

WRECK INSPECTION REPORT

Linda (20 October 1960)



Dept. of Maritime Archaeology
W.A. Maritime Museum
Cliff St. Fremantle
6160

15/01/1997
Report No. 118.

PHOTO: COURTESY WEST AUSTRALIAN NEWSPAPERS LTD.

Compiler :John Clarke & Corioli Souter.....

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Background

Site Name: F.V. Linda

File No: 207.8

File: Moore River Wrecks

Resume:

John Clarke located the wreck in 1990 after talking to fishermen that had fished the Two Rocks area for many years.

A few artefacts were collected and retained. The position was recorded by radar distances. One of the purposes of this 1996 inspection was to establish an accurate GPS position and include it in the Wanneroo wreck trail brochure.

Technical Data

Site Name: Linda

Date lost 20/10/60

Date of Inspection: 12/11/96

Personnel: John Clarke (Skipper), Ray Krakouer , Corioli Souter
OIC

Approximate Location 6.25 n.m. NW of Two Rocks Marina.

GPS.

(Datum Used.Aust...)

Chart No: Aus 754

Lat: 31° 25.076 'S

Long: 115° 29.974 'E

File No: 207.80

File Name: Moore River Wrecks

Sailing Directions: Launch at south end of Two Rocks Marina then 6.25 n.m. NW avoiding reefs.

Visual Transits:(Specify direction looking towards, e.g. NE

- 1.
- 2.

Photo
Photo:

Site Photographs:

Colour: Fuji colour

Transit Photos :

Video: John Clarke on file.

Site Conditions on inspection

Depth: 2-3m (Dive Profiles, Appendix 6)

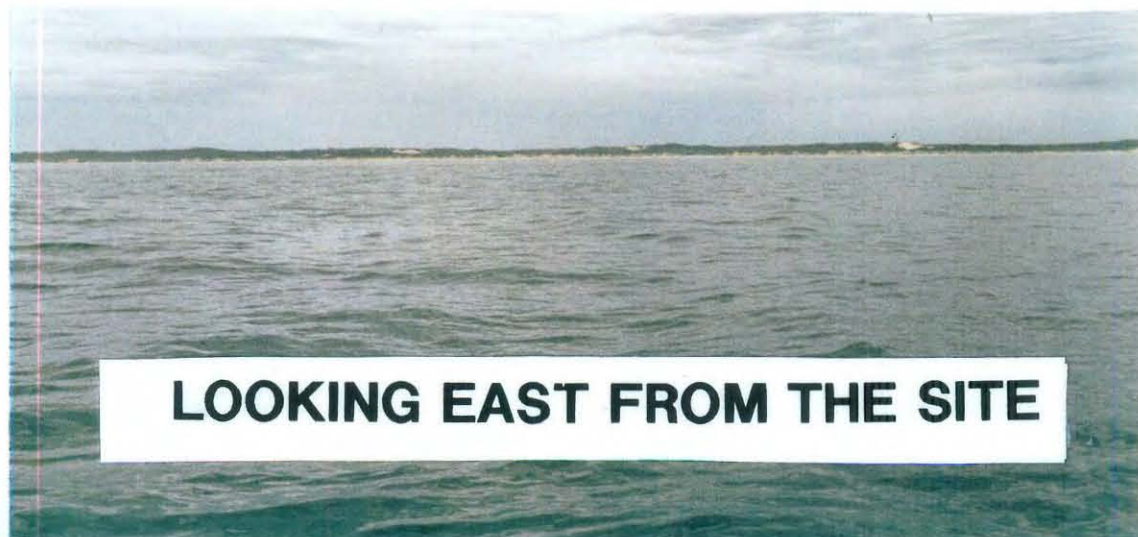
Sea and Swell: Slight

Surge: Slight

Visibility: 10-15m

Current: Slight towards the south

Sea-bed coverage e.g. weed, sand :Reef bottom with substantial weed growth and sand patches.



Chemical Measurements :

Temperature: 20°
Salinity: No measurements taken
Ph: Ditto
Dissolved O₂: Ditto
Corrosion Potentials (Reading and location): Ditto

Biological Data :

Colonising fauna: Various algae colonise the limestone reef and a wide variety of small reef fish inhabit the site.

Site Condition and Integrity : High energy environment without much structure remaining. Most of the structure and artefacts have moved from their original position due the site environment.

Management considerations :

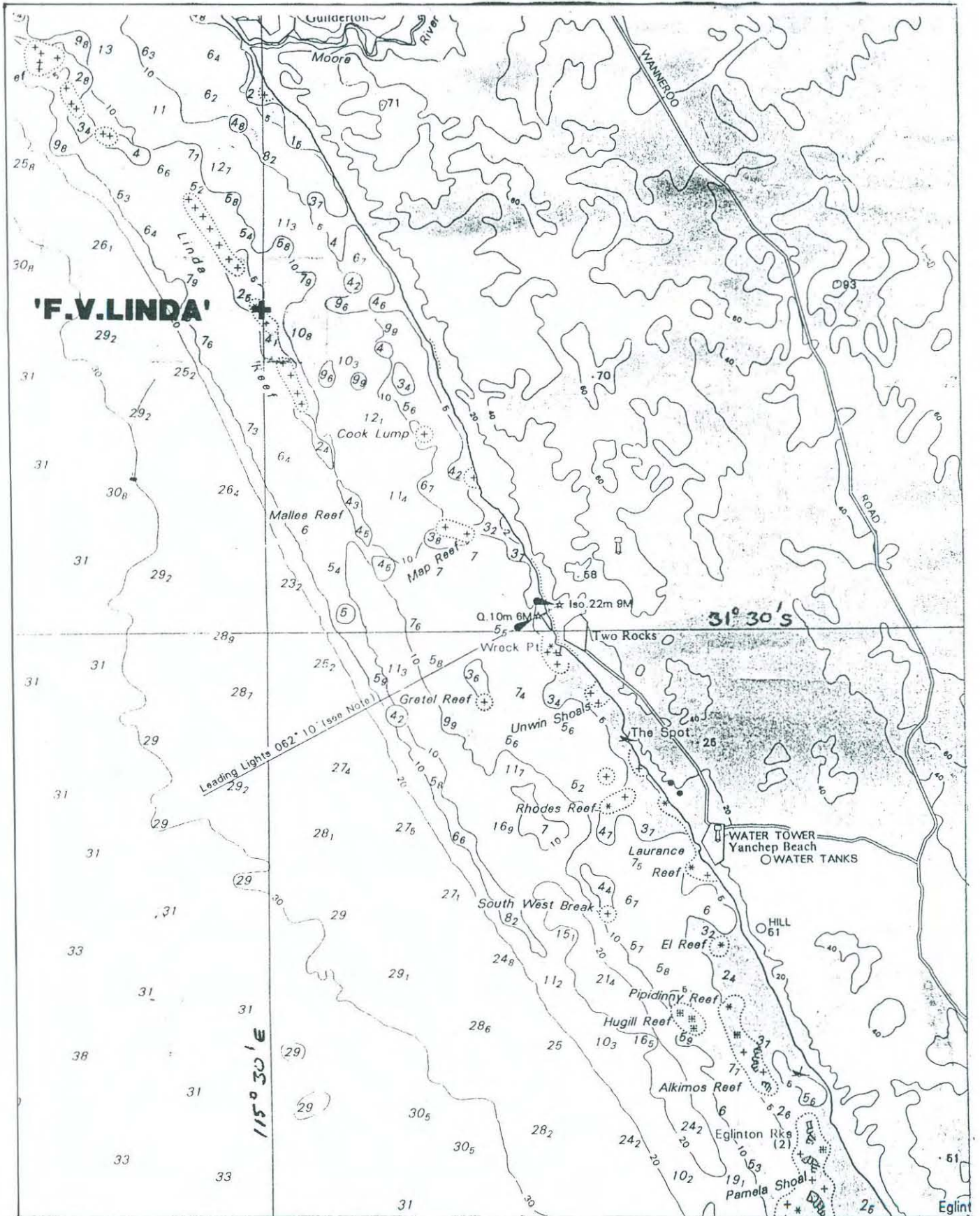
(i) Natural Forces e.g. Sea-bed composition, Depth of Burial of site, Seasonal site exposure, etc.: The remaining components are likely to remain in the condition found on inspection. Little of the wreck is buried and ongoing degradation of the metal is expected at a slow rate.

(ii) Present and future Human forces e.g. Diver Accessibility, Attractive loose artefacts, Evidence of interference.: Since the inclusion of the Linda in the Wreck Access program more diver visitation is probable. This may promote some fossicking for artefacts

(iii) Projected General site Stability in view of the above : The site has not greatly changed since the initial inspection in 1990. The site, however is aggressive and the continuous degradation of remaining artefacts over the long term is inevitable.

Figure 2. Chart Excerpt:

AUS 754 LANCELIN TO CAPE PERON



DEPTH IN METERS

SCALE 1:150 000

Description of Site

(including Seabed Topography and form at Site)

The *Linda* lies on top of the shallow reef platform on a north south axis with the bow to the north. (From engine, gearbox, shaft alignment.). The wreckage is in a depth 2-3 metres in a saucer shaped depression on top of the reef (See site plan). The site almost always has white water and at low tide part of the reef to the north west of the wreck is exposed.

Some material has been washed over the inside rim of the reef most notably, the remains of one tank.

One engine has been salvaged leaving an empty mount . Propellers, anchors and chain have also been salvaged. Among the remaining structural components is, an inspection port, prop shaft, ladder, tanks, rail ballast, engine block, water tight door and a cray winch.



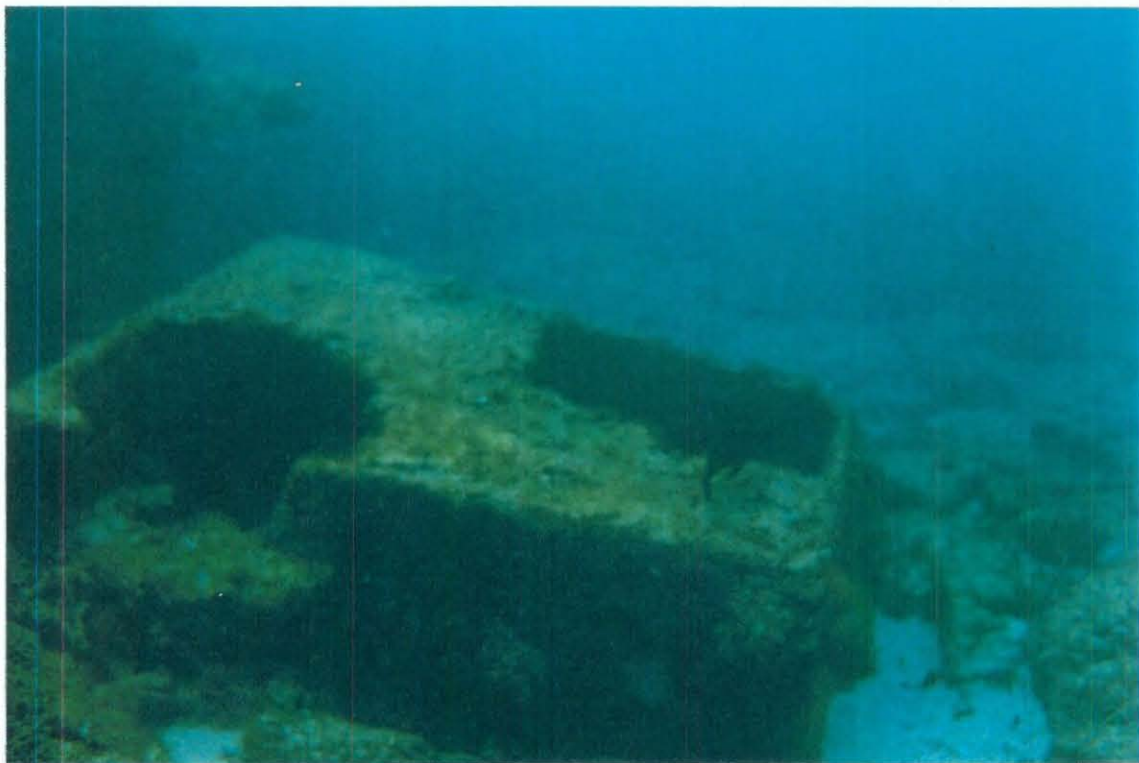
WHITE WATER OVER SITE

PHOTO BY CORIOLI SOUTER.



EXHAUST – WATER INJECTION BOX

ENGINE IN THE BACKGROUND



LARGE TANK – WATER OR FUEL?



PROPELLER SHAFT?



J. CLARKE WITH LEAD BATTERY PLATE.

Material Raised

In 1990 a number of non ferrous fastenings were retrieved from the site. A tank lid and some timber samples were collected.

During the 1996 inspection a gearbox identification plate was recovered revealing that the gearbox was made by Twin Disc Clutch Company in Racine Wisconsin, U.S.A., exclusively for the Gray Motor Marine Co.

A tea spoon was also recovered from the site along with a skin fitting, hose fitting and timber samples. A fitting which is probably part of the toilet lid hinge was also identified



SAMPLE "LINDA" WRECKSITE
DOUBLE DIAGONAL PLANK.
NOTE: RAYWOOD (DECK?)
GREEN PAINT, (NAVY?)
RECOVERED 1990
JOHN CLARKE.

ARTIFACTS RECOVERED IN 1990



ARTIFACTS RECOVERED 12/11/96.

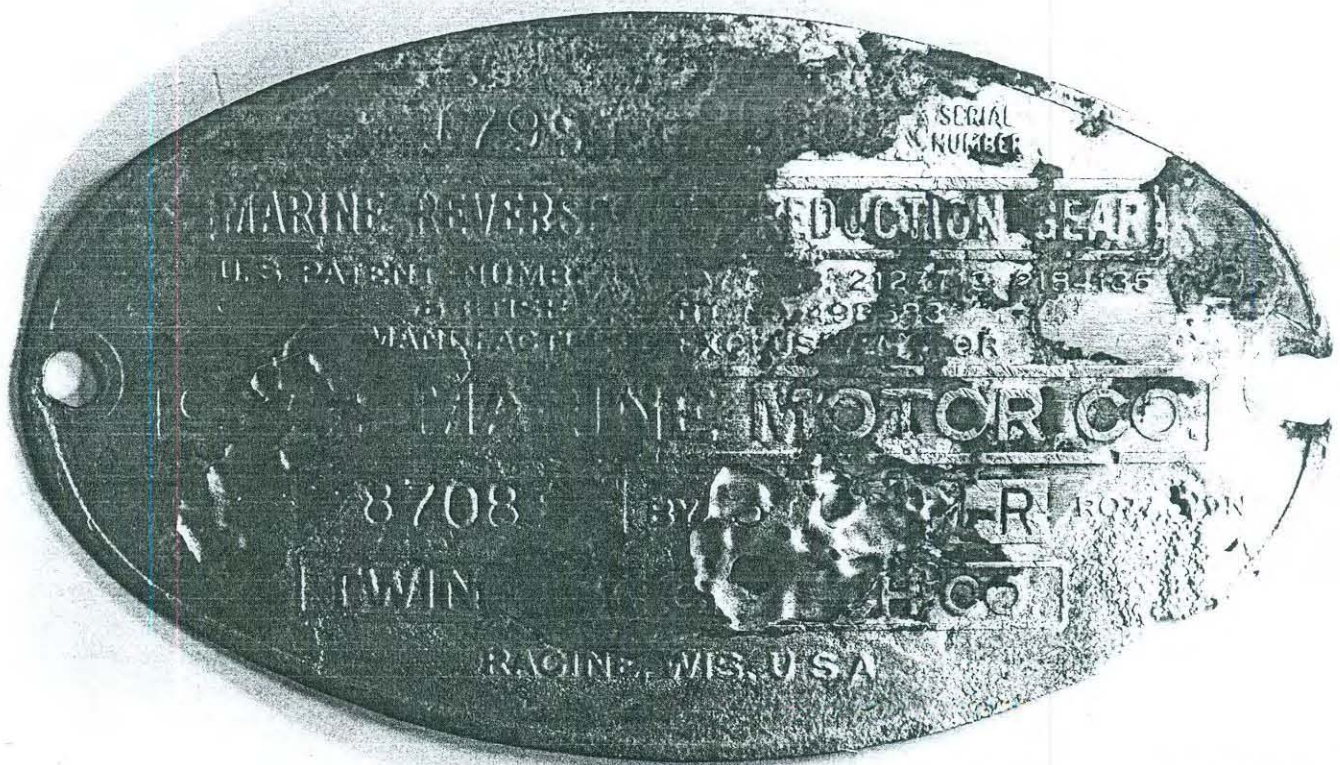


LHS – GEARBOX ID PLATE. (SEE NEXT PAGE)

RHS – TEA SPOON.



GEARBOX ID PLATE AFTER CONSERVATION.





ARTIFACTS RECOVERED 27-11-96



TIMBER SAMPLES RECOVERED 27-11-96

Site Identification Comments

Historical Precis of vessel identified and cause of its loss : The Linda was a 72 ft harbour defence motor launch (smaller than the Type B Fairmile). (Navy communications; Appendix 1)(Appendix 2).The vessel was returning to Geraldton from Fremantle to participate in the Cray Season. The loss of the Linda was recounted by the only survivor Les Sommerfield of Geraldton. He stated that he was dead on course to Geraldton by the compass and that it was possible that there had been insufficient allowance for current drift. (See Newspaper article dated Saturday October 22, 1960 Appendix 3)

Both the Department of Transport and the Department of Fisheries had no information on this vessel. (Appendix 4)

Wreck- site History

(i) Contemporary Salvage: It has been suggested that the original salvage was carried out by cray fisherman Bob Hugill, (now deceased).

(ii) When found in modern times and by whom (usually reporters) : The vessel was reported in 1990 by Mr John Clarke after talking to fishermen who had fished the Two Rocks area for many years. At that time W.A.M.M. had no information on the vessel or the wreck event.

(iii) Modern diver use, if any.: Recreational dive site for local charters in low swell conditions.

Assessment of Site Significance

(i) Archaeological: At this point, being a modern wreck the site does not have substantial archaeological significance.

(ii) Technological: The *Linda* is an example of a type of massed produced vessel supplied to the Navy.

(iii) Scientific: The wreck shows the deterioration of a vessel in a high energy, shallow water site.

(iv) Educational : None

(v) Recreational: A good recreational second dive in low swell.

(vi) Cultural: Further research might reveal the Naval History of this vessel. It should be noted that after WWII these vessels were sold off to many types of services including cray fishing and ferries. A similar vessel the *Norwegian Bay* is wrecked at Wedge Island. (Appendix 5)

Analysis of this particular wrecking led to the formal readdressing of distress call response. Every distress call must now activate rescue activity prior to identification of the vessel.

Recommendations

- (i) Include the GPS position in Wanneroo Wreck Access Program.
- (ii) Visit the site periodically as part of a wreck inspection program
- (iii) Wood samples currently held in conservation could be identified to determine the likely origin of the vessel.

References

The West Australian

Saturday, October 22 1960
p.p 1,3 and 7.

Lambert, J & Ross, A. Conway Publishers Allied Coastal Forces of WWII Vol I: Fairmile Designs and U.S. Submarine Chasers.

Acknowledgements

Western Australian Police Library

The West Australian

Alan Kendrick WAMM Conservation and research

Jon Carpenter WAMM B & W Photography

Appendices

Appendix 1

Navy Correspondence

SMALLCRAFT

LOT 99 HARDY COURT, TWO ROCKS, W.A. PHONE/FAX: (09) 561 1588

Proprietor: JOHN CLARKE — Incorporating Sun City Sea Charters and Ocean Park

MR VIC JEFFERY
NAVY PUBLIC AFFAIRS (W.A.)
FAX : 5500454

DEAR VIC,

RE : FAIRMILE MOTOR LAUNCHES.

THANK YOU FOR YOUR FAX DATED : 5/12/96.

YOUR BRIEF SUMMARY WILL BE INCLUDED AS BACKGROUND IN OUR REPORT.

SINCE SPEAKING TO YOU MANY MORE DETAILS ABOUT THE WRECKED "LINDA" HAVE COME TO LIGHT. IN THE PAST THERE HAS BEEN SOME CONFUSION BETWEEN THE "LINDA" AND ANOTHER WRECKED FAIRMILE "NORWEGIAN BAY". (SEE COPY OF ATTACHED LETTER).

IT IS NOW FAIRLY CERTAIN THAT THE "LINDA" STARTED LIFE AS A 72FT HARBOUR DEFENCE MOTOR LAUNCH (SMALLER THAN THE TYPE 'B'FAIRMILE) A GEAR BOX ID PLATE RECOVERED FROM THE WRECK SITE INDICATES THAT THE LINDA WAS POWERED BY TWO "GRAY MARINE" DIESEL MOTORS. THIS WOULD INDICATE THAT IT MIGHT BE VESSEL No 1171 - 1194 OR 1315 -1320. (NATURALLY THE VESSEL COULD HAVE BEEN RE-POWERED WITH GRAY MARINE MOTORS SOME TIME BEFORE WRECKING). FROM THIS VESSEL LIST THE FOLLOWING CAN BE REMOVED BECAUSE THEY WERE EITHER LOST PRIOR TO 1960 OR STILL OPERATIONAL AFTER 1960 :- 1179, 1190, 1191 1192, 1193, 1194. THIS LEAVES 24 VESSELS ON OUR LIST.

UNFORTUNATELY, NEITHER DEPT. OF TRANSPORT NOR DEPT. OF FISHERIES HAVE ANY RECORDS OF THIS VESSEL.

I AM LED TO BELIEVE THAT "GRAY MARINE" MOTORS WERE NOT FITTED TO AUSTRALIAN BUILT 72FT HARBOUR DEFENCE MOTOR LAUNCHES, BUT THAT SOME WERE USED IN NEW ZEALAND.

CAN YOU ADD ANYTHING MORE TO TIE DOWN THE ORIGIN AND HISTORY OF THE "LINDA" ? WOULD YOU HAVE THE CONTACT ADDRESS FOR NAVY P.R. IN NEW ZEALAND?

THANK YOU AGAIN FOR YOUR CONTRIBUTION, AND WISHING YOU ALL THE BEST FOR THE FESTIVE SEASON.

YOURS FAITHFULLY,



JOHN F. CLARKE

10TH DECEMBER 1996.

Appendix 2

Extract from Allied Coastal Forces of WWII Vol 1: Fairmile Designs & U.S.

Submarine Chasers

To: Mr John Clarke

From: Vic Jeffery, Navy Public Affairs (WA)

FAIRMILE TYPE 'B' MOTOR LAUNCHES

A total of 35 units were constructed for the Royal Australian Navy between 1942-44. They were ML 424-431 and ML 801-827.

The RAN Fairmiles distinguished themselves in the 'Island' war to the north of Australia, particularly in support of the Australian 6th Division in its operations against the Japanese along the north east coast of New Guinea.

In this region, as well as in the waters farther north, the Fairmiles engaged in patrol and convoy duties; they carried troops, ammunition, stores and mails, and were employed in many intelligence missions. During these operations ML 430 was lost off Biak on 15th August, 1944, and ML 827 became the RANs final war loss when she sank on 19 November, 1944 - three days after her grounding off New Britain.

All remaining 33 RAN Motor Launches were sold out of service in 1947.

- 1965 "Boat for Island Service - A sixth passenger boat for the Rottnest Island service arrived at Fremantle from Brisbane during the weekend. It is the 170-ton former Moreton Bay pilot boat, Captain Heath, owned by Norman Hunt (32) and his brother Douglas (24). The brothers came to WA last June and bought and operated the Islander between Perth, Fremantle and Rottnest..... sailed the Captain Heath the 3,500 miles. The boat will need some modification before it can pass underneath the Fremantle rail and road bridges. It is expected to be in service in time for the net Christmas holidays and will carry up to 400 passengers." (WA, 24 May 1965, p20)
- 1966 "The Ferries to Rottnest - The three [?] Rottnest Island ferries, Islander I, Islander II, and the Katameraire, carried nearly 35,000 passengers last year. Only one, however, was originally designed as a passenger ferry."
 Islander I - Hunt brothers own, originally built during war as submarine chaser (ML 826), worked off WA coast armed with 20 depth charges, built by Norman Wright of Brisbane in 1943, belonged to the Fairmile B class. Borthers owned Islander I for 18 months, originally owned by Mr E P McGann and Mr G M McGann, 18 knots top, one of fasted in Australia, 2 x 630hp V12 petrol engines, fittings made from copper and bronze, use of Islandr on Rottnest run ensured wood in perfect condition due to salt water (wood rot); carried 22,000 passengers in 1965, load 275 passengers, insured for £28,000.
 Islander II - owned by Hunt bros, orig Captain Heath, £8,000 spent modifications, built 1944, carries 310 passengers, insured £22,000.
 Katameraire - catamaran ferry, only in austrlaia, owned by Mr A W Kitcher, passengers act as ballast, more passengers more stable, 300hp V8 engines, 11 knots, 125 passengers; Kitcher ran *Temaraire* for 6 years, on Rotto run for 10 years.
 (WA, 31 Jan 1966, p5)
- 1973 "Islander Sold to Rival - The ferry Rottnest Islander has been sold to the Rottnest Passenger Service (Katameraire) Pty Ltd, the owner of the other two passenger boats servicing the island", no comp for first time in 17 years, RI would be kept on Rottnest run, opeated by West Coast Ferries pl (subsid of RPS); RI owned by Hunts, bought in 1964; also taken over glass-bottomed *Seaviewer*, opeates from Rottnest; Kitchers claims can provide a btter service, as will be able to run ferries more time effectively; Kitcher recalls competition always hard, ill-feeling between owners; marine enquiry into ramming of ferry on river; in 1972 122,000 people travelled by ferry to Rottnest, 70% carried by RPS, return fare \$4; *Western Isle* being built, intro comp.
 (WA, 12 April 1973, p1)

John, from the same book

Alm

The 72ft harbour defence motor launch

The 72ft HDML has been included here even though it was conceived before the Fairmile organisation was properly in being, because it nevertheless was an important naval motor launch type. The HDML was constructed using normal shipbuilding practice, rather than from prefabricated kits in the manner of the other Fairmile ML types

In late 1939 the Admiralty prepared the design of a small wooden motor launch which, armed with depth charges, asdic (sonar) and a small gun, would be used to protect estuaries and harbours against infiltration by enemy submarines.

The Admiralty requirements were for a craft not exceeding 72ft in length, and thus capable of being shipped abroad as deck cargo for operations wherever such vessels were required, particularly in less hostile holding operations.

The design was of round bilge form with the hull subdivided into eight watertight compartments, with the short hull having two underslung rudders for maximum manoeuvrability against an underwater target in a confined area.

The HDMLs were to be driven by two diesel engines, and a number of different makes were used: Buda Lanova, Gleniffer, Hercules, Gray, Gardner, or – as shown in these drawings – Thornycroft designs. The horsepower was from 130 to 150 each, depending upon make, which gave a maximum speed of 11 to 12 knots on a displacement of some 46 to 54 tons.

Hull construction was of double diagonal planking with formed transverse timbers, outside longitudinal stringers and reinforcing timbers at intervals inside the stringers. This system of framing proved to be both strong and very resilient, verified by the fact that a small number of HDMLs are still in existence as yachts.

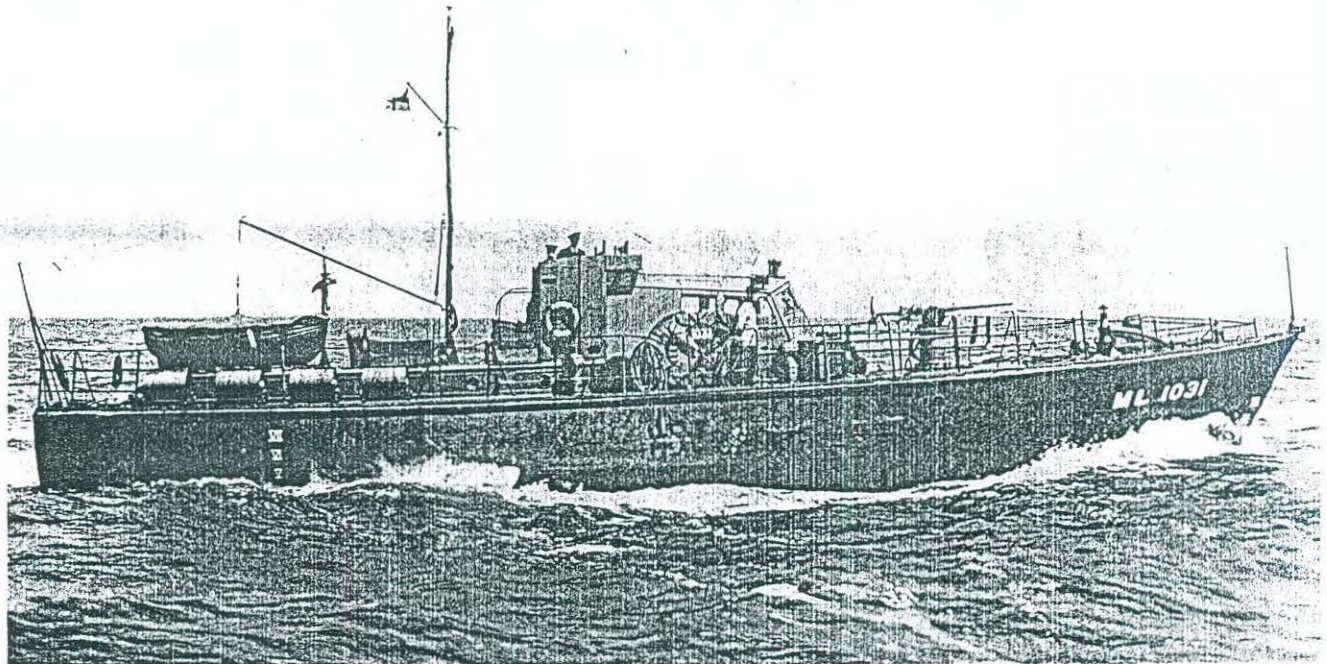
Early boats were planked with mahogany, but when this became scarce it was necessary to use larch for planking, which in some cases led to leaky boats (and was specially subject to dry rot). The use of larch was discontinued as soon as the supply of mahogany improved.

Asdic was to be standard equipment, and in general the class was armed with a single 3-pounder Mark I mounting or the 2-pounder sub-calibre gun, carried forward of the bridge. Later, when supply became easier for the RN, and with both home-built and US Lend-Lease guns available, a single 20mm Oerlikon mounting was also carried aft. Early units had whatever could be found for close-range defence, usually one or two .303in Lewis guns or a stripped Lewis on a pedestal mount, or .303in Hotchkiss guns. Later, again as supply improved, two twin .303in Vickers gas-operated mountings were also carried in the bridge wings. Later again the armament was further improved by the retrofitting of a second 20mm forward. Other boats carried a 2-pounder Mark IIC mounting, a weapon dating from between the wars.

The normal offensive punch was eight depth charges, which were dropped over the sides from the standard depth charge chute. A box of grenades was usually carried on the upper deck for close defence, to prevent boarders.

The main fuel tanks held 1250 gallons in four tanks situated forward of the engineroom, combined with 300 gallons in the en-

ML 1031 in September 1940, armed with a 3-pounder Mark I forward, a .303in Hotchkiss gun aft and eight depth charges. Note the reduced open bridge of the early units. Imperial War Museum



Nos 1338-47 and 1352-59 were for the RAN, with 1348-51 for the RNZN and the remainder, 1360-67, for the RN on Lend-Lease. The three UK-built boats were followed by both locally-built units and US-built boats during 1944-45. During the war these HDMLs served as far afield as New Guinea, Borneo, Timor and the Philippines. By 1948 nineteen boats had been paid-off and sold, and four transferred to the RN in 1950 (and later to the Philippines Navy). One was wrecked in August 1952 and another sold in 1958. Three units (MLs 1321, 1324 and 1325) were reclassified as Seaward Defence Boats and underwent modernisation refits, being lengthened by approximately 8ft (amidships), and having new diesel engines. The first was sold in August 1971, the second dismantled in 1982 and the last, 1325, unarmed, was still in service as a general-purpose tender in 1984.

The Royal New Zealand Navy acquired a total of sixteen units: the four noted above, four built in Burnham-on-Crouch in the UK and eight constructed in two boatyards in Cairo. One other, ML 1090, was allocated in June 1942, but was lost the following month while being transported out. Postwar, those that were retained were re-engined and the upperworks modified, and used for inshore survey work until the late 1970s.

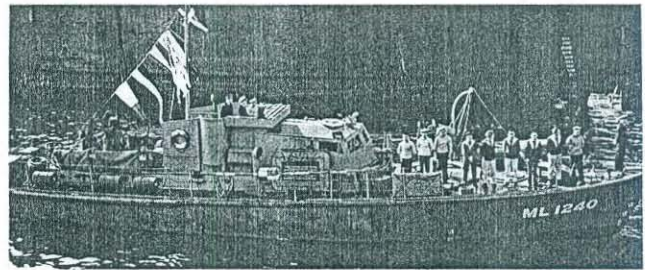
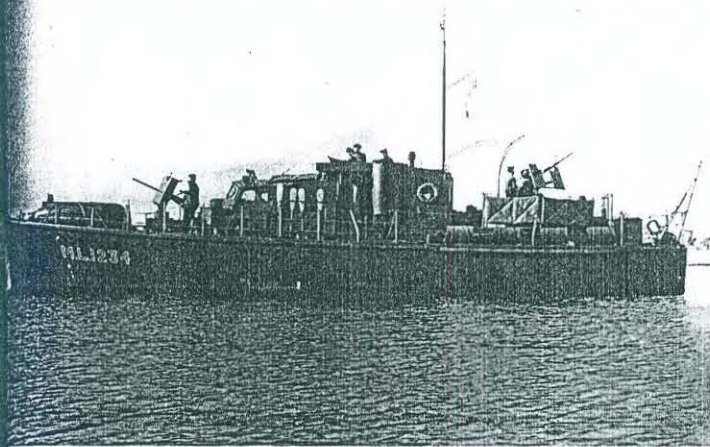
Eight units (1197-1204), ordered on 15 November 1941 in South African boatyards for the RN, were transferred to the South African Navy before completion, to be joined by a further three boats in 1944 (1330-1332).

The Royal Netherlands Navy gathered together a number as the war in Europe drew to a close. Of sixteen ordered from American yards under Lend-Lease, six were supplied on completion, followed by another seven from both British and US sources, two more in 1946 and three more the following year.

The Greek Navy borrowed or purchased seven 72ft MLs, six in 1945 and an additional unit in 1947. Burma found them ideal craft for their new peacetime navy. First the Burmese RNVR was provided with four in 1945, then these boats were presented to the Government as gifts and followed by a total of thirteen more purchased the following year. Nearer home, Italy purchased eight in 1946, Portugal bought two for Macao in April 1947, and eight were purchased by China the same year. Malaya found them very useful for her long coastline, purchasing nine between 1947 and 1958.

Other nations purchased the HDMLs in small numbers during 1946; the Palestine Government two, the Palestine Police two, Is-

HDML 1234 in October 1942, with the typical armament fit of the period. Imperial War Museum



HDML 1240 in July 1943, crewed by the Free French. Note the sprinkle of RN ratings on the upper deck. An off-loaded Liberty ship can be seen in the background. Imperial War Museum

rael one, the Singapore Customs two, and a single unit was obtained for the Penang Pilot Service. In 1947 the Pakistan Navy purchased four and in 1958 the Philippine Navy bought five. Nigeria bought a single unit in 1959 and Iran purchased three, one during 1948, another the following year and the last in 1956.

Harbour Defence Motor Launch data

Numbers ML 1001-1600.

Dimensions Length 72ft (oa), 70ft (pp), beam 15ft; draught 4ft 6in to 5ft 6in.

Displacement 46 tons, 54 tons deep load.

Machinery Twin diesel engines with six different manufacturers used; 300bhp Gardner, 320bhp Gleniffer, 330bhp Gray, 480bhp Hercules, 300bhp Buda Lanova or 260bhp Thornycroft. A Stuart 24-volt lighting set was fitted.

Speed 11-12½ knots maximum, 11.4 knots continuous (according to make).

Range 1000 nautical miles at 12 knots, 2000 at 10 knots.

Fuel capacity 1500 gallons, with provision for additional long-range deck tanks of 200 gallons.

Heating and cooking Paraffin cooking range; coal stoves for mess-deck heating. A paraffin-burning refrigerator was fitted for overseas postings.

Communications W/T and asdic; Type 291 radar and Type 253 IFF fitted later.

Complement Two officers, two petty officers, eight to ten ratings.

Armament One 3-pounder Mark I mounting or one 2-pounder Mark IX mounting, two .303in Lewis or stripped Lewis guns, eight depth charges. A single 20mm Oerlikon was added by 1943, with two 20mm mountings later. By 1945 the majority had two 20mm or one 2-pounder and one 20mm, four .303in Vickers GO Mark I (two twins), plus four to eight depth charges.

Other armament variations included: (84 boats) one 3-pounder, one 20mm, four MGs, eight depth charges; (46 boats) two 20mm (singles), four MGs, eight depth charges; (50 boats) two .5in MGs (two singles), one 20mm, eight depth charges; (22 boats) one 3-pounder, one 2-pounder, one 20mm, four MGs, eight depth charges; (13 boats) one 40mm (Bofors), one 20mm, four MGs, eight depth charges.

ML	Builder	Engines	Completed	Fate
8 ordered 15.11.41*				
1213	52S	—	—	Lost on stocks at fall of Singapore, 2.42
1214	52S	—	—	Lost on stocks at fall of Singapore, 2.42
1215	52S	—	—	Lost on stocks at fall of Singapore, 2.42
1216	52S	—	—	Lost on stocks at fall of Singapore, 2.42
1217	52S	—	—	Lost on stocks at fall of Singapore, 2.42
1218	52S	—	—	Lost on stocks at fall of Singapore, 2.42
1219	52S	—	—	Lost on stocks at fall of Singapore, 2.42
1220	52S	—	—	Lost on stocks at fall of Singapore, 2.42

16 ordered 17.12.41				
1221	37	Ga	6. 8.42	Greek <i>Bizani</i> , on loan 22.8.45; for disposal 1962
1222	37	Ga	9. 3.43	Sold 1946
1223	51	Th	9. 3.43	French VP3 1945
1224	51	Th	6.43	Sold 1947, = yacht <i>Santa Clara</i>
1225	39	Ga	6. 8.42	French VP12 1944
1226	39	Ga	12.10.42	Mined off Alexandria 4.10.45 (Eastern Mediterranean)
1227	49	Th	24.11.42	Sunk by gunfire of German surface craft off Piraeus 5.10.44
1228	49	Th	23. 1.43	French VP6 1944
1229	33	Th	19.10.42	Sold 1946, = French VP749
1230	33	Th	3.12.42	Scuttled off Malta, 9.46
1231	7	Ga	7.10.42	Free French 30.8.43, = VP23, = French VP758
1232	7	Ga	23.11.42	Sold 1946
1233	4	Th	2.10.42	Free French 1.6.43, = VP3
1234	4	Th	19.10.42	For disposal 1.46 at Gibraltar
1235	23	Th	4. 9.42	For disposal 1.46 at Gibraltar
1236	23	Th	21.10.42	Sold 1947, = yacht <i>Neba</i>

8 ordered 18.12.41				
1237	6	Th	30. 7.42	Scuttled off Malta 9.46
1238	6	Th	17. 9.42	Sold 11.46
1239	6	Th	14.10.42	To Italy 26.3.46
1240	6	Th	14.11.42	Free French 1.6.43, = VP4
1241	34	Th	5. 2.43	Scuttled off Malta 9.46
1242	34	Th	31. 4.43	For disposal 9.46
1243	34	Th	29. 5.43	To Turkey 18.11.43, = LMB
1244	34	Th	20. 8.43	Lost in transit from the UK 25.11.43

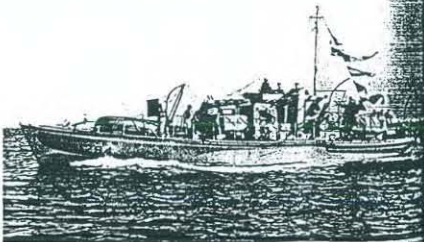
16 ordered 21.2.42				
1245	47T	Ga	3. 4.43	To Turkey 26.10.43, = LM7
1246	47T	Ga	14. 4.43	To the Palestine Police 5.1.46
1247	47T	Th	22. 4.43	Sold 3.47
1248	47L	Th	2. 6.43	To Singapore Customs 4.7.46, = <i>Panah</i>
1249	39	Ga	11.11.42	Free French 16.4.43, = VP1
1250	39	Ga	1.12.42	Free French 16.12.43, = VP10
1251	39	Ga	25. 1.43	To Italy 26.2.46
1252	39	Ga	19. 2.43	Greek <i>Farsala</i> on loan 9.11.45; sold 1962
1253	39	Ga	5. 4.43	Sold 11.46
1254	39	Ga	15. 4.43	Mediterranean Survey Unit 1 1946; sold 9.47
1255	6	Th	11.12.42	Sold 1.46 at Freetown
1256	6	Th	18. 1.43	To Turkey 7.8.43, = LM3
1257	6	Th	18. 2.43	Sold 5.46, = yacht <i>Marica</i> 1948
1258	6	Ga	1. 4.43	Sold 3.47
1259	6	Ga	28. 4.43	Hull damage 10.44, paid off 31.10.44 to be broken up

8 ordered 29.3.42 for the Royal Indian Navy				
1261	9	Th	18.11.45	Royal Pakistan Navy 1947, = ML3517 1951
1262	9	Th	11.45	Royal Pakistan Navy 1947, = ML3518 1951
1263	9	Th	16. 1.45	Royal Pakistan Navy 1947, = ML3519 1951
1264	9	Th	—	Cancelled 1945
1265	36	Th	28. 9.44	Sold 1947
1266	36	Th	7.11.44	Royal Pakistan Navy 1947, = ML3520 1951
1267	36	Th	11. 3.44	Sold 1947

* It is doubtful if any of these eight were in fact laid down



HDML in June 1945 at Marseille, by this time she had become the Free French VP 1. Note the detail of the 2-pounder gun. Imperial War Museum



HDML 1294 in July 1943. She was built by the Sussex Ship Building Company at Shoreham. Imperial War Museum

1268	48	Th	29. 1.45	Sold 1947
42 ordered 24.4.42				
1269	23	Ga	7. 1.43	Sold 8.46
1270	23	Ga	1. 4.43	Sold 1946
1271	23	Ga	22. 4.43	Sold 5.46, = <i>Madonna Ta Pompei</i>
1272	23	Ga	5. 7.43	Lent to Burma 8.45, sold to Burma 1.48
1273	4	Th	6. 3.43	French VP82 1946
1274	4	Th	23. 1.43	= FDB62; sold 14.6.48
1275	4	Th	21. 6.43	For disposal 1947 at Singapore
1276	37	Ga	21. 1.43	= FDB63; sold 7.47
1277	37	Ga	20. 3.43	To Israel 1946
1278	37	Ga	20. 5.43	For disposal 1946; sold, = yacht <i>Lady Walrus</i>
1279	12	Gl	24.11.43	= FDB70, = ML3511; sold 1948, = <i>Islandu</i>
1280	12	Gl	25. 4.44	= ML3503; sold 1958, = <i>Lady Ellen</i>
1281	49	Th	19. 5.43	Sold 13.10.49
1282	49	Th	26. 7.43	To Turkey 26.10.43, = LM6
1283	52H	Th	25. 3.43	To WD 1946; sold, = <i>Amanda Mary</i> 1948
1284	52H	Th	3. 4.43	Sold 11.46, = yacht <i>Nejm</i>
1285	52H	Th	27. 4.43	To Singapore Government 16.7.46
1286	52H	Th	22. 4.43	To Burma 2.4.46
1287	52H	Th	25. 6.43	To Singapore Customs 6.7.46
1288	52H	Th	26. 5.43	To Panang pilots 1946
1289	52H	Th	2. 7.43	Lost 25.11.43 on passage abroad
1290	52H	Th	23. 7.43	Sold 1946
1291	52H	Th	28. 8.43	Sold 1946
1292	51	Ga	8. 6.43	Greek <i>Distraion</i> on loan 4.9.45; sold 1962
1293	51	Ga	1. 6.43	Sold to France 1.7.46 for Indo China
1294	51	Ga	20. 7.43	To Turkey 26.10.43, = LM5
1295	51	Ga	12.11.43	= FDB74, = ML3512; sold 17.11.58
1296	33	Gl	29. 1.43	To Turkey 7.8.43, = LM4
1297	33	Gl	10. 4.43	Sold 1946
1298	33	Gl	17. 6.43	Sold to Burma Government 2.4.46
1299	33	Gl	5. 8.43	Burma RNVR 8.45; sold to Burma 1946
1300	7	Ga	20. 1.43	= FDB64; sold 6.48
1301	7	Ga	6. 4.43	= Mediterranean Survey Unit 2 1946, = SML352 (<i>Meda</i>); sold 25.6.66
1302	7	Ga	19. 4.43	Sold 11.46, = <i>Santa Katerina</i>
1303	7	Ga	15. 6.43	Cannibalised 5.46 in India
1304	57	Ga	20. 4.43	Burma RNVR 8.45; gift to Burma 1.48
1305	57	Ga	5.43	Sold 1947, = yacht <i>Lewina</i>
1306	57	Ga	13. 8.43	Burma RNVR 8.45; gift to Burma 1.48
1307	57	Ga	20. 9.43	Greek <i>Karia</i> on loan 11.45; for disposal 1961
1308	11	Gl	4. 9.43	Sold 5.46 at Gibraltar
1309	11	Gl	4. 2.44	= FDB 75; sold 14.4.48
1310	11	Gl	5. 5.44	= FDB 79; sold 1947, = yacht <i>The Bee</i>
6 ordered 31.8.42				
1315*	41	Gr	15. 5.45	= FDB40; for disposal 1946
1316	41	Gr	30. 5.45	= FDB41; for disposal 1946
1317	41	Gr	19. 6.45	= FDB42; for disposal 1946
1318	41	Gr	30. 6.45	= FDB43; lent WD 1945; for disposal 1946
1319	41	Gr	8.45	= FDB44; for disposal 1946
1320	41	Gr	31. 7.45	= FDB45; for disposal 1946
6 ordered 27.6.42 for Royal Australian Navy				
-1321	43	B	11.11.43	(Commissioned) sold 7.71
-1322	43	B	17. 1.44	(Commissioned) to Philippines Navy 1958
-1323	32	B	21. 1.44	(Commissioned) to Iran 21.6.56
-1324	32	B	12. 6.44	(Commissioned) listed to 1964
-1325	29	B	4.11.43	(Commissioned) listed 1964
-1326	29	B	19. 1.44	(Commissioned) to Philippines Navy 1958
3 ordered 24.5.43 for Royal Australian Navy				
-1327	32	B	29. 5.44	(Commissioned) to Philippines Navy 1958
-1328	32	B	16. 1.45	(Commissioned) to Philippines Navy 1958
-1329	32	B	14. 6.44	(Commissioned) to Philippines Navy 1958

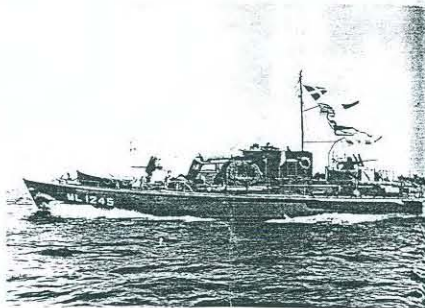
*4 (MLs 1311-1314) p in Ceylon; cancelled

24A

ALLIED COASTAL FORCES

ML	Builder	Engines	Completed	Fate
4 ordered 27.11.40				
1105	2	Ga	3. 3.43	= ML3502, = Malay <i>Sri Trengganu</i> 1949
1106	2	Ga	3. 8.43	Sold to Portugal 20.4.47 for Macao
1107	2	Ga	30.11.43	Sold 4.48
1108	2	Ga	6. 6.44	Sold to Portugal 20.4.47 for Macao
12 ordered 8.1.42 for the Royal Indian Navy				
1109	36	GI	15. 5.44	Sold 1947
1110	36	GI	1. 5.44	= ML3110 8.51
1111	36	GI	6.44	Sold 1947
1112	25	GI	6.12.44	= ML3112 8.51
1113	25	GI	24.12.44	Sold 1947
1114	10	GI	21. 1.44	For disposal 11.46
1115	19	GI	10. 6.43	For disposal 11.46
1116	9	GI	4.44	For disposal 11.46
1117	9	GI	23. 3.44	= ML3117 8.51
1118	27	GI	11.11.44	= ML3118 8.51
1119	27	GI	27. 7.44	Lost 7. 10.44 in Indian waters
1120	19	GI	22. 7.43	Sold 1947
46 ordered 30.5.41				
1121	51	Th	10. 7.42	Lost - foundered off Pantellaria 31.12.43
1122	51	Th	29. 5.42	Sold 1946
1123	51	Th	2. 8.42	Sold 10.46
1124	51	Th	2. 10.42	To Turkey 1943, = LM1
1125	6	Ga	28. 4.42	Royal Australian Navy 1943; Royal Indian Navy 1944, sold 1947
1126	6	Ga	21. 5.42	Sold Palestine Police 27.6.46
1127	6	Ga	9. 6.42	Free French 16.11.43, = French VP9 1944
1128	6	Ga	30. 6.42	French VP6 1944
1129	52H	Th	23. 4.42	Royal Australian Navy 7. 11.42, sold 10. 12.47
1130	52H	Th	30. 4.42	Sold 1946
1131	52H	Th	12. 5.42	Sold 1946
1132	52H	Th	13. 6.42	Free French 20.9.43, = French VP8 1944
1133	52H	Th	27. 6.42	Free French 1.9.43, = French VP7 1944
1134	52H	Th	13. 8.42	For disposal 7.46 at Gibraltar
1135	52H	Th	18. 9.42	To Turkey 3.43, = LM2
1136	52H	Th	22.10.42	French VP14 1944
1137	47L	Th	10. 9.42	Sold 18.12.45 at Freetown
1138	47L	Th	17.11.42	Free French 5.43, = French VP2 1944
1139	47T	Ga	3. 7.42	= French VP16 1944
1140	8	Ga	19. 6.42	= Air Safety Launch 7, = <i>Gannet</i> 1946; sold 1.3.57
1141	8	Ga	12.10.42	Free French 30.8.43, = French VP22 1944
1142	57	Ga	4. 7.42	French VP13 14.1.44
1143	57	Ga	20. 8.42	French <i>Palmyre</i> 1944, = VP31
1144	57	Ga	10.11.42	French VP15 26.2.44
1145	57	Ga	26.11.42	To Palestine Police 5.1.46
1146	4	Th	6. 6.42	Sold 1946
1147	4	Th	22. 5.42	For disposal 6.45
1148	37	Ga	23. 4.42	Royal Indian Navy 1943; sold 1947
1149	37	Ga	29. 5.42	Greek <i>Klissoura</i> 4.9.45; for disposal 1962
1150	7	Ga	10. 5.42	Sold 22.7.47
1151	7	Ga	6.42	Royal Indian Navy 1944; sold 1947
1152	7	Ga	2. 7.42	French VP11 1944
1153	7	Ga	18. 8.42	To Turkey 1942, lost 9.42 on passage out
1154	11	Th	30. 1.43	Mined 14.5.43 at Bizerta
1155	11	Th	2. 4.43	To Italy 26.3.46
1156	12	GI	10.11.42	Sold 1946
1157	12	GI	30.12.42	Lost 4.43 in transport
1158	23	Th	11. 5.42	To Palestine Government 2.46
1159	23	Th	8. 6.42	For disposal 7.46 at Alexandria
1160	49	Th	4. 6.42	Sold 22.12.45 at Freetown
1161	49	Th	8.42	Royal Australian Navy 9.1.43; sold 10.12.47, = <i>Los Negros</i>
1162	15	Ga	14. 5.42	Sold 1946

55 Truscott, St Joseph, Michigan, USA
 56 Walker, Colombo, Ceylon (now Sri Lanka)
 57 Woods, Potter Heigham, Norfolk



HDML 1245 in April 1943, prior to her transfer to Turkey in October. Imperial War Museum

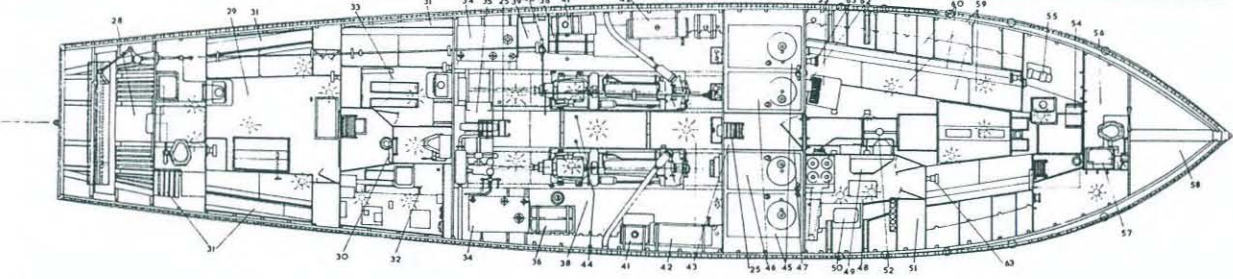
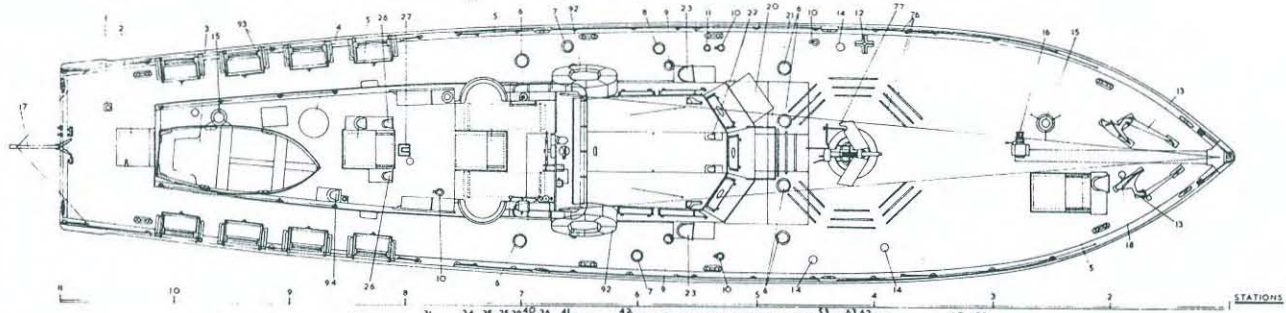
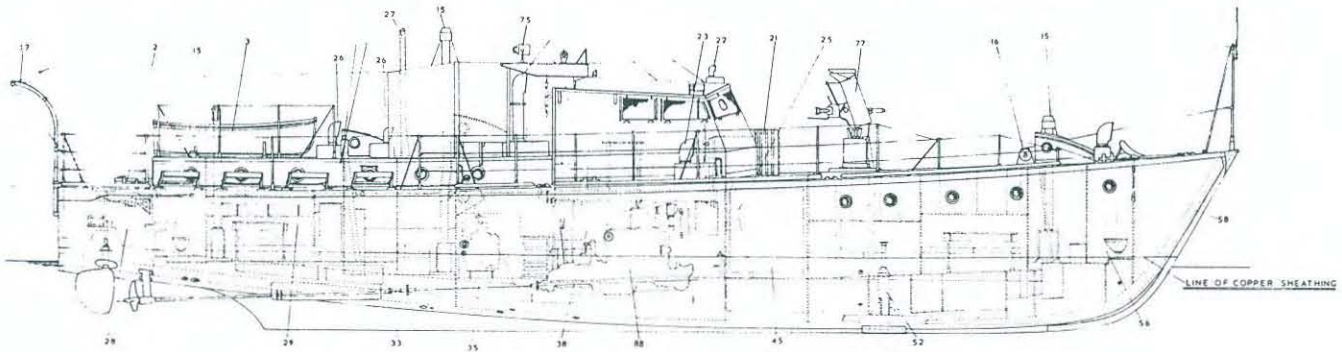
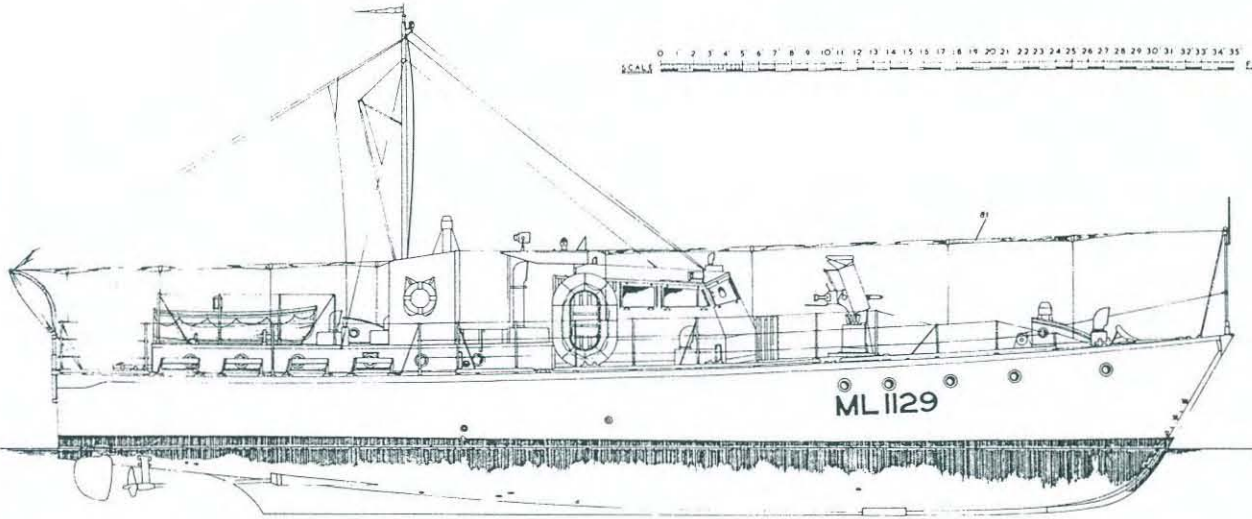


The wheelhouse and armoured window covers of HDML 1246. They were clipped shut, particularly during the hours of darkness, to prevent light escaping from the wheelhouse. They also gave protection to the helmsman. Courtesy Roy Tyldesley

THE 72FT HA

1163	15	Ga	31.12.42	Torpedoed 5.1.45 in the Adriatic
1164	56	Th	18. 9.42	French <i>Baalbek</i> 1944, = VP32
1165	56	Th	16.10.42	Sold 1946
1166	56	Th	2. 2.43	French VP5 1945, = <i>La Belle Brise</i> 1952
2 ordered 17.6.41 and 2 ordered 26.6.41				
1167	52S	—	—	Lost on stocks at the fall of Singapore
1168	52S	—	—	Lost on stocks at the fall of Singapore
1169	52S	—	—	Lost on stocks at the fall of Singapore
1170	52S	—	—	Lost on stocks at the fall of Singapore
24 ordered 21.2.42 on Lend-Lease agreement				
1171	13	Gr	11.12.42	Returned United States Navy 3.47 at Bombay
1172	13	Gr	16.12.42	Returned United States Navy 3.47 at Bombay
1173	13	Gr	7. 1.43	Returned United States Navy 3.47 at Bombay
1174	13	Gr	16. 1.43	Returned United States Navy 3.47 at Bombay
1175	13	Gr	12. 2.43	Returned United States Navy 3.47 at Bombay
1176	13	Gr	12. 2.43	Returned United States Navy 3.47 at Bombay
1177	13	Gr	12. 2.43	Returned United States Navy 3.47 at Bombay
1178	13	Gr	4. 3.43	Returned United States Navy 3.47 at Bombay
1179	13	Gr	4. 3.43	Lost 21.8.44 in a hurricane off Jamaica
1180	13	Gr	4. 3.43	Returned United States Navy 3.47 at Bombay
1181	13	Gr	23. 3.43	Returned United States Navy 3.47 at Bombay
1182	13	Gr	23. 3.43	Returned United States Navy 3.47 at Bombay
1183	35	Gr	3.43	Royal New Zealand Navy, = P3551 1950, = <i>Mako</i> 1956
1184	35	Gr	3.43	Royal New Zealand Navy, = P3552 1950, = <i>Paea</i> 1956
1185	35	Gr	4.43	Royal New Zealand Navy, = <i>Army Bombardier</i> 1948, = <i>Manga</i> , = <i>Olphert</i>
1186	35	Gr	5.43	Royal New Zealand Navy, sold 5.47
1187	17	Gr	5.43	Royal New Zealand Navy, = 35556B, = <i>Tarapunga</i>
1188	17	Gr	5.43	Royal New Zealand Navy, = 3556A, = <i>Takupu</i> 1955
1189	17	Gr	5.43	Sold 1946
1190	17	Gr	6.43	Royal New Zealand Navy, = 3562, = <i>Olphert</i> 1956, = <i>Parore</i> 1967
1191	20	Gr	8.43	Royal New Zealand Navy, = 3553, = <i>Tamaki</i> 1961, = <i>Kahawai</i> 4.66
1192	20	Gr	8.43	Royal New Zealand Navy, = 3554, = <i>Irirangi</i> 1961, = <i>Maroro</i> , sold 1972
1193	20	Gr	8.43	Royal New Zealand Navy, = 3555, = <i>Viti</i> 1955, = <i>Ngapona</i> 1959, = <i>Tamure</i> 1967; sold 1973
1194	20	Gr	8.43	Royal New Zealand Navy, = <i>Ngapona</i> 1948, = 3561 1950, stranded 8.11.57 and broken up
2 ordered 4.6.41				
1195	2	Ga	12.44	For disposal 1945
1196	2	Ga	—	Cancelled 1945 (launched 9.45)
8 ordered 25.11.41 for Royal Navy and transferred to South African Navy before completion				
1197	40	Ga	24. 7.43	Listed to 1961
1198	40	Ga	26. 7.43	Listed to 1951
1199	40	Ga	20. 7.43	Listed to 1951
1200	40	Ga	4. 8.43	Listed to 1961
1201	40	Ga	6. 8.43	Listed to 1951
1202	40	Ga	3. 8.43	Listed to 1961
1203	50	Ga	22. 7.43	Listed to 1961
1204	50	Ga	10.12.43	Listed to 1961
4 ordered 17.7.41				
1205	55	GI	29.12.44	Lent to Burma 1946; listed to 1949
1206	55	GI	28. 6.45	Lent to Burma 4.46; sold to Burma 1949
1207	55	GI	—	Cancelled 29.12.44
1208	55	GI	—	Cancelled 1944
2 ordered 30.6.41 and 2 ordered 1.7.41				
1209	39	Ga	11. 5.42	Sold 18.12.45 at Freetown
1210	39	Ga	25. 6.42	Sold 1946, = yacht <i>Perchance</i>
1211	52H	Th	24.11.42	For disposal 6.46 at Alexandria
1212	52H	Th	11.12.42	Lost in transport from the UK 4.43

SCALE 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 FEET

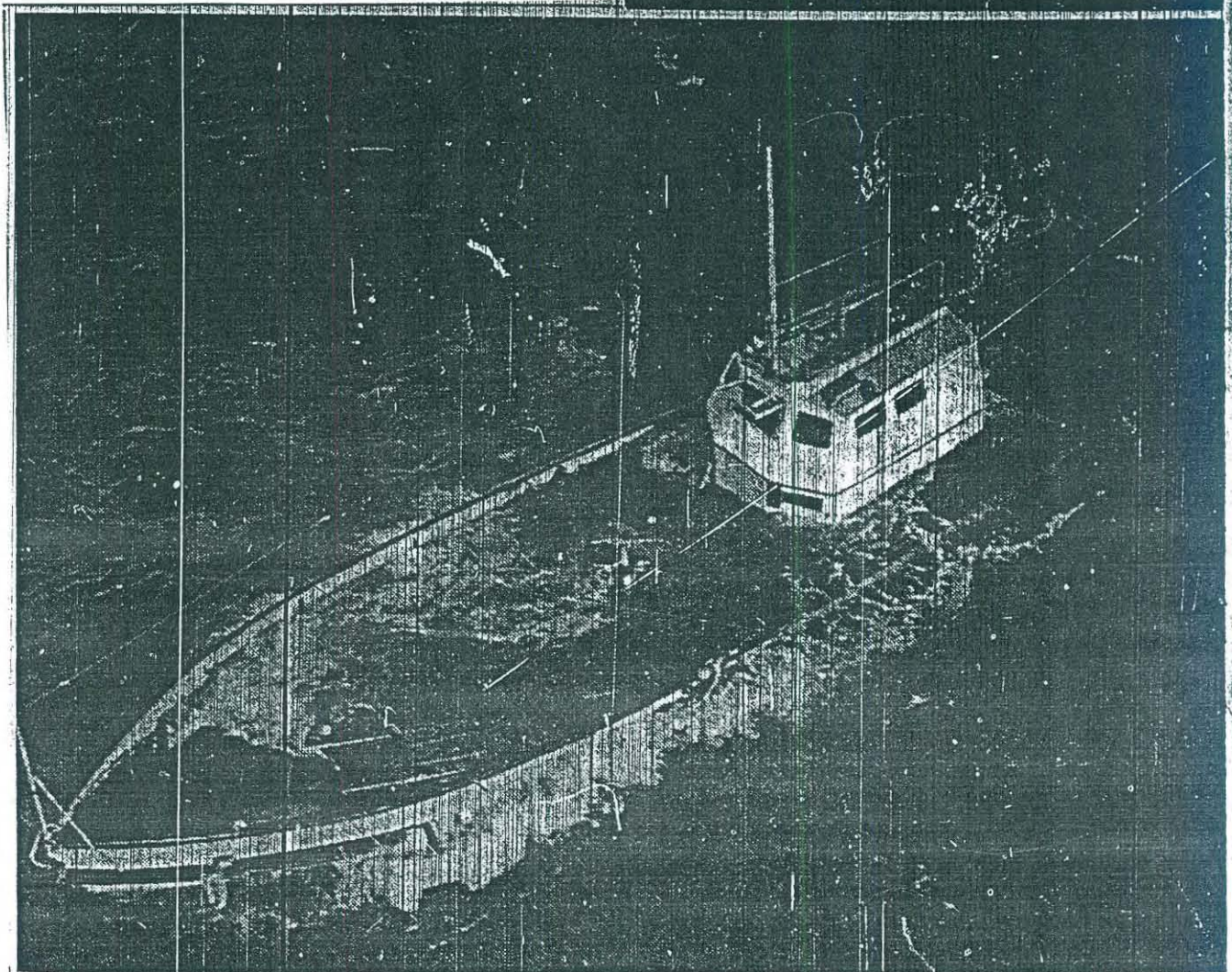


- | | | | |
|---------------------|----------------------|-------------------------------------|----------------------|
| 74 Flag locker | 79 Masterhead light | 84 6in dia vent | 92 Carley float |
| 75 10in signal lamp | 80 Navigation light | 85 Stanchion | 93 Depth charge rack |
| 76 Foot strips | 81 Awning | 86 Safety rail | 94 6in dia vent |
| 77 -2-pounder gun | 82 Carley float | 87 Mark VII depth charge | |
| 78 20mm Oerlikon | 83 Depth charge rack | 88 Thornycroft 260bhp diesel engine | |

Harbour defence motor launch typical
sheer elevation, internal profile, deck
plan and plan below deck (MLs 1129--
1136)

- 1 Deck fitting to emergency tiller
- 2 Hatch to after peak
- 3 10ft sailing dinghy
- 4 Holman projector chock
- 5 Companion
- 6 Fuel tank filler
- 7 Lubricating oil filler
- 8 Gravity tank fuel filler
- 9 Deck light
- 10 Bilge pump deck fitting
- 11 Deck filer to paraffin tank
- 12 M/S socket for davit
- 13 COR anchor
- 14 MV with fan under
- 15 Stove pipe
- 16 Windlass
- 17 Davit
- 18 Mushroom vent
- 19 Ready use locker
- 20 Vegetable safe
- 21 Warp crate
- 22 3in dia vent
- 23 8in dia vent
- 24 Machine gun mounting
- 25 Ladder
- 26 4in dia vent
- 27 Mast
- 28 After peak
- 29 Wardroom
- 30 Keyboard
- 31 Shelves
- 32 W/T room
- 33 POs' cabin
- 34 150gal fuel tank
- 35 Lister auxiliary engine
- 36 Batteries
- 37 Stool
- 38 Engineroom
- 39 Workbench
- 40 Vice
- 41 20gal oil tank
- 42 50gal gravity tank
- 43 Portable decking
- 44 Sea inlet
- 45 Fuel tank, 345gal
- 46 Fuel tank, 315gal
- 47 Passage
- 48 Galley
- 49 Hinge-up table
- 50 Sink
- 51 Cupboard
- 52 Asdic gear
- 53 Refrigerator
- 54 Coal locker
- 55 Alternator
- 56 Crew's WC
- 57 Wash basin
- 58 Forepeak
- 59 Settee berths with foam cushions
- 60 Hinged cot frames
- 61 Portable water tank under table
- 62 Loudspeakers
- 63 Fan
- 64 Wheelhouse
- 65 Throttles
- 66 Voice pipes
- 67 Chart table
- 68 A/S recorder
- 69 Rifle rack
- 70 Pistol rack
- 71 First aid chest
- 72 Blackout curtain
- 73 Compass

Decks Are Awash



Yesterday's aerial picture shows waves washing over the abandoned 72ft. crayfish boat Linda which hit a reef about three miles offshore south of the Moore River on Thursday night.

• Survivor, p. 3

TWO DROWN: BOAT FOUNDERS ON REEF

TWO DROWN: BOAT FOUNDERS ON REEF

The sole survivor of a three-man crew of a 72ft. Fairmile, Linda, told how he tried to hang on to his shipmates after the ship foundered on a reef outside the Moore River yesterday.

The bodies of the two men who lost their lives were recovered by police and civilians from the beach two miles south of the estuary.

They were John Roberts (54), the skipper, the Phil Hind (38) single, both of Geraldton. The skipper's little black dog, Patrick, was saved.

The tragedy was discovered when Les Sommerfeld (38), blue with cold, staggered up to two fishermen, W. L. Lobb and Ted Watts, both of Northam, who were fishing from the beach at Gilderton, the settlement at the mouth of the river.

Sommerfeld was at the wheel when the ship hit the reef three to four miles out at 9.20 p.m. on Thursday.

Repairs

The men were taking the ship back to Geraldton from Fremantle where it had undergone repairs and maintenance. It was due at Geraldton at 2 p.m. yesterday.

The Linda was valued between £15,000 and £20,000 and was insured for £11,000. It was owned by Jim Davey and Bill Horwood, both of Geraldton, and used on the Geraldton to Abrothos Islands run.

The men had left Fremantle at 5.15 p.m. and were sailing in fair weather.

Sommerfeld said that he was dead on course by the compass, but said that it was possible that there had not been enough allowance for current drift.

Standing freezing in his soaked clothing, still in the wellington boots which he had kept on in case he got an opportunity of resting on a reef, Sommerfeld said that he reached the beach at ten minutes past seven that morning.

He had watched the time during the ordeal by his waterproof wristwatch, which kept going, and from

the light of an underwater torch which he stuffed into his jacket pocket.

"She struck the reef with a terrific crash and we were awash within 15 minutes," he said.

"We could hear her breaking up with great searing sounds and we set to to make a raft.

"We lashed two 44-gallon drums together with rope and pushed it into the sea.

"The skipper leapt into the water carrying his dog and we lashed the animal to the top of the raft."

It was bitterly cold and shortly after the raft was launched the sea started to turn rough.

For four hours he hung on to his skipper, but the task, with the other man getting weaker in the severe conditions, made it necessary for Sommerfeld to let Roberts go.

"As the raft reached the beach a couple of dumpers came in and tossed it over. I managed to get the dog free and struggle to the shore," he said.

The second man had died in the water, and Sommerfeld hauled him out above the waterline before staggering off to try to find help.

"I was worried about sharks as they could have got the scent of the dog," he said.

With no idea where he was, Sommerfeld looked along the shore and saw the glimmer of a fire. It was the Northam fishermen's fire.

He made for the light, and stammered out his story.

The fishermen gave him a hot drink and made him a breakfast.

Six Flares

Sommerfeld said that he had fired off six flares after the ship foundered.

These were seen by Mr. Max Dease, of Tropical Traders, Fremantle, as he was driving past Moore River that night. They were also seen by Mr. B. C. Robinson, a plasterer, of Mt. Yokine.

They both climbed a high sandhill and shone their torches to try to find the cause, but there was no other sign to guide them so they reported the matter to the police.

Central police spent the night trying to trace a missing ship, but the boat had had no wireless with it so no message could be sent.

● Wreck Procedure, P. 7

Police Chief Tells Wreck Procedure

As no report of missing craft had been received, the air-sea rescue system was not invoked for the Moore River shipwreck. Police Commissioner O'Brien said yesterday.

Two hours after the flares were sighted at 9.40 p.m. on Thursday, Perth central police were notified. The police then checked whatever sources they could find if a boat was missing.

Mr. O'Brien said that the quest for information had gone on all through the night.

Fremantle, Geraldton and Naval authorities were asked if they knew of overdue craft. The Fremantle Harbour Trust signal station and the Overseas Telecommunications Commission had been asked.

Each inquiry had proved fruitless, and the Gingin police were contacted at 7 a.m. yesterday. Constable Petersea then left immediately for the scene of the flare-sighting.

NO TIME LAG

Mr. O'Brien said there had been no time lag in the police investigations at any stage.

The air-sea rescue organisation was not brought into operation because of the lack of evidence.

The organisation was run by a police intelligence section composed of senior officers. They discussed each report and decided whether or not to use aircraft or land and sea parties in rescues.

For an aircraft search, the R.A.A.F. was first asked if it had a plane available. Otherwise the police contacted the Civil Aviation Department or, if it could not help, chartered an aircraft.

For sea search, the Fremantle Harbour Trust or the Army Water Transport Service were asked to supply craft.

There had been no boats available near the river mouth to call on for rescue work. "But even if there had been a fully-manned lifeboat standing by it could not have done much on that coastline last night," Mr. O'Brien said.

Survivors Ashore



Shipwreck survivor Les Sommerfeld (33) of Geraldton, with the puppy Patrick which spent nearly ten hours in the sea with him when the crayfish boat Linda foundered on a reef at the mouth of the Moore River on Thursday night. Sommerfeld who was exhausted after his ordeal sips a cup of tea brought by the first police officer on the scene. At his feet is some of the wreckage from the boat.

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(Invoice to follow)**

PF899D

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DAVID TAYLOR
SYNDICATION MANAGER

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Appendix 4

Correspondence with the Department of Transport and the Department of Fisheries

SMALLCRAFT

LOT 99 HARDY COURT, TWO ROCKS, W.A. **PHONE/FAX: (09) 561 1588**

Proprietor: JOHN CLARKE — Incorporating Sun City Sea Charters and Ocean Park

MR. TONY FERRINDA
DEPARTMENT OF TRANSPORT
FREMANTLE W.A. 6160
FAX : 2392279

DEAR TONY,

**RE: REPORT ON THE WRECK OF THE "F.V.LINDA"
FOR THE W.A. MARITIME MUSEUM.**

THIS LETTER IS A REQUEST FOR INFORMATION FROM YOUR RECORDS AND FILES PERTAINING TO THE VESSEL "LINDA" A 72FOOT FAIRMILE (EX NAVAL VESSEL) WRECKED SOUTH WEST OF MOORE RIVER ON THE NIGHT OF 20TH OCTOBER 1960 ,WHILE HEADING NORTH TO ENGAGE IN FISHING. SKIPPER : JOHN ROBERTS (54).

DETAILS FROM YOUR SURVEY FILES WOULD BE OF INTEREST AND MIGHT HELP TO IDENTIFY THE VESSEL. **P**OSSIBLY "HARBOUR DEFENCE MOTOR LAUNCH" No 1315,1316,1317,1318,1319 OR 1320.

DETAILS FROM AN INCIDENT REPORT, MIGHT INDICATE THE REASON FOR THE WRECK EVENT AND THE TRAGIC LOSS OF LIFE. PERHAPS THERE WAS AN OFFICIAL INQUIRY ?

I APPRECIATE THE EFFORT THAT YOU ARE PREPARED TO MAKE.

YOURS FAITHFULLY,



JOHN F. CLARKE

26TH NOVEMBER 1960.

P.S. I AM A REGISTERED RESEARCHER WITH THE
PUBLIC RECORDS OFFICE OF W.A. No.6077.



TRANSPORT

Department of Transport

My ref: DT/96/0056

Your ref:

Mr John Clarke
SMALLCRAFT
Lot 99 Hardy Court
TWO ROCKS WA 6037

Dear Mr Clarke

Wreck of the "FV Linda" for the WA Maritime Museum

Thank you for your letter of the 26 November 1996.

We have conducted a search of our records dating back to the time of the incident and unfortunately have been unable to locate any documents.

We do have a listing of a file "1020/60" titled "Inquiry into loss of L.F.B Linda near Moore River" on Harbour and Light index cards but have been unable to locate the file. The file would probably have been destroyed, as a Retention and Disposal schedule dating back to the sixties indicates that incident files such as this one were to be kept for two years then destroyed. We however have not been able to locate any documentation which verifies the destruction of the file.

We also contacted the Public Records Office and they carried out a search of records they hold from Harbours and Rivers, Harbour and Light and Marine and Harbours but were unable to locate the file.

A check of our survey records also did not locate any information on the "FV Linda". Unfortunately we are unable to assist in this instance.

Yours sincerely

*Tony Ferrinda
FOI Coordinator*

28 November 1996

*Road Safety is a community responsibility.
Choose your speed - Choose your consequences.*

Fremantle Office
1 Essex Street
PO Box 402 Fremantle
Western Australia 6959
Telephone (09) 239 2399
Facsimile (09) 239 2279

SMALLCRAFT

LOT 99 HARDY COURT, TWO ROCKS, W.A. PHONE/FAX: (09) 561 1588

Proprietor: JOHN CLARKE — Incorporating Sun City Sea Charters and Ocean Park

MR. PETER ROGERS
EXECUTIVE DIRECTOR
DEPARTMENT OF FISHERIES
FAX : 4827389

DEAR PETER,

RE: REPORT ON THE WRECK OF THE "F.V.LINDA"
FOR THE W.A. MARITIME MUSEUM.

THIS LETTER IS A REQUEST FOR INFORMATION FROM YOUR RECORDS AND FILES PERTAINING TO THE VESSEL "LINDA" A 72FOOT FAIRMILE (EX NAVAL VESSEL) WRECKED SOUTH WEST OF MOORE RIVER ON THE NIGHT OF 20TH OCTOBER 1960 ,WHILE HEADING NORTH TO ENGAGE IN FISHING. SKIPPER : JOHN ROBERTS (54).

DETAILS FROM YOUR FILES WOULD BE OF INTEREST AND MIGHT HELP TO IDENTIFY THE VESSEL. POSSIBLY "HARBOUR DEFENCE MOTOR LAUNCH" No 1315,1316,1317,1318,1319 OR 1320.

DETAILS SUCH AS LENGTH, BREADTH, DRAFT, FISHING BOAT LICENSE NUMBER, NUMBER OF POTS FISHED, THE YEAR THAT IT FIRST BECAME A LICENSED FISHING BOAT ETC. WOULD BE USEFUL FOR OUR REPORT.

I APPRECIATE THAT THIS INFORMATION WOULD NOT BE ON COMPUTER AND MAY TAKE A LITTLE TIME TO UNEARTH.

THANKING YOU IN ANTICIPATION,

YOURS FAITHFULLY,



JOHN F. CLARKE

27TH NOVEMBER 1960.

P.S. I AM A REGISTERED RESEARCHER WITH THE
PUBLIC RECORDS OFFICE OF W.A. No.6077.



Mr J Clarke
Smallcraft
Lot 99 Hardy Court
TWO ROCKS WA 6037

Dear Mr Clarke

RE: F V LINDA

Thank you for your letter of 27 November seeking information on the fishing boat "Linda".

Unfortunately, this Department has no records of this boat.

Yours sincerely

JW
DR J W PENN
EXECUTIVE DIRECTOR

29 November 1996

N:\EAM\LOLET\1996\CLARKE.DOC

Appendix 5

Comparisons between the *Linda* and *Norwegian Bay*

SMALLCRAFT

LOT 99 HARDY COURT, TWO ROCKS, W.A. PHONE/FAX: (09) 561 1588

Proprietor: JOHN CLARKE — Incorporating Sun City Sea Charters and Ocean Park

MR. MIKE MCCARTHY
W.A. MARITIME MUSEUM
CLIFF ST. FREMANTLE
W.A. 6160

DEAR MIKE,

FAIRMILES WRECKED ON THE W.A. COAST.

THERE HAS BEEN SOME CONFUSION, IN MUSEUM PUBLICATIONS, REGARDING THE DETAILS OF THE FAIRMILE "LINDA" WRECKED SOUTH WEST OF MOORE RIVER. A DETAILED REPORT ON THE VESSEL, THE WRECKING EVENT AND THE CURRENT STATUS OF THE WRECK SITE BY CLARKE AND SOUTER IS NEARING COMPLETION. RESEARCH HAS UNEARTHED A SECOND FAIRMILE THAT HAS CAUSED SOME OF THE CONFUSION : THE "NORWEGIAN BAY" AT WEDGE IS.

LISTED ARE A FEW DETAILS OF BOTH VESSELS TO CLEAR ANY CONFUSION FOR FUTURE PUBLICATIONS:

	<u>"LINDA"</u>	<u>"NORWEGIAN BAY"</u>
DATE OF WRECKING:	20/10/1960	17/06/1950
LOCATION:	MOORE RIVER	WEDGE ISLAND.
FATALITIES:	TWO MEN LOST	NO CASUALTIES.
SALVAGED BY:	BOB HUGIL	FRANK DOUGLAS & ALAN ROBINSON.
GEAR RECOVERED:	ONE ENGINE, PROPS, RUDDERS, PORT HOLES AND ANCHORS.	LEAD INGOTS PORT HOLES ETC. (NEITHER ENGINE RECOVERED).
ENGINE TYPE :	GRAY MARINE.	HERCULES.
FISHING OPERATION :	CRAY FISHING.	WHALING.
DESTINATION:	ABROLHOS IS.	POINT CLOATES.

FRANK DOUGLAS, NOW RETIRED, SPENT MANY YEARS CRAY FISHING OUT OF SEA BIRD. FRANK HAS PROVIDED MANY OF THE DETAILS REGARDING THE "NORWEGIAN BAY". A CHART WILL BE SENT TO HIM SHORTLY, FOR HIM TO MARK THE ACTUAL WRECK SITE.

THE DATE FOR THE WRECKING OF THE NORWEGIAN BAY AND ITS DESTINATION CAME FROM "WRECKS ON THE WESTERN AUSTRALIAN COAST" BY JACK LONEY.

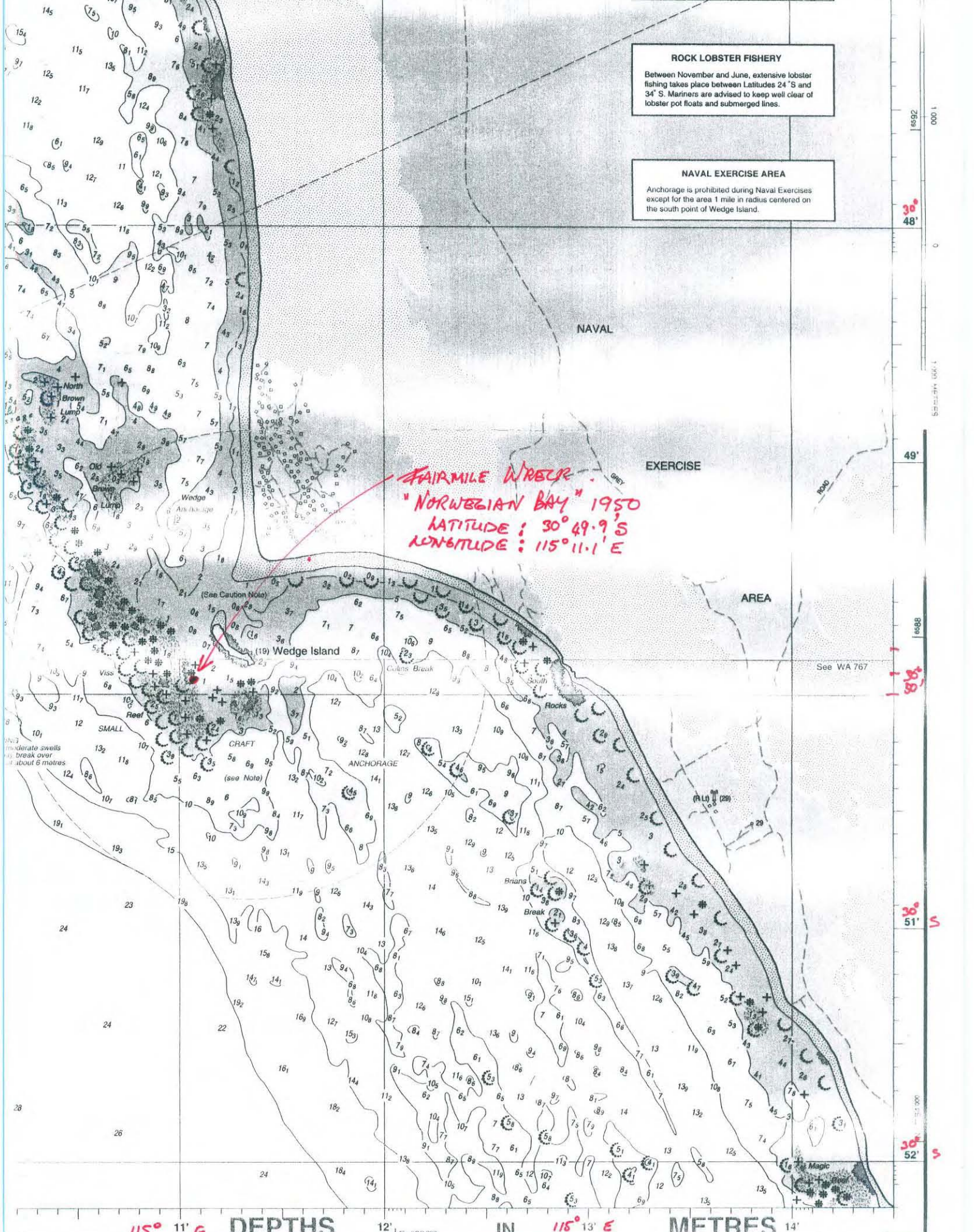
I HOPE THIS INFORMATION WILL GO ON FILE TO AVOID ANY CONFUSION IN FUTURE.

YOURS FAITHFULLY,



JOHN F. CLARKE

30TH NOVEMBER 1996.



ROCK LOBSTER FISHERY
 Between November and June, extensive lobster fishing takes place between Latitudes 24° S and 34° S. Mariners are advised to keep well clear of lobster pot floats and submerged lines.

NAVAL EXERCISE AREA
 Anchorage is prohibited during Naval Exercises except for the area 1 mile in radius centered on the south point of Wedge Island.

FAIRMILE WRECK
"NORWEGIAN BAY" 1950
 LATITUDE : 30° 49.9' S
 LONGITUDE : 115° 11.1' E

30° 48'

49'

50'

51'

52'

115° 11' E DEPTHS 12' IN 115° 13' E METRES 14'

FISHING
 There are areas along this coastline subject to fishing regulations. Refer to Fisheries Department publications.

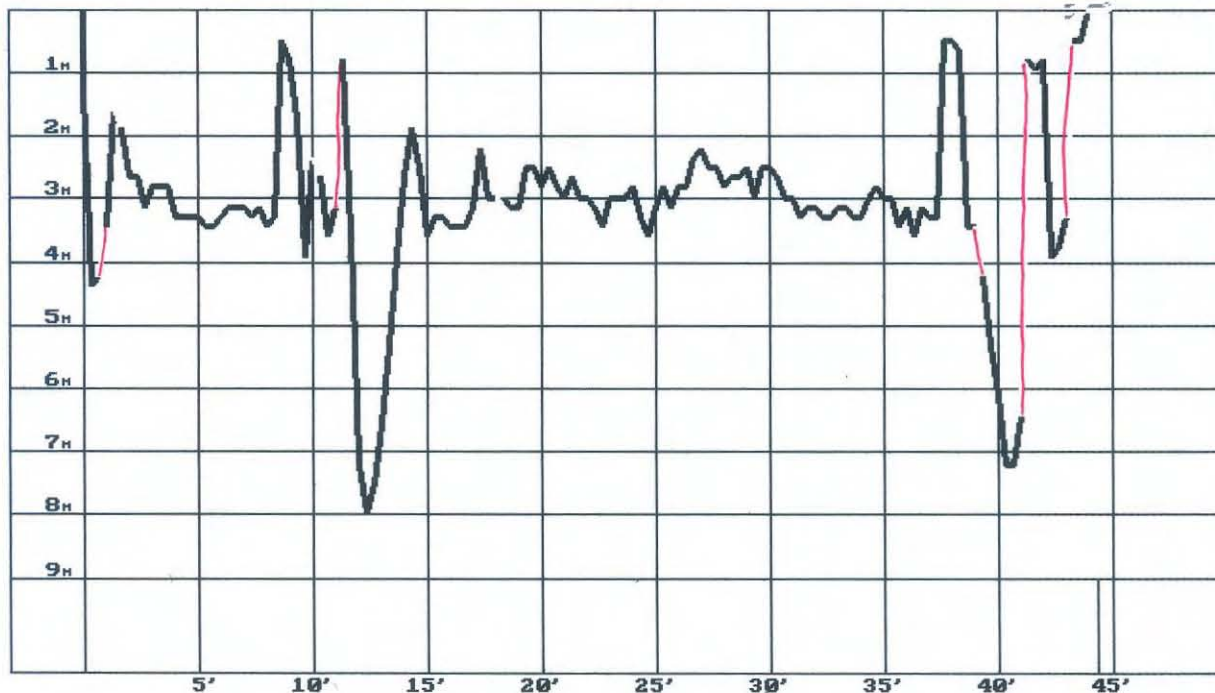
ROADS AND TRACKS
 The representation on this chart of any road or track is not necessarily evidence of a Public Right of Way.

SATELLITE DERIVED POSITIONS:
 Positions obtained from satellite navigation systems which refer to WGS 84 Datum, should be moved 0.07 minutes SOUTHWARDS and 0.08 minutes WESTWARDS to agree with this chart.



Produced by Geomatics International Ltd. 2012

Appendix 6
Dive Profiles

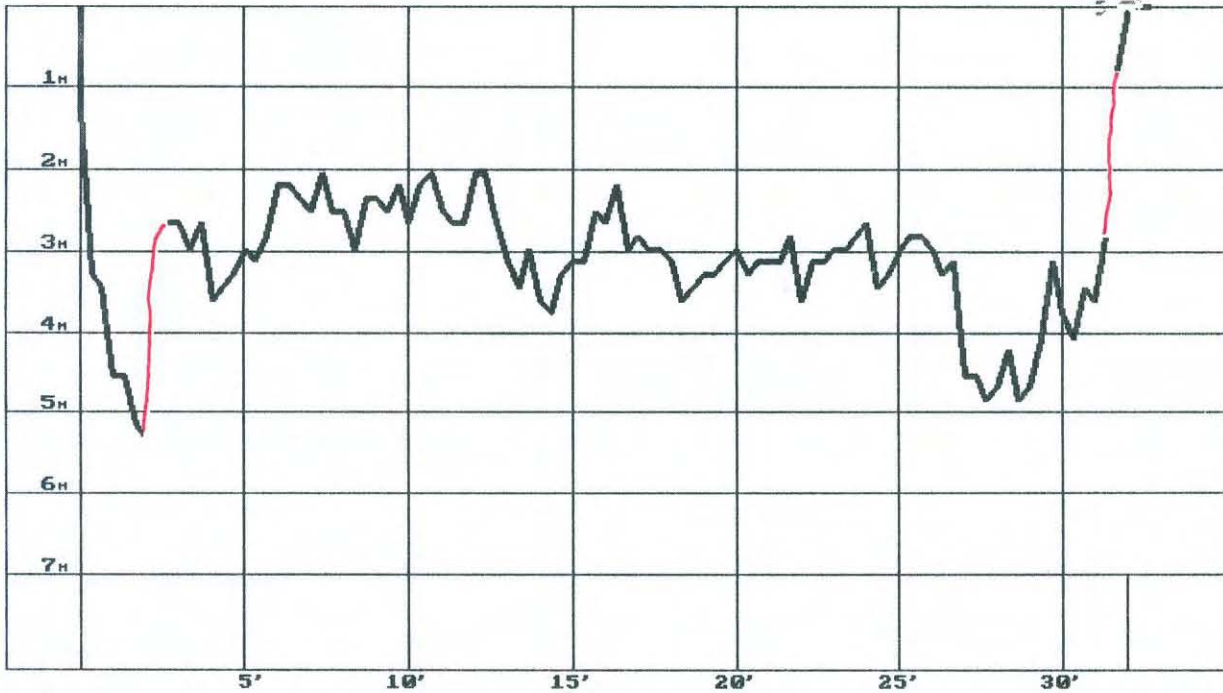
0.0	44:		Dive: 0050 Log: JOHN.LOG Date: 12.11.1996 Time: 09:02 Place: TWO ROCKS Water: 20°C (min)
8.0	99:		



DIVE 1 PROFILE

Date: Tue, Nov. 12, 1996	Time: 09:02
Locality: TWO ROCKS	Dive site: LINDA WRECK SITE
Alt. range: 0 m... 900 m	Surf. int: 26 °C
Weather: clear	Air temp: 26 °C
Dive suit: wet suit	Tank size:
Maximum depth: 8.0 m	Dive time: 00:37
Min. temperature: 20 °C	Used air:
Type of dive: Multiple ascent	
Dive activity: Wreck-dive	
Logged alarms: ASCENT	
Dive buddies: CORIOLI SOUTER	
Remarks: RESEARCH VESSEL 'TAKO'. DECKHAND - RAY KRAKOUER. MARINE ARCHAEOLOGIST - CORIOLI SOUTER. SKIPPER - JOHN CLARKE.	
Signature(s):  	
JOHN.LOG	Dive #0050

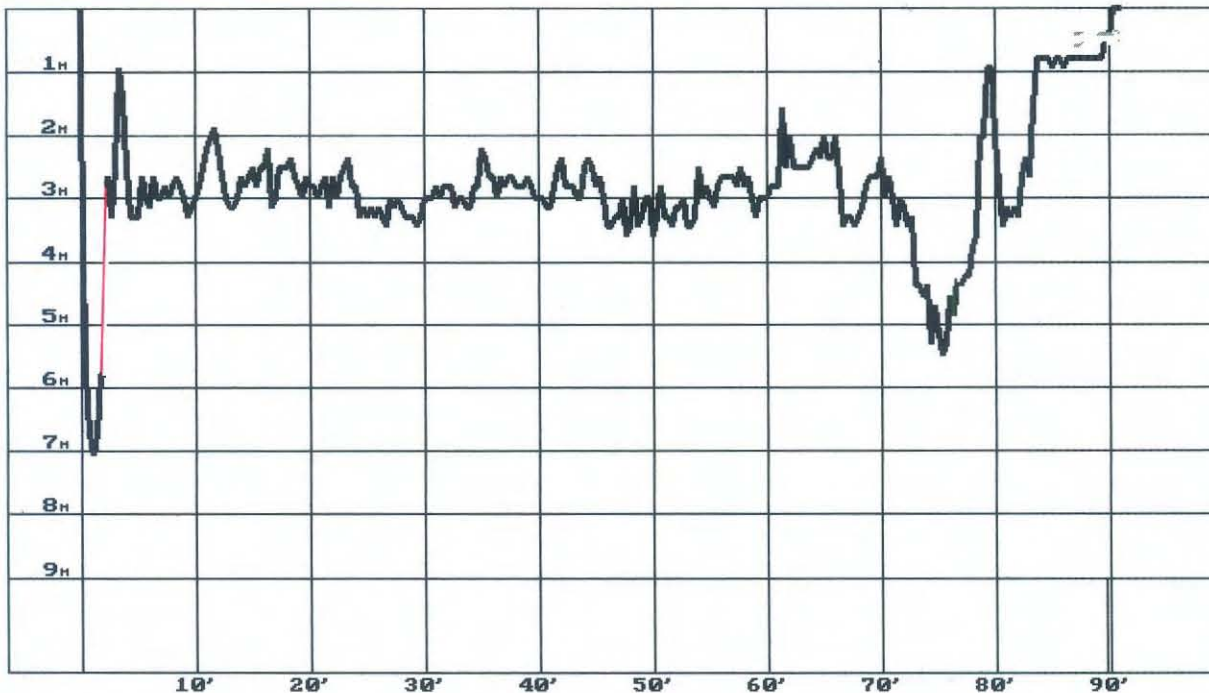
0.0	32:			Dive: 0051
5.4	99:			Log: JOHN.LOG
				Date: 12.11.1996
				Time: 10:40
				Place: TWO ROCKS
				Water: 20°C (min)



DIVE 2 PROFILE

Date: Tue, Nov. 12, 1996	Time: 10:40
Locality: TWO ROCKS	Dive site: LINDA WRECK SITE
Alt. range: 0 m... 900 m	Surf. int: 00:51
Weather: clear	Air temp: 26 °C
Dive suit: wet suit	Tank size:
Maximum depth: 5.4 m	Dive time: 00:30
Min. temperature: 20 °C	Used air:
Type of dive: Single ascent	
Dive activity: Wreck-dive	
Logged alarms:	
Dive buddies: CORIOLI SOUTER.	
Remarks: MEASURED LENGTH AND BREADTH OF SITE. CONFIRMED SITE PLAN	
Signature(s): <i>John V. Souter</i> <i>Corioli Souter</i>	
JOHN.LOG	Dive #0051

0.5	89:			Dive: 0058
7.1 NO STOP	99:			Log: JOHN.LOG
				Date: 27.11.1996
				Time: 09:51
				Place: TWO ROCKS
				Water: 20°C (min)



DIVE 3 PROFILE

Date: Wed, Nov. 27, 1996	Time: 09:51
Locality: TWO ROCKS	Dive site: LINDA WRECK
Alt. range: 0 m... 900 m	Surf. int: 24 °C
Weather: clear	Air temp: 24 °C
Dive suit: wet suit	Tank size:
Maximum depth: 7.1 m	Dive time: 01:20
Min. temperature: 20 °C	Used air:
Type of dive: Multiple ascent	
Dive activity: Wreck-dive	
Logged alarms:	
Dive buddies: SOLO	
Remarks: DECKHAND RAY KRAKOUER. DRAGGED ANCHOR DURING DIVE. RAY SET SECOND ANCHOR. SUCCESSFUL DIVE IN MODERATE CONDITIONS. WOOD SAMPLES TAKEN. SEACOCK AND SKIN FITTING RECOVERED FOR RESEARCH.	
Signature(s): <i>John G. Clarke</i>	
JOHN.LOG	Dive #0058

Appendix 7
Police Files

MANAGER
LIBRARY AND RESOURCE CENTRE
KATE O'SULLIVAN LIBRARY BUILDING
2 SWANBANK ROAD
MAYLANDS W A 6051

TELEPHONE NUMBER (09) 370 7174
FAX NUMBER (09) 370 7175

**REQUEST FOR HISTORICAL INFORMATION/ACCESS TO
POLICE ARCHIVAL DOCUMENTS**

Public Records Office, Accession Number 1910

File/Volume Number(s)/ Date(s) 4607 / 1960

Title of File/Volume, as per Public Records Office Register Fishing boat 'Linda'
wrecked 21.10.1960

Historical information required REASON FOR LOSS OF VESSEL, DETAILS OF LOSS OF LIFE

Reason for Request PREPARING A REPORT ON THE "LINDA" FOR W.A. MARITIME MUSEUM.

Name of Researcher JOHN FARIS CLARKE

Address lot 99 HAROY CRT Two Rocks
W.A. 6037.

Contact Telephone Number 5611588 Date 13/11/96 Signature John Faris Clarke

Request Granted/Denied [] Yes [] No Officer's Signature _____ Date _____

Action taken _____

Applicant Advised [] Yes [] No Public Records Office Advised [] Yes [] No

NOTES

If unrestricted access is granted, the records may be viewed at the Public Records Office. Released documents may be photocopied at the discretion of the Manager, Public Records Office - telephone number (09) 427 3360.

If the information contained in the required documents is found to be of a sensitive nature, this application may be forwarded to the Police Service Freedom of Information Unit for consideration on the understanding that a fee may apply.

WESTERN AUSTRALIA POLICE



WESTERN AUSTRALIA POLICE HEADQUARTERS
2 ADELAIDE TERRACE, EAST PERTH
WESTERN AUSTRALIA 6004
TELEPHONE: (09) 222 1111
FACSIMILE: (09) 222 1664

TELEX: 92145

Your Ref:

W.A. Police Ref:

REPLY TO

Police Academy
2 Swan Bank Road
MAYLANDS W A 6051

Mr John Clarke
Lot 99 Hardy Court
TWO ROCKS W A 6037

Fear Mr Clarke

Your request of November 13, 1996, to access police file Accession 1910 4607/1960 *Fishing boat Linda - wrecked about two miles south of the mouth of Moore River on 21 10 1960* is granted.

As discussed there is no reference to an inquest. The file relates to the action taken by police to locate the vessel after the distress flares were sighted.

Yours sincerely

Jean Hobson -

S J HOBSON
for JUDY BALLANTYNE
MANAGER
LIBRARY AND RESOURCE CENTRE

November 27, 1996

EXTRACT FROM THE TELEPHONE MESSAGE BOOK DATED 20-10-60.

RECEIVED FROM. Maxwell DEASE of 40 Lockart St. Como (60-3201 or Tropical Traders, Queen Victoria St, Fremantle, Phone 5-3291.

RECEIVED BY. Const BISHOP at 11-40pm.

MESSAGE. I have just returned from the mouth of the Moore River in the Gin Gin District.

At about 9-40pm I noticed three red flares fired out at sea just South of the Moore River, The flares indicated that a boat was apparently in distress.

Another man named " ROBINSON" also noticed the flares, and together we went to a hill and flashed a signal in the direction but got no response. I am definite that they were flares.

ACTION TAKEN. Const BISHOP attending, contacted Signal Station. Overseas Telecommunication Commission, no information to assist.

Fremantle Police and Victoria Quay contacted, to enquire re fishing craft in vicinity or information of overdue craft .

Dept of Navy H.M.A.S. Leeuwin contacted, reported no naval craft in vicinity. Fremantle and Victoria Quay reports no information re overdue boats.

Gingin Police to be given information at 7am 21-10-60 , and asked to make inquiries , and to advise Central .

Const PETERSON Gingin Police advised at 7-30am 21-10-60 and making inquiries.

V.K.I. message no 339 to Geraldton Police forwarded per C.I.B. for transmission at 7-48 am as follows.

At about 9-40pm 20th inst, three red flares were sighted at sea , just south of Mouth of Moore River " STOP " Possibly from boat in distress, "STOP "

Check of all sources this end failed to obtain information re boats likely to be in that vicinity " STOP "

Please inquire at Geraldton re boats likely to be in above mentioned area, and advise.

MAXON Sergt.

J. H. Howell

Const 2910.

CENTRAL STATION.

21-10-60.

[Handwritten signature]

INSPECTOR BROUN :

I note the action taken upon receipt of the information from Mr. Dease, and although fairly comprehensive it should have been furthered by early advice to either the Deputy Commissioner or Chief Inspector, so that immediate action could have been taken to have a sea craft proceed to the vicinity by dawn to search under the Air Sea Rescue Organisation.

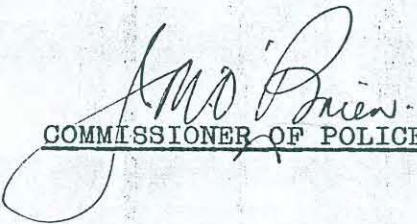
Although we have had such reports which have proved negative, each must be regarded as serious until otherwise proved.

I also consider the Officer in Charge Ginn should have been alerted to be on the coast by daybreak. 7.30 a.m. was far too late.

The outcome may or may not have been different regarding the loss of life.

Please instruct in future, any such reports must be notified to those officers mentioned, or in their absence, myself.

24th October, 1960.
RTN:MR.


COMMISSIONER OF POLICE.

Inspector Culleton.

The foregoing communication from the Commissioner of Police is forwarded for information at Central Station.

It should be noted by all Inspectors and First Class Sergeants.

A copy is to be taken and posted at Central for general information.

The instructions contained in the memorandum are to be carried out promptly if any reports of this nature are received in the future.

D.O. Perth
24/10/60

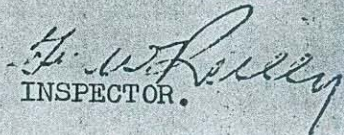

DISTRICT INSPECTOR.

SERGEANT MEAKINS.

For attention, please.

Please post copies of above memorandum at Central Office and Sergeants Room.

Central Stn.
24: 10: 60.


INSPECTOR.

SERGEANT PURKISS.

Please have the attached memorandum by the Commissioner of Police noted by all First Class Sergeants at Central Station.

Central Stn.
18: 11: 60.

H. W. Kelly
INSPECTOR.

Inspector Kelly
Noted.

Central Station;
18-11-60

J. P. Nielson
Sgt. 1853

Inspector Kelly
Instructions have been
noted by me.

Central Station
24-11-60.

12. 12-60

12. 12-60

21-12-60

W. Lelaar
Sgt. 1833
M. J. Mason Sgt. 1760
J. W. Jones Sgt. 1702
A. M. Munnell Sgt. 1835

Inspector. Lowry

Forwarded. File has been noted by 1st Class Sergeants at Central Station.

Copy memorandum has been taken and posted at Central Station.

Central Station
21-12-60

[Signature]
Sergeant 1707

Inspector Brown
Forwarded.

Central Stn
21. 12. 60

[Signature]
Inspector

Inspector Reilly.

Copy of Memorandum has been posted at
Central Station, and in the Sergeants Room at Central Station.

File noted by me.

Central Station.
24---10---1960

Meakins
Sgt. 1813.

Sergeant Purkiss.

For your information and to note please,
then pass to other Relief for similar attention.

Central Station.
24----10----1960

Meakins
Sgt. 1813.

SERGEANT MEAKINS.

Noted.

File to Sergeant Menhennett for his information.

CENTRAL STN.
24:10:60.

Purkiss
SERGT. 1743
as of Monday
Sergt 1786
4c

INSPECTOR LOWRY

Attached memorandum respectfully noted.

Central Station
24.10.60

Menhennett
Sergt 1835

Inspector Bulletin

Noted.

Central Station
25.10.60

W. Hubig
W. Kelly
P. Gallagher
D. J. Allan
D. C. Thomas

Commissions. Inspector Clark, Midland Junction advised at 10.20 am he received brief information from Constable Petersen of Lin Lin that the fishing boat "Linda" was wrecked about 2 miles south of the mouth of the Moore River last night.

One of the crew got ashore safely, one body has been washed up on the beach, and a third member is missing.

The names of the crew are not available at present.

Arrangements being made for the body to be conveyed to a Montway.

Inspector Clark requested assistance in search for missing person.

Inspector Brown & Peck is arranging for Constable Martin to report with a dog to whether he can get to the vicinity by jeep and whether mounted Police can assist.

Inspector Johnston, Fremantle is ascertaining owner of boat.

The above follows information to Central Station about 11.40 pm on 20th inst as per report attached.

21/10/60

M. S. C. 50

Message in D/O Clerk Midland from
Inspector Clark to Inspector Brown at 2³⁰ pm 21-10-60

Inspector Clark advises that he has
received VHS message No 319 in Herefordton
ascertained 3 persons aboard Lenda, particulars
as follows

1/ John Roberts. Skipper. 5' 11" or 6"
slender thin build. Grey.

2/ Phillip E. Hind 5' 5". thin build
Grey.

3/ Les Summerfield 3' 6". 5' 10" or 11"
solid build, dark hair & complexion.

All 3 men from Herefordton

Mr Roberts leaving Perth on today by car
at present staying 6 Princess Road Claremont
Telephone. 3/4882.

VHS message signed
Williams Sgt.

D/O Clerk Midland has contacted Sgt
Baskerville Claremont and he has to convey following
message to Mr Roberts

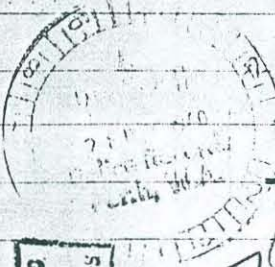
Lenda wrecked near Moore River search
for survivors being made by Police.

JA

Commissioner of Police

For your information.
Noted and returned.

Deputy
Deputy



870 Park
2/11/60

[Handwritten signature]

SIGNED CROSS INDEXED
C. J. RECORDS

Appendix 8

Extract from Lloyds Register 1959 - 1960

26/11/96

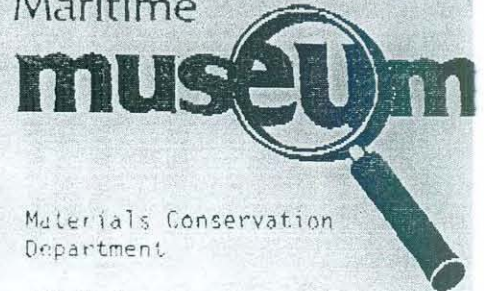
15:01

WA MARITIME MUSEUM 09 4305120

001

FAX TRANSMISSION COVER SHEET

Western Australian
Maritime



Materials Conservation
Department

Cliff Street, Fremantle
Western Australia 6160

Tel: (09) 4318499
Fax: (09) 3357224

TO:

NAME: JOHN CLARKE

ORGANIZATION:

CITY/TOWN:

FAX NO: 561 1588

FROM:

NAME: ALAN KENDRICK

DEPARTMENT: W.A.M.M.

NO. OF PAGES TO FOLLOW: 1 DATE: 26.11.96

MESSAGE/COMMENTS:

This is from Lloyds 1959-60. Not your boat
as it is still registered in 1964.

we have lists of boat registrations in W.A.
st over this period & there is no Linda
mentioned. Registered in another state maybe?

cheers,

Alan.

Year	Ship Name	Number	Company	Origin	Builder	Dimensions	Year	Engine	Notes
1944			San Francisco					Oil Engine 4SA 6Cy. 265 x 305 mm	S.Fo
1945	69512 LINAVEA	190	PESQUERAS LOYOLA, ZUBELDIA Y CIA., S.R.C.	Spanish	Wood S Fishing	75' 9" 21' 6"	1945	Enterprise Eng. & Fdry Co.	S.Fo
EDWS		105		Pasajes	Wood S Trawler	88' 6" 21' 2"	1945	Victorio Luzuriaga S.A.	OF Pjs
1921	69513 LINCE	1593	LORENZO PALOMBA	Italian	S	272' 10" 40' 1" 18' 9"	1921	Kjöbenhavns Flydk. & Skibs.	Cpn
ICKL	ex Birto-57	945		Torre del Greco	Kjöbenhavns Flydk. & Skibs.		1 dk	Kjöbenhavns Flydk. & Skibs.	Cpn
DF		2945							
1942	69514 LINCOLN	12780	FEDERAL STEAM NAV. CO. LTD.	British	100A1 oil tanker	558' 3" 72' 4" 30' 2 1/2"	12-1958	John Brown & Co. (Clydebank) Ltd.	Cly
300819		2021		London	LMC		1 dk	John Brown & Co. (Clydebank) Ltd.	ptEW
GXND	DF ESD GC RDR RT	18500						2WTB 610lb Spt 800° F. 510lb 2sg 180lb	OF12/58
1940	69515 LINCOLN CASTLE	598	BRITISH TRANSPORT COMMISSION	British	SP Ferry	208' 9" 55' 6" 4' 6"	1940	Ailsa S.B. Co. Ltd.	Trn
166637		320		Grimsby	A. & J. Inglis Ltd.		Gls		
RDR		129							
1933	69516 LINCOLN CITY	407	CONSOLIDATED FISHERIES LTD.	British	100A1 SS 835 trawler	152' 1" 25' 7"	8-1933	C. D. Holmes & Co. Ltd.	Hul
163151	ex Cape Warwick-36	198	Sir John D. Marsden, Bl.	Grimsby	LMC		Sel	SB 200lb	ND
MDSL	DF ESD PED RDR RT								
1942	69517 LINCOLN STEFFENS	7262	UNITED STATES DEPARTMENT OF COMMERCE	United States	S	422' 8" 57' 0"	1942	Joshua Hendy Iron Works	Sunnyvale
242548		4469		Los Angeles	California S.B. Corp.		L.Ar		OF
KKCD	DF ISD	10857					2 dks		EW
1956	69518 LINDA	1456	U.S.S.R.	Russian	M-Tanker		1956	Oil Engine	Russia
		750							
1931	69519 LINDA	198	ANTONIO SAYARESE	Italian	Wood TM	131' 0" 22' 0"	1931	2 Oil Engines 4SA each 6Cy. 340 x 380 mm	Graz
49		125		Castellammare	P. Ciro Marina di Equa.		RI	Grazer Waggon & Masch.	
IPMO									
1942	69520 LINDA	124	SWEN JERSTAD	British	Wood TM Fishing	108' 0" 18' 2"	1942	2 Oil Engines each 6Cy. 110 x 130 mm	Det
194653		84		Vancouver	Peterson Boat Works		Sturgeon Bay	Gray Marine Motor Co.	
							1 dk		
1945	69521 LINDA CHOTIN	355	BERWICK BAY TOWING CO. INC.	United States	TM Tug	104' 8" 30' 1"	1945	2 Oil Engines each 6Cy. 370 x 510 mm	Pascagoula
249117		228		New Orleans	F. B. Walker & Sons				
WA7186									
1936	69522 LINDA DAN	1593	J. LAURITZEN	Danish	100A1 SS 1759 with freeboard	251' 11" 36' 11" 6' 6 1/2"	1936	C 3Cy. (2) 13 1/2" & 33 1/2" x 33 1/2" & LP turbine with DR gearing & chain drive	Hsg
GYRH	ex Linda-46	880		Esbjerg	LMC		2 dks	Helsingörs Jernsk. & Msk.	Hsg
DF		1725					Str. nav. ice	2 SB 220lb Spt	OF12/48
1940	69523 LINDA GIOVANNA	9985	D'AMICO SOC. DI NAV. A.R.L.	Italian	100A1 (Dr) 755 oil tanker	513' 1" 63' 2" 29' 6"	1-1940	Oil Engine 2DA 8Cy. 600 x 1100mm	Mmo
390	ex Breconda-51	6054		Rome	LMC		Mmo	Kockums M/V A:B	Mmo
ICOL	DF ESD PED RDR	15963					LF	2db 171lb	EW
1946	69524 LINDA MAY	186	CROSBIE LTD.	British	Wood M Fishing	113' 9" 24' 11"	1946	Oil Engine 2SA 8Cy. 5 1/2" x 8" NE58	Trinity Bay, NB
177052		106	Crosbie & Co. Ltd.	St. John's, NB	H. W. Stone		1 dk	Caterpillar Tractor Co.	Peoria
VONM	DF ESD RDR RT								
1958	69525 LINDA SCARLETT	3444	JÖRGEN JENSEN	Danish	M CSD	443' 9" 24' 11"	1958	2 Oil Engines 4SA each 8Cy. 385 x 580 mm geared to sc. shaft	Hsg
OUJA	ex Breconda-51	2044		Copenhagen	Norderwerf Köster & Meyer		2 dks	fascb. Kiel A.G.	Kel
DF		4704							
1909	69526 LINDAAS		BERGEN-TRAFIKLAG	Norwegian			1909		
LEH									

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