

and crew when it ran aground south of Cape Hamelin on March 4. The wreck was found by divers in 1981 though sections thrown up on the beach had been noted by the surveyor R. Quinn in 1864. Material from the wreck, which lies scattered on a reef bottom, is on display in the Augusta Museum.



Cumberland porcelain

### *Georgette 1876*

This Fremantle-owned 211 ton, 46 metre schooner-rigged iron steamer got into difficulties on December 1 and ran ashore at Calgardup (Redgate Beach), north of Hamelin Bay. The wreck was seen in the breakers and the survivors assisted ashore by Aboriginal stockman Sam Isaacs and the 16-year-old Grace Bussell. Seven lives were lost when a lifeboat was launched before *Georgette* came ashore. The wreck was found in 1964.

### *Greyhound 1884*

The Adelaide-owned 230-ton wooden brig *Greyhound* was wrecked during a north-west gale on the night of October 18 on a voyage from the Dutch East Indies. It was described as a 'tight handy little craft' and appears to have come ashore in Hamelin Bay after dragging its anchors and soon broke up. The wreck has not been found.

### *Aristide 1880*

The cables of this 399-ton, 38.1 metre French wooden barque parted during a north-west gale with heavy seas on September 23. The winds then backed west-south-west and *Aristide* was driven to within 50 metres of the high water

mark (about 4 km north of the Hamelin Bay jetty) and wrecked, strewing timbers along the shore. Its remains have not been found.



Remains of Hamelin Bay jetty

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>

The Hamelin Bay Wreck Trail was developed by the Cowaramup Lions and the Western Australian Maritime Museum, which would like to thank the following: South West Development Authority and the Department of Conservation and Land Management. Updated by Jessica Berry, Tracey Miller and Jessica Reynolds, WAM 2008.



#### 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.

# HAMELIN BAY WRECK TRAIL

## Introduction

Hamelin Bay was named after J.F.E. Hamelin, one of many French explorers who visited the shores of Western Australia in the period 1772–1826. In 1882 timber merchant M.C. Davies acquired rights to the vast stands of karri in nearby forests for a period of 52 years at £160 per annum. A centre was established at Karridale with outports at Hamelin and Flinders bays. Both ports had serious disadvantages in that Flinders Bay lies open to the east and Hamelin Bay is open to the north-west. The evidence of the dangers of winds in an exposed port lies in the 11 wrecks in Hamelin Bay.



*Georgette*

The Hamelin Bay jetty was built in 1882 to a length of about 550 metres. It was extended in 1898 to five berths with moveable steam cranes, and four heavy ships moorings were set in the bay each with 2½ ton anchors and 2½ inch diameter chain. Around ten vessels a year used the port between 1882-1885, but efforts to improve safety eventually proved fruitless. Major shipwrecks soon followed, including the loss of five vessels in 1900 and three in one storm on the afternoon and night of July 22, 1900.

A letter from Mr G.F. McGregor to his son Alexander dated August 1, 1900 tells of the storm and describes a violent wind initially from the north north west and “the sea going right over the jetty”. The wind then backed to the south west and strengthened to such force that sheets of water were lifted from the sea and carried inland with such force as to fill McGregor’s rain water tank with sea water. The wind forced those on the jetty to crawl on all fours to safety while clinging to the railway line that ran along the length of the structure.

Dawn revealed a scene of great destruction. Two of *Katinka’s* masts (with crew grimly attached) were all that could be seen of that vessel. The Danish barque *Norwester* and the Norwegian barque *Lövspring* lay stranded on the beach amongst floating wreckage and violent seas. The Norwegian barque *Arcadia*, which first went ashore in April, is recorded by McGregor as again going ashore at the start of the July gale. The tragedies of July 1900 forced a reassessment of the future of Hamelin Bay and it was abandoned as a timber port a few years later. The jetty became derelict and was later burnt.



A mooring anchor at Hamelin Bay

## Hamelin Bay Wrecks

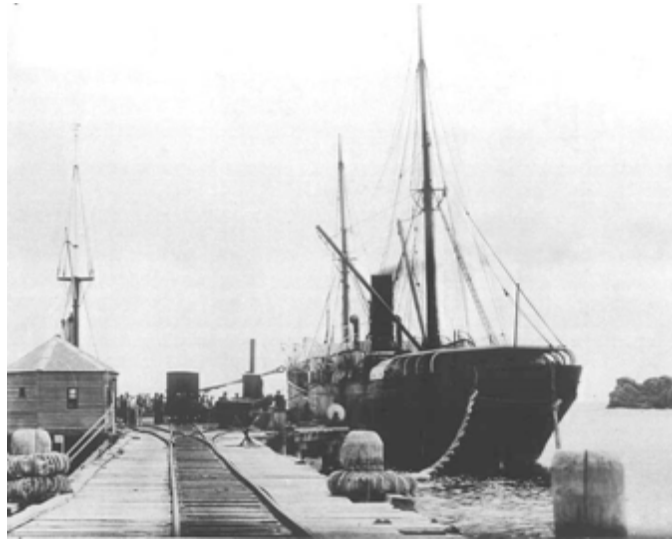
### *Agincourt* 1882

The British 447-ton 40 metre wooden barque broke from its mooring whilst fully laden with timber in the afternoon of April 19. One member of the crew of eight was drowned

when the longboat capsized in the surf. The remains of a wreck still laden with timber and believed to be *Agincourt* lie on sand in 4–5 metres of water about 200 metres offshore in Hamelin Bay.

### *Chaudiere* 1883

This British 470-ton 41.1 metre wooden barque was wrecked on July 4, whilst laden with timber at Hamelin Bay. A wreck fitting the description of *Chaudiere*, which was reported to be owned by the timber merchant Mr Davies, lies on a sand bottom near *Agincourt* in Hamelin Bay.

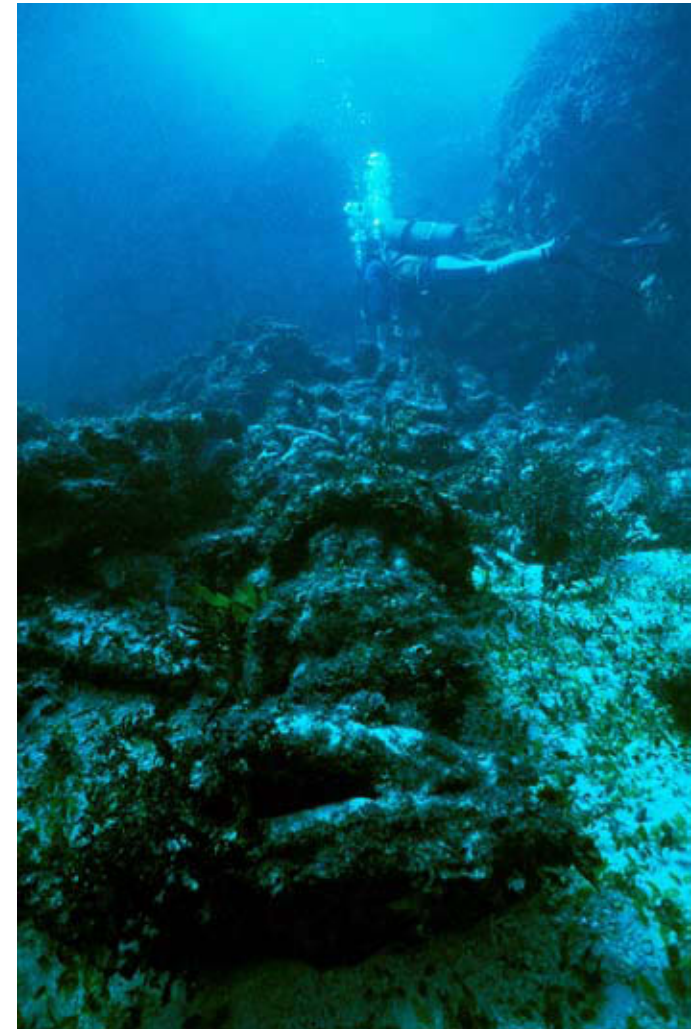


Unknown steamer on Hamelin Bay jetty

### *Katinka, Norwester, Lövspring, Arcadia* 1900

A storm on July 22 claimed the vessels *Katinka*, *Norwester* and *Lövspring*, and possibly *Arcadia*. Three vessels were moored to the jetty when the storm struck, while *Katinka* was at the heavy mooring in the bay. *Arcadia*, on the south side of the jetty, broke free early in the storm with *Norwester* straining badly on the same side. *Lövspring* smashed against the jetty. *Norwester* finally broke free and drifted into *Arcadia* and *Lövspring* and sank near Mushroom Rock.

The captain, his daughter and the crew were found the next day huddled on the cabin roof just out of reach of the waves. *Katinka* was blown from its mooring and came ashore amidst violent seas. Six of the 14 crew were drowned when the vessel broke in two and the stern sank. Two men were found the next day half buried in sand and barely alive.



*Toba*

### *Toba* 1930–1940s

This small wooden vessel, possibly a lugger, is recorded as being lost on Peak Island. An ornate binnacle from the wreck is on display at the Augusta Museum.

## Other Wrecks of Cape Leeuwin–Cape Naturaliste

### *Cumberland* 1830

This 444-ton wooden colonial trader was wrecked en route from Newcastle NSW to Fremantle with no loss of life. It was carrying coal, cattle and other goods and 54 passengers