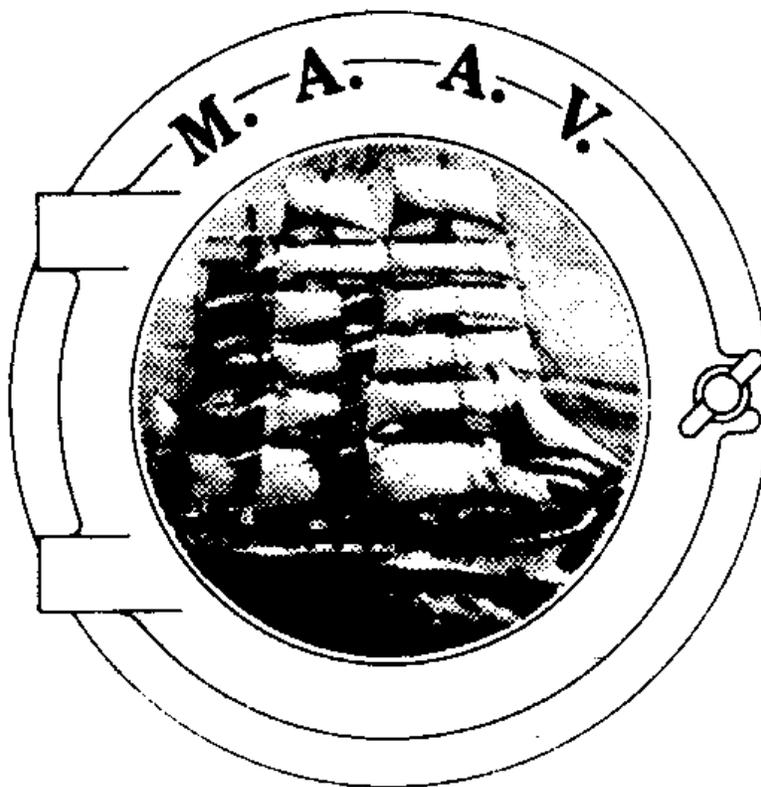


JUNE 2001, No. 220

**MARITIME ARCHAEOLOGY
ASSOCIATION OF VICTORIA
INCORPORATED**

Wreckings



PO BOX 1114, SOUTH MELBOURNE VIC. 3205

CALENDER

Monday 2nd July General meeting to be held at the Polly Woodside, 8.00.

Eivion 23rd , 24th June survey work, contact John Munro

Salsette survey work ongoing contact Peter Taylor.

Cape Conran 17th, 18th and 19th August, contact Wayne Caldw.

Port Albert 20th , 21st October, contact Wayne Caldw.

REX HUNTER FROM THE FOCSLE

News and views about wrecks.

There are at least three people in Australia interested in the remains of Hulks and Lighters. Nathan Richards who is doing his PhD into circumstances surrounding these vessels is one of them; there are at least two more of that rare breed in Melbourne. He was recently in Town chasing up details of these types of vessels in Victoria.

MARITIME ARCHAEOLOGY ASSOCIATION OF VICTORIA

Minutes of June General Meeting.

Held at Polly Woodside on Monday 4th June 2001

Meeting Opened at 8.15 PM.

Members present: Wayne Caldw, Peter Taylor, John Munro, Malcolm Venturoni, Eric Langenberg, John Osmond, Tony Gregory, Scott Allen, Lucy Lancellotti, Des Williams, Mick Whitmore, Paul Brock, Harvey Sowerby, Russell Stewart, Priya Cardinaletti.

Apologies: James Parkinson, Cate Venturoni.

Visitors: Russell Murphy.

Welcome to new members: Clark Swan

Minutes:

Moved: Des Williams

Seconded: Scott Allen

Business arising: Nil

Correspondence In: MAAV Correspondence in:

- Dive Log
- RHSV newsletter
- AIMA newsletter
- Application for membership from Chester Irving

- SDFV newsletter
- SUHR newsletter
- The Great Circle, the Journal of the AAMH
- Jeremy Green, re millennium publication

Correspondence Out: Clark Swan.

Newsletter

Treasurers Report: \$2264.62

The Auditors report is almost complete, there are two receipts to be presented.

Deposits Nil

Bills for payment SDFV subs

It was passed that Priya should purchase a bottle of wine for Don Able the Auditor.

It was passed that Malcolm be reimbursed for the payment of \$79.20 for the Post Office box.

SUBS ARE NOW DUE, Adults \$30, Students \$20, Family \$40.

It was moved that the expenditure be approved

Moved: Scott Allen Seconded: Tony Gregory

REPORTS

AIMA (Australian Institute of Maritime Archaeology)

- AIMA are planing to put together a publication tracing the progression of maritime archaeology in Australia. The reports are to be of one to two pages. Members are welcome to submit items.

AIMA/NAS TRAINING PROJECT (Training program in maritime archaeology)

- Members will be informed as to the dates for training courses to be conducted later this year in parts 1,2 and possibly 3. The next part 1 will be held in July, the next part 2 will be held in August.
- AMIA will now be known as the Australasian Institute for Maritime Archaeology. The members voted for the name change.
- The AIMA conference will be held in Geelong from the 3^d to 9th of December 2001. The Theme of the conference hasn't been decided on as yet. There is a call for volunteers to help with the various aspects of running the event. The jobs might be as easy as being on the door or helping with the organisation of the conference. There is a task for everyone. Contact Malcolm.

HSAC (Historic Shipwrecks Advisory Committee)

HSAC (Historic Shipwrecks Advisory Committee)

Report from meeting 99. Thursday the 3rd of May 2001

- **New members to the HSAC**

This was the first meeting of the newly elected committee and the HSAC welcomed new members Jane Bowman (DIVA), John Sherwood (Marine Science) & Matthew Churchward (Museums of Victoria).

- **Loch Ard Shipwreck Museum**

As reported previously the Loch Ard Shipwreck Museum has been sold and concerns were raised as to the future of the artefacts. The HSAC will monitor the situation and work with Heritage Victoria to promote the idea of including the collection in a possible visitor centre at port Campbell.

- **Commonwealth funding**

After the HSAC raised the idea AIMA President David Nutley has contacted opposition leader Kim Beazley to seek their position on funding of the Historic Shipwreck Program. With a change in government there is likely to be a more positive outcome for shipwrecks funding.

<ul style="list-style-type: none">• HMVS CERBERUS WORLD HERITAGE LISTING

There is still good support within Bayside City Council and from National Trust for world heritage listing. However if the cost of world heritage nomination is prohibitive then \$2.5m for works doesn't stand a chance. Vital need for community pressure and promotion. HSAC/ HC/HV unlikely to have a leadership role.

- **Jack Loney Award**

Due to the loss of Ron Vanderwal from the HSAC a new member was needed to sit on the Jack Loney Award sub-committee. Leonie Foster was nominated for that position and the sub committee chaired by M Venturoni will meet soon.

- **Regia (1860) foreshore development proposal, PMDC, Portland**

Heritage Victoria received a proposal from the Portland Maritime Discovery Centre to as part of stage two of the museum expose the wreck of the *Regia*, lying in the grounds of the museum. Heritage Victoria advised that the proposal needs to identify conservation and long term funding issues.

<ul style="list-style-type: none">• WARRNAMBOOL DREDGING

Dredging of the fishing boat harbour in Lady Bay resulted in the dredge fouling a well preserved, trotman anchor and chain (Warrnambool Standard, 21/4/01 p.10). The anchor was raised and is now in storage in FHMM lake. The main issue is that the anchor was removed without a permit.

- **South Channel deepening proposal**

Tim Muir advised that the VCA South Channel deepening study is at the preliminary feasibility study stage. 6 consultants in areas of geotechnical/ channel design, hydrodynamic design, coastal littoral, environmental effects, economic/ operations study, and community consultation. Discussion documents to be circulated to all parties. If it goes ahead cost envisaged being between \$50-200 million.

- **Victoria trying to secure a RAN vessel for scuttling**

DIVA hopes to secure another RAN vessel for scuttling. Will reduce traffic and damage to Graveyard sites. DIVA secured the Patrol Boat *Bayonet* for scuttling a couple of years back but unfortunately the RAN scuttled the vessel is 82 metres of water off Port Phillip Heads.

- Sunken Assets 2001
SDFV and RMIT U/water Club to run Sunken Assets on 6 June 2001 at Storey Hall 7.30-9.30pm Cost \$5.00. MHU to do talk on the *SS City of Launceston*.
- *Lady Nelson* re-enactment
T. Muir advised that he is involved with the coordination of the bi-centenary re-enactment of the discovery of Port Phillip Bay by the *Lady Nelson*. *Lady Nelson* replica has been provisionally booked. Activities and publicity to include Maritime Museum of Victoria, RHSV and a number of other interested organisations. Premier's Dept has said 'No' to funding, though they will be funding Collin's settlement site at Sorrento bicentenary of European settlement.
- MHU activity report
- 24-27/4/01 - Lakes Entrance fieldwork/ RAAF Hudson bomber project. No aircraft wreckage found, only patches of reef.
- 26/3 – 9/4/01 - *SS City of Launceston* fieldwork took place. Plans for November are sandbagging, redo corrosion potentials and ships' lines. Possibility of future excavations to be funded through James Cook University research grants and sponsorship.
- 2 divers caught anchored on City of Launceston.
- Flinders University Field School 2003 to be run with MHU at Ozone/ Dominion.
- Port Fairy- SA border Great Ocean Road Stage 2 section of Historic Shipwreck Trail revamped – all new signage and positions for some markers, in conjunction with Justin Cook from Portland NRE office.
- Eye of the Needle – audio currently being completed, preview screening at Channel 7 in June coming up.
- *Grange* (1858) cannon – currently in Apollo Bay Cable Station Museum-requires conservation intervention to stabilise. To be X-rayed in Melbourne and quotes for treatment. Colac-Otway Shire offered \$2000 towards costs.
- Wreck reports: Timber at Cape Bridgewater, Portland (has been inspected by Malcolm Venturoni and is not a ships timber), Anchor in Lady Bay, Warrnambool, Chinese pot caught in net in oilfields off 90 Mile Beach.

Malcolm Venturoni

MHU (Maritime Heritage Unit)

The MHU want the MAAV to nominate a MAAV member to be a liaison officer, someone to be a contact between the Association and the MHU. The members were in full support of this initiative. There is plenty of activity happening at the MHU, see next months issue for a fuller report.

PROJECT REPORTS

EIVION

John Munro reports:-

The team were blown out on the 26th and 27th of May, there was a northerly gale on the Saturday which blew directly onshore. On the Sunday the viz was reduced to a few inches, there was no effective worth in diving the site. The following weekend the weather was much the same. The new dates will be the 23rd and 24th of June. It was not a complete waste of time as the group that drove to Rye tried to relocate the position of a number of old lime kilns.

OTHER SITES INSPECTED

Peter Taylor and John Munro relocated the remains of the *Kakariki* a steel steamer, which was run down and sunk off Williamstown in 1937. The vessel remained embedded in the mud for nearly ten years until it was cut into smaller pieces. The sections were moved to, and sunk in an area called the Jawbone off the back of the old Rifle Range. It was found using the marks that Phil the fisherman provided to them. Lots of fish and lots of wreckage.

Malcolm dived on the *Seabird* and found that the sand is on the move again, this time down. The tanks are re-emerging. He also dropped in for a quick dive on the plane off Williamstown. Seems as though there has been a bit of damage to the plane, possibly from anchors.

GENERAL BUSINESS

- It seems as though somebody must read the minutes as Mick Whitmore discovered that the dates for the Cape Conran weekend were wrong. The dates are for the 17th , 18th and 19th of August. These are the correct dates.
- The MHU liaison position within the MAAV was discussed, if you think that you could do the job, nominate yourself. The successful candidate will be voted into the position at the following committee meeting.
- Des Williams reminded everyone that the Sunken Assets talk by Peter Harvey on the *City of Launceston* would be on the Wednesday following the meeting. Ross Anderson would be giving a talk on the famous Reef to Cape expedition. There was also a chance that Jenny Dickins would be giving a talk on the conservation of artefacts.
- Tony Gregory has been busy chasing artwork and suppliers of good quality T-shirts. The MAAV logo will be embossed in stitching. He displayed the shirts that will be for sale. The cost of them will be \$25 per item. See the order form in the newsletter. Either send the order and a cheque or bring the form and your money to the next meeting.
- Lucy Lancellotti discussed last years Xmas party and a few teething problems that were had. Lucy has offered her expertise to organise this year's event; we will need to give her a bit more support. Lucy was thanked for her efforts in producing such a good event.
- John Osmond has a full book of survey equipment, the next major purchase if it is passed in a vote will be a small GPS, at a cost of around \$300 to \$400. John spent \$320 to purchase various items. John was thanked for his efforts. See John's report later in the newsletter.
- Portland Maritime Discovery Centre have been in contact with Malcolm seeking MAAV help with work to be done on the wreck of the *Regia* which is at the back of the museum. The Centre has applied for permission to extend a boardwalk around the wreck and block off the site, then conduct an excavation. This has to be approved by the proper authorities before anything happens.

MAAV EQUIPMENT

The MAAV now have a full compliment of items to allow any team and or single member to conduct survey work with confidence. Presently available to any member are the following items, star pickets and driver. 30 fibreglass poles, 18 perspex slates, 100 sheets mylar drafting sheets, 12 rolls insulation tape, 10, 30 metre open reel tapes, 4 transportation bins, 50 metres of cave reel

cord, 20 metres 6mm nylon rope, 12 yellow star picket caps, 8 spring tape holders, 3 bags electrical ties, 2 photographic ranging poles, 2 photographic collapsible frames, 1 magnetometre.

John wishes to thank members Scott Allen, John Munro for their donations.

John also wishes to thank the people outside the Association who donated equipment, see their names below, please support these people if you need any equipment. All equipment is stored on a pallet at the premises of Network Transport in Mordialloc, simply phone or fax through your equipment requirements. Arrangements can be made with John to pick up the gear at John's work or the items can be collected at the monthly meetings with prior arrangement. The magnetometer is stored with the secretary. Total expenditure so far has been \$317.69.

Contact John at:- Network Piano Carriers
9 Avlona St Mordialloc
9580 7788 work, 9587 6996 fax
0418 341 280 mobile



UP AND COMING EVENTS

Eivion 23rd 24th June contact John Munro

Cape Conran 17th 18th and 19th of August

Port Albert 20th 21st of October

Top end of the Bay. There is something going on every second Saturday. There are wrecks to find and to survey. Contact PT.

Don't forget to bring money to the next meeting for Subs, T-shirts and the Heritage Victoria report on Lime Kilns.

MEETING CLOSED AT 9.40

VESSEL TONNAGE

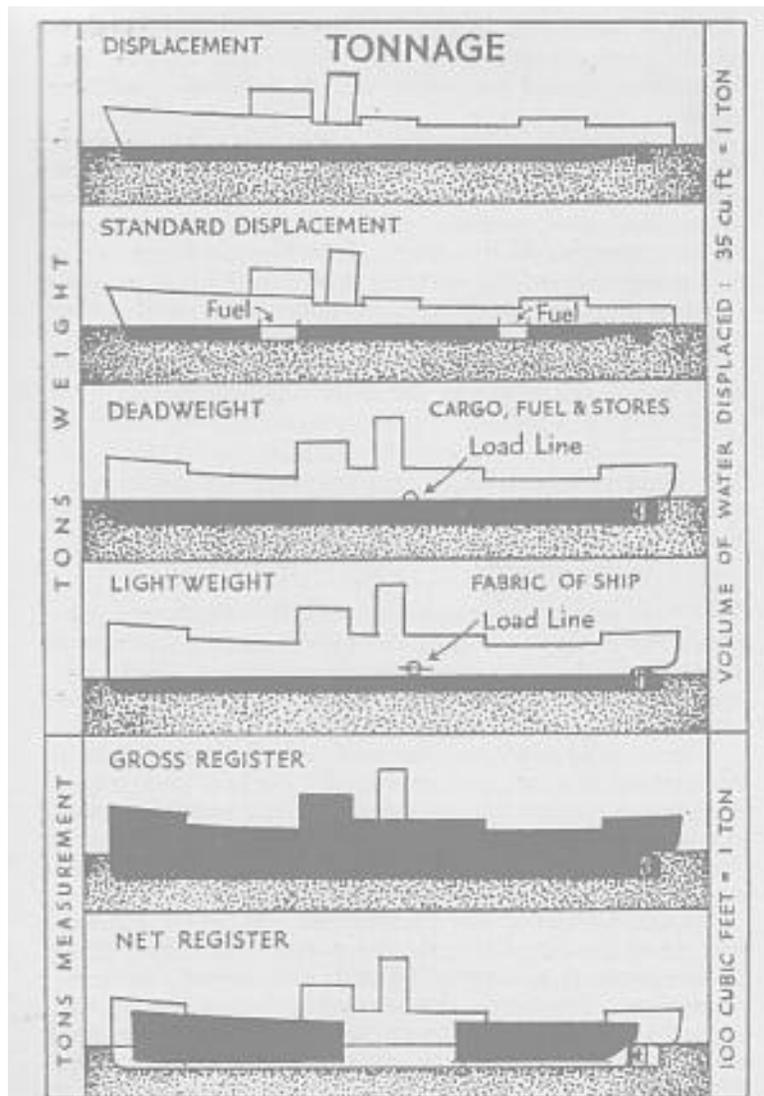


FIG. 3.—Tonnage.

Tonnage of a vessel can be a confusing issue, the diagram above comes from The Observers Book of Ships published some time in the 1950's. It was picked up recently for a few dollars in a second hand bookstore.

General Jessup 1848 – 1863

Text Malcom Venturoni

The three masted barque *General Jessup* was built in Philadelphia, United States in 1848. The vessel's official number was 41,475 and measured 99.4' x 23.4' x 8', was carvel built with a square stern and was 193.5 tons net. The *General Jessup* was registered in Baltimore in the United States. The registration was transferred to Melbourne in December 1854 and the registered owner of the vessel was J. Tulloch.

The *General Jessup* arrived in Port Albert for the first time early in 1862 inward bound from Newcastle. By early 1863 the *General Jessup* was listed as being a regular trader to Port Albert, mainly shipping livestock from that port to the Tasmanian mainland under the command of Captain Hodge. The *General Jessup* narrowly escaped being lost in February 1863. While departing Port Albert in the company of the *Victoria* and *Kate Waters*, the three vessels were struck by a strong gale. The buoys marking the channel were washed away leaving the three vessels vulnerable in a large sea. The *General Jessup* and the *Kate Waters* managed to clear the entrance and head out to sea. The *Victoria* was not so lucky she missed the channel striking the bank and became a total wreck.

The *General Jessup* sailed from Hobart for Port Albert to load cattle on 25 June 1863. It is not known whether the *General Jessup* had a cargo for port Albert, it seems likely that they just had passengers aboard. A strong south - easterly gale forced the *General Jessup* to seek shelter at the Kent Group. On the evening of the 7 July the vessel dragged its anchors and went broadside on the beach at West Cove. The passengers and crew escaped without loss of life and were taken by the schooner *Viblia* to Melbourne arriving there on the 16 July.

The following extract from the Launceston Examiner 23 July 1863 gives an account of the wrecking:

In consequence of a heavy S.E. gale encountered on the 6th inst., came to anchor in West Cove (Kent Group) at 4.30 p.m., with forty five fathoms on the best bower; anchored there to wait daylight, not considering it prudent to run for the

inlet, the weather being so very bad. On the 7th, wind still S.E., and blowing if anything harder than on the previous day, let go, at 11 a.m., another anchor, and payed out sixty fathoms on the port anchor. At 6.30 p.m., the ship drove and struck the ground; the keel remained striking for about half an hour, when she went broadside on to the beach, in the course of three hours filled, and on the 8th became a total wreck. Fortunately all hand succeeded in getting ashore safely, and on the Viblia arriving, on the 12th, went on board of her, and sailed from the group on the 13th, leaving behind Mrs. Black and Miss Balantine, two of the passengers. Mrs Hodges, Mr. And Mrs. Colbert and two children, and Mr. Connely, the other passengers, have arrived by the Viblia.

The days following the wreck saw much of her gear landed safely. A month later the master of the schooner *Circassian* reported that the *General Jessup* had been washed high up on the beach in West Cove.

The gale that claimed the *General Jessup* also caused the loss or stranding of the following vessels on the Victorian Coast; *Peveiril, Golden Spring, William Parsons, Almeda, William Hill, Emily and Colchester.*

The wreck was reported in January 2001 to Mike Nash, Maritime Heritage Officer, Department of Primary Industry, Water and Environment, Tasmania. Mike contacted the Maritime Archaeology Association of Victoria who during an expedition in March 2001 to the Kent and Furneaux Groups located and surveyed the site.



Fig 1: Outer planking of the wreck, the short plank to the left is the garboard strake fitting into the keel rabbet. These planks are double fastened to the frames.

Photo Malcolm Venturoni

The Survey team consisted of MAAV members Malcolm Venturoni, John Osmond, John Munro, Lucy Lancellotti, Eric Langenberg, Jim Anderson, Harvey Sowerby and Priya Cardinalletti. The site was found in two metres of water approximately 25 meters off the beach and is located two thirds of the way between the hut at the northern end of West Cove and the wreck of the steel fishing boat *St. Nicholas* exposed on the beach.

The wreck site sits on sand and a sandstone reef. The site is close to the beach and would usually be covered in sand. The remains of the *General Jessup* consist of 54 foot long section of keel with floor frames and ceiling and outer planking attached. A large amount of ballast stones are present on the site. The outer planking is double fastened and much of the ceiling planking is still in place. The wreck remains indicates that the vessel was fastened using both copper alloy fastenings and trunnels (timber fastenings). Evidence of copper sheathing was located on the site. There were no artefacts recorded being exposed on the site.



Fig 2: Diver surveying the remains of the wreck of the *General Jessup*. Photo Jimmy Anderson

Given the location of the wreck and that the timber sizes recorded match the size of a vessel of 200 tons, there is little doubt that this is the wreck of the *General Jessup*. However, timber samples were taken and the results when returned will confirm the identity of the wreck.

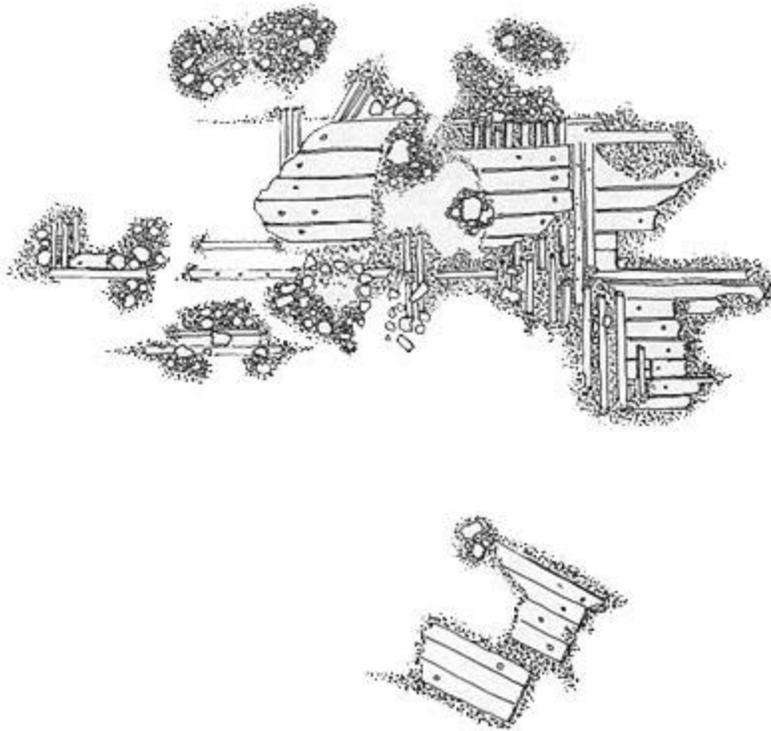


Fig 3: Site plan of *General Jessup* by **John Osmond**.

The wreck of the General Jessup is important, as it is a representative of the type of vessel operating through Bass Strait during the nineteenth century. The remains are protected under the *Commonwealth Historic Shipwrecks Act 1981* and may yield buried beneath the sand information about life at sea during that period. The wreck warrants further work during future expeditions to the area.

