water of a land-  
 locked pool not far from the sea.” (*Western Mail* 1910)

“...it stood two or three feet above the water.It had a high stern built  
 in an olden style” (*Western Mail* 1929)

---

**L**

DATE : 1885

INFORMANT : A C Gregory

NATURE OF REPORT : Wreck reported

LOCATION : Vasse District

SOURCE : Gregory,A C : “Inaugural Address” in Royal Geographical Society of  
 Australasia(Queensland Branch) Vol 1 (1885) p24

EXTRACT : “a vessel,the wreck of which was found on that part of the coast,but the  
 construction of which indicated a very early date in naval architecture,”

---

**M**

DATE : 1896 - early 1900s (1995)

INFORMANTS : Mike McCarthy  
 Curator of Wrecks  
 WA Maritime Museum

: Frank Ryall

: Dena Garratt  
 Maritime Archaeologist  
 Dept. of Maritime Archaeology  
 WA Maritime Museum

NATURE OF REPORT : Heavily corroded remains of pistol donated to WA Museum

LOCATION : 300m East of North Pond,Deadwater

SOURCES : Personal Communications - Dena Garratt  
2 March 1995 ; 19 April 1995 ;  
26 April 1995 ; 16 May 1995

: Personal Communication - Mike McCarthy  
21 February 1995

: Personal Communication - Frank Ryall  
21 February 1995

: Site Inspection Wonnerup 17 April 1995  
WAMM 453/71(3)

: File No. 807  
Department of Material Conservation  
WA Maritime Museum

: Personal Communication - A J Reynolds  
8 May 1995 p3

EXTRACTS : "His [Ryall's] grandfather found the pistols which were handed to the Museum" (McCarthy)

"Mr J G Reynolds of Wonnerup did in fact donate a pistol to the WA Museum some time between 1896 the early 1900s." (Garratt 2/3/95)

"[it] was originally recorded in the Arts and Craft Register of the WA Art Gallery Collection." (Garratt 2/3/95)

"[It was] said (by Reynolds ?) to have belonged to Thomas Vasse from the ship *Naturaliste* (1801)" (Garratt 2/3/95)

"It is presently stored in the Arms Store of the History Department, WA Museum,Perth.Registration Number CH 712." (Garratt 2/3/95)

"Identified as a 'Bootleg Pistol',dates from the 1830-1860 period. Manufacture was American from New England" (Garratt 16/5/95)

COMMENT : This may be one of the "curios" Reynolds was requested to forward to the "Perth Museum" as a condition attached to the granting of salvage rights (See 1/N).

---

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N

DATE : 1902

INFORMANT : J G Reynolds

NATURE OF REPORT : Application for salvage rights

LOCATION : Reynolds Property, Wonnerup

SOURCES : J G Reynolds to Colonial Secretary - 28 October 1902

WASA : Acc.527 File No.3100/02

: Under Secretary Ord to J G Reynolds - 14 November 1902

WASA : Acc.1627A/47

EXTRACTS : (Letter to Col. Sec. - 28/10/1902)

“the visitors from the Goldfields wanted to form a syndicate to get up the wreck that is on my land...but...wanted a promise...we can have anything we can find.”

“In `1860' I sent up all the iron work belonging to the wreck.”

(Reply from Col. Sec. - 14/11/1902)

“In reply to your letter...proposed to investigate the remains of a wrecked vessel on your land...such permission is given on condition that if any curios are found a selection will be made and sent to the Perth Museum”

---

O

DATE : c1910 (1968)

INFORMANT : E L Grant Watson

NATURE OF REPORT : Wreck reported

LOCATION : Deadwater ?

SOURCE : E L Grant Watson : Journey Under the Southern Stars (Abelard-Schuman, London,1975) p75

EXTRACTS : “My friend had discovered,in a muddy estuary not far from the caves, a ship corresponding to its description.The dismantled hull lay embedded in the mud.He supposed the Dutch vessel had been swamped and driven ashore...”

“The ship was there all right,though not very much of her was above the surrounding swamp.”

“At low tide we clambered aboard. The deck appeared to be intact though all the hatches were filled full with mud..”

“the boat lay a good half-mile inland from the coastline, and a thick tangle of vegetation had grown in the region where the salt and fresh water meet.”

---

**P**

DATE : 1912 (1981)

INFORMANT : Julius Brockman

NATURE OF REPORT : Siting and salvage of wreck

LOCATION : Deadwater

SOURCE : Halls, C : “Mystery Wreck” op cit p18

EXTRACTS : “When I was a boy, I remember Mr Reynolds got relics from the wreck, knives, forks and other things”

“He was referring to J G Reynolds who lived in a cottage on ‘Reynolds Island’ by the Deadwater and reputedly overlooking the wreck site”

---

**Q**

DATE : 1914 (1936)

INFORMANT : D C Cowan

NATURE OF REPORT : Search for wreck unsuccessful

LOCATION : Deadwater

SOURCE : *West Australian* 28 September 1936 p16

EXTRACT : “In 1914 Miss Cowan visited the spot but found no trace of the wreck”

---

**R**

DATE : 1926 (1993)

INFORMANT : Mr Peter Espinos

NATURE OF REPORT : Wreck reported

LOCATION : Wonnerup Beach near Layman Rd. corner

SOURCE : O'Brien, T : Sketch Map of Wonnerup Area Findings During Research by Thomas O'Brien

## WAMM 453/71(2)

EXTRACTS : "Mr Peter Espinos...indicated...a wreck he saw about here in 1926"

"He thinks that the Waters Edge was further East then !"

COMMENT : Likely the wreck or part of the wreck of the *Mary* wrecked nearby at the Ballarat Jetty in 1879.

S

DATE : 1927 (1937/1962?)

INFORMANT : L Avery

NATURE OF REPORT : Wreck reported

LOCATION : Deadwater

SOURCES : Halls,C : Wonnerup Wreck op cit p4

: Halls,C : "Mystery Wreck" op cit p19

EXTRACT : "...it would appear about this time,a Mr L Avery of Busselton,succeeded in relocating the wreck,which he intended to raise..."

T

DATE : 1928 (1929/1950/1981)

INFORMANTS : E C B Locke, B Locke

NATURE OF REPORT : Artifact - "The Lockeville Chest"

LOCATION : Lockeville

SOURCES : WA Museum Statutory Declaration c1928

: *Daily News* 17 August 1950 p10

: Halls,C : "Mystery Wreck" op cit p20

: Coroneos,T;Smith,T;Vosmer,T : Report on the Deadwater Wreck In Partial Fulfilment of the 502 Component for the Graduate Diploma in Maritime Archaeology,1990

WAMM 453/71(1)

: Personal Communication - Brian McRae

"Notes by Brian McRae May 1995"

EXTRACT : "Although Graham Henderson thought that it may have come from the

1850s because he had seen one similar from that time, a similar chest was recovered from a wreck in the 1960s in the Mediterranean and dated at around 1580" (McRae pp1-2)

---

U

DATE : 1928 (1994/1995)

INFORMANT : Frank Ryall

NATURE OF REPORT : Wreck in Vasse River

LOCATION : Vasse River

SOURCES : Map - "From Memory 1928 - Frank Ryall"  
WAMM 453/71(3)

: Personal Communication - Frank Ryall  
21 February 1995

: Personal Communication - Mike McCarthy  
21 February 1995

: Personal Communication - Dena Garratt  
13 January 1995

EXTRACTS : "I fished off the wreck as a boy" (Ryall)

"it was 15 feet [4.6m] long, the decking was visible at low tide"  
(Ryall)

"It was half a mile [800m] from the bridge [over the floodgates]"  
(Ryall)

---

V

DATE : c1934 (1994)

INFORMANT : Bart de Vries

NATURE OF REPORT : Claim that 300-year-old figurehead from Dutch ship had  
been found

LOCATION : Beach near Lockeville ?

SOURCE : *South West Times* 1 September 1994 "Sailing ship relics kept under wraps"

EXTRACTS : "Bart de Vries says he knows of a Dutch ship's 300-year-old  
figurehead"

near Lockeville House.....while another pistol was found near the wreck-site." (Halls)

: "In the 1940s I was very active around both 'Lockeville' and 'The Island'..... and I can vouch that no ploughing was done at 'Lockeville' for a period long before 1940..." (Reynolds p3)

Y

DATE : 1959

INFORMANT : "JR"

NATURE OF REPORT : 14 ft [4.3m] section of boat recovered

LOCATION : Vasse Estuary at Wonnerup

SOURCE : *South Western Times* 19 February 1959 p3  
 "Search For Buried Treasure Gains Momentum" JR

EXTRACTS : "The party found a 14-foot section of what appears to have been a ship's boat. This appears to have been clinker built and the wood strongly resembling cedar or teak."

"It was found partly covered by sand and rushes in an area left bare by exceptionally low tides."

"Other discoveries...consisted of what appears to be iron stanchions with wires coming from them. The iron is crumbling with age and the wires are thickly encrusted with ilmenite deposits"

Z

DATE : 1960s? (c1970)

INFORMANT : Iris Wells

NATURE OF REPORT : Anchor found

LOCATION : Deadwater area

SOURCE : Note : I Wells to Dr Crawford  
 WAMM 453/71(1)

EXTRACT : "Old Wells Homestead - believed close to ocean.  
Wreck buried An anchor was dredged by mining operations and disintegrated after being left out"

---

**AA**

DATE : 1960s? (1980/1981/1992/1995)

INFORMANT : ?

NATURE OF REPORT : Human bones uncovered

LOCATION : Deadwater ? / Lower Vasse ?

SOURCES : Henderson, G : Unfinished Voyages : Western Australian Shipwrecks  
1622 - 1850 (UWA Press, Nedlands, 1980) p62: Personal Communication - A J Reynolds  
"Further Notes" 11 May 1995 p4

EXTRACTS : "In more recent years the area was mined for mineral sands, and the company involved uncovered a boat, human bones and a number of old pistols and muskets" (Henderson)

"two skeletons [were] dug up near the Separation Shed at Ballarat. These were in a fenced in area...being those of a dark woman and a boy who died during the time of the timber milling operations."  
(Reynolds)COMMENT : May refer to the reputed disturbance of 2 graves near Lockeville by Ilmenite miners "some years ago" reported in 1992. [Info: E Giles & T B Cullity p3 in WAMM 453/71(1)] or the similar unearthing of a "native skeleton" near Lockeville [Busselton Historical Society Newsletter Feb. 1981 p3].

---

**BB**

DATE : 1960s? (1992/1995)

INFORMANTS : Percy Reynolds

: Dena Garratt

: Tom O'Brien

: Alf Reynolds

NATURE OF REPORT : Rudder found

LOCATION : Vasse Estuary (southern end of Rabbit Island)

SOURCES : Info : Percy Reynolds communication to T B Cullity 10/12/92  
WAMM 453/71(1)



- : Site Inspection Wonnerup 17 April 1995  
WAMM 453/71(3)
- : Personal Communications - Dena Garratt  
26 April 1995 ; 16 May 1995
- : Personal Communication - A J Reynolds  
"Further Notes" 11 May 1995 pp4-5
- : O'Brien,T : Mudmap No.2 (1995)
- : O'Brien,T : Diary 24.4.1995
- : Personal Communication - Tom O'Brien  
17 May 1995 p4

EXTRACTS : "There was a rudder off a boat,in the Vasse River.It was 8-10 feet high,near the bank.Len Brennan tried digging it out with a bull-dozer and it fell to bits." (Percy Reynolds 1992)

: "The rudder was actually found by me,and when I told Brennan he contacted Mr Ted Sommerville, Headmaster at the Busselton Primary School..... They tried to retrieve the rudder,it fell to bits when moved,and the pieces were left near the bank of the estuary" (Alf Reynolds 1995)

: "then proceeded to the site [Rabbit Island,Lower Vasse] and eventually discovered the Rudder.....salvaged some planks and Iron-work. At his request Mr Mike McCarthy of the Fremantle Maritime [WAMM] will receive our samples 26.4.95"  
(O'Brien : Diary)

"The tests show the rudder is made of some eucalypt"  
(Garratt 26/4/95)

COMMENT : The size of the rudder seems to indicate it came from a small ship. Its composition (eucalypt) shows that it originates from the Colonial Period or later.

---

CC

DATE : 1962

INFORMANT : Chris Halls

NATURE OF REPORT : Wreck relocated

LOCATION : South Pond of Deadwater

SOURCES : Halls,C : Wonnerup Wreck op cit pp1,4

: "Sketch Map of the Wonnerup Estuary and Deadwater WA No 2"  
WAMM 453/71(1)

: Memo From: Graduate Assistant, Wrecks to Dr Crawford  
7 December 1970  
WAMM 453/71(1)

EXTRACTS : "The latest attempt to find the wreck in October 1962, when the author visited the Wonnerup Estuary and succeeded in relocating the wreck-site" (Halls p4)

"A wreck lies completely buried under mud and sand on the landward shore of the Deadwater of the Wonnerup Estuary" (Halls p1)

"Chris Halls visited the Estuary in 1962 and mentioned having re-located the wreck site. He marks the position on a Chart. When I inspected this area I saw no evidence of a wreck, but there was evidence of dredging operations." (Memo)

**DD**

DATE : 1962

INFORMANT : Chris Halls

NATURE OF REPORT : Cannon found

LOCATION : Deadwater area ?

SOURCE : Halls, C : Wonnerup Wreck op cit fn8 p10

EXTRACT : "Also in 1962 an old cannon was found in the area, and is still in the finders possession"

COMMENT : Could be the same cannon reported by B McRae in 1990 and examined by the WAMM. (See 1/JJ)

**EE**

DATE : 1965

INFORMANT : Albie Smith

NATURE OF REPORT : Rudder found

LOCATION : Geographe Bay near Lockeville

SOURCE : *The Countryman* 25 February 1965 p21

EXTRACT : "When we brought the rudder ashore', said 75-year-old Albie Smith, 'we found it was well-preserved ... [It was] perfect jarrah [construction]' "

COMMENT : It is presumed to be the rudder from the *Mary* sunk at Ballarat Jetty in 1879. It is now in the Busselton Museum.

---

**FF**

DATE : c1970

INFORMANT : E Dunkley

NATURE OF REPORT : Skeleton of ship reported

LOCATION : Near Lockeville

SOURCE : Dunkley, E : "History of Locke Family and Lockeville" in Busselton Historical Society Newsletter September 1970 p2

EXTRACT : "A skeleton of quite a large ship was found recently in the vicinity of the Ilmenite works".

---

**GG**

DATE : 1970

INFORMANT : Mrs T C Gawned

NATURE OF REPORT : Wreck found

LOCATION : Geographe Bay near Wonnerup

SOURCES : Letter from Mrs T C Gawned to Curator Museum of WA  
WAMM 453/71(1)

: "*Mary*"  
File No. 5/86  
Department of Maritime Archaeology  
WA Maritime Museum

EXTRACTS : "My younger son and friend....have found....a wreck....describe[d] as 'ribs' held together with brass plates."

"File Note - It is the wreck of the *Mary*."

---

**HH**

DATE : 1973

INFORMANT : J Taylor

NATURE OF REPORT : Wreck pinpointed

LOCATION : ½ mile [800m] up Deadwater

SOURCES : Letter from V G Fall to Graeme Henderson  
Assistant Curator Maritime Archaeology  
9 September 1973  
WAMM 453/71(1)

: V G Fall to Graeme Henderson  
15 September 1973  
WAMM 453/71(1)

EXTRACTS : “As far as I can recollect he [Jack Taylor] told me that the wreck - now under water - lies less than half a mile from the road bridge over the Deadwater near Lockeville House; I believe (but am not certain) that he told me as a boy [b. 1905] he himself had seen the last vestiges of it, before it finally sunk.” (9/9/73)

“...Mr J Taylor of Busselton, in reply to my enquiry. He says

‘Yes it is about half a mile up the Deadwater from the road bridge at Lockeville House; this information was given to me [Jack Taylor] by Edith Giles, nee Reynolds. She took me there to the actual spot; the information was given to her by her father, Mr Thomas Reynolds (son of Joseph Gardiner Reynolds)’ “ (15/9/73)

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## II

DATE : 1979

INFORMANT : ?

NATURE OF REPORT : Wreck reported

LOCATION : ½ mile [800m] up Deadwater

SOURCE : Anonymous : “The Deadwater Wreck” in Busselton Historical Society Newsletter December 1979 p1

EXTRACT : “The Deadwater Wreck lies about half a mile up the Deadwater from the road bridge at Lockeville House, Wonnerup”

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JJ

DATE : c1984-5 (1990)

INFORMANT : Brian McRae

NATURE OF REPORT : "Knee", cannon and chest from wreck located

LOCATION : Sandspit between North and Middle Ponds, Deadwater

SOURCES : Coroneos, T et al : op cit

: Personal Communication - Brian McRae :  
"Notes by Brian McRae" op cit: Personal Communication - Tom O'Brien  
17 May 1995 p2EXTRACTS : "the fact that cast, rather than wrought iron was used for the  
'knees' .... dates them, at least, to about the mid-19<sup>th</sup> century"  
(Coroneos p22)"there is no need to look further than the end of the 18<sup>th</sup> century for  
exact parallels [to the cannon]. Further the cannon's physical  
condition alone suggests that it has not been in a saline environment  
for long, if at all." (Coroneos p7)

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KK

DATE : (1988/1993/1994/1995)

INFORMANTS : R de la Haye  
Bart de Vries  
Tom O'BrienNATURE OF REPORT : Anchor from *Naturaliste* reportedly found

LOCATION : Geographe Bay

SOURCES : Letter Richard de la Haye to Mr George Zash and French Ambassador  
19 October 1988  
WAMM 453/71(1): O'Brien, T : Sketch Map op cit: *South West Times* 1 September 1994 "Sailing ship relics kept under  
wraps": O'Brien, T : Mudmap No.2 op cit

EXTRACTS : "One of the two anchors of the 'Naturaliste' has been located in the Bay but remains a secret to its finder at this stage." (Haye)

"17.10.1993 - John Bax has seen a 4.5m Anchor possibly off the 'Naturaliste'...T O'Brien has Depth and Latitude" (Sketch Map)

"It weighs about five tonnes and it is sitting at the bottom of the ocean waiting to be picked up"(de Vries *South West Times*)

"T N O'Brien thinks he knows approx. co-ordinates of Anchor lost from Naturaliste. 1801" (Mudmap No.2)

**LL**

DATE : 1992

INFORMANT : T B Cullity

NATURE OF REPORT : Pieces of driftwood found

LOCATION : Geographe Bay beach, northern end of Deadwater

SOURCE : Info : E Giles 6/12/92  
WAMM 453/71(1)

**MM**

DATE : (1992)

INFORMANT : J Bax

NATURE OF REPORT : Rust-spots in the sea noted

LOCATION : Geographe Bay, northern end of Deadwater

SOURCE : Info : J Bax communication to T B Cullity 10/12/92  
WAMM 453/71(1)

EXTRACT : "He says there are two separate 'rust-spots' that come up in the sea on clear days, in the sea about 30 yards [27m] offshore. They are level with the north extremity of the Deadwater"

---

NN

DATE : (1992/1993/1995)

INFORMANT : J Bax

NATURE OF REPORT : Ribs of longboat reported

LOCATION : Wonnerup Estuary (near the bridge)

SOURCES : Info : J Bax communication to T B Cullity 10/12/92  
WAMM 453/71(1): O'Brien, T : Sketch Map op cit  
WAMM 453/71(2): O'Brien, T : Mudmap No.2 op cit: Personal Communication - Tom O'Brien  
24 May 1995EXTRACTS : "He says that he saw, for years, the ribs of a 'long-boat', in the estuary near the bridge, - they had been there for years, as an older man he had been working for had known about it for 'years'. John Bax said to me he thinks the wreck 'has sunk into the mud or something' but he knows where it was." (Cullity)"T O'Brien interviewed Mr John Bax.....He is going to pinpoint a sunken boat 25'-30' long 6' Beam. Ribs only in the Wonnerup Estuary." (Sketch Map 1993)"John Bax knows of WRECK about here [indicated on map]" (Mudmap No.2 1995)

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OO

DATE : 1993

INFORMANT : T O'Brien

NATURE OF REPORT : Wreck sited

LOCATION : Sandhills, Geographe Bay, adjacent to Middle Pond, Deadwater

SOURCE : O'Brien, T : Sketch Map op cit

EXTRACT : "17.10.93

T O'Brien, Bart de Vries met John Bax who showed us site of an Estuary Wreck. We found a wreck in the Sand Hills at A. [indicated on map]".

---

**PP**

DATE : 1993 (1994)

INFORMANT : D Garratt

NATURE OF REPORT : Steel rigging and pulley blocks found

LOCATION : Ballarat Jetty site near Lockeville

SOURCE : Personal Communication - Dena Garratt  
22 June 1994

EXTRACT : "[Material was from] late 19<sup>th</sup> - early 20<sup>th</sup> Centuries"

---

**QQ**

DATE : (1993/1995)

INFORMANT : Gary Dillon

NATURE OF REPORT : Anchor found

LOCATION : Deadwater, between North and Middle Ponds

SOURCES : O'Brien, T : Sketch Map op cit

: Personal Communication - Tom O'Brien  
17 May 1995 pp3-4

EXTRACTS : "Years ago Gary Dillon found a rusty anchor about here. A fluke broke off and is still in the mud." (Sketch Map)

"Gary Dillon told me he had recovered the anchor, but a fluke had broken off and should still be in the mud. He gave the anchor to a relative Goodlad (deceased)" (O'Brien p3)

"I asked him [Dillon] to have a looksee for the fluke, he did not find it" (O'Brien p4)

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**RR**

DATE : (1994)

INFORMANT : R Bredon

NATURE OF REPORT : Anchor reported

LOCATION : Vasse Estuary

SOURCE : O'Brien, T : Mudmap No.2 op cit



EXTRACT : "14.1.95 Mr R Bredon...knows of 6' anchor...found in Vasse Estuary"

---

SS

DATE : (1994)

INFORMANT : T O'Brien

NATURE OF REPORT : Figurehead located

LOCATION : Wonnerup ?

SOURCE : Letter from T O'Brien to RWA Historical Society - 1 June 1994

EXTRACT : "A missing Figure head of unknown origin has turned up at the beautiful Busselton Museum. [Photo enclosed] ..... rumour has it that it was found at Wonnerup"

COMMENT : Although damaged it does not look to be of great age when compared to the weathering of the figurehead from the *Zuytdorp*. Perhaps it derives from the *Mary* (1879).

---

TT

DATE : 1995

INFORMANT : Gary Dillon

NATURE OF REPORT : Metal Strapping

LOCATION : Deadwater, between North and Middle Ponds

SOURCES : Personal Communication - Tom O'Brien  
17 May 1995 p4

: Personal Communication - Dena Garratt  
16 May 1995

EXTRACTS : "I asked him [Dillon] to have a looksee for the fluke [See 1/QQ], he did not find it but unearthed an unusual piece of obviously old metal, about half a metre long by 200mm wide, I have sent it up to Mike McCarthy [WAMM] for his inspection" (O'Brien)

"Being deconcreted at the moment prior to metallurgical testing and possible dating if of early manufacture" (Garratt)

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UU

DATE : ?

INFORMANT : ?

NATURE OF REPORT : Anchor reported

LOCATION : South Pond, Deadwater

SOURCE : Map : Useful Information Gained From Various Sources  
WAMM 453/71(2)EXTRACT : "Large Anchor on South Side of No.1 Pond [South Pond] - Area used  
by whalers to repair boats"

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VV

DATE : ?

INFORMANT : P Overton ?

NATURE OF REPORT : Wreck reported

LOCATION : Vasse Estuary

SOURCE : Map : Useful Information op cit

EXTRACT : "Wreck in Silt Marsh Vasse Est. (Timbers suggest Chinese Junk)"

---

WW

DATE : ?

INFORMANT : ?

NATURE OF REPORT : Site of wreck of French longboat indicated

LOCATION : Wonnerup Inlet, NE side

SOURCE : Map : Useful Information op cit

EXTRACT : "NE side of Wonnerup Inlet - French longboat"

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XX

DATE : ?

INFORMANT : ?

NATURE OF REPORT : Wreck indicated

LOCATION : South Pond, Deadwater

SOURCE : Map : Useful Information op cit

EXTRACT : "Also a 70 foot wreck in No. 1 Pond [South Pond]. Entry to Deadwater now silted up."

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Part 2RECORD OF POSSIBLE WRECK  
DISTURBANCE ACTIVITIES

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1.

DATE : c1846 (1876)

SOURCE : CSR 891/7,8

LOCATION : 2 ¼ miles [3.6 kms] north of Ballarat Jetty - "40 yards from the beach".

NATURE OF DISTURBANCE :

G Eliot removed crutch of boom and large fine fluked grappling iron and sent "Home"

Large hemp hawser removed,used to thatch house.

70 lbs [31.8kg] of quicksilver removed from sand (Location and Date unknown).

---

2.

DATE : 1855 (1981)

SOURCE : Halls,C : "Mystery Wreck" op cit p19

LOCATION : Deadwater and/or Vasse Estuary

NATURE OF DISTURBANCE :

Drag-line through Deadwater - "the police...dragged the Deadwater for the murdered man's body [J Hurford]"

Boat partially raised but allowed to remain - "it was recovered about a mile south of Lockeville,snagged on a sunken boat ...[which]...was raised partially to allow removal of the corpse then it sank back into the ooze"

COMMENT : This is probably not a credible account is it does not tally with what is known of the Hurford murder. See 1/E.

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3.

DATE : c1860 (1902)

SOURCE : CSR Acc. 527 File No.3100/02

LOCATION : Reynolds' Land

NATURE OF DISTURBANCE :

J G Reynolds removed "iron work" - "In '1860' I sent up all the iron work belonging to the wreck".

---

4.

DATE : 1860s (1912/1981)

SOURCE : Halls,C : "Mystery Wreck" op cit p18

LOCATION : Reynolds' Land,Deadwater

NATURE OF DISTURBANCE :

J G Reynolds alleged to have removed material from the wreck - "knives,forks and other things".

---

5.

DATE : 1876

SOURCES : CSO Letter Book No.57 Letter 1163  
(Col. Sec. to RM-Vasse 9/5/1876) op cit

: CSR 891/7

LOCATION : Reynolds' Land

NATURE OF DISTURBANCE :

Thomas Bindloss given salvage rights to the wreck

J G Reynolds claims rights to the wreck on his land.

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6.

DATE : 1902

SOURCES : Acc. 527 File No. 3100/02

: Acc. 1627A/47

LOCATION : Reynolds' Land

NATURE OF DISTURBANCE :

Reynolds proposes to form a syndicate to "get up the wreck that is on my land".

Given conditional salvage rights by Colonial Secretary.

---

7.

DATE : c1910 (1968)

SOURCE : E L Grant Watson : op cit p75

LOCATION : Deadwater

NATURE OF DISTURBANCE :

Watson's "guide" indicated possible intention of salvaging the wreck. Outcome unknown..

---

8.

DATE : c1927

SOURCES : Halls,C : "Mystery Wreck" op cit p19

: Halls,C : Wonnerup Wreck op cit p4: *Western Mail* 19 December 1929 p7

LOCATION : Deadwater

NATURE OF DISTURBANCE :

Syndicate formed (included Justice Baron Locke and L Avery) to salvage wreck by building a cofferdam. Project does not appear to have proceeded.

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**9.**

DATE : 1920s onward (1930,1968,1989,1994)

SOURCES : Crimp,B S : "The Busselton District Drainage Scheme" in Journal of the Institution of Engineers in Australia Vol 2 (1930) pp470-72

: Phelan,T A D : "A Survey of the Busselton District Drainage Scheme and Its Future" (TS,1968)

: McAlpine,K W;Spicer,J F;Humphries,R : The Environmental Condition of the Vasse Wonnerup Wetland System and a Discussion of Management Options - Technical Series No. 31 (EPA,Perth,May 1989)

: Personal Communication - Dena Garratt  
3 May 1994

LOCATION : Vasse-Wonnerup Estuarine System

NATURE OF DISTURBANCE :

Dredging of Vasse and Wonnerup Estuaries and associated river systems and wetlands for hydrological purposes.

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**10.**

DATE : 1959

SOURCE : *South West Times* 19 February 1959 p3

LOCATION : Vasse Estuary at Wonnerup

NATURE OF DISTURBANCE :

14' [4.3m] section of a boat discovered and removed..

---

**11.**

DATE : c1960 (1992/1995)

SOURCES : Peter Bell communication to T B Cullity 10/12/92  
WAMM 453/71(1)

: O'Brien,T : Mudmap No.2 op cit

LOCATION : Deadwater - "area opposite Mrs Giles house and a very small part elsewhere"

NATURE OF DISTURBANCE :

Drag-line through the Deadwater/Mining/Dredging

EXTRACTS : “Very little of the Deadwater was dredged- possibly less than 1%”  
(Cullity)

“He was on the job and says he would certainly have known whether anything came up” (Cullity)

“He dug up the ribs of an old whale on the landward side of the Deadwater...about 300 yards landward of where it was stranded [on the original beach]” (Cullity)

“Peter Bell discovered the skeleton of a Blue Whale about here [Indicated on map] 1960s” (Mudmap No.2)

12.

DATE : 1962

SOURCE : *The Countryman* 20 September 1962 p11

LOCATION : Near Lockeville

NATURE OF DISTURBANCE :

Mining - “a mining company near Lockeville is busily engaged in treating this sand”

“today bulldozers scrape up the soil”

13.

DATE : 1963 (1970)

SOURCE : Memo to Dr Crawford from Graduate Assistant, Wrecks  
7 December 1970  
WAMM 453/71(1)

LOCATION : Deadwater

NATURE OF DISTURBANCE :

Mining - “several surveyors said the deadwater had been dredged for almost its entire length about 7 years ago”

“Alf Self...said that during the dredging operations they found no wreckage”.



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**14.**

DATE : 1960s (c1970)

SOURCE : Note - Iris Wells to Dr Crawford  
WAMM 453/71(1)

LOCATION : Old Wells Homestead (close to the ocean)

NATURE OF DISTURBANCE :

Mining - "An anchor was dredged by mining operations and disintegrated after being left out"

---

**15.**

DATE : 1960s (1980/1994/1995)

SOURCES : Henderson,G : op cit p62

: O'Brien,T : Sketch Map op cit 2nd Ed. (1994): Personal Communication - A J Reynolds  
"Further Notes" op cit p4

LOCATION : Deadwater ? or Ballarat Mill Site, Wonnerup

NATURE OF DISTURBANCE :

Mining - "In more recent years the area was mined for mineral sands, and the company involved uncovered a boat, human bones and a number of old pistols and muskets." (Henderson)

- "Mr Bell All time drag line operator during mining .. Said no boat had ever been dug up." (Sketch Map)

Dredging - "The only discoveries made by dredging were two skeletons dug up near the Separation Shed at Ballarat" (Reynolds)

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**16.**

DATE : 1960s (1992/1995)

SOURCE : Percy Reynolds communication to T B Cullity  
10/12/92  
WAMM 453/71(1)

LOCATION : Vasse Estuary

NATURE OF DISTURBANCE :

Bulldozing, as part of recovery operations - "Len Brennan tried digging it out [8-10' rudder] with a bulldozer"

Part of rudder recovered 24 April 1995. See **1/BB**

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**17.**

DATE : 1960s (1993)

SOURCES : O'Brien, T : Sketch Map op cit

LOCATION : Deadwater, South Pond

NATURE OF DISTURBANCE :

Dredging, as part of mining operations (indicated on map)

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**18.**

DATE : 1960s (1993/1995)

SOURCES : O'Brien, T : Sketch Map op cit

: Personal Communication - Tom O'Brien  
17 May 1995 p4

LOCATION : Deadwater, coastal dune adjacent to North Pond

NATURE OF DISTURBANCE :

Mining - "Some of the areas mined by Len Brennan in the mid-60s" (Sketch Map)

"I did not procure my information about Mining Extent from Len Brennan ... but from Mr Peter Bell of Busselton, who was the Machine Operator during all of Brennan's activities"

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**19.**

DATE : 1960s (1995)

SOURCE : Personal Communication - A J Reynolds "Further Notes" op cit p4

LOCATION : Wonnerup and Deadwater

NATURE OF DISTURBANCE :

Mining/Dredging - "I was in almost daily contact with Len Brennan throughout the ilmenite dredging at Wonnerup, and would know as well as anyone where dredging took place, as much of it was at 'Lockeville' ... , and when they came to the Deadwater areas of my farm were also mined. It was revealed to me if and when any unusual find was made..."

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20.

DATE : 1993-4 (1994)

SOURCE : Report : Land Search at Wonnerup for The Longboat from the Geographe  
Stranded June 1801

Search January 1994

Surveyed by T N O'Brien

G Harewood

B Rooney

LOCATION : Wonnerup

NATURE OF DISTURBANCE :

Minor excavations in selected localities where magnetometer anomalies indicated.

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Part 3

SEARCHES CONDUCTED TO DISCOVER  
WRECKS IN VICINITY OF THE DEADWATER

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S1.

DATE : 1856

SOURCE : *Inquirer* 2 April 1856 p3

LOCATION : Deadwater - "that portion of the Wonnerup Inlet termed the Dead Water"

NATURE OF SEARCH : "a diligent examination of the inlet" by unidentified individual(s)

OUTCOME : "the party returned unsuccessful"

"some pieces of a ships timbers, much eaten by the *teredo navalis* were found"

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S2.

DATE : 1914

SOURCE : "*West Australian*" 28 September 1936 p16

LOCATION : Deadwater - "to the north of the Vasse not far from Wonnerup"

NATURE OF SEARCH : Site search

OUTCOME : "Miss Cowan visited the spot but found no trace of the wreck"

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S3.

DATE : 1959

SOURCE : "*South Western Times*" 19 February 1959 p3

LOCATION : "A quiet backwater of the Vasse River at Wonnerup"

NATURE OF SEARCH : Appears to have been an ad hoc recovery search, possibly as a result of the discovery of made during ilmenite mining operations.

OUTCOME : "The party found a 14-foot section of what appears to have been a ship's boat"

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**S4.**

DATE : 1962 (October)

SOURCES : Halls,C : Wonnerup Wreck op cit p4: "Sketch Map of the Wonnerup Estuary and Deadwater WA No 2"  
WAMM 453/71(1)

LOCATION : Wonnerup Estuary,Deadwater

Wreck marked on South Pond of Deadwater

NATURE OF SEARCH : Intensive On-site Investigation

OUTCOME : Wreck allegedly located

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**S5.**

DATE : 1964 (November)

SOURCES : Letter from A Robinson,Underwater Explorers  
Club to Mr C Halls,WA Museum - 27 August 1964  
WAMM 453/71(1): Memo : C Halls For : Dr Ride 24 August 1964  
WAMM 453/71(1)

LOCATION : Wonnerup Estuary

NATURE OF SEARCH : "fifty to sixty members [of Underwater Explorers Club]  
volunteered "[Halls] to search for "the Wonnerup Estuary  
Wreck"[Robinson].OUTCOME : No indication that the projected search took place

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**S6.**

DATE : 1990

SOURCE : Coroneos,T et al : Report on the Deadwater Wreck op cit  
WAMM 453/71(1)LOCATION : "sand spit in Deadwater,two miles north of Layman's Road,beyond  
bridge over Deadwater"

NATURE OF SEARCH : Magnetometer Survey conducted by WA Maritime Museum

OUTCOME : Nothing of significance found.

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S7.

DATE : 1993-4

SOURCES : Report : Land Search at Wonnerup op cit: O'Brien, T : Sketch Map op cit: *Busselton-Margaret Times* January 13 1994 "Hunt Still On For Wrecks": O'Brien, T : Mudmap No.2 op cit: Personal Communication - Tom O'Brien  
17 May 1995 p2

LOCATION : Wonnerup Estuary and Deadwater

NATURE OF SEARCH : Site investigation of boat "ribs only" in sandhills between  
the Middle Pond and Geographe Bay.Intensive Magnetometer Survey at Wonnerup with  
excavation at identified locations.

Random Magnetometer Search, Deadwater

OUTCOME : "Ribs only" wreck of boat located.

Nothing of significance found at Wonnerup as result of Magnetometer  
Survey.Nothing of significance found as a result of Random Magnetometer  
Search of Deadwater.

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S8.

DATE : 1994 (7 May/20 August/9 October)

SOURCE : Author's Notebooks : Series 2

Notebook 1 Note 235

Notebook 2 Notes 479-489

Notebook 3 Notes 579-80

LOCATION : Vasse Estuary and Deadwater

NATURE OF SEARCH : Preliminary On-Site Investigation by Author

OUTCOME : Nothing of significance was found.

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**S9.**

DATE : 1994 (November)

SOURCE : *West Australian* 24 November 1994 p44 "WA sand dunes conceal French longboat"

LOCATION : Wonnerup sand dunes

NATURE OF SEARCH : Magnetometer Search for French *chaloupe* by "local history enthusiasts"

OUTCOME : Claim to have found *chaloupe* with magnetometer but physical remains have not been uncovered as yet.

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**S10.**

DATE : 1995 (April)

SOURCES : Site Inspection Wonnerup 17 April 1995 op cit

: O'Brien, T : Diary 24.4.1995

: Personal Communication - Dena Garratt  
26 April 1995 ; 16 May 1995

LOCATION : Vasse Estuary at southern end of Rabbit Island

NATURE OF SEARCH : Operation to recover large rudder reported in 1992.  
See 1/BB.

OUTCOME : Part of large rudder recovered and sent to the Department of Maritime Archaeology, WAMM for testing. Found to be made of some eucalypt.

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Part 4KNOWN WRECKS AND OTHER MARITIME ACTIVITIES  
POSSIBLY CONTRIBUTING TO MATERIAL EVIDENCE

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W1.

DATE : 1801

SOURCES : Journals - Baudin  
 Peron & Freycinet  
 Couture  
 Levillain  
 St Cricq  
 Ronsard  
 Giraud  
 Moreau  
 Hamelin  
 Milius

: Henderson, G : op cit pp57-63

: Personal Communication - Tom O'Brien  
 17 May 1995 p3VESSEL : French Longboat ("*Chaloupe*")MATERIAL : Salvage equipment, expeditioners possessions, *Naturaliste's* anchors

LOCATION : Mouth of Wonnerup Estuary; Geographe Bay

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W2.

DATE : 1879

SOURCES : Henderson, G & K-J : Unfinished Voyages : West Australian Shipwrecks  
 1850 - 1880 (UWA Press, Nedlands, 1988) p264

: "*Mary*"  
 File No. 5/86  
 Department of Maritime Archaeology  
 WA Maritime Museum

VESSEL : *Mary*

LOCATION : Geographe Bay - Ballarat/WA Timber Co. Jetty



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**A1.**PERIOD : 19<sup>th</sup> CenturySOURCES : Map - Useful Information  
WAMM 453/71(2) op cit et al

ACTIVITY : Whalers/sealers repairing boats

LOCATION : Various locations around Geographe Bay including Deadwater

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**A2.**PERIOD : 19<sup>th</sup> CenturySOURCES : Jennings,R : Busselton : Outstation on the Vasse 1830-1850  
(Busselton S C,Busselton,1983) p288: Garratt,D : Wonnerup Jetty : Maritime Heritage Site Inspection Report  
(Dept. of MA;WAMM - Report No. 73) 1993

: Fall,V G : "Giants In The South" (Bound TS,1974)

: Parsons,R : "Ships Registered in Fremantle Before 1900"  
(Bound TS,1960)ACTIVITY : Shipbuilding *Success* built at Wonnerup;attempt at shipbuilding at  
Marybrook near Toby's Inlet,reported at least 2 lighters built at  
QuindalupLOCATION : Wonnerup (Ballarat Jetty); also Marybrook and Quindalup

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**A3.**PERIOD : 19-20<sup>th</sup> Centuries

SOURCE : Info : E Giles &amp; T B Cullity WAMM 453/71(1)

ACTIVITY : Boats carrying timber

LOCATION : Wonnerup Estuary

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**A4.**PERIOD : 19-20<sup>th</sup> Centuries

SOURCES : Innumerable

ACTIVITY : Recreational (fishing,boating) and communicational (travel) activities.

LOCATION : Vasse and Wonnerup Estuaries and Deadwater.

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