

lie just to the north east of Cape Naturaliste.

## (B) Groundings and other incidents

### *Champion* 1857

In May 1857 the brig *Champion* of 250 tons had nearly finished loading timber at Quindalup for Adelaide, when a heavy north west gale caused it to lose three anchors and go ashore. After the removal of about 90 tons of timber it was refloated, but the next gale put it ashore again where it was condemned and auctioned. Bought by Mr H. Yelverton, the owner of the timber mill, it was refloated and towed to Careening Bay, Garden Island for major repairs. *Champion* was re-registered in 1858.

### *Grace Darling* 1874

This American barque of 1 042 tons arrived at Lockville to load sleepers, but because of its draft had to anchor a considerable distance offshore. In gale conditions on 11 August, 1874 the starboard anchor was lost and two cannons of 272 kg each were secured to the cable, but failed to hold and it went ashore. They refloated the vessel by unloading all the timber already loaded, but then without ballast another gale put the vessel in such danger that the captain sank the vessel in shallow water by boring holes in its bottom. When the weather cleared, Mr E. R. Withers who was working at Lockville dived and plugged about twenty holes, so enabling the pumps to reduce the water level in the hold to about 1.5 metres. The remainder of the holes were then plugged, and the ship reloaded to depart about two weeks later.

### *Salve* 1878

The brigantine *Salve* (Capt. John Campbell) was loading timber at Wonnerup when in a gale and heavy swell it started to bump the bottom. One cable broke so the other was let out and the vessel grounded. The cargo of timber was unloaded; the vessel was refloated and found sound so after reloading it departed for Adelaide on 24 September, 1878. Next day while off Cape Leeuwin in a gale, the vessel sprang a serious leak and to save the crew the captain ran the ship ashore at Augusta. The crew were saved but the vessel was wrecked.

### *Sarah Burnyeat* 1879

The 277-ton brig *Sarah Burnyeat* arrived at Lochville (Wonnerup) to load timber for South Africa. In early

October 1879, it was caught in a gale and driven ashore, apparently losing her masts. Bought at auction the vessel was refloated and towed to Careening Bay, Garden Island by the steamer *Rob Roy*. It was rebuilt and registered at Fremantle in 1881, to be later wrecked at Albany in 1894.

### *Bengal* 1882

The barque *Bengal* left Bunbury on 26 April, 1882 with a cargo of timber for Adelaide. During the night, caught in a severe north west gale, the vessel was driven into the south west corner of Geographe Bay and in danger of being wrecked. Fortunately the wind backed off shortly after daylight, and *Bengal* was able to anchor off Quindalup by about 10 am on 27 April, 1882. It cleared for Adelaide the next day. A most fortunate ship!

### *Lighters at Quindalup* 1893

In the gale of 9 March, 1893 when *Dato* was driven ashore, all of Mr. H. Yelverton's sailing lighters at Quindalup broke their moorings and suffered the same fate. During the last 100 years many fishing vessels, yachts and other small vessels have been driven ashore in Geographe Bay but because of the shallow water and sandy beach most have been repaired and refloated.

For further information on historic shipwrecks contact the WA Museum Shipwreck Galleries or the WA Heritage Council:  
<http://www.museum.wa.gov.au/collections/maritime/march/march.asp>  
<http://tourism.heritage.wa.gov.au/>

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#### Diving Notes

Wrecks are often hazardous. Access to the wrecks requires a boat. Divers need to be fit and qualified. A diver's flag must be displayed. Never dive alone or leave a boat unattended. Persons diving on these wrecks do so at their own risk. These wrecks are part of Western Australia's heritage. They are protected under legislation. Please enjoy them but do not disturb them.

# EOGRAPHE BAY WRECKS AND SHIPPING INCIDENTS

## Introduction

Geographe Bay describes the section of coastline between Casuarina Point (Bunbury) and Cape Naturaliste. It is a wide bay open to the north and the coastline, with the exception of rocky cliffs between Dunsborough and Cape Naturaliste, is a continuous sandy beach. The first recorded European discovery and charting of Geographe Bay was by the French ships, *Geographe* and *Naturaliste* under the command of Nicolas Baudin (1801–1803).



Deadwater wreck

## (A) Total loss wrecks

Listed in this section are ships whose remains still lie in Geographe Bay or were removed as hulks, never to sail again.

### The Deadwater Wreck (year unknown)

Lying somewhere in the Deadwater at Wonnerup are the remains of a ship. It was discovered by the first settlers and at that time the deck or part of it, was still protruding above water. The wreck was examined officially in 1845 by Worsley Clifton, Receiver of Wrecks at Fremantle and Mr Eliot, Resident Magistrate at Bunbury. The first published report of the wreck appeared in 1861 in the Quarterly

Journal of the Geological Society of London, and was written by the surveyor Mr. F. Gregory. Since then the wreck has disappeared and knowledge of its location lost.

#### French chaloupe or longboat 1801

When a large party from the French ships *Geographe* and *Naturaliste* landed at Wonnerup on 7 June, 1801; their chaloupe (longboat) was anchored offshore in deteriorating weather conditions, with a small crew left on board. Late in the day they were ordered to move northward to pick up a number of the party. The longboat struck the bottom and rolled over, throwing out the crew and equipment. By next morning it was beyond salvage. The location is not known.

#### Governor Endicott 1840

On 7 July, 1840, the 298-ton American whaler *Governor Endicott* anchored in Geographe Bay, was caught by the same gale that wrecked the whalers *Samuel Wright* and *North America* at Koombana Bay, Bunbury. Near midnight *Governor Endicott* dragged its anchors and struck the bottom. At daylight the crew found themselves only two ship lengths from the shore and fearing the ship would break up, the third mate and five men got ashore in a whaleboat and tied a lifeline to a tree to allow the remaining crew to reach shore. *Governor Endicott* lies buried in the sand about 3.5 km west of the old entrance to Toby Inlet.

#### Halycon 1844

On 5 August, 1843 the American whaling barque of 258 tons, *Halycon* (Captain Jeffrey) was anchored in Geographe Bay. A violent gale broke both the cables and drove the vessel ashore about 4 km west of the old entrance to Toby's Inlet. With the gale continuing and waves breaking over the ship, it was two days before the crew got ashore.

#### Geffrard 1875

A brig of 316 tons registered in Melbourne, *Geffrard* (Capt. Munday) traded with Western Australia, Mauritius and Shanghai. Awaiting clearance at Quindalup with a full load of timber, the vessel was caught on 13 June, 1875 in a sudden gale. About 7 pm both anchor chains broke and the vessel grounded on a sand bank about 1 km east of the Quindalup lighter jetty and about 1 km offshore (There is now a launching ramp where the jetty used to be.) *Geffrard* was wrecked. For many years the ship's bell was used at Yelverton's timber mill and then presented to the Busselton

Primary School.

#### Ella Gladstone 1878

A brig of 225 tons, *Ella Gladstone* (Capt. J Walsh) was loading timber at Quindalup, when on 21 July, 1878 it was caught in a violent north to north-west gale. Both anchor cables parted and the ship was driven ashore. Subsequently condemned by a Board of Survey, the vessel was sold at auction for £52 Pounds. In January 1879 the media reported that the vessel had been removed from the beach, but her subsequent fate is unknown, as the vessel does not appear in Lloyds Register after 1878.

#### Mary 1879

The 48-ton two-masted schooner *Mary* was built at Fremantle in 1868. In May 1879 Capt. John Waidron anchored the *Mary* about 16 km north of Bunbury (Binningup) loading timber. However being on an exposed coast, when bad weather threatened, the captain headed for Wonnerup. However on 15 July, 1879 the gale was so severe that *Mary* dragged the mooring to which it was secured and crashed through the jetty. The masts came down in heavy seas, so the crew abandoned ship. The vessel was wrecked.



Day Dawn

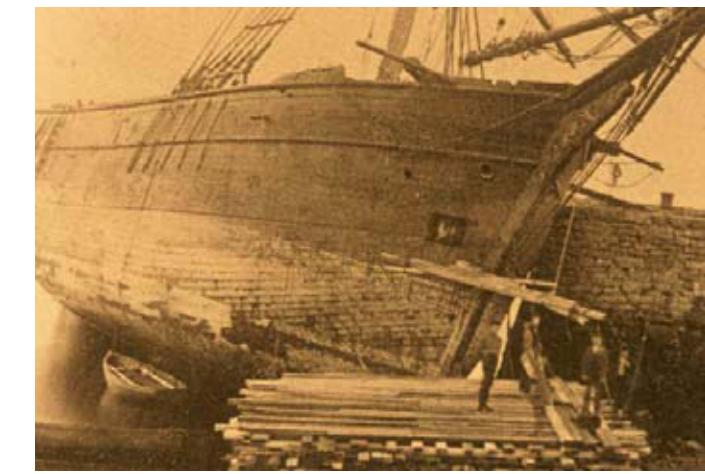
#### Day Dawn 1886

Built at Fairhaven, Massachusetts, in 1851 and originally named *Thomas Nye* it was first a whaler. Purchased by South Australian interests in 1867 and renamed *Day Dawn*, the barque was loading timber at Quindalup in August 1886, when caught in a gale and driven ashore. Although

condemned as a wreck, the hull was in good condition and fetched £1 000 at auction. Refloated, and towed to Garden Island for repairs, the vessel never again went to sea. In 1976, during the establishment of Careening Bay, Garden Island as a naval establishment, a wreck was discovered that was identified as *Day Dawn*. In 1982 to prevent deterioration of its timbers the wreck was covered with sand. In 1988 with further naval development necessary, the WA Museum, the Maritime Archaeological Association and the Navy lifted the wreck by barges and cables and reburied it in deeper water.

#### Dato 1893

The Norwegian brig *Dato* left Fremantle for Quindalup on 28 January, 1893. On 9 March, 1893, at Quindalup, fully loaded and ready to depart for London it was caught in a gale and driven ashore, left to lie with her mainmast over the side and full of water. A long period elapsed before the hull was refloated and it was not until 30 January, 1895 that the tug *Dolphin* left Quindalup for Fremantle with *Dato* in tow. In 1956, during the excavation of *Day Dawn*, the wreck of *Dato* was discovered off Careening Bay, Garden Island upside down in about 15 metres of water.



Dato

#### Electra 1904

A wood schooner of 92 tons, *Electra* was built at Fremantle in 1884. On 17 March, 1904, under the command of Capt. J. Anderson and carrying a cargo of timber *Electra* sprang a leak and sank off Cape Naturaliste, but fortunately with no loss of life. The wreck has not been located but is believed to