In 1868, Arpenteur was forced to shelter at Two People Bay. On November 7, while still in the bay, taking on oil, a strong northeast gale totally wrecked the vessel. Arpenteur’s crew narrowly escaped with their lives.

Wave
Wave was a 103-tonne Brigantine, built in Bermuda in 1838. It was a trader on route from Adelaide to Shanghai via Singapore in 1848. During a violent northeast gale, it was forced to anchor at Cape Riche. It dragged its two anchors and ran ashore at Cheynes Beach. After unsuccessfully attempting to get it off the beach, the captain went to King George Sound to get help from the schooner Champion. Champion succeeded in getting the Wave off shore, but it sprung a leak, filled with water and was wrecked.

Agnes
The 45-tonne wooden hulled schooner Agnes was built at Brisbane Water in 1874. It was bought by Capt. Fred Douglas for use in the coastal trade. Whilst anchored in Bremer Bay on April 1892, heavy seas caused its cables to part, and it was driven ashore. It was a flat-bottomed vessel and was swept high onto the beach. The crew salvaged the cargo of sandalwood and some fittings.

Cheynes II & Cheynes IV
In contrast to Cheynes III which was scuttled, the whalers Cheynes II & IV were preserved at the end of the whaling era. Cheynes IV is now displayed at Whale World, the old whaling station southeast of Frenchman Bay. Cheynes II, however, blew ashore off Geak Point in Princess Royal Harbour and is still there today.

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


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.
on a voyage from Adelaide to Singapore with a cargo of flour, sugar and copper. Aboard Harlequin was the master, Mr. Walsh, his wife, and eight crew. Three of the crew lost their lives. Seven survivors (including Mr. and Mrs. Walsh) walked overland to Albany. Little of the wreck can now be seen as it lies in turbulent and difficult waters.

**Runnymede**

Runnymede was a wooden barque built in Hobart, Tasmania by John Watson in 1849. It was originally owned by Askin Morrison and later bought by James Bayley. The vessel was used as a whale ship, operating out of Hobart from 1870. Runnymede was driven ashore on Goode Beach in Frenchman Bay during a heavy gale on December 21, 1881. The remains can be seen in shallow water after heavy storms.

**Fanny Nicholson**

Fanny Nicholson was a wooden-framed barque built in Hartlepool, England. It was brought to Australia in the 1860s to be used as a whaling vessel and was based in Hobart from 1870. The vessel was driven ashore at Goode Beach, in Frenchman’s Bay during a south easterly gale on December 16, 1872. The 70 tons of sperm oil on board and the rigging and whaling gear were saved. The remains can be seen in shallow water after heavy storms.

**Ada**

Ada was a 15 metre, 26-tonne cutter made from jarrah and built by John Peters of Albany in 1886. John Conti and John Bruce, both from Albany, had a joint ownership of Ada. In February 1888, the crew were loading posts onto the vessel in the southeast corner of Oyster Harbour, while it was resting on the sea-bed at low tide. With the coming of the high tide, it filled with water and was abandoned.

**Gio Batta Repetto**

The 1,147-tonne Italian barque Gio Batta Repetto was built in Pra, Italy in 1883 and was used to carry timber. Setting out from Albany to London, in March 1899, with a 1,130-tonne load of timber, the vessel struck Michaelmas Reef, damaging the hull and almost causing the vessel to sink. It lost part of its keel and hull, traces of which are still visible today on the reef that now bears the vessel's name. It was later towed into to Princess Royal Harbour where repairs were carried out. Gio Batta was later sold and renamed Thistle. In 1905, it was reported missing on a voyage from Bunbury to East London in South Africa.

**Cheynes III**

A local diving identity, Les Bail arranged for Cheynes III to be scuttled in 1982 to create a good diving site. After the engines were removed, it was taken to the western end of Michaelmas Island and sunk. The wreck has broken in two and lies in 30 metres of water. It is one of WA's premier dive sites.