discharging its cargo, it was caught in a north west gale and driven ashore just to the north of the Power House. It went up broadside to the beach and broke in two, but most of the railway lines still on board were salvaged. In 1936 the after section was still showing above the water level and about 30 metres out from the shoreline, but after the building of the groyne for the power house, the sand accumulated, and by late in 1938 the wreck was almost totally buried on dry land where it remains to this day.

Laughing Wave 1903
A brig of 161 tons, _Laughing Wave_ was built in Fremantle in 1868 and therefore had a long career before being caught by heavy weather while alongside the jetty in Koombana Bay. It apparently smashed its planking against the jetty in a violent swell and sank.

Shipping Incidents in Koombana Bay.
In addition to the vessels that left their hulls buried in the sands of Koombana Bay, there were many incidents of grounding or damage. Among those listed here a number were connected with the jetty that was not protected with a breakwater until the beginning of the 20th century, and even then for some years the breakwater was too short.

L’Avenir 1923
Built in 1908, this Belgian four-masted barque of 2,738 tons was designed to carry 60 and later 80 cadets, as well as cargo. It became a famous and very successful sail-training ship, as well as one of the last big square riggers. While in Koombana Bay it is not surprising that it bumped the bottom when its anchors dragged, as it had a loaded draft of 8.04 metres. It was later lost with all hands during the grain race from Australia in 1938. Some wreckage was identified on the coast of Tierra del Fuego.

For further information on historic shipwrecks contact the WA Museum Shipwreck Galleries or the WA Heritage Council:
http://tourism.heritage.wa.gov.au

Text by Ron Deadman. Updated by Jessica Berry, Tracey Miller and Jessica Reynolds, WAM 2008.

Diving notes
Wrecks are often hazardous. Access to the wrecks requires a seaworthy boat. Divers need to be fit and qualified. A divers 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.
Elizabeth 1840
A schooner of 100 tons and built of teak in Calcutta in 1831, Elizabeth was owned by L & W. Bateman of Fremantle. It was sent to Bunbury under charter to Capt. Scott to salvage equipment, stores etc., from the wrecked North America and to load whale oil. In November 1843 Elizabeth was caught in Koombana Bay by a heavy gale and driven ashore. It listed towards the sea and the heavy surf made short work of the deck; the mainmast went over the side and lying on beam-ends, the whole of the bottom on the port side was broken up and washed away.

Perseverance 1845
A coastal trading cutter owned by Capt. Daniel Scott of Fremantle, Perseverence operated regularly for a number of years between Fremantle, Bunbury and Vasse (Busselton) and met her share of rough conditions. On one voyage she arrived in Koombana Bay on September 21, 1843, but because of the rough conditions her cargo, including a cask of bells for the Reverend Wollaston's church could not be unloaded until the end of the month. On February 28, 1845 she was caught in the Bay by a severe gale, parted her cable and wrecked on shore. The location is not known.

Midas 1872
Midas, a 555-ton barque, arrived in Koombana Bay on February 3 to load piles and other timber for New Zealand. The piles, 21 metres in length, were too long to go through the hatch and a port had to be cut in the hull at the bows through which the piles were loaded. Loading was completed on March 9, 1872, but the next day a fierce gale from the east north east, caused it to drag two anchors some 500 metres until it struck the stern on the bank off the estuary entrance (Stingray Surf). By 4 pm on March 10 it had bilged and settled on the bottom. The ship and cargo were sold by auction for 120 pounds each. Two locals, McGibbs and Wenn, removed the new deck and used the timber to build a barge, later used to load ships. For many years the wreck of Midas was visible (underwater) some 350 metres east south east of the first bend of the jetty, but it is now buried.

Annie M. Young 1876
A brig of 303 tons, built at Yarmouth, Nova Scotia in 1863, Annie M. Young arrived in Koombana Bay on October 6, 1876 to load piles for New Zealand, having previously loaded 50 loads of timber at the Vasse, Captain Teddie was ready for sea by October 31, but had to wait for a suitable wind and was thus caught in a north west gale during the night of November 2. Soon after midnight its chain cable parted and although two anchors were let go it was dragged stern-first on to the shore somewhere near where the power house is now located. A man named Sam Ward used a bullock team to extract piles and timber but nevertheless many locals obtained a good supply of timber and firewood over the ensuing months.

Citizen Of London 1880
This schooner of 53 tons was built at the Vasse by George Payne of Capel. While loading sandalwood alongside the jetty in Koombana Bay on August 20 a very heavy swell caused it to surge against the jetty, smashing three planks. Unable to stop a serious leak, Capt. Arthur Payne let go from the jetty and raising sail ran the ship ashore somewhere near the entrance to the estuary. Next day the cargo and equipment were taken ashore and the vessel dragged about a further 6 metres up the beach for repairs. By May 1882 it was apparently repaired, but never got off the beach and was eventually broken up. It is not known whether any part of the vessel still lies buried in the sand.

Cingalee 1887
This barque of 336 tons was earlier wrecked at the Lacapede Islands while loading guano. Bought by W.E. Marmion and partners of Fremantle the vessel was refloated and arrived in Fremantle for repairs on March 23, 1878. Nine years later Cingalee was driven ashore in Koombana Bay by a north west gale. The hull was eventually blown up and the timber was used for a variety of purposes. The ship's bell came into the possession of Mrs Wallace of Turkey Point who subsequently loaned it on trust to Bunbury High School as the school bell. It was stolen from the school in 1979! The location of any remnants of this barque is unknown.

Star Of The South 1888
Built in Bunbury in 1877 by J.S. Gibbs, this cutter, originally 10.9 metres long, was lengthened in 1883 to 14.21 metres with a tonnage of 12.35 tons. Loaded with guano from Shark Bay, it broke its mooring in Koombana Bay in early July 1888 and was driven on to the bar at the entrance to the estuary where it was wrecked.

Carbet Castle 1897
An iron ship of 1657 tons, built in Britain in 1875, Carbet Castle left Wales on January 14, 1897 laden with railway lines for the WA Government. On May 14, 1897, while