

**Report on Eight Confiscated
Indonesian *Perahu*
Located at Broome**

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Acknowledgement is especially due to Brunhilde Prince, who volunteered her services to the project; her enthusiasm for the work and cheerfulness which lasted 16 hours a day or more, for the entire project - making her assistance invaluable to the success of a short but intensive project;

Graeme Henderson for his encouragement and advice; Ian Crawford for the opportunity of undertaking the project; Patrick Baker for his assistance and advice with photography (particularly idiot-proofing the camera and flash).

On behalf of the Museum I would like to thank the Department of Fisheries and Wildlife for all their assistance and co-operation they have given in allowing Museum to record the lines of the prahus, donation of artefacts and documents from the prahus, and other information - in particular Peter Johnson in Broome and Tom Morris in Perth.

TRADITIONAL LINKS WITH ASIA

The first anatomically modern human beings appeared some 35,000 years ago during the Upper Paleolithic period, during the latter stage of the Upper Pleistocene epoch of recurrent glacial advances in Europe (Keesing, 1981, p. 32). From about 75,000 to 10,000 years ago the gradual onset of the glacial period in Europe forced migration to the warmer southward regions of the world (Keesing, 1981, p. 41).

Evidence of the earliest Americans dates back to some 12,000 years ago when the Bering Strait from Siberia was bridged by a land corridor although some evidence suggests migration during a similar and earlier occurrence about 30,000 years ago (Keesing, 1981, p. 39). Evidence of Upper Paleolithic traditions date to around 30,000 years ago.

The Upper Paleolithic is widespread in Asia - Japan, China, India Malaysia and Australia. Australia was temperate and ecologically favourable to human existence. It was during this period migration to Australia occurred (Keesing, 1981, p. 41) when the depth and extent of the sea along the northern coasts of the Sahul continent were diminished, making the coastline of Australia accessible to the first settlers from Asia. Evidence of occupancy dates to some 40,000 years ago.

Indonesian languages belong to the Malayo-Polynesian or Austronesian family of languages. The other members of the group of Malayo-Polynesian languages are the Melanesian, Micronesian and Polynesian languages which are believed to have derived from the Indonesian. Indonesian is more archaic than the other members of the group and also more elaborate and complex. Many dialects of Indonesian are spoken in Malaysia, Indonesia, Taiwan, Philippines and Malagasy Republic. The Melanesian group of language dialects consist of three main branches: Micronesian, Melanesian and Melano-Papuan. Micronesian is spoken on the Caroline, Gilbert and Marshall islands; Melanesian or Fijian dialects are spoken in the Banks Islands, Fiji, New Caledonia, Loyalty Islands, New Hebrides and Solomon Islands; and Melano-Papuan dialects are spoken on the Louisiade Archipelago and eastern coasts of New Guinea.

Perhaps one of the most important of the Indonesian languages is the Malay which until the 1300s was written in a southern Indian alphabet. Herein lies the link with the most primitive of the Indo-European languages called the Indo-Iranian group of languages. During the 1300s the Arabic alphabet was adopted for written Malay. Evidence of trade in the Southeast Asian and Pacific areas dates to 3,000 years ago with the Indonesian peoples making contact with Madagascar and introducing food crops, technology and Islam to the Southeast Asian region (Keesing, 1981, p. 116). In the Solomon Islands artefacts from the Bismarck Archipelago date to some 2,500 years ago. Since the earliest of European contact in 1521 with Magellans call at the Caroline and Marshall Islands, regional trade was already extensive and well established.

Such evidence of trade focuses research upon the mode of transport for conducting trade and has led to an increased interest in the boatbuilding of the indigenous people of the region. A feature of boatbuilding and navigation throughout the region is the oral tradition whereby each generation is instructed in the methods, techniques and skills of boatbuilding by their elders. The oral tradition usually has a religious or spiritual component uniting boatbuilding and commercial industries, in particular fishing where the temperament of the seasons and the ocean threaten a livelihood and life itself. Without sophisticated equipment, many of the traditional fishing communities have developed highly efficient navigational skills which is comparative in accuracy to satellite navigational equipment. One explanation suggests that literacy has diminished memory facilities but where the oral tradition is maintained, "special skills of visual perception, direction finding ... or navigation" is fostered by training and experience and culturally reinforced (Keesing, 1981, p.100). "Cognitive skills fostered by study of the stars, currents, winds and tides" are shaped by a cultural tradition (Keesing, 1981, p. 102). Studies of traditional navigation and boatbuilding has been undertaken in the Pacific and boatbuilding in Indonesia but to date little comparative work has been done (Manners Mirror, 68.2, May 1982).

The Aboriginal languages and dialects have no definitive resemblance to any of the languages in the Southeast Asian region except in Southeast Australia where there are some common elements with the Melanesian languages. There is some uniformity in grammar spoken by the Aborigines in the southern part of Australia but generally there is little in common between the multi-variant languages used throughout the country. In Northwestern Australia, Aboriginal paintings and carvings depict vessels which are of Indonesian origin. Early European reports of Indonesian dugouts used by the Aborigines in this region also confirm the traditional contact the Macassans have maintain with the Northwest. Macassan prahus visiting the Australian coast to collect pearlshell, tortoiseshell and trepang were well established by the 1800s (Henderson and Crawford, 1986, p.37).

Studies of the connection and relationship between the Macassan seafarers and fishermen and the Aboriginal people in this area is a focus of research and interest for linguists, prehistorians, anthropologist and archaeologists. Increasing evidence suggests the Aborigines were established coastal dwellers long before they inhabited the interior of Australia. Since the first settlers' migration, the northern hemisphere climate has become more temperate diminishing the icecaps and increasing the volume of the ocean which has reclaimed the earlier coastal fringe of Australia. Any likely archaeological evidence of habitation and Macassan contact with Australia would exist as submerged sites.

The duration of the connection between the Aborigines and the Macassans remains uncertain but it could well extend to some 3,000 years knowing that the Indonesian had the technology to sail to Madagascar around this time. Accordingly, it is of cultural significance that examples of those traditional prahus which still exist today and frequent Australian territorial waters be preserved.

REPORT ON THE OBJECTIVES AND AIMS OF THE BROOME EXPEDITION

Thirteen prahus over a period of several months (March and April 1988) had been detained by Commonwealth and State authorities for illegal collection of trochus shell in Western Australian territorial waters. After the confiscation and quarantine requirements were fulfilled, the crews of the vessels were flown back to Indonesia. The vessels were stored on hardstanding at Brambles Marford's yard at Cable Beach, Broome (Figure 1) pending a decision as to the future of the vessels. After fumigation and quarantine isolation, Fisheries and Wildlife gave the WA Museum permission to record the lines and photograph the 13 vessels (Figure 2). In the interim, Fisheries had obligated Ian Crawford's request for colour photographs of 12 of the prahus which

clearly indicated that the vessels were motorized, had extensive deckhousing additions and possibly altered hulls. According to the Fisheries Department all of the vessels originated from the island of Boven in Indonesia. It was not possible to identify the type of design of these craft from the photographs and Sally May and volunteer Brunhilde Prince were requested to record the lines of the prahu, the objectives of the expedition being clarification of the original hull forms and a record of prahu which frequent the Western Australian coast.

The aims of the expedition were:-

1. to record three prahu in particular (Prahu One, Prahu Three and Prahu Five) and as many as would be representative of the hull forms of the 13 with regard to traditional features of Indonesian boatbuilding - ie planking scarphs, tripartite bowsprits, tripartite masts, traditional ribbing pattern (as opposed to the European method), and quarter rudder facilities
2. to assess the extent to which the hulls had been altered and to record the original sheer lines of the vessels as it was the original hull form which would indicate the "type" of prahu design, based upon extension of the stem post, alterations to the stern and stempost etc
3. to assess as to whether the vessels had been originally built to accommodate a motor or whether the hull had been later adapted for a motor, based upon alterations to the keel, stempost, signs of the vessels having main and foremasts, and as to whether the stems of the vessels were original or had been modified in one way or another.
4. to assess the condition and "type" of hulls for consideration as an addition to the Museum's collection and to offer a recommendation for the collection of a prahu if this was warranted

Additional aims were:-

5. to gather together as much information as possible from those departments involved with the confiscation of the vessels
6. to make proposals arising from the expedition and its aims and objectives

Aim 1

The expedition lasted 13 days, two days of which were taken up with travel, effectively leaving 11 working days. During this time eight prahu were recorded as being representative of the 13 vessels. The selection was based primarily upon the existence of quarter rudder fittings as this was the least ambiguous of the traditional features proposed for assessment as to traditional hull form. An exception to this criteria was Prahu Eleven which had been designated as a low priority for recording having been built specifically to accommodate an engine which was signified by the letters "PLM" or the equivalent of the Australian "MV", motor vessel. Additional to this criteria was Prahu Seven which was the only vessel to be extensively planked using the traditional scarphing method, although this vessel did not have any quarter rudder fittings. Coincidentally, the shapes of the eight vessels selected were, to the eye, representative of the 13 hulls. Regardlessly, time did not permit any other vessels to be recorded.

For information regarding the presence or absence of traditional features see Table 1.

Aim 2

Additions to the original hull were readily apparent without having to examine the interior of the vessels. In all cases the original sheer line was visually evident from the outside of the hull, where the addition of deckhousing or washboards were either placed

on top of the gunnel or caprail, or extended above the wale (the uppermost plank which describes the sheer).

Alterations appeared to be additions to the hull, without disturbing the original hull except in the case of Prahu One where planks below the original sheer line had been replaced at the bow. These planks were shorter than the other planks used and appeared to be of a different type of timber and ill-fitting.

Extensions to the stempost to accommodate the washboards were also evident by the manner in which the stem post was scarphed. However, in some instances the stem post appeared to have been cut back well below the extension and then extended with a piece of timber to accommodate the additions to the original sheer. If this is the case, then the planks were not unduly disrupted by the alteration to the stem post. However, in a couple of cases the alteration had weakened the strength of the stem post having sagged in the area of the scarph.

For additional information regarding stem posts see Table 2.

Aim 3

The accommodation of the inboard motors was not sophisticated having the appearance of being rather roughly done. Engine bearers were placed on top of the floors, the latter not being moulded especially for the bearers. The stempost was bored to take the propeller shaft without any additional fittings to support the shaft which was totally exposed in the interior of the vessel. Adaption of the rudders for remote steering was simple, port and starboard ropes being tied to the tiller and led on either side of the hull to the wheelhouse. In several instances the rudder would have required direct manipulation and attention to the tiller. This combined evidence suggests that the hull was built with the intention of accommodating an engine rather than the premise that the hull was built for sail and later adapted to take an engine.

All 13 vessels had a foremast and no evidence of a main mast. Unlike the European method of stepping masts into the keelson, the fore mast was stepped into a single piece of wood, the centre of which was gouged out to accept the foot of the mast. This mast "block" was usually wedged between a pair of ribs and in several instances not fastened in any way. Such a method of stepping the mast would enable the position of the masts to be readily changed without leaving any evidence of its former position. There was no evidence on any of the vessels to suggest that a main mast had ever been used. The foredecks had holes cut for supporting the mast. As the decking was removed or altered in the midships area in all of the vessels, no evidence remained to suggest the former usage of a main mast.

The stems of all the vessels appeared to have remained without alteration or addition. In all cases the vessels had interior stemposts forward of a shallow counter. In some instances the counter was squared off with a shallow transom arrangement, in others the counter was almost elliptical save that the planking terminated just short of the extremity of the counter, wherein the remainder of the counter was filled by planks running counter to the main body of hull planking (similar to those shown in Horridge, A. 1981, p. 65). Unlike the planking pattern on the counters illustrated by Horridge, all of the 13 prahus had a central plank lying flush with the body of the hull planking.

Aim 4

With respect to assessing or giving any determination as to the type of the 13 prahus, I regard myself as a technician, and do not feel qualified or confident to give any opinions beyond the technical aspects of the construction of the vessels and observations made in that respect. Published articles and books do not contain illustrations which positively identify the "type" of vessels stored in Broome. Although it would appear that these

vessels are generically referred to (and somewhat disparagingly) as "turtle boats" built for motorization and are a mixture of European boatbuilding methods and bastardized traditional methods (pers. comm. Stan Uszko, May 1988). Supposedly "turtle boats" are of the Lambo design however, this is not evident in the 13 boats at Broome. These vessels have sharply raked stems, unlike the Sama Biasa held in the Museum's collection (see Section Lambo Prahu for comparison of lines).

With regard to the condition of the vessels, Prahu Seven and Eight had the most soundly constructed hulls and deckhousing, Prahu Six was the most deteriorated. Generally the hulls were soundly built and in reasonably good condition and would require little repair. However, Peter Johnson of Fisheries and Wildlife, Broome said that most of the vessels suffer from some "type of wood worm" which would require the boats to be covered by a tent and sprayed to prevent the spread of this infection if the vessels were not destroyed by fire. The standard of the deckhousing was not of the same condition being very flimsy and shoddily constructed, belying the quality of the hulls.

The deckhousing on Prahu Seven and Eight appeared to have been considered in the construction of the hull, unlike the other vessels. The only evidence for this is that the deckhousing walls were so constructed as to be part and parcel of the form of the hull. In constructing the deckhousing, the ribs were not extended to support the walls of the housing, the ribs terminated near the sheer to support the deck beams as in the case of the other vessels. As an obtuse observation, the deckhouse walls on Prahu Seven and Eight fitted better than on the other boats.

The construction of the stems suggested no alterations or adaptations, save the superstructures above the sheerline. All of the vessels had interior stemposts, none of which showed any evidence of rabbeting or indeed any marks other than having a hole bored for the propellor shaft. This evidence supports the premise that the vessels were designed and built for a motor propulsion. Perhaps an exception to this was Prahu Six in that the hull had been gouged out directly above the propellor to allow it to spin free of the otherwise obstructing hull. Prahu Six was in an advanced state of deterioration and if this is also an indicator of age, might suggest that this vessel was built originally for sail. However, any adaptation to motorization was not evident suggesting the hull had been gouged out to accommodate a larger diametered propellor than was originally used.

In consultation with Ian Crawford and Graeme Henderson, it was felt that the prahus were an isolated phenomenon none of which represented a traditional design in keeping with the Museum's aims for a collection of prahus. Although of intrinsic interest and likely to become obsolete within several decades, the prahus all appeared to be of a similar design which showed a stronger association with European designed vessels than with traditional Indonesian vessels. The "types" or forms speculated as being traditional and in keeping with the Museum's emphasis upon Macassan migration are the Lambo, Lete Lete, Patorani, Pirisi, Padewakang and the Bombodur-styled craft with a pram-like bow and extended keel, which are probably less common and more likely to become obsolete in the near future. It was felt that the acquisition of one the 13 prahus could financially and logistically impede the future acquisition of another prahu which would fulfill all the considerations for the Museum's collection policy.

It was agreed that the lines plans should be sent to several people who have an interest in prahus for their comments on the design and construction of these boats ie Adrian Horridge and Nick Bunningham and if a contact in Indonesia can be found to seek information there.

Aim 5

Documented information relevant to each of the 13 prahus has been included separately with the lines plans and photographs for each vessel. Additional material and artefacts collected from Fisheries and Wildlife is also included with the material pertinent to the vessel from which these items were taken. Additional information appears below.

FISHERIES AND WILDLIFE INFORMATION

On June 14, 1968 I visited Tom Morris, the Fisheries and Wildlife officer co-ordinating the surveillance of the prahus in Australian waters. I found him extremely helpful, most willing to make his department's files available to Museum staff for research and very knowledgeable about the Indonesian fishermen and their activities in Australian waters generally. In appreciation of his helpfulness and to maintain good relations between the Museum and Mr Morris's department I have sent him a book and some articles relating to the prahu types which have traditionally come to Australia as he also showed a keen interest in the history of these craft. All of the following information is recall of my conversation with Mr Morris.

Fisheries and Wildlife definition of Prahu Types.

Examination of photographs held by Fisheries and Wildlife and discussion with Tom Morris, indicated that the Fisheries and the classification is based upon features which are readily identifiable from the air. For this purpose the rigs are used to classify the vessels.

Type One

The vessels referred to as Type One are lateen rigged vessels of which the Leti Leti was the most obvious by its distinct features and traditional paintwork on the bow, prow and stern. Usually the vessels are sailed by Madurese people (for memory) who come to the coast to collect shark fins. The equipment for this industry is visible from the air and distinguishes the intentional activities of the vessel.

Type Two

These vessels are "ketch rigged" however this type included burmudan or gunter rigged vessels, most of which appeared to be Lambos however I would hold a reservation on the accuracy of this observation as other types with which I am not familiar could also be represented. These vessels are also regular visitors to the coast in search of shark fin.

Type Three

These vessels are motorized prahus which were first sighted off the coast three years ago and usually come from Buton, Sulawesi to Australia to collect trochus shell. The Kabaene Island vessels must go to Baubau Buton for sailing passes. The motor of these vessels is inboard. They are not limited to seasonal conditions, unlike Types One and Two. The number of these vessels coming to the coast has increased dramatically since January 1968 because of the increased price due to short supply. Baskets, dugout canoes and other paraphernalia are tell tale indications that the vessel has come to fish for trochus. As of July 1, 1968 all of these motorized vessels are no longer allowed legal entry into Australian waters.

The terminology for describing rigs is sometimes ambiguous or inaccurate in the case of defining a "ketch" where this also includes single masted vessels and may also include schooner rigs although I saw no photographs of the latter. Mr Morris was not aware of the name of the "lateen" rig although he could visually distinguish this rig from the others. It may be more accurate to say that Type One vessels carry traditional rigs and Type Two vessels carry European type rigs.

4

Either through ignorance of the laws of conservation and protection of wildlife or disregard for the laws the Sulawesi people have been very destructive unlike the traditional people who sail Type One and Type Two boats. On their return to Indonesia, they obtain fresh eggs by initially smashing the existing eggs and then collecting the newly laid eggs; turtles are tied to stakes and left for days before being killed and collected for food; a colony of 12 frigate birds has been destroyed and the mutilation and wastage of other birds occur when they are being gathered for food.

The continued presence of the Type Three prahu and the high price of trochus may result in further laws which may impinge on the activities of the Type One and Type Two vessels. It was only a matter of a few weeks ago when all Indonesian vessels with motors were banned from entering Australian waters. As to whether this will affect the traditional vessels which have auxiliary motors, I do not know.

Access To Fisheries and Wildlife Files

Museum staff have been invited to use the information held on each prahu which has visited the Australian coast in the time of the departments existence (which for memory I think is six years or more. I understand that the Customs department may have similar information for the preceding years and which I am following up).

There were two conditions placed upon staff who may use the files:

- (a) that arrangements to photocopy or use the files for research should be made directly with Tom Morris.
- (b) some files contain information pertinent to Australian defence and the onus rest with the researcher not to copy the information and to honour its confidentiality.
- (c) some of the inter-office communications contained in the files were despatched in times of duress and stress and may use derogatory language which would not otherwise be used and should not be copied or used in any form which would discredit the department or its officers.

The files for each prahu, traditional and untraditional include:

- newspaper clippings
- information about the vessel's appearance
- information as to the crew and skipper
- photographs
- interviews
- charges laid against offending vessels and court proceedings
- movements of the vessels
- industry the vessel is involved in
- various official papers

6. PROPOSALS ARISING FROM THE BROOME PROJECT

(a) Fisheries and Wildlife Files

1. Voluminous files exist for each of the Broome vessels, and very little of this information has been used in this report. The files contain interviews and information related to the prosecutions and it may be worth while photocopying all of this data.

2. Files and photographs exist for all prahus which enter Australian territorial waters. This material may provide data for a statistical study (or otherwise) of the activities of these vessels over time. Should Customs department files contain similar information and which I believe was being compiled in the 1930s (pers comm B. Prince who knows a Mr Pibner who was a Custom official in Broome in the 1930s and recalls measuring prahus), this information married with the Fisheries and Wildlife material could provide extremely useful information for research.

Traditional fishing vessels

Morris made a marked distinction between the Sulawesi people and the Madurese people whose vessels are characterized as Type One and Type Two. The traditional vessels have been frequenting the coast seasonally for many years and are well known and well regarded by the department. These vessels are periodically boarded and examined and the information documented. Files exist for each of the vessels which comes into Australian territorial waters and include photographs of these vessels. The names of the vessels, their captains, origins activities is documented.

These vessels come to collect shark fins and from the air their fishing gear for this activity is evident. These vessels rarely violate the regulations and conditions of their entry into territorial waters and often sail as far down the coast as Carnarvon. Sometimes they are blown off course or need to take shelter closer inshore than is permitted by law but no action is ever taken in these instances. Several years ago some prahus were blown inshore near Darwin which caused great alarm, however, all of those vessels were regular visitors to the coast and generally go about their fishing without most people every knowing they are there.

The skippers and crews are considered to be very law abiding and contentious to maintain their fishing activities in Australian waters. Their only contact they make with land is at Ashmore where they collect water supplies. Morris seemed very familiar with names of the vessels and their crews. The craft are usually family owned and operated. The skill of the crew cutting up shark is quite phenomenal to watch. Their navigation skills are highly developed and accurate, considerably superior to modern equipment with the exception of satellite navigation.

The Background and Activities of the Broome Prahus

The Broome prahus are classified as Type Three vessels being primarily dependant upon motors for propulsion although they carry a single foremast. The earliest of these vessels was sighted three years ago off the coast of W.A. Unlike Type One and Two these vessels activities are not restricted to seasonal conditions and are very difficult to keep surveillance on, let alone capture for violations which has placed a greater demand upon the Fisheries staff and resources.

A reduction in rice cropping in favour of cash crops has increased unemployment and also the price of rice in Sulawesi from where the trochus shell collecting vessels mainly come. The ventures to fit and supply the vessels are corporately organized with several people contributing to the cost - the profits being distributed proportionately to the initial contribution, after paying the crew. The crew are usually young boys to reduce the cost of labour and they are paid according to the amount of shell they collect.

The captains were anxious not to be returned to the island from where they came which may indicate their reluctance to return having lost the entire proceeds contributed to the venture. Broome residents who had befriended some of the crew have not received replies to their letters sent to the crews homes, offering financial assistance suggesting that the crews had not returned to their homes.

The vessels which have been coming to the coast since January 1988 to collect trochus sail closer inshore than is permitted. They had fished the outer reef area for trochus but apparently the trochus beds on the outer reefs and islands have been fished out increasing the price of the shell on the world market. The major importers of trochus are Japan and Germany. At around \$5,000 per tonne, a successful venture would be like winning lottery and has justified the risks involved even though this may mean losing everything they have accumulated in a lifetime.

3. Such information could also be used to help the Museum select prahu types which have a tradition of visiting the Australian coast and even particular vessels which have such a history for inclusion in the Historic Boat Collection.

It may be possible to select a vessel for purchase, have the vendor sail it to Fremantle and return the vendor and crew to Indonesia by plane. Alternatively it could be escorted and the crew return with the escort vessel under Museum contract. (pers comm G. Henderson, 14/6/88)

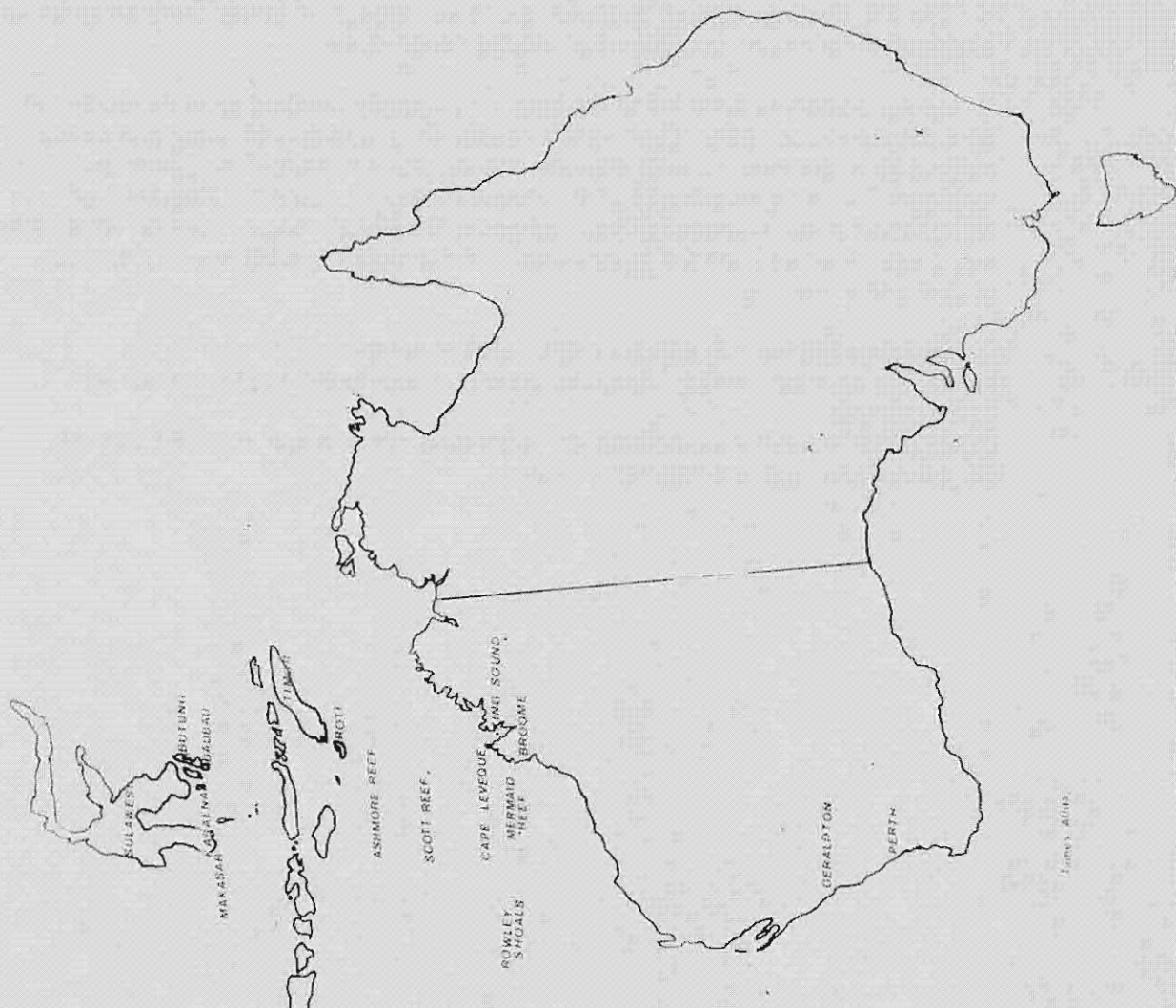
4. The information referred to above may also assist in isolating likely areas where the Indonesian fishermen may have had camps on the coast.

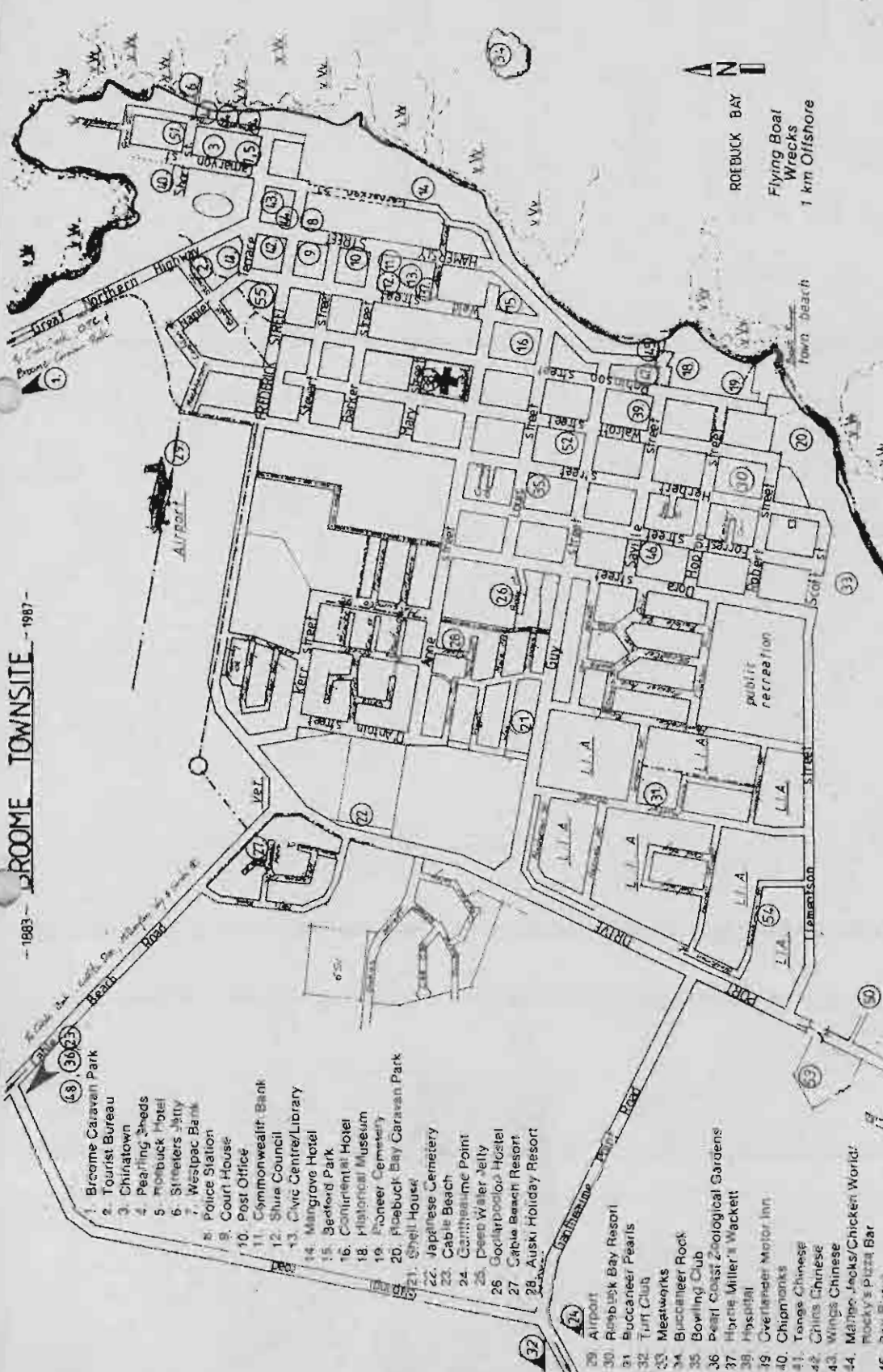
5. As the prahus now stored at Broome are currently destined to be destroyed, it may be a consideration of the Museum to examine the possibility of using one or more of the vessels as shipwreck controls whereby the vessels are scuttled at appropriate sites on the coast for a long term study of the disintegration of the craft. This kind of information is badly needed in understanding the distribution of material on wrecksites being excavated and studied in Australia and for assisting with research into site preservation planning.

Coastal sites for the shipwreck controls should consider

(a) the logistics involved in obtaining regular access to the craft to record its disintegration.

(b) different wrecksite environments - silty mud estuarine site, exposed reef site, deepwater site - for comparative analysis.





- 1. Broome Caravan Park
- 2. Tourist Bureau
- 3. Chinatown
- 4. Pearling Sheds
- 5. Roebuck Hotel
- 6. Streeters Jentry
- 7. Westpac Bank
- 8. Police Station
- 9. Court House
- 10. Post Office
- 11. Cymonwealth Bank
- 12. Shire Council
- 13. Civic Centre/Library
- 14. Mangrove Hotel
- 15. Bedford Park
- 16. Confrontal Hotel
- 18. Historical Museum
- 19. Pioneer Cemetery
- 20. Roebuck Bay Caravan Park
- 21. Shell House
- 22. Japanese Cemetery
- 23. Cable Beach
- 24. Conitineume Point
- 25. Deep Water Jetty
- 26. Goolarbodoola Hostel
- 27. Cable Beach Resort
- 28. Auski Holiday Resort

- 29. Airport
- 30. Roebuck Bay Resort
- 31. Buccaneer Pearls
- 32. Turf Club
- 33. Meatworks
- 34. Buccaneer Rock
- 35. Bowling Club
- 36. Pearl Coast Zoological Gardens
- 37. Hyattie Miller's Wackett
- 39. Hospital
- 39. Overlander Motor Inn
- 40. Chionomaks
- 41. Tonge Chinese
- 42. Chins Chinese
- 43. Wings Chinese
- 44. Malibu Jocks/Chicken World
- 45. Rocky's Pizza Bar
- 45. Bay Bistro
- 45. Maca's Takeaway/Frongs
- 47. Charlie Carlers Store
- 48. Broome Crocodile Farm
- 49. Pistol Club
- 50. Golf Course
- 51. Streeters
- 52. Tennis Club
- 53. Broome Vacation Village
- 54. Broome Building Supply
- 55. C.E.S./D.S.S.

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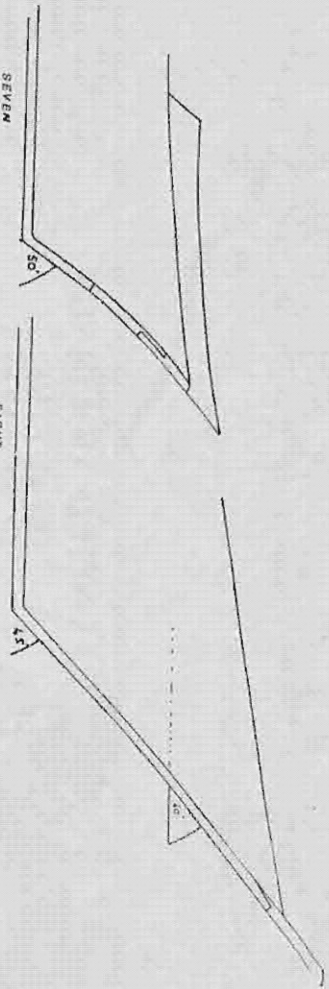
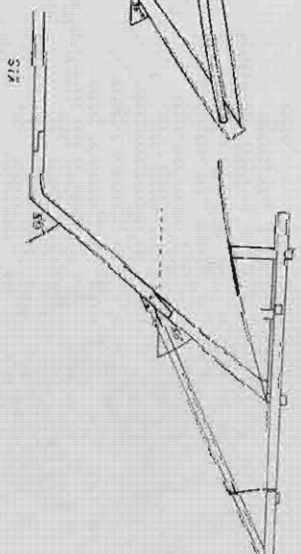
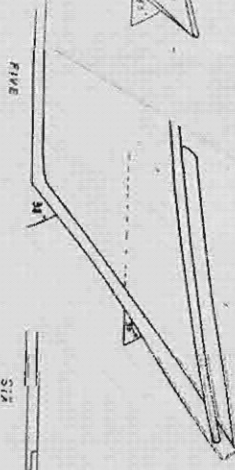
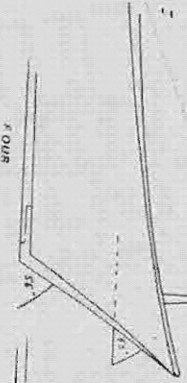
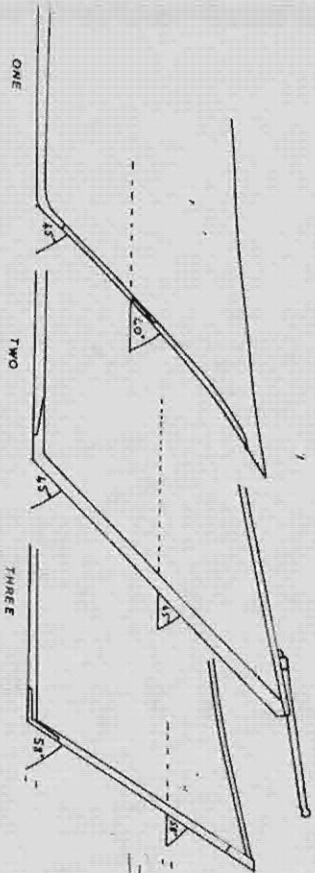
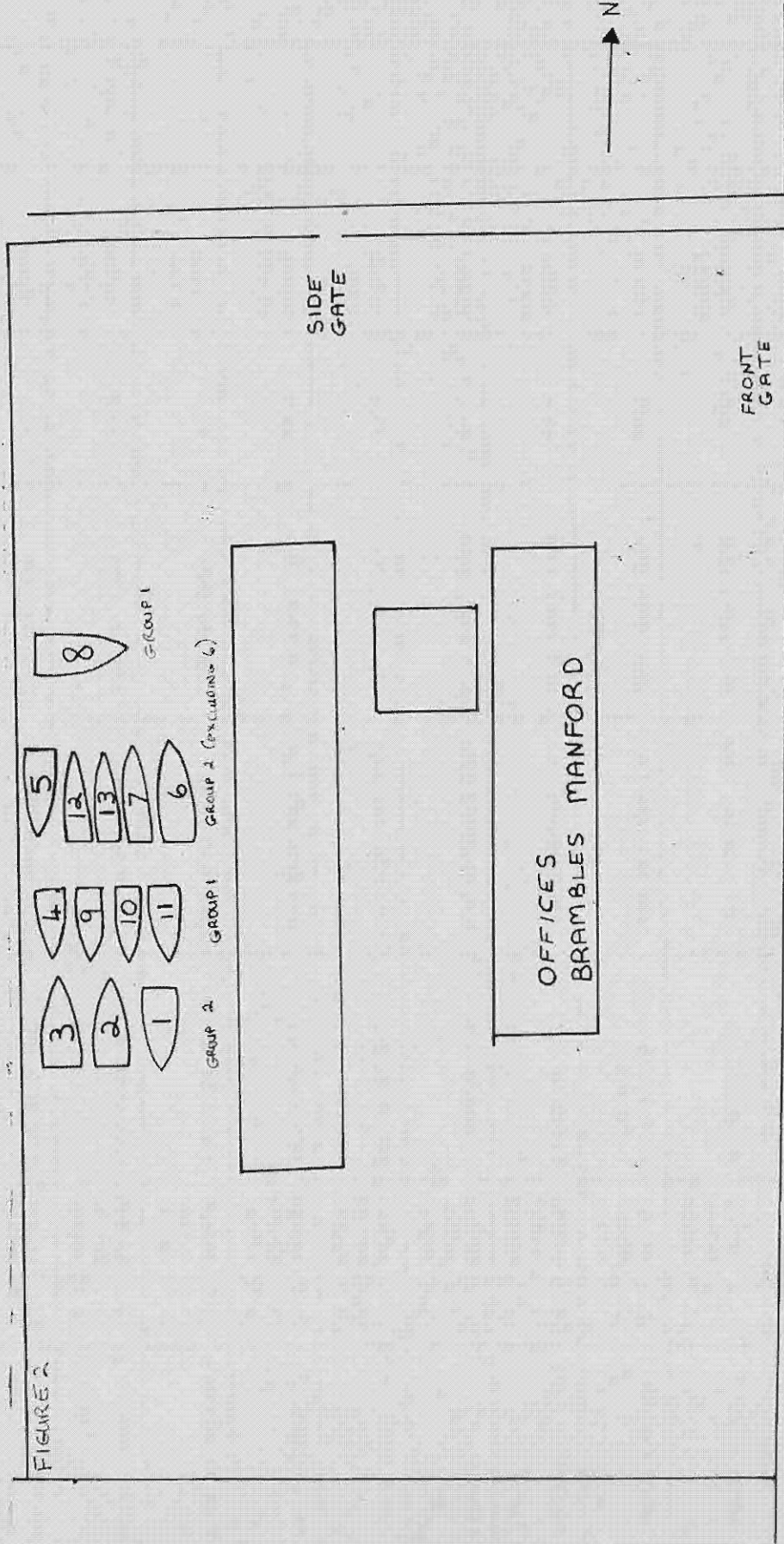


FIGURE 2



MUD MAP ILLUSTRATING THE STORAGE OF THE PRAHUS

VESSEL	LENGTH/BEAM DRAFT	ACT	DATE FORFEITED	DISPOSAL DATE	CONDITION	MOTOR TYPE	VALUE
RAHMAT ILAHI ✓	11.1 METRES 2.1 METRES 0.75 METRES	FISHERIES ACT	19TH FEBRUARY 1988 <i>COURT DATE</i>	16TH APRIL 1988 <i>2 MONTHS POST</i>	FAIR	YANMARTS SERIES	
RAHMAT KABARNA ✓	15.0 METRES 3.5 METRES 1.2 METRES	CONTINENTAL SHELF (IMR) ACT	16TH FEBRUARY 1988	16TH APRIL 1988	FAIR	YANMAR 2 CYL	
SALIPUTA ✓	18.0 METRES 4.5 METRES 2.0 METRES	FISHERIES ACT	16TH FEBRUARY 1988	16TH APRIL 1988	FAIR	YANMAR 4 CYL	
FIRDAUS ✓	13.3 METRES 2.8 METRES 1.6 METRE	FISHERIES ACT	16TH FEBRUARY 1988	16TH APRIL 1988	FAIR	YANMAR 2 CYL	
BUNGA INDAH ✓ <i>Bunga Indah</i>	13.3 METRES 2.4 METRES 1.0 METRE	FISHERIES ACT	16TH FEBRUARY 1988	16TH APRIL 1988	FAIR	YANMAR 2 CYL	
PERAMAN DESA ✓ <i>Peraman Desa</i>	13.3 METRES 3.5 METRES 1.0 METRE	FISHERIES ACT	16TH FEBRUARY 1988	16TH APRIL 1988	FAIR	YANMAR TS 230 TS	
KOTA BALIKPAPAN ✓ <i>Kota Balikpapan</i>	15.0 METRES 2.5 METRES 1.5 METRES	FISHERIES ACT	10TH MARCH 1988	10TH MAY 1988	FAIR	YANMAR 2 CYL	
CAHAYA BARU ✓ <i>CAHAYA BARU</i>	12.0 METRES 2.2 METRES 1.1 METRES	QUARANTINE ACT	18TH MARCH 1988	15TH MAY 1988	FAIR	UNKNOWN 2 CYL	
MERPATI ✓ <i>MERPATI</i>	11.0 METRES 1.9 METRES 0.9 METRE	FISHERIES ACT	17TH MARCH 1988	17TH MAY 1988	FAIR	YANMAR	
KURNIA ILAHI ✓	13.0 METRES 2.0 METRES 1.0 METRE	FISHERIES ACT	17TH MARCH 1988	17TH MAY 1988	FAIR	YANMAR 2 CYL	
TENAGA USAHA ✓ <i>TENAGA USAHA</i>	15.0 METRES 2.1 METRES 1.0 METRE	FISHERIES ACT	6TH APRIL 1988	6TH JUNE 1988	FAIR	YANMAR TS 230	
RINJANI ✓	11 x 3 x 1.5	FISHERIES ACT	19TH APRIL 1988	19 JUNE 1988	FAIR	YANMAR	

NOTE: * CAHAYA BARU - DUE TO LEGAL PROBLEMS, NOTICE WILL BE ATTACHED TO VESSEL, 15TH APRIL
DISPOSAL IS 30 DAYS FROM ATTACHMENT OF NOTICE PENDING APPEAL.

Book

MAY 1988

MAY 1988

FISHERIES ACT

MAY 1988

YAMAR

12-62
11-60

3

2

1

12

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11

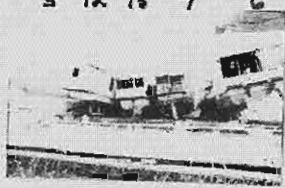
5

12

13

7

6



ELEVEN

TEN

NINE

FOUR.



Prahu One

Ribs European type to gunnel.

Deckhouse extended via ribs attached to and overlapping the hull ribs.

Ribs vary in size, wear and decay

Stringers over ribs support the short foredeck and these beams appear the same kind of wood; roughly adzed like the ribs. Thereafter the deckbeams are more smooth and evenly finished if adzed or some with saw cut faces.

However, a full deck may have existed and been, taken out to accommodate the deckhousing. Renovations are not recent - they do not look fresh. The planks of the deckhouse are sawn - cut marks indicate this.

Treenails used in ribs

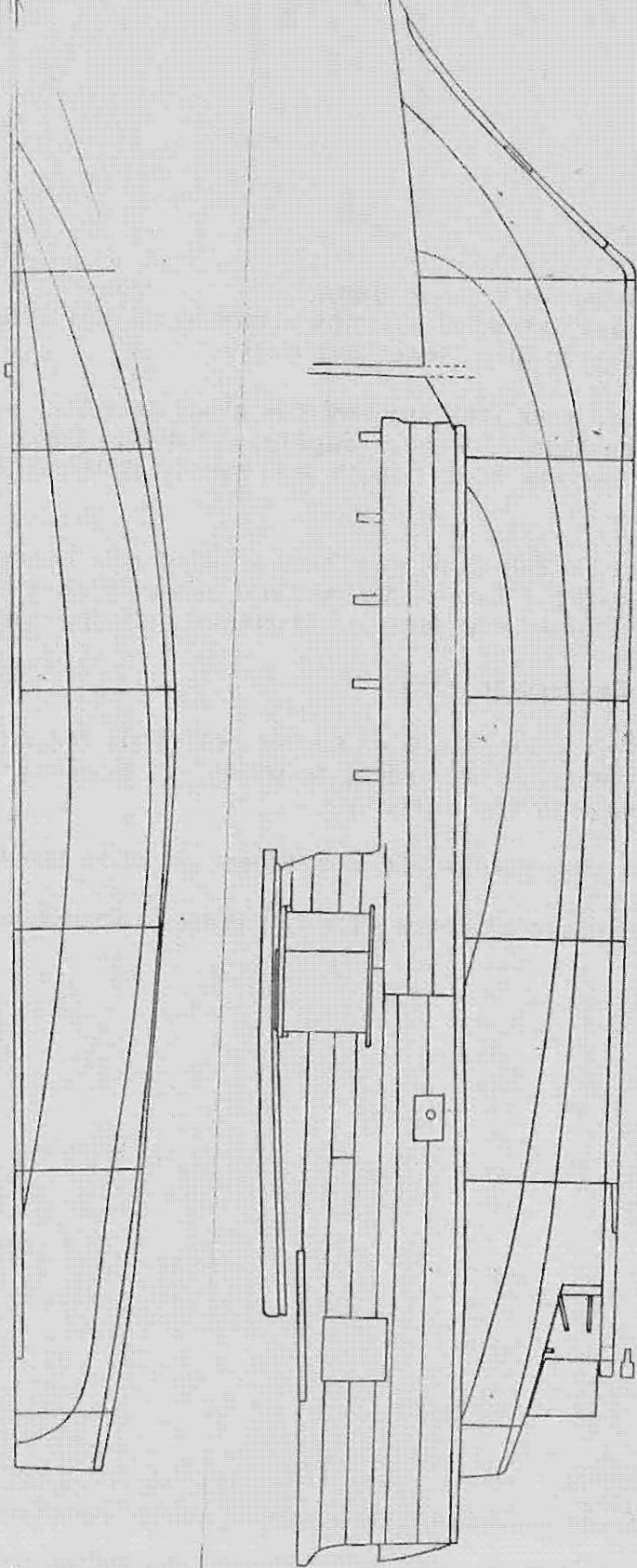
Mast step is one piece of timber cut to fit the angle of the floors and thus could be simply relocated according to whim. It is secured with treenails. Two steps are recessed into the maststep.

Deckhousing planks are a different ~~color~~ to the hull planks.

There was no evidence of a tripartite bowsprit.

PROOFE, MAY 1988
MAY

1 2 3m



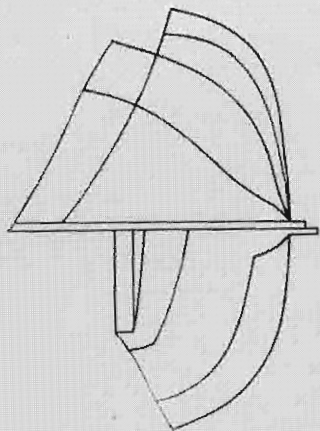
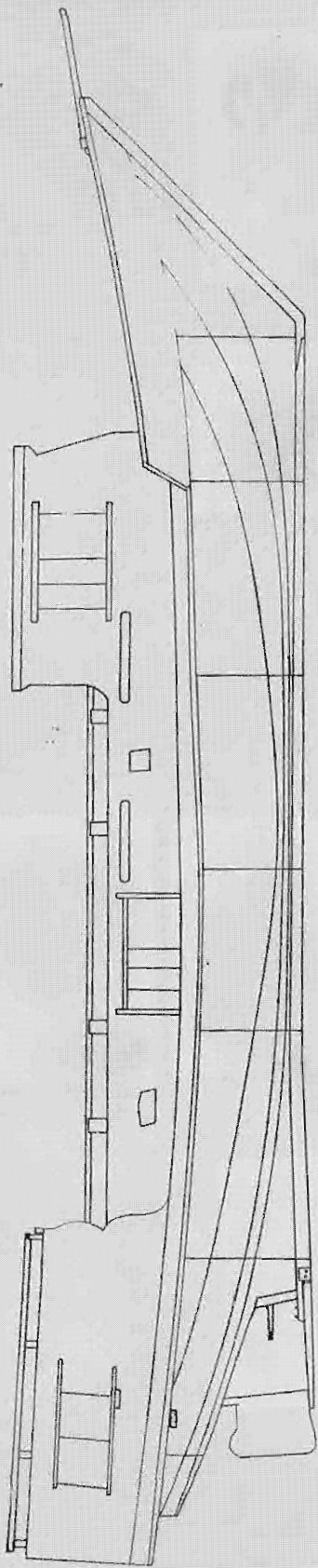




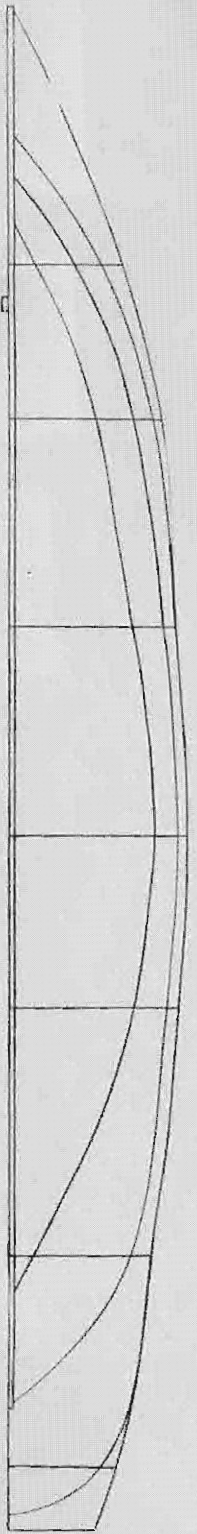


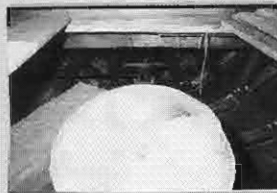
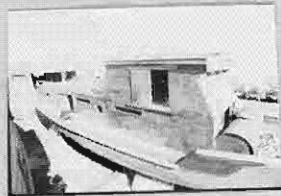






PRAHU TWO, BROOME, MAY 1988
S MAY & B PRINCE

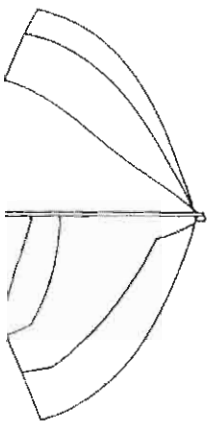




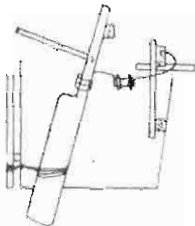
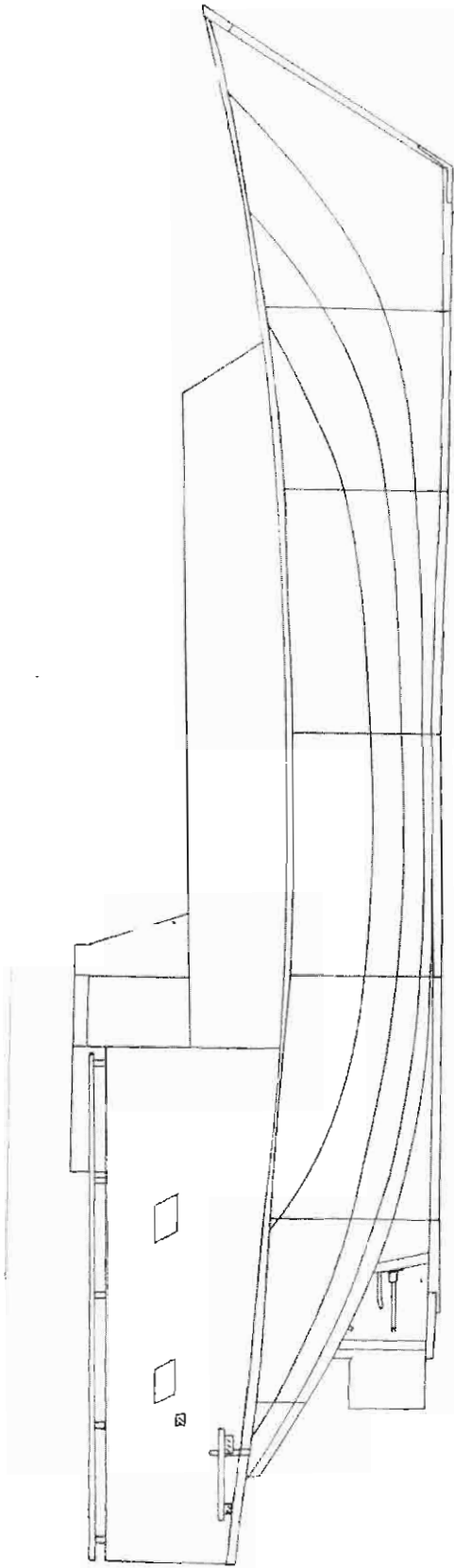
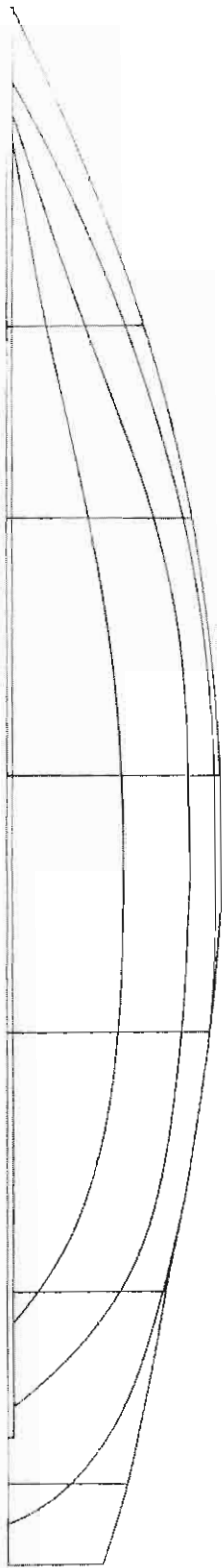
Water cooled
engine.

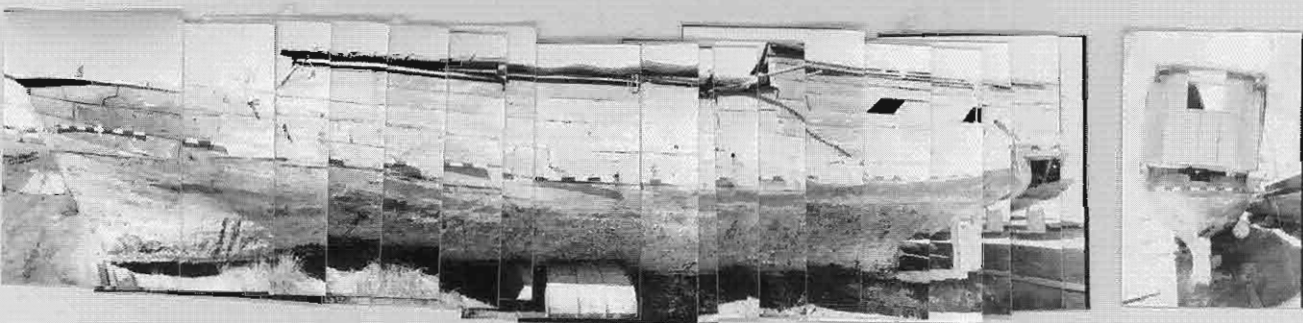




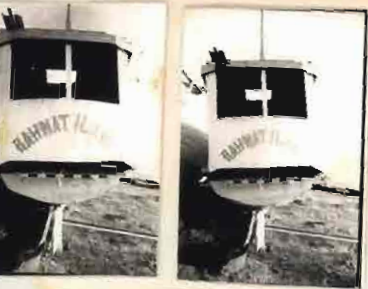
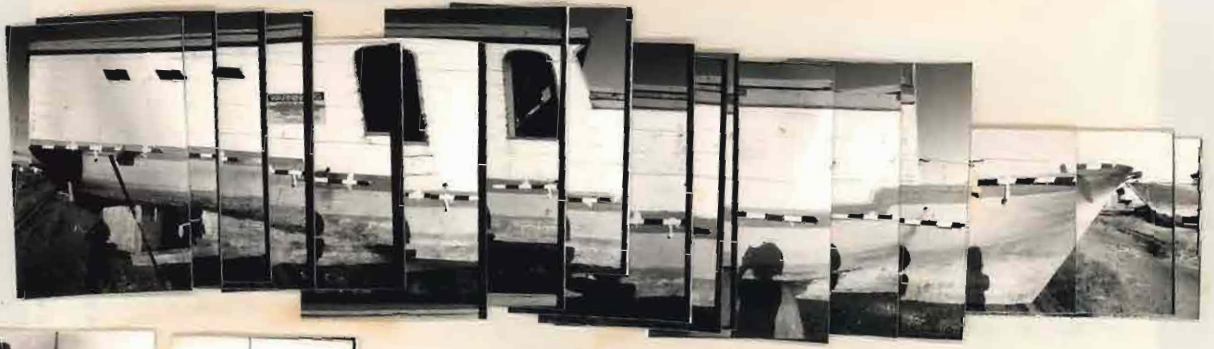


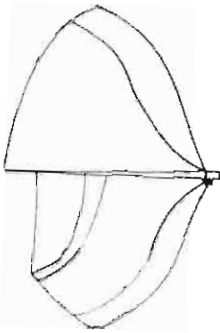
PRANU THREE, BROOME, MAY 1988
6 PRINCE J S MAY



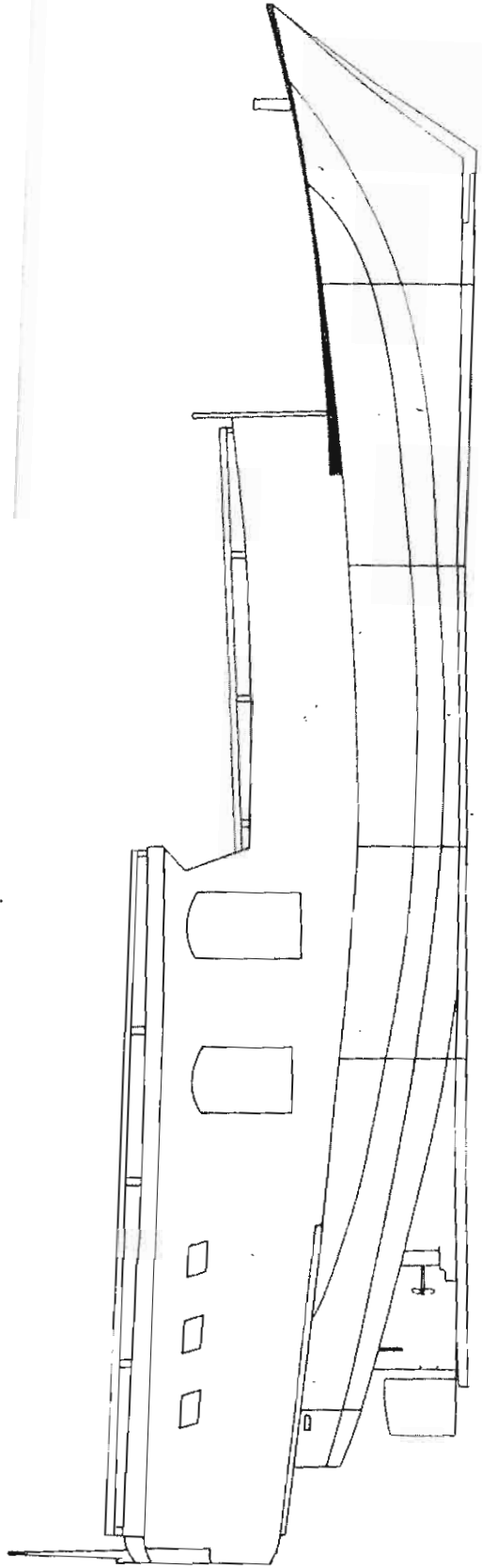
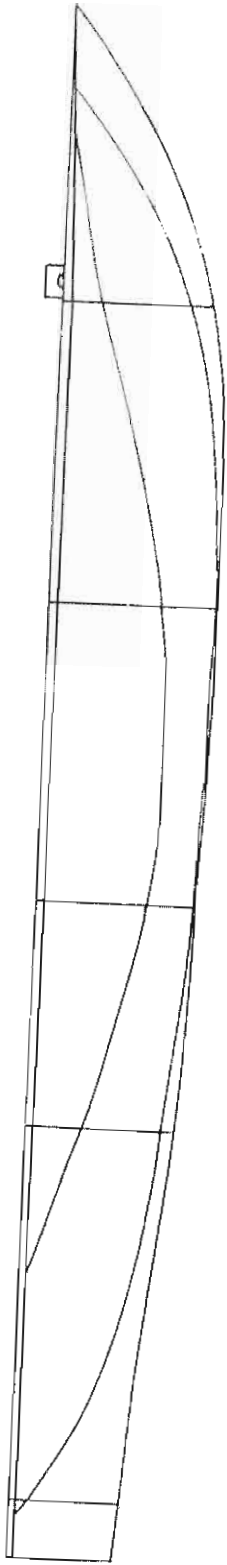


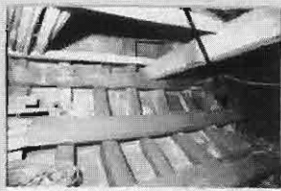






BAHU FOUR, PROOIME, MAY 1988
MAY . 8 PRINCE

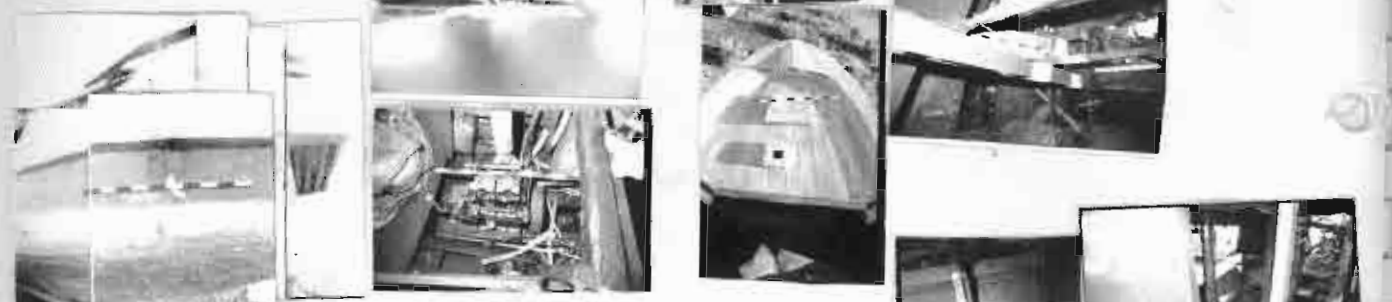
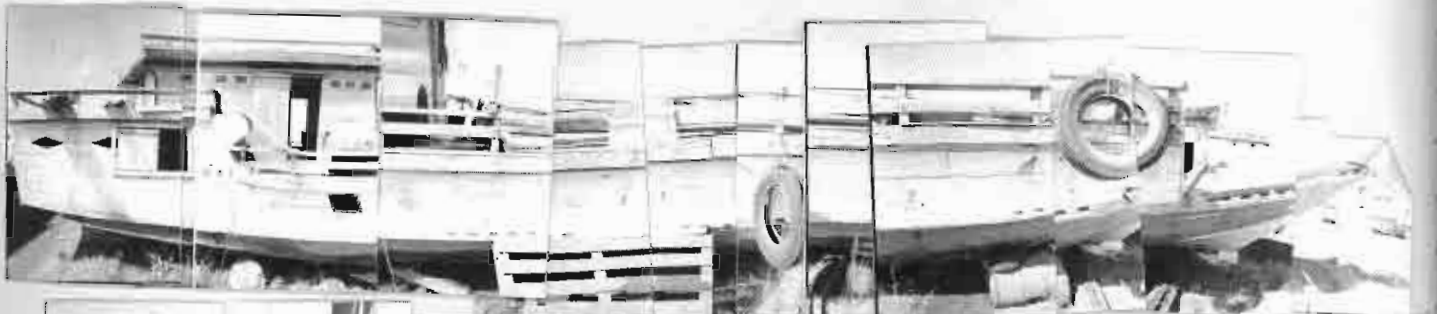












Material collected from Fisheries and Wildlife 14/4/88 (Receipt: 11306)

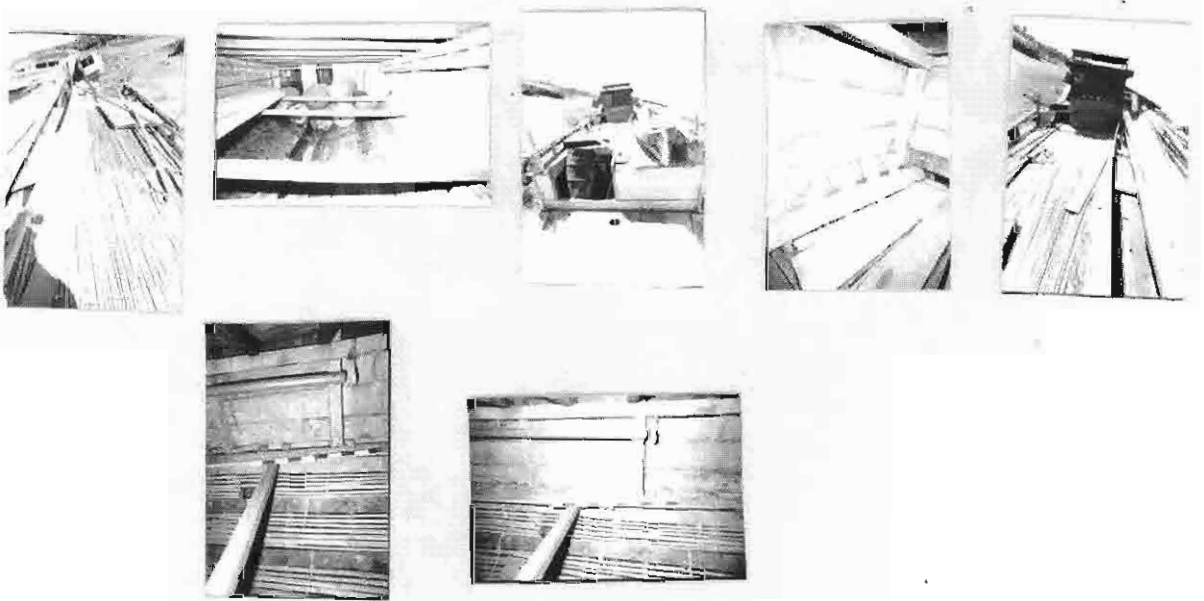
The exercise book with the picture of the woman Marissa Hague contains the words of an Indonesian song.

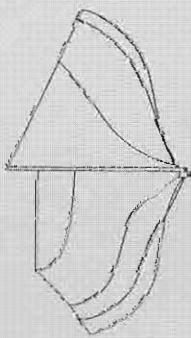
The exercise book with the name "Ibrahin" on the cover contains various mathematical exercises, cargo information, loose scraps of paper and in the centre a record of payments for the crew.

The other exercise book is a record for the vessel's sailing authorities - only one authority is in the book, when the vessel was carrying a cargo of "RANG SUNG?).

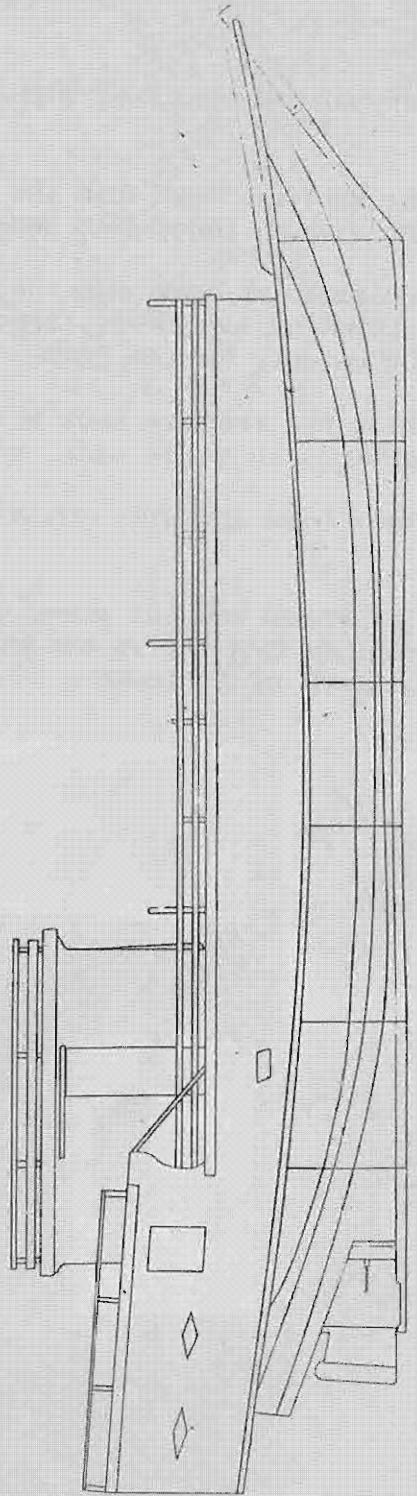
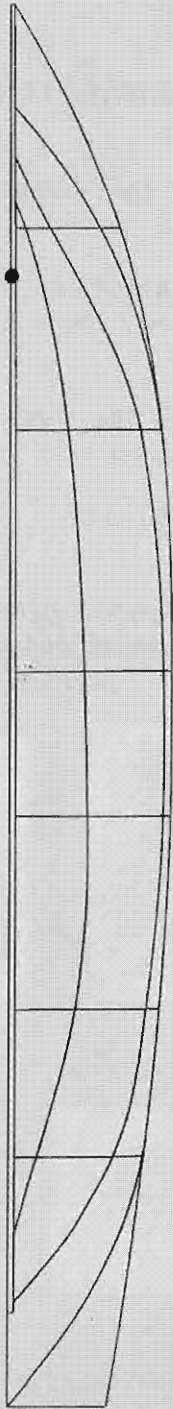
There were also five official leaf documents.

This vessel was the oldest and in advanced decay of the keel and timbers. It may be probably that the vessel had been brought out of "retirement" for the expedition to the coast of Australia.





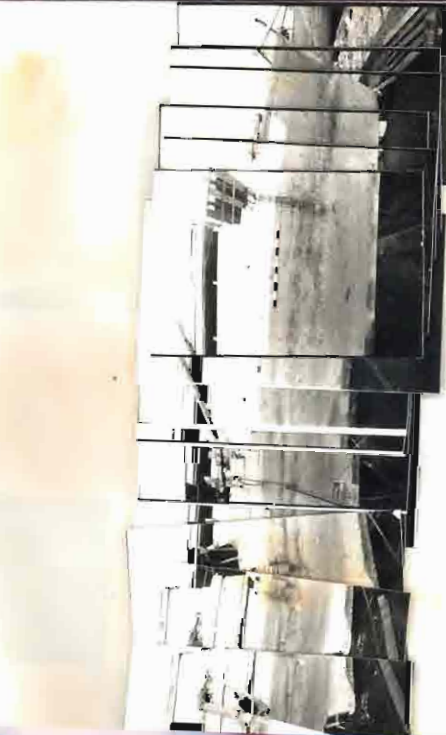
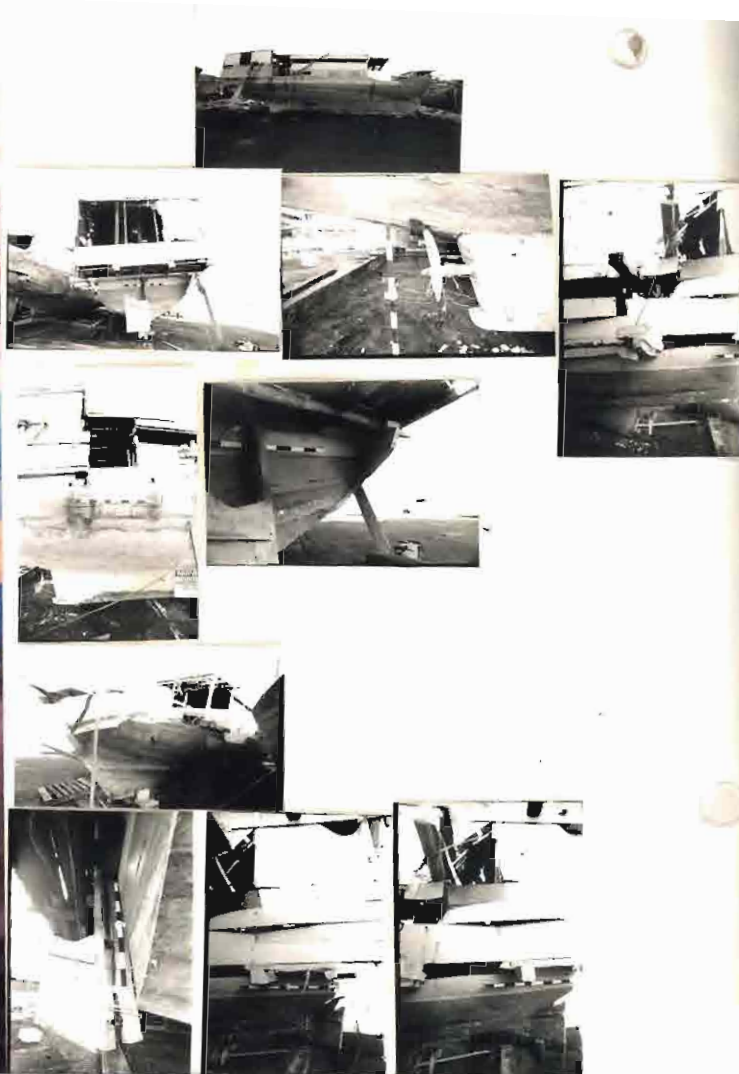
PRAND FIVE BROOME, YAV 1938
R PRINZE & S MAY











The blue book for the vessel's sailing authorities indicate the vessel was used locally with usually about five crew.

Although most of the passes indicate the vessel was empty (KOSONG) at the time of issuing passes, cargoes (MUATAN) were red sugar made from coconut (GUALA MERRAH), guava fruit (JAMBU), mixed cargo (CAMPURA), copra (KOPRA).

In January 1988 the vessel received a pass at Rote Island (PULAU)

The green book for the vessel's sailing authorities indicate that the vessel was used locally around Kabaena Island.

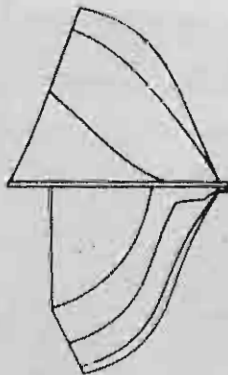
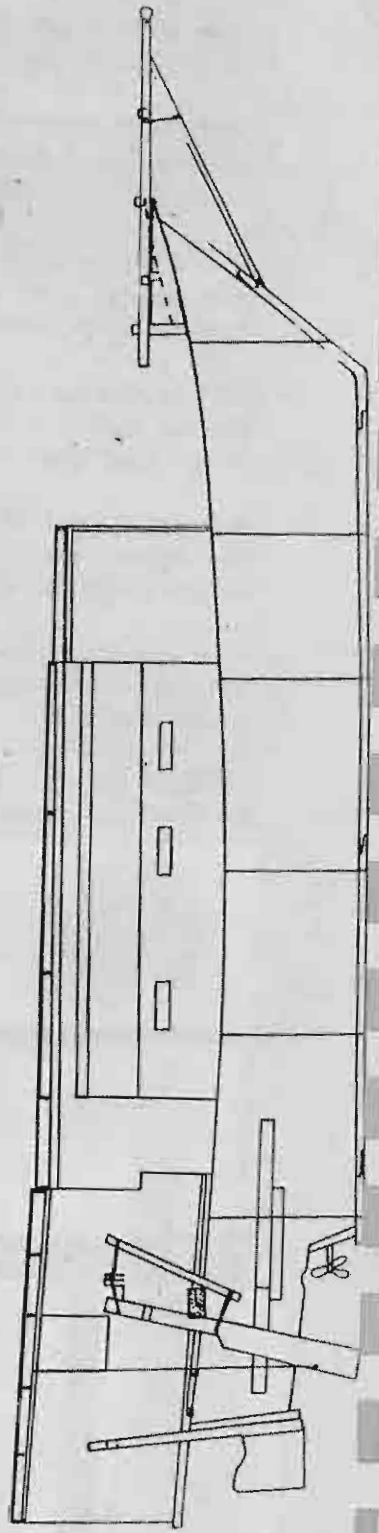
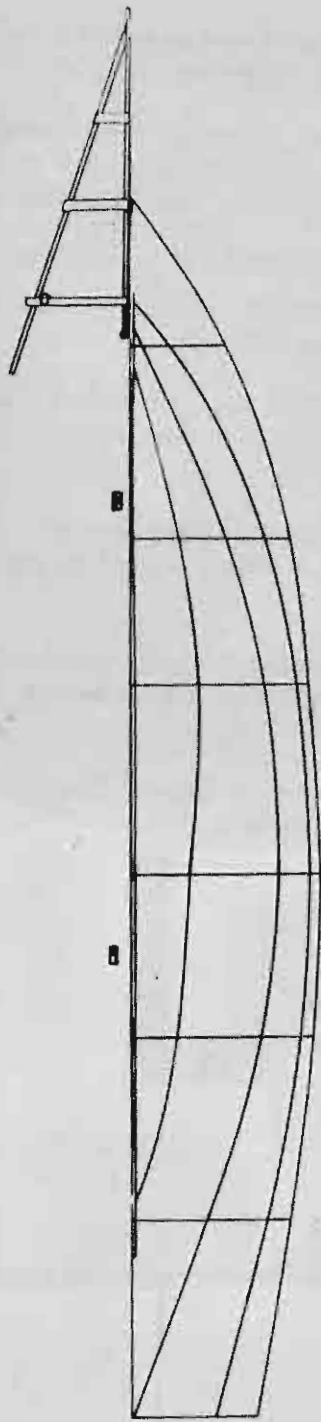
Although usually empty at the time of issuing passes, its cargoes included Salted fish (IKAN ASIN), bamboo floors, red sugar and whole coconuts, mixed cargo and guava.

Fisheries and Wildlife officer Tom Morris said that the green book was hidden on the vessel and is probably a false set of papers in the event the blue book was confiscated or stolen.

The exercise book titled "Hello Kitty" appears to be a school pupi's exercise book with general knowledge questions and answers, mathematical exercises and a subject timetable.

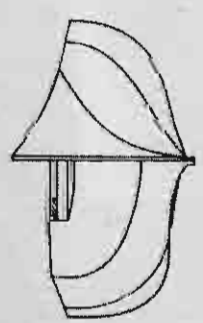
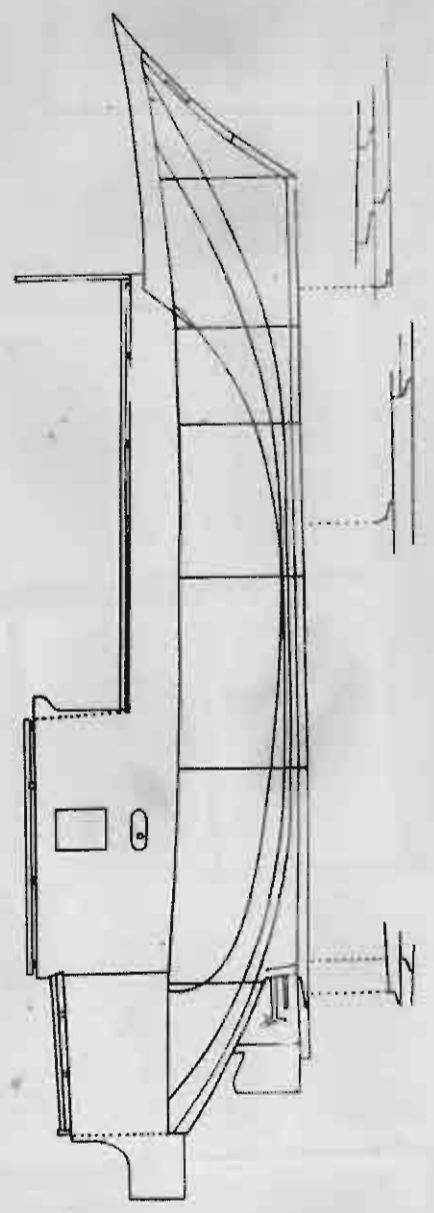
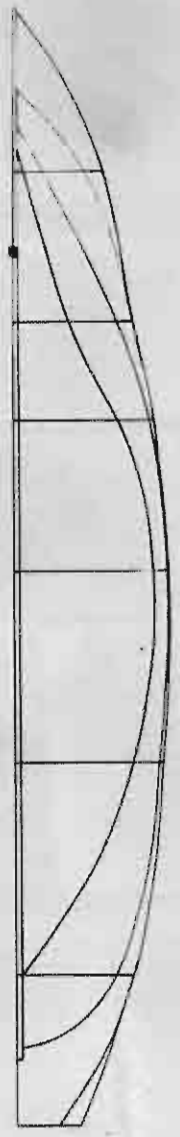
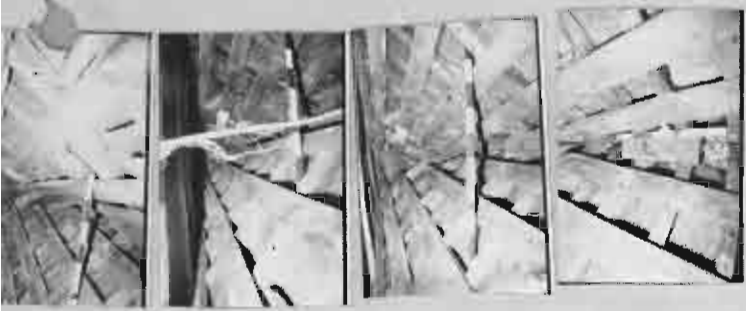
Official papers include two crew lists, receipt for the vessel, two books for sailing authorities, a map and a compass.





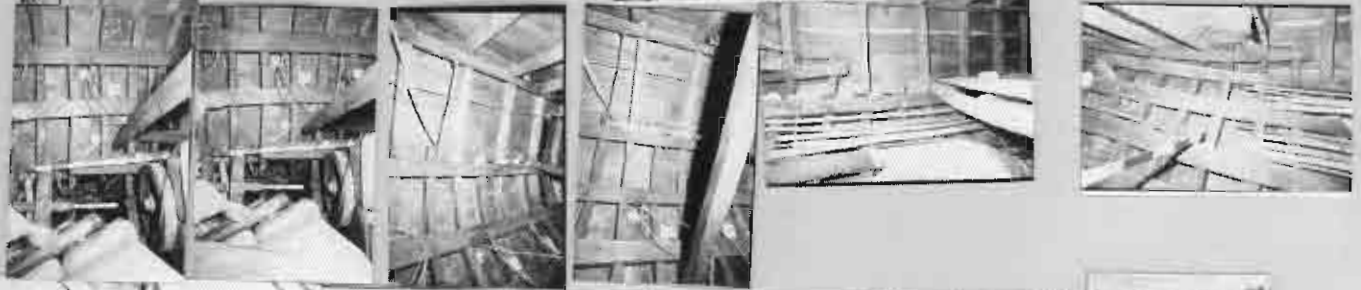
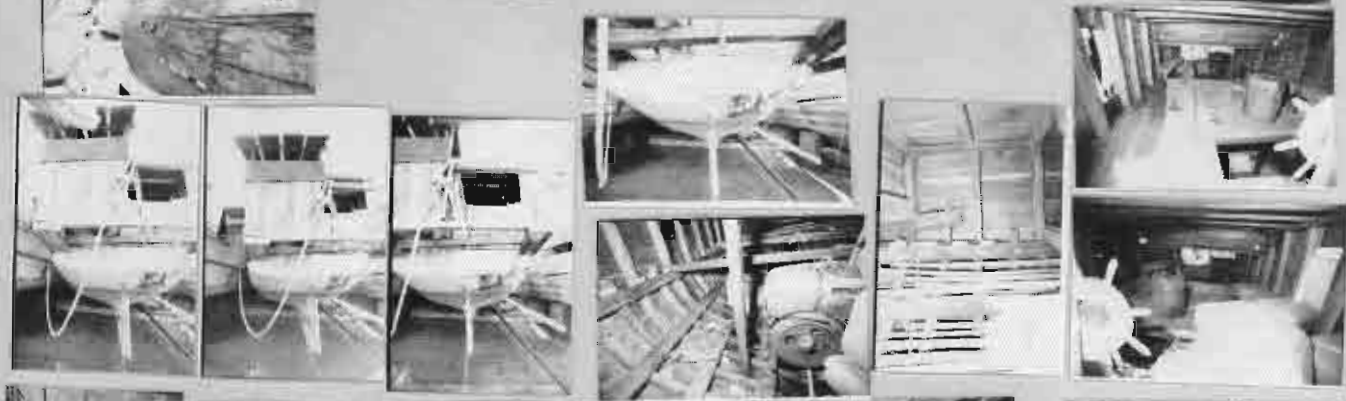
PLANING SIX, SMOOTHER, MAT 1988
S. MAY & B. PRINCE





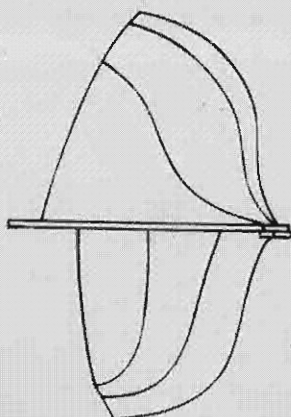
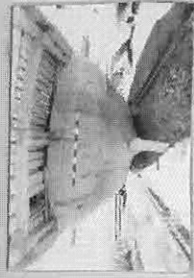
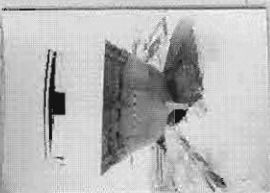
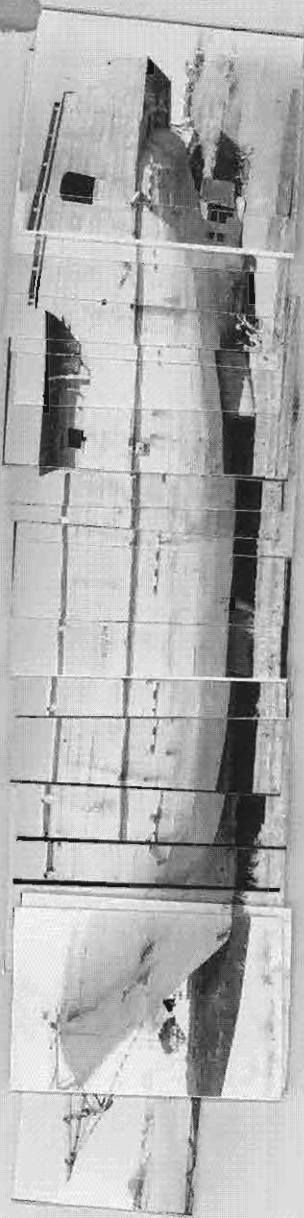
FRANK MEYER, BROOKLYN, N.Y. (1938)
2 PRINCE & 8 MAY



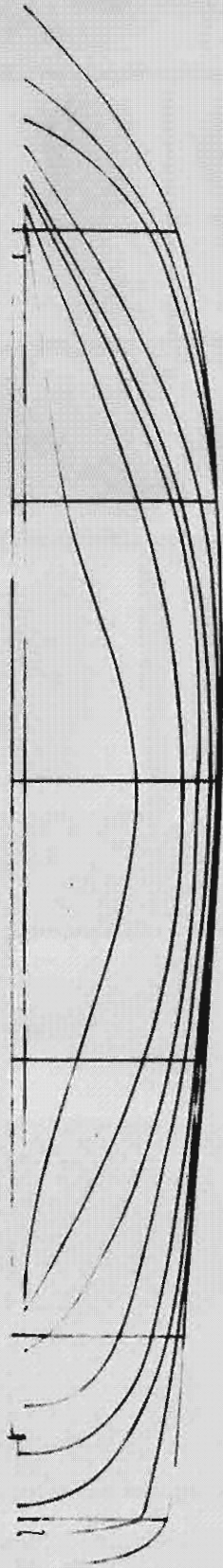








PHOTOGRAPH SHOWING BAY VIEW
OF BAY & B. PRINCE







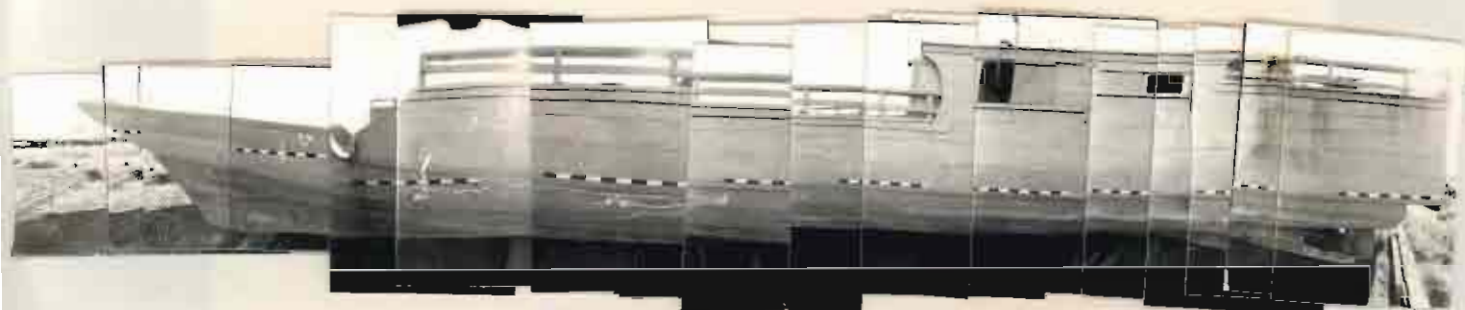
WAR
DURAN
AUTHORISE
PENAL



DURAN
AUTHORISE
PENAL

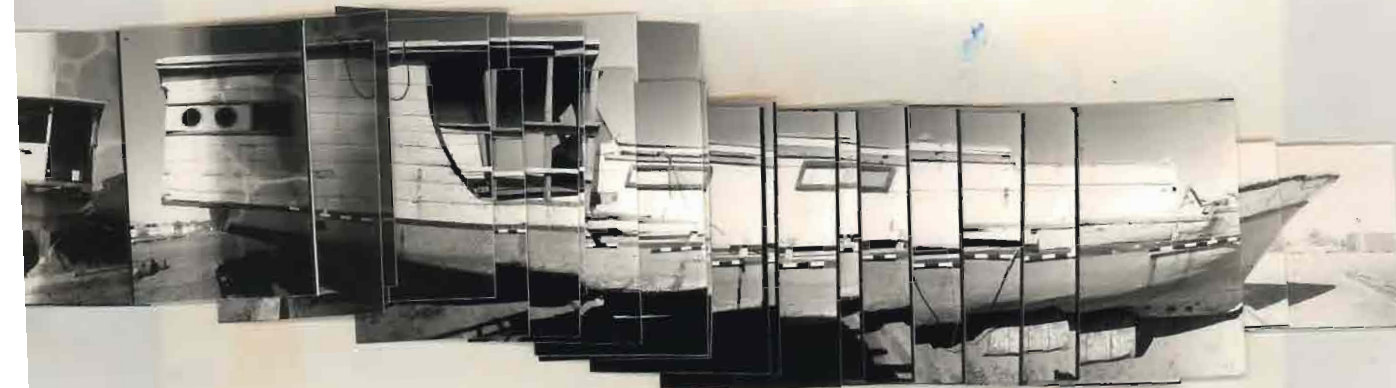












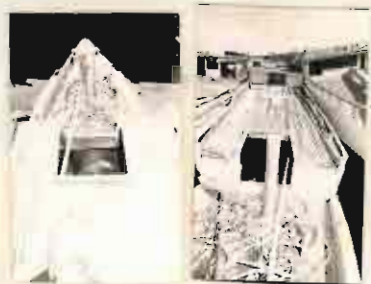












Wednesday, 18th May, 1988

Flight: MV374 departing Perth at 6.45am connecting with MV370 in Port Hedland and arriving 10.20am Broome. Booked through Holiday WA paid by two Order Numbers from WAM.

Accommodation: Cable Beach Club - rate \$50.00 per night for a single twin room unit which is a special offer for this resort's opening.

Thursday, 19th May, 1988 - Day One

Flight left Perth on time, arrived Broome 10.20am and were met by Cable Beach Club bus; taken to Club to check in; Thrifty Car Rentals being cheaper than May's Hire by several dollars a day, I hired a Mazda 121 for 11 days, tentatively to the 30th May - paid by cheque \$319.00. Car brought to Club, went into Broome and bought colour print (12)film \$4.50 and went to Brambles yards. Ran off black and white film of the lastest prahu and the colour film for Ian Crawford who has not seen photographs of this vessel as yet.

Looked at the 13 prahus, 6 have quarter rudder posts, including the PLM vessel and these shall have second priority of recording except the last; first priority are the 3 vessels chosen for recording by Crawford. There is also one other vessel, without rudder posts but has scarped planking and differs in form to the other vessels-third priority; there is a very impressive vessel which looks like a very large lambo, exceptionally well built compared with the other vessels and will have fourth priority in recording.

Began to set up the equipment for recording tomorrow - scrounged timber, brick pallets etc from around the yard for setting up horizontal datums. Went to Cullity's for ply and a straight measuring stick \$8.61 which we delivered to Brambles. I picked up a key to their yard's front gate for tomorrow. Stopped off at a hardware and bought a set square and a "G" clamp \$27.35. Delivered film to be printed at the chemist which would not be ready until noon the following day. Bought groceries at Charlie Carters \$32.30 and vegetables \$4.77 and bread \$3.45, came back to the Club where I wrote accounts and diary and Brunhilde prepared several lots of evening meals for the next few nights and made lunch for tomorrow.

Forward Plan - Sally recording measurements
- Brunhilde noting measurements and plotting them onto the body plan and waterlines.

Friday, 20th May, 1988 - Day Two

Awoke 5.30am, arrived at Brambles at 6.30am. Each vessel will be measured and the body plan drawn up at the yard, the half-breadth and profiles to be done in the evenings. Worked until 3.00pm on lines plans of

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-Brunhilde to record measurements and inbetween record the profile of the stem and stern of the vessel we are working on.

-Brunhilde to plot in the evenings

Monday, 23rd May, 1988 - Day Five

Arrived at Brambles 7.30am, sky overcast and threatening rain. Set up recording equipment on Prahu Five (which was nominated as a priority). The prahu being so close to another vessel and on an exaggerated list, made it difficult to record - the measuring stick placed at rightangles to the measuring staff being too long for the area in which we had to work. I went to the hardware to purchase a folding rule (\$25.70) to assist in overcoming this problem, and also collected a couple of groceries.

I examined all the prahus again to assess which ones should be recorded. It would appear that there are only three left which would be worth recording - based upon two features: those remaining prahus with quarter rudder assemblies apparent and those which appear to have been built for sail and later adapted for an auxillary engine. Given the five set on lines todate plus these three will give a good representation of the hull forms of the 13 prahus now at Brambles yard. This will allow two days for photographing the interior of the vessels, making notes and scaled drawings of particular features of each vessel and also adding extra information to the plans completed.

Tony Larrard dropped into the yard for half an hour to look at the prahus. We completed the measuring by 2.30pm and went back to the unit. Today was overcast and cool with some light drizzle. We are behind in plotting up the measurements and intend completing them this afternoon.

I tried to phone the Museum but the Broome exchange was out of order.

I plotted up the body plan of Prahu Five. Brunhilde working on plotting up the features of this vessel, after which she plotted up the profile and waterlines of Prahu Five and then plotting Prahu Four which was recorded last night.

Problems: The height of the transoms on Prahu Four and Five are far too high above the baseline, throwing out the body and waterlines - worked on resolving this problem until 2am without success.

Forward Plan: - Sally setting up and recording measurements with
-Brunhilde assisting
-both doing the profiles of boats together.

Tuesday, 24th May, 1988 - Day Six

I plotted up the body plan of this prahu as we completed each station and realized that the baseline measurements for Prahu One and Two had been incorrectly orientated changing the angle of the measuring staff in relation to the centreline of the two boats and thereby going some way to resolving the problems found earlier.

Problems: Second system working alot better. Using car tyres for setting up horizontal datums instead of lugging brick crates is making things quicker for setting up stations.

Problems: Still need to resolve problem which occurred with the first two vessels.

Forward Plan:

- Sally setting up stations with Brunhilde's help
- Brunhilde to record measurements.
- Sally to plot each station on the body plan for Brunhilde to extrapolate the water and buttock lines from.
- Brunhilde to plot up results of the day's work

Sunday, 22nd May, 1988 - Day Four

Arrived at Brambles at 6am, Sally began working on Prahu Four with Brunhilde. A chap from Fisheries and Wildlife dropped in to see what we were doing. He had been on holiday and was not aware of our visit, he was not unduly concerned when I told him that Ernie Little and Peter Johnston were aware of what we were doing. Went to Charlie Carters to get a propelling pencil for the ease of plotting fine lines. Brunhilde met Tony Larrard who expressed an interest in seeing the prahus tomorrow. Returned to Brambles finishing at 2pm, returned to the unit and worked on the plans until 4 pm and returned to Brambles, completing Prahu Four by 9pm.

I am still trying to find a solution of how to compensate for the earlier error made in measuring Prahu One and Two so as to negate measuring them again. Poor light in the unit makes it very difficult to work for a long time with graph paper but Brunhilde is very persistent with the plotting. By 1am I was still unable to resolve the problem with Prahu One and Two, I loathe the idea of having to redo the first two prahus and will push on with measuring the other boats and if necessity requires redoing these two boats.

Problems: System of plotting the body plan as we go is working out well.

Forward Plan: -Sally set up, take measurements and plot results on body plan.

31

Problems: I am disorganized as to how to get the maximum results in the time we have left. The work ends are deceptively time consuming being fiddly. Brunhilde is very patient and painstaking in handling this work.

Forward Plan: -Brunhilde plotting features
-Sally photographing interior of vessels.

Friday, 27th May, 1988 - Day Nine

Brunhilde plotting additional features of Prahu Six and Prahu Seven, Sally photographing Prahu One and Prahu Two. Plotting the additional features of the prahus is very time consuming for small quantity but the additional quality they add to the plans is worth the time - not much of it left. Photographing each of the prahus will also be time consuming, estimating one hour per vessel. Returned to the unit at 10 to contact Crawford regarding the work. Extension of time permissible. Probably only need an extra day if no other prahu indicates features which are exceptional from the others. I would also like to be able to take some basic measurements of the prahus which have not been recorded.

Returned to Brambles and worked until 6pm. Returned to the unit to plot up and work on the day's records. Finished at 10pm. Brunhilde stayed up to past midnight.

Forward plan: -Brunhilde plotting on features of outstanding prahus.
-Sally photographing Prahus Six to Eight and then setting up the last Prahu Eight for recording unless Brunhilde needs assistance.

-measuring of Prahu Eight in evening if all goes well.

Saturday, 28th May, 1988 - Day Ten

Worked on plotting and computing measurements until 8.15. Booked flights for return to Perth on Tuesday departing at 2.35pm. Arrived at Brambles at 8.30 - Brunhilde plotting features onto the profiles and correcting any errors from this morning's plotting up. Sally photographing Prahus Six, Seven and Eight until the battery flashes ran down; set up Prahu Eight for recording. Arrived back at the unit at 4pm. Plotting and computing measurements. Returned to Brambles by 7.15pm - Brunhilde recording features; Sally taking angle of list from Prahu Eight, then both of us measuring stations one to three inclusive finishing at 10pm.

Problems: Photography is much slower than expected but will be less involved after completing Prahu Eight. Need more black and white film to

Arrived at Brambles at 8am and remeasured the transom on Prahu Five, eventually discovering that the incorrect measurements were being used from the hypotenue triangle and then we were able to finish the plotting of the lines. Remeasured the transom of Prahu Four and plotted the remaining results; deckhousing and capping rail. Set up Prahu Six, recorded stem and stern profile and horizontal planes at each station for recording tomorrow. Returned home at 2pm as today was sunny and hot again.

Problem: Still trying to resolve problems of recording done on Prahu One and Prahu Two, and plotting up the results of the other three vessels which are coming along well - up until 2 am.

Forward Plan: -continue recording as per last day

Wednesday 25th May, 1988 - Day Seven

Arrived at Brambles at 8am, recorded lines of Prahu Six, then set up Prahu Seven for recording in the afternoon and returned to unit at 1pm.

Discovered that there was no problem with the recording of Prahu One and Prahu Two, having become more familiar with the vessels being built up and the resultant change in the sheerline heights and shape of the hulls. The waterlines and buttocks extrapolated from the original body plans are fairing up nicely.

I was able to contact the WA Museum and leave a message for Crawford.

Returned to Brambles at 7pm and finished off recording Prahu Seven at 10pm. Plotted up results until 2am in preparation for taking all plans down to Brambles for adding in feature details for each of the Prahus recorded to-date.

Problems: Tired.

Forward Plan: - is to get any problems or absence of information sorted out at the yard by both Brunhilde and myself and plot the results there and then.

Thursday, 26th May, 1988 - Day Eight

Overcast and cool today. Spent the morning sorting out information, problems with the lines and additional information. Had lunch in Broome. Arrived at Brambles at 1pm and worked our way through problems arising from the plotting of the plans. Worked until 6pm plotting on rudder posts, deck housing, mast steps etc on Prahu Six and knocked off being too tired to work efficiently. Did some work on the plans that evening, Brunhilde working on the plans until after midnight.

complete photography of the remaining five boats. Need a second piece of ply for a table to be able to have two people plotting.

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Forward Plan: -Brunhilde plotting features of Prahu Three, Two and One
- Sally to complete photography of Prahu Eight to Thirteen
- measuring of Prahu Eight to be completed

Sunday, 29th May, 1988 - Day Eleven

Arrived at yard at 7am and completed recording of Prahu Eight. Sally completed measurements of the bow and stern while Brunhilde continued with plotting. Returned to the unit at 5pm. Henderson phnBrunhilde plotted until 1am while Sally slept, after which Brunhilde went to bed and Sally used the board to plot up Eight. A few ambiguous measurements creating problems.

Problems: there is insufficient graph paper for a second ply table for use as a drawing board. We should have invested in these two items early on.

Forward Plan: -Sally to complete recording of Prahu Eight
-Brunhilde to continue with features.

Monday, 30th May, 1988 - Day Twelve

Tuesday, 31st May, 1988 - Day Thirteen

Arrived at Brambles at 7am and worked until 4pm on Prahu Eight and the last of the photography and the features - finally completing all that we needed to do.

Bob Richards arrived at 4.30pm while we were packing up - all having dinner out tonight.

Tuesday, 31st May, 1988 - Day Thirteen

Packed up the unit, paid bills etc and departed the Cable Beach Club. Left our ply wood board with a friend of Bob Richards, visited Zoo and caught the 3.30pm Flight 349 from Broome, the original flight being given over to people from another plane which had broken down. Arrived Perth 7.15pm.

Aboriginal Sites, 322 7144 (Arped Kalotis, Elizabeth Bradshaw)
All Coach Bookings, Perth 325 1711 (\$127.00 ow Per-Bro, 2 days)
Ansette Broome Agent, Cnr Baker and Weld Sts, Broome 92 1101
Auski Lodge, Port Drive, Broome, 091 921 183 (\$70.00 2 single B/R unit)
Brambles, Broome, (Barry Fairs), 091 921 629, 793, 519
Brambles, Broome: Opening hours: M-F 7am -6pm; Sat 7am-2-3pm.
Broome Vacation Park Village 091 921 057
Cable Beach Club, 091 922 505 (\$50.00 May special, twin B/R unit)
Conservation and Land Management, Broome. (Peter White) 091 922 505.
Coral Park Caravan Park, Great Northern Highway, 091 921 776
Currens (Jim Wiltshire per Frank Jarowsic) 335 9966
Dureaux, Ilene and David, Broome (WAM contacts per G. Henderson)
Fisheries and Wildlife, Broome (Peter Johnston), 091 921 121 (also AFZ
Office, 091 921 996).
Fisheries and Wildlife, Perth. (Ernie Little referred Ian Crawford)
Fisheries and Wildlife, Perth (Tom Morris referred by Peter Johnstone for
paperwork on the prahus sent to Perth) 470 2052, Ellam Street, Victoria
Park.
Holdiay W.A., 772 Hay Street, Perth. 322 2999 (\$684.00 RTN Per-Bro, 4
hours)
Lecki, Jim (Naval Architect), Fremantle, 335 6219
Marine and Harbours, Perth (Frank Jarowsic), 335 0940
May, Sally, 10a Anthony Street, South Perth 367 9468 to 29th May 1988.
May, Sally, 33 Manning Street, Mosman Park, 384 6175 from 29th May '88
May's Moke and Day Hire, Cnr Hunter and Blackman Street, 091 921 870
Roebuck Bay Caravan Park, (Shire Council - no bookings available) 091
921 366
Prince, Brunhilde, 79 Branksome Gdns, City Beach, 385 9188
Thrifty Car Hire, 091 921 870
Western Australian Museum FAX 328 8686
Yu, Peter and Sarah, Broome (WAM contacts per G. Henderson)

DRAWING EQUIPMENT

- One set Rotring drawing pens (SR May)
- 2 Linex .5m plastic rulers (1 DB -broken, SRMay)
- 2 Sets French Curves (2) (DB & Myra)
- 1 Rotring Art 5712 12mm stencil (DO)
- 1 Unique adjustable triangle 30 CB (DO)
- 1 Rotring set square (DO)
- 1 Rotring drawing board (DO)
- 1 Flex batten (Edwin Fox)
- 1 Unique 3410B plastic rightangle triangle (DO)
- 1 Linex 720 protractor (DO)
- 1 Faber Castell 150 BP 360T Protractor (DO)
- 1 W&G 446 Protractor (DO)
- 1 W&G 336 Protractor (DO)
- 8 Batten weights (DO)
- 2 Staedtler Mars 571-60 600 Blue Flexi-Curves (1 DO, 1DB)
- 1 Three Corner, Scale Ruler AW Faber-Castell 853/f (DO)
- 1 Three Corner, Scale Rule, Rotring Art 802 020 (DO)
- 1 Ecobra 3734 Compass (SRM)
- 6 Scapel Blades (DO)
- 1 MTI Set of Calipres (MHC)
- 1 Wood Metre Ruler (DO)
- 1 Steel Metre Ruler (DO)
- 1 Wood "T" Square (DO)
- 1 Metal "T" Square (DO)

- 1 Paper punch (SRM)
- 1 Stapler (SRM)
- 2 Rubbers (SRM)
- 1 Pencil sharpener (SRM)
- 1 pair Scissors (SRM)

- 1 Paper Clip (SRM)

- Assorted Staples
- Rubber bands
- pencils
- felt tip pens

- 1 Roll Mila Film (GJH)
- 2 Metres Graph Paper (MAD)
- 2 Rolls packaging tape (MAD)
- 1 Glue Stick (PEB)
- 3 Staedtler erasers (*) (Jacksons \$1.30 ea) (R1Total \$3.90)
- 1 Bottle Liquid paper (MAD)

TOOLS & MISCELLANEOUS

- 1 Long canvas carry-all (WS)
- 1 Roll of String (MAD)
- 4 Pairs of white cotton gloves (Cons)
- 24 Plastic bags (MAD)
- 1 Screw driver (mine)
- 1 Claw hammer (mine)
- 1 adjustable bevel (mine)
- 1 hacksaw blade (WS)
- 1 brass plumbbob (WS)
- 1 plumbbob (mine)
- 1 role fishing line (mine)
- 1 tape measure (mine)
- 3 5metre Stanley Powerblock tapemeasures (WS)
- 2 20m TDS canvas tapemeasures (WS)
- 1 broken tapemeasure (WS)
- 1 rightangle setsquare (WS)
- 1 Carpenters level (WS)

- 1 20m Stanley Powerblock tapemeasure(*) (R3 Total \$23.58)
- 1 Adjustable Bevel (*) (Mitre 10, R2 Total \$25.90)
- 1 Carpenters Level (*) (R3 Total \$33.35)
- 1 Carpenters Level (*) (R3 Total \$7.50)
- 3 Stringline Levels (*) (\$6.90ea R3 Total \$20.70)
- 1 Packet 30mm Nails (*) (R3 Total \$2.10)
- 1 Nally Tub (WS)

CAMERA EQUIPMENT (itemized for insurance 18/5/88)

- 1 Nikon FE2 Camera (2338405) (PEB)
- 1 Nikon SC12 flash unit (14650) (PEB)
- 1 Micro Nikkor 55mm camera lens & filter (991417) (PEB)
- 1 Nikon 24mm camera lens and filter (569199) (PEB)
- 1 Nikon 20mm lens and filter (204665) (PEB)
- 1 Pelikan camera case (PEB)
- 1 Nikon set of camera flash batteries (PEB)
- 1 Battery charger (PEB)
- 1 Sekonic Studio Light Meter (PEB)
- 1 Gilux Tripod and 3 way head (PEB)
- 2 10CM scales (PEB)
- 2 Ektachrome 100 ADA 36 Exposures EPN 135-36 (slides) (MAD)
- 12 Kodak 100ADA TMX 135-36 (Black and White film) (MAD)

COMPUTER EQUIPMENT

- 1 Macintosh SE Computer, Keyboard and mouse Serial No F72910EMS011

Privately owned by S.R. May.

1 Mouse Mat (MAD)

BOOKS

The Prahu Traditional Sailing Boat of Indonesia by Adrian Horridge (GJH)
Prahus of Indonesia, C.W. Hawkins (Ian Crawford)

STATIONARY

2 Blue folders(MAD)

22 Manilla folders(MAD)

White Bond Typing Paper(MAD)

Yellow and Pink typing paper(MAD)

2 Writing pads(MAD)

1 Quill Feint 160 page journal(MAD)

1 Collins 3880 Series Feint and Paged Journal (MAD)

1 Desk Diary (SRM)

EQUIPMENT LOST OR DAMAGED (other than expendable items)

1 Protractor cracked

2 batten mice lost

1 plastic drawing batten mis-shapen

DD=Drawing Office equipment

DB=Drawing Field Box equipment

WS=Work Shop equipment

MAD=Maritime Arch Dept equipment

GJH=Graeme

MMc=Mike

PEE=Patrick

R1, R2, etc = Receipt Number 1, 2, ect (see Expences)

(*)=private purchases (see Expences)

INCOMES AND EXPENCES

Airfare, SR May Per-Broome	RTN		\$684.00	(DR)(O.N)
Flight MV 374 ex Per 6.45am	arr Broome	10.20am	19/5/88	
Flight MV2379 ex Bro 2.35pm	arr Perth	6.10pm	1/6/88	
Airfare, B. Prince Per-Broome	RTN		\$684.00	(DR)(O.N)
Flight MV 374 ex Per 6.45am	arr Broome	10.20am	19/5/88	
Flight MV2379 ex Bro 2.35pm	arr Perth	6.10pm	1/6/88	
Cheque Received from WAM	00053093.13/5/88		\$300.00	(CR)
for S.R. May				
3 Staedler erasers (Jacksons	\$1.30 ea)	R1	\$3.90	(DRC)
1 Adjustable Bevel Mitre	10-18/5	R2	\$25.90	(DRC)
1 Carpenters Level	18/5	R3	\$33.35	(DRC)
1 Carpenters Level	18/5	R3	\$7.50	(DRC)
3 Stringline Levels	\$6.90ea-18/5	R3	\$20.70	(DRC)
1 Packet 30mm Nails	18/5	R3	\$2.10	(DRC)
1 20m Stanley tapemeasure	18/5	R3	\$23.58	(DRC)
1 Role of Colour Film ASA	100-19/5	R4	\$4.50	(DRC)
1 Car rental 11 days	-19/5	R5	\$319.00	(DRCh)
1 sheet ply and 1"x 1/2" wood	19/5	R6	\$8.61	(DRC)
1 -Charlie Carters Groceries	19/5	R7	\$32.30	(DRC) *
Lamb chops	Onions	Tin Spam		
Milk	Pickles	Cheese		
Coffee	Cucumber	Sultanas		
Sugar	Margarine	Peanut Paste		
Muslei	Tin Tuna	Noodles		
1 Fruit and Vegetables	19/5	R8	4.77	(DRC) *
1 Bread-Charlie Carters	19/5	R9	3.45	(DRC) *
1 Set Square-Broome	Bldg Supplies- 19/5	R10	\$20.40	(DRC)
1 G-Clamp-Broome	Bldg Supplies-19/5	R10	\$6.95	(DRC)
1(12) Colour prints-Broome	Phcy-20/5	R11	\$12.00	(DRC)
1 Post of colour prints-Aust	Post-20/5	R12	\$1.40	(DRC)
1 Milk-Charlie Carters	20/5	R13	\$0.61	(DRC) *
1 Apple juice-Charlie Carters		R13	\$3.95	(DRC) *
1 Folding rule-Broome	Bldg Supplies-20/5	R14	\$25.70	(DRC)
1 Carrots-Charlie Carters	23/5	R15	\$1.09	(DRC) *
1 Milk-Charlie Carters		R15	\$2.10	(DRC) *
1 Pencil sharpener-Charlie	Carters	R15	\$0.20	(DRC)
1 Coffee-Charlie Carters	27/5	R16	\$2.67	(DRC) *
1 Milk-Charlie Carters	27/5	R16	\$0.99	(DRC) *
1 Bread-Charlie Carters	27/5	R16	\$1.85	(DRC) *
1 Yoghart		R16	\$1.30	(DRC) *

5 Black & White film-Seaview	Phcy-29/5	R17	\$22.20	(DRC)	
1 - Charlie Carters Groceries-29/5		R18	\$11.10	(DRC)	*
Coffee	Milk				
Yoghurt	Tomatoes				
Cucumber	Onions				
Spam	Garlic				
Chicken legs	Bread				
1 Unleaded petrol- Sminju Motors-31/5		R19	\$ 5.00	(DRC)	
1 Unleaded petrol- Sminju Motors-31/5		R20	\$18.00	(DRC)	
1 Accomodation-Cable Beach Club-31/5		R21	\$624.62	(DRCh)	*
1 Car rental-Thrifty Car Rental-31/5		R22	\$136.33	(DRCh)	*

TOTAL OF EXPENCES:

Two RTN Airfares Ansette	\$1,368.00	
Accomodation for 14 nights	\$ 600.00	* 300
Telephone calls - work	\$ 24.61	
Car Hire Thrifty	\$ 455.33	
Car -petrol	\$ 23.00	
Materials & equipment	\$ 178.69	
Photographic items & development	\$ 38.70	
Postage	\$ 1.40	
Groceries	\$ 66.18	

\$2,755.91

WAM Advance \$ 300.00

\$2,455.91

WAM Order Number Airfares \$1,368.00

Expedition Expences paid for by S.R. May \$1,087.91

R=RECEIPT
 CN= ORDER NUMBER PER WAM
 CR= CREDIT
 DR=DEBIT
 DRC=DEBIT PERSONAL CASH
 DRCh=DEBIT PERSONAL CHEQUE

~~\$ 624.62~~
~~\$ 66.18~~
\$ 690.80

\$345.40